

NATIONAL AND STATE SCENIC BYWAY PROGRAM OVERVIEW & PROPOSED MILLS SCENIC BYWAY

- National/State Scenic Byway Program Overview
- Types of Byway Designations
- Byway Nomination Process and Criteria
- Grant Funding Opportunities
- Proposed Route
- Corridor Management Plan
- Next Steps Moving Forward



Dover City Council: May 9, 2012

NATIONAL & NEW HAMPSHIRE SCENIC BYWAY PROGRAM OVERVIEW

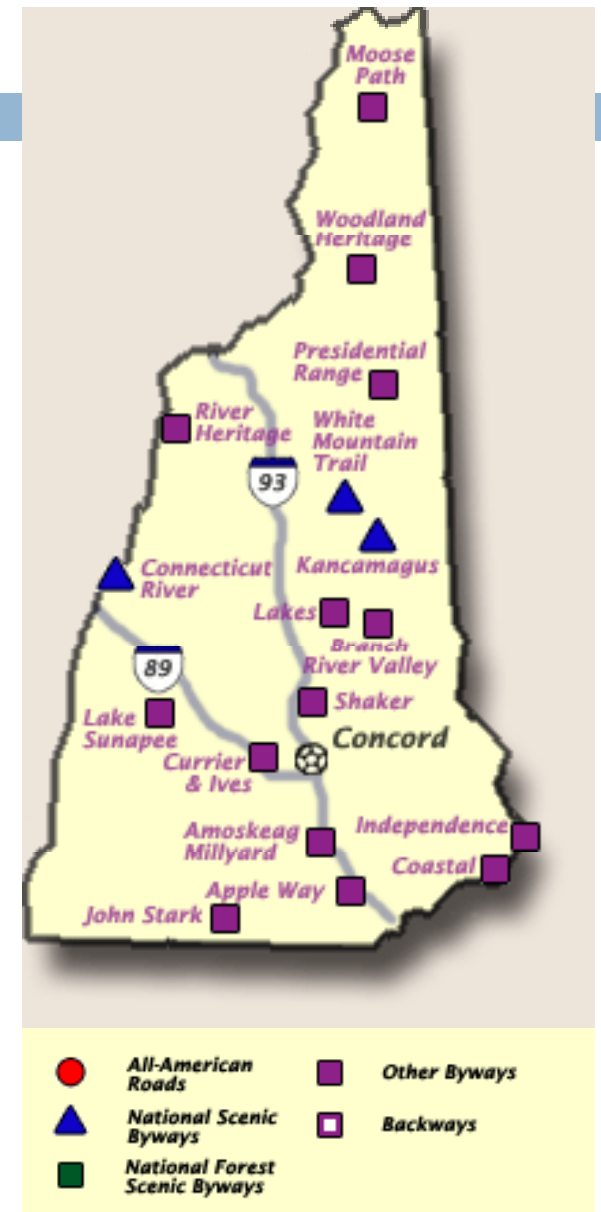
- The National Scenic Byways Program was established under the Federal Intermodal Surface Transportation Efficiency Act of 1991.
- The vision of the program is to create a distinctive collection of American roads.
- Provide resources to the byway community to create unique travel experiences and enhance local quality of life through efforts to preserve, protect, interpret, and promote the intrinsic qualities of designated byways.
- This designation is based on each byways archaeological, cultural, historic, natural, recreational, and scenic qualities.
- Managed in New Hampshire by NHDOT with input from NH Scenic & Cultural Byways Council.



NATIONAL SCENIC BYWAY PROGRAM: THREE LEVELS OF DESIGNATION

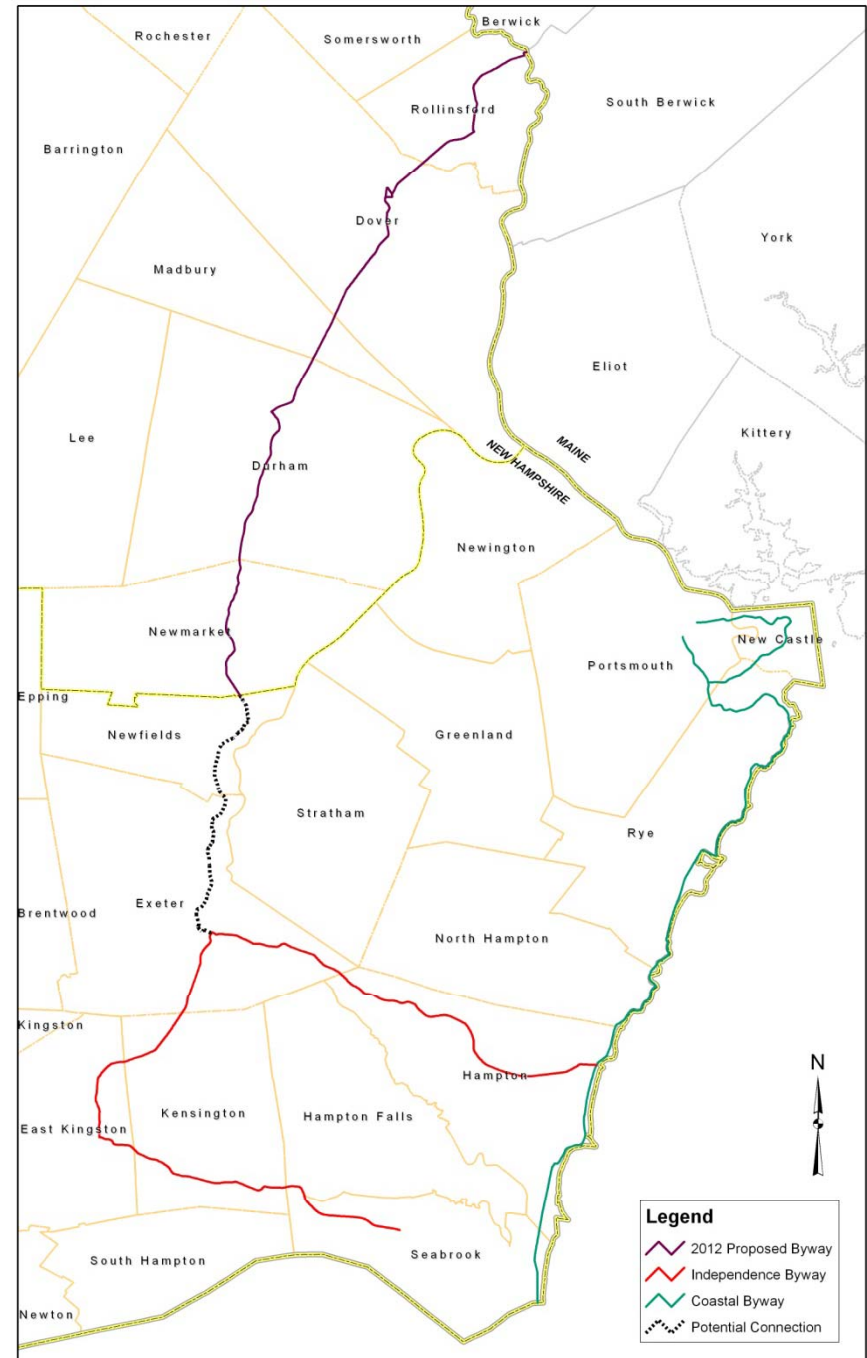
1. All- American Roads (31 nationally)
2. National Scenic Byways (120 nationally/3 in NH)
 - Connecticut River Byway
 - Kancamagus Scenic Byway
 - White Mountain Trail
3. State Scenic Byways (14 in NH/3 in the Lakes & Seacoast Regions)
 - Independence Byway
 - Coastal Byway
 - Branch River Valley

“New Hampshire has over 1,000 miles of designated scenic and cultural byways!”



PROPOSED SCENIC BYWAY ROUTE AND CONNECTING LOOP

- Proposed Mills Scenic Byways – 16.3 miles
- Coastal Byway – 18.5 miles
 - [Tour Details](#)
- Independence Way – 21 miles
 - [Tour Details](#)
- Potential Connection – 5.6 miles
 - Through Newfields & Exeter
- Long-term goal to work with Southern Maine RPC to develop a route through South Berwick, York/Eliot, and Kittery





Scenic Byway Program - Nomination Process

Nominations for Byway designation must demonstrate:

- State and/or regional significance of the intrinsic qualities of the byway:
- Scenic Resources
- Natural Resources
- Historic Resources
- Cultural Resources
- Archaeological Resources
- Recreational Resources

SCENIC BYWAY PROGRAM -NOMINATION PROCESS

- Planning to support preservation, enhancement and promotion of those intrinsic qualities
- Planning a quality visitor experience
- Community and organizational support for the byway



Mission: To provide resources to the byway community in creating a unique travel experience and enhanced local quality of life through efforts to preserve, protect, interpret, and promote the intrinsic qualities of designated byways.

SCENIC BYWAY PROGRAM – GRANT TYPES

- Nationally Competitive Process
- Since 1992 approximately \$560,000/year available in NH
- Categories of Eligible Activities
 1. State and Indian Tribe Scenic Byway Programs
 2. Corridor Management Plan
 3. Safety Improvements
 4. Byway Facilities
 5. Access to Recreation
 6. Resource Protection
 7. Interpretive Information
 8. Marketing



Summary for 1992- 2011

Total Amount Funded:

\$468,669,373

Total Projects Funded:

3049

Total for New Hampshire

\$11,245,460

Summary 2011

Total Amount Funded:

\$40,281,344

Total Projects Funded:

123

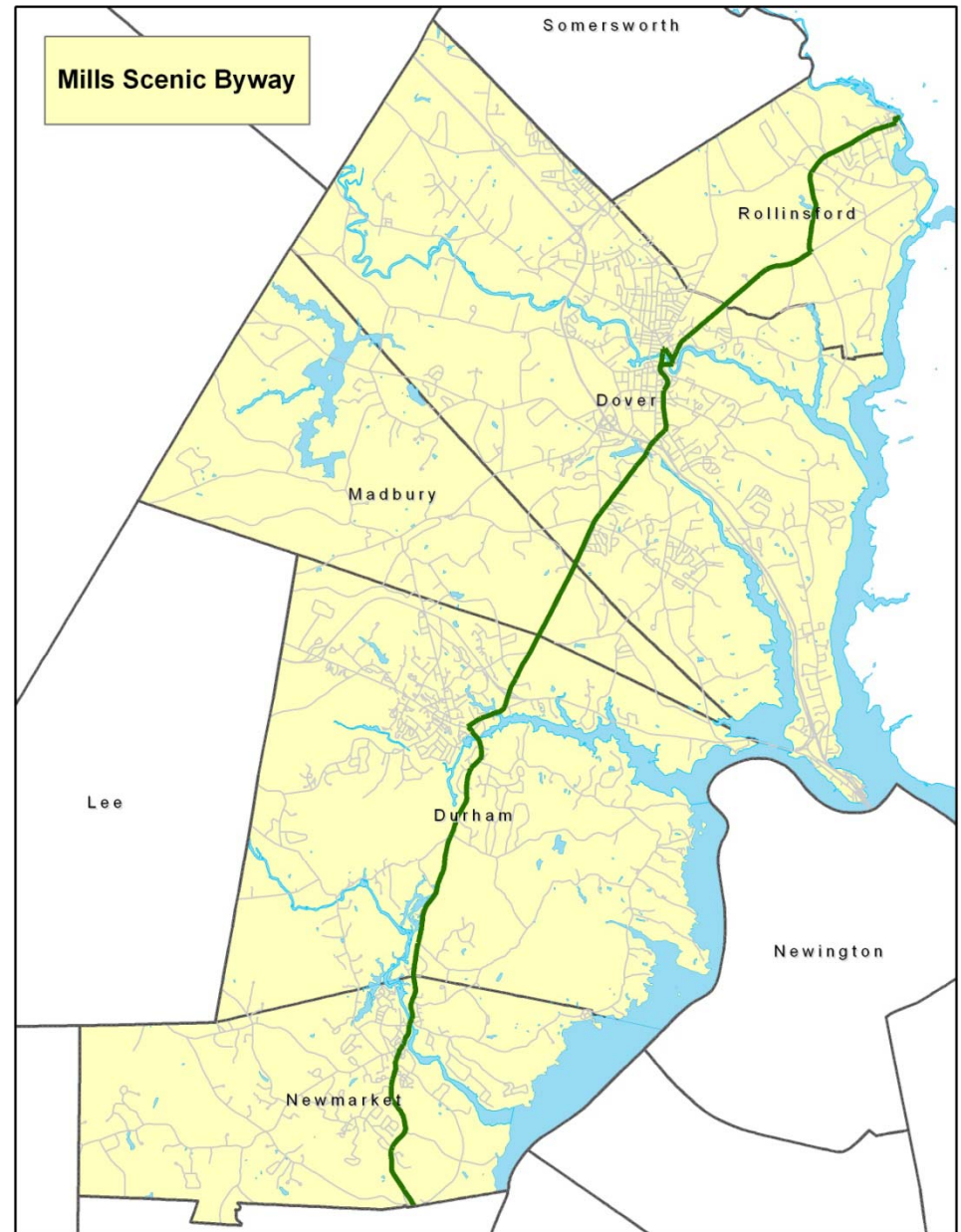
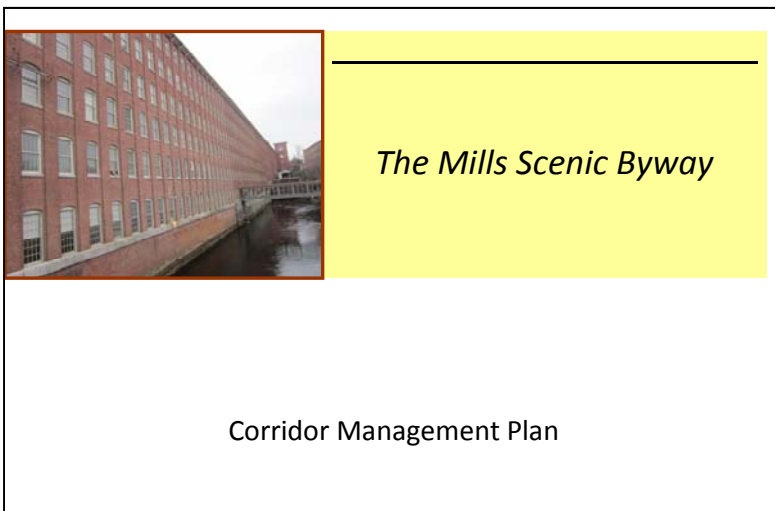
Total for New Hampshire

\$1,168,028 (2 projects)

Projects submitted for consideration should benefit the byway traveler's experience, whether it will help manage the intrinsic qualities that support the byway's designation, shape the byway's story, interpret the story for visitors, or improve visitor facilities along the byway.

NEWMARKET, DURHAM, MADBURY, DOVER, AND ROLLINSFORD PROPOSED ROUTE

- Set up joint meeting with proposed corridor communities (Newmarket, Durham, Madbury, Dover, and Rollinsford).
- Form a regional corridor advisory committee.
- Submit nomination to develop byway corridor.
- Write a Corridor Management Plan.



CORRIDOR MANAGEMENT PLAN



A Corridor Management Plan inventories, and sets strategies to manage the scenic, natural, historic, recreational, archaeological, and cultural qualities that support the byway's designation.

General Requirements:

- Be a written plan developed through community involvement along a scenic byway
- Provide for conservation and enhancement of the byway's intrinsic qualities
- Address promotion of tourism and other economic development
- Identify management strategies to balance these concerns while providing for the user's enjoyment of the byway

Are community-based and "living documents" that outline the goals, strategies, and responsibilities for preserving and promoting the byway.



Built in 1768, The Dover Friend's Quaker meeting house is the oldest religious structure in Dover and is located on Central Avenue abutting the Pine Hill Cemetery. The building's entrance way has two doors, the left was once used by Women only and the right by Men. The sexes were separated during the religious services and the partitions were removed for business meetings.



The Woodman Museum building is approximately 200 years old and the institute was formed in 1916. Located on Central Avenue adjacent to the Garrison House, the museum offers visitors a unique opportunity to view extensive collections of minerals, animals, insects and Native American artifacts. Additionally, the museum houses a War Memorial and as many other items of historic significance. The museum is now listed on the National Register of Historic Places.

Historic Resources – Examples in Dover

- The William Hale House
- Garrison House
- Sawyer Woolen Mills
- First Parish Church
- Dover Armory
- Michael Reade House



The Joe Park's Riverwalk and Public Gardens began as an effort between the Dover Rotary Club and Dover Main Street program and developed into a project completed largely by help from local volunteers in 2008. The park is located on Central Avenue in downtown Dover and offers a walking path along the Cochecho River, benches and landscape areas for the public.



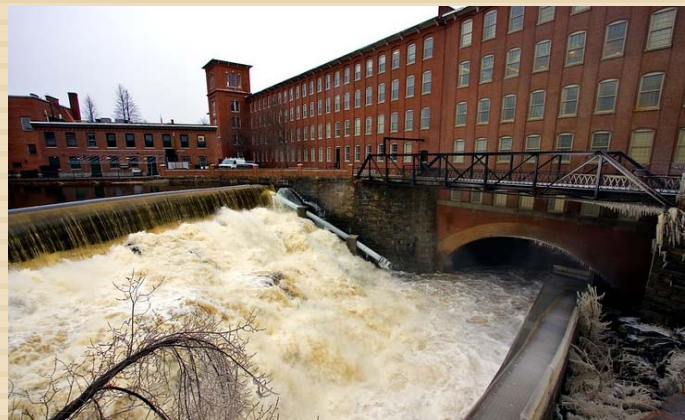
Located on Henry Law Avenue off Central Avenue in downtown Dover, the Cochecho River Walk is a central attraction in downtown Dover offers a canoe launch; picnic tables, outdoor grills, Skateboard Park, benches, outdoor theater, covered bridge and pathway following the Cochecho River bend around the historic mill buildings. The trail begins at the outdoor amphitheater in Henry Law Park and continues 1,200 feet before ending on River Street.

Recreational Resources – Examples in Dover

- Cochecho River Walk
- Immigrants Park
- Joe Parks Riverwalk
- Guppy Park
- Henry Law Park
- Fish Ladder Park



The Bellamy River is another local tributary to the Piscataqua River which runs through Dover along Route 108. Running for approximately 15 miles, the river rises at Swains Lake in Barrington, flows east through the Bellamy Reservoir in Madbury before traveling through Dover and into the tidal river to Little Bay, the channel connecting Great Bay with the Atlantic Ocean. During the 19th and 20th century, a series of dams were installed to provide power for machinery at local mills.



The Cochecho River Dam is located adjacent to Fish Ladder Park on Central Avenue in downtown Dover. Located at the tidal limit of the Cochecho River, the Dam offers scenic views of the falls and New Hampshire Fish and Game fish ladder.

Natural/Scenic Resources – Examples in Dover

- Bellamy River
- Cochecho River
- Cochecho River Dam



In 1883 the Mayor of Dover James E. Lothrop proposed a Public Library as part of his inaugural address. On January 14, 1884, the Dover Public Library opened its doors and recorded 2,300 borrowers in the first year. As the Library continued to grow, it changed locations three times before settling at the “Hale Lot” located on Locust Street in downtown Dover.



The Children’s Museum of New Hampshire is located on Franklin Pierce Highway (Route 108) at the Cochecho River Bridge adjacent to Henry Law Park and Rotary Arts Pavilion amphitheater. Occupying the site of the Dover Armory, the museum offers a variety of science, art and cultural experiences for children, educational institutions and families.

Cultural Resources – Examples in Dover

- Children’s Museum of NH
- Woodman Institute Museum
- McConnell Center
- Dover Public Library

PHYSICAL CONDITIONS

Traffic Volume

During 2010 and 2011, on behalf of NHDOT and municipalities, SRPC collected traffic data at 17 points. It should also be noted that traffic tends to increase substantially in the fall due to student enrollment at the University of New Hampshire.

Traffic Speed & Accident Data

In preparation for the corridor management plan for Route 108/Route 4 Byway, the Durham Police Department reviewed crash data and the citation history for the previous five (5) years. The data was sorted to its approximate location on the corridor and is depicted on the accompanying map and table.



	Speeding Citations & Warnings	Problematic Speeding Areas (highest frequency to lowest)	Collisions	Problematic Collision Areas (highest frequency to lowest)
2007	237	1) Durham Rd at Alumni Dr (524) 2) Portland Av at Atlantic Av (233) 3) Portland Av at Hancock St (126) 4) Durham Rd at Daley Dr (120) 5) Durham Rd at Dunns Bridge Ln (118) 6) Durham Rd at Adelle Dr (108) 7) Durham Rd at Bellamy Rd (105)	164	1) Central Av (South) at Washington St/Henry Law Av (62) 2) Central Av at Locust St (62) 3) Central Av (South) at Orchard St (51) 4) Main St (North) at Washington St (50) 5) Central Av (South) at First St (39) 6) Central Av at Court/Church/Hanson St (38) 7) Portland Av at Rollinsford Town Line/Oak Street (36)
2008	285		175	
2009	578		185	
2010	621		153	
2011	718		146	
TOTAL	2439		823	

EXISTING ROAD SIGNS AND LEVELS OF SERVICE

- In December 2011, SRPC conducted a sign inventory for the entire Byway route. The inventory consists of geocoded points for all warning, regulatory, guide and directional signs along the corridor.



- Commercial enterprises within the proposed Mills Scenic Byway are clustered mainly in Downtown Dover and Newmarket.
- Additional signs along the corridor, aside from regulatory and warning signs, consist mostly of Guide Signs, Recreational & Cultural Interest signs and General Information Signs.

- SRPC conducted two inventories for the Byway to determine its level of service for both pedestrian and bicycle traffic.
- Utilizing the Sustainable Cities Institute LOS Calculator, assessments were generated that provide insight relative to pedestrian and bicyclist comfort and safety levels for all segments of the Byway.
- The calculator uses a series of variables such as shoulder width, road width, traffic volume and classification, pavement condition, speed limit and percentage of sidewalk to estimate a level of service for each roadway segment.







For more information:

Contact:
Kyle Pimental, Regional Planner
Tel. (603) 994-3500
Fax: (603) 994-3504
Email: kpimental@strafford.org

Strafford Regional Planning Commission
150 Wakefield Street, Suite 12
Rochester, NH 03867
www.strafford.org

