

Currier and Ives Trail Scenic and Cultural Byway

Corridor Management Plan

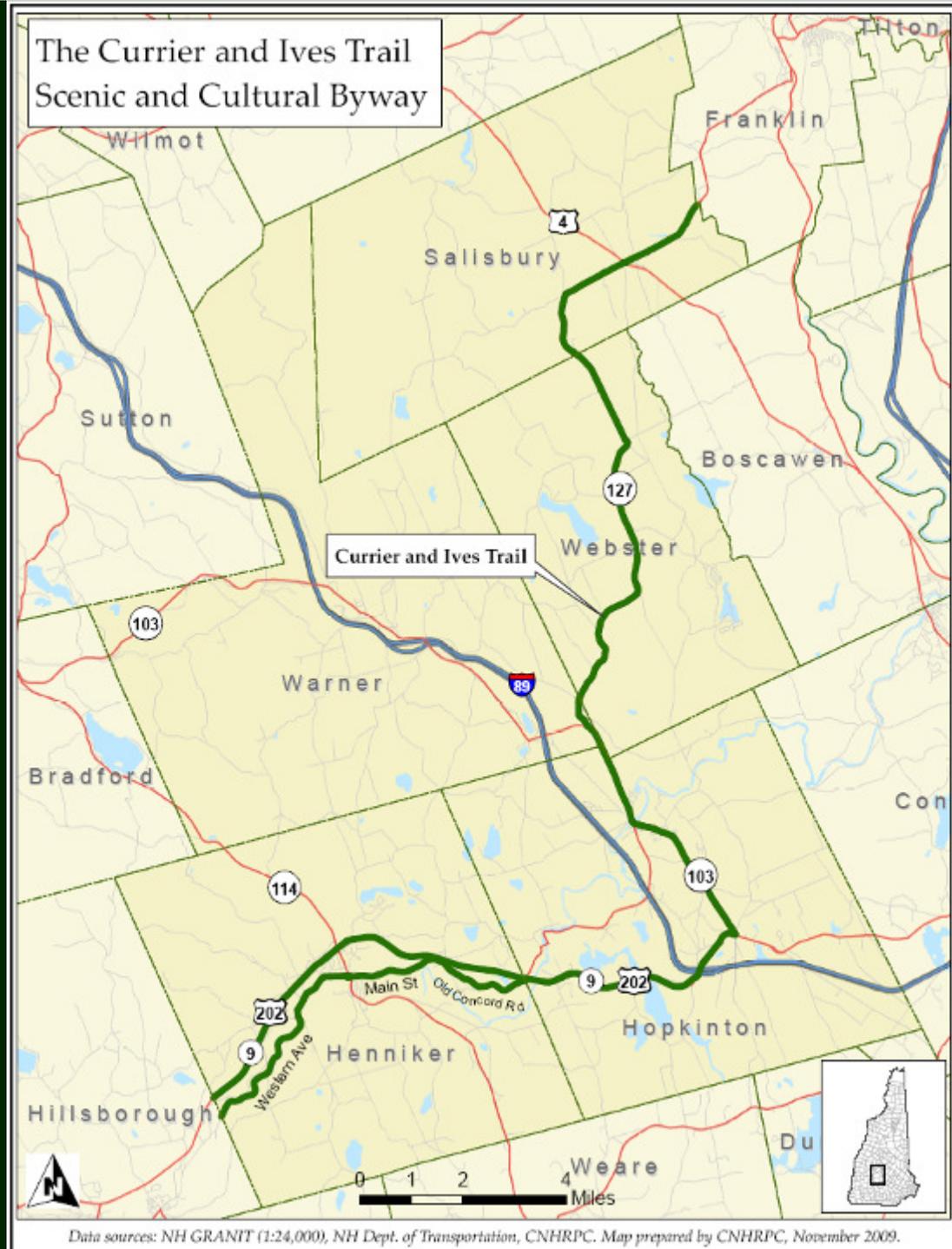


February 11, 2010

Vanessa Bittermann
Central New Hampshire
Regional Planning Commission

The Byway Route

- South along NH 127 through Salisbury and Webster into Contoocook
- NH 103 to Hopkinton Village
- US 202/NH 9 west through Hopkinton and Henniker (Bypass)
- Old Concord Rd., Main St., and Western Ave. west through downtown Henniker (Local Roads)



Scenic Byway Committee Members

Salisbury

- Bill MacDuffie, Jr., Conservation Commission
- Kate Sheldon, Historical Society
- Maris Wofsy, Resident

Webster

- Susan Rauth, Planning Board
- Susan Roman, Planning Board and Conservation Commission

Hopkinton/Contoocook

- Byron Carr, Artist
- Christine Hamm, State Rep., Hopkinton, Webster, Warner
- David White, Transportation Advisory Committee

Henniker

- Kate Bartlet, Henniker House
- Nicole Gage, Land Use Coordinator
- Holly Green, Conservation Commission

NH Department of Transportation

- Dean Eastman, Scenic Byways Coordinator

NH Division of Historic Resources

- Mary Kate Ryan, State Survey Coordinator

Central NH Regional Planning Commission

- Vanessa Bittermann, Regional Planner

Thank you!

What is a Scenic Byway?

- Part of the National Scenic Byways Program under the Federal Highway Administration
- The Currier and Ives Trail is a State Designated Scenic and Cultural Byway under RSA 238:19
- Originally a “Yankee Trail” as part of US Bicentennial promotion efforts; designated a byway in 1994
- Recognized for its intrinsic historic, cultural, natural, scenic, and recreational qualities



What is a Scenic Byway?



“The program is about recognition, not regulation.”

- National Scenic Byways Program

For More Information:

- www.byways.org
- www.bywaysonline.org
- www.bywaysresourcecenter.org

Current Planning Effort

- National Scenic Byways Program Grant to CNHRPC to facilitate development of a Corridor Management Plan
- Formed a working Byway Committee (spring 2009)
- Formulated a Corridor Management Plan
 - A written document that lays out goals, strategies, and responsibilities for conserving and enhancing the Byway's most valuable qualities
 - Community-based and directed
 - Looks at the entire Byway Corridor
 - A tool for local communities to use – NOT regulatory

The Corridor Management Plan

- Defines a vision for the Byway
 - Creates goals, objectives, and strategies
 - Documents existing conditions
 - Lays out action steps for achieving goals
 - Identifies key parties to carry out immediate action steps
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A Vision for the Currier and Ives Trail

The Currier and Ives Scenic and Cultural Byway will serve as an enduring common link among the communities of Henniker, Hopkinton, Webster, and Salisbury. The communities are committed to both preserving and enhancing the Byway's unique scenic, historical, cultural, natural, and recreational qualities. The Byway represents a traditional New England experience from its country roads and scenic vistas to its vibrant historical villages. Through a balance of preservation and sensitive economic development that respects the natural features of the area, the Byway will be promoted as a treasured resource for current and future generations of residents and visitors alike.



Goals and Objectives

- **Goal 1: Raise awareness of the Byway among travelers and within our local communities.**

Objectives:

- Adoption of the CMP by each town's Board of Selectmen
 - Publicize the Carrier and Ives Trail via a variety of media
 - Encourage local businesses to promote the Byway
 - Clarify the Byway route through the Town of Henniker
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Goals and Objectives

- **Goal 2: Encourage greater recreational use of the Byway's natural features.**

Objectives:

- Improve, add, or make safer access points along the Contoocook and Blackwater Rivers for river users
- Create pull-offs and parking facilities for cars and bicycles at hiking access points
- Introduce bicycling facilities such as bicycle lanes, bicycle parking, etc.

Goals and Objectives

- **Goal 3: Improve the safety of the Byway for travelers using all modes of travel, including motor vehicles, bicyclists, and pedestrians.**

Objectives:

- Implement safe pull-offs for recreational and scenic enjoyment
 - Identify particularly unsafe portions or intersections along the Byway route
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Goals and Objectives

- **Goal 4: Encourage economic development, especially for tourism, in designated areas along the Byway.**

Objectives:

- Expand customer base for Henniker, Hopkinton, and Contoocook village businesses
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Goals and Objectives

- **Goal 5: Encourage the preservation and enhancement of the scenic, natural, and historic resources along the Byway.**

Objectives:

- Promote discussion among Byway towns about where historic design review may be an appropriate way to preserve historic areas and structures
 - Develop a focused conservation plan for important natural sites, parcels with scenic vistas, and agricultural land
 - Explore historic restoration projects such as the Paper Mill Site in West Henniker that would benefit Byway travelers and help to tell the “story” of the area.
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Byway Inventory

Lists and describes the following resources:

- Historic
- Scenic
- Cultural
- Natural
- Recreational



www.cnhrpc.org/transportation/Currier_Ives.html

Byway Inventory – Scenic Resources



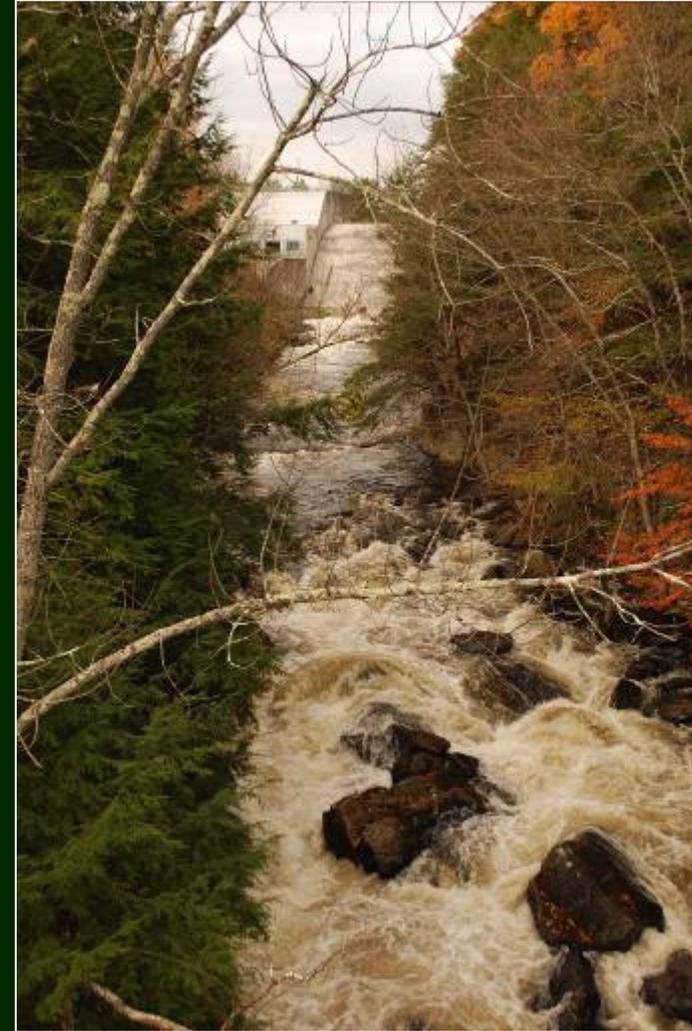
Byway Inventory – Historic Resources



Byway Inventory – Cultural Resources



Byway Inventory – Natural Resources



Byway Inventory – Recreational Resources



Existing Conditions

- Traffic and Safety
 - Traffic Volume
 - Traffic Speed
 - Heavy Vehicles
 - Accident Data
 - Existing Road Signs
 - Bicycle and Pedestrian Level of Service
 - Land Use and Conservation
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Resource Management

Who will protect, enhance, and promote the Byway's resources?

- **Towns** regulate local land use (the Scenic Byway DOES NOT CHANGE THIS)
- **NHDOT** maintains state route rights-of-way
- **Local interest groups** enhance resources through protection efforts, cultural, recreational, and historical events
- **Landowners** control what happens on their property
- **Business owners** may participate in promotion efforts
- A **Byway Council** to be formed will coordinate and support local and corridor-wide protection and promotion efforts

Next Steps



- Adoption of the CMP by Towns
 - Boards of Selectmen will be asked to sign resolutions of support
 - Adopting the CMP DOES NOT mean a town is giving up any regulatory authority – a plan is not a regulation
 - Adopting the CMP means the town supports the management plan and will work with other groups and agencies to help implement the plan

Next Steps

- Formation of a Byway Council
 - Seeking representatives from each town appointed by the Board of Selectmen
 - Selectman, Town official, Planning Board/Conservation Commission/Recreation Committee, Historic Society, Economic Development Committee, as applicable
 - Also seeking representatives from the local business community, regional and state agencies, and residents at large
 - Appointments sought by March 31, 2010
 - First Council meeting sometime in April 2010
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Next Steps

- Byway Council is an advisory body
 - Expected to meet at least quarterly
 - Main purpose is to implement (and update) the CMP to achieve stated goals
 - Council members will be responsible for communicating back to their communities to encourage ongoing public participation in Byway activities
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Next Steps

- New England College collaboration
 - Fall 2010 – proposed new course to focus on civic engagement and projects to support the Carrier and Ives Scenic Byway
 - Will work with the Byway Council to identify suitable project(s)
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Questions?

www.cnhrpc.org/transportation/Currier_Ives.html

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