Currier and Ives Trail Scenic and Cultural Byway

Corridor Management Plan

Created by the towns of Salisbury, Webster, Hopkinton, and Henniker in partnership with the Central New Hampshire Regional Planning Commission

February 2010

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Byway Committee Participants

The creation of this plan would not have been possible without the time, energy, and effort donated by the members of the Currier and Ives Scenic Byway Committee:

Table 1. Byway Committee Participants

Name	Affiliation
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Byron Carr	Contoocook
Dean Eastman	NHDOT Scenic Byways Coordinator
Nicole Gage	Henniker Planning Office
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Bill MacDuffie, Jr.	Salisbury Conservation Commission
Dot Proulx	Webster
Susan Roman	Webster Planning Board/Conservation Commission
Sue Rauth	Webster Planning Board
Mary Kate Ryan	NH Division of Historic Resources
Karen Sheldon	Salisbury Historical Society
David White	Hopkinton Transportation Advisory Committee Representative
Maris Wofsy	Salisbury

The Byway Committee would also like to thank all community members who attended public meetings and offered their input and local knowledge.

This plan was developed by the Scenic Byway Committee in partnership with the Central New Hampshire Regional Planning Commission.

Statement of Significance

In 1976 as part of the American Bicentennial celebration, several scenic routes throughout New Hampshire were designated "Yankee Trails." These trails led travelers through picturesque New England landscapes harking back to settlement before and during Revolutionary times. One such route, the 30-mile long Currier and Ives Trail, traversed the rural towns of Salisbury and Webster, then entered the historic villages of Contoocook, Hopkinton, and Henniker before winding down the Contoocook River to the Hillsborough town line.

Figure 1. Yankee Trail Sign

In 1991, the Federal Highway Administration (FHWA) established the National Scenic Byways Program under the Intermodal Surface Transportation Efficiency Act (ISTEA) to recognize outstanding roads for their intrinsic archaeological, historic, cultural, natural, scenic, and recreational qualities. In 1992, the State of New Hampshire created its own Scenic and Cultural Byways System under RSA 238:19, "to provide the opportunity for residents and visitors to travel a system of byways which feature the scenic and cultural qualities of the state within the existing highway system, promote retention of rural and urban scenic byways, support the cultural, recreational and historic attributes along these byways and expose the unique elements of the state's beauty, culture and history." The Currier and Ives Trail, formerly part of the Yankee Trail system, became a state-designated scenic and cultural byway in 1994. As a state-designated byway, it is eligible for funding under the National Scenic Byways Program.

The Currier and Ives Trail follows NH 127 from the Franklin Town line southwest through Salisbury and Webster. It joins NH 103 in the very southeast corner of Warner before entering Contoocook Village in Hopkinton. From there the route follows NH 103 south to Hopkinton Village, where it turns west onto US 202/NH 9 through west Hopkinton and the town of Henniker, winding up at the Hillsborough town line. At the original designation as a Scenic and Cultural Byway, US 202/NH 9 likely followed local roads along the Contoocook River in Henniker. At some point, the byway gained an alternate route along the US 202/NH 9 Bypass. The Corridor Map shows the byway route in its entirety, including both routes through Henniker. In the future, a single route through Henniker may be recommended by a local Byway group and approved by the State Scenic and Cultural Byway Council.

Travelers on the Currier and Ives Trail will pass many sites of historic, scenic, natural, and recreational significance to the state of New Hampshire. Bookending the route are two nationally important historic sites. Just two miles from the start of the Currier and Ives Trail in Franklin lies Daniel Webster's birthplace. Webster (1782-1852) was a prominent lawyer and national statesman, achieving recognition as one of the most respected U.S. Senators of his time. The original house where he was born is located off of NH 127 and is listed in the National Register of Historic Places (NRHP). It is managed by the New Hampshire Division of Parks and Recreation and is open to the public seasonally. At the other end of the Byway, approximately five miles into the town of Hillsborough, is the Franklin Pierce Homestead, also listed in the NRHP. Pierce

(1804-1869) remains to date the only U.S. President from New Hampshire. His childhood home is a public historic site managed by the Hillsborough Historical Society.

But the real Currier and Ives experience lies between these two historic homesteads. Tranquil farmland unfolds in Salisbury and Webster, where moss-covered stone walls mark old property boundaries and open fields are still being hayed after more than 200 years. Views of Mt. Kearsarge and surrounding hills beckon travelers and showcase vivid fall foliage colors during the fall. Historic churches and community buildings line the route in village clusters from the eighteenth and nineteenth centuries. The villages of Contoocook, Hopkinton, and Henniker retain many historic buildings and embody quintessential northern New England town centers.

Many important conservation areas protect the natural resources along the Byway corridor and provide recreational opportunities from birdwatching to hiking to boating. The Cogswell Woods area on NH 127 in Webster leads visitors along a trail marking historic sites to the Blackwater Dam. Along US 202/NH 9 in Hopkinton, Smith Pond Bog is an example of a "quaking bog" with footpaths around a kettle hole pond left by the glacial retreat 12,000 years ago. The Hopkinton-Everett Lake complex covers over 10,000 acres, with recreational access at Elm Brook Park in Hopkinton and the Stumpfield Boat Launch off of the Byway on US 202/NH 9.

Two rivers crisscross the Byway, offering scenic openings, nationally renowned whitewater paddling reaches, excellent fishing opportunities, and vital wildlife habitat. The Blackwater River in Webster has hosted Olympic kayaking pre-trials, while the Contoocook River's "Freight Train" rapids in west Henniker represent one of the most popular sections for paddlers in New England and beyond.[1] Both rivers historically have played important roles in local settlement patterns and economies. Mills once dotted the rivers, particularly in Contoocook and Henniker. Railroads connected rivers and villages as the backbones of commerce in the nineteenth and early twentieth centuries. Remains of those railroads exist today, such as the covered Contoocook Railroad Bridge and Depot on NH 103/127, where visitors can walk across the Contoocook River, see a historic train car, and view railroad artifacts at the Depot museum.

The towns along the Byway reflect a rich rural culture. The fairgrounds north of Contoocook host a variety of events including the Hopkinton State Fair, drawing visitors from across New Hampshire. Residents and visitors enjoy concerts at village gazebos in Contoocook and downtown Henniker during summer months. The Hopkinton Historical Society puts on an annual theatrical cemetery walk and other

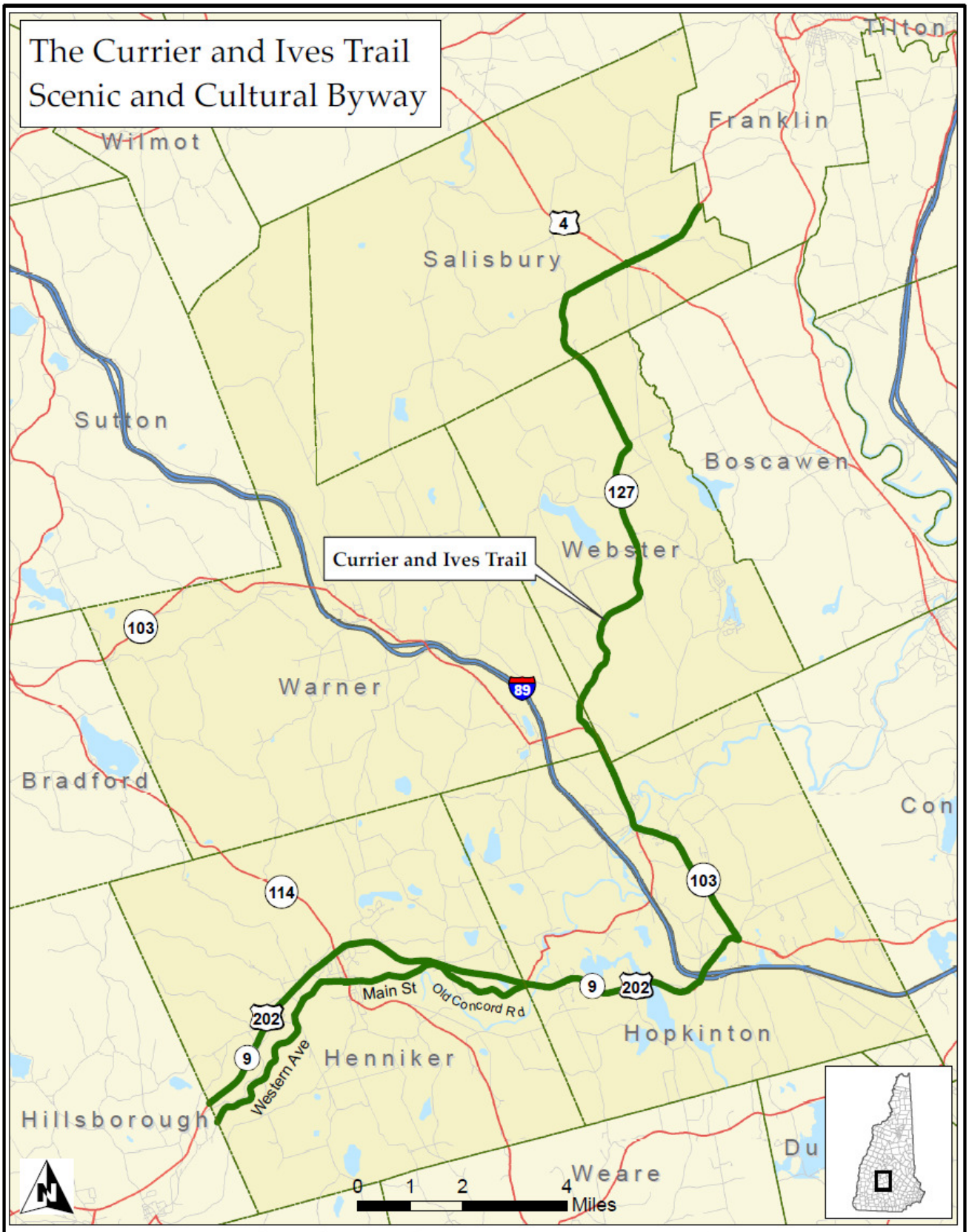
[1] From "Classic Northeastern Whitewater Guide," published by Appalachian Mountain Club Books. Accessed 12/1/09 at: http://www.trails.com/tcatalog_trail.aspx?trailid=CGN027-020.

events with an historic theme. New England College has its campus in Henniker, including an art gallery on Main Street that is free and open to the public year-round.

These are just a few of the features exemplifying the natural, historic, and scenic qualities to be found along the Currier and Ives Trail. The route is also within easy access of Concord, the state capital, as well as several other designated byways. The General John Stark Byway lies just south of Hopkinton with part of its route in the towns of Weare and Dunbarton. The Lake Sunapee Scenic Byway can be accessed from NH 103 through Warner and Bradford to its starting point at the Newbury town line. The Canterbury Shaker Village Byway is just two towns east of Webster as well.

The Currier and Ives Trail is not simply a connecting route for all of these features; it is also home territory for the residents of Salisbury, Webster, Hopkinton and Henniker. These communities prize their history, rural culture, and natural areas. This corridor management plan seeks to balance the preservation and promotion of the Byway in a manner that supports local businesses in town centers, but does not infringe on its natural and pastoral areas or change the rural character of these small towns.

Map 1. Corridor Map



Data sources: NH GRANIT (1:24,000), NH Dept. of Transportation, CNHRPC. Map prepared by CNHRPC, November 2009.

Introduction

Corridor Management Plan Overview

The Currier and Ives Scenic Byway Corridor Management Plan (CMP) describes existing conditions and outlines plans for the protection and enhancement of the intrinsic qualities for which the byway is recognized. It is important to note that this Plan is a tool to be used by local Byway communities and advisory groups. It is not a regulatory document, and it does not affect the ability of each town to make independent planning and regulatory decisions. Rather, it considers the Currier and Ives Trail as a single, continuous corridor and makes recommendations for the management and promotion of the Byway as a whole. The purpose of creating such a plan is to identify ways that the four communities can collaborate to strike a balance between promotion and protection of the Byway's resources. Although this plan addresses the Byway corridor as a whole, it does not treat the route as a homogenous stretch of roadway. The plan's goal is just the opposite: to recognize that each community has its own character, history, development patterns, and goals for the future. At the same time, opportunities for cooperation and collective engagement are presented such that Byway travelers may have a connective experience along the route.

This document contains four main sections. The **Introduction** summarizes the planning process, introduces the vision statement, and lists the goals and objectives for the Byway. The **Existing Conditions** section presents an inventory of the Byway's intrinsic scenic, historic, cultural, natural, and recreational qualities. Next, physical conditions are discussed, including traffic and safety, signage, land use and conservation, and existing bicycle and pedestrian facilities. The findings from the Existing Conditions section provide the basis for the **Management Plan**, which broadly describes how transportation, development, land use regulations, conservation, and recreation will be managed along the Byway. The **Action Plan and Implementation Schedule** link the Management Plan with the goals and objectives, detailing actions to be taken and a timeline for their completion.

Planning Process

The Central New Hampshire Regional Planning Commission (CNHRPC) received funding through the National Scenic Byways Program to assist the towns of Salisbury, Webster, Hopkinton, and Henniker in creating a CMP for the Currier and Ives Trail. The four communities contributed matching in-kind funding in the form of volunteer time for committee participation. The Scenic Byways program is a federal program administered by the New Hampshire Department of Transportation (NHDOT).

Using a participatory process consistent with the FHWA's Context Sensitive Solutions (CSS) principles, CNHRPC worked with all four towns to form a Byway Committee and held a series of public meetings. A CSS approach emphasizes public participation in problem definition and identification of goals and solutions for transportation projects. To support this process, CNHRPC held meetings in each of the four towns, created a web page and online "Google Group" to share documents and notices, and conducted media outreach in advance of all meetings via local newspapers, town websites, and flyers for posting in public spaces.

In addition to town representatives, regional organizations and state agencies were invited to participate in the Byway Committee. CNHRPC invited area chambers of commerce, the state Division of Historic Resources, the Office of Travel and Tourism, the Division of Parks and Recreation, and others in addition to the Department of Transportation to contribute representatives. Due to time commitments and staff limitations, only the Division of Historic Resources and the Department of Transportation were able to participate on the committee; however, contacts in each of the above organizations were kept apprised of the CMP's progress via email lists and e-newsletters.

The development of the Currier and Ives Trail CMP began in early 2009 and

About the National Scenic Byways Program

- **What is it?** The Federal Highway Administration (FHWA) administers the National Scenic Byway Program (NSBP). The NSBP "is a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States."* Each state has a byway program agency that administers the program and acts as a liaison with local byway groups. In New Hampshire, the byway program resides within the Department of Transportation.

- **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.*

- **What are "intrinsic qualities"?** Intrinsic qualities are defined by the NSBP as "features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area." They are the collection of resources that express the byway's character, interest, and appeal. They can be natural features, man-made structures, or important historic sites.**

- **Funding:** The NSBP provides funding through the FHWA Discretionary Grants Program. Grants are disbursed and administered through each state's Department of Transportation or operating byway program agency. The program offers an 80% reimbursement of eligible project costs, while the local project sponsor must provide 20% of the costs.

- **Promotion, Not Regulation:** Designation as a state or national scenic byway brings no extra regulatory burden on local communities except to prohibit billboards along the route. Local byway groups are responsible for developing a plan for their byway and for promoting the protection of key resources. These groups can advise municipalities on protection efforts; however, they do not have any regulatory authority. Local byway groups can also work on promotional projects such as developing websites, interpretive materials, and events that celebrate the byway's unique characteristics.

*www.bywaysonline.org/learn
**http://bywaysresourcecenter.org/topics/uploads/Understanding%20Intrinsic%20Qualities.pdf

has been an ongoing public process. A summary of public events is shown in **Table 2**.

Table 2. Public Participation Process

Event/Meeting	Date/Time/Place	Goal	Outcome
Informational and Kick-off Meeting	April 28, 2009 7:00 p.m. Henniker Community Center	Introduce the Scenic Byways Program and the Currier and Ives Trail; elicit discussion of community ideas and values relating to the Byway	Community input on intrinsic qualities including historic, recreational, natural, and scenic elements used in the creation of the Byway Inventory and formation of goals and objectives
Byway Committee Meeting	Sept. 22, 2009 6:30 p.m. Webster Town Hall	Present data collected over the summer relating to traffic, safety, and land use; hold a visioning session for the Byway	Draft vision statement
Byway Inventory Drive	Oct. 15, 2009 1:00 p.m. Start in Henniker	4 town representatives joined CNHRPC staff on a drive along the Byway to identify important sites to add to the Byway Inventory	Photos and information to finalize the Byway Inventory
Byway Committee Meeting	Nov. 5, 2009 6:30 p.m. Hopkinton Town Hall	Generate goals and objectives for CMP; discuss funding ideas for next application cycle	Developed goals, objectives, and strategies for the CMP; decision to pursue a communications plan and construction of informational kiosks as a first project
Henniker Mill Site Tour	Nov. 9, 2009 1:00 p.m. Contoocook Paper Mill Site, Western Ave., Henniker	Tour this historic site and learn of plans for its revitalization by the Henniker Paper Mill Restoration Committee, a possible Byways-funded project	Discussed potential projects at the site and how they could relate to the Scenic Byway

Event/Meeting	Date/Time/Place	Goal	Outcome
Byway Committee Meeting	Dec. 10, 2009 6:30 p.m. Salisbury Academy Building	Review Draft CMP; generate Action Plan and Implementation Schedule and discuss future Byway planning activities	Comments and changes resulting in final draft CMP document; concrete plan moving forward
Public Comment Period	December 2009-January 2010	CNHRPC posts online and distributes draft CMP for public comment	Comments for inclusion in final CMP document
Public Meeting	Feb. 11, 2010 7:00 p.m. Hopkinton Town Library	Presentation of CMP for adoption by Committee and Byway towns	Adoption of CMP by Byway towns at subsequent Board of Selectmen meetings; Begin Action Plan

According to FHWA Interim Policy (Federal Register Vol. 60, No. 96, 1995), corridor management plans must incorporate fourteen components for any byway application for national designation. Although at this time, there are no plans to nominate the Currier and Ives Trail for national recognition, incorporating the fourteen required elements ensures that this CMP is comprehensive. Please see **Appendix A** for the FHWA fourteen point requirements.

The CMP is a visioning exercise expressing the local communities' ideas and values; it is a snapshot in time of what the Currier and Ives Trail looks like today; and it is an action plan detailing measures to be taken to ensure that residents and visitors will continue to enjoy its valuable features. This CMP is not static. Rather, it should be considered similar to any local or regional plan that requires periodic updates.

Vision Statement

The vision statement was created by the Scenic Byway Committee during public visioning sessions. Together, committee members generated the following vision statement:

> *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 & Objectives

The following goals and objectives were developed by the Byway Committee at public meetings. Actions suggested here may be taken by a future Byway Council, by other local groups, by individual towns, or by a combination of organizations. The goals and objectives listed here do not override or circumvent municipal planning or regulatory powers. Some actions may be applicable only in certain areas along the Byway, or involve particular sites. They are intended as a guide for the Byway corridor as a whole, to be implemented where appropriate.

These goals do not reflect a priority order.

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

Objectives:

1. Adoption of the CMP by each town's Board of Selectmen
2. Publicize the Currier and Ives Trail via a variety of media
3. Encourage local businesses to promote the Byway
4. Clarify the Byway route through the Town of Henniker

Strategies:

- Publicize information such as a map and a downloadable brochure, on all Town websites and/or a dedicated Byway website
- Place interpretive kiosks along the Byway as desired by each community that include maps and information on the area's history, natural areas, and cultural amenities
- Hold discussions to identify a preferred route for the Byway through Henniker and make an official recommendation to the New Hampshire Scenic and Cultural Byway Council for their approval; adjust maps and signage accordingly
- Investigate how to add signs marking the Byway (at least at the beginning and end) by communicating with NHDOT's Traffic Department
- Coordinate with other nearby Byway organizations to cross-promote NH Byways
- Approach local businesses to post information on their websites

- Work with New England College or high school students to develop a video or audio guided tour on DVD or .mp3 of the Scenic Byway route

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

Objectives:

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

Strategies:

- Identify access point locations for construction and/or improvement
- Contact bicycle advocacy groups to research feasibility, demand, and cost of creating bike lanes

Goal 3: Improve the safety of the Byway for all Byway travelers, including motor vehicles, bicyclists, and pedestrians.

Objectives:

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

Strategies:

- Look at historical accident data to identify "hot spots"
- Communicate with NHDOT about reducing speed and accidents on 202/9 Bypass
- Support Safe Routes to School initiatives that improve pedestrian and bicycle facilities near elementary and middle schools within the Byway corridor

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

Objectives**:**

1. Expand customer base for Henniker, Hopkinton, and Contoocook village businesses

Strategies:

- Partner with local business owners to develop promotional material highlighting local services and amenities
- Brand the Currier and Ives Trail name with local products, restaurants, and services (Suggest "Currier and Ives Specials" at local restaurants, etc.)

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

Objectives:

1. Promote discussion among Byway towns about where historic design review may be an appropriate way to preserve historic areas and structures
2. Develop a focused conservation plan for important natural sites, parcels with scenic vistas, and agricultural land
3. 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.

Strategies

- Encourage placement of "c. 1840" (example) signs on historic homes and buildings, and provide guidance with the help of the NH Division of Historic Resources on how to install such signs without damage to buildings
- Establish connections with local historical societies to promote historic events tied to the Byway
- Work with local museums to develop programs, research and document key historic sites, and promote the responsible appreciation of cemeteries
- Create an inventory of stone walls in the Byway corridor and promote stone wall conservation, e.g., educating community members about state stone wall protections under NH RSA 539:4
- Create an inventory of unprotected parcels and prioritize based on level of development pressure
- Investigate other sources of funding or to provide local match money for conservation, such as LCHIP and the Conservation license plate program
- Communicate with local Conservation Commissions about protection strategies and funding sources
- Work with the Henniker Paper Mill Site Restoration Committee to explore the possibility of applying for NSBP funds to complete restoration work

Existing Conditions

Inventory of Intrinsic Qualities

According to the FHWA Scenic and Cultural Byway designation criteria, a route must possess qualities of regional significance from at least one of the following six intrinsic values: archaeological, scenic, historic, cultural, natural, or recreational. The Currier and Ives Trail possesses noteworthy scenic, historic, cultural, natural, and recreational resources.[2]

Scenic Resources
Original Currier and Ives lithographs so popular in the late nineteenth century depicted picturesque scenes that captured rural American life. Such scenes still can be found in Central New Hampshire along the Currier and Ives Trail: rolling hayfields and farmsteads separated by stone walls; views to distant mountainsides; rushing and meandering rivers; and historic village centers centered on classic white-steepled churches. This sequence of panoramic views and postcard-like "snapshots" sets apart the Currier and Ives Scenic Byway from other routes in New Hampshire and New England.

Traveling southwest on NH 127 in Salisbury, the Byway ducks through a forest with trees forming a canopy above the road and lichen-covered stone walls lining each side. At peak fall foliage, this is particularly beautiful. Scenic vistas open up on NH 127 in Webster and NH 103 in Hopkinton with fields in the foreground and Mt. Kearsarge defining the western horizon. Byway travelers will also enjoy the covered railroad bridge and restored depot in Contoocook Village. In between historic Hopkinton Village and downtown Henniker, views of the Contoocook River, Hopkinton Lake, and Pat's Peak can be seen from US Route 202/NH 9 and Old Concord Road.

Historic Resources
The Currier and Ives Trail is full of history, exemplified by many historic sites and structures from different periods. European settlement began in this region in the mid-1700s, and each town with the exception of Webster (incorporated in 1860) was chartered in the 1760s. The historical settlement pattern of small villages surrounded by farmland and forest that developed at that time remains in evidence today.

In the nineteenth century, water- and rail-powered industry grew in the area. Mills sprang up along rivers to take advantage of water power, and were served by rail lines

[2] Many potential archeological sites exist within the corridor; however, they do not currently contribute significantly to the Byway traveler's experience.

connecting the small towns with nearby cities. Many of the churches, large homes, and village buildings along the Byway were built in this era of prosperity and industry. Hopkinton was once the state capital, and retains a stately charm unique in the region.

The history of twentieth century flood control is another common element along the Byway: the Blackwater Dam in Webster was built in the early 1940s following severe flooding in 1936, and the Hopkinton Dam was constructed in the late 1950s to protect communities downstream along the Contoocook and Merrimack Rivers.

Several cemeteries can be found along the Byway, with residents both humble and distinguished. A small cemetery on NH 127 in Salisbury contains simple markers from early settlers, while the Contoocook Village Cemetery and the Old Hopkinton Cemetery (still in use today) are larger and more varied in gravestone style.

Many stone walls were built in New Hampshire during the eighteenth and nineteenth centuries as European settlers cleared forests and created fields. Livestock farmers, especially sheep farmers, used stone walls to pen animals and to mark property boundaries. These features remain in the landscape as reminders of previous settlement patterns and the state's agricultural history. Stone walls can be seen along the Currier and Ives Trail, particularly where they parallel the roadway on NH 127 in Salisbury.

Cultural Resources

The towns along the Currier and Ives Trail have classic New England small town character, offering cultural events for both residents and visitors. Summer concerts in Contoocook and Henniker draw crowds to the village gazebos. The Hopkinton Fairgrounds hosts the State Fair and the Sheep and Wool Festival each year, bringing participants and fairgoers from across New England. Just a short distance off the Byway in Hopkinton, visitors can investigate the Little Nature Museum and pick their own apples at Gould Hill Orchards. Beech Hill Farm, also just a few miles off the Byway, is a ninth-generation family farm where visitors can enjoy a farm tool museum, nature trails, corn mazes, and an ice cream stand in season. The New England College art gallery in downtown Henniker displays the work of local and regional artists free to the public. Historical societies in each town host lectures to tell the stories of past residents and bygone eras. These are just a few of the cultural qualities to be appreciated along the Byway corridor.

Natural Resources

Despite its rich history of European settlement, much of the environment along the Currier and Ives Trail is undeveloped. Travelers along the Byway have many opportunities to enjoy the natural resources of the area, including parks, forests, rivers, lakes, and wildlife conservation areas. Preserving these natural features is a high

priority for the towns along the route for the ecological services they provide, their visual value, and for associated recreational opportunities.

A few highlights of the Byway's protected natural areas include the Cogswell Woods Area in Webster with a picnic area and self-guided tour of the Blackwater River and Dam; Smith Pond Bog in Hopkinton; the Hopkinton-Everett Lakes Complex in Hopkinton and Henniker; Amey Brook Park and the Old Concord Road trails in Henniker.

Recreational Resources

The recreational activities along the Byway depend upon the natural elements of the corridor's landscape. The two rivers provide access points for anglers, paddlers, and swimmers. Boaters can launch from vehicle access points on both Hopkinton Lake and Keyser Pond. Hikers, birders, and nature photographers will find trails to explore all along the route. The Duston Country Club in Hopkinton provides a nine-hole golf course open to the public. Bicyclists can explore the Byway route and quiet back roads. Bicycle route maps from the New Hampshire Department of Transportation show the entire Byway as a recommended bike route, except for the US Route 202/NH 9 bypass.

In winter months, Pat's Peak is a popular downhill skiing destination just a few miles south of the Byway in Henniker. Snowmobile trails crisscross the region, while footpaths become cross-country skiing and snowshoeing trails once snow is on the ground.

Table 3 lists features found within the Byway corridor that exemplify the five intrinsic qualities discussed above. Additional descriptive information, photos, and town-by-town maps can be found in **Appendix B, Byway Inventory**.

Table 3. Byway Inventory List

Site	Location	Distance from Route	Town	Intrinsic Quality
Daniel Webster Birthplace (1780)	Off NH 127	2 mi.	Franklin	Historic
Salisbury Academy Building/Salisbury Town Offices (Early 19th C.)	9 Old Coach Rd.	on route	Salisbury	Historic
Scenic Wooded View	NH 127	on route	Salisbury	Scenic
Salisbury Congregational Church (1791)	NH 127	on route	Salisbury	Historic
Jeremy Webster House (c. 1790)	NH 127	on route	Salisbury	Historic
Cemetery	NH 127	on route	Salisbury	Historic
Webster Meeting House (1791)	NH 127	on route	Webster	Historic
First Congregational Church (1823)	1011 Long St	100 yds.	Webster	Historic
Webster Town Hall (1884)	NH 127	on route	Webster	Historic
Blackwater Dam	off White Plains Rd.	300 yds.	Webster	Historic Recreational

Site	Location	Distance from Route	Town	Intrinsic Quality
View of Mt. Kearsarge	NH 127	on route	Webster	Scenic
Historic Farmstead	NH 127	on route	Webster	Scenic Cultural Historic
Veterans' Memorial	NH 127	on route	Webster	Historic
Blackwater River - Cogswell Woods Area	east of NH 127	0.10 - 0.75 mi.	Webster	Recreational Scenic Natural
Hopkinton Lake - Stumpfield Rd. Boat Launch	US 202/NH 9	on route	Hopkinton	Natural Recreational
Contoocook Railroad Bridge (1889)	NH 127/103	on route	Hopkinton	Historic Scenic
Contoocook Railroad Depot (1850)	NH 127/103	on route	Hopkinton	Historic
Contoocook Village	NH 127/103	on route	Hopkinton	Historic Scenic
Hopkinton Fairgrounds	Kearsarge Ave.	100 yds.	Hopkinton	Cultural Historic
Hopkinton Town Hall (1874)	Main St.	150 yds.	Hopkinton	Historic
St. Andrew's Church (1827)	Main St.	75 yds.	Hopkinton	Historic
First Church (1789)	NH 103	on route	Hopkinton	Historic
Park, Hopkinton Center	NH 103/US 202	on route	Hopkinton	Historic Scenic Cultural
William H. Long Memorial (1890)	Main St.	250 yds.	Hopkinton	Historic
Scenic Vista	NH 103	on route	Hopkinton	Scenic
Stanley Tavern (18th C.)	371 Main St.	0.25 mi.	Hopkinton	Historic
Houston Barn (1910-1911)	61 Houston Dr.	0.5 mi.	Hopkinton	Historic
Rowell's Covered Bridge (1853)	Clement Hill Rd.	1 mi.	Hopkinton	Historic
Duston Country Club	US 202/NH 9	on route	Hopkinton	Recreational
John Derry Blacksmith Shop (Horseshoe Tavern) (1912)	Main St.	0.25 mi.	Hopkinton	Historic
Old Baptist Church	Main St.	0.1 mi.	Hopkinton	Historic
Lewellen bandstand	Main St.	on route	Hopkinton	Cultural
Contoocook Village Cemetery	Main St.	on route	Hopkinton	Historic
Putney Hill Cemetery	Putney Hill Rd.	1 mi.	Hopkinton	Historic
Hopkinton Village - historic homes	Main St.	0.25 mi.	Hopkinton	Historic
Hopkinton Dam	NH 127	1 mi.	Hopkinton	Historic Recreational
Gould Hill Orchards/Little Nature Museum	656 Gould Hill Rd.	1 mi.	Hopkinton	Cultural Recreational
Beech Hill Farm	Beech Hill Rd.	3 mi.	Hopkinton	Cultural Recreational
Kimball Lake Recreation Area	Main St.	0.5 mi.	Hopkinton	Natural Recreational
Hopkinton Library - Brockway Local History Room	61 Houston Dr.	0.5 mi.	Hopkinton	Cultural
Old Hopkinton Cemetery	Main St.	0.1 mi.	Hopkinton	Historic
Smith Pond Bog	Old Henniker Rd.	on route	Hopkinton	Natural Recreational
Elm Brook State Park	NH 127	1 mi.	Hopkinton	Natural

Site	Location	Distance from Route	Town	Intrinsic Quality
				Recreational
Contoocook River	US 202/NH 9, Old US 202/NH 9	on route	Hopkinton/Henniker	Recreational Scenic Natural
Covered Bridge (1972)	South of Western Ave.	250 yds.	Henniker	Historic Scenic
Downtown Henniker	Main St./Western Ave. (Old Rt. 9)	on route	Henniker	Historic Scenic Cultural
Henniker Town Hall (1787)	Depot Hill Rd.	500 yds.	Henniker	Historic
Congregational Church (1834)	Maple St.	100 yds.	Henniker	Historic
West Henniker Village	Western Ave.	on route	Henniker	Historic
Keyser Pond	US 202/NH 9	on route	Henniker	Recreational
Old Concord Road trails	Old Concord Rd.	on route	Henniker	Recreational Natural
New England College	Bridge St.	0.25 mi.	Henniker	Cultural
Imri Woods House (1825)	118 Western Ave.	on route	Henniker	Historic
Methodist Church/Masonic Hall (1834)	Main St.	on route	Henniker	Historic
Academy Hall (1837)	Maple St.	0.1 mi.	Henniker	Historic
Patterson Hill Rd. Bridge (1915)	Patterson Hill Rd.	on route	Henniker	Historic
Contoocook Valley Paper Mill site	Western Ave.	on route	Henniker	Historic
Pat's Peak	Rt. 114	2 mi.	Henniker	Recreational
Amey Brook Park	Old Concord Rd.	on route	Henniker	Recreational
Community Center and Park (summer concerts)	Main St.	on route	Henniker	Cultural
First Burial Ground (1766)	Depot Hill Rd.	1 mi.	Henniker	Historic
First Railroad Station (1900)	Depot Hill Rd.	0.5 mi.	Henniker	Historic
Nathaniel Cogswell Farm	Depot Hill Rd.	1 mi.	Henniker	Historic
Preston House/NEC Art Gallery	Main St.	on route	Henniker	Cultural
Ocean Born Mary House	Bear Hill Rd.	2 mi.	Henniker	Historic
Western Ave. Bridge (1933)	Western Ave.	on route	Henniker	Historic
Fox State Forest	US 202/NH 9	3 mi.	Hillsborough	Natural Recreational
Franklin Pierce Homestead (1804)	Rt. 31	5 mi.	Hillsborough	Historic

Physical Conditions

Traffic and Safety

Most of the Currier and Ives Scenic Byway is made up of state maintained roads: NH 127 in Salisbury and Webster, NH 103 in Hopkinton, and US Route 202/NH 9 in west Hopkinton and Henniker. NH 103 and US 202/NH 9 are classified as primary roads, while NH 127 is considered a secondary road. The old US Route 202/NH 9 in Henniker is now maintained by the town. This route now includes Old Concord Road, Main Street, and Western Avenue, and is classified as a local road.

Traffic Volume

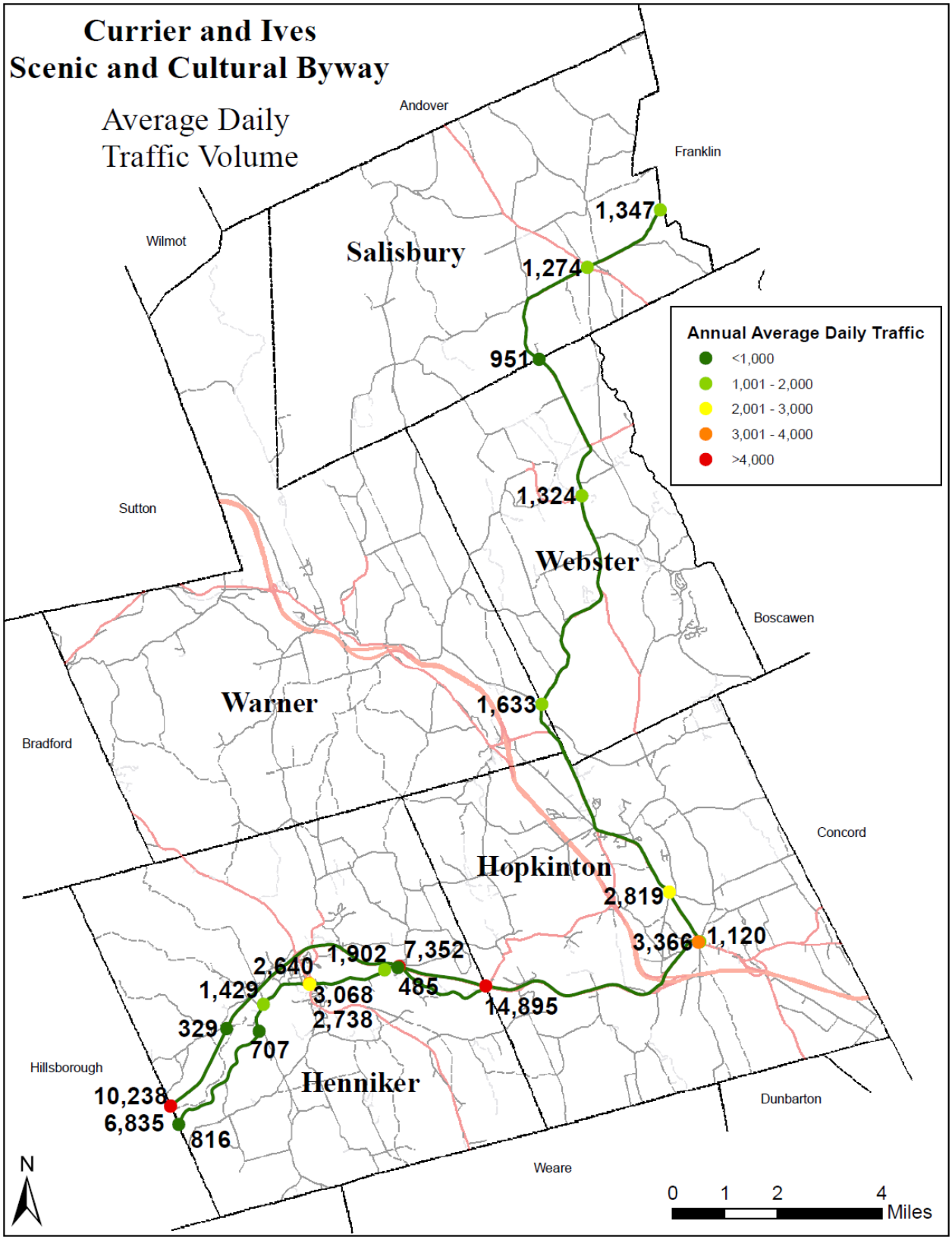
The Central New Hampshire Regional Planning Commission collected weekday traffic data along the Byway during 2009 on behalf of NHDOT and municipalities, including traffic volume, speed, and vehicle classification. Data were collected at 21 points. **Map 2** shows average daily traffic volume (AADT) at each point. NH 127 carries between 951 and 1,633 vehicles per day in Webster and Salisbury. NH 103 in Hopkinton has an AADT of 2,819, while traffic increases west of Hopkinton Village to 3,366 on US Route 202/NH 9.

The US Route 202/NH 9 Bypass is by far the most heavily traveled portion of the Byway: at the Henniker-Hopkinton town line, 14,895 vehicles per day were counted. This is a major east-west corridor connecting Concord and Interstate 89 with Peterborough and Keene to the west.

Old Concord Road and Western Avenue in Henniker carry lower traffic volumes, ranging from 485 to 1429 vehicles per day. At the main intersection in downtown Henniker, Route 114 bisects Main Street and Western Avenue. At that location, traffic volume is somewhat heavier, between 2,640 and 2,738 vehicles per day.

Traffic data collected in 2009 reflect weekday traffic volumes only. For purposes of Byway planning, it may be helpful in the future to collect weekend traffic data, since many people traveling for leisure along the Byway may pass through on weekends. The difference in volumes between weekdays and weekends could be one indicator of how much leisure travel is occurring in the area. Similarly, traffic data collected during different times of the year could also be useful in discerning seasonal travel patterns.

Map 2. Average Daily Traffic Volume



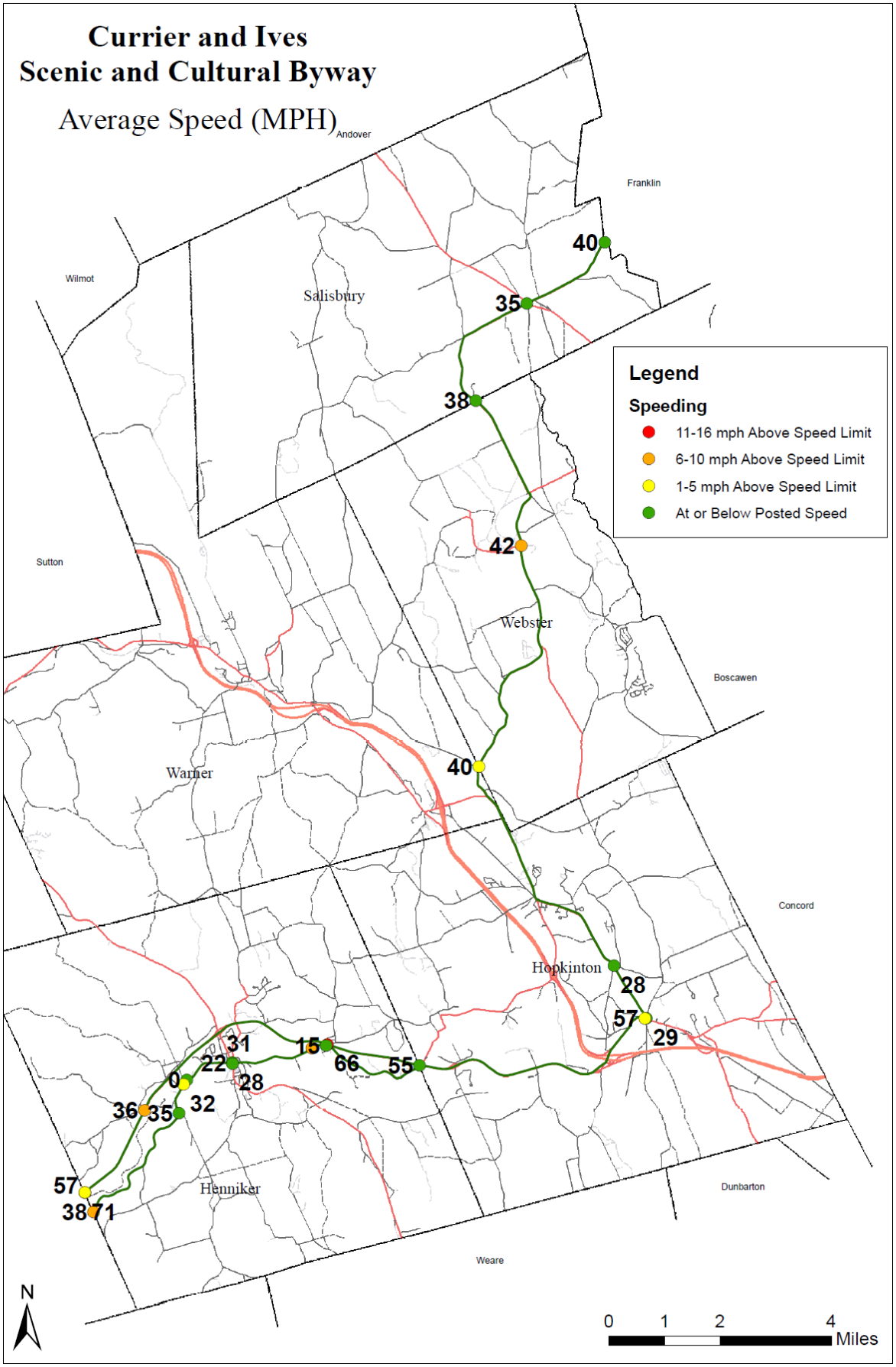
Traffic Speed

Average vehicle speeds were recorded at 21 traffic collection points along the Byway (see **Map 10)**. At ten of the 21 locations, traffic moved at or below the posted speed limit. Five locations recorded an average speed that was between one and five miles per hour above the posted speed. Four locations (NH 127 in Webster, Old Concord Road, Western Avenue at the Henniker-Hillsborough town line, and US Route 202/NH 9 in west Henniker) recorded average speeds six to ten miles per hour above the posted speed.

At two locations on the Bypass (eastbound US Route 202/NH 9 at the Henniker-Hillsborough town line and US Route 202/NH 9 in east Henniker), traffic exceeded the posted speed limit by eleven to sixteen miles per hour (averaging 65 to 71 miles per hour in a speed zone posted at 55). Byway Committee members corroborated this, stating a safety concern about speeding on the US Route 202/NH 9 Bypass.

Solutions for excessive speeding on the Bypass include either reducing the speed limit further to encourage traffic to slow down, or increasing the enforcement of existing speed limits. On wide shouldered roads with few tight curves such as the Bypass, drivers will tend to travel at speeds as high as they feel safe. Even though this portion of the roadway has been historically dangerous, the 2009 speed counts indicate that drivers generally still feel safe traveling significantly faster than the posted speed limit. Further study is needed to analyze the posted speed limit and enforcement efforts.

Map 3. Average Speed

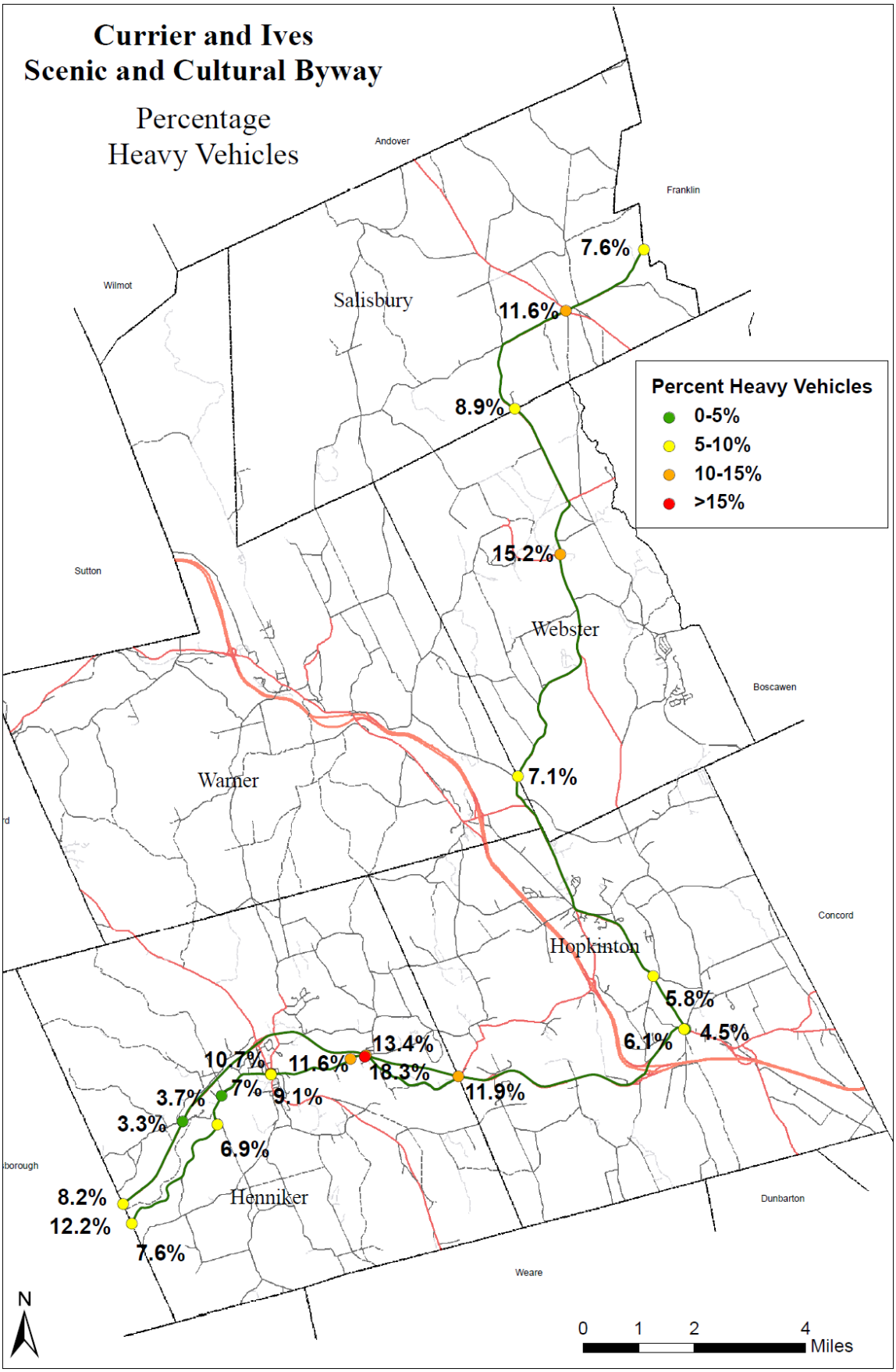


Heavy Vehicle Traffic Data

Along with volume and speed information, traffic counters placed at each location recorded vehicle classifications (vehicles, buses and trucks, and motorcycles). **Map 4** shows the percentage of heavy vehicles at each data collection point along the Byway. At three locations, heavy vehicles made up less than five percent of traffic. Ten locations recorded between five and ten percent heavy vehicles, and another seven locations saw between ten and fifteen percent heavy vehicles.

One location (Old Concord Road in Henniker) experienced heavy vehicle traffic at 18.3%. A concentration of heavy industry along Old Concord Road, including logging, sand and gravel, and stone cutting operations, supports the data collected at that point. Total average daily traffic volume was measured at 485 vehicles per day. This means that only approximately 89 heavy vehicles are passing that location daily, so the ultimate effect for other travelers may not be as extreme as the percentage suggests.

Map 4. Heavy Vehicle Classification



Accident Data

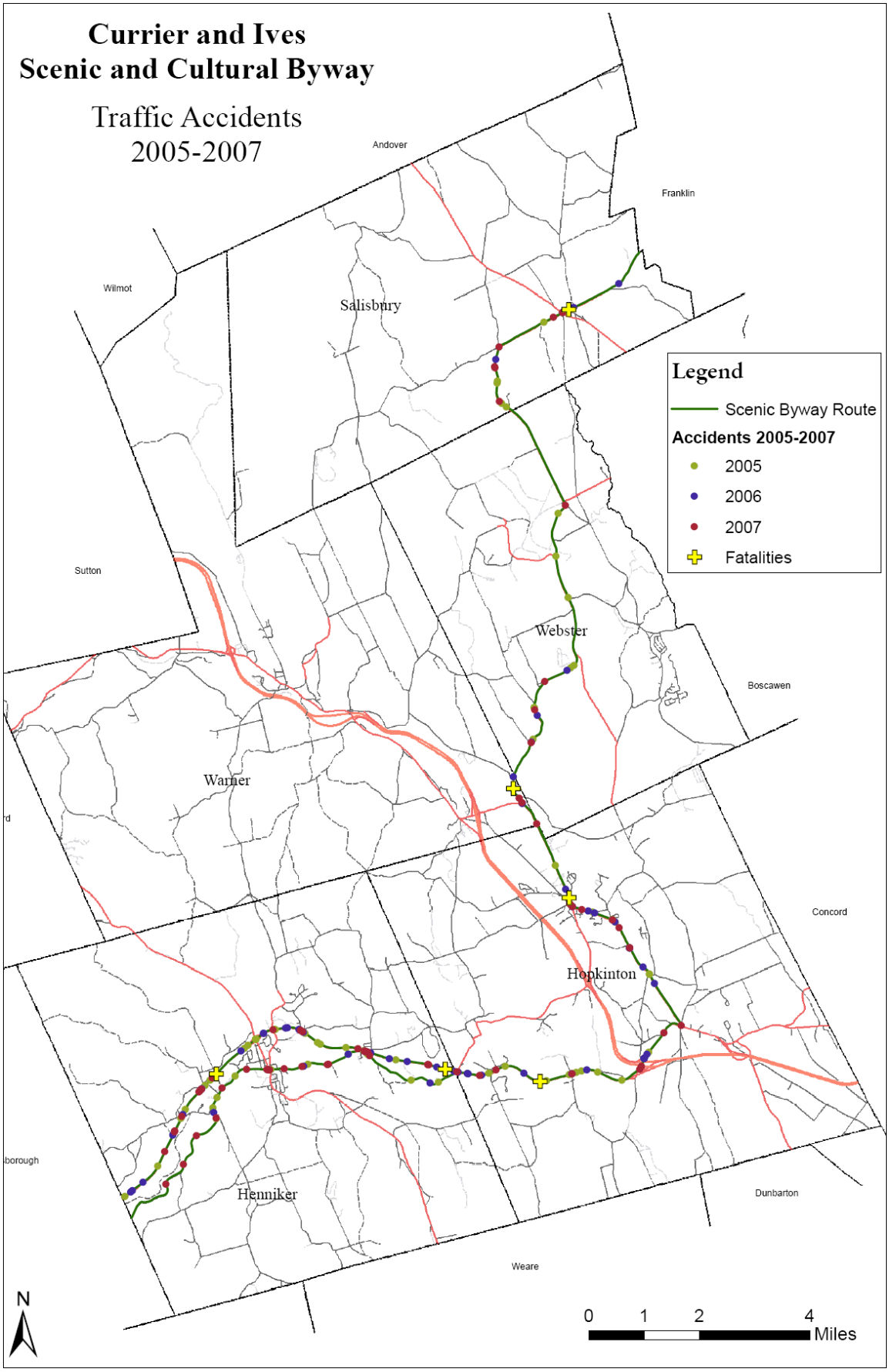
During the three year period from 2005 to 2007, there were 225 accidents reported on the Byway. The total number of accidents declined in that period, from 88 in 2005 to 70 in 2006, to 67 in 2007. Over the three year period, 40% of accidents involved another motor vehicle; 36% involved a vehicle hitting a fixed object such as a tree or guard rail; 14% involved a vehicle hitting an animal; and the remaining 10% involved other objects, spills, overturns, bicyclists or pedestrians (See **Table 2**). Of the 225 accidents, six involved fatalities: one on NH 127 in Salisbury; one on NH 127 in Warner; one on NH 103 in Contoocook; and three on US Route 202/NH 9 in Hopkinton and Henniker. **Map 5** shows the location and year of each accident.

Half of all accidents occurred on US Route 202/NH 9. Since it was built in 2001-2002, the section of the Bypass between Hopkinton and Hillsborough has become known as "Death Alley" due to the frequency of accidents occurring on this segment of the route. Byway Committee representatives have identified high speeds as a safety issue along the Bypass. Although the posted speed limit is 55 miles per hour and 40 miles per hour near the I-89 ramps, committee members note that drivers often exceed these limits. The speed counts done in 2009 bear that out at the intersection of US Route 202/NH 9 and Main Street/Old Concord Road in Henniker, where the most severe speeding was recorded.

Table 4. Accidents on the Byway, 2005-2007

Accident Type	2005	2006	2007	Total	Percent
Other Motor Vehicle	33	29	29	91	40%
Fixed Object	30	25	25	80	36%
Animal	14	13	5	32	14%
Other	2	0	1	3	10%
Grand Total	88	70	67	225	100%

Map 5. Accidents, 2005-2007



Existing Road Signs

A portion of the Currier and Ives Trail, including NH 103 and US Route 202/NH 9, is classified as part of the primary highway system. As such, it is governed by 23 U.S.C. 131 (s), which restricts billboards and other outdoor advertising signs along the road. At the state level, NH RSA 238:24 limits signage on state-designated scenic and cultural byways except for directional, informational, or official signs and on-premise signs. This statute applies to the entire Currier and Ives Trail.

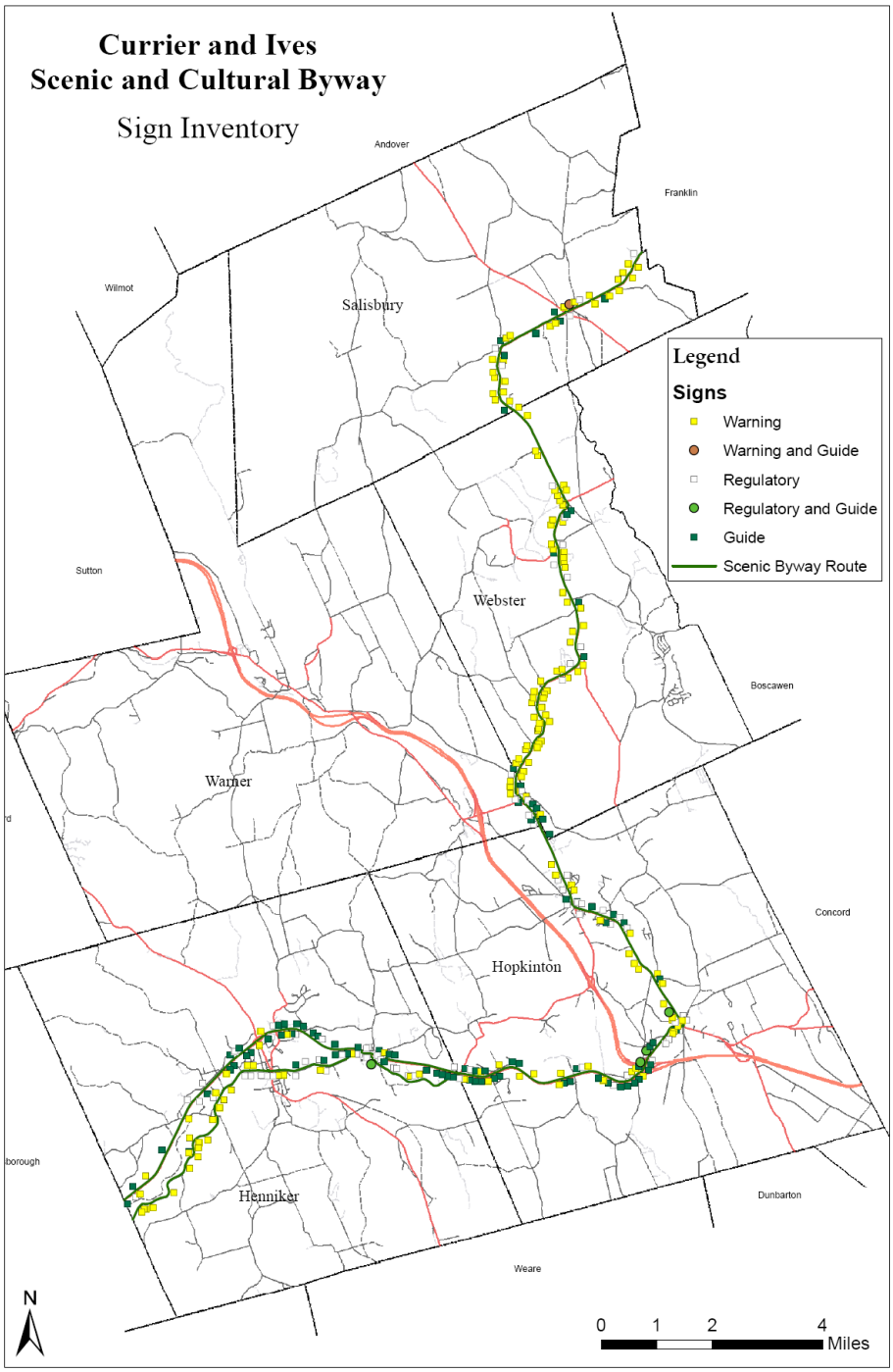
Local commercial sign regulations for all towns along the Byway vary in their specificity and stringency. Salisbury limits sign size, number of signs, and lighting in its local code. Webster's zoning ordinance is silent on the subject of signs except to give the Zoning Board of Adjustment (ZBA) the authority to limit the number, size, and appearance of signs when considering commercial site plans. Hopkinton has a more detailed sign ordinance prescribing design guidelines, allowable lighting, and size restrictions. The town prohibits off-premise signs and limits signs to a maximum of 4-20 square feet, depending upon the zoning district. Henniker also has a more detailed sign ordinance, limiting type, size, placement, and lighting. Henniker does allow each business one freestanding off-site sign, limited to 8-40 square feet, depending upon the zoning district; however, its zoning ordinance stipulates that state and federal highway sign regulations supersede local regulations where applicable. None of the towns permits billboards.

Commercial enterprises within the Byway corridor are mainly clustered in Contoocook, Hopkinton Village, and downtown Henniker. Off-premise signs in the Byway corridor currently are limited to guide and directional signs such as the examples shown in **Figure 2**.

Figure 2. Example Guide and Tourist-Oriented Directional Signs

In July 2009, CNHRPC 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. Sign types were referenced to appropriate codes from the Manual of Uniform Traffic Control Devices (MUTCD). **Map 6** shows the location and type of each sign. Warning, regulatory, and directional signage appears to be adequate along the Byway, with sharp curves, intersections, school zones, and speed limits well marked. Additional guide and tourist-oriented directional signs may be warranted in the future.

Map 6. Sign Inventory



Bicycle and Pedestrian Levels of Service

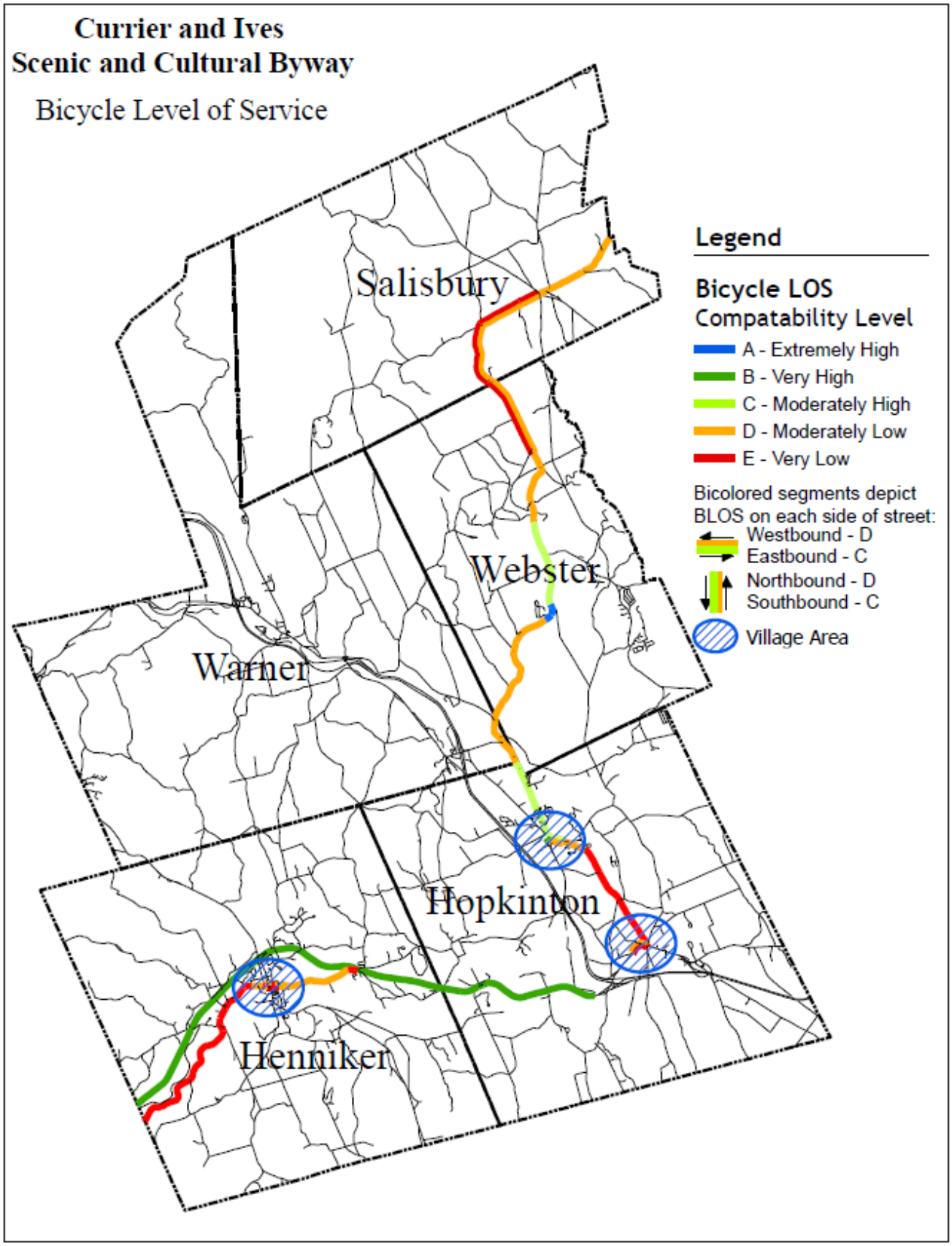
CNHRPC inventoried the Byway for its level of service (LOS) for bicyclists and pedestrians. These assessments give an indication of how comfortable cyclists and pedestrians feel at each point along the route. A set of variables, including road width, shoulder width, volume and classification of traffic, pavement condition, and the presence or absence of sidewalks, is used to calculate a level of service expressed as a letter grade. Road segments achieving an "A" offer excellent bicycle or pedestrian facilities, while portions receiving an "E" are extremely uncomfortable or even dangerous for those on two wheels or on foot. Intersections were also rated. **Maps 7-9** depict the ratings for the Byway.

The models used to calculate BLOS, PLOS, and ILOS are nationally accepted standards. It is important to note that the models do not necessarily capture the real "feel" of the road. For instance, although the US Route 202/NH 9 Bypass received a grade of "B", in reality this is a heavily traveled, high speed corridor that may not be safe or comfortable for all bicyclists. The model's algorithm is more sensitive to shoulder width (wide shoulders are typically better for bicyclists, and the Bypass has very wide shoulders) than to traffic type or speed. An alternative is for bicyclists to travel along Main Street and Western Avenue through Henniker, where they will have access to the amenities in the downtown and many views of the Contoocook River. This section of the route received low marks due to poor pavement condition and narrow shoulders; however, traffic moves more slowly and is not as heavy as it is on the Bypass.

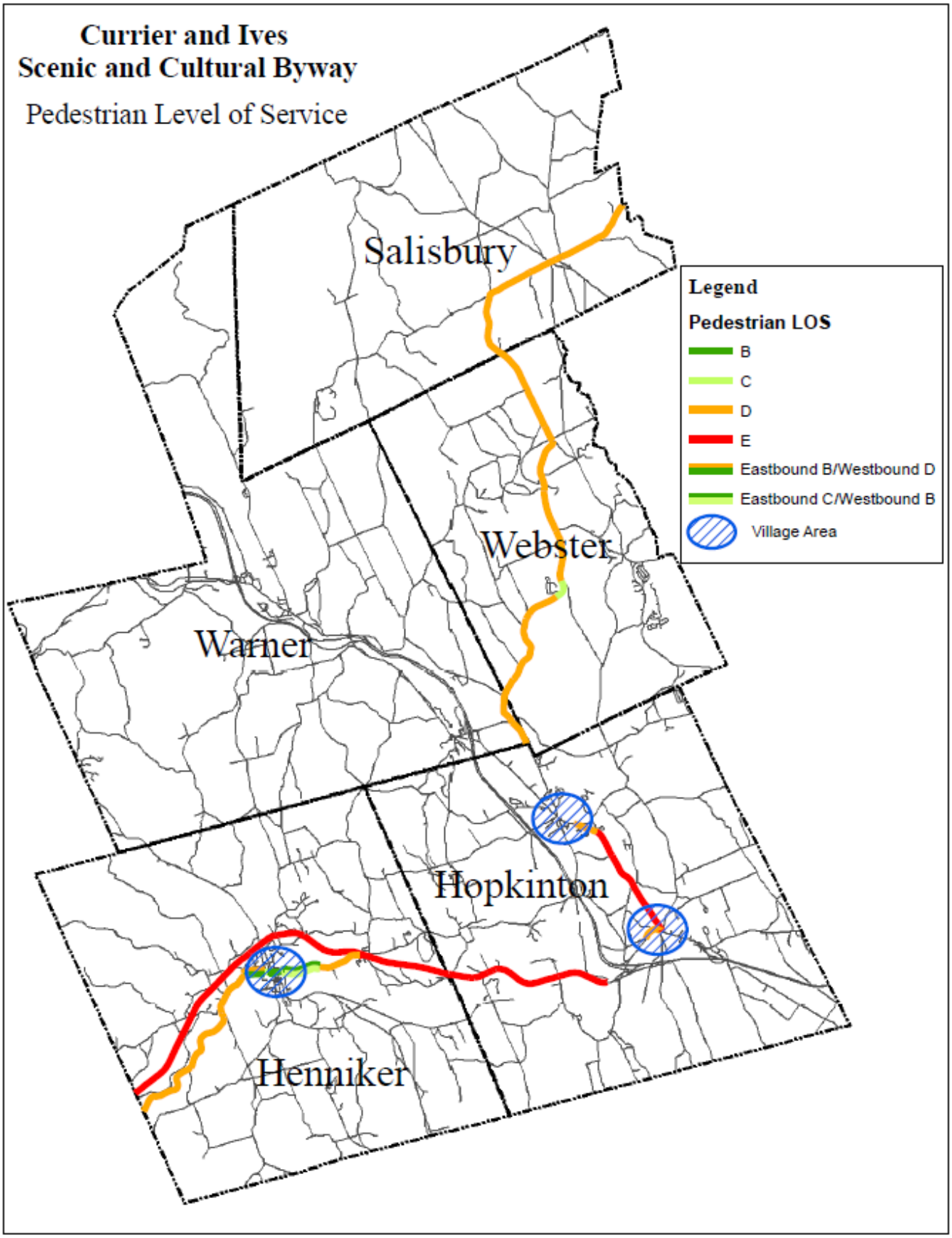
NH 103 and 127 received ratings ranging from A to E. Narrow shoulders, poor pavement conditions, and the absence of dedicated bicycle lanes contributed to the lower ratings. Areas receiving higher ratings tend to have wider shoulders and lower traffic speeds.

The Byway is generally not conducive to pedestrian travel. Where there are sidewalks in village areas, pedestrian safety and comfort level is higher. Contoocook, Hopkinton Village, and downtown Henniker are the only areas with existing sidewalks. Mediocre Intersection Level of Service ratings indicate that facilities such as crosswalks and pedestrian signals could improve the comfort level for people crossing the street.

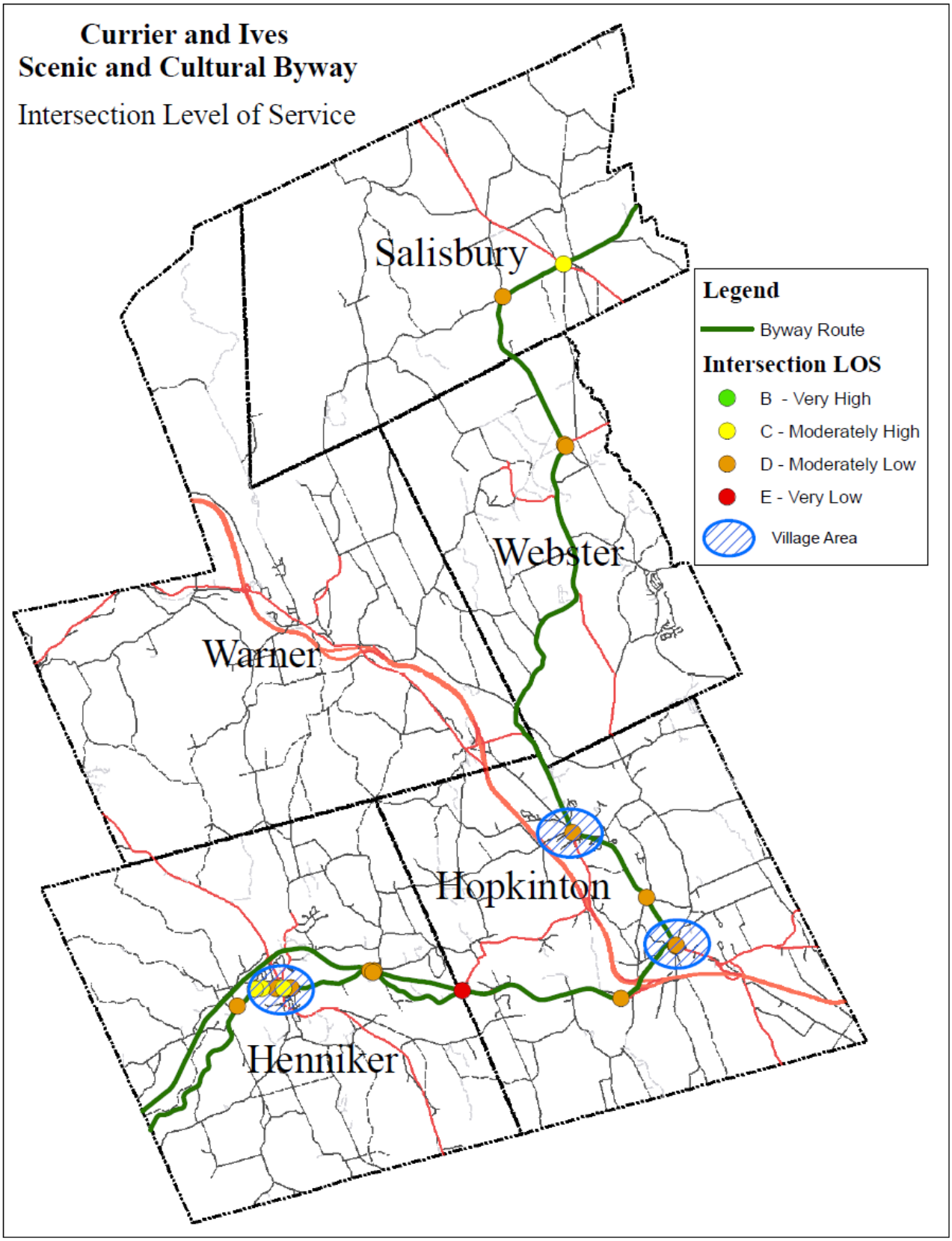
Map 7. Bicycle Level of Service (BLOS)



Map 8. Pedestrian Level of Service (PLOS)



Map 9. Intersection Level of Service



Land Use and Conservation

The Currier and Ives Scenic Byway passes through mostly forested, rural residential, and agricultural land, with higher concentrations of residential and commercial land use in Contoocook, Hopkinton Village, and downtown Henniker. A GIS-based land use interpretation of the Byway created by CNHRPC revealed that, as of 2008 (when aerial photos used for the interpretation were taken), two-thirds of the land within half a mile of the route was forestland. The next most prevalent land use was single family residences, at 13%. Agricultural land made up 6% of the corridor. **Figure 3** and **Map 10** summarize existing land use along the Byway. This data provides a baseline for future analyses to gauge the rate and type of development occurring in the Byway corridor.

The villages and downtown areas contain most of the commercial uses in the corridor, with a few businesses dotted elsewhere along the Byway. One area, along Old Concord Road in Henniker, contains a concentration of heavy commercial/industrial uses such as logging, stone cutting, and sand and gravel concerns. While it may not be a truly scenic portion of the Currier and Ives Trail, this area reflects the local economy's dependence on a working landscape. Along Western Avenue near West Henniker Village, there are also several light industrial-commercial uses.

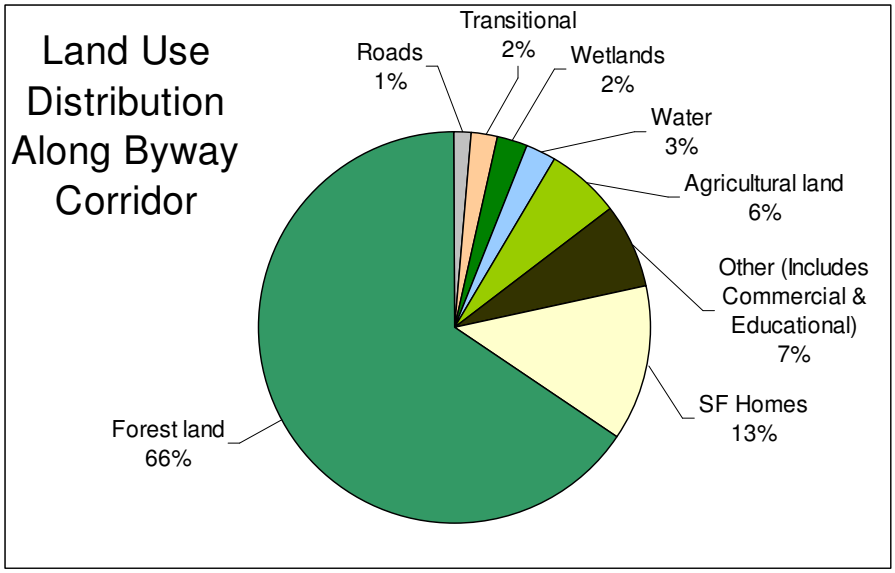
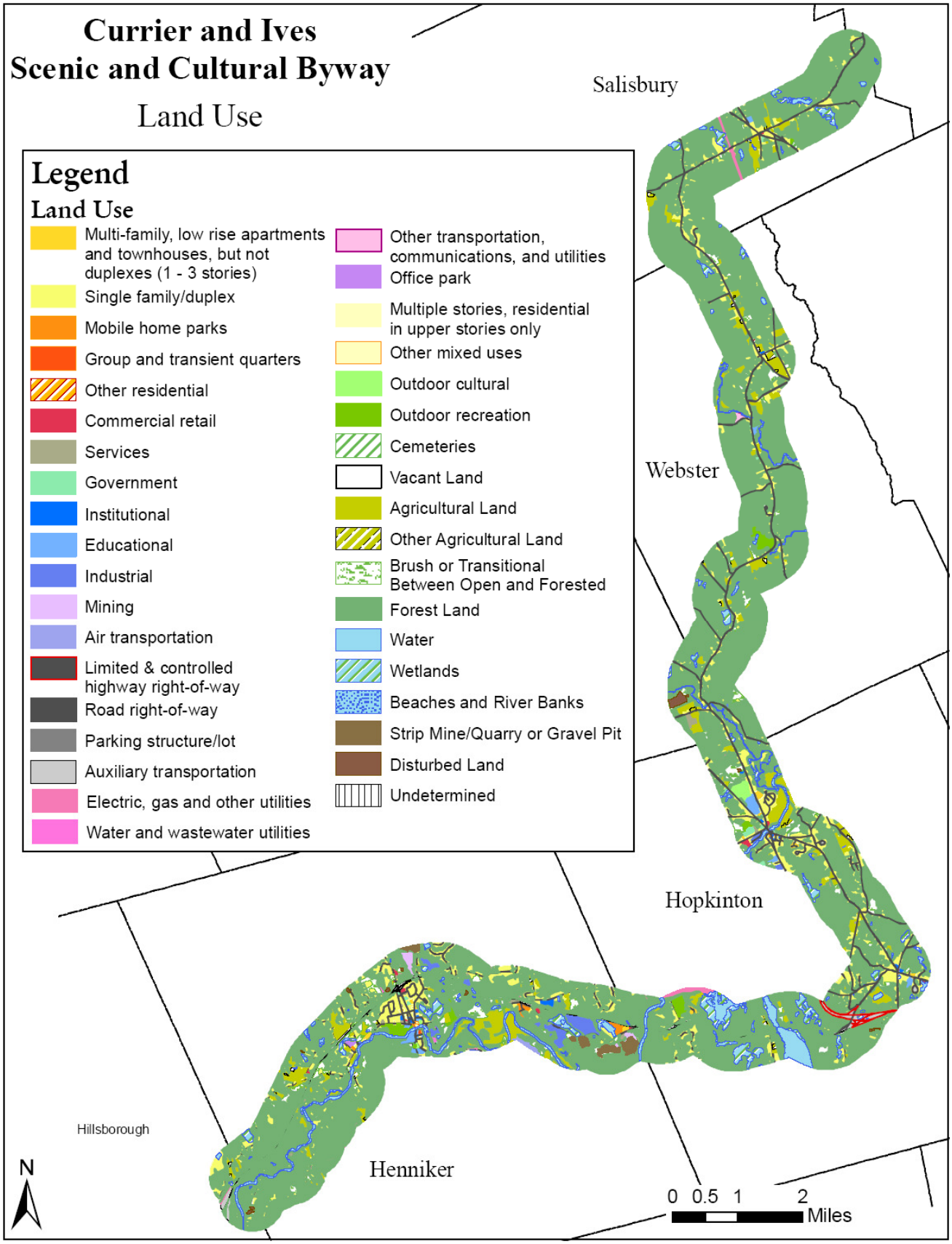


Figure 3. Land Use Distribution

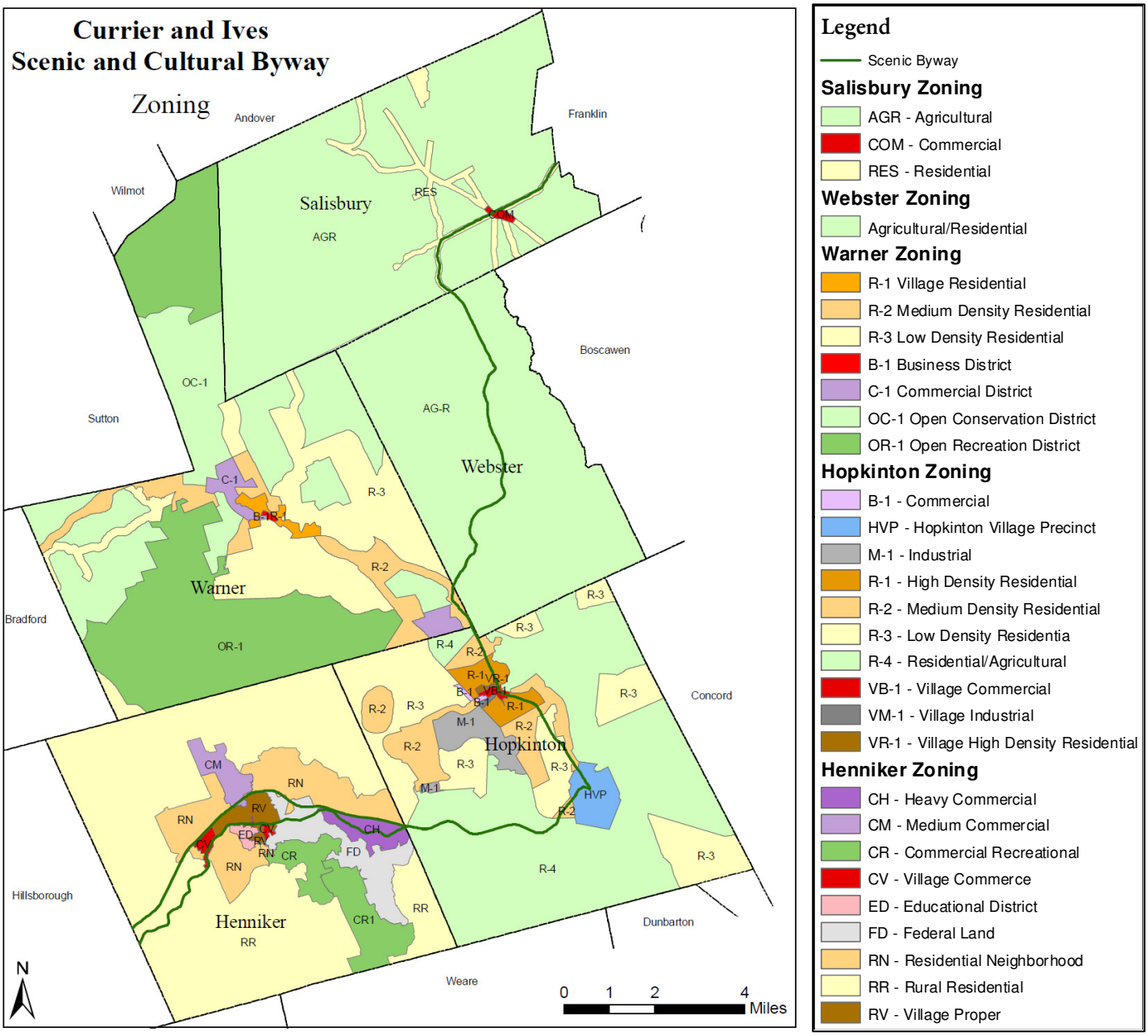
Zoning is controlled at the municipal level. **Map 11** shows the existing zoning in each town. In Salisbury, the Byway route is part of the residential district except for a small area at the intersection with Route 4 that is zoned commercial. Only one business currently operates in this section of the corridor. The entire town of Webster is zoned agricultural-residential. No commercial activity is permitted unless the Zoning Board of

Adjustment (ZBA) grants a special exception. Currently there are two businesses operating on NH 127. Hopkinton has a more complex zoning structure, and the Byway passes through several different residential and village districts. Similarly in Henniker, a range of zoning districts encompasses the Byway. The industrial sites mentioned above are located within Henniker's heavy commercial district. The Byway also passes through a federal lands zone where the Hopkinton-Everett Dam complex is located, as well as residential, village, and educational zoning districts.

Map 10. Existing Land Use



Map 11. Existing Zoning



Many conservation areas protect the land along the Byway from development. Next to the northern end of the Byway in Salisbury lies the state forest nursery, where the NH Division of Forests and Lands produces seedlings for public and private customers. In Webster, the Byway intersects the Blackwater Flood Control Reservoir, where travelers can explore the area near the dam at the Cogswell Woods Area. Several privately owned parcels in Webster and Salisbury are protected by conservation easements. The Smith Pond Bog Wildlife Sanctuary protects a glacially formed kettle hole pond in Hopkinton. Along the Contoocook River, the Army Corps of Engineers owns and

manages the large Hopkinton Everett Flood Control area in Hopkinton and Henniker. Also in Henniker, protected areas include Craney State Forest, the New England College Natural Area, Azalea Riverside Park in downtown Henniker, and a long stretch of Contoocook River access at the western end of the Byway. **Map 12** shows conservation lands, which include public conservation lands as well as parcels with permanent conservation easements or deed restrictions. Within a half mile corridor along the Byway, there are approximately 4,100 acres in conservation.[3] **Table 5** lists conservation parcels within the half mile Byway corridor.

Conservation planning varies among the towns. Henniker adopted a Conservation Plan in 2004 articulating goals for the protection of the town's water and air quality, valuable land resources, and natural communities. Hopkinton has an Open Space Committee and in 2003 passed a warrant article appropriating $5 million for the acquisition of property or conservation easements, of which approximately $3 million remains. In 2009, the town approved the purchase of a conservation easement just east of the Byway in Contoocook to protect vulnerable farmland along the Contoocook River. Hopkinton's Master Plan calls for the identification and prioritization of unprotected open space to be targeted for protection. Webster and Salisbury's master plans call for the cataloguing of valuable natural areas and increased efforts at conserving natural resources.

[3] Acreage calculation based on the Conservation Lands GIS data layer maintained by the University of New Hampshire Geographically Referenced Analysis and Information Transfer System (NH GRANIT), within a half mile of the Currier and Ives Scenic Byway route. Statewide conservation lands data last revised February, 2009.

Map 12. Conservation Lands

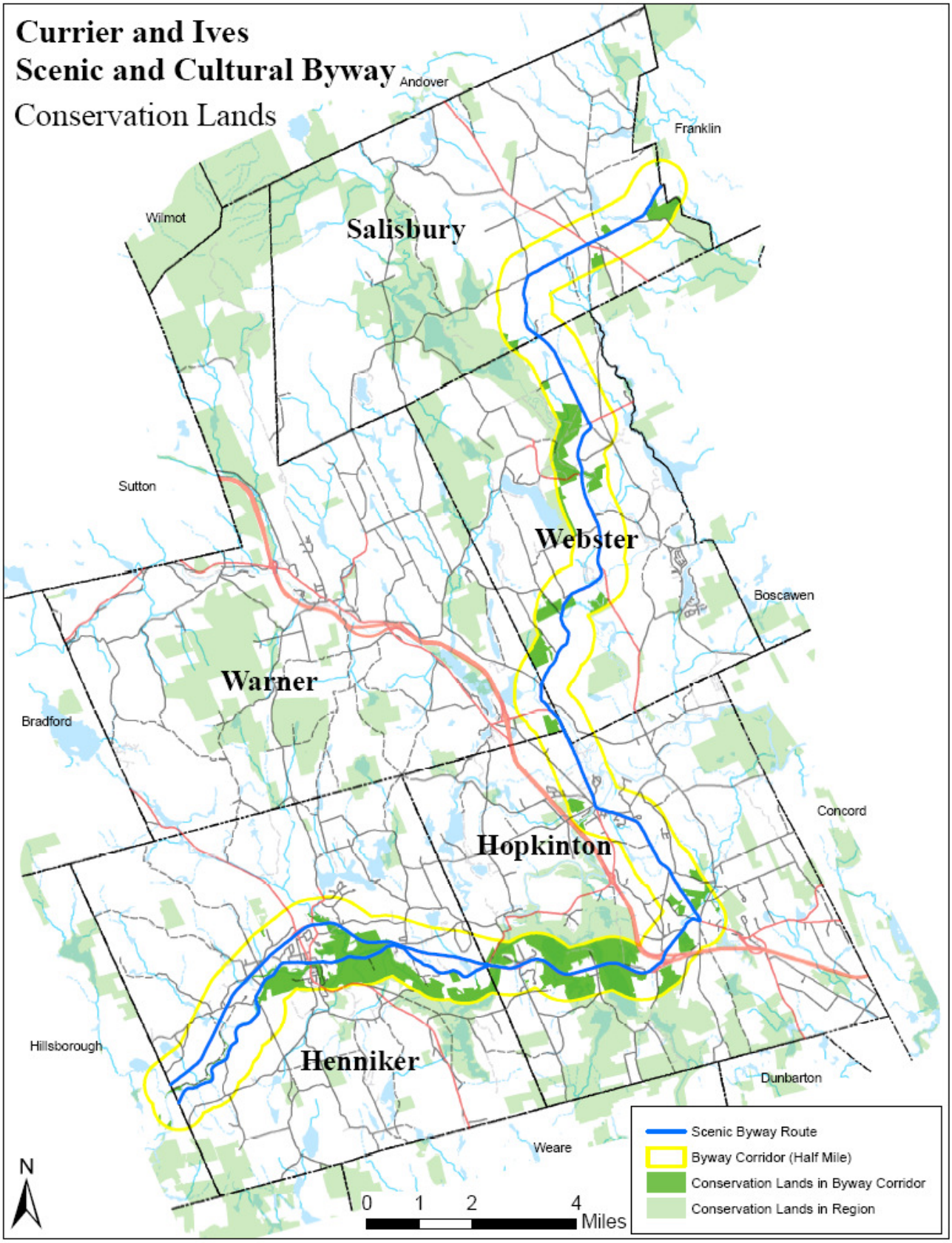


Table 4. Conservation Lands in the Byway Corridor (Half Mile Buffer from Route)

Site Name	Town	Protection Type	Entire Parcel Size (Ac)	Acres in Byway Corridor
Benjamin Shaw Lot	Franklin	FO	81.76	6.41
Ames State Forest	Henniker	FO	12.08	12.08
Ames State Forest	Henniker	FO	0.26	0.26
Contoocook River Access - Hillsb/Hennik	Henniker	FO	29.38	29.38
Craney Hill State Forest	Henniker	FO	20.09	20.09
Hilltop Estates Open Space	Henniker	SA	65.50	5.35
Hopkinton-Everett Flood Control Reservoir	Henniker	FE	1789.44	262.31
Keyser Pond Access	Henniker	FO	1.53	1.53
New England College Natural Area	Henniker	FO	133.18	126.18
Hopkinton-Everett Flood Control Reservoir	Henniker-Hopkinton	FO	7823.31	2095.69
Contoocook Falls	Hillsborough	FO	7.30	5.64
Hillsborough 96-472	Hillsborough	CE	57.91	2.76
Carriage Lane Parcel	Hopkinton	FO	1.48	1.48
Contoocook State Forest	Hopkinton	FO	30.91	30.91
Galloping Hills Open Space	Hopkinton	SA	22.80	22.01
Hopkinton-Everett Flood Control Reservoir	Hopkinton	FE	1789.44	79.52
Johnson	Hopkinton	FO	95.95	0.88
Kimball Lake	Hopkinton	FO	21.68	1.12
Kimball Pond Recreation Area	Hopkinton	FO	6.31	6.31
Meadowsend Timberlands Ltd #3	Hopkinton	CE	880.01	87.69
Ransmeier Woods	Hopkinton	CE	63.98	63.98
Smith Pond Bog Wildlife Sanctuary	Hopkinton	FO	60.36	60.36
Sweatt Tract	Hopkinton	FO	69.72	26.86
T.C. Houston Farm	Hopkinton	FO	71.74	43.88
Town of Hopkinton Land	Hopkinton	FO	15.39	10.67
Town of Hopkinton Land	Hopkinton	FO	25.39	25.39
Town of Hopkinton Land	Hopkinton	FO	15.45	15.45
Town of Hopkinton Land	Hopkinton	FO	5.55	5.55
Town of Hopkinton Land	Hopkinton	FO	18.93	18.93
Lake Easement	Salisbury	CE	18.73	18.73
Sanborn - Agric. Pres. Rest.	Salisbury	AR	258.49	32.87
State Forest Nursery	Salisbury	FO	891.35	128.15
Davisville State Forest	Warner	FO	19.43	1.62
Jelleme Forest	Warner	FO	48.71	48.71
deRham Addition	Webster	FO	178.01	9.14
George	Webster	CE	68.20	67.03
Paul Mock Memorial Forest	Webster	FO	58.99	58.99
Phelps	Webster	CE	13.72	13.72
Riggs	Webster	CE	15.02	15.02
Riverdale Sanctuary	Webster	FO	52.95	34.82
Shea Reservation	Webster	FO	178.01	104.33
Taylor Revocable Trust, Joshua E.	Webster	CE	44.07	44.07
Victor	Webster	CE	195.44	50.40
William Pearson Park	Webster	FO	3.33	3.33
Blackwater Flood Control Reservoir	Webster-Salisbury	FO	3653.38	406.81

FO=Fee Ownership, **CE**=Conservation Easement, **SA**=Open Space Development Set-Aside, **AR**=Agricultural Preservation Restriction, **FE**=Flowage Rights or Easement

Data Source: GIS Conservation Lands Layer, NH GRANIT, last updated Feb. 2009.

Management Plan

This section broadly describes some of the mechanisms and strategies for managing transportation, land use, conservation, and recreation along the Currier and Ives Trail. It is not meant to be exhaustive, and should be reviewed and updated every five to eight years. The actions suggested here are intended as a guide for future Byway advisory groups and individual towns to use in discussions and planning processes. The intent is to identify corridor-wide strategies and opportunities for intermunicipal cooperation, while respecting the unique identity and desires of each community.

The proposed Currier and Ives Scenic Byway Council would be a more formal incarnation of the Byway Committee who created this Corridor Management Plan. The Byway Council would be comprised of representatives appointed by each town's Board of Selectmen in addition to members of local, regional, and state agencies, and would be a group with advisory powers only. Its purpose would be to promote the Byway, to encourage collaboration among the towns along the route, and to advocate for corridor-wide protection and improvement efforts. Such a body would not hold any regulatory powers. Following creation of the Byway Council, the section below should be updated to indicate actions that the *Council* plans to take, rather than the existing *Committee.*

Transportation

Safety

The most dangerous stretch of the Byway is along the US Route 202/NH 9 Bypass, where high speeds contribute to the significant number of accidents. The NHDOT has installed rumble strips along the centerline and shoulders of the Bypass, as well as a series of rumble strips along the westbound entrance ramp coming from Interstate 89. It is hoped that these will warn drivers to slow down and help them stay within their lane.

The Byway Committee has also noted that there is a lack of safe pull-outs from the road, particularly at recreational access points and areas with scenic views. The Committee plans to identify potential pull-out sites and discuss with NHDOT how such facilities can be constructed.

Safety for bicyclists is another concern along much of the Byway route. Most segments of the road do not have very wide shoulders, and in many places the pavement is severely degraded. Widening the roadway to incorporate dedicated bicycle lanes may be an option; however, such a change could also alter the very character of the Currier and Ives Trail that the communities wish to protect. The Byway Committee plans to

investigate ways to improve bicycle level of service through pavement rehabilitation, striping, and perhaps the construction of off-road bicycle trails.

In village areas, towns are taking action to improve pedestrian facilities. Community members in Contoocook, Hopkinton Village, and Henniker are pursuing federal funds through the Safe Routes to School (SRTS) program to install signage, sidewalks, and curbing to better ensure pedestrian safety. For example, the Hopkinton Village SRTS committee is investigating geometric improvements to the intersection of Routes 103 and 202/9 to heighten vehicle and pedestrian safety. This would help to raise the Pedestrian Level of Service in the area as well.

Commercial Traffic

Most of the Currier and Ives Trail is made up of state maintained highways that function as collectors or arterials. As such, commercial traffic and travelers in smaller private vehicles share the road. High numbers of heavy vehicles travel the US Route 202/NH 9 Bypass, Old Concord Road in Henniker, and NH 127 in Webster. As discussed previously, the Bypass is an important east-west highway connector in central New Hampshire, making it an efficient route for commercial drivers. On Old Concord Road, commercial traffic is generated by the industrial/commercial operations located in the area. In Webster, the high percentage of heavy commercial vehicles may be attributed to a trucking company operating nearby. Recent traffic volume and accident data do not indicate that the traffic mix on Old Concord Road or NH 127 is creating unsafe conditions for most travelers; however, US Route 202/NH 9 does experience heavy traffic and a proportionately large number of vehicular collisions. Byway sightseers may choose to use the local route in Henniker to avoid the busier Bypass. The Byway Committee will encourage NHDOT to improve safety and reduce speeds on US Route 202/NH 9.

Sign Management

All four towns currently comply with state and federal regulations restricting billboards and other outdoor advertising. In order to better coordinate local sign regulations, the Byway Committee could investigate model language to be proposed in each town that would standardize the restrictions and requirements. Such regulations could incorporate similar size, placement, and design guidelines.

In addition, the Byway Committee could encourage the development of standardized Tourist Oriented Directional Signs (TODS), potentially including a Currier and Ives Scenic Byway logo where appropriate. Such signs would help direct travelers to local businesses and, if they incorporated a Byway logo, would promote the Byway route. A consistent graphical theme would improve visual recognition and enhance scenic

qualities while discouraging the unnecessary proliferation of signs in the Byway corridor.

Design Standards

Henniker alone among the four towns in the Byway corridor has a designated historic district. Within the Historic District Overlay zone, construction, demolition, and alteration of structures, as well as landscaping and changes to exterior appurtenances, require a Certificate of Approval from the Historic District Commission. The Henniker Historic District encompasses the area around Town Hall on Depot Hill Road and Circle Street, just south of the Byway route. Both downtown Henniker and West Henniker Village have been determined eligible for the National Register of Historic Places. Listing in the National Register is largely an honorary recognition, although certain tax benefits are available for renovation projects. Local historic district designations could incorporate additional protections for historic resources, such as design review for new buildings to ensure that they fit with the historic character of their surroundings; demolition delays to require review prior to removing historic structures; and architectural review prior to making exterior changes to historic buildings. Hopkinton and Henniker in particular could implement historic district overlays to provide increase protection for their village areas. The Byway Committee could consider encouraging those towns to create such overlays as part of their zoning ordinances to preserve the historic character that gives the Currier and Ives Trail its name.

Proposed Transportation Improvements

In order to ensure the safety of all Byway travelers and to improve the visitor's experience, the following improvements are suggested:

- Changes to the geometry at the intersection of Routes 103 and 202/9 in Hopkinton Village, including improved pedestrian facilities
- Safe pull-off areas along NH 127 in Webster and NH 103 in Hopkinton (to be identified) for scenic enjoyment
- Rehabilitate NH 127 through Salisbury and Webster to improve pavement conditions for motor vehicles and bicycles
- Investigate potential improvements to intersection configuration along the US Route 202/NH 9 Bypass to create safer turn movements (this could include changing speed limits near intersections, striping, signage, traffic lights, exit ramps, or rotaries)

Development and Land Use Regulations

The Vision Statement expresses the communities' wish to preserve existing rural and scenic landscapes while encouraging limited commercial development in existing villages along the Currier and Ives Trail. The creation or maintenance of solid, consistent local land use regulations will be of utmost importance in achieving that vision. Master plans in each town could include a discussion of the Byway that supports the vision statement articulated in this plan. With guidance from the master plans, each town's zoning ordinance and land use regulations could promulgate development standards to preserve the Byway's unique character.

For example, local development regulations could prohibit the unnecessary destruction of historic stone walls; establish local historic districts requiring design review of all new construction and modification of historic structures; require landscaping buffers to screen industrial sites, parking lots, and utilities; require shared curb cuts where possible for commercial driveways; and establish appropriate frontage and road setbacks along the Byway route.

To encourage local business in village areas, Hopkinton and Henniker could consider creating Main Street programs that work to revitalize downtown and neighborhood business districts. Main Street programs support local business development, coordinate community events, encourage inviting streetscapes, and promote appropriate commercial development.

Conservation

The Byway Committee may be involved in the identification and prioritization of unprotected parcels that are targeted for conservation. Parcels would be prioritized based on significance to the Byway traveler's experience, level of development pressure, proximity to the Byway route and/or amount of road frontage on the route, and estimated cost. Conservation approaches could include public or private purchase of the land, public or private purchase of conservation easements or deed restrictions, or donation of land to a public or private conservation organization. The Byway Committee could also work with local Conservation Commissions to educate landowners on best conservation management practices.

A strong conservation plan will require sufficient funding. The Byway Committee could identify and investigate potential funding sources to secure conservation lands, and communicate with local conservation commissions and private conservation organizations to share such information. Partnerships between local groups could provide necessary matching funds for a project seeking National Scenic Byways Program funding, for instance.

The Contoocook River is a designated river under the New Hampshire River Management and Protection Program (RMPP). The Byway Committee should communicate with the Contoocook and North Branch Rivers Local Advisory Committee (CNBRLAC) to explore possible linkages. For example, the two groups could collaborate on river clean-up events, environmental education campaigns, or recreational events.

The conservation of historic and cultural resources is another important element along the Byway. The Byway Committee should consider working with historical societies, school groups, and other local organizations to build detailed inventories of cemeteries, stone walls, and other resources that may require focused conservation efforts. Such features contribute to the byway traveler's experience by visually conveying the region's history and cultural traditions.

Recreation

Recreational activities should dovetail with both development and preservation goals. The Byway Committee could consider creating a recreation plan that identifies recreational opportunities within the corridor, encourages responsible use of natural areas, and promotes local and regional recreational events. Recreational activities could include not only outdoor recreation such as skiing, hiking, and boating, but also things like an audio-guided driving tour, local cultural events, and hospitality packages.

Ongoing Management

In order to carry out this CMP, the working Byway Committee has recommended the formation of a permanent Byway Council. The Byway Council should include representatives from each municipality formally appointed by the Boards of Selectmen, including:

1. One Selectmen from the Board of Selectmen from each municipality;
2. One town official (e.g., town planner, planning coordinator, town administrator, public works director, town engineer, or road agent) from each municipality;
3. One representative from the Planning Board, Conservation Commission, and/or Recreation Committee of each municipality;
4. One representative from the Historic Society, Historic District Commission, or Heritage Commission, as applicable from each community; and
5. One representative from the local Economic Development Committee, local business association, or Main Street Program, as applicable from each community.

Additionally, representatives from the Central New Hampshire Regional Planning Commission, the New Hampshire Department of Transportation, the New Hampshire Division of Historic Resources, the New Hampshire Division of Parks and Recreation, the New Hampshire Division of Travel and Tourism Development, local Chambers of Commerce, local business owners, and Byway residents will be asked to join the Council.

This group will meet at least quarterly to coordinate efforts among the four communities. Council members will communicate with their respective communities to encourage ongoing public participation in the management of the Byway.

Action and Implementation Plan

Based on the information and community input gathered during the planning process, the Byway Committee prepared an Action and Implementation Plan to prioritize steps taken in the short, medium, and long terms.

Table 6. Action Plan

	Action Item	Responsible Parties
Short Term (Within one year)		
1	Submit CMP to each town's Board of Selection for adoption in a Resolution of Support	CNHRPC
2	Establish permanent Byway Council with formal representation from each town, local organizations, and state agencies	CNHRPC, towns, state agencies
3	Outreach in local communities at public information or town meetings	Byway Committee
4	Hold public discussions and identify a single, preferred Byway route through Henniker	Byway Council, towns
5	Apply for NSBP funding for communications and interpretive materials to publicize the Byway	Byway Council, towns, CNHRPC
6	Inventory/identify parcels for conservation	Byway Council and Conservation Commissions
7	Identify recreational improvement projects	Byway Council
8	Identify and prioritize historic restoration and interpretive projects	Byway Council, Historic Societies
9	Outreach to local businesses to raise awareness about the Byway	Byway Council
10	Work with the Henniker Paper Mill Site Committee to investigate collaborative efforts and funding opportunities connected to the Byway	Byway Council, Henniker Paper Mill Site Restoration Committee
11	Contact NEC or local high schools about A/V guided tour	Byway Council
12	Identify areas for potential pull-offs and parking areas for scenic enjoyment	Byway Council, NHDOT
13	Identify potential funding sources for local match money for desired Byway projects	Byway Council, CNHRPC, state agencies, local organizations
Medium Term (1-3 years)		
1	Prioritize parcels identified for conservation in a focused Byway corridor conservation plan	Byway Council and Conservation Commissions
2	Prioritize recreational improvement projects	Byway Council
3	Create a Byway website with a downloadable map and brochure	Byway Council, (CNHRPC)
4	Coordinate with other nearby Byway organizations to cross-promote NH Byways	Byway Council
5	Develop a guided Byway tour on DVD and/or .mp3	Byway Council, NEC or high school students

6	Apply for NSBP and/or other appropriate funding for prioritized historic restoration/enhancement projects	Byway Council, towns and/or local committees
7	Approach local businesses to post Byway info on their websites, window displays, or counters	Byway Council
8	Create a Byway "brand" with a logo, local products and services in coordination with local businesses	Byway Council, local businesses
9	Organize Byway-themed events (running/bike races, scavenger hunts, historical theatrical events, etc.)	Byway Council, local recreational, business, and historical groups
10	Discuss possibility of implementing Historic District Overlays to increase local protection of historic areas	Byway Council, Selectmen, Planning Boards
11	Explore process of installing signs marking the Byway	Byway Council, CNHRPC, NHDOT
12	Contact bicycle advocacy groups about potential bike improvement projects and recommendations	Byway Council, CNHRPC
13	Prioritize potential pull-off/parking sites	Byway Council, NHDOT
14	Identify areas/intersections with serious safety concerns	Byway Council, CNHRPC, NHDOT
15	Inventory historic and cultural resources such as cemeteries and stone walls	Byway Council, historical groups, NEC or high school students
Long Term (3+ years)		
1	Apply for NSBP and/or other appropriate funding for prioritized conservation projects	Byway Council, Conservation Commissions, Selectmen
2	Apply for NSBP and/or other appropriate funding for prioritized recreational improvement projects	Byway Council, Selectmen, local committees
3	Apply for NSBP and/or other appropriate funding for prioritized scenic pull-off projects	Byway Council, NHDOT
4	If/where appropriate, adopt Historic District Overlay zones	Planning Boards, Town meetings
5	Implement bicycle facility improvements, if appropriate/feasible	Byway Council, NHDOT
6	Implement road safety improvements	NHDOT

Abbreviations

AADT: Annual Average Daily Traffic

BLOS: Bicycle Level of Service

CMP: Corridor Management Plan

CNBRLAC: Contoocook and North Branch Rivers Local Advisory Committee

CNHRPC: Central New Hampshire Regional Planning Commission

CSS: Context Sensitive Solutions

FHWA: Federal Highway Administration

GIS: Geographic Information Systems

ILOS: Intersection Level of Service

MUTCD: Manual of Uniform Traffic Control Devices

NHDHR: New Hampshire Division of Historic Resources

NHDOT: New Hampshire Department of Transportation

NRHP: National Register of Historic Places

NSBP: National Scenic Byways Program

PLOS: Pedestrian Level of Service

RMPP: River Management and Protection Program

SRTS: Safe Routes to School

TODS: Tourist Oriented Directional Signs

ZBA: Zoning Board of Adjustment