

**Report
Of the
NH Scenic & Cultural
Byways Council**

For the years 2013-2015



This report is intended to satisfy RSA 238:21(V) which reads:

Review the byway system and report biennially to the governor and the general court upon the effectiveness of this subdivision and make recommendations. The reports shall indicate the status of all state and town designations and include a fiscal accounting of all moneys received and expended

This report covers the period spanning January 1, 2013 to December 31, 2015.

For question or comments regarding this report, please contact the NH Scenic & Cultural Byways Program Manager:

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A view of the CT River Valley Byway [UVLSRPC photo]

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NH SCENIC & CULTURAL BYWAYS PROGRAM OVERVIEW

ENABLING LEGISLATION

The NH Scenic & Cultural Byways program was enabled by the NH Legislature in 1992 in an effort to make interested roadways eligible for new federal funding via the Intermodal Surface Transportation Equity Act (ISTEA) passed the prior year. The NH legislation is found in Title 20 of the NH RSA's (Transportation) in Chapter 238 – Highway Programs. Specifically, the NH Scenic & Cultural Byways program is covered in the following legislation:

238:19 Purpose.

I. The scenic and cultural byways system is established 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.

II. It is the intent of the general court that the scenic and cultural assets of the byways will be respected, that the rights of individual property owners shall be preserved, and that nothing in this subdivision shall be interpreted to preempt any land and zoning authority granted to municipalities under title LXIV.

III. It shall be a process of state and local identification of scenic and cultural byways that shall build a statewide system. However, nothing in this subdivision shall restrict a municipality from designating scenic byways within its jurisdiction, require that such designated scenic byways be nominated for inclusion in the New Hampshire scenic and cultural byways system, or require that the scenic and cultural byways council accept such locally designated scenic byway into the system.

Source. 1992, 160:1. 1995, 105:1, eff. July 15, 1995.



Along the Kancamagus Scenic Byway [R. Nadler photo]

238:20 Establishment of Scenic and Cultural Byways Council.

- I. The scenic and cultural byways council shall consist of the following 15 members:
- (a) Nine members appointed by the governor including one person representing regional planning, 3 persons representing municipalities, one person representing tourist and recreation interests, one person representing forests and lands, one person representing the utilities, one person representing the Outdoor Advertising Association of New Hampshire and one person representing the highway construction industry.
 - (b) The commissioner of the department of transportation, or designee.

- (c) The commissioner of the department of resources and economic development, or designee.
 - (d) The director of the office of energy and planning, or designee.
 - (e) The director of the division of historic resources, or designee.
 - (f) One member of the house, appointed by the speaker of the house.
 - (g) One member of the senate, appointed by the senate president.
- II. The terms of the members appointed by the governor shall be for 3 years, except that he shall appoint the initial members for terms of one, 2 and 3 years.
- III. The council shall choose its chairman annually from among its members. The chair shall serve for no more than 2 consecutive one-year terms.
- IV. Except as provided in this section, no state employee or member of any state commission, federal employee, or member of any federal commission shall be eligible for membership on the council.

Source. 1992, 160:1. 1995, 106:1, 2. 2003, 319:9. 2004, 257:44, eff. July 1, 2004.

238:21 Duties.

The council shall:

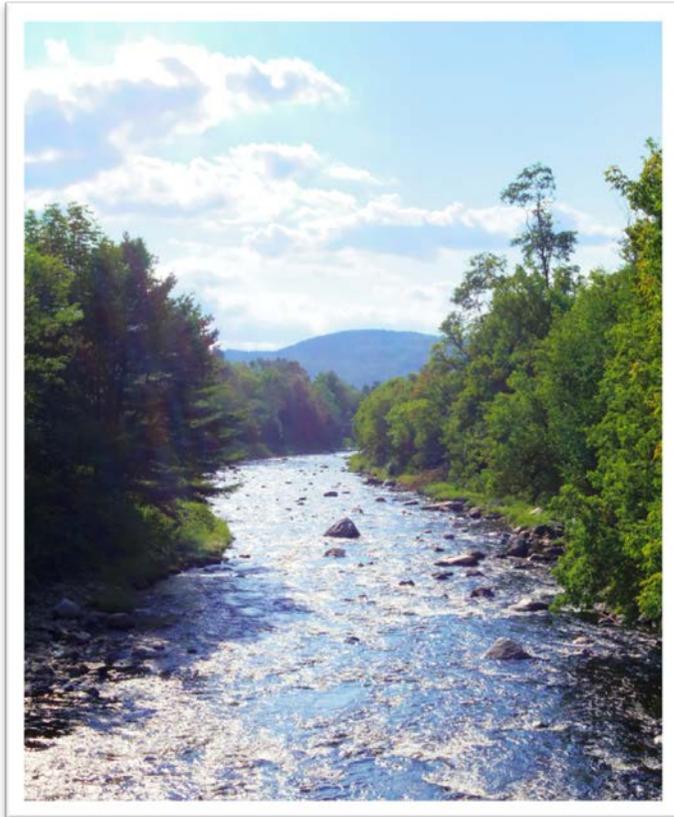
- I. Encourage towns and municipalities to designate scenic and cultural byways within their jurisdictions and to petition the council for the inclusion of these byways into the New Hampshire scenic and cultural byways system. Such inclusion shall enable the municipality to participate in federal funding that may be available under section 1047, Scenic Byways Program, of the Intermodal Surface Transportation Efficiency Act of 1991. The council may also propose a statewide network of connecting highways. Proposed connecting highways shall not be designated as scenic and cultural byways as defined and controlled under section 1047, Scenic Byways Program, of the Intermodal Surface Transportation Efficiency Act of 1991.
- II. Develop the process for byways nomination and nomination criteria. Advise and consult with municipalities regarding the process of recommending municipal roads for inclusion in the scenic and cultural byways system.
- III. Encourage and assist in fostering public awareness, understanding, and participation in the objectives and functions of the scenic and cultural byways system.
- IV. Provide municipalities with tools and ideas for enhancement and protection of the scenic and cultural byways.
- V. Review the byway system and report biennially to the governor and the general court upon the effectiveness of this subdivision and make recommendations. The reports shall indicate the status of all state and town designations and include a fiscal accounting of all moneys received and expended.
- VI. De-designate a scenic and cultural byway at the request of the municipality or if its character changes in such a way that it no longer meets the criteria under which it was designated.

Source. 1992, 160:1. 1995, 105:2, eff. July 15, 1995.

238:22 Designation.

- I. The council shall designate and de-designate scenic and cultural byways of the New Hampshire scenic and cultural byways system based on criteria which include, but shall not be limited to, the following:

- (a) Possesses significant visible natural or cultural features along its border such as agricultural lands, farms, significant architectural attributes, historic sites, town and city centers, museums, cottage industries, panoramic views, vistas of marshes, shorelines or forests, or notable geological or other natural features.
- (b) Accessible to natural and cultural features such as cultural facilities, historic sites, town and city centers, trails, lakes, rivers, streams, mountains, the seacoast, bike paths, agricultural land, parks, or protected lands that are open to the public, etc.
- (c) Conforms to and does not detract from the landscape.
- (d) Meets safety standards for the particular traffic encouraged.
- (e) Is free from intensive commercial development and obstructive signage that would detract from the principal reason for its designation.



The Ammonoosuc River as seen from the River Heritage Trail
[NCC photo]

byway on which the nomination is based.

Source. 1992, 160:1. 1995, 105:3, eff. July 15, 1995.

II. Designation of a state or local road or highway as a scenic and cultural byway under the provisions of this subdivision, and any general or special management criteria applicable thereto, shall not affect the operation, maintenance and expansion of existing public utility lines and facilities, or be construed to require any public utility to install any of its lines or facilities underground.

III. Under no circumstances shall a local scenic and cultural byway be designated without a public hearing conducted by the municipalities in the area.

IV. Nominations shall demonstrate local, private, and public support, and be reviewed to assess any traffic or other problems that may accrue to the designation as a scenic and cultural byway and propose a method to ensure the preservation and maintenance of the qualities of the scenic and cultural

238:23 Funds.

- I. The commissioner of the department of transportation, with the advice of the commissioner of the department of resources and economic development and the commissioner of the department of cultural resources, is authorized to apply for and accept gifts, grants, donations and contributions from any source, public or private, in the name of the state and to provide for technical and administrative support consistent with the resources provided to the program under this section. Any moneys

accepted shall be continually and solely appropriated for the purpose of this subdivision.

II. Any funds obtained under former RSA 238:18 and not expended shall be transferred for use under this section.

Source. 1992, 160:1. 2003, 319:9. 2004, 257:44. 2007, 263:76, eff. July 1, 2007.

238:24 Advertising Devices on Scenic and Cultural Byways.

Notwithstanding any provisions of law to the contrary, advertising devices as defined in RSA 236:70, I, shall not be erected on any primary system highway that has been designated as a scenic and cultural byway, provided that:

- I. The council shall remove any scenic and cultural byway designation, highway sections that:
 - (a) Have no scenic or cultural value; and
 - (b) Have been designated or would be designated solely to preserve system continuity.
- II. Nothing in this section shall preclude the council from removing from any scenic and cultural byway designation, highway sections that are adjacent to property that is used for intensive commercial or industrial purposes. In this section, "intensive" means an area containing more than 5 zoned commercial or industrial activities located within one continuous mile.
- III. Advertising devices erected before the effective date of this section may be maintained.
- IV. On-premise signs, as defined in RSA 236:73, III, and directional, informational, or official signs, as defined under RSA 236:73, IV, may be erected and/or maintained.

Source. 1995, 106:3, eff. June 15, 1995.

PROGRAM HISTORY

The national Scenic Byways program was created by legislation (ISTEA) in 1991. This federal legislation authorized both the designation of national scenic byways, as well as a pool of funds to be awarded on a competitive basis for eligible projects involving designated byways. This legislation was followed up in 1995 by formal federal rulemaking regarding the national designation criteria and program funding guidelines for the program. The national program provided the impetus for the start of the NH Scenic & Cultural Byways program, which was created in 1992, and revised in 1995 – developments that parallel the national changes to the program.

For the period spanning 1992 - 2012, NH benefitted from over \$11 million in funding from the national Scenic Byways funding program – averaging nearly \$550,000 in funds awarded annually between 1992 and 2012. Annual award amounts ranged from a high of nearly \$2.8 million in 1999, to a low of nearly \$250,000 in 1994. However, the adoption of the federal transportation funding authorization legislation known commonly as MAP-21* ended the Scenic Byways program as a “standalone” program.

The national Scenic Byways program, along with other popular ‘alternative’ transportation funding programs such as Transportation Enhancements (TE) and Safe

Routes to School (SRTS) were eliminated, while many of their former eligibility categories were preserved as part of the Transportation Alternatives Program (TAP).

For Scenic Byways, the following project types remain federally eligible under MAP-21*:

- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, which include but are not limited to:
 - inventory, control, or removal of outdoor advertising;
 - historic preservation and rehabilitation of historic transportation facilities

However – the NHDOT has determined that these scenic byways activities, along with several other federally eligible activities under the TAP will not be considered for funding in NH. This is based on a desire to allocate the scant TAP funds towards non-motorized transportation improvements around the state.

The following tasks that were formerly eligible activities under the national Scenic Byways program, that are no longer eligible for TAP funds include:

- Acquisition of scenic easements and scenic or historic sites (including historic battlefields), and scenic or historic highway programs (including tourist and welcome center facilities).
- Landscaping and other scenic beautification.
- Establishment of transportation museums.



View of Mt. Kearsage from the Currier & Ives Scenic Byway in Webster [CNHRPC photo]

The FHWA guidance does not speak to the issue of whether the use of TAP funds for such planning projects as Corridor Management Plans remains an eligible activity for funding. However, it is important to note that the NHDOT's TAP program remains focused on infrastructure improvements only to maximize the use of available funding.

This change in funding programs does not change the ability for both state and federal scenic byway designations however – nor does it diminish the value of these designations as a marketing/promotional tool for communities

and businesses along designated byways in NH. This change did instigate some changes to the approach of the NH Scenic & Cultural Byways program to strengthen the NHSCBC 'brand' – which is discussed later in this report.

* - The changes involving the Scenic Byways program under MAP-21 have continued under the successor legislation known as the FAST Act, which was enacted in mid-December 2015.

NH SCENIC & CULTURAL BYWAY COUNCIL MEMBERSHIP

Representative	Representing	Appointed By (per RSA)
Ken Allen	Forests and Lands	Governor
Rep. Suzanne Smith	Speaker of the House	Speaker of the House
Sen. Jeanie Forrester	Senate President	Senate President
Mike Tardiff	Regional Planning Commissions	Governor
Jayne O' Connor	Outdoor Advertising Association of NH	Governor
Brenda Clemons	Highway Construction Industry	Governor
Donna Keeley	Utilities	Governor
Chris Northrop	OEP	OEP Director
Mary Kate Ryan	DHR	DHR Director
Amy Bassett	DRED	DRED Commissioner
William Watson	NHDOT	DOT Commissioner

DESIGNATED NH SCENIC & CULTURAL BYWAYS

BACKGROUND

New Hampshire is home to 17 state designated byways that travel over 946 miles of state and local roadways. The state is also home to 3 nationally designated byways that add an additional 404 miles of scenic mileage to the states scenic and cultural byway network.

All NH designated Scenic & Cultural Byways have these common features:

- Scenic &/or cultural attributes to offer the traveling public.
- A Corridor Management Entity that consists of at least 1 representative from each community the byway passes through, representatives from businesses along the route and any other potentially interested parties. These groups plan, promote and advocate on behalf of their byway.
- A Corridor Management Plan that identifies the intrinsic qualities of the designated byways, plans for the protection, improvement and promotion of those intrinsic qualities, identifies opportunity to market the byway and identifies future plans related to the management of the byway.

The New Hampshire Scenic & Cultural Byways Council has undertaken significant efforts to revitalize the New Hampshire Scenic & Cultural Byways program since 2013. These efforts have been taken to address deficiencies in a program where most of the designated byways lacked Corridor Management Plans and had long dormant or non-existent Corridor Management Entities and as a result lacked in interest, vision and community involvement and investment.

That situation paired with the loss of a dedicated federal funding source should have been a recipe for dissolution of the program. However – the NH Scenic & Cultural Byways Council saw value in the program as a tool for economic opportunity for much of the state. As a result, the NH Scenic & Cultural Byways Council has implemented programmatic changes to allow the program to evolve towards the type of economic tool New Hampshire’s communities deserve – particularly in those less populated portions of the state that have much to offer the myriad tourists from within and outside of New Hampshire.

Since 2013, the NH Scenic & Cultural Byways Council has:

- Induced the revitalization of the Moose Path Trail, Woodland Heritage Trail, Presidential Range Trail, Lakes Tour Scenic Byway, The Appleway and the Branch River Valley Trail. All of these byways were identified in the previous Biennial Report as candidates for de-designation.
- Designated 3 new byways: The Robert Frost/Old Stagecoach Scenic Byway, The Upper Lamprey Scenic Byway and The Mills Scenic Byway.
- De-designated 2 former byways per the Council’s Rules of Procedure: The Canterbury Shaker Village Byway and the Amoskeag Millyard Scenic & Cultural Byway

These efforts will allow the program to function more cohesively. With established lines of communication between the NH Scenic & Cultural Byways Council and the designated scenic & cultural byways councils – information can be shared more freely and directly, issues can be identified and addressed coherently and planning on a beneficial programmatic basis can take place in an organized fashion.

The development of corridor management plans allows for an enhanced understanding by both the individual corridor advisory groups and the NH Scenic & Cultural Byways Council regarding the designated byways. The new approach to planning will allow for significant improvements to both immediate and longer range planning efforts related to the protection, promotion and enhancement of the identified intrinsic qualities of the byways. These efforts will also ease the facilitation related to increased outreach and cooperation with businesses located along the byways. Additionally – this communication, planning and outreach will benefit promotional marketing and outreach efforts related to the byways. In short – these efforts represent the significant first step towards engaging the NH Scenic & Cultural Byways program as a tourism economic tool to the benefit of many a NH community. Recommendations for the upcoming biennium are outlined at the end of this report.

NEW HAMPSHIRE SCENIC & CULTURAL BYWAYS

The Moose Path Trail

Distance: 135 miles

Communities: Shelburne, Gorham, Berlin, Milan, Dummer, Errol, Colebrook, Stewartstown, Clarksville, Pittsburg

Roads traveled: US2, NH16, NH26, US3

Areas of interest: Scenic Views, Dixville Notch, Wildlife viewing & natural areas.

For more information:

<http://www.nh.gov/dot/programs/scbp/tours/documents/moosepath.pdf>

Corridor Management Entity: North Country Scenic Byways Council

Corridor Management Plan Adopted: 2015

Year Designated NH Scenic & Cultural Byway:
1994



Looking west from the Moose Path Trail [Source: NCC]

Woodland Heritage Trail

Distance: 65 miles

Communities: Berlin, Gorham, Milan, Stark, Groveton, Lancaster, Jefferson, and Randolph

Roads traveled: US2, NH16, NH110, & US3

Areas of interest: Wildlife Viewing Areas, National Wildlife Refuge, State Parks, State Forests, Woodland Heritage

For more information:

<http://www.nh.gov/dot/programs/scbp/tours/documents/woodland.pdf>

Corridor Management Entity: North Country Scenic Byways Council

Corridor Management Plan Adopted: 2015

Year Designated NH Scenic & Cultural Byway: 1994

Presidential Range Trail

Distance: 147 miles

Communities: Glen, Jackson, Gorham, Randolph, Jefferson, Lancaster, Whitefield, Dalton, Carroll, Bartlett, Bethlehem & Littleton

Roads traveled: NH16, US302, US2, NH115, US3, NH135

Areas of interest: Wildlife Viewing Areas, National Wildlife Refuge, State Parks, State Forests, Woodland Heritage.

For more information:

<http://www.nh.gov/dot/programs/scbp/tours/documents/president.pdf>

Corridor Management Entity: North Country Scenic Byways Council

Corridor Management Plan Adopted: 2015

Year Designated NH Scenic & Cultural Byway: 1994

River Heritage Trail

Distance: 220 miles

Communities: Woodstock, Plymouth, Haverhill, Waterville Valley, Campton, Thornton, Bath, Lisbon, Lincoln, Warren, Rumney, Wentworth, Sugar Hill, Easton, Franconia & Bethlehem

Roads traveled: NH 49, NH 25, NH 25C, NH 118, NH 112, NH 10, NH 116, US 302, NH 117, NH 175 & US 3

Areas of interest: Mountain views, resorts, scenic views, historic sites.

For more information:

<http://www.nh.gov/dot/programs/scbp/tours/documents/riverheritage.pdf>

Corridor Management Entity: North Country Scenic Byways Council

Corridor Management Plan Adopted: 2015

Year Designated NH Scenic & Cultural Byway: 1994

Lake Sunapee Scenic & Cultural Byway

Distance: 25 miles

Communities: Newbury & Sunapee

Roads traveled: NH 103, NH 103B and NH 11

Areas of interest: State Beach, Wildlife Refuge, Scenic Shoreline, Boat Tours, Year-Round Recreation

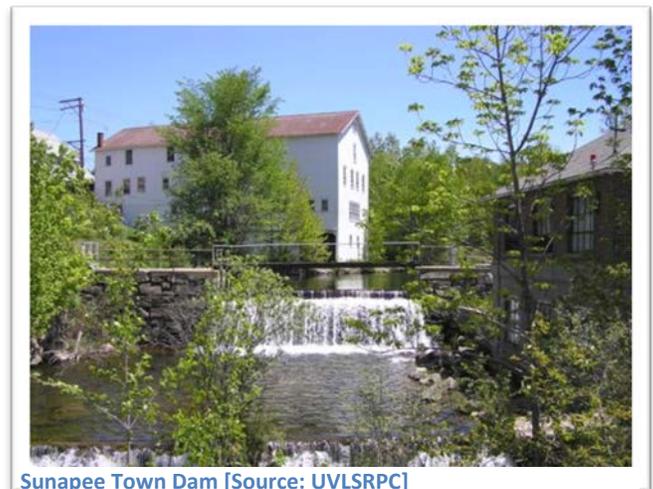
For more information:

<https://sites.google.com/site/lakesunapeebyway/>

Corridor Management Entity: Lake Sunapee Scenic Byway Committee

Corridor Management Plan Adopted: 2010

Year Designated NH Scenic & Cultural Byway: 1994



Sunapee Town Dam [Source: UVLSRPC]

Currier & Ives Scenic Byway

Distance: 30 miles

Communities: Henniker, Salisbury, Hopkinton & Webster

Roads traveled: US 202, NH 9, NH 103 and NH 127

Areas of interest: bucolic farmlands, river valleys, and quaint downtowns

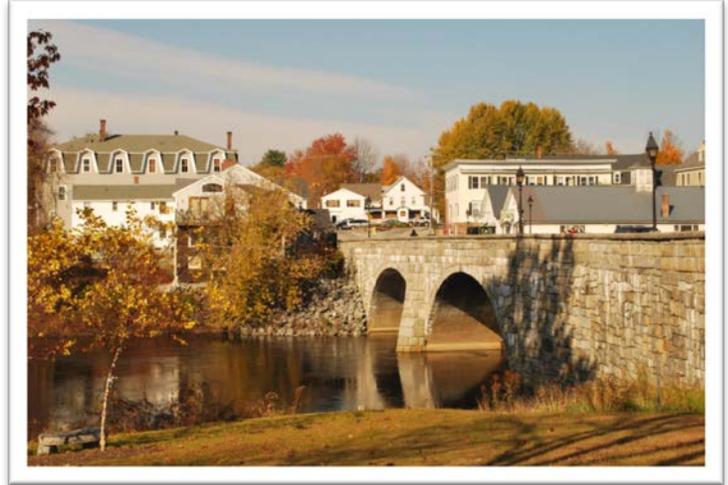
For more information:

www.currierandivesbyway.org

Corridor Management Entity: Currier and Ives Scenic Byway Council

Corridor Management Plan Adopted: 2010

Year Designated NH Scenic & Cultural Byway: 1994



Downtown Henniker along the Currier & Ives Scenic Byway [CNHRPC Photo]

Lakes Tour

Distance: 112 miles

Communities: Alton, Gilford, Meredith, Center Harbor, Laconia, Holderness, Moultonborough, Tamworth, Ossipee & Wolfeboro

Roads traveled: NH 28, NH 11, US 3, NH 106, NH 25, NH 25B, NH 175, NH 109 & NH 109A

Areas of interest: Views of Lakes, Mountains and Villages, the Region's Largest City and Year-Round Recreation

For more information: <http://lakesrpc.org/>

Corridor Management Entity: Lakes Tour Scenic Byway Advisory Committee

Corridor Management Plan Adopted: 2015

Year Designated NH Scenic & Cultural Byway: 1999

Branch River Valley Trail

Distance: 14 miles

Communities: Milton & Wakefield

Roads traveled: NH125, NH 153, NH109 & local roads

Areas of interest: New Hampshire's Agricultural, Industrial and Tourism Heritage

For more information:

http://www.strafford.org/transportation/scenicbyways_branchriver.php

Corridor Management Entity: Branch River Valley Trail Scenic Byway Advisory Committee

Corridor Management Plan Adopted: 2015

Year Designated NH Scenic & Cultural Byway: 1994



A view of the Wakefield Inn along the Branch River Valley Trail [Source: SRPC]

The Appleway

Distance: 10 miles

Communities: Londonderry

Roads traveled: Elwood, Adams, Mammoth, Pillsbury & Gilcreast Roads (all local roads)

Areas of interest: Agricultural heritage sites

For more information:

http://londonderrynh.org/Pages/LondonderryNH_BComm/Conservation/properties/appleway?textPage=1

Corridor Management Entity: Appleway Scenic Byway Committee

Corridor Management Plan Adopted: 2015

Year Designated NH Scenic & Cultural Byway: 1996



Morrison House Museum on the Appleway [Source: John Vogl]

General John Stark Scenic Byway

Distance: 34 miles

Communities: Goffstown, Dunbarton, Weare and New Boston

Roads traveled: NH114, NH77 & NH13

Areas of interest: Scenic Views, Agricultural festivals, Cultural Attractions, farmers markets & historic attractions

For more information:

<http://generalstarkbyway.org/>

Corridor Management Entity: General John Stark Scenic Byway Council

Corridor Management Plan Adopted: 2008

Year Designated NH Scenic & Cultural Byway: 2008



Caleb Stark Statue on the General John Stark Scenic Byway [source: SNHPC]

Coastal Byway

Distance: 18.5 miles

Communities: Seabrook, Hampton, North Hampton, Rye, Portsmouth & New Castle

Roads traveled: NH1A & NH1B

Areas of interest: State Parks, Historic Sites, Beaches, Islands, Ocean Views, Harbors and Resort Towns

For more information:

<http://www.nh.gov/dot/programs/scbp/tours/documents/coastal.pdf>

Corridor Management Entity: None

Corridor Management Plan Adopted: 2015

Year Designated NH Scenic & Cultural Byway: 1994



The Historic Wentworth Hotel [Source: RPC]

American Independence Byway

Distance: 21 miles

Communities: Hampton, Exeter, Portsmouth, Dover & Seabrook

Roads traveled: NH27, NH108 & NH101

Areas of interest: Historic sites from NH's colonial period.

For more information:

<http://www.nh.gov/dot/programs/scbp/tours/documents/independence.pdf>

Corridor Management Entity: None

Corridor Management Plan Adopted: 2001

Year Designated NH Scenic & Cultural Byway: 2000

Robert Frost/Old Stagecoach Scenic Byway

Distance: 44 miles

Communities: Atkinson, Hampstead, Sandown, Derry, Chester and Auburn

Roads traveled: NH121 and local roads

Areas of interest: Scenic views &, historic downtown Derry, Robert Frost Farm Historic Site, Lake Massabesic and other historic/cultural sites.

For more information:

http://www.derry-nh.org/Pages/DerryNH_Planning/Scenic%20Byway%20Council



Robert Frost Farm Historic Site [Source: Elizabeth Robidoux]

Corridor Management Entity: Robert Frost/Old Stagecoach Scenic Byway Council

Corridor Management Plan Adopted: 2015

Year Designated NH Scenic & Cultural Byway: 2014

The Mills Scenic Byway

Distance: 12 miles

Communities: Newmarket, Durham, Madbury & Rollinsford

Roads traveled: NH 108 & US 4

Areas of interest: Panoramic views of rolling open hills bordered by forest land and stone walls cut through by brooks and low-lying wetland marshes, views of pristine farmland that open up to downtown historic districts peppered with white church steeples, old mill buildings, river frontage, and park areas with access for nature walks and other recreational activities

For more information: <https://prezi.com/hvlxptgwvnsr/general-overview-the-mills-scenic-byway/>

Corridor Management Entity: Mills Scenic Byway Corridor Advisory Committee

Corridor Management Plan Adopted: No

Year Designated NH Scenic & Cultural Byway: 2014

Upper Lamprey Scenic Byway

Distance: 45 miles

Communities: Candia, Deerfield & Northwood

Roads traveled: NH 43, NH27, NH 107 & local roads

Areas of interest: Outstanding scenic vistas, natural resources, and historic villages that celebrate the scenic and cultural heritage of New England.

For more information:

Corridor Management Entity: Upper Lamprey Scenic Byway Council

Corridor Management Plan Adopted: No

Year Designated NH Scenic & Cultural Byway: 2014



A view of Northwood Lake from the Upper Lamprey Scenic Byway [Source: SNHPC]

The Mountain Road

Distance: 1.5 miles

Communities: Lancaster

Roads traveled: The Mountain Rd – the Weeks State Park Rd. from its intersection with US 3 to the summit of Mt. Prospect

Areas of interest: Weeks State Park facilities and amenities.

For more information:

Corridor Management Entity:
None

Corridor Management Plan Adopted: 1995

Year Designated NH Scenic & Cultural Byway: 1994



View of the summit of Mt. Prospect [Source: NH DRED]

NATIONAL BYWAYS

Kancamagus Scenic Byway

Distance: 32 miles

Communities: Lincoln, Waterville Valley, Livermore, Albany & Conway

Roads traveled: NH 112

Areas of interest: Scenic Views, overlooks, recreational areas, hiking, xc-skiing and historic sites.

For more information:

Corridor Management Entity: North Country Scenic Byways Council/USFS

Corridor Management Plan Adopted: 2003

Year Designated NH Scenic & Cultural Byway: 1994



Fall colors on the 'Kanc' [Source: Ellen Edersheim/White Mountains Attractions]

Year Designated as National Scenic Byway: 1996

White Mountain Trail

Distance: 110 miles

Communities: Lincoln, Waterville Valley, Livermore, Albany, Conway, Intervale, Bartlett, Hart's Location, Carroll, Bethlehem and Franconia

Roads traveled: NH 112, NH 16, US 302, US 3 & Bear Notch Rd.

Areas of interest: Crawford Notch, Bear Notch and Franconia Notch areas, scenic views, recreational opportunities including hiking, camping, alpine and Nordic skiing, bicycling, golf and water sports, recreational areas, shopping, amusement parks and myriad historic sites.

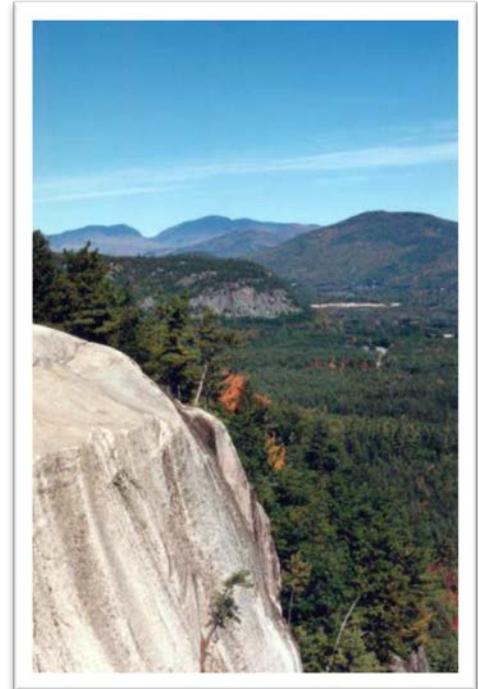
For more information:

Corridor Management Entity: North Country Scenic Byways Council/USFS

Corridor Management Plan Adopted: 2003

Year Designated NH Scenic & Cultural Byway: 1994 – Bear Notch Road added 1997

Year Designated National Scenic Byway: 1998



Looking over the WMNF from Cathedral Ledge in Conway [Source: Roland Caron]

Connecticut River Scenic Byway

Distance: 234 miles (in NH)

Communities: All of the NH communities located between the US/Canada border in Pittsborough to the NH/MA border at Hinsdale.

Roads traveled: US 3, NH 135, NH 10, NH 12a, NH 123 & NH 63

Areas of interest: See www.ctriverbyway.org for detailed trip itineraries.

For more information: www.ctriverbyway.org

Corridor Management Entity: Connecticut River Byway Council

Corridor Management Plan Adopted: 1998

Year Designated NH Scenic & Cultural Byway: 1994

Year Designated National Scenic Byway: 2005



The Park Hill Meeting House [Source: SWCRPC]

FISCAL ACCOUNTING OF ALL FUNDS ACCEPTED & EXPENDED (2013-2014)

The stand-alone Scenic Byways federal funding program ended upon the passage of MAP-21 in 2012. As a result, NH has received no funding for the NH Scenic & Cultural Byways Program since then, and the reporting of funds shown in the 2011-2012 Biennial Report is the last report on funds for the program.

NOMINATIONS FOR DE-DESIGNATION

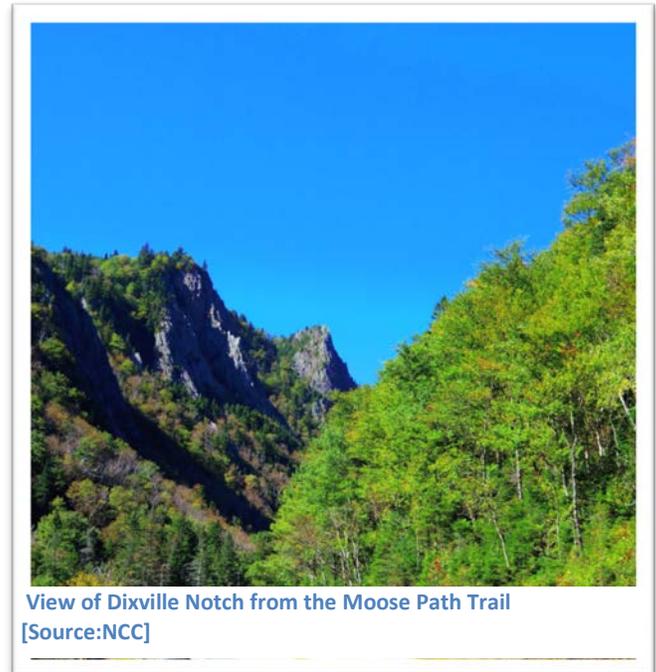
In an effort to comply with RSA 238:22(IV) (*designation & de-designation*) which states:

Nominations shall demonstrate local, private, and public support, and be reviewed to assess any traffic or other problems that may accrue to the designation as a scenic and cultural byway **and propose a method to ensure the preservation and maintenance of the qualities of the scenic and cultural byway on which the nomination is based** [emphasis added].

And as per RSA 238:21(IV), which states:

De-designate a scenic and cultural byway at the request of the municipality or if its character changes in such a way that it no longer meets the criteria under which it was designated.

In an effort to ensure compliance with the RSA's, as well as to improve the NH Scenic & Cultural Byways designation as a 'brand', the NHSCBC has adopted a process for de-designation within its rules of procedure. The rules of procedure state:



8.3 – State De-Designation Process

There are two methods for the de-designation of a State scenic byway:

1. **Request from a Municipality located along the designated route:**

Municipalities may request that any section of byway designated in their community be de-designated. Such requests must be made in writing and sent to the attention of the NH State Scenic Byways Coordinator. The letter must be signed by the Mayor or Selectboard Chair of the community requesting de-designation of the byway, the reason for the request and a copy of the meeting minutes documenting the official action by the municipality's executive body regarding the requested de-designation. The Council, at its next meeting, will consider the request for de-designation as it relates to the criteria in RSA 238:22.

2. **Request by the Council:**

As part of the Biennial Report development process, the NH State Scenic Byways Coordinator shall review the status of all state designated byways. Particular attention shall be paid to those byways:

- Lacking an approved Corridor Management Plan;
- Lacking a functional corridor management entity; or
- No longer meeting the criteria designation was originally based on;

De-designation candidates:

Those designated byways meeting either of the two methods will be compiled in a list and presented to the Council for review, discussion and any action related to the de-designation of a byway.

- The first time that a designated byway appears on the list, the Council may identify a course of action that will allow issues related to the byway's listing on a de-designation candidate list, and communicate this action plan to the managing entity. This will allow for address of the deficiency over the biennium, and removal from the de-designation candidate list.
- The second time that a designated byway appears on the de-designation candidate list, the Council shall act to de-designate the byway.
- For those byways lacking a functional management entity, the Council shall act to de-designate the candidate byway.

The following byways have been identified as first-time candidates for de-designation by the NH Scenic & Cultural Byways Council as of 12/31/2015:

- **Mills Scenic Byway** – This state designated byway has established a Corridor Advisory Council, however the byway currently has no corridor management

plan (CMP) in place. The Strafford Regional Planning Commission intends to develop the requisite CMP for this recently designated byway, but work has only recently commenced at the writing of this report. It is expected that the CMP will be adopted prior to development of the next biennial report, thereby removing the Mills Scenic Byway from consideration for de-designation.

Region: *Southeastern NH*

- **Upper Lamprey Scenic Byway:** This state designated byway has established a Corridor Advisory Council; however the byway currently has no corridor management plan (CMP) in place. The Strafford and Southern NH Regional Planning Commissions intend to work with the CAC to develop the requisite CMP for this recently designated byway, but work has only recently commenced at the writing of this report. It is expected that the CMP will be adopted prior to development of the next biennial report, thereby removing the Upper Lamprey Scenic Byway from consideration for de-designation.
Region: Southern NH
- **Enfield Shaker Village Byway:** This long forgotten byway has neither a Corridor Advisory Council nor an adopted Corridor Management Plan. This byway is identified as running along NH 4A from the intersection with NH 4 to the Enfield Shaker Village. It appears on no maps, and there is no mention of the byway in any document other than the 3/2000 Office of State Planning Scenic & Cultural Byways inventory.
Region: Upper Valley
- **The Mountain Road:** This byway lies entirely within the boundaries of Weeks State Park in Lancaster. While there is a Corridor Management Plan that was developed in 1995 – it does not meet the minimum standards of the NH Scenic & Cultural Byways Program. The byway also lacks a Corridor Advisory Committee as well – though discussions have recently begun between the North Country Scenic Byways Council and the State Park staff to bring this byway under the NCSBC.
Region: Northern NH
- **American Independence Scenic Byway:** This byway currently has no designated Corridor Management Entity. While there are reports that there was a Corridor Management Plan developed in 2001 – a copy of the document has proved elusive.
Region: Seacoast
- **Lake Sunapee Scenic Byway:** The Corridor Advisory Committee for this byway has not met since 2011.
Region: Lake Sunapee

RECOMMENDATIONS

- **Continue to develop the NH Scenic & Cultural Byways designation as a meaningful brand:**

While not a panacea for economic development on its own, a scenic byways designation at either the state or federal level still has the potential to enhance other marketing efforts for tourism based businesses along designated routes. The NH Scenic & Cultural Byways Council has the ability to enhance that designation by ensuring it means something. This is most easily accomplished by engaging designated byways under the terms established in the RSAs and as supported by the rule of procedure. This will require enhanced outreach through NHDOT and the Regional Planning Organization partners around the state.

- **Oversee re-designation and de-designation per bylaws and as an outcome of the corridor planning processes:**

As a result of the NHSCBC Rules of Procedure development, all designated NH Scenic & Cultural Byways are now required to have adopted Corridor Management Plans in place. This requirement has led to the creation of the first corridor management plan for many byways as well as the revision of existing CMPs. The discussions spawned as a result of these varied planning efforts around the state have resulted in revisions to the existing designated byways – either adding additional roadway mileage, de-designating portions for a variety of reasons – or any combination of the two.

The changes to the byways are proposed until a formal request to the NH Scenic & Cultural Byways Council occurs. The NHSCBC Rules of Procedure identifies the process for both designation and de-designation which can generally be described as application and hearings in the affected municipalities for designation of new routes, and formal correspondence from the Corridor Advisory Committee and/or municipality for de-designation.

Tasks:

- Byways Program Manager coordinates/directs/assists the various Corridor Management Entities through the formal process to configure the designated byway per the adopted Corridor Management Plans.
- Guide the NHSCBC through the formal process
- Revise the Official Byway Inventory Accordingly

Timeline: November 2015 - May 2016

- **Update 2000 Byway Inventory:**

The Bureau of Traffic provided a copy of the NH Office of State Planning's 1999 Inventory of Designated Scenic & Cultural Byways from their terms as stewards of this program. Further research uncovered a more recent version dated March 2000. Given that no definitive records regarding the designation of byways made it to NHDOT in the transition from OSP to NHDOT in the early 2000's (or at least none can be located), this document serves as the definitive documentation of designated byways in NH. The document itself is difficult to follow in terms of organization, and does not reflect the significant changes to the various byways around the state since 2000.

Given these facts, in order to effectively understand and manage the network of designated Scenic & Cultural Byways in NH, it is necessary to revise this document to:

- Facilitate ease of use on such items as organization and inclusion of maps
- Provide critical updates to the system that have occurred since March 2000

Tasks:

- Revise the 2000 Inventory based on designated status following previous tasks completion (de/re-designation).
- Review for approval with the NH Scenic & Cultural Byways Council
- Revise official map to match inventory
- NHSCBC adoption of Official Map
- Propose amendment to the NHSCBC Rules of Procedure to address regular maintenance schedule for the Inventory and map.

Timeline: September 2015 – May 2016

- **Update website:**

Include links to PDF of the current CMP, CAC membership and coordinator contact information: With all of the byways changes, inventory and map updates and newly developed corridor management plans being addressed within the last couple of years, the recently updated (last year) website is in need of additional updates. The website is intended to be the 1-stop-information-shop for all things related to the NH Scenic & Cultural Byways Program information. This would include:

- Byway Council Membership
- Rules of Procedure
- Official Inventory
- Listing of all byways with contact information and PDF of the adopted CMP
- Map of the NH Scenic & Cultural Byway system
- Application for designation
- NH Scenic & Cultural Byways Council Meeting Minutes and Meeting Schedule

Tasks:

- Complete information gathering
- Complete document updates
- Complete membership task
- Work with appropriate NHDOT staff to post on the current webpage

Timeline: September 2015 – May 2016

• **Engage in planning analysis and develop statewide program strategies:**

As discussed earlier in this report, recent efforts over the past biennium have produced a good deal of information regarding the following:

- Intrinsic qualities of the designated byways
- Byway needs as assessed by the individual Corridor Management Entities
- Plans for the future marketing, management, improvements and enhancements of the existing byways
- Byway contact information

Given this available information, the NH Scenic & Cultural Byways Council is now well positioned to develop a statewide strategic byways plan for the NH Scenic & Cultural Byways program – the first such plan in the history of the program.

This type of plan would be assistive to the NH Scenic & Cultural Byways Council to communicate priorities to:

- Designated byway Corridor Management Entities
- Regional Planning Commissions
- Involved state agencies
- NH Legislature
- Chambers of Commerce/business community in general
- National Scenic Byways Foundation
- Federal Highways Administration

The first step in the development of this plan is to conduct an analysis of the existing Corridor Management Plans for the various byways around the state, compiling the results and reporting on the results to the NH Scenic & Cultural Byways Council and the Corridor Management Entities around the state.

Tasks:

- Review existing CMPs
- Compile results
- Report to NH Scenic & Cultural Byways Council on results and recommendations related to NH Byways Strategic Plan

Timeline: January 2016 – November 2016