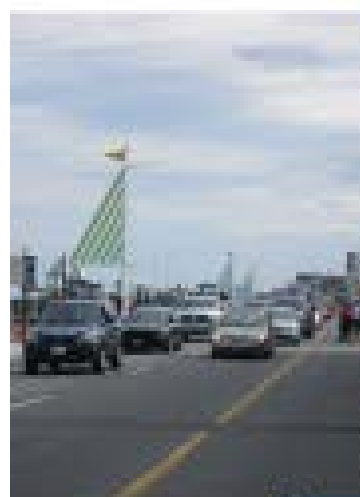


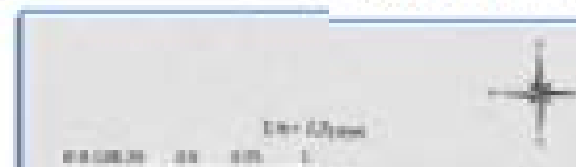


# Stakeholder Engagement and Collaborative Corridor Management: The Case of New Hampshire Route 1A/1B Byway Corridor

Professor Rob Robertson  
Department of Natural Resources and the Environment  
University of New Hampshire



NH Coastal Byway Study Area



“Resilience is all about being able to overcome the unexpected. Sustainability is about survival. The goal of resilience is to thrive.” *Jamais Cascio*



- This study provided important information about visitors to the corridor for resource managers, planners, small business owners and service suppliers to incorporate this data into the scenic byway planning and decision making process.
- In addition, the study utilized a variety of stakeholder engagement strategies and replicated a study completed nearly 20 years ago.
  - The study also highlights some innovative approaches to engage and communicate with stakeholders and a tool to ensure the implementation of the recommendations intended to enhance the sustainability of the destination.
  - This study, designed through this stakeholder driven collaborative process, identified and investigated the many and varied factors that influence the relationships (or fit) between the tourism resources and visitor demand, resident concerns, protection of coastal resources and management challenges in order to have a more complete understanding of the concept of a “quality tourism destination.”



- Focus of this case study is the process to and outcomes from the development of a corridor management plan for the New Hampshire Route 1A/1B Scenic Byway Corridor.
  - The lessons learned are a result of the many interactions between a wide range of stakeholders and the corridor plan development team.
  - It serves as a vehicle for sharing and applying the knowledge gained through the collaborative activities associated with the design, development and implementation of the comprehensive corridor management plan to other “real world” situations.
    - It also provides the opportunity to learn the capacity to think analytically and objectively and to gain skills in projecting outcomes.
    - When you know where you are headed, you can more easily get there. Collaborative Corridor planning is increasingly important for sustainable tourism planning in tourist destinations.

# IMPORTANCE OF COLLABORATION AND STAKEHOLDERS

- A practical, operational definition applicable to the context of sustainable tourism development:
  - Collaboration is the process of facilitating and operating in multi-organizational arrangements to solve problems that cannot be solved or easily solved by single organizations.
    - Collaborative means to co-labor, to cooperate to achieve common goals, working across boundaries in multi-sector relationships.
- The collaborative process seeks to involve and engage multiple stakeholders affected by tourism, including environmental groups, business interests, public authorities, tourists, local residents and community groups.
- A stakeholder is defined here as ‘any person, group, or organization that is affected by the causes or consequences of an issue.’”

# Learning Objectives:

- This case study illustrates the importance of collaboration to the development of a corridor management plan, as well as specific approaches to engaging stakeholder relative to the goal of sustainable tourism destination development.
  - This case study will stress the value of replicating or revisiting previous collaborative efforts and the importance of innovation and experimental research designs in this process.
  - Finally, this case study describes an approach to help ensure that outcomes and recommendations from a collaborative corridor management plan are implemented.

- **More specifically, the learning outcomes focused on the following five topics:**

1. **Collaborative Corridor Planning.** This case study will examine the process, tools, challenges and benefits associated with actively engaging a wide range of stakeholders necessary to establish the collaborations to prepare and implement the New Hampshire Coastal Byway Corridor Management Plan.
2. **Managing Stakeholder Engagement in the Collaborative Corridor Management Planning Process.** This is the process of communicating and working with stakeholders to meet their needs and expectations, address issues as they occur, and nurture appropriate stakeholder engagement throughout the project like cycle. .
3. **Importance of Replication Research.** This case study communicates the advantages and challenges of replicating previous prior management and planning activities focused on the NH Route 1A/1B Byway Corridor.
4. **Innovations and Experimental Research to Enhance Corridor Management Plans.** Over the past decade and a half there have been a wide range of technological advances that have provided “new approaches/tools” (i.e., email surveys, interactive web-sites, list serves, etc.) to collect and share information with the public and a wide range of stakeholders groups.
5. **Implementation of Recommendations.** There are many challenges facing “implementation” of specific recommendations drawn from the completion of multi-jurisdictional corridor management plans.

# The Issue

- In 2010, at the request of six corridor communities and the Hampton Beach Area Commission, the Rockingham Planning Commission applied for planning grant funds from the National Scenic Byways program to revisit and update the Corridor Management Plan.
- This revision incorporates the results of recent local and regional planning efforts, and engage community residents and a range of other stakeholders in evaluating new opportunities for and threats to the corridor and updating management priorities.
- Federal funds for the project were secured with assistance from the Congressional delegation, along with toll credit match from the New Hampshire Department of Transportation.



# The Opportunity

- The Rockingham Planning Commission, in partnership with the NH Office of State Planning, and the University of New Hampshire Tourism Planning and Development Program developed the original Corridor Management Plan for the Byway in 1995-1996.
- The original 1996 planning process included an extensive public participation component, including a series of community meetings, a survey of corridor community residents, and extensive surveying of visitors to the corridor as part of a Tourism Needs Assessment.
- A nearly identical public process has been used for this update. Many of the recommendations from the 1996 Management Plan have been implemented over time, from construction of a shoulder bicycle route on the Pioneer Road segment of Route 1A, to reconstruction of Foye's Corner, to the redesign of the Hampton Beach Sea Shell complex.

# The Trends

- Over close to two decades coastal development, growing use of the route for walking and bicycling, increased visitation, the introduction of new and very popular recreation activities (i.e., standup paddle boarding, surfing, beach yoga) and other factors have brought new challenges for the Byway.
  - Unfortunately, the National Scenic Byways Program as a stand-alone source of Federal grant funding for state and local byway planning initiatives were eliminated with the most recent Federal transportation authorization legislation passed in 2012, known as MAP-21. Scenic Byways was one of four separate Federal funding programs consolidated into the new Transportation Alternatives Program (TAP).
  - While there no longer exists a separate pool of Federal funding for byway improvements, most of the benefits of Byway designation are unchanged. Designation as a Scenic Byway continues to have value in assuring travelers of a high quality visitor experience, and byways in New Hampshire continue to be promoted by the New Hampshire Division of Travel and Tourism (NHDTTD).
    - Equally, important, in the face of limited state and federal transportation resources, transportation improvement projects that were considered regional priorities and have been identified through multi-town corridor-based planning efforts carry extra weight in the highly competitive statewide funding selection process. Since the time of first study new technologies for engaging and communicating with stakeholders have been developed and more data is available than ever before for visitors, residents and government officials.



## The Chamber Collaborative of Greater Portsmouth

July 21 · 🌐

PORTSMOUTH -- There are 30,615 restaurant seats in the city, 8,819 more than the number of residents and, as Health Inspector Kim McNamara noted, many of those seats turn over multiple times a day. 🍽️

The health inspector said the numbers don't include food inspected at temporary food-focused events, or the farmer's market.

"So there's a significant amount of food served in Portsmouth," she said. 🍷

All those meals are economic boosts for both the city and the state, said Valerie Rochon, president of the Chamber Collaborative of Greater Portsmouth. She said the chamber has supported two 10-day restaurant week events each year for the past 10 years. ⭐

"The restaurants call them 10 days of Saturday nights," she said, calling Portsmouth a culinary destination. 👍



SEACOASTONLINE.COM

Hampton Beach makeover: New condo and hotel projects in the works



UNIONLEADER.COM

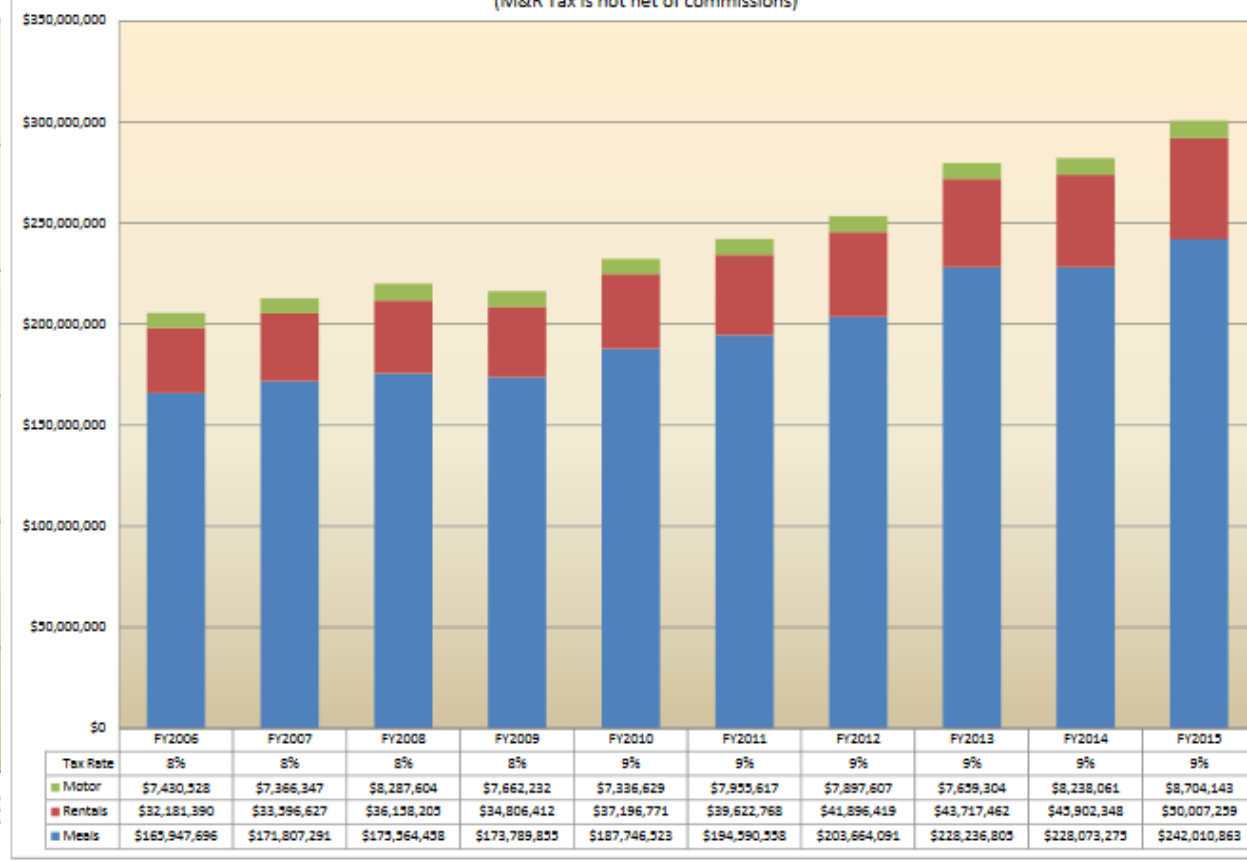
Labrie brothers hope to revolutionize arts and music scene in Portsmouth

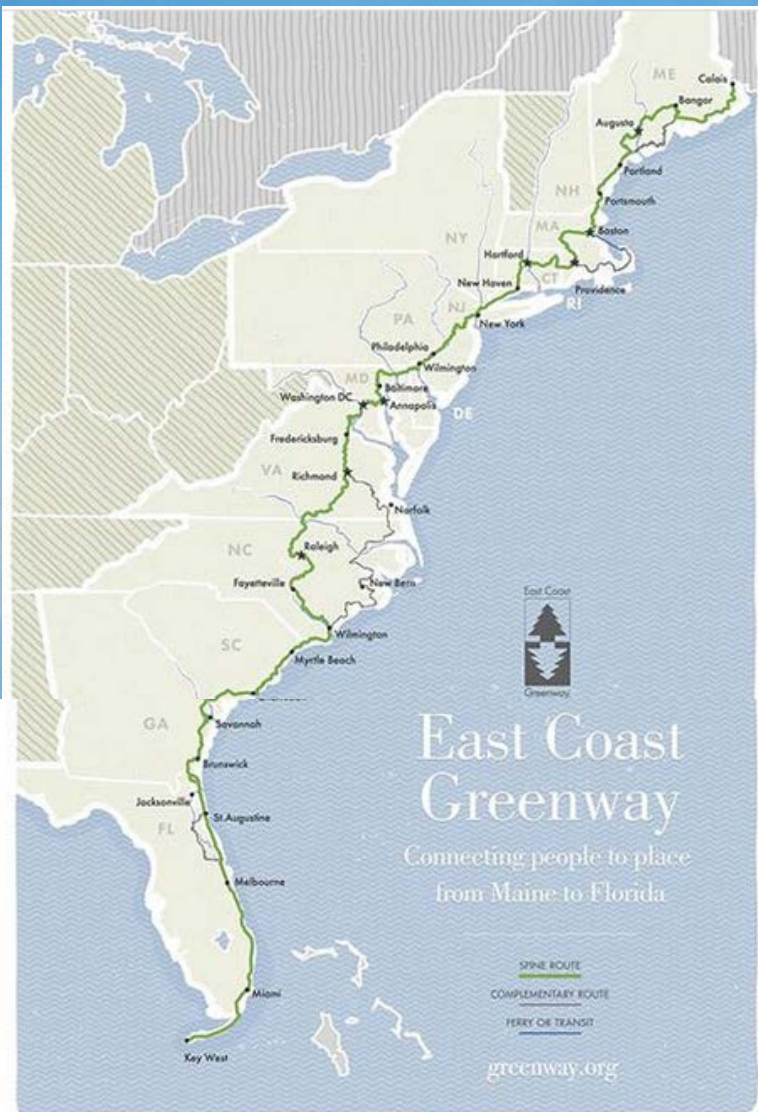
- Room and meal sales in the Seacoast have grown annually since 2011, totaling \$726 million in 2014 and as the number of visitors increases more space and resources are required to provide them with lodging, food, and services they require. Specifically, current transportation infrastructure will need to be maintained and improved to maintain control over issues like pedestrian and bicyclist safety, parking availability and cost, traffic congestion, beach access, roadway maintenance, and sea level rise.

**Meals & Rentals (M&R) Tax Revenue Over a 10 Year Period**  
(Audited Revenue)



**Meals & Rentals (M&R) Tax by Activity Type**  
(M&R Tax is not net of commissions)





East Coast Greenway Alliance updated their cover photo.  
July 5

Based in Durham, North Carolina, the nonprofit East Coast Greenway Alliance leads the development of a walking and biking route stretching 3,000 miles from Maine to Florida. The East Coast Greenway is designed to transform the 15 states and 450 communities it connects through active and healthy lifestyles, sustainable transportation, community engagement, climate resilience, active tourism, and more. Learn more: [www.greenway.org](http://www.greenway.org).

## 2018 Beach Cleanup Top Ten

235 Beach Cleanups from Wells, ME to Plum Island, MA

Item	Total
Cigarette Butts	39,726
Rope	11,945
Plastic Pieces <2.5 cm	11,385
Wrappers	9,480
Foam Pieces <2.5 cm	9,282
Other Plastic >10 cm	8,070
Other Items (not on list)	7,303
Plastic Bottle Caps	4,412
Fishing Buoys, Traps, Nets/Bait Bags	4,017
Plastic Beverage Bottles	3,122

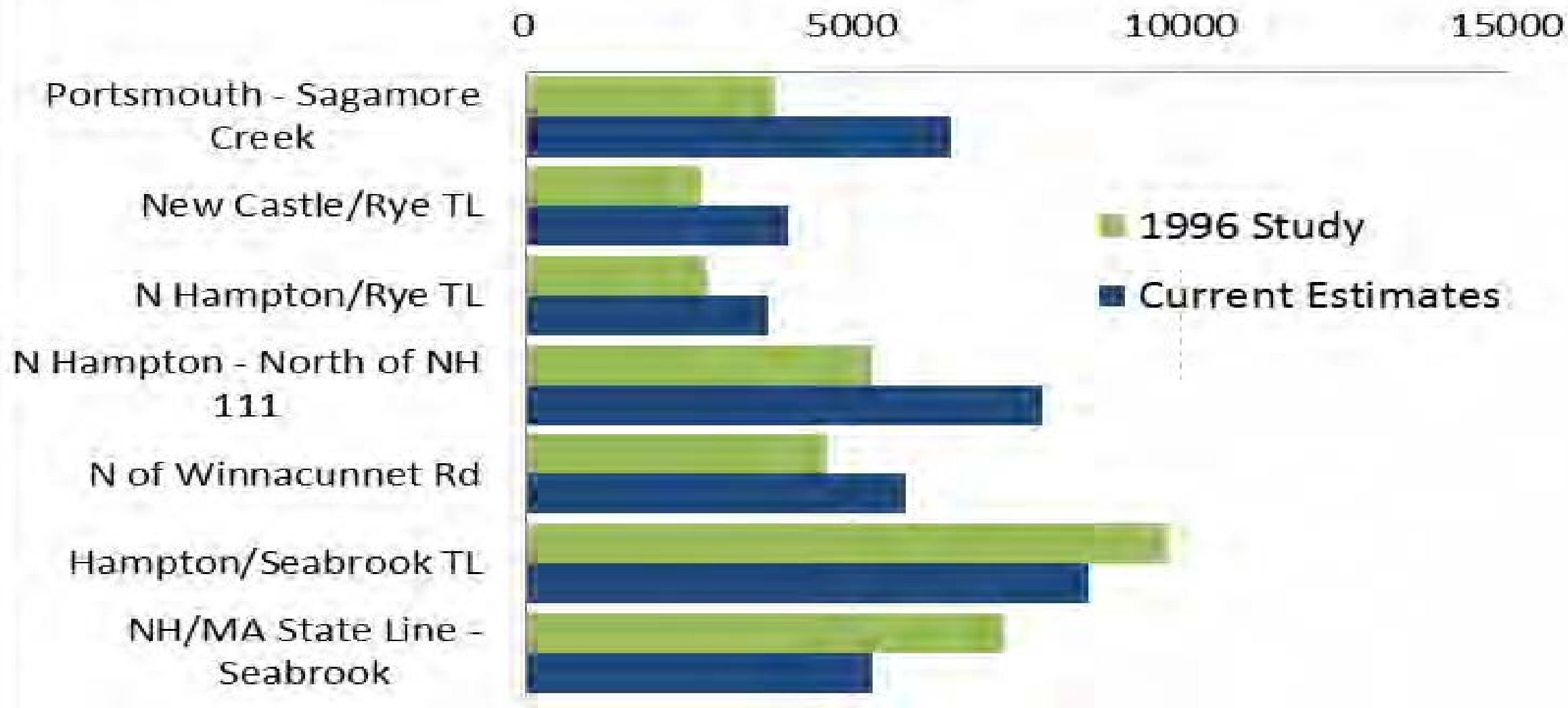


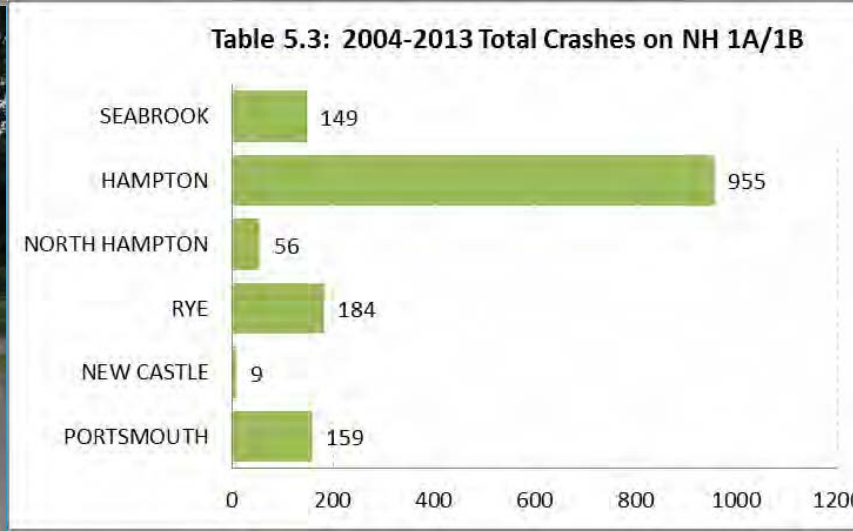
### Blue Ocean Society for Marine Conservation

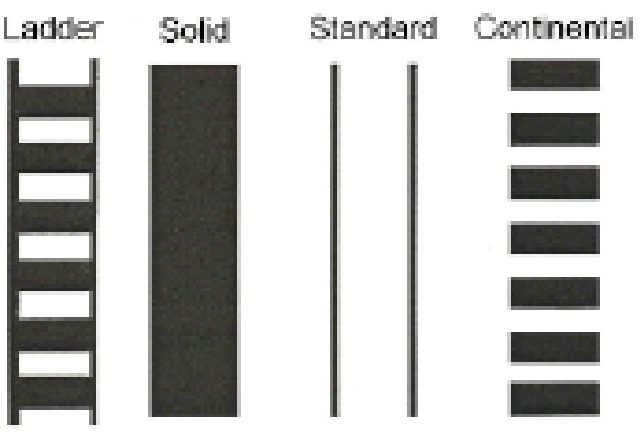
March 28 · 🌐

Last year, our amazing volunteers picked up more than 146,000 pieces of litter totaling 11,684 pounds. Below are our top ten items. Thanks to everyone who was a part of this effort!

**Figure 5-1: Average Annual Daily Traffic  
1996 Study vs. Current Estimates**









# The Innovation

## Case Context

- The setting for this study is the New Hampshire Coastal Scenic Byway, designated in 1994, by the Scenic and Cultural Byways Council (so authorized by the NH State Legislature in 1992). The Byway extends 21.8 miles from Seabrook to Portsmouth, traversing six communities along NH Routes 1A and 1B and covering the entire length of New Hampshire's Seacoast. While the population of the six corridor communities is approximately 56,000 with the greatest population densities located at opposite ends of the corridor (i.e., Portsmouth and Hampton Beach). The NH Seacoast is the destination for an estimated 7.65 million visitor trips annually, and the Byway connects many of the Seacoast's major visitor destinations.
- The Byway Corridor characterized by spectacular views of the Atlantic Ocean across rocky and sandy shores on one side and lined by turn-of-the-century estates on the other. Highly developed commercial and residential areas serving both tourists and seasonal residents are interspersed throughout the length of the corridor.
- The Byway includes a broad range of historic, cultural, natural, scenic and recreational resources that shape the experience of both visitors and seasonal and year round visitors. These include 10 units of the NH State Park System, from Hampton Beach State Park to Fort Constitution. Natural resources from Gulf of Maine tide pools to the extensive salt marsh ecosystem of the Hampton- Seabrook Estuary, and Great Bay National Wildlife Refuge. The natural resources found along the by-way corridor are an important contributor to the scenic character and economic value of the area. Natural resources provide habitat for an abundant variety of wildlife, support local economies, and offer recreational opportunities for all to enjoy.
- The corridor also has an enormous range of historic resources ranging from colonial settlements to World War II era fortifications, and miles of scenic coastline with varied recreational opportunities and interpretive installations. On a less positive note, the best available peer reviewed research on climate change projects that rising sea levels and increasingly frequent severe storms will exacerbate problems with coastal erosion and subject significant portions of the corridor to frequent if not routine inundation. At the same time, decisions on infrastructure investments made now must begin to account for this potential future, such that potential climate change impacts that may not be seen for decades to come. In the nearer term, the value of addressing coastal hazards in planning for Byway infrastructure was underscored by observed impacts from increasingly frequent severe storm events in recent years.

- The New Hampshire Seacoast Region has a long history of people enjoying its sandy beaches, historical lighthouses, and ample fishing industry, and activity in the region continues to grow today. There are a variety of challenges on the horizon.







# Hampton Beach State Park Piping Plover Update

Friday June 28, 2013

## Photo of the week:



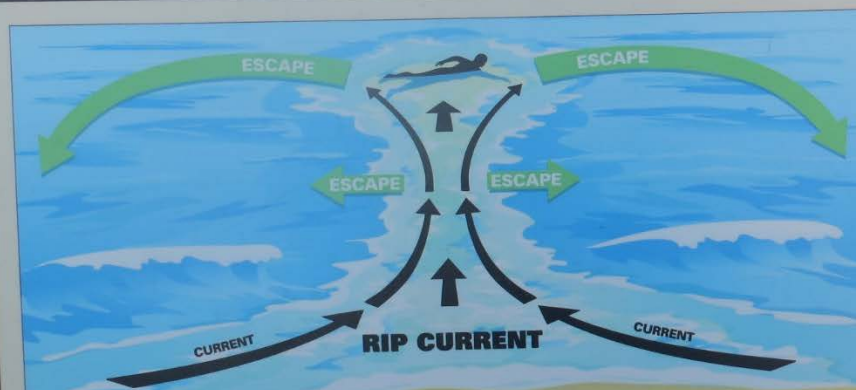
Piping plover parent with young chick under its wing at Hampton Beach State Park Thursday June 27th, 2013

## PIPING PLOVER CHICKS ON THE BEACH!

The northernmost nest on the beach has hatched and at least three chicks have been seen in the dune grass with their parents. At this point in time, the chicks are about the size of cotton balls with long legs. The other two nests at the beach are expected to hatch over the next week, and all three sets of chicks should be out and about before the Fourth of July! Please be mindful of where you step, give the chicks space, and do not enter any of the roped-off areas.

## Plover fact of the week:

Piping plover chicks can leave the nest within hours of hatching and can feed themselves.



Rip currents are powerful currents of water moving away from shore. They can sweep even the strongest swimmer out to sea.

## Rip Currents

### If Caught In A Rip Current

- Don't fight the current.
- Swim even with the shore, until current weakens, then swim to shore.
- If you can't escape, float or tread water.
- If you need help, call or wave for assistance.
- Never swim alone.



THEY WORKED  
THEY FISHED  
THEY PLAYED



THEY WORKED  
THEY FISHED  
THEY PLAYED

- |                    |                         |
|--------------------|-------------------------|
| BOBBY ANDERSON     | FRED MYLES              |
| MARILYN AXIN       | RAY PARKER              |
| VIRGIL BAGLEY      | PAUL RIZZ               |
| CHARLIE BLOVIN     | LEIGHTON M. REMICK      |
| DAVID BOTES JR.    | MUTT RICHARDSON         |
| FRANK CASWELL      | MINDY RITTER            |
| MEL CLARK          | ROSA RITTER             |
| KEN DUSTON         | GEORGE O. PHILBRICK JR. |
| HARRY DONNELL      | KEITH SLINGSBY          |
| EVERETT EATON      | BOB STETSON             |
| WOODY FOSS         | PEE SWANSON             |
| ISSUQO HANSCOM     | JACK SWEETSER           |
| BUD HATHIELD       | FRANK TREFETHEN         |
| LOYD C. HUGHES     | BAIL TUCKER             |
| RICHARD LOCKE JR.  | BLITCH WILSON           |
| HAROLD MACE        | JACK WOODWORTH          |
| JOHN H. McLAUGHLIN | KEVIN KING SR.          |
| ARTHUR ADAMS       | EVELYN WHITE            |
| SPUDZ PINNEY       |                         |

**PORTSMOUTH**  
**Black Heritage Trail**

**Site of "Negro Burying Ground"**

In colonial Portsmouth, segregation applied in death as in life. City officials approved a plan in 1705 that set aside this city block for a "Negro Burying Ground." It was close to town, but pushed to what was then its outer edge. By 1813, houses were built over the site.

Coming December 2014!



PUDDLE DOCK POND - STRAWBERRY BANKE

**Community Skating**  
**Learn-to-Skate Lessons**  
**Birthday Parties**  
**Pond Hockey**

for details and schedules visit  
[www.puddledockpond.org](http://www.puddledockpond.org)

**ORACLE HOUSE**  
 CIRCA 1702

The Oracle House is one of the oldest houses in New England. It was built by The Honorable Richard Wibird, an officer in The British Royal Navy, wealthy merchant, member of The King's Council, and a benefactor of Harvard College.

---

The first daily newspaper in New Hampshire, "THE ORACLE OF THE DAY," was published here in the 18th century by C. Peirce.

**Sail Today!**

Come sail on the *Piscataqua* — public welcome!



**Welcome Aboard!**  
 Come sail on the *Piscataqua* three times a day. Five stops a week, Thursday - Mondays. Also available for Festival Boat Parties, School & Youth Programs, Teacher Workshops, and Private Charters.

**Sailing Tickets**  
 Purchase tickets for two-hour day sails and seasonal sails at [www.gundalow.com](http://www.gundalow.com) or at the Gundalow Company ticket and gift shop. Large groups welcome. If space is available, group rates are available.

**Visit Us**  
 Stop by our ticket and gift shop at 600 Merry Street, across from Prescott Park, and shop for Gundalow gifts. We'll help you get your spot for a sail. Call 603-433-6600 or visit [www.gundalow.org](http://www.gundalow.org) for more information.

[www.gundalow.org](http://www.gundalow.org)



# Then & Now



[www.gundalow.org](http://www.gundalow.org)



Captain Edward H. Adams

Between 1690 and 1900, gundalows dominated the waters of the Piscataqua region. Captain Edward H. Adams (1860–1950), the builder and captain of the *Fanny M*, the last operating commercial gundalow, worked hard to generate concern about the health of Great Bay Estuary.

In the early 1980s, the replica gundalow named after Captain Adams was built on the grounds of Strawberry Banke museum in Portsmouth, New Hampshire.

Using traditional methods, the *Captain Edward H. Adams* represents 300 years of local maritime heritage. The Gundalow Company was formed in 1992 as a nonprofit organization to acquire ownership of this gundalow and to expand onboard programs.



**Gundalow COMPANY**

Preserving the Piscataqua region's maritime heritage and promoting it through education and action.

The *Captain Edward H. Adams* is an authentic replica that has hosted dockside programs for over 20 years. Recognizing the need to get students of all ages afloat to genuinely connect with their rivers and bay, the Gundalow Company built the new gundalow *Piscataqua* in 2011 that has the safety features and structural integrity required by the U.S. Coast Guard for passenger-carrying vessels.

## Come Sail with Us!

Public sails aboard the *Piscataqua* run May through October, Thursday – Monday, and depart from our dock at Strawberry Banke (details).

Sail times vary by month. For more information, visit [www.gundalow.org](http://www.gundalow.org) for daily schedule updates, or stop by our office at 60 Marcy Street.



Tickets are available online.





## Stakeholders Engaged: The following numbered list serves to identify stakeholders associated with the NH Coastal Byway Corridor Management Plan:

- 1. Federal Government.** At the federal level, over forty-three departments, agencies and programs have management or policy responsibilities. Those most active in federal involvement in NH's Coastal Corridor include the Federal Highway Administration, the National Oceanic and Atmospheric Administration; the U.S. Environmental Protection Agency (USEPA); the U.S. Army Corps of Engineers; the Federal Emergency Management Agency; Department of Defense (Portsmouth Naval Shipyard), the Department of Transportation (U.S. Coast Guard) and the Department of Energy (Seabrook Nuclear Power Plant).
- 2. State Government.** Those most actively involved include: the Division of Parks and Recreation, NH State Senate, NH House of Representatives, NH Executive Council, NH Governor, N.H. Department of Homeland Security and Emergency Management; NH Division of Travel and Tourism; NH Coastal Program; the Department of Fish and Wildlife Resource; the Water Supply and Pollution Control Division; the Wetlands Bureau; the Sea Coast Science Center, and UNH's Jackson Lab and the University of New Hampshire and UNH Cooperative Extension.
- 3. Regional Organizations.** There are at least four regional organizations responsible for planning for the management and development of New Hampshire's Coastal Corridor. Those agencies most active in the coastal corridor are the, Rockingham Planning Commission, Rockingham County Conservation District, The Coastal Risks and Hazards Commission, Coastal Economic Development Commission, and the Rockingham Metropolitan Planning Organization.
- 4. Local Government.** There are six communities located within the Corridor. Each has elected officials (Board of Selectman, Town or City Council), planning boards, zoning boards of adjustments, police departments, fire departments, school districts and highway departments.
- 5. Non-Profits.** There are over twenty non-profit organizations with interest in various Non-Profits. There are over twenty non-profit organizations with interest in various facets of coastal resource management within New Hampshire Coastal Corridor. Those organizations most active in the coastal corridor include the NH East Coast Greenway, NH Wheelmen, Greater Portsmouth Chamber of Commerce, the Hampton Beach Area Commission, NH Greenway-Seabrook Rail Trail, NH
- 6. Private Sector.** Many different businesses have a vested interest in the social and natural resources of NH's Coastal Corridor. These businesses include the Business and Industry Association; NH Charter boat Operators; Isle of the Shoals Steamship Company; Sea Coast Council for Tourism; Public Service of New Hampshire; Sprague Energy; Granite State Minerals and NH Restaurant and Lodging Association. These businesses and professional associations function under a wide variety of mandates dependent upon the focus of the specific industry involved and their link to coastal resources.
- 7. Residents of NH Coastal Corridor.** Residents of the six coastal communities within the NH Coastal Corridor are important stakeholders to the plan development process. Residents include year round, seasonal, residents who own their own home and those who rent. All have a significant stake in the management of the coastal corridor.
- 8. Visitors to NH Coastal Corridor.** People visit NH's Coastal Corridor from a variety of places to participate in a variety of activities, all of which effect how they use and evaluate the management of the coastal resources. Many visitors come from within the state of NH while others visit from New England and the Northeast. While still others come from countries around the world. They visit to the corridor to participate in a wide range of activities.

# Approach Used and the Impact

- This section details the goals, approaches and the innovations utilized in the completion of a comprehensive corridor management plan. The purpose of the Corridor Management plan is to establish community-based goals and implementation strategies to preserve and highlight the scenic, cultural, natural, historic, recreational and archaeological qualities that make the NH Route 1A/1B Byway Corridor special.
  - The goals of this plan were pretty much the same as those defined in the original 1996 Plan. Generally, the goals were identify improvement to enhance the livability of the corridor and to ensure existing roadway and other infrastructure including planned improvements, are resilient to coastal hazards, and anticipated impacts of climate change and highway safety.
- This section of the paper begins with a description of the tools used to identify and engage stakeholders; a description of the application of specific collaborative or engagement tools.
  - The first step of the 20-month long process of developing the Corridor Management Plan was the establishment of a Corridor Advisory Committee (CAC) to oversee the project and provide guidance on policy issues. Table 1. provides an overview of the makeup of the CAC relative to geographic scale, the general type of stakeholder and the specific job title of the stakeholder volunteering to serve on the CAC.

## CORRIDOR ADVISORY COMMITTEE

Juliet Walker, City of Portsmouth  
David Borden, Town of New Castle  
Kim Reed & Phil Winslow, Town of Rye  
Andrew Janiak, Town of North Hampton  
Ann Carnaby, Town of Hampton  
Francis Chase, Town of Seabrook  
Martha Fuller Clark, State Senator  
Nancy Stiles, State Senator  
Doug DePorter, NHDOT Maintenance District 6  
Johanna Lyons, DRED Division of State Parks & Recreation  
John Nyhan, Hampton Beach Area Commission  
Valerie Rochon, Greater Portsmouth Chamber of Commerce  
Dan Gray, Coastal Economic Development Commission  
Steve Workman, NH Seacoast Greenway Advisory Committee  
Wendy Lull, Seacoast Science Center

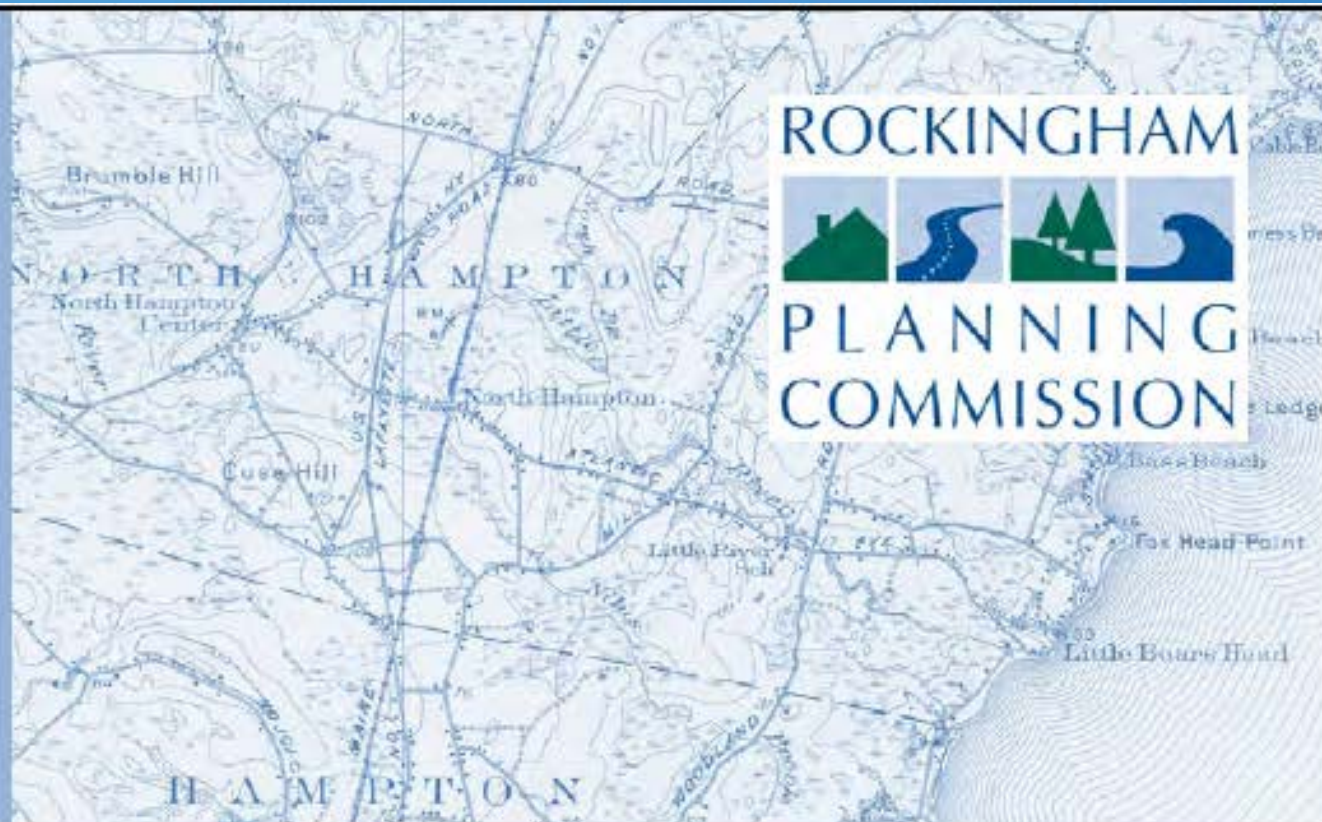
## ROCKINGHAM PLANNING COMMISSION TEAM

Scott Bogle, Senior Transportation Planner, Project Manager  
Tom Falk, GIS Coordinator  
Julie LaBranche, Senior Planner  
Robert Pruyne, GIS Specialist  
Jennifer Rowden, Regional Planner  
David Walker, Transportation Program Manager  
Chelsea Berg, Intern  
John Haeck, Intern

## UNH TOURISM STUDY TEAM

Robert Robertson, Ph.D., Professor, Tourism Planning & Development Program  
J.R. Howard, Graduate Assistance  
Madeline Robertson, Student  
Matt Marunde, Student

*This plan has been prepared by the Rockingham Planning Commission and Project Partners in cooperation with the U.S. Department of Transportation – Federal Highway Administration and the New Hampshire Department of Transportation. The contents of the report reflect the views of the authors who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration or the New Hampshire Department of Transportation. This report does not constitute a standard, specification, or regulation.*



# ***New Hampshire Coastal Byway Corridor Management Plan***

***Prepared by  
Rockingham Planning Commission  
UNH Tourism Planning & Development Program***

# NEW HAMPSHIRE COASTAL BYWAY CORRIDOR MANAGEMENT PLAN

## TABLE OF CONTENTS

ACKNOWLEDGMENTS.....	i	II. NON-MOTORIZED TRANSPORTATION.....	5-16
LIST OF ACRONYMS .....	ii	A. Introduction .....	5-16
<b>CHAPTER</b>	<b>PAGE #</b>	B. Status of 1996 CMP Recommendations .....	5-19
<b>1. INTRODUCTION</b>		C. Inventory of Existing Conditions .....	5-17
A. Background on the New Hampshire Coastal Byway .....	1-1	D. Key Issues & Challenges.....	5-20
B. Background on the Scenic Byways Program .....	1-2	E. Non-Motorized Transportation Recommendations.....	5-26
C. The Study Process.....	1-2	<b>III. PUBLIC TRANSPORTATION .....</b>	<b>5-28</b>
D. Corridor Management Plan Goals .....	1-5	A. Introduction .....	5-28
<b>2. HISTORIC RESOURCES</b>		B. Status of 1996 CMP Recommendations .....	5-28
A. Introduction .....	2-1	C. Inventory of Existing Conditions .....	5-28
B. Status of 1996 CMP Recommendations .....	2-2	D. Key Issues & Challenges.....	5-29
C. Inventory of Existing Conditions .....	2-2	E. Public Transportation Recommendations .....	5-30
D. Key Issues & Challenges.....	2-8	<b>III. PUBLIC TRANSPORTATION .....</b>	<b>5-28</b>
E. Historic Resources Recommendations .....	2-9	A. Introduction .....	5-28
<b>3. NATURAL RESOURCES &amp; COASTAL HAZARDS</b>		B. Status of 1996 CMP Recommendations .....	5-28
A. Introduction .....	3-1	C. Inventory of Existing Conditions .....	5-28
B. Inventory of Existing Conditions .....	3-1	D. Key Issues & Challenges.....	5-29
C. Key Issues & Challenges.....	3-25	E. Public Transportation Recommendations .....	5-30
D. Natural Resources & Coastal Hazards Recommendations .....	3-31	<b>6. LAND USE AND ZONING</b>	
<b>4. SCENIC RESOURCES</b>		A. Introduction .....	6-1
A. Introduction .....	4-1	B. Inventory of Existing Conditions .....	6-2
B. Status of 1996 CMP Recommendations .....	4-2	C. Key Issues & Challenges.....	6-11
B. Inventory of Existing Conditions .....	4-3	D. Recommendations.....	6-12
C. Key Issues & Challenges.....	4-4	<b>7. IMPLEMENTATION PLAN.....</b>	<b>7-1</b>
D. Scenic Resources Recommendations .....	4-9	<b>APPENDICES</b>	
<b>5. TRANSPORTATION SYSTEM</b>		APPENDIX A TOURISM INVENTORY AND VISITOR NEEDS ASSESSMENT.....	A-1
I. ROADWAY SYSTEM.....	5-1	APPENDIX B COMMUNITY RESIDENT SURVEY RESULTS.....	B-1
A. Introduction .....	5-1	APPENDIX C COMMUNITY MEETING RESULTS SUMMARY .....	C-1
B. Status of 1996 CMP Recommendations .....	5-1	APPENDIX D LOCAL HISTORIC RESOURCES INVENTORIES BY COMMUNITY .....	D-1
C. Inventory of Existing Conditions .....	5-2	APPENDIX E BICYCLE PEDESTRIAN COUNT DETAILS .....	E-1
D. Key Issues & Challenges.....	5-12	APPENDIX F INVENTORY OF PUBLIC PARKING LOTS.....	F-1
E. Traffic, Parking and Resiliency Recommendations.....	5-14	APPENDIX G SCENIC RESOURCES EVALUATION DATA.....	G-1

# New Hampshire Coastal Corridor Visitor Needs Assessment and Tourism Inventory



University of  
New Hampshire



## What is the New Hampshire Seacoast Study?

This study is a collaboration between Rob Robertson, a faculty member at the University of New Hampshire, UNH Students from the UNH Department of Natural Resources and the Environment, the Rockingham Regional Planning Commission and others.



Dr. Robert Alex Robertson, Associate Professor  
Department of Natural Resources and the Environment  
University of New Hampshire



2013

# NH 1A/1B Scenic Corridor Study

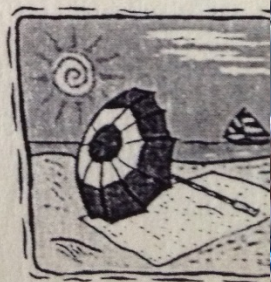
Please help us make sure your views are considered by completing the Scenic Byway Survey by visiting:

[https://unh.qualtrics.com/SE/?SID=SV\\_1TA2ozmlBYufJnD](https://unh.qualtrics.com/SE/?SID=SV_1TA2ozmlBYufJnD)

OR

Email: [rob.robertson@unh.edu](mailto:rob.robertson@unh.edu)

OR



*This survey is being completed through a cooperative agreement between the University of New Hampshire*



Activity-Event	Description
Establishment Corridor Management Project Development Teams of the Rockingham Planning Commission (RPC) Team and University of New Hampshire (UNH)	The Project Manager and Senior Transportation Planner led the RPC Team. The RPC Team also included the GIS Coordinator and Senior Planner, a GIS Specialist, a Regional Planner, a Transportation Program Manager and two interns. The UNH Team included the Principal Investigator for Tourism Study, a student intern leader and ten undergraduate interviewers.
Establishment of Corridor Advisory Committee	Establishment of the Coastal Advisory Committee (CAC) see table one for description of CAC membership.
Public Meeting to Announce the beginning of Corridor Planning Process and the Membership of the CAC	This public meeting served to introduce the Study Teams and the CAC. Both the RPC Team and UNH Team presented overviews of the process and outcomes of the 1996 Corridor Management Plan.
Thirteen CAC Meeting held at various locations around the Corridor	The meetings between the CAC and the RPC and UNH Teams to update the CAC and respond to concerns and challenges. These meetings were announced and were open to the public.



On-Line Community Resident Survey	<p>The resident survey as designed to elicit resident's views on additional development in the corridor, problems/areas needing improvement, suggested scenic pullovers, and a means for preserving and enhancing tourism. The survey included many questions used in the original 1996 study as well as adding new section to get at emerging issues. The survey was distributed to local residents via City and Town websites, notices on local public access cable television and articles in local newspapers; and email lists for local planning boards and community organizations. Paper copies of the survey were available on request. A total 525 surveys were returned. The results were used to help determine preliminary recommendations to be included in the final plan.</p>
Three Community Meetings	<p>Three community meeting were held in Rye, Portsmouth and Hampton. Each meeting began with an overview of the Byway and findings from the surveys, but mainly focused gathering input from community residents and business owners on local concerns about the corridor and priorities for protections and/or improvements.</p>

i-Pad Intercept Survey

The intercept survey provided the information needed to gain a preliminary understanding of where people visiting the NH Route 1A/1B Corridor come from, what they do, how they learned about the site, and how visitors evaluate site attributes (i.e., restroom, parking, value, safety, etc.) as well as their overall tourist experience in the NH Route 1A/1B Visitor Experience. A decision was made to use iPads to administer the on-site intercept interview as opposed to pen, paper and clipboards (method used in the 1996 Study). This use of iPads allowed the questions to appear on the iPad and the visitors answers to be entered by interviewer and saved on the iPad. The iPad Application allowed for a completely anonymous interview, unless the person provided their name and email contact information for the follow-up survey. A grand total of 3,030 interviews

Inventory of Tourism Resources

The inventory was accomplished in three steps. The first step was the compilation of available Excel spreadsheets from the inventory completed in the 1996 study. This data will be the baseline of the updated inventory. The second step of the inventory process was to complete a systematic search and content analysis of web resources (i.e., websites, social media, and other online resources). The third step was to “ground truth” the information collected via the first two steps and to compile a photo log of the tourism resources of entire NH Route 1A/1B Scenic Byway.

## Resource Inventories

Data to highlight key issues and shape recommendation in each of the resource inventories (i.e., Historic, Natural Resources, Scenic Resources), the zoning and land use assessment and the transportation system assessment were drawn from secondary sources. These include local community master plans and zoning ordinances, the Conservation Plan of New Hampshire's Coastal Watersheds, a Science Panel report for NH Coastal Risks and Hazards Commission and historic resource inventories developed by the NH Division of Historic Resources and local heritage commissions to name a few. New field data were collected for the Scenic Resources inventory as well as automobile and bicycle/pedestrian traffic counts and roadway condition assessments.

## Follow-up surveys

The intercept-survey was used as a mechanism of identifying visitors willing to complete a more detailed web follow-up questionnaire. It also provides a brief overview of the methods utilized in the social media (Facebook) component of this study. Seventeen percent (n=507) of the people who answered the very last question of the iPad Intercept Interview (n=3007) agreed to complete a follow up survey. Of those 25% (n=123) decided not to provide their name and email address when asked for that information. This occurred for a variety of reasons (e.g., decided they did not want to, changed their mind, could not remember email address, etc.) when asked. Leaving a total of 384 participants in the intercept survey who provided an email address. The more detailed follow up survey was distributed and 15 percent (n=56) bounced or were otherwise undeliverable, leaving three hundred twenty-eight (n=328) number of live email addresses.

## Implementation Plan

Each chapter of the management plan contains numerous recommendation for NH Coastal Byway. Many public and private organization will have to be involved to the specific recommendation. A meeting of CAC was held and included additional stakeholders. Over 47 specific recommendations in 9 categories were included as part of the "Corridor Management Plan". Each of these identified the "Issue," "the approach," "the recommendation," "the proposed implementing bodies-with the lead in bold," "the proposed time," "the level of difficulty-High/Med/Low," "Impact-High/Med/Low," and "the CAC priority rating on 5 point scale."

# Implications & Lessons learned

This section will conclude by highlighting the implications and lessons associated with each of the “Learning Objectives” set out for this case study. Examples drawn from the development of Collaborative Corridor Management Planning process of the New Hampshire Route 1A/1B Byway Corridor.

**1. Collaborative corridor planning.** The collaborative corridor planning process for the NH Route 1A/1B Scenic Byway began with the 1996-1997 Corridor study. These three characteristics were present in the development of the initial corridor management plan and the trust and mutual respect established in the first plan carried into the revision of management planning process nearly 20 years later. The principal collaborators were the Rockingham Planning Commission (RPC) and the University of New Hampshire’s Tourism Planning and Development program. RPC contacted the UNH contact and scheduled met to talk about the general plan.

- The funding source (NH Department of Transportation) required that the Visitor Survey and Tourist Inventory go to competitive bid. Due the amount of funding available, no other organization submitted a bid to complete the project. The RPC brought the skills and organizational framework necessary to complete the corridor development plan.
- UNH brought expertise in research design, access to student labor and technological resources. The importance of sharing jointly defined risks and responsibilities is critical to success and increases the likelihood that the goals can be met. Though not a significant barrier to this project, there are three common barriers that might impede collaborative efforts or working together of agencies and educational institutions are time, trust and turf.
- A lack of trust often becomes a barrier in collaborative efforts. There was a high level of trust between all of the participants in the project. For example, one member of the CAC, a State Senator, would not commit to serving on the 2013-2014 committee without documentation of the “outcomes” associated with CMP. This provided an opportunity for RPC to provide a detailed listing of the recommendations that had been implemented and positive outcomes associated with those initiatives as a result of the 1996 CMP. In addition, RPC staff included a section entitled “Status of 1996 Management Plan Recommendations” at the beginning of each Chapter of the 2014-2015 Management Plan.

# Application of Prior Planning Activities

1. Improvements to Hampton Beach Seashell Complex – A key recommendation of the 1996 Corridor Management Plan was to redesign and improve the Hampton Beach Sea Shell complex. This was similarly a recommendation of the 2001 Hampton Beach Master Plan. Construction on the new Sea Shell complex was completed in 2012 with \$14 million in capital funding from the State, secured through dedicated work by the Hampton Beach Area Commission. In addition to the new Sea Shell entertainment complex, the project included improvements to bath houses at the north and south end of the promenade, shaded bench areas, and sidewalk improvements.
2. Development of a NH Coastal Byway Logo & Interpretive Map – A logo and interpretive map were developed in 1997-1998 using federal Scenic Byway funds. The map was actively distributed for several years, though is now in need of update. SR1. Byway Logo & Markers - Develop Seacoast Scenic Byway logo and signs to be placed along Route 1A and Route 1B
3. Unified Signage Program - Develop a unified signage program to direct visitors to cultural, historical and natural resources, public restrooms, and tourist information centers. Intent is to reduce total # of non-regulatory signs on roadway. SR3. Zoning Updates for Scenic Views - Recommend zoning changes and other strategies, consistent along the corridor, which will protect scenic vistas.
4. General Landscaping - Identify key spots for landscaping and planting efforts, i.e. state parks, Seabrook rest area, Ashworth Ave and Ocean Blvd, roadway medians, private businesses, and implement improvements with state agency funds, Adopt-a-Spot/ -Highway and –Beach programs, and private funds.
5. Amenity & Accessibility Improvement to Existing Pullouts - Design and install landscape and facility improvements including signage, plantings, walkways, trash receptacles and benches at existing pullover sites.

6. Partnerships for Maintenance - Encourage landscaping, general maintenance and trash pick-up at existing pullover areas and elsewhere along the corridor by DRED and NHDOT, and through joint public/private efforts, pursuing the involvement of local groups through an extension of existing local “Adopt a Spot” and state “Sponsor a Highway” and “Adopt a Beach” programs.
7. Salt Marsh Viewing & Interpretation - Work with NH Division of Parks and Recreation, Southeast Land Trust, and the Town of Rye to develop pullout areas on the west side of Route 1A with interpretive information on salt marsh ecosystems. The existing nature trail at Awcomin Marsh in Rye would be a good candidate site, and would only require improvements to parking and signage to improve public awareness and access.
8. Shoulder Widening – In 2008 NHDOT completed a shoulder widening project on the Pioneer Road segment of Route 1A between Foye’s Corner and Odiorne Point State Park using federal Scenic Byways funding. Creation of a shoulder bicycle route on Pioneer Road was identified as a top priority in the 1996 CMP. NHDOT Maintenance District 6 also worked in the late 1990s to complete spot shoulder widening on segments further south on Route
9. Pay & Display Metering at Hampton Beach – the inconvenience of feeding coin-operated parking meters was identified as a problem in the 1996 visitor survey. Most of these coin meters in the State operated parking lots at Hampton Beach were replaced with “pay and display” parking kiosks in 2012 accepting credit card as well as cash as part of broader state park facility improvements.
10. Parking Studies in Hampton Beach and Rye – Concern over parking capacity and impacts on adjacent neighborhoods was a finding of the 1996 CMP, particularly at Hampton Beach and popular beach sites in Rye. In 2011 RPC conducted a study of parking at Hampton Beach using aerial photographs taken at several weekend and weekday time blocks during peak summer visitation periods, which found a substantial supply of parking remained available within a 5 minute walk radius of the Hampton Beach Sea Shell even at peak periods. The Town of Rye commissioned a study of parking capacity and impacts at key beach areas in the summer of 2014, which offered recommendations for reducing safety conflicts and impacts to adjacent neighborhoods. Both studies are discussed in greater detail on pages 5-9 and 5-10.

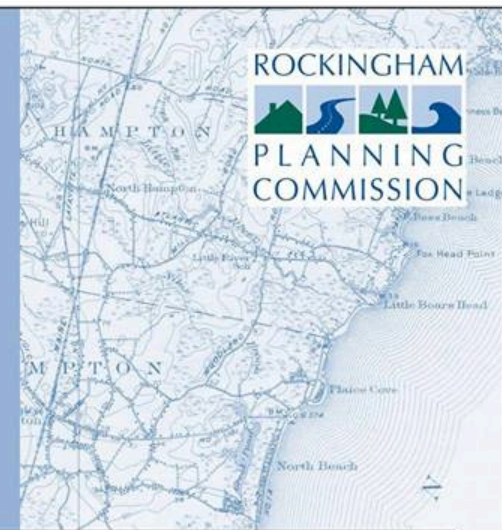


# NH Coastal Scenic Byway Corridor Study

What do you value most about Route 1A & Route 1B?

Do you have ideas or concerns about traffic? Parking? Safe accommodation for bicycling and walking? Public access to the beach?

**Come share your ideas!**



## Community Meetings

Wednesday, May 28, Rye Public Library

Wednesday, June 4, Portsmouth Public Library

Thursday, June 12, Marston School Library, Hampton

*All meetings at 7:00pm*



Rockingham Planning Commission is seeking input to shape recommendations for protecting the scenic, cultural and natural resources of Route 1A & 1B and addressing traffic concerns; while supporting safe recreation and local and regional economic goals.

**For more information contact:**  
[sbogle@rpc-nh.org](mailto:sbogle@rpc-nh.org)  
603-778-0885







# HAMPTON BEACH STATE PARK

## Percent for Art Program

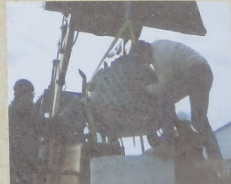
Scattered through the park are several commissioned artworks funded by the New Hampshire Arts Council Percent for Art Program. One half of one percent of the capital budget appropriation for the Hampton Beach State Park Redevelopment Project was set aside for the artwork.

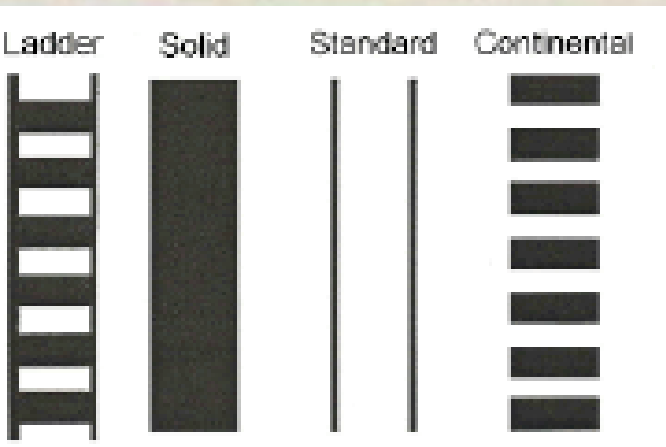


Title: "Shells, Architectural Jewelry of Devine Order"  
Artist: Andre Belanger  
Site: Façade, either side of Seashell Stage



Title: "Atlantic Sparkler" and "Pale Scaled Snapper"  
Artist: Thomas Berger & Alexander Renaud  
Site: Beach Access at playground





## **2. Managing stakeholder engagement.**

- Effective and equitable corridor development plans, programs and policies require that the public and stakeholders understand the specifics of proposed initiatives, programs and policies. Likewise, managers and policy makers must understand what the public and stakeholders know and think about specific policies/programs and/or how various communities of interest could impact the program management or policy development process. Corridors are difficult to manage because of the wide range of stakeholders and the diverse perspectives relative to the specifics of how the corridor should be managed.
  - One way of managing stakeholder engagement was through mixing up the location of the Coastal Advisory Committee. Over the course of study a wide range of non-profits and community-based organizations hosted meetings of the CAC. New Castle Public Library; Hampton Historical Society's Tuck Museum; the Urban Forestry Center; North Hampton Town Hall; Seacoast Science Center at Odiorne Point State Park in Rye; Wentworth-Coolidge Mansion State Historic Site; Hampton Beach at the new Sea Shell complex; Discover Portsmouth Center; and the Rye Public Library.
  - Not only were they great hosts but they shared some of the history of their location as well as their vision for the Coastal Corridor. It also served as an opportunity for the CAC to get a firsthand look at the diversity within corridor. A variety of tools were utilized to actively involve and engage stakeholders. The Impact of the stakeholder engagement process associated with this project is ultimately best measured by the many recommendations and the implementation of those recommendations. Forty-seven detailed recommendations were identified through the combined use of these tools and the identification of an implementation/prioritization structure.

## **3. Importance of Replication and Comparative Research.**

- This project provided the opportunity for comparative and quasi-experimental designs focused on research investigating and evaluating these new approaches or methods for engaging and communicating with the public and stakeholders. The replication of study completed nearly 20 years ago provides the opportunity for both comparative research and experimental designs that are incorporated into applied research projects necessary to complete the NH Byway Corridor Management Plan.

**3. Importance of Replication and Comparative Research.** This project provided the opportunity for comparative and quasi-experimental designs focused on research investigating and evaluating these new approaches or methods for engaging and communicating with the public and stakeholders. The replication of study completed nearly 20 years ago provides the opportunity for both comparative research and experimental designs that are incorporated into applied research projects necessary to complete the New Hampshire Byway Corridor Management Plan. These activities target the public and stakeholders that could lead to concrete suggestions for improving the quality of participation in the corridor planning development process and the associated resource management programs and policies. A number of important changes have taken place since the completion of the two studies. The total amount of rooms available doubled between the two studies. The number of dining establishments increased from 35 in 1996 to 167 in 2014.

**4. Applications of Innovations and Experimental Research to Enhance Corridor Management Plans.** Lessons were learned about technology. New technology takes a while to learn and can be a challenge, especially if the technology is not completely rolled out. The use of iPads did attract positive attention. The updates were easy to provide to the CAC. There were no costs associated directly with data entry beyond the interview time. There were challenges associated with merging of the databases, uploading data, and with the low rate participating in the follow-up survey. Facebook was not an effective data collection tool. It was an effective way of communicating CMP progress and outcomes. The NH Seacoast Study Facebook page has 357 followers and is updated as progress is being made on implementing project recommendations.



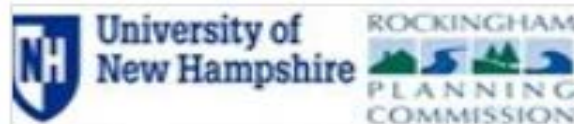
Page

Messages

Notifications 1

Insights

Publishing Tools



**What is the New Hampshire Seacoast Study?**

This study is a collaboration between Rob Robertson, a faculty member at the University of New Hampshire, UNH Students from the UNH Department of Natural Resources and the Environment, the Rockingham Regional Planning Commission and others.

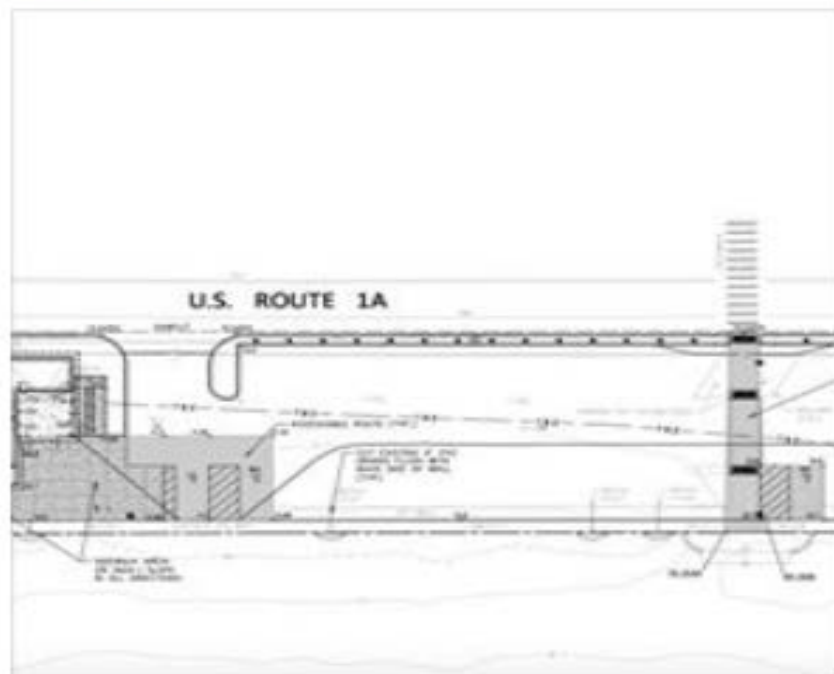


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**NH Seacoast Study** shared Ryan McGill's post.

Published by Rob Robertson [?] · August 31 at 12:07pm ·



# NH Seacoast Study

@nhseacoast.study

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Photos

**Ryan McGill** added 2 new photos

### Restroom Cleanliness and Availability

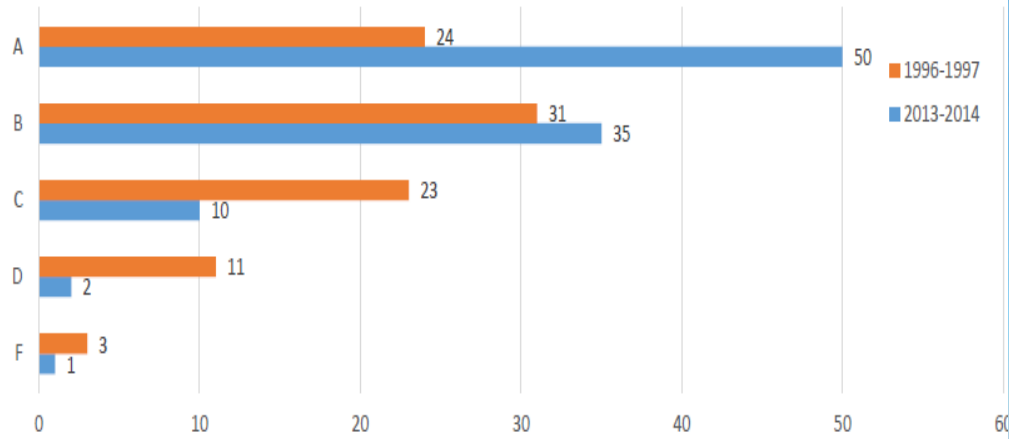


Figure 20 Comparison between 1996-1997 and 2013-2014 Study across Evaluation of the Cleanliness and Availability of Restrooms.

### Congestion Reaching the Site (e.g., traffic)

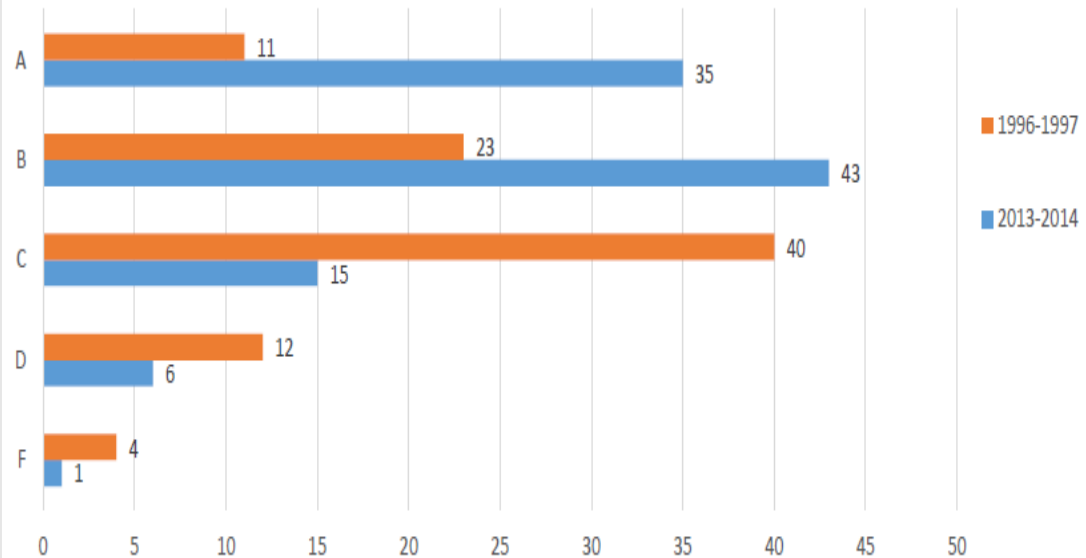


Figure 21 Comparison between 1996-1997 and 2013-2014 Study across Evaluation Congestion Reaching the Site.

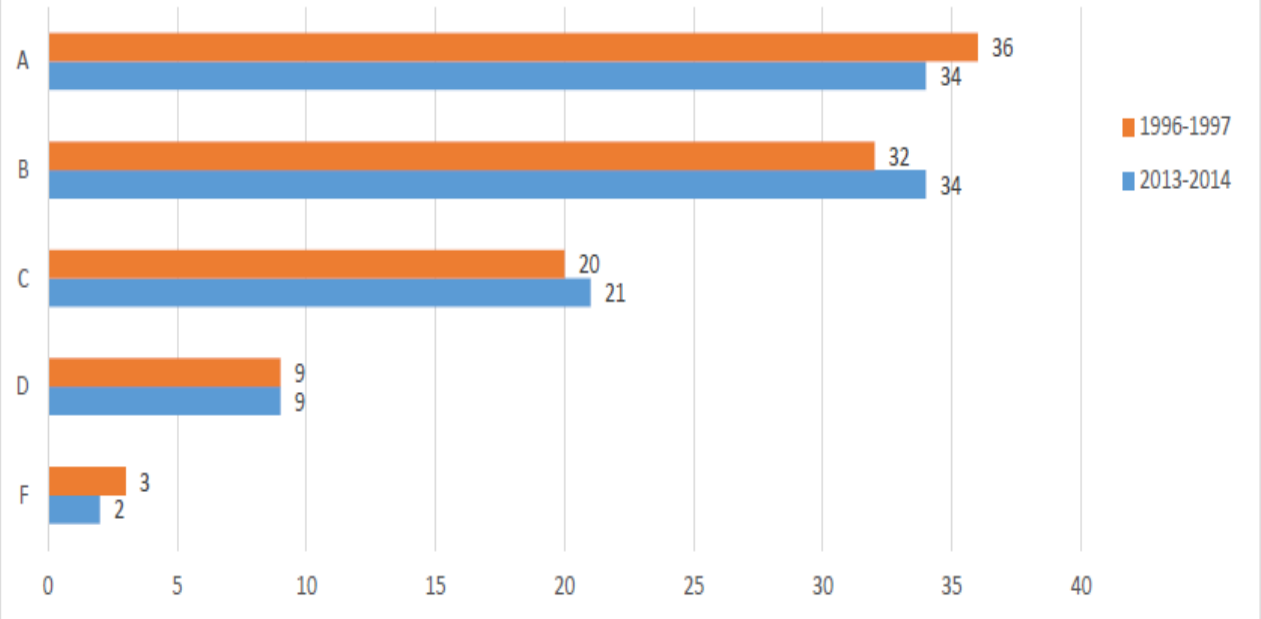


Figure 22 Comparison between 1996-1997 and 2013-2014 Study across Evaluation "Value for Money Spent".

### Value for money Spent

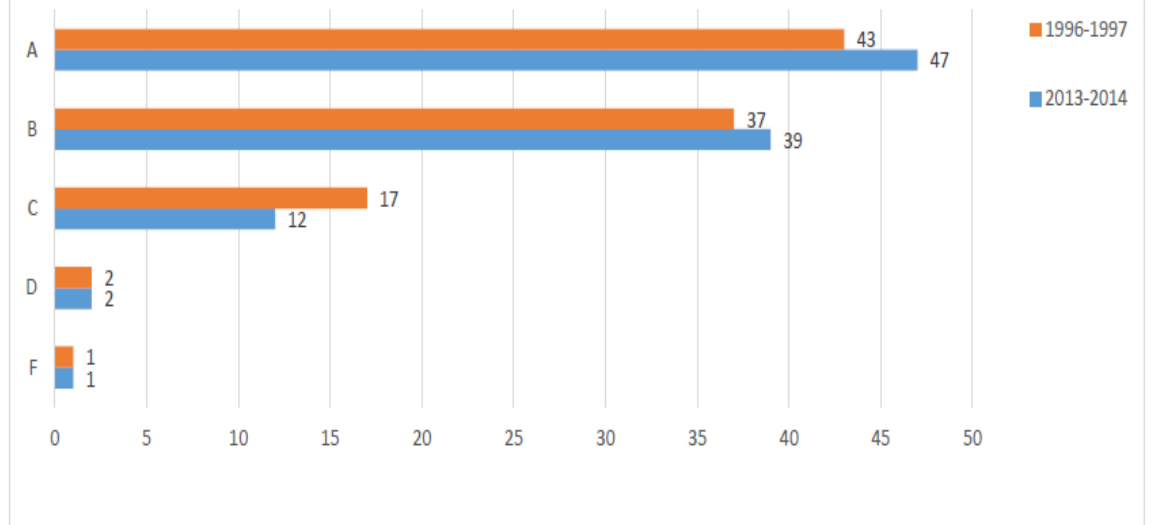
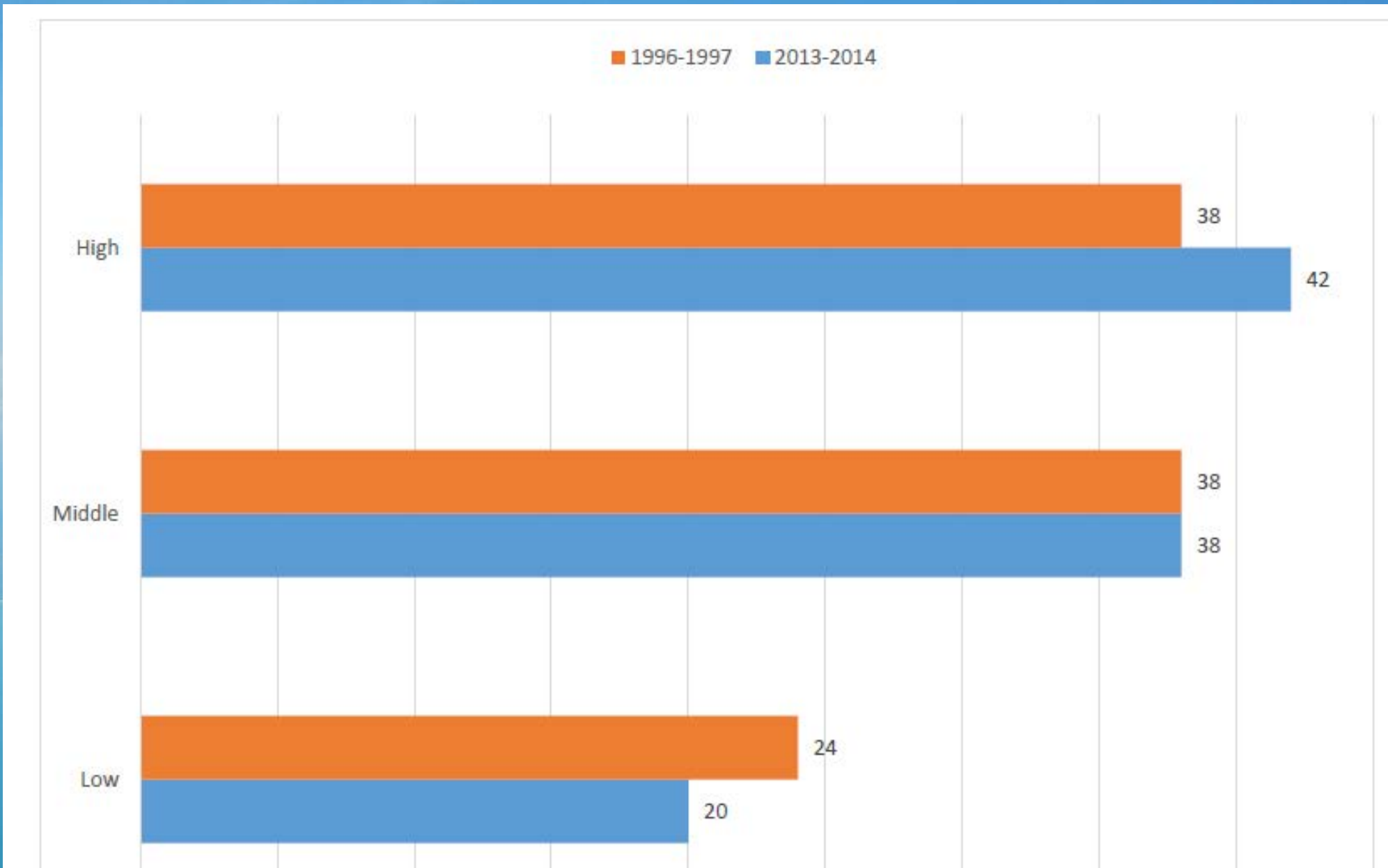


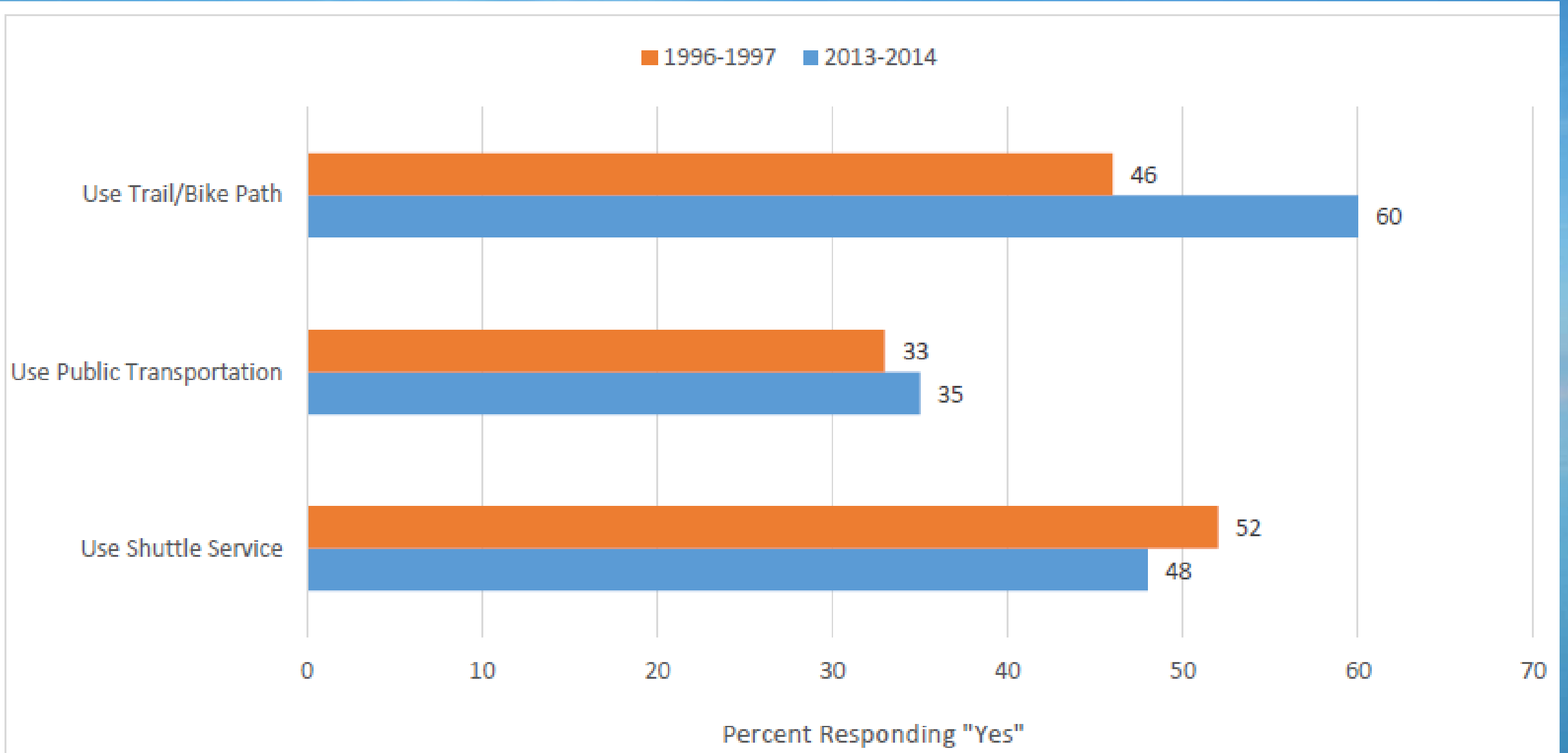
Figure 23 Comparison between 1996-1997 and 2013-2014 Study across Evaluation "Value for Money Spent".



Comparison of Overall level of Satisfaction with NH Route 1a/1b Corridor Experience



# Comparison between 1996-1997 and 2013-2014 Studies



*Comparison between 1996-1997 and 2013-2014 Study for visitors "willingness to use specific transportation initiatives".*

## 5. Implementation of Recommendations.

- One greatest challenges to the implementation of recommendations derived from a multi-jurisdictional corridor planning process is having organizational structure that has the capacity to implement the recommendations.
- One of the most important outcomes from this corridor planning process is the creation of a Byway Council be structured as an advisory committee to the Rockingham Planning Commission rather than establish itself as a separate non-profit entity or quasi-governmental agency. Such a Byway Council, envisioned having a makeup very similar to the Project Advisory Committee, including appointed municipal representatives, state agencies, elected officials and various private sector partners.
- While staff hours for ongoing assistance from Rockingham Planning Commission will be limited, quarterly Byway Council meetings should be adequate for accomplishing Council business, with working groups formed as needed for specific initiatives. Municipalities and the other public and private agencies participating in the Project Advisory Committee should be asked to endorse the recommendations of the CMP, and appoint an ongoing representative to the Byway Council to continue implementation work. In other words, the ability to implement the recommendations identified in the Corridor Management Plan requires the creation of an ongoing organization structure for the Byway.
- The Byway Council that will meet periodically to share information among communities, state agencies and private sector partners, and organize and encourage all of these partners to follow-through with implementation steps identified here. Finally, an ongoing regional Byway Council can serve as an important venue for municipalities to communicate with one another and with state agency and private sector partners about shared regional issues.

## ONGOING BYWAY COUNCIL

- The ability to accomplish most of the recommendations here will depend on the existence of an ongoing organizational structure for the Byway.
- A key recommendation of the Corridor Management Plan not addressed in any of the previous chapters is to establish a Byway Council that will meet periodically to share information among communities, state agencies and private sector partners, and organize and encourage all of these partners to follow-through with implementation steps identified here.
  - The recommendation of the Project Advisory Committee is that this ongoing Byway Council be structured as an advisory committee to the Rockingham Planning Commission rather than establish itself as a separate non-profit entity or quasi-governmental agency.
  - Such a Byway Council is envisioned to have a makeup very similar to the Project Advisory Committee, including appointed municipal representatives, state agencies, elected officials and various private sector partners.
  - While staff hours for ongoing assistance from Rockingham Planning Commission will be limited, quarterly Byway Council meetings should be adequate for accomplishing Council business, with working groups formed as needed for specific initiatives. Municipalities and the other public and private agencies participating in the Project Advisory Committee should be asked to endorse the recommendations of the CMP, and appoint an ongoing representative to the Byway Council to begin implementation work.

NH COASTAL SCENIC BYWAY CORRIDOR MANAGEMENT PLAN

Compiled Recommendations & Implementation Plan

Issue	Approach	Recommendation	Proposed Implementing Bodies (Lead in Bold)	Proposed Timeframe	Listed in 1996 CMP	Difficulty (High/ Med/ Low)	Impact (High/ Med/ Low)	PAC Priority (Scale of 1-5, 5=High, 1=Low)
<b>Roadway/ Traffic/ Parking</b>								
On-street or parallel parking presents a safety hazard to other autos and non-motorized users	Develop and implement a parking plan to most efficiently use limited space for parking	RTP1. <u>Reduce Safety Conflicts from On-Street Parking</u> – Assess two approaches reducing on-street parking conflicts at Ocean Blvd between Locke Road and Jenness State Beach, and between Old Ocean Blvd and Wallis Road. These could be applied individually or in tandem.	Community, NHDOT	Short Term/ Medium Term	New	Medium	High	4.5
		a. Remove on-street parking on one or both sides of Ocean Blvd at these locations	Community, NHDOT, Byway Council	Short Term/ Medium Term		Medium	High	
		b. Widen pavement on the West side of Ocean Blvd to shift on-street parking further from the travel lane, allowing striping of a bikeway outside of the door zone of parked cars	Community, NHDOT, Byway Council	Medium Term		Medium	High	
		RTP2. <u>Assess Off-Site Parking Options</u> - Study further the development of a remote parking lot and local shuttle system in Hampton to expand parking capacity for the beach area. This would include assessing the feasibility of using underutilized publicly-owned lots (i.e. public school parking lots), as well as development of the proposed intermodal transportation center at the interchange of Route 101 and Route 1 in Hampton.	RPC, Communities, DRED, HBAC	Short Term	Modified from 1996 CMP	Low to Study; Medium/ High to Implement	High	3.2
Traffic congestion in Hampton Beach area	Improve traffic circulation in Hampton Beach area	RTP7. <u>Hampton Harbor Bridge Replacement</u> - Pursue funding to replace the Neil Underwood Hampton Harbor Bridge with a higher and wider structure to reduce traffic congestion due to frequent summer season lifts, and improve safety for vulnerable road users	NHDOT, DRED, Community, HBAC, RPC	Long Term	New	High	High	4.9
		In the interim, work with US Coast Guard to shift bridge to scheduled rather than on-demand lifts similar to Memorial Bridge in Portsmouth.	HBAC, NHDOT, USCG, Community	Short Term		Low	Medium	4.6

Roadway/ Traffic/ Parking (continued)

Parking situation in Hampton is not "user friendly", and discourages people from visiting the area	Simplify parking situation	RTP4. <u>Parking Information</u> - Improve information on parking availability in Hampton Beach using print, web and mobile applications.	HBAC, DRED, Community, Chamber of Commerce	Short Term	From 1996 CMP	Medium	Medium	4.0
Coastal flooding based on increased frequency of severe storms, and best available science on sea level rise, present a threat to Routes 1A and 1B and other coastal infrastructure in the coming century.	Step up local, regional and state planning for coastal zone resiliency, including planning for raising or relocating roadway infrastructure over time	RTP8. <u>Improve Infrastructure Resiliency</u> - Assess feasibility and cost of raising the Route 1B causeway in New Castle and making other infrastructure upgrades to improve the resiliency of the corridor to major storm events. - Implement and update culvert inventories and assessments. - Consider impacts of increased temperatures on pavement function and maintenance.	NHDOT, Communities, RPC, FEMA	Long Term	New	Medium	High	3.0
Vehicles not adhering to posted speed limit creates a safety hazard	Reduce speeding vehicles	RTP5. <u>Lower Posted Speed Limits</u> - Petition NHDOT to lower speed limits from 35 mph to 30 mph in limited areas of Rye with high bicycle and pedestrian activity	Community, NHDOT	Short Term	From 1996 CMP	Low	Medium	2.5
		RTP6. <u>Speed Enforcement</u> - Encourage consistent local enforcement of posted speed limits	Local Police Depts			Low	Medium	2.4

Non-Motorized Transportation								
Conflict between autos and non-motorized users along Rtes 1A/ 1B creates an unsafe environment for both types of users	Create a continuous, designated facility to safely accommodate non-motorized users	NM1. <u>Crosswalk Improvements</u> - Improve safety at crosswalks using high-visibility pavement marking patterns, motorist warning signs stating "State Law - Yield to Pedestrians in Crosswalk" all along the corridor, and refuge islands where appropriate. Work with NHDOT and community officials to select signage and marking standards.	NHDOT, DRED, Communities, Byway Council	Short Term	New	Low/ Medium	High	5.0
Conflict between autos and non-motorized users along Rtes 1A/ 1B creates an unsafe environment for both types of users	Create a continuous, designated facility to safely accommodate non-motorized users	NM2. <u>Shoulder/Bicycle Route Improvements</u> - Implement shoulder bicycle route improvements based on three scenarios: <ul style="list-style-type: none"> <li>- On sections of Routes 1A and 1B with existing 4' wide paved shoulder, install signage and roadway stripes designating the shoulder as a bicycle/ pedestrian facility.</li> <li>- In areas with less than 4' wide paved shoulder, and where right of way allows, widen shoulders to 4' and install signage and striping designating shoulder as a bicycle facility.</li> <li>- In areas where on-street parking conflicts with safe bike/ ped travel, widen shoulders to shift parking further away from the travel lane and allow room for a bicycle lane outside of the door zone.</li> </ul>	Communities, NHDOT, Byway Council	Short Term/ Medium Term	New	Medium	High	4.8
		As a first step, pursue funding to widen shoulders on Route 1A past Odiorne Point State Park, which remains the longest stretch of the corridor (0.8 miles) lacking shoulders	NHDOT, Byway Council, RPC	Short Term/ Medium Term	New	Medium	Medium/ High	4.5
		NM3. <u>Sidewalk &amp; Walking Path Improvements</u> - Implementation pedestrian improvements along the corridor. Actions include:	Byway Council, NHDOT, DRED, Communities		New	High	High	4.1
		- Reconstruct sidewalk facilities along Ocean Blvd in Hampton Beach with raised curbs, ramps and refuge islands consistent with recommendations in the Hampton Beach Master Plan						5.0
		- Improve safety and accessibility of the pedestrian path extending from Rye Beach Club to North Hampton State Beach						3.9
		- Rehabilitate the multi-use path running parallel to NHSA at Odiorne Point State Park						3.7

Natural Resources & Coastal Hazards

		NR1. <u>Open Space Planning</u> - Communities prioritize areas of open space to protect that provide multiple benefits (environmental services, recreational, or cultural) and implement regulations to encourage their protection. Encourage priority be given to parcels identified in the Land Conservation Plan for NH's Coastal Watersheds.	Communities, RPC, Land Trusts, PREP, DES	Short Term/ Ongoing	New	Low/Medium to Implement	Medium/High	4.6
Salt marshes are being invaded by Phragmites (freshwater plant) due to inadequate tidal flushing of salt water	Improve the flow of salt water into the salt marsh areas to prevent the spread of Phragmites	NR2. <u>Restore Tidal Flow</u> - Preserve the health of salt marshes by taking corrective action to improve the flow of tidal water into the salt marshes, replace undersized culverts and remove other barriers to tidal flow.	Conservation commissions, DRED, DES, RPC, Army Corps of Engineers, U.S. Fish and Wildlife Service, NH Fish & Game	Medium Term/ Long Term	From 1996 CMP	Medium/High to Implement	High	4.1
Infrastructure	Adaptation and Resiliency	NR3. <u>Upgrade Drainage Infrastructure</u> - Work with the appropriate federal and state agencies to obtain funding to upgrade drainage infrastructure and stream crossings/ culverts	NHDOT and Communities w/ Army Corps of Engineers, FEMA; Conservation Commissions, DRED, DES, RPC, U.S. Fish and Wildlife Service, NH Fish & Game	Medium Term/ Long Term	From 1996 CMP	Medium/High to Implement	High	4.0
		NR4. <u>Planning for Resiliency of Coastal Infrastructure</u> - Strengthen state, regional and municipal capacity to understand risks and vulnerability to potential future impacts of climate change. Actions include:  - Assist municipalities with application of assessments, data and technical guidance about climate change planning and climate adaptation strategies.  - State agencies and municipalities commit resources and capacity to plan for climate change.	RPC, FEMA, Communities, DRED, NHDOT	Short Term/ Ongoing	New	Low/Medium to Implement	High	3.9
						Low/Medium to Implement	High	4.2
						Medium/High to Implement	High	4.2
NR5. <u>Master Plans &amp; Hazard Mitigation Plans</u> - Encourage coastal municipalities to incorporate a Coastal Flood and Hazards Chapter in their Master Plans. Encourage comprehensive land use planning, environmental planning and	Communities, RPC, HSEM, FEMA	Short Term	New	Low to Implement	High	3.8		

Natural Resources & Coastal Hazards

		NR1. <u>Open Space Planning</u> - Communities prioritize areas of open space to protect that provide multiple benefits (environmental services, recreational, or cultural) and implement regulations to encourage their protection. Encourage priority be given to parcels identified in the Land Conservation Plan for NH's Coastal Watersheds.	Communities, RPC, Land Trusts, PREP, DES	Short Term/ Ongoing	New	Low/Medium to Implement	Medium/High	4.6
Salt marshes are being invaded by Phragmites (freshwater plant) due to inadequate tidal flushing of salt water	Improve the flow of salt water into the salt marsh areas to prevent the spread of Phragmites	NR2. <u>Restore Tidal Flow</u> - Preserve the health of salt marshes by taking corrective action to improve the flow of tidal water into the salt marshes, replace undersized culverts and remove other barriers to tidal flow.	Conservation commissions, DRED, DES, RPC, Army Corps of Engineers, U.S. Fish and Wildlife Service, NH Fish & Game	Medium Term/ Long Term	From 1996 CMP	Medium/High to Implement	High	4.1
Infrastructure	Adaptation and Resiliency	NR3. <u>Upgrade Drainage Infrastructure</u> - Work with the appropriate federal and state agencies to obtain funding to upgrade drainage infrastructure and stream crossings/ culverts	NHDOT and Communities w/ Army Corps of Engineers, FEMA; Conservation Commissions, DRED, DES, RPC, U.S. Fish and Wildlife Service, NH Fish & Game	Medium Term/ Long Term	From 1996 CMP	Medium/High to Implement	High	4.0
		NR4. <u>Planning for Resiliency of Coastal Infrastructure</u> - Strengthen state, regional and municipal capacity to understand risks and vulnerability to potential future impacts of climate change. Actions include:  - Assist municipalities with application of assessments, data and technical guidance about climate change planning and climate adaptation strategies.  - State agencies and municipalities commit resources and capacity to plan for climate change.	RPC, FEMA, Communities, DRED, NHDOT	Short Term/ Ongoing	New	Low/Medium to Implement	High	3.9
						Low/Medium to Implement	High	4.2
						Medium/High to Implement	High	4.2
NR5. <u>Master Plans &amp; Hazard Mitigation Plans</u> - Encourage coastal municipalities to incorporate a Coastal Flood and Hazards Chapter in their Master Plans. Encourage comprehensive land use planning, environmental planning and	Communities, RPC, HSEM, FEMA	Short Term	New	Low to Implement	High	3.8		



# THOUGHTS?

