

ATTACHMENT #2

MEMORANDUM

TO: RPC MPO Policy Committee
FROM: MPO Staff
DATE: October 7, 2015
SUBJECT: **DRAFT COMMENTS ON THE 10 YEAR PLAN**

While staff have attended and provided testimony at each of the 10 Year Plan GACIT (Governor's Advisory Committee on Intermodal Transportation) Hearings in our region, the MPO also has the opportunity to submit written comments on the draft plan. Comments are due on November 1st. What follows is a summary of the key points we have made to date at the hearings which logically should be the basis of our written comments. Pending your approval or amendment, they will be reformatted into a letter to the NHDOT and Councilor Sununu.

1. Project Selection Process:

We and our member communities are pleased with project prioritization process and the clear connection between that and the inclusion of regional priority projects into the Ten Year Plan. Five of the RPC top 6 projects as prioritized by the RPC TAC and Policy Committees have been recommended for addition to the Ten Year Plan. This is a significantly better outcome than in previous 10 Year Plan update cycles. Our communities now have reason to believe that the project recommendations we make are taken seriously and have a material effect on the content of the 10 Year Plan. We believe the results will continue to improve as we move to a performance-based planning and programming process.

2. Funding Policies & Priorities in the Plan

We recognize the Department has an unenviable task in attempting to maintain the state's transportation network while being provided inadequate resources to make that happen. This said, the Draft Plan's strategy to shift funding from safety and congestion mitigation programs to pavement and bridge maintenance is highly problematic. Although these funding shifts are permitted under FHWA rules, they will significantly reduce the eligible funding from these important project types while providing only a marginal difference statewide on the highway and bridge system. We believe the existing set aside dollars for the Highway Safety Improvement Program (HSIP) and Congestion Mitigation–Air Quality (CMAQ) programs should be left intact.

- **Flexing HSIP:**
 - The first of these policy proposals is to shift 25% of HSIP funding to the Surface Transportation Program. We do not support the movement of safety funds to general bridge and pavement maintenance. HSIP is a critical program that is highly data driven

- and allows a relatively fast track to fix critical safety problems, as opposed to the standard Ten Year Plan process of adding new projects 8-10 years out at the back end of the plan. Safety remains a top priority for the MPO, and flexing funds away from HSIP means addressing fewer of those concerns each year. Our experience in the region with the HSIP program is that it is highly effective and efficient in its use of transportation funding.
- Instead of moving funding away from this focus, we would recommend the state look to expand the reach of HSIP to also address bicycle and pedestrian safety issues on state highways and continue the work to reduce fatalities and injuries from crashes.
 - ***Flexing CMAQ:***
 - We similarly have major concern about the proposal to flex 50% of the funding from the CMAQ program to road and bridge use. Like HSIP this is another program that allows a faster track for small to mid-size projects focused on reducing traffic congestion and improving air quality. CMAQ is also one of the main sources of funding used for piloting new transit services around New Hampshire, and a critical source of funding for transit agencies to update aging fleets. In the RPC region CMAQ has also been used numerous times for ITS projects to better manage traffic flow like signal coordination, and bicycle and pedestrian facility improvements with a high potential to shift short trips from driving to bicycling or walking.
 - The plan to shift 50% of CMAQ funds combined with the proposed set-aside of future CMAQ funds for commuter/intercity bus fleet replacement (Project number 40284) will leave few CMAQ dollars for projects the program has typically funded in our region. The combined effect of these two policies will be to effectively end the CMAQ program as a competitive grant program available to communities and transit agencies.
 - In years past, the public transit agencies had access to adequate FTA funding for their fleet replacement needs, but as demand for additional transit services has grown from communities and FTA formula funding to some parts of the state has declined, there is no longer adequate FTA formula funding for long term capital needs for the state's urban and regional transit providers. CMAQ has become an important capital funding source to upgrade fleets and fill new demands for transit service.
 - We would also like to see the CMAQ program left intact to fund projects that reduce dependency upon automobile travel, reduce travel on the roadways, and/or reduce congestion which potentially provides as much (or more) benefit through avoided road maintenance and construction costs than if that funding is used simply to pave roads.
 - ***CMAQ Set-aside for Commuter/Intercity Bus Fleet Replacement (40284):***
 - The Current Ten Year Plan and STIP sets aside \$20M over 10 years for replacement of State-owned motor coaches used on commuter service in the I-95, I-93 and Everett Turnpike Services by C&J and Boston Express. These are highly successful services that we believe are important to sustain. That said, we believe these capital replacement needs are more appropriately funded through New Hampshire's share of FTA Section 5307 funds from the Boston Urbanized Area. The New Hampshire's share of Boston UZA funds jumped from approximately \$900K/year to over \$2.7M/year beginning in FY14, due to state subsidized intercity commuter bus services (C&J, Boston Express) beginning to report revenue miles to the National Transit Database. It is appropriate,
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then, that the increase in these funds support the capital needs of that service and in so doing free up CMAQ funds.

- ***Transportation Alternatives Program (TAP):***
 - We are encouraged to see no proposal to flex further funding out of the Transportation Alternatives Program (TAP). TAP funds provide opportunities for many locally and regionally important bicycle and pedestrian projects that have no other source of funding. Beyond meeting the minimum spending requirements for TAP provided for in MAP-21, though, we would like to see the Department return funding for the program to levels in the final year of SAFETEA-LU given the high demand for these types of projects. MAP-21 created TAP by combining four earlier programs (Transportation Enhancements, Safe Routes to School, Recreational Trails and Scenic Byways) but with approximately 30% less funding than was allocated to these programs in aggregate. However, these are intended to be minimum funding levels, not maximums. MAP-21 kept overall funding to New Hampshire level, such that NHDOT has discretion to maintain funding for the combined programs that make up TAP level with where they were.

3. Project Specific Comments

- ***Plaistow-Kingston 10044E (NH 125 between Old County Road and Hunt Road/Newton Junction Road):***
 - RPC is pleased that PE work on this project has been restored to 2018 which, in our understanding, will keep the project in the STIP.
 - We believe an early reassessment of the improvement needs for this segment of NH125 is appropriate before the project goes forward into final design. The corridor study on which the conceptual design is based is now 20 years old. Furthermore the traffic volume projections (projected in 1995 to the design year of 2015) identified in the study are significantly less than forecast. Forecasts should be evaluated under current assumptions. This reassessment might lead to a project with reduced scope, impact and cost.
 - ***Newfields-Newmarket 28393 (NH 108 over B&M RR) bridge rehabilitations:***
 - A CMAQ project was put forward in 2001 by NHDOT District 6 to add shoulder bicycle route on NH108 from south end of Newmarket to the intersection of NH85 in Newfields (13878). As that project has been delayed the extent has gradually been shortened such that it now ends at Ash Swamp Road near, but not including, two railroad bridge overpasses. Unfortunately the narrow shoulders on the bridge approaches were one of the primary problems that CMAQ project was intended to fix. We understand that the CMAQ project likely can't be enlarged to address this, but want to ensure that this bridge rehabilitation project includes shoulder widening in its scope so a continuous bicycle shoulder can be completed in the future.
 - ***Epping 29608 (NH 125 from NH 27 to NH 87) & 40643 (Signal Coordination on NH 125):***
 - These two projects are being constructed sequentially adjacent to each other and they overlap to some extent. It may make sense to consider consolidating them into a single
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project as a way of reducing project costs and eliminating any duplicative pavement work that would be part of both projects

- ***General Sullivan Bridge:***

- Our TAC committee has discussed the issue of the high cost of rehabilitating the General Sullivan Bridge as part of the Newington-Dover project. One part of the impetus for this rehabilitation is to provide a bicycle pedestrian facility that doesn't involve going all the way around Great Bay, and a second part has to do with the historic designation of the structure. The TAC recognizes a historic value to the bridge, but are concerned as the projected cost of the rehabilitation and ongoing maintenance has increased.
- We support the NHDOT and communities looking at other more cost effective solutions to maintaining bicycle and pedestrian connection at that location if there is an opportunity to do so.

4. Adapting the Transportation System to Future Needs

- ***Population Demographics:***

- It is widely recognized that the rapid growth in the oldest segments of our populations, together with the preference and economic need to allow for aging in place, will have profound implications in defining our future transportation system needs.
- Current population projections show that over 32% of Rockingham County population will be over 65, compared to 12.5% in 2010 - a 250% increase. More importantly to transportation concerns is that about one quarter of people over 65 do not drive. That translates to over 12K-15K non-driving seniors in the RPC region alone who will need other options – whether transit, 'friends and family transport' or other mode. A more robust system of alternative transportation – transit, coordinated community transportation, volunteer driver programs, etc will be needed to meet this demand.
- A number of speaker at the GACIT hearings were from the other end of the age spectrum and spoke pointed to their interest in a more balanced transportation system that provided other transportation options besides driving. If we are as concerned about retaining young people to contribute to our economy as we say we are, then we as a state and region should be doing more to develop these transportation options.
- We recognize that it is difficult to focus on these future transportation needs when scrambling to address unmet needs in the present, but part of the solution is ensuring the Department's analysis of unmet needs addresses not just pavement and bridge conditions but also unmet safety and mobility needs across all modes.

- ***A Complete Streets Approach:***

- Federal DOT policy calls for the incorporation of safe and convenient walking and bicycling facilities into transportation projects and charges all transportation agencies with the responsibility to improve conditions for pedestrians and cyclists. The MPO is currently developing a "complete streets" policy to ensure that the transportation network in the RPC region is designed and operated with all users in mind. All projects proposed by the RPC will strive to accommodate all appropriate users including motor vehicles, cyclists, pedestrians, and transit riders. The MPO supports an adoption of a
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similar policy for NHDOT and the incorporation of a complete streets approach into design and implementation of projects.

- ***Account for Increased Risk from Coastal Flooding in Project Design:***

- We encourage NHDOT to take into account future coastal flood scenarios from storm surge and sea level rise in the design of projects in vulnerable areas. This applies to a significant number of project in the Ten year Plan from this region.
- Our agency recently completed work on a preliminary assessment of transportation and other infrastructure than may be vulnerable to coastal flooding under certain storm surge and sea level rise scenarios. We looked at projects currently in the Ten Year Plan and found that there are 7 projects that might be effected under the lowest sea level rise scenario in the year and 14 under the highest (1.7 feet and 6.3 feet respectively).
- The New Hampshire Coastal Risks and Hazards Commission, of which NHDOT is a member, is developing recommendations for minimum infrastructure design standards and management recommendations. We urge NHDOT to consider these recommendations in you future project designs.

5. Transportation Funding

- The RPC continues to believe strongly that transportation infrastructure is underfunded in our state. We have been on record for more than a decade supporting development of additional revenue for the transportation system, both for roads and bridges, but also for transit and for safer bicycle and pedestrian facilities. The \$0.042 cent gas tax increase last year was a step, but not enough of a step.
- Nobody likes the idea of paying more in taxes, especially here in New Hampshire. But part of the “New Hampshire way” is also taking responsibility and paying for what we use. We all use our transportation system and need to accept that has costs that should be paid, first and foremost buy its users. Also, the New Hampshire way is not just about being frugal, but about being smart and investing well. Failing to fund our current and foreseeable future transportation needs is shortsighted and not smart. It’s claiming that we’re saving money by never changing the oil on our car. That may make cash flow look better for a few months or even years, but will have costly consequences.

In closing, we appreciate the opportunity to comment, and the tremendous work by Department staff that goes into developing the plan, and in keeping the transportation system that we have now functional.

We look forward to working with the Department, the Legislature and the Executive Council to move from what we have now to what we will need in the future - to support the state’s economy and ensure safety for all users of our transportation system.

ATTACHMENT #3

MEMORANDUM

To: RPC MPO Policy Committee
From: Scott Bogle, Senior Transportation Planner
Date: October 8, 2015
Subject: NH Coastal Byway Corridor Management Plan

This spring staff completed work on the update to the Corridor Management Plan (CMP) for the New Hampshire Coastal Scenic Byway. The Byway follows NH Route 1A and 1B approximately 22 miles from Seabrook through Hampton, North Hampton, Rye, and New Castle to its northern terminus in Portsmouth. The update process involved extensive public input as well as guidance from an advisory committee made up of appointed representatives from corridor communities as well as state agencies with management responsibilities in the corridor, local and regional economic development organizations, and other stakeholders. At the MPO Meeting on October 14th staff will review the study process, key findings and recommendations for corridor management.

Key elements of the project scope included the following

- Community survey
- Community meetings
- Visitor survey & Tourism Needs Assessment
- Resource inventory updates (historic, natural, scenic)
- Zoning and land use assessment
- Roadway and traffic assessment
- Multi-modal needs assessment
- Right-of-way assessment

The project was undertaken using grant funding from the National Scenic Byways Program together with toll credit match. The visitor survey and tourism needs assessment were completed under contract by the UNH Tourism Planning & Development Program overseen by Dr. Rob Robertson; while the balance of the project was handled by RPC staff.

At the MPO meeting staff will have copies of the CMP document. For review in advance of the meeting we have included three components of the plan:

- 1) Table of contents and acknowledgments
- 2) Introduction summarizing the planning process and project goals
- 3) Implementation Plan summarizing key findings and recommended actions that have been prioritized by the project advisory committee

NEW HAMPSHIRE COASTAL BYWAY CORRIDOR MANAGEMENT PLAN

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ACKNOWLEDGMENTS

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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.

LIST OF ACRONYMS

AADT:	Annual Average Daily Traffic
AASHTO:	American Association of State Highway and Transportation Officials
ADA:	Americans with Disabilities Act
CAC:	Corridor Advisory Committee
CMAQ:	Congestion Mitigation/Air Quality Program
CMP:	Corridor Management Plan
COAST:	Cooperative Alliance for Seacoast Transportation
CZMA:	Coastal Zone Management Act
DRED:	Department of Resources and Economic Development
ECG:	East Coast Greenway
EPA:	Environmental Protection Agency
FEMA:	Federal Emergency Management Agency
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
GIS:	Geographic Information System
GRANIT:	Geographically Referenced Analysis and Information Transfer
HBAC:	Hampton Beach Area Commission
MAP21:	Moving Ahead for Progress in the 21 st Century (2012 Federal transportation authorization act)
MUTCD:	Manual of Uniform Traffic Control Devices
NHDES:	New Hampshire Department of Environmental Services
NHDHR:	New Hampshire Division of Historic Resources
NHDOT:	New Hampshire Department of Transportation
NHES:	New Hampshire Employment Security
NHSG:	New Hampshire Seacoast Greenway
NHTSA:	National Highway Traffic Safety Administration
NOAA:	National Oceanic and Atmospheric Administration
NBPDC:	National Bicycle/Pedestrian Documentation Project
NPDES:	National Pollution Discharge Elimination System
OEP:	New Hampshire Office of Energy and Planning
RPC:	Rockingham Planning Commission
RSA:	New Hampshire Revised Statutes Annotated
SABR:	Seacoast Area Bicycle Riders
UNH:	University of New Hampshire
USACE:	United State Army Corp of Engineers

CHAPTER 1. INTRODUCTION

A. BACKGROUND ON THE NEW HAMPSHIRE COASTAL BYWAY

As those familiar with New Hampshire know, two of the most scenic roads in the state are Routes 1A and 1B. The unique scenic qualities of the roads have been recognized for many years. The first formal recognition came in 1974 when Routes 1A and 1B from Seabrook to Portsmouth were identified as a scenic byway in the 1974 New Hampshire Department of Transportation (NHDOT) Scenic Roads Study. In 1976 the roads were designated as part of the New Hampshire Yankee Trail. They were formally designated as a State Scenic and Cultural Byway in 1994 by the New Hampshire Scenic & Cultural Byways Council.

The New Hampshire Coastal Byway, as the corridor is designated, follows the coastline 22 miles from Seabrook through Hampton, North Hampton, Rye, and New Castle to its northern terminus in Portsmouth. The Byway connects ten units of the State Park system, including beach parks, picnic areas, historic sites and the Hampton and Rye Harbor State Marinas; as well as numerous local and private parks and recreational attractions. Historic structures along the corridor trace the history not only of the region but the country as a whole; ranging from colonial villages to Gilded Era mansions to World War II coastal fortifications. These include 45 listings on the National Register of Historic Places, seven National Historic Landmarks and one of the nation's premier living history interpretive centers in Strawbery Banke Museum. The Byway overlooks the sandy beaches and rocky shores of the Gulf of Maine, as well as thousands of acres of ecologically rich salt marsh. Last but not least, it serves as a State Bicycle Route, and carries U.S. Bicycle Route 1 and the East Coast Greenway through New Hampshire.

The original Corridor Management Plan for the Byway was developed in 1995-1996 by the Rockingham Planning Commission in partnership with the NH Office of State Planning, and the University of New Hampshire Tourism Planning and Development Program. 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. A summary of implemented recommendations is included at the beginning of each chapter of this document.

Over close to two decades, though, coastal development, growing use of the route for walking and bicycling, increased visitation and other factors have brought new challenges for the Byway. In 2010 at the request of 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 to incorporate 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.

B. BACKGROUND ON THE SCENIC BYWAYS PROGRAM

A Scenic Byway is a road recognized by the State of New Hampshire and the U.S. Department of Transportation (USDOT) for its scenic, historic, recreational, natural, cultural and/or archeological qualities. The National Scenic Byways program was established by Congress in 1991 to preserve and protect the nation's scenic but often less-traveled roads, and promote tourism and economic development. In New Hampshire the program is administered by the New Hampshire Department of Transportation. By supporting the preservation of rural and urban scenic byways and the cultural, recreational and historic attributes along these byways, the program strives to reveal the unique elements of the state's beauty, culture and history.

Unfortunately the National Scenic Byways Program as a stand-alone source of Federal grant funding for state and local byway planning initiatives was 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).

Why update the Corridor Management Plan for the NH Coastal Byway when the National Scenic Byways Program has been dissolved? 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 are 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. 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 share regional issues.

C. THE STUDY PROCESS

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 to the staff. The 15 member CAC includes appointed representatives from each of the six corridor communities, representatives from the NH Department of Transportation and the NH Division of State Parks, the two State Senators representing the districts through which the corridor passes, the Hampton Beach Area Commission, Coastal Economic Development Commission, Greater Portsmouth Chamber of Commerce, NH Seacoast Greenway Advisory Committee and the Seacoast Science Center. A full list of CAC members is included in the Acknowledgements at the front of this document.

For inventory and mapping purposes the project has used the same study area boundaries as the original 1996 CMP, extending from one mile west of Routes 1A and 1B, eastward to the ocean. A Study Area Map is included on the following page.

In addition to the guidance of the Corridor Advisory Committee, public input in the planning process was sought in several ways, including a series of public meetings distributed along the corridor, a community resident survey, and a survey of visitors to the corridor at major coastal tourism destinations.

The community resident survey was conducted online and was designed to elicit people's views on additional development in the corridor, problems/areas needing improvement, suggested scenic pull-overs, and means for preserving and enhancing tourism. The survey repeated many of the questions used for the original 1996 study survey, as well as adding new areas to get at emerging issues.

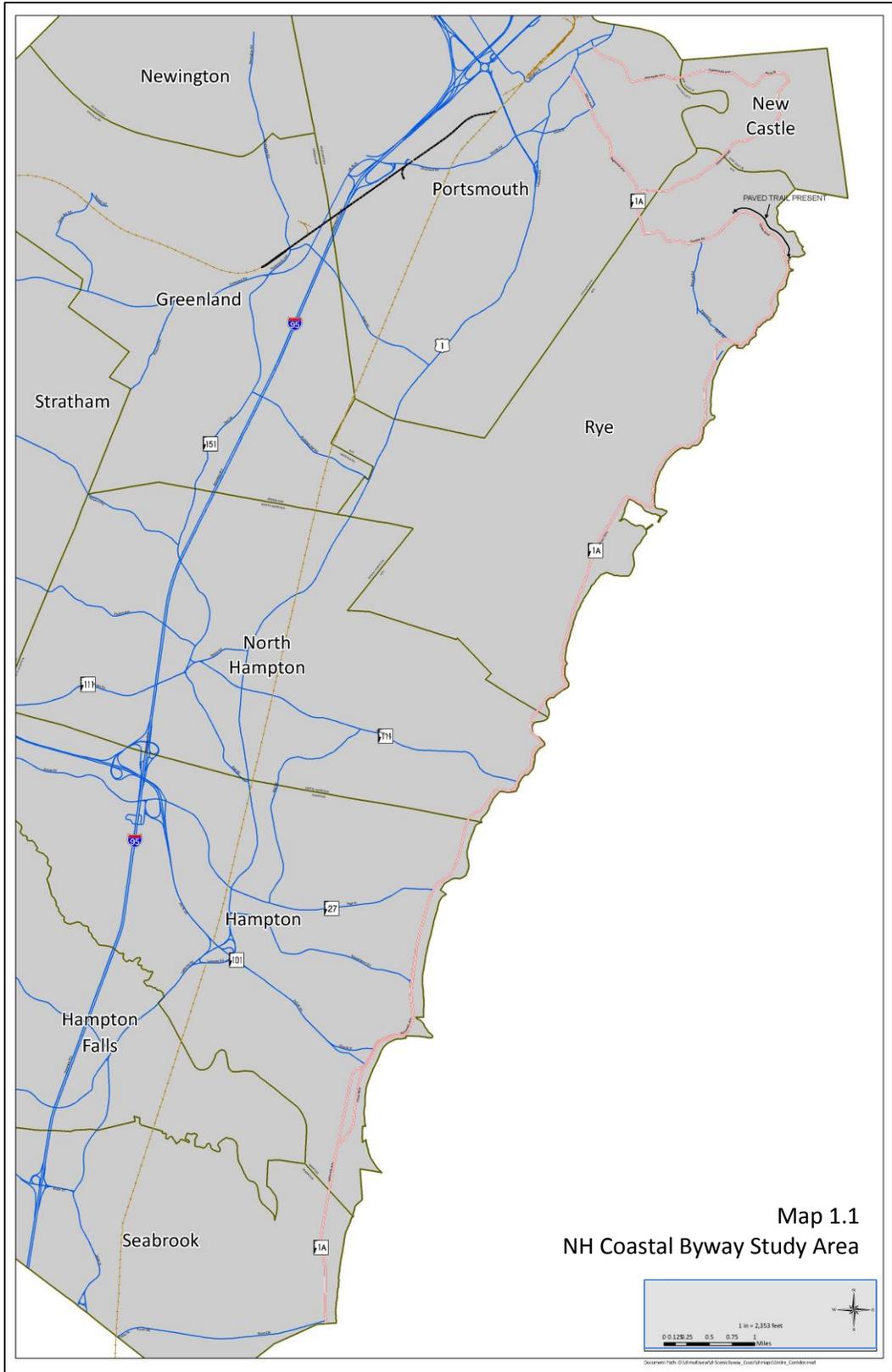
The survey was distributed to local residents via City and Town websites, notices on local public access cable television, articles in the Portsmouth Herald, Hampton Union and Newburyport Daily News; and email lists for local planning boards and community organizations. Paper copies of the survey were available on request for those preferring to respond in hard copy. A total of 525 surveys were returned and tabulated. Results of the survey were used to determine issues and concerns that needed to be addressed in the study, and to help determine preliminary recommendations. A copy of the survey results is included as Appendix B.

Three community meetings were held in May and June 2014 in Rye, Portsmouth and Hampton, attended by 37 participants. Each meeting began with an overview of the Byway and findings from the community resident survey, but focused mainly on gathering input from community residents and business owners on local concerns about the corridor and priorities for protection and/or improvements. Compiled results of the three community meetings are included as Appendix C.

For the Visitor Survey and Tourism Assessment component of the project, the RPC contracted with the University of New Hampshire's Tourism Planning and Development Program within the Department of Natural Resources. Dr. Robert Robertson organized a team of students to conduct randomly selected interviews with over 2,900 visitors at nine tourist sites within the corridor, again asking a mix of questions geared to allow comparison to 1996 results as well as thoughts on emerging issues. The UNH team also completed an inventory of visitor attractions, lodging establishments and restaurants within the project study area. The results of these interviews and questionnaires were the basis of the Visitor's Needs Assessment, which is attached as Appendix A.

Data to highlight key issues and shape recommendations in each of the CMP's resource inventories (Historic Resources, Natural Resources, Scenic Resources), the zoning and land use assessment and the transportation system assessment have been drawn mainly from secondary sources. These include local community master plans and zoning ordinances, the Conservation Plan for New Hampshire's Coastal Watersheds, the 2015 Science Panel report for the 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.

A task for this study that was not part of the original Corridor Management Plan in 1996 has been characterizing the boundaries of State owned right of way along the corridor. The Town of Rye, NHDOT and other corridor communities have been interested to get a clearer sense for the width of the State right of way along the corridor, to allow for better planning for bicycle/pedestrian safety improvements, parking needs, and/or to allow disposal of unneeded State land.



The best available right of way data for much of the corridor dates to the 1898 Dudley Survey, and subsequent refinements up to the mid-1940s. Rockingham Planning Commission took scans of these large-format 1940s paper maps, as well as plans from several more recent highway improvement projects in the corridor, and imported them into the regional Geographic Information System (GIS).

One final note on study process regards the planning horizon for the Corridor Management Plan, which has been established as twenty years; and how this relates to longer term threats and opportunities facing the corridor. Over the next 80-90 years, 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. Certainly this timeline extends far beyond the planning horizon for this study. 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 are discussed here. In the nearer term, the value of addressing coastal hazards in planning for Byway infrastructure is underscored by observed impacts from increasingly frequent severe storm events in recent years.

D. CORRIDOR MANAGEMENT PLANNING GOALS

The goals defined for the development of the Corridor Management Plan update are much the same as those defined for the original 1996 Plan, with additions addressing road user safety, planning for resiliency to coastal hazards, and identification of existing State right of way needed for future safety improvements. The goals provide the basis from which recommendations were developed.

1. Identify improvements to enhance the livability of the corridor.
2. Ensure that the scenic, cultural and natural resources that shape the character of the byway are protected and managed appropriately in the future.
3. Protect commercial uses and activities that are economically important to the area.
4. Ensure the safety of all byway travelers regardless of travel mode
5. Ensure existing roadway and other infrastructure including planned improvements are resilient to coastal hazards, including anticipated impacts of climate change
6. Develop recommendations that communities can implement directly to address locally and regionally identified concerns and opportunities.
7. Identify areas where existing state right of way is needed for bicycle and pedestrian safety improvements

The purpose of this 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 roads special. The following chapters and appendices document the inventory and community participation process that created the Scenic & Cultural Byway Corridor Management Plan for the New Hampshire Coastal Byway.



Figure 1.1: Salt marsh and mud flats in Rye (Kim Reed photo)

CHAPTER 7 - IMPLEMENTATION PLAN

Each chapter of the management plan contains numerous recommendations for the NH Coastal Byway. Many public and private organizations will have to be involved to implement these recommendations. This section of the plan compiles all of the recommendations and indicates what organizations should be involved in the implementation of the recommendations. Additionally, each recommendation is categorized according to its priority for implementation. The categories are short term (1-2 years), medium term (2-5 years), or long term (more than 5 years). The recommendations are designed to achieve the goals established for the project:

PROJECT GOALS

1. Identify improvements to enhance the livability of the corridor.
2. Ensure that the scenic, cultural and natural resources that shape the character of the byway are protected and managed appropriately in the future.
3. Protect commercial uses and activities that are economically important to the area.
4. Ensure the safety of all byway travelers regardless of travel mode
5. Ensure existing roadway and other infrastructure including planned improvements are resilient to coastal hazards, including anticipated impacts of climate change
6. Develop recommendations that communities can implement directly to address locally and regionally identified concerns and opportunities.
7. Identify areas where existing State right of way is needed for bicycle and pedestrian safety improvements

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.

The specific recommendations follow on the next page.

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)
Roadway/ Traffic/ Parking								
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 where ROW allows to shift on-street parking further from the travel lane, allowing striping of a bikeway outside of the door zone of parked cars. May entail shifting center line.	Community , NHDOT, Byway Council	Medium Term		Medium	High	
		RTP2. <u>Assess Off-Site Parking Options</u> - Pursue 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
		RTP8. <u>Directional Signage</u> - Review type, amount and location of directional signage to ensure clear traffic routing from Rte 1A onto NH 101	NHDOT , DRED, Community	Short Term	From 1996 CMP	Low/ Medium	Low/Medium	4.3
Motorist disregard for “No Parking” and “short-term parking only” designated areas (being used for long-term parking)	Eliminate all parking in “No Parking” areas, keep free short-term parking areas open to allow for viewing of scenic vistas only	RTP3. <u>Parking Enforcement</u> - Encourage consistent local enforcement of “No Parking” areas, and parking time limits at both metered and non-metered parking areas.	Local police depts , DRED	Short Term	From 1996 CMP	Low	Medium	4.1

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 25 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 adopt signage and marking standards and ensure maintenance.	NHDOT, DRED, communities, Byway Council	Short Term	New	Low/ Medium	High	5.0

Non-Motorized Transportation (Continued)								
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"> • 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. • 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. • In areas where on-street parking conflicts with safe bike/ ped travel, remove parking or widen shoulders to shift parking and allow room for a bicycle lane outside of the door zone. 	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 & 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, refuge islands and drainage consistent with the updated 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 NH1A at Odiorne Point State Park						3.7
Lack of data on the number of people walking or bicycling on our roadways makes it difficult to build the case for improvements to bicycle and pedestrian safety	Continue a coordinated regional effort to monitor bicycle and pedestrian usage of the Byway, building on counts undertaken for the CMP	NM4. <u>Bicycle & Pedestrian Counting</u> - Implement an annual bicycle and pedestrian counting program for the corridor to build a multi-year dataset on bicycle and pedestrian usage of the Byway. Actions Include: <ul style="list-style-type: none"> • Conduct annual updates at count locations included in this CMP using NBBDP methodology • Conduct additional full-day counts to improve understanding of usage by time of day for modeling purposes 	RPC, SABR, Communities	Short Term/ Ongoing	New	Low	Medium/ High	4.4

Non-Motorized Transportation (Continued)								
Traditional sources of bicycle and pedestrian funding in NH are inadequate and poorly suited to large multi-town efforts	Corridor communities work jointly and aggregate multiple bike/ ped upgrades along corridor into unified project proposal for flexible highway funding	NM5. <u>Corridor-Wide Collaboration on Infrastructure Improvements</u> - Encourage corridor communities to work together to jointly put forward a package of infrastructure projects recommended here to be funded with flexible highway dollars through the general State Ten Year Plan process, rather than competing individually against one another for extremely limited Transportation Alternatives Program (TAP) funding.	Byway Council, Communities, NHDOT, RPC	Medium Term	New	Medium/ High	High	4.9
Limited maintenance, traffic enforcement and public information on existing facilities creates a safety problem for all road users	Improve maintenance to highways as a whole and shoulder bicycle routes areas in particular. Improve public information and enforcement related to rules of the road for people driving, walking or bicycling.	NM6. <u>Public Education on Safe Sharing of the Road</u> - Install additional safety signage along the corridor notifying all road users of the need to safely share the road. Identify other local media for conveying this message, including tourism marketing materials and community television.	NHDOT BPTAC, Communities, RPC, SABR, BWANH	Short Term	New	Low	High	4.7
		NM7. <u>Shoulder Sweeping</u> - Conduct regular sweeping of roadways and shoulders to reduce the amount of sand, rock and other debris accumulating on paved roadway shoulders.	NHDOT, Urban Compact communities (Ports, Hampton)	Short Term/ Ongoing	From 1996 CMP	Low	Medium	4.4
		NM8. <u>Vegetation Clearing</u> – Municipalities work with NHDOT to inform roadway abutters of the hazard posed by overgrown vegetation and notify the public when brush clearing will happen along the route, to reduce abutter complaints when necessary trimming is done by NHDOT.	NHDOT, Communities	Short Term/ Ongoing	From 1996 CMP	Low	Low	4.0
		NM9. <u>Enforcement of State Traffic Laws for Bicyclists & Motorists</u> - Work with local police departments to better enforce state traffic laws for all road users, including recent laws addressing distracted driving and safe passing distance.	Local Police Departments, SABR, BWANH	Short Term/ Ongoing	New	Low	High	4.3
		NM10. <u>Information on ECG & U.S. Bike Route 1</u> - Seek funding to install kiosks along corridor with information about the Byway, the East Coast Greenway, and U.S. Bicycle Route 1. Kiosks can also feature information on natural and historic resources, and safe sharing of the road.	RPC, SABR, ECGA, private sector partners, NHDOT, DRED,	Short Term	New	Low	Medium/Low	3.5
Insufficient amenities are in place to support bicyclists and pedestrians	Provide basic amenities to support and promote bicycling and walking as modes of travel, as well as pure recreation	NM11. <u>Amenity Improvements</u> - Support efforts by the DRED Division of Parks and Recreation to continue upgrades to public restroom facilities and other amenities such as bicycle parking and benches at park facilities along the corridor. Also, include information on public restroom facilities and water fountains in the corridor on State Bicycle Route map and Byway interpretive map.	DRED, NHDOT, RPC, Byway Council	Short Term/ Medium Term	From 1996 CMP	Medium	Medium	4.0

Public Transportation								
Real and perceived problems with parking availability and location exist at key beach destinations	Plan for and pilot beach shuttle services connecting popular beach areas with remote parking locations	PT1. <u>Parking Shuttle for Hampton Beach</u> - Assess viability of and pursue funding for a pilot summer parking shuttle connecting Hampton Beach and downtown Hampton with off-site parking.	HBAC, Chamber of Commerce, NHDOT, community,	Short Term/ Long Term	New	Medium	Medium/High	3.0
Scenic Resources								
Public awareness of the corridor's status as a scenic byway is limited, as is information along the Byway guiding traveler to amenities and businesses	Develop a Byway logo and signing scheme that improves wayfinding and creates a unified sense of the corridor while managing proliferation of signage	SR1. <u>Byway Logo & Marking</u> - Develop Seacoast Scenic Byway logo and signs to be placed along Rte 1A/ 1B and at Byway attractions	Byway Council, NHDOT	Short Term	From 1996 CMP	Low/ Medium	Medium	4.0
		SR2. <u>Unified Signage Program</u> - 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. Identify funding to implement.	Byway Council, NHDOT, DRED	Short Term/ Medium Term	From 1996 CMP	Medium/High	Medium	4.4
Scenic vistas need to be preserved for public benefit	Preserve scenic vistas from encroaching development and overgrown vegetation	SR3. <u>Zoning Protection for Scenic Views</u> - Recommend zoning changes, consistent along corridor, which will protect vistas	Communities, RPC	Short Term	From 1996 CMP	Medium	Medium	4.3
General appearance of corridor could be improved	Improve general appearance of area through landscaping improvements, plantings	SR4. <u>General Landscaping</u> - 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	Chambers of Commerce, Private sector partners, Communities, DRED,	Ongoing	From 1996 CMP	Low/ Medium	Medium	4.0
Existing scenic pullover areas are in need of improvement (i.e. access, amenities, aesthetics)	Improve and maintain existing pullover areas and protect from development	SR5. <u>Amenity & Accessibility Improvements to Existing Pullouts</u> - Design and install landscape and facility improvements including signage, plantings, walkways/ ramps, trash receptacles and benches at existing pullover sites.	Private sector partners, Communities, NHDOT	Short Term/ Medium Term	From 1996 CMP	Medium	Medium	4.0
		SR6. <u>Partnerships for Maintenance</u> - Encourage general maintenance and trash pick-up at existing pullover areas by NHDOT, and through a joint public/ private effort, pursuing the involvement of local groups through an extension of existing state "Sponsor a Highway" and "Adopt a Beach" programs.	NHDOT, Communities, Private Sector Partners	Short Term	From 1996 CMP	Low	Medium	3.6

Scenic Resources (Continued)								
No scenic pullover areas currently exist on the west side of NH1A overlooking salt marsh areas	Develop one or more pullout areas with interpretive information on salt marsh ecosystems.	SR7. <u>Saltmarsh Viewing & Interpretation</u> - Pursue funding to develop one or more pullout areas on the west side of Route 1A with interpretive information on salt marsh ecosystems.	Southeast Land Trust, Town of Rye, DRED,	Short Term/ Medium Term	From 1996 CMP	Low	Medium	3.6
Historic Resources								
What historic resources are protected depends largely on local understanding and appreciation for those resources, and local measures to protect them.	Encourage corridor communities to fully integrate historic resources into their local planning processes	HR1. <u>Master Plan Chapters & Inventory Updates</u> - Encourage corridor communities to update municipal master plans with chapters on historic and cultural resources that recognize community character, include provisions for updating resource inventories, and consider the economic and community development potential of protecting local heritage.	Communities, DHR, RPC	Short Term	New	Low	Medium/High	3.8
		HR2. <u>Heritage Commissions</u> - Establish Heritage Commissions and/ or Historic District Commissions in those communities that don't yet have them.	Communities, DHR, RPC	Short Term	New	Low/Medium	Medium/High	3.6
Public access to cultural/ historic resources may be impeded because of limited or non-existent public information on sites	Improve public access to cultural and historic resources in corridor through signage, printed material and other improvements	HR3. <u>Corridor Signage Program</u> - Develop concept for comprehensive signage program to visitors to cultural, historic and other resources in the corridor, and pursue funding to implement	Byway Council, NHDOT, DHR, Communities, Chambers	Short Term/ Medium Term	From 1996 CMP	Medium	Medium	4.9
		HR4. <u>Interpretive Corridor Map</u> - Update the pocket-size interpretive map of corridor produced in the late 1990s which highlights specific scenic, natural, cultural, historic and recreational resources along the byway. Map symbols should be coordinated with a roadway signage program.	Byway Council, DRED, NHDOT, DHR, Communities, Chambers of Commerce	Short Term	From 1996 CMP	Low	Medium	4.4
		HR5. <u>Historic Marker Accessibility</u> - Identify ways to improve visibility and access to historic markers, such as by moving markers, improving nearby parking, developing pedestrian access to the marker, or providing directional signage to the marker	DHR, NHDOT, DRED, Communities	Short Term/ Medium Term	From 1996 CMP	Low	Medium/Low	3.5
While historic resources receive significant protection in federally funded project, public participation is key to ensuring roadway improvements are sensitive to community character	Encourage public participation in transportation planning processes to promote sound decision making	HR6. <u>Context Sensitivity of Road Improvements</u> - Assess the potential impact from future roadway reconstruction/ improvements on the historic resources in the corridor, as well as on the character of the roadway, while recognizing safety needs.	Communities, NHDOT, DHR	Ongoing	Modified From 1996 CMP	Medium/ Low	Medium	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 & 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 floodplain management that prevents and minimizes impacts.	Communities, RPC, HSEM, FEMA	Short Term	New	Low to Implement	High	3.8
Infrastructure	Adaptation and Resiliency	NR6. <u>Managing Coastal Infrastructure for Resiliency</u> - Adopt standards for management of state and municipal infrastructure with safety margins that consider future risk and vulnerability due to climate change. Actions include:	DES, NHDOT, Communities, DRED, RPC	Short Term/ Ongoing	New	Medium/High to Implement	High	3.9

Natural Resources & Coastal Hazards (continued)								
		<ul style="list-style-type: none"> Apply science-based projections of future sea level, storm surge and precipitation into state, regional and municipal shoreline management activities and policies <p>Incorporate as appropriate recommendations of the Coastal Risks and Hazards Commission to future Scenic Byway Plan updates.</p>				Low to Implement	High	
						Low	High	
		<p>NR7. <u>Public Education on Coastal Hazards & Climate Change</u> - Implement outreach and engagement measures to raise regional and community-based awareness about climate change and coastal hazards as projected to impact the coastal zone.</p>	CAW, RPC, Communities, DRED, UNH, Community Partners	Short Term/Ongoing	New	Low/Medium to Implement	Medium/High	3.0
		<p>NR8. <u>Integrative Shoreline Management</u> - Integrate protection of natural and constructed systems, social services, and historic and cultural resources into engineering and regulatory frameworks of shoreline management. Actions include:</p> <ul style="list-style-type: none"> Prepare a comprehensive shoreline management plan for New Hampshire's Atlantic coastal area. Shoreline management incorporates measures that minimize coastal and floodplain erosion, and loss of natural resources that protect against flooding. Retain and expand dunes, beaches, wetlands, forests and natural vegetation to protect against coastal and riverine flooding. Discourage hardening of shorelines in favor of protecting existing natural shorelines and restoring them when feasible. Apply hard and engineered shoreline techniques only to protect essential infrastructure and evaluate the benefit to cost of maintaining these techniques in the future. 	DES, Communities, Army Corps of Engineers, DRED, Fish & Wildlife, PREP	Short Term/Ongoing	New	<p>Medium/High to Implement</p> <p>Medium/High to Implement</p> <p>Low/Medium to Implement</p> <p>Low/Medium to Implement</p> <p>Low/Medium to Implement</p> <p>Medium/High to Implement</p>	<p>Medium/High</p> <p>High</p> <p>Medium/High</p> <p>Medium/High</p> <p>Medium/High</p> <p>Medium/High</p>	4.0
		<p>NR9. <u>Impervious Surfaces</u> - Reduce the rate of growth of new impervious surfaces to minimize stormwater runoff and protect water resources</p>	Communities, RPC, DRED, DES	Ongoing	New	Low/Medium to Implement	Medium/High	3.3
		<p>NR10. <u>Natural Buffer Areas</u> - Protect adequate natural buffer areas around waterways and wetlands to help remove pollution from stormwater, and provide flood storage and wildlife habitat.</p>	Communities, RPC, DES, PREP	Short Term/Medium Term	New	Low/Medium to Implement	High	3.8

Natural Resources & Coastal Hazards (continued)								
Salt marshes threatened by development need to be protected; they are an important part of what makes route attractive	Preserve salt marshes	NR11. <u>Public Education on Salt Marshes</u> - Increase public education on the importance of salt marshes. Examples may include: installation of interpretive signage at public access areas; direct engagement with municipal officials, land use boards and staff; collaboration among natural resource managers, regulators, educators, researchers, non-profit groups and other stakeholders.	Conservation Commissions, RPC, DRED, UNH, SE Land Trust	Short Term/Ongoing	From 1996 CMP	Medium to Implement	High	3.8
		NR12. <u>Prime Wetland Designation</u> - Work with municipal conservation commissions to designate (all) salt marshes within the corridor as prime wetlands.	Conservation Commissions, RPC, DRED	Short Term	From 1996 CMP	Medium to Study; Low to Implement	Medium	3.5
Land Use & Zoning								
Efforts to promote three-season or year-round use of beach areas in Hampton and Seabrook will have significant impact on land use	Assess implications of development associated with year round use of beach tourism areas	LU1. <u>Coordinate Planning & Land Management</u> - Coordinate regional and local land use planning with open space, land conservation and habitat protection efforts. Actions include: · Regional and local transportation planning integrates open space, land conservation and habitat protection efforts. · In corridor segments allowing commercial development, encourage land patterns that employ mixed use, compact design to reduce the rate of land consumption for new development. · Conserve large continuous areas of open space, farmland, river corridors and critical environmental areas, and establish connection between those areas.	Communities, RPC	Short Term/Ongoing	New	Medium	High	3.8
Concerns raised over various land use issues, such as the number of curb cuts along the highway, the visual blight of signs, and unattractive design of buildings	Provide assistance to communities to address these land use issues	LU2. <u>Ensure Zoning Protects Community Character</u> - <u>Ensure local zoning</u> encourages compatible development in the communities along the corridor. Specific features could include limiting high traffic generating uses, requiring tree planting, and reducing parking requirements in return for pedestrian or bike improvements, bus stops, and shared parking.	Communities, RPC	Short Term	From 1996 CMP	Medium	High	3.6
Efforts to promote three-season or year-round use of beach areas in Hampton and Seabrook will have significant impact on land use	Assess implications of development associated with year round use of beach tourism areas	LU3. <u>Assess Impacts of Increasing Year-Round Use</u> - Assess the build-out and economic impacts of promoting more year-round uses and businesses along the corridor, specifically in Hampton and Seabrook.	Communities, RPC	Short Term	New	Low	Medium	3.0

Right of Way Assessment								
NHDOT and Towns want clarification on what right of way exists and should be maintained in public ownership to support needed multi-modal safety improvements	Use ROW assessment from CMP for these decisions where data were available, and secure additional surveyed data where needed	ROW1. <u>Retain State Owned Right of Way</u> - NHDOT should not dispose of any Right of Way in areas needed for future corridor widening to improve safe accommodation of Byway users. These areas include but are not necessarily limited to: - NH1A past Odiome Point State Park from Seavey Creek Bridge to southern end of side path - NH1A past Pirates Cove area from Old Ocean Blvd to Concord Point - NH1A north of Jenness State Beach from Locke Road to Sawyer's Beach - NH1A in North Hampton from Causeway Road to North Hampton State Beach	NHDOT	Ongoing	New	Low to Implement	High	4.9
		ROW2. <u>Survey Key Areas</u> - In areas where historic right of way data are unavailable or unclear on boundaries, secure professional survey data to clarify limits of public ownership	NHDOT, Communities, RPC	Short Term/ Medium Term	New	Medium to Implement	High	
Ongoing Byway Management								
Implementing recommendations here in the CMP will require an ongoing communication among corridor communities, resource agencies and other stakeholders	Establish ongoing management structure for the Byway	MGT1. Establish Ongoing Byway Council - Work with corridor communities, state agencies, and private sector stakeholders to establish an ongoing NH Coastal Byway Council to foster continued corridor-wide communication and cooperation on shared issues and oversee implementation of CMP recommendations. Actions include: - Present CMP to each corridor community, request endorsement of recommendations and appointment of representative to Byway Council - Establish Byway Council as an advisory committee to the Rockingham Planning Commission, including development of guidelines as needed -RPC to provide ongoing technical planning assistance to Byway Council	RPC, Communities, DRED, NHDOT, Private Sector Partners	Ongoing	New	Low	High	4.8

ATTACHMENT #4

MEMORANDUM

TO: RPC MPO Policy Committee
 FROM: MPO Staff
 DATE: October 8, 2015
 SUBJECT: **UPWP Performance Report**

The UPWP Performance Report summarizes the progress that the Rockingham Planning Commission has made in implementing both the broad goals and specific tasks outlined in the FY 2014 - 2015 Unified Planning Work Program (UPWP) covering the MPO region. It is submitted in part to comply with 49 CFR 18.40 - Monitoring and Reporting Program Performance, and in part to provide communities, MPO Transportation Advisory Committee (TAC) and Policy Committee members, and the general public a report of progress on projects and initiatives that the MPO has undertaken as part of the UPWP for the region. As part of the discussion, some remarks on work occurring both before and after the 2014-2015 UPWP are included to provide context or an assessment of completion timeframes for ongoing projects.

Overall Progress

The Fiscal Year 2014 and 2015 UPWP was a two year contract with the New Hampshire Department of Transportation and included some projects that started under previous work programs as well as several that will conclude under the 2014-2015 UPWP. The beginning of this work program overlapped with the contract for the 2012-2013 UPWP which had been extended by four months (July 1st to October 31st, 2013) to facilitate the completion of work on the NH 101/ US 1 Interchange realignment and Intermodal Center study and continue efforts in a few other work program areas. In addition, RPC had a contract running concurrently with the UPWP to complete an update to the NH Coastal Scenic Byway Corridor Management Plan. Over the course of the 24 months of the UPWP, the MPO spent approximately 1350 hours completing work from the 2012-2013 UPWP, 800 Hours on Scenic Byways, and 15,500 staff hours working on the 165 of the 187 (88%) identified work products and approximately \$1.317 million including direct expenditures (consultant fees, equipment, and other costs). This equates to approximately 98% of the expected

Status	Number of Tasks	% of Total
Completed	128	68%
In Progress	37	20%
Not Started	13	7%
Not Needed	9	5%
Total	187	

Status of UPWP Tasks

funds available for the two years of the UPWP. Some highlights of the work undertaken include the following:

- Regional Master Plan Transportation Chapter
- Regional Master Plan/Long Range Transportation Plan Scenario Planning exercise
- Portions of 2 Ten Year Plan cycles
- 6 TIP Amendments and 25 administrative adjustments
- New unified statewide project prioritization process and project selection criteria.
- 16 Technical Assistance Projects for MPO Communities.
- Development Impact Review for 8 communities.
- 1600 hours in support of regional transit operators
- Sarah Mildred Long Bridge redesign Advisory Committee and New Castle-Rye NH 1B Bridge Project Advisory Committee
- Continued Regional Vulnerability Analysis for storm surge and sea level rise
- Collected stream crossing data for 13 communities
- Two Scenic Byway projects (Coastal and Stagecoach/Robert Frost)
- Over 2,000 Hours of mapping and data analysis work.
- Completed NH 101/ US 1 Interchange configuration and Intermodal Center study
- 2200 Hours in natural resources coordination, livability, and climate change related work.
- 650 Hours of Bicycle and Pedestrian planning efforts

Figures 1, 2, and 3 show how the distribution of work was very close to how it was budgeted in the UPWP as determined by the hours and financial resources spent in each category of work. **Figure 1**

shows the distribution of work among the 2012-2013 UPWP, 2014-2015 UPWP, and the Scenic Byways Grant over the course of the two fiscal years. **Figures 2 and 3** respectively compare actual to budgeted (hours and funds) for each of the five work categories. Overall MPO expenditures were in line with how the budget was distributed among the categories with less than one percent difference between

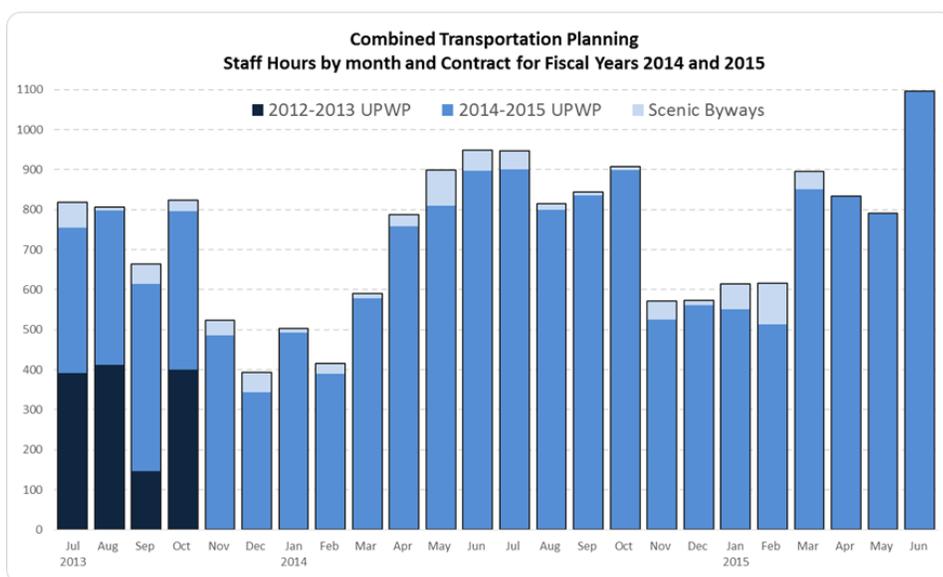


Figure 1

how each category was budgeted and the actual funds expended. This does reflect the modifications to the budget in August, 2014 and June, 2015 to address new priorities and other changes that had occurred over the life of the contract. **Figure 4** illustrates the breakdown of time spent within each category.

The full performance report provides project by project details regarding all 187 identified work tasks and includes an indicator icon with each to allow the reader to quickly determine status from “no work done” to “in progress” to “complete” and will be posted on the MPO website.

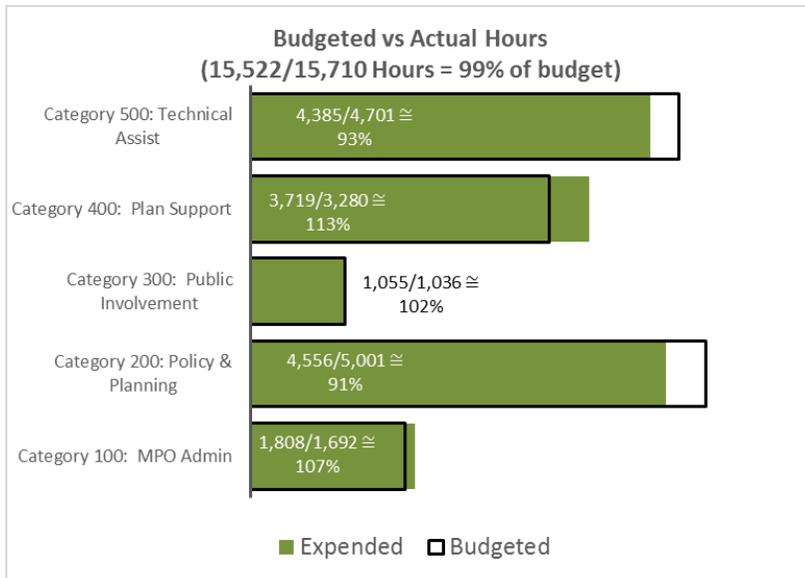


Figure 2

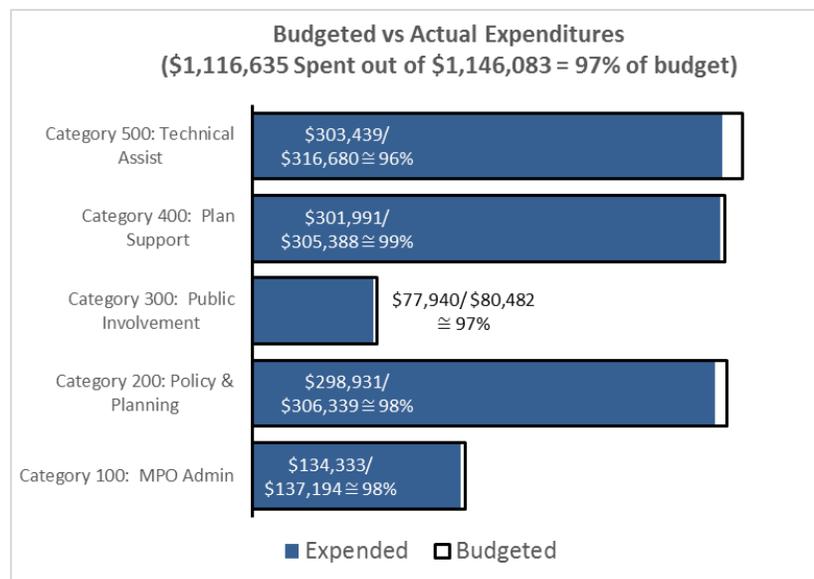


Figure 3

100 MPO Administration	1808	100.0%	
101 Accounting & Invoices	310.5	17.2%	
102 MPO Program Administration	989.5	54.7%	
103 Staff Training	239.5	13.2%	
104 Indirect Cost Rate Adjustment	6	0.3%	
105 Performance Measures	262.5	14.5%	
200 Policy and Planning	4556	100.0%	
201 Ten Year Plan	239	5.2%	
202 Land Use & Environmental Linkages	2270	49.8%	
203 Transportation Planners Collaborative	133.5	2.9%	
204 Interagency Consultulation	102	2.2%	
205 Transportation Improvement Program	246	5.4%	
206 Congestion Management Process	53	1.2%	
207 ITS & IMS	3	0.1%	
208 Regional Plan -Transportation Chapter	954	20.9%	
209 Transportation Conformity	3	0.1%	
210 Long Range Transportation Plan	552.5	12.1%	
300 Public Involvement	1054.5	100.0%	
301 Transportation Advisory Committee	309.5	29.4%	
303 Public Participation Plan	2.5	0.2%	
304 Public Outreach	212	20.1%	
305 MPO Policy Committee	530.5	50.3%	
400 Planning Support	3719	100.0%	
401 Traffic Count Program	433.5	11.7%	
403 Geographic Information Systems Support	2216	59.6%	
404 Demographic Analysis	177.5	4.8%	
405 Equipment	39	1.0%	
406 Regional Travel Demand Model	853	22.9%	
500 Technical Assistance	4384.5	100.0%	
501 Local/Regional Technical Assistance	1426	32.5%	
502 State Project Assistance	163.5	3.7%	
503 LPA Program Support	132	3.0%	
504 Special Projects	22.5	0.5%	
505 Regional Coordinating Councils	226	5.2%	
506 Transit/TDM/Bike/Pedestrian Planning	2414.5	55.1%	

Figure 4