

2016

**Corridor Management
Plan**

Adopted 10/17/2016

Created by the Towns of Durham, Newmarket, Madbury, and Rollinsford in partnership with the Strafford Regional Planning Commission.

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Byway Committee Participants

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

Table 1 - Past Byway Committee Participants

Municipality	Name	Affiliation
Newmarket	Diane Hardy	Town Planner
	Mike Ploski	
	Phil LePage	Newmarket Heritage Advisory Commission
	Bob LeGault	Newmarket Main Street Corporation
Durham	Jim Campbell	Director of Planning & Community Development
	Dick Lord	President of the Historic Association
Madbury	Eric Fiegenbaum	Conservation Commission Chair
Dover	Dan Barufaldi	Economic Development Director
	Chris Parker	Director of Planning
	Doug Dede	
	Thom Hindle	Director of Woodman Institute Museum
Rollinsford	Mike Gerrapy	Chairman, Rollinsford Planning Board
	Kevin Haines	Rollinsford Planning Board
	Maura Carriel	Citizen
	Patrick Carroll	Selectmen
	Tamara Niedzolkowski	Town Librarian (Citizen)
	Dan Marquis	Conservation Commission Chair
	Suzanne Huard	Board of Selectman

Table 2 - Current Byway Committee Participants

Municipality	Name	Affiliation
Newmarket	Diane Hardy	Town Planner
	Michael Provost	Historical Society
	Michael Hoffman	Code Enforcement
Durham	Andrea Bodo	Historic District Commission
	Wayne Burton	Town Council
	Todd Selig	Administrator
Madbury	Thomas Burbank	Planning Board
Rollinsford	Brian Pellerin	Cutter Family Properties
	Leanne Pellerin	Cutter Family Properties
	Judy Nelson	Planning Board
	Tamara Niedzolkowski	Citizen

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

The Mills Scenic Byway Committee developed this corridor management plan, in partnership with the Strafford Regional Planning Commission. This a “living document” that will be updated, as needed, to reflect the dynamic communities it represents, and the ongoing work of the Byway Bommittee.

Introduction

Corridor Management Plan Overview

The Mills Scenic Byway Corridor Management Plan (CMP) describes existing conditions and outlines plans for the protection and enhancement of the byway's intrinsic qualities. It is important to note that this Plan is a tool for local byway communities and advisory groups. It is not a regulatory document, and it does not affect the ability of each town to make independent planning and regulatory decisions. Rather, it considers the route as a single, continuous corridor and makes recommendations for the management and promotion of the byway as a whole. This is codified in NH State law:

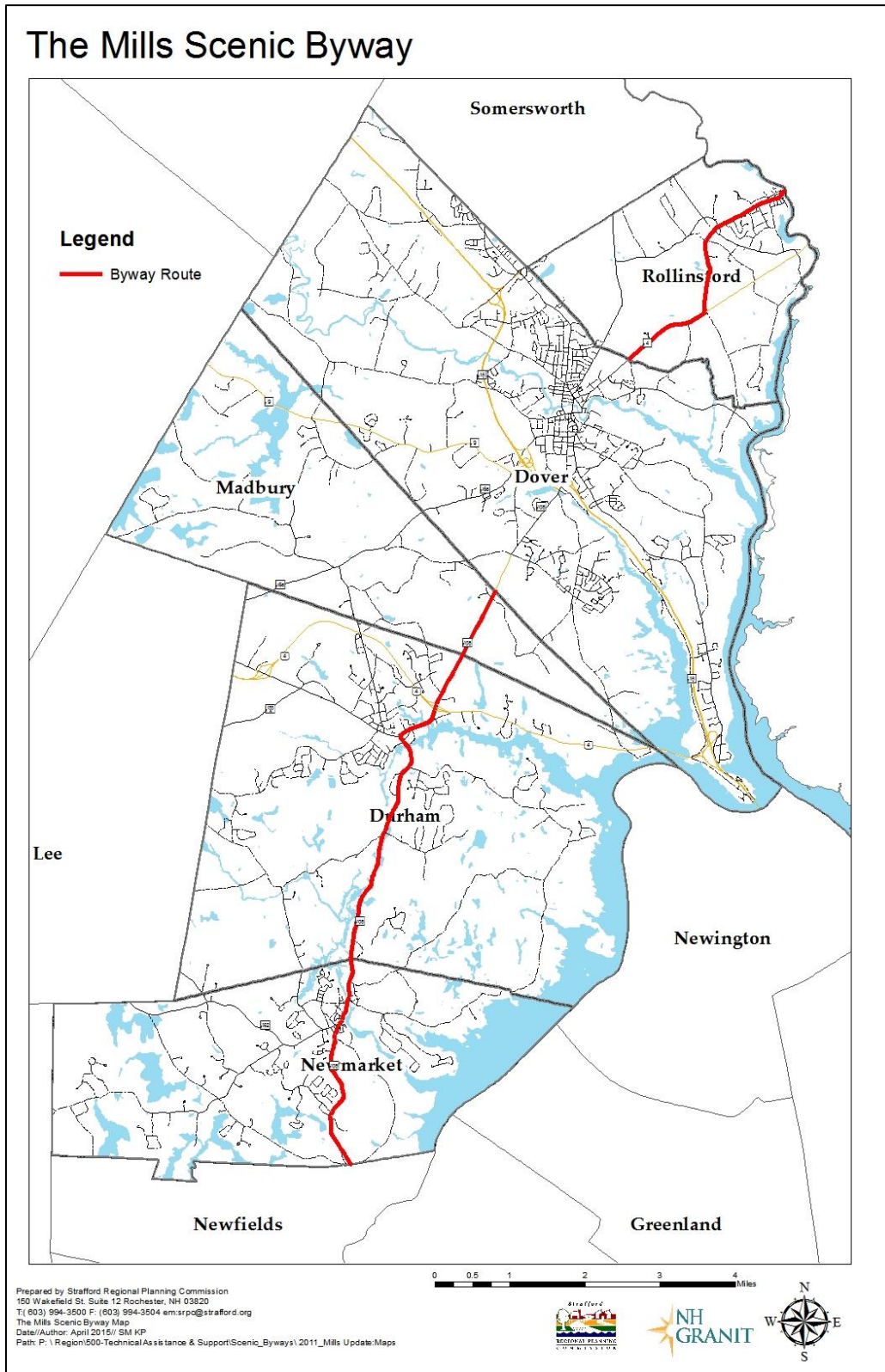
“...the rights of individual property owners shall be preserved, and that nothing in this subdivision shall be interpreted to preempt any land and zoning authority granted to municipalities under title LXIV.” Chapter 238, Section 19 (238:19)

The purpose of creating such a plan is to identify ways that the four communities can collaborate to strike a balance between promotion and protection of the byway's resources. Although this plan addresses the byway corridor as a whole, it does not treat the route as a homogenous stretch of roadway. The plan's goal is just the opposite: to recognize that each community has its own character, history, development patterns, and goals for the future. At the same time, the plan identifies opportunities for cooperation and collective engagement that develop continuity along the route.

This document contains four main sections. The Introduction summarizes the planning process, introduces the vision statement, and lists the goals and objectives for the byway. The Existing Conditions section presents an inventory of the byway's intrinsic scenic, historic, cultural, natural, and recreational qualities. Next, the plan describes physical conditions, including traffic and safety, signage, land use and conservation, and existing bicycle and pedestrian facilities.

The *existing conditions* section provides the basis for the Management Plan, which provides broadly stated goals for managing transportation, development, land use regulations, conservation, and recreation along the byway. The *action plan* and *implementation schedule* link the Management Plan with the goals and objectives, detail potential actions, and a timeline for their completion.

Map 1. Corridor Map



Planning Process

The Strafford Regional Planning Commission (SRPC) received funding through their Unified Planning Work Program to assist the towns of Newmarket, Durham, Madbury, and Rollinsford in creating a CMP for the Route 108/Route 4 Corridor. The four communities contributed in the form of volunteer time for committee participation. The Scenic Byways program is a federal program administered by the New Hampshire Department of Transportation (NHDOT).

Using a participatory process consistent with the FHWA's Context Sensitive Solutions (CSS) principles, SRPC worked with all four towns to form a Byway Committee and held a series of public meetings. CSS is a collaborative, interdisciplinary approach that involves all stakeholders in designing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions.

SRPC invited a number of different public entities to be actively involved in the planning process including planning boards, selectboards, town representatives and local citizens. In addition, SRPC also reached out to local Heritage Advisory Commissions, Historical Societies, Conservation Commissions, Planning and Community Development personnel, Town Librarians, and Economic Development Directors. Staff members from the Department of Transportation, a state agency, were able to participate on the Byway Committee.

The development of the Mills Scenic Byway Corridor Management Plan initially began in early 2009. It was picked back up in 2011 and again in 2014. A summary of public events and meetings is shown in Table 3.

About the National Scenic Byway Program

- **What is it?** The Federal Highway Administration (FHWA) administers the National Scenic Byway Program (NSBP). The NSBP "is a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States."* Each state has a byway program agency that administers the program and acts as a liaison with local byway groups. In New Hampshire, the byway program resides within the Department of Transportation.
- **Mission:** To provide resources to the byway community in creating a unique travel experience and enhanced local quality of life through efforts to preserve, protect, interpret, and promote the intrinsic qualities of designated byways.*
- **What are "intrinsic qualities"?** Intrinsic qualities are defined by the NSBP as "features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area." They are the collection of the resources that express the byway's character, interest, and appeal. They can be natural features, man-made structures, or important historic sites.**
- **Funding:** With the new transportation legislation, Moving Ahead for Progress in the 21st century (MAP-21), funding that was once available through the Transportation Alternatives Program for scenic byways is no longer provided. The New Hampshire Department of Transportation (NHDOT) suggests seeking out alternative forms of funding.
- **Promotion, Not Regulation:** Designation as a state or national scenic byway brings no extra regulatory burden on local communities except to prohibit billboards along the route. Local byway groups are responsible for developing a plan for their byway and for promoting the protection of key resources. These groups can advise municipalities on protection efforts; however, they do not have any regulatory authority. Local byway groups can also work on promotional projects such as developing websites, interpretive materials, and events that celebrate the byway's unique characteristics.

*<http://www.bywaysonline.org/program/>

**<http://www.bywaysonline.org/program/iq.html>

Table 3 - Public Participation Process

Events/Meeting	Date/Time/Place	Goal	Outcome
Proposed Mills Scenic Byway Public Hearing	January 29, 2014 7PM Oyster River Community Room 49 Madbury Rd Durham NH	Give the public a chance to hear about the byway and make comments	
Informational Meeting	Tuesday April 14, 2015, 7:00pm Madbury Town Hall	Update the public on the status of the byway and gather volunteers for a Corridor Advisory Committee	Initial meeting with new SRPC staff: discussed current state of the byway and CMP, planned next meeting in May to start forming a committee.
Committee Meeting	Tuesday May 19 th 2015, 5:30pm Madbury Town Hall	General planning and committee formation.	Reviewed byway committee requirements and CMP approval process, discussed unique town characters, and distributed resources and assignments to committee members.
Committee Meeting	Wednesday, June 24, 2015, 5:30 pm Rollinsford Public Library,	General planning and work task assignments	Reviewed appointment letters for the advisory committee, discussed byway purpose and goals, assign CMP writing tasks.
Committee Meeting	Wednesday July 22, 2015, 5:30 Newmarket Public Library	General Planning and work task updates	Introduced new committee representative from Madbury, discussed financial management challenges and marketing opportunities, reviewed CMP work and submission process
Committee Meeting	Wednesday, September 16, 2015 6:00 pm Durham Town Hall	General planning and review of byway process requirements.	Planned for upcoming visioning session, discussed logo design, nominated committee chair, reviewed CMP approval timeline.
Public Visioning Session	Thursday, November 5 th 2015 Newmarket Town Hall 6:30pm	Receive committee and public input for designing a vision and goals for the byway.	Conducted visioning exercise and recorded input from meeting attendees. Incorporated comments into CMP
Committee Meeting	Tuesday, January 19 th , 2016, 6:30pm Durham Town Hall	CMP editing and approval process.	Reviewed recent work on CMP, discussed possible marketing opportunities and byway expansion.
Committee Meeting	Thursday, September 15 th , 2016 6:30pm Rollinsford Public Library	Review byway attractions for inclusion in GIS Storymap development, review of signage implementation process	Members will submit attractions for draft Storymap development and primary locations for signage.

According to FHWA Interim Policy (Federal Register Vol. 60, No. 96, 1995), corridor management plans must incorporate fourteen components for any byway application for national designation. Although at this time, there are no plans to nominate the Mills Scenic Byway for national recognition, incorporating the fourteen required elements ensures that this CMP is comprehensive.

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

Federal Highway Administration Requirements 14 Points

The Federal Highway Administration put forth the following requirements for byways that strive for National Scenic Byway recognition – as stated in the Interim Policy for the National Scenic Byways Program. Although the New Hampshire Scenic and Cultural Byway Committee does not require all fourteen points for byways not seeking national recognition, they recommend including the points in corridor management plans.

1. A map identifying the corridor boundaries, location of intrinsic qualities, and land uses in the corridor.
2. An assessment of the byway's intrinsic qualities and their context (the area surrounding them).
3. A strategy for maintaining and enhancing each of the byway's intrinsic qualities. Ask what you want the byway corridor to look like in 10-15 years and develop goals and strategies to help you get there.
4. A list of the agencies, groups, and individuals who are part of the team that will carry out the plan, including a description of responsibilities.
5. A strategy for how existing development along the corridor might be enhanced and how to accommodate new development while preserving the byway's intrinsic qualities.
6. A plan for on-going public participation.
7. A general review of the road's safety record to locate hazards and poor design, and identify possible corrections.
8. A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers, and pedestrians.
9. A listing and discussion of efforts to minimize anomalous intrusions on the visitor's experience of the byway, such as landscape screening.
10. Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising.
11. A plan to make ensure that the number and placement of highway signs will not get in the way of scenery, but still be sufficient for wayfinding
12. Plans for making and publicizing the byway.
13. Any proposals for modifying the roadway, using context sensitive design standards.

14. A description of what you plan to do to explain and interpret your byway's significant resources to visitors. Interpretation could be visitor centers, leaflets, audio tours, information panels, and special events. In this category, creativity makes a big difference.

Existing Conditions

Route Description

Starting at the northern end, the route starts at the border of South Berwick Maine, and Front Street in Rollinsford, New Hampshire. Continuing south from Front Street, the route turns right onto Main Street, and continues onto Roberts Road where the route intersects with NH Route 4, Portland Ave. The route continues down Portland Ave to the border of Rollinsford and Dover. The byway stops here and picks up in Madbury on Route 108 but it easy to continue through Dover along Route 108 to join the next leg of the route. The byway follows Route 108 through Durham and into Newmarket where the route ends at the town line of Newmarket and Newfields.

Inventory of Intrinsic Qualities

According to the FHWA Scenic and Cultural Byway designation criteria, a route must possess qualities of regional significance from at least one of the following six intrinsic values: Scenic, Natural, Historic, Cultural, Archeological, and Recreational. The Mills Scenic Byway possesses noteworthy qualities of all six resources.

Scenic Resources

The Mills Scenic Byway offers a clear depiction of small, yet vital, communities along the coastal shores of the Lamprey, Oyster, Bellamy, Salmon Falls, and Cocheco Rivers that retain the character and appeal of historic mill towns. Such scenes still exist along the Route 108 and Route 4 Corridor. There are breathtaking views of rolling open hills bordered by forest and stone walls cut through by brooks and low-lying wetland marshes, views of pristine farmland that open up to downtown historic districts peppered with white church steeples, old mill buildings, river frontage, and park areas with access for nature walks and other recreational activities. These charming scenes illustrate historical New England mill towns which have seen a steady transformation from early sawmills, to thriving textile industry, to peaceful town centers or thriving small cities.

Traveling north on Route 108 in Newmarket the byway winds through the downtown and passes both Arbor and Schanda Parks. Together they offer remarkable views of the tidal portion of the Lamprey River and an old-style fishing weir that was used by the Swamscott Indians and early settlers. Next, the byway crosses over the newly (2009) state designated "Newmarket Veteran's Bridge" that overlooks the federally designated "Wild and Scenic" portion of the Lamprey River extending to the Macallen Dam and accompanying fish ladder.

Next, the byway winds along Route 108 heading north from the Town of Newmarket, passing the scenic Beaudette Farm property as well as a portion of the Lamprey River and contiguous wetland areas. As the byway continues, it passes over the beautiful Oyster River, a designated waterway under the State Rivers Management and Protection Program. This portion of the byway is adjacent to the historic Oyster River Ambursen dam, the tidal portion of the Oyster River, and the 16-acre conservation easement around Mill Pond.

As a byway user crosses into Madbury the landscape opens up into undulating hills and local farmland. Here one will find a number of houses that were built in the late 1700s to the early 1800s and were homes to some of the largest dairy farms in the town.

After leaving the Dover downtown Historic District byway travelers enter Rollinsford on Route 4. There travelers can enjoy scenic views of 18th and 19th century farms, which remain untouched including the Yeaton Farm (there are several more on Roberts Road established years ago by the Roberts and Wentworth families). Viel Farm on Roberts Road is a second generation working farm and now a popular farm stand that offers local vegetables and gorgeous views year-round.

Natural Resources

Despite a long and colorful history that has spanned nearly four centuries much of the land beside the Mills Scenic Byway remains undeveloped. Travelers along the byway have the opportunity to enjoy a wide variety of natural resources, including Town and City parks, forests, rivers, rock features, wetlands, and other wildlife conservation areas that host a plethora of plants, birds, and animals. Preserving these areas and natural features are a high priority for the municipalities along the route for the ecological services they provide, their visual value, and for associated recreational use.

A few highlights of the byway's natural and protected lands include: Heron Point Sanctuary (a 32-acre Conservation Commission Site), Schanda Park, and Split Rock (a well-known local landmark, visible in many historical photographs) in Newmarket; the Lamprey River Preserve, Doe and East Foss Farm, the Powers Easement (95-acres), the Gowdy & Farrell Easement (55-acre), Old Landing, Mill Pond, and Jackson's Landing in Durham; the Brett Easement in Madbury, which is a 53-acre conservation easement that ensures the protection of approximately 1,300-feet along Gerrish Brook, a tributary to Johnson Creek connecting to the tidal portion of the Oyster River (this easement also marks the Great Bay Resource Protection Partnership's 100th project resulting in the conservation of 5,800 acres around the Great Bay to date); the Bellamy and Cocheco Rivers in Dover; and the Rollinsford Town Forest.

Historic Resources

The Mills Scenic Byway is rich with history, exemplified by the many historic sites, districts, and structures from different time periods. European settlement began in the early 1600s and Dover was first established in 1623 – it is the oldest permanent settlement in New Hampshire and seventh oldest in the United States. The other towns were all established in the late 1720s and early 1730s, except for Rollinsford (incorporated in 1849). The historical settlement patterns of coastal New England remains evident today, with pastoral agricultural lands surrounding centers of commerce along rivers.

Before European settlement Native American tribes lived in villages along the Lamprey, Oyster, Bellamy, Salmon Falls, and Cocheco Rivers. In the early 1600s, white settlers began to claim these areas for farming and raw materials. These early days of colonial seaports along the rivers led to successful shipbuilding industries well into the 1700s. Beginning roughly in the 1820s, the Industrial Revolution stimulated rapid growth in small communities and brought factories, large homes, shops, and other institutions. During this time, stone mills, early corporations, public and religious institutions, as well as many homes and business blocks were built. Cotton textile production was a leading manufactured product and spanned decades of successful mill operation through the middle of the 20th century. Today, the seacoast is home to a thriving small business community. The history of the 19th century textile mills is the common element found along the byway.

In Newmarket, the system of cotton textile production and corporate organization established in the 1820s was based on practices developed between 1813 and 1820 by the Boston Manufacturing Company at Waltham, Massachusetts and introduced water-powered weaving production of cloth.

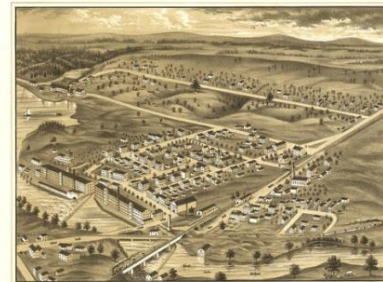
Despite being modeled after the factories in the Waltham system, the most significant difference was the use of granite instead of brick, which set the pattern for company's early building. By 1832 three mills were completed and in full operation, containing a total of 13,824 spindles, employing approximately 60 men and 613 women, and producing over 2,250,000 yards of cloth which averaged ten cents a yard.

While there are currently no historic manufacturing sites existing in Durham; the Oyster River Ambursen Dam was the site of the Old Jenkins Mill in the mid-1800s. This mill stood until it eventually collapsed from decay and the weight of snow, reportedly in about 1955. The foundation remains today.

In Rollinsford, the Salmon Falls Manufacturing Company began producing woolen cloth in the early 1820's. Under the leadership of James Rundlet (Portsmouth, NH), the mills quickly became a competitive force in the market. Within ten years, Salmon Falls was producing nearly 7 percent of all broadcloth in the United States.

Today, the Mills offer a miniature view of nineteenth century industrial life and a perfect environment to revisit the way of life in a New England mill town.

Each municipality, except for the Town of Madbury, has a Historic District where these mills remain and function as focal points for development of more recent engineering, professional services, and commercial industries. Durham, Dover, and Rollinsford's districts are registered with the National Register of Historic Places.



There are several graveyards and cemeteries that can be found along the byway, that contain many historic grave sites. In Newmarket, there is a historic graveyard located right behind the Police Station. In Rollinsford, Old Town Cemetery abuts the Viel Farm and contains many historic grave sites from the 17th, 18th and 19th centuries. Across the street from the graveyard in one corner of New Town Cemetery is the site of the original school house in Rollinsford. A historic marker tells of the Sullivan School established in the 1700s.

There is also a section of Route 4 in Rollinsford that runs parallel to the Newichawannock trail; a pre-1600 Native American roadway used by Revolutionary War soldiers traveling from Maine and New Hampshire to Boston.

Many other historic buildings and structures line the byway, including the Engine House (1852), John Webster Hall (1884), a War Era Cannon, and the Robert White Memorial Stone in Newmarket; the General John Sullivan House (pre-1764), Pines Guest House (pre-1760), Durham Courthouse (1825), Red School House (1790), Mark Willey House (1770), and the Windborn Adams House (1750) in Durham; Gerrish House (1840), the Adams House (1750), the Meserve House (1750) and the Hopey-Rinta House in Madbury; and Tuttle Square, Kirkland Street, First Parish Church (1829), William Hale House, Morton

Park with the Towns Civil War Monument, two civil war era cannons, the Sullivan School (established in the 1700s) and the Ramsdell Building (Town Hall) in Rollinsford.

Cultural Resources

The municipalities along the Mills Scenic Byway all have classic New England character, offering cultural events for both residents and visitors. While in Newmarket visitors can visit the John Webster Library (1884), the Ampers& Gallery (located in historic Mill No. 6), and the Stone School Museum (1841). Just a short walk up the hill travelers can also visit one of the most unique places in the entire Seacoast – the Stone Church (1832), which is known throughout New England as an unforgettable place to both play and hear live music. Every year, the Town of Newmarket also plays host to Olde Home Day and the Heritage Festival. Byway users traveling through the Town of Durham can visit the Mill Pond Center for the Arts, located in downtown, which is a non-profit organization offering high-quality programs in the visual, language, and performing arts that enrich the local culture by attracting not only local talent, but national talent to the area. In the Town of Rollinsford, the Garrison Players Art Center (1953) is dedicated to enriching the cultural life of Dover and the surrounding communities by presenting high-quality theatrical productions geared for family audiences.

LAMPREY HERITAGE TOURS
Newmarket, New Hampshire

Choose from four exciting tours!

- Newmarket Manufacturing Company Millyard Tour – by appointment
- Newmarket Business and Industrial National Register Historic District – by appointment
- Gundalows, Packets, Schooners and Weirs...Four Centuries on the Lamprey – by appointment
- Murder, Mischief, Mishaps and Mayhem...Tales of Old Newmarket

Walking Tour
Thurs., Oct. 29, 2009 6:00pm

Walking Tour
Fri., Oct. 30, 2009 6:00pm

Trolley Tour
Sat., Oct. 31, 2009
6:00pm & 7:30 pm*

Walking Tours are \$10 adult, \$6 student/child
Trolley Tours are \$15 adult, \$10 student/child*
(child must be accompanied by adult)

Proceeds benefit Newmarket Heritage Activities

The municipalities along the byway also have active Historical and Heritage Societies which offer guided walking tours of the surrounding area. These are just a few of the cultural qualities to be appreciated along the byway corridor.

Archeological Resources

The Town of Newmarket possesses both ruins of the Foundation to Mill No. 8 (known as the Great Weave Shed) and the Covered Bridge Abutments (the only covered bridge in Rockingham County) that were washed away in the Mother's Day Flood in 2006. There are many other potential archeological sites that exist within the corridor; however, they do not currently contribute significantly to the byway traveler's experience.

Recreational Resources

The recreational activities along the byway depend upon the natural elements of the corridor's landscape. The five rivers (Lamprey, Oyster, Bellamy, Salmon Falls, and Cocheco) all provide access points for anglers, kayakers, and swimmers right along the route. Water Street in Newmarket offers access points for kayak and canoe launches, as well as excellent fishing locations on the Lamprey River; most notably the Upper Narrows and Young's Cove. The Rockingham Country Club offers a 9-hole golf course open to the public. The most notable recreational resources along the proposed byway in Durham consist of the Church Hill skating rink and boathouse at Jackson's Landing. The Church Hill Skating Rink offers regular public skating, a variety of community skating events, teen skate nights, and ice hockey to the community and visitors. Located at Jackson's Landing is the University of New Hampshire (UNH) Boathouse which is utilized by the Great Bay Rowing, Oyster River High School, UNH rowing team and the general public. The newly conserved Brett Easement, in Madbury, offers land for hiking, snowshoeing, and wildlife observation right along the route. This area is also known for providing

North American waterfowl breeding, migration, and wintering habitat for more than 20 species of migratory waterfowl species.

Many other parks and recreational facilities are located along the byway including Arbor Park, Schanda Park, and Lamprey River access in Newmarket; Guppey Park, Joe Parks Riverwalk and Gardens, Immigrant's Park, Fish Ladder Park, and Lamprey and Bellamy River Access in Dover; the Rollinsford Town Forest.

Site Access

Many sites can be accessed from the road but some noted sites may be accessed off the route or close to the route. These off-route sites might not be located in the "view shed" but serve as an important resource to the community. A view shed is considered to be what can be seen by a driver on the route.

Table 4 lists features found within the byway corridor that exemplify the six intrinsic qualities discussed above. Additional descriptive information, photos, and town-by-town maps can be found in Appendix A Table 4: Byway Inventory.

Table 4 Byway Inventory List

Site	Location	Distance from Route	Municipality	Intrinsic Quality
Fishing Weir	Route 108	200 yards	Newmarket	Scenic Historic
Lamprey River	Route 108	On route	Newmarket	Scenic Natural Recreational
Macallen Dam	Route 108	On route	Newmarket	Scenic
Arbor Park	Route 108	100 yards	Newmarket	Scenic Recreational
Schanda Park	Route 108	100 yards	Newmarket	Scenic Recreational
Heron Point Sanctuary	Route 108	200 yards	Newmarket	Natural Recreational Scenic
Split Rock	Route 108	50 yards	Newmarket	Natural Scenic
Historic Graveyard	Route 108	200 yards	Newmarket	Historic
Engine House	Route 108	On route	Newmarket	Historic
John Webster Hall	Route 108	On route	Newmarket	Historic Cultural
Newmarket Mills [No. 4, 5, & 6]	Route 108	On route	Newmarket	Historic Cultural
War Era Cannon	Route 108	On route	Newmarket	Historic
Robert White Memorial Stone	Route 108	On route	Newmarket	Historic
Newmarket Historic District	Route 108	On route	Newmarket	Historic
Ampers& Gallery [Mill No. 6]	Route 108	On route	Newmarket	Cultural
Stone School Museum	Route 108	100 yards	Newmarket	Cultural
Stone Church Music Hall	Route 108	100 yards	Newmarket	Cultural
Olde Home Day	Route 108	On route	Newmarket	Cultural
Heritage Festival	Route 108	On route	Newmarket	Cultural
Mill No. 8 Ruins	Route 108	100 yards	Newmarket	Archaeological
Water Street – River Access	Route 108	200 feet	Newmarket	Recreational
Powers Easement	Route 108	On route	Durham	Natural
Moat Island	Route 108	On route	Durham	Natural
Laroache Farm	Route 108	On route	Durham	Natural
Beaudette Farm	Route 108	On route	Durham	Natural
Moriarty/Gowdy Farrell Tract	Route 108	On route	Durham	Natural
Lamprey River Preserve	Route 108	On route	Durham	Natural
Doe Farm	Route 108	On route	Durham	Natural
East Foss Farm	Route 108	On route	Durham	Natural
Mill Pond	Route 108	On route	Durham	Natural Recreation
Jackson's Landing	Route 108	On route	Durham	Natural

Site	Location	Distance from Route	Municipality	Intrinsic Quality
				Recreation
Old Landing	Route 108	On route	Durham	Natural
UNH Macdonald Lot	Route 108	On route	Durham	Natural Recreation
Wagon Track/Old Dover Road	Route 108	On route	Durham	Natural Recreation Scenic
Oyster River Dam	Route 108	On route	Durham	Historic
General Sullivan Monument	Route 108	On route	Durham	Historic
General John Sullivan House	Route 108	On route	Durham	Historic
Pines Guest House	Route 108	On route	Durham	Historic
Three Chimney's Inn	Route 108	On route	Durham	Historic
Old Town Pound	Route 108	On route	Durham	Historic
School House Lane Cemetery	Route 108	On route	Durham	Historic
Old Durham Town Hall/Courthouse	Route 108	On route	Durham	Historic
Smith Chapel	Route 108	On route	Durham	Historic
Red School House	Route 108	On route	Durham	Historic
Mark Willey House	Route 108	On route	Durham	Historic
The Ledges	Route 108	On route	Durham	Historic
The Parsonage	Route 108	On route	Durham	Historic
The Winborn Adams House	Route 108	On route	Durham	Historic
The James Paul House	Route 108	On route	Durham	Historic
The Boathouse	Route 108	On route	Durham	Recreation
Oyster River	Route 108	On route	Durham	Scenic Natural Recreation
Lamprey River	Route 108	On route	Durham	Scenic Natural Recreation
Brett Easement	Route 108	On route	Madbury	Natural Recreation
Gerrish House	Route 108	On route	Madbury	Historical
Adams House	Route 108	On route	Madbury	Historical
Meserve House	Route 108	On route	Madbury	Historical
Hopey-Rinta House	Route 108	On route	Madbury	Historical
Thayer/McGivern House	Roberts Road	On route	Rollinsford	Historic
Roberts House	Roberts Road	On route	Rollinsford	Historic
Salmon Falls River Bridge	Main Street	On route	Rollinsford	Historic
Salmon Falls Manufacturing Co., Mills	Front Street	On Route	Rollinsford	Historic
Col Paul Wentworth House	Water Street	100 yards	Rollinsford	Historic
Mill Agent's House	Front Street/South	Off Route	Rollinsford	Historic
Town Civil War Monument	Roberts Road	On route	Rollinsford	Historic

Site	Location	Distance from Route	Municipality	Intrinsic Quality
Two Civil War Era Cannons	Roberts Road	On route	Rollinsford	Historic
Sullivan School	Roberts Road	On route	Rollinsford	Historic
Town Hall (Alvah T. Ramsdell Building)	Main Street	On route	Rollinsford	Historic
Salmon Falls Historic District	Main Street	On route	Rollinsford	Historic
Morton Park	Roberts Road	On route	Rollinsford	Historic
Rollinsford Town Forest/Scoutland	Main Street	On route	Rollinsford	Natural Recreation
Salmon Falls River	Front Street	On route	Rollinsford	Scenic Natural Recreation
Newichawannock Trail	Route 4	100 yards	Rollinsford	Historic
Old Town Cemetery	Roberts Road	On route	Rollinsford	Historic
Garrison Players Art Center (Hiram R. Roberts, Grange #194; Alvah T. Ramsdell, architect)	Route 4	On route	Rollinsford	Cultural
Yeaton Farm	Route 4	On route	Rollinsford	Scenic
Viel Farm	Roberts Road	On route	Rollinsford	Scenic
Rollinsford Grade School	Locust St	500 yards	Rollinsford	Historic

Bold = Recognized in the National Register of Historic Places

Physical Conditions

Traffic and Safety

Most of the Mills Scenic Byway is primarily made up of state-maintained roads: NH 108 in Newmarket, Durham, Madbury, and Dover; and Route 4 in Dover and Rollinsford. This route now includes Roberts Road, Main Street, and Front Street in Rollinsford, which are all classified as local roads.

There are three highway functional classification groups within the Mills Scenic Byway system: Rural Major Collector, Urban Minor Arterial, and Urban Collector. Functional classification is the process by which streets and highways are grouped into classes according to the character of service they are intended to provide.

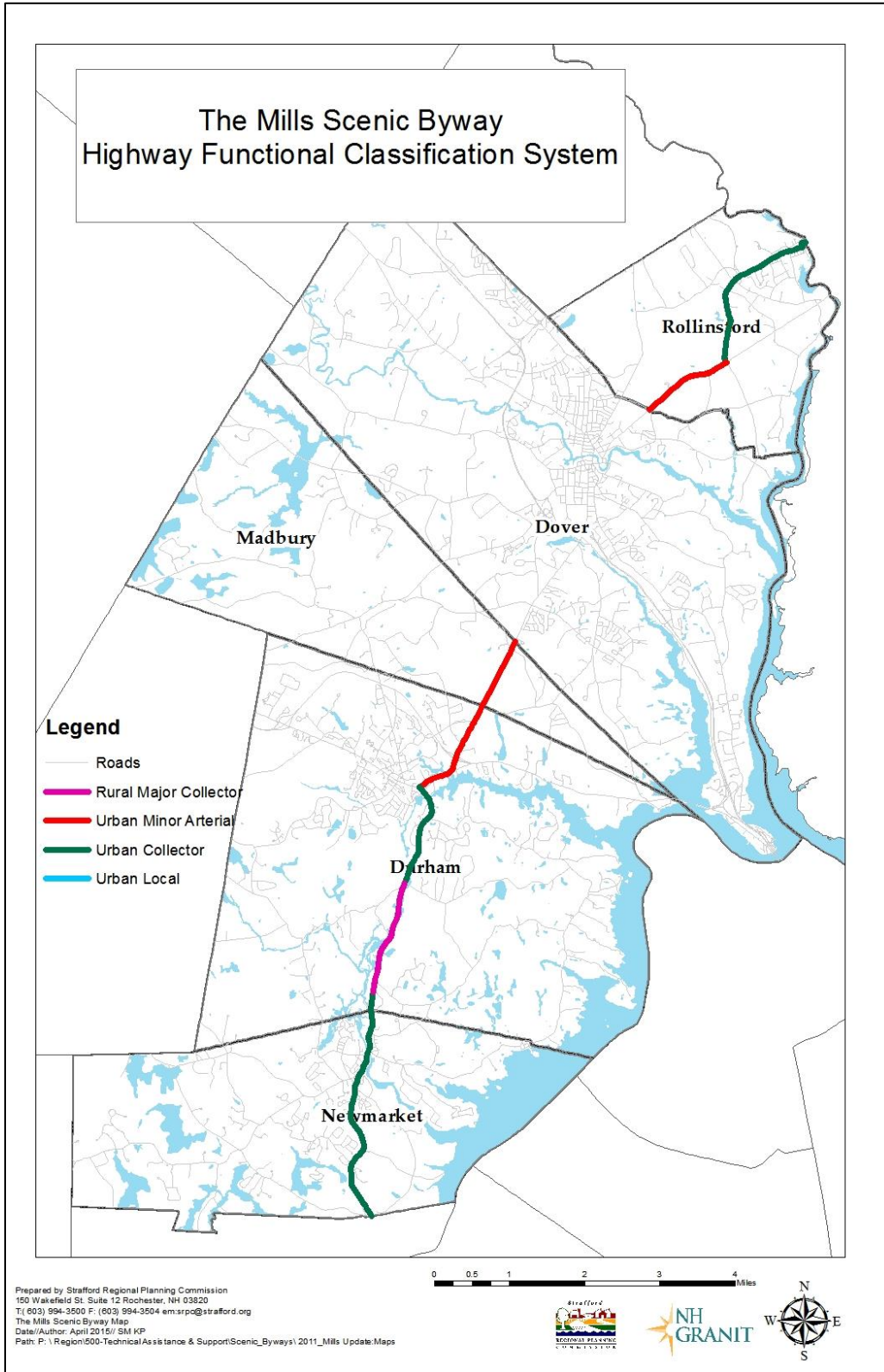
The concept of a functional classification system has been helpful to states and their DOT's for many years as a management tool in a variety of areas pertaining to highways. Federal, State and local governments use this tool to assign jurisdictional responsibility, allocate funds, and establish appropriate design standards for roadways.

Table 5 - Highway Functional Classification System for Mills Scenic Byway

Function Class	Description
Rural Major Collector	<p>The Rural Collector Road System generally serves travel of primarily intra-county rather than statewide importance and constitutes those routes on which (regardless of traffic volume) predominant travel distances are shorter than on arterial routes. More moderate speeds will be typical. The characteristics of a rural collector system is subclassified according to the following criteria:</p> <ul style="list-style-type: none"> • Provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance, such as consolidated schools, shipping points, county parks, important mining and agricultural areas, etc. • Link these places with nearby larger towns or cities, or with routes of higher classification. • Serves the more important intra-county travel.
Urban Minor Arterial	<p>The Minor Arterial Street System includes all arterials not classified as a principal and contains facilities that place more emphasis on land access than the higher system. This system should have the following characteristics:</p> <ul style="list-style-type: none"> • Serves trips of moderate length at a somewhat lower level of travel mobility than principal arterials. • Provides access to geographic areas smaller than those served by the higher system. • Provides intra-community continuity but does not penetrate identifiable neighborhoods. <p>The spacing of minor arterial streets may vary from 0.125 to 0.5 mile in the central business district to 2 - 3 miles in the suburban locations, but normally should not be more than 1 mile in fully developed areas.</p>
Urban Collector	<p>The Urban Collector Street System differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods. The characteristics of the collector street system are as follow:</p> <ul style="list-style-type: none"> • Collects traffic from local streets in residential neighborhoods and channels it into the arterial system. • Provides both land access service and traffic circulation within commercial areas, industrial areas, and residential neighborhoods.
Urban Local	<p>The Urban Local Street System offers the lowest level of mobility and the highest level of land access service. The characteristics for local street system are the following:</p> <ul style="list-style-type: none"> • Comprises all facilities not on any of the higher systems. • Provides direct access to land and to higher road systems. • Through traffic usage is discouraged.

[Source: Highway Functional Classification System]

Map 2. Functional Classification System



Traffic Volume

The Strafford Regional Planning Commission collected weekday traffic data along the Byway during 2014 on behalf of NHDOT and municipalities, including traffic volume. Data were collected at 17 points. **Map 3** shows annual average daily traffic (AADT) at each point.

Because Route 108 is a major north-south corridor connecting both Rockingham and Strafford counties in southeastern New Hampshire, it is by far the most heavily traveled portion of the Byway.

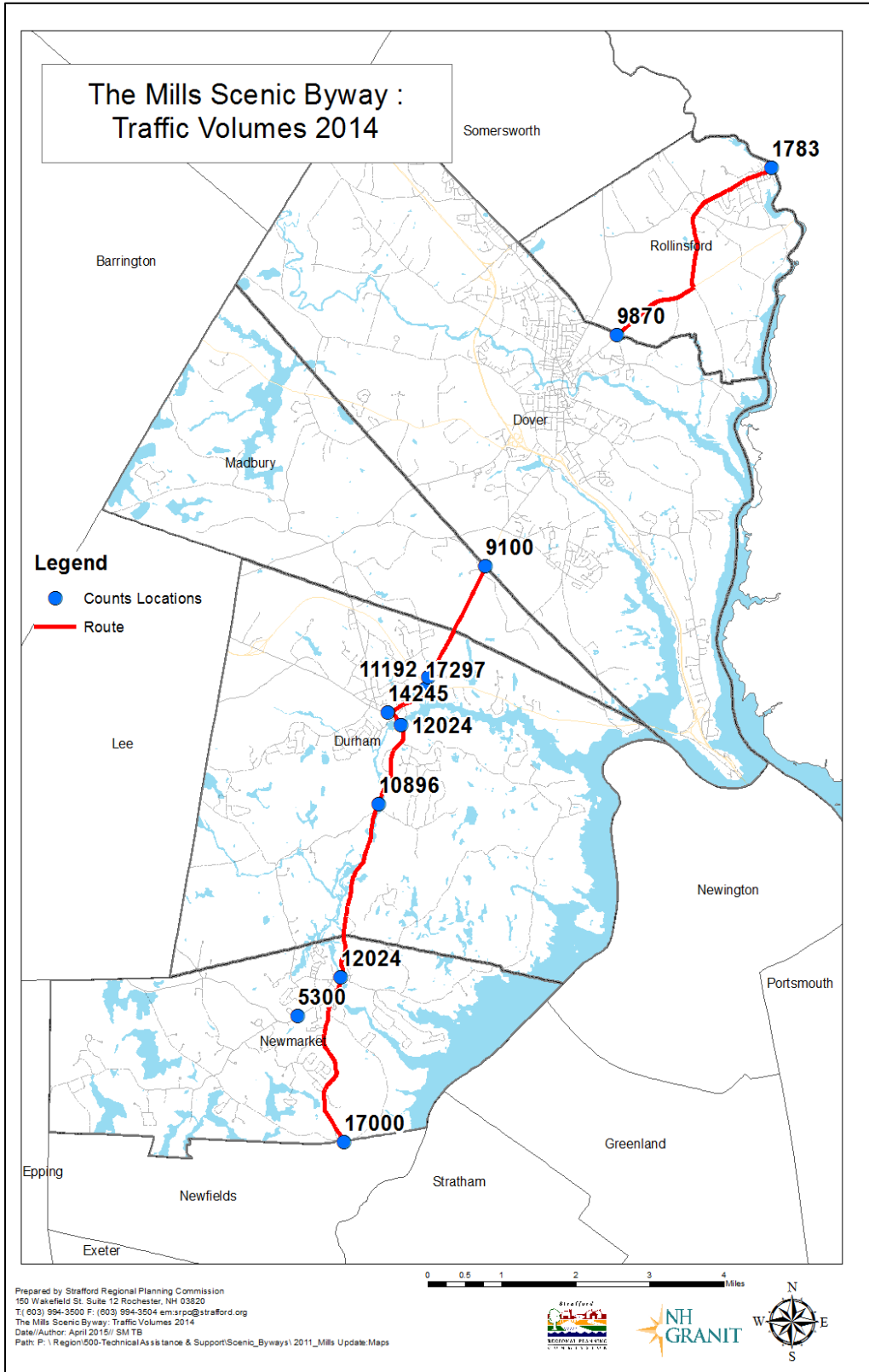
In the most southern section of the byway: at the Newmarket-Newfields town line (across from the Rockingham Country Club), 17,000 vehicles per day were counted; with that number decreasing to 12,024 at the Lamprey River Bridge.

Continuing north, the heaviest traffic site is located in Durham south of Route 4 (17297).

The section of Route 4 in Dover and in Rollinsford carries slightly lower traffic volumes with an ADDT of 9,870 at the Dover-Rollinsford town line. As the byway continues through Rollinsford and turns onto Roberts Road, Main Street, and Front Street the average daily traffic diminishes dramatically. Once onto these local roads the ADDT average dropped to approximately 1,783 vehicles per day.

Traffic data collected in 2014 reflect weekday traffic volumes only. For purposes of Byway planning, it may be helpful in the future to collect weekend traffic data, since many people traveling for leisure along the Byway may pass through on weekends. The difference in volumes between weekdays and weekends could be one indicator of how much leisure travel is occurring in the area. Similarly, traffic data collected during different times of the year could also be useful in discerning seasonal travel patterns.

Map 3. Average Annual Daily Traffic for 2014



Traffic Speed & Accident Data

Over the data collection process, not all traffic locations were able to produce accurate speed data due to complications with traffic counters and other equipment malfunctions. With the inability to collect average vehicle speeds at all 17 points along the Byway, an individual speed and accident analysis was completed on a town-by-town basis. Each municipality provided speeding citations/warnings as well as collision data for years 2007-2011. While reviewing the data, it should be noted that there are limits to this kind of data collection and the following should be considered:

- Crash data are limited only to a count of the number of collisions reported to the police departments. Other factors which may be useful in trend analysis - such as direction of travel, severity, and causation factors - were not researched due to time constraints.
- Speed offenses are sorted by the approximate location of the offense as observed by officer(s), but may be slightly skewed toward the location of the traffic stop in some cases.
- When applicable school speed zones are set within municipalities. These speed control times are staggered between grades and speed enforcement in these areas is comparatively low due to two factors: traffic congestion and limited opportunity for officers to position themselves for enforcement.

Solutions for excessive speeding on the Bypass include either reducing the speed limit further to encourage traffic to slow down, or increasing the enforcement of existing speed limits. A further study may be needed to analyze the posted speed limit and enforcement efforts.

Newmarket

In preparation for the corridor management plan for Route 108/Route 4 Byway, the Newmarket Police Department reviewed crash data and the citation history for the previous five (5) years. The data were sorted to approximate location on the corridor and is shown below.

Table 6 - Traffic Speed and Accident Data for the Town of Newmarket

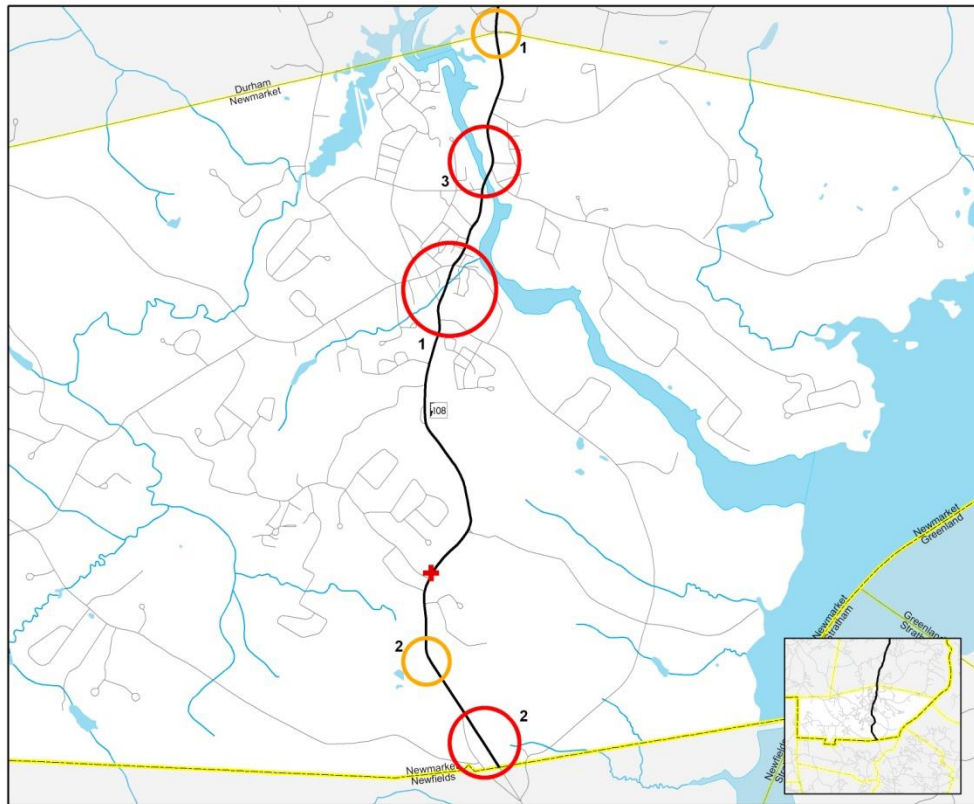
[Source: Newmarket Police Department]

	Speeding Citations & Warnings	Problematic Speeding Areas (highest frequency to lowest)	Collisions	Problematic Collision Areas (highest frequency to lowest)
2007	n/a	1) Durham town line at Simons Lane 2) Route 108 near Golf Course	n/a	1) Exeter Street "Bowl" Area (68) 2) Exeter Road near the Newfields town line (59) 3) North Main Street at Library North towards Durham (27)
2008	n/a		n/a	
2009	n/a		n/a	
2010	n/a		n/a	
2011	n/a		n/a	
TOTAL	557			

*1 fatal collision on Exeter Street (Route 108) at Hershey Lane in 2007

According to the Newmarket Police Department most of the accidents that have occurred in the Town have been associated with inclement weather and driver inattention; not speeding. While infrastructure improvements were being done in the downtown area, the department saw fewer collisions than expected and attributed this to slower speeds during construction. It should also be noted that traffic tends to increase substantially in the fall due to student enrollment at the University of New Hampshire.

Map 4. Problematic Speeding and Collision Areas



+ Fatal Collision in 2007

Durham

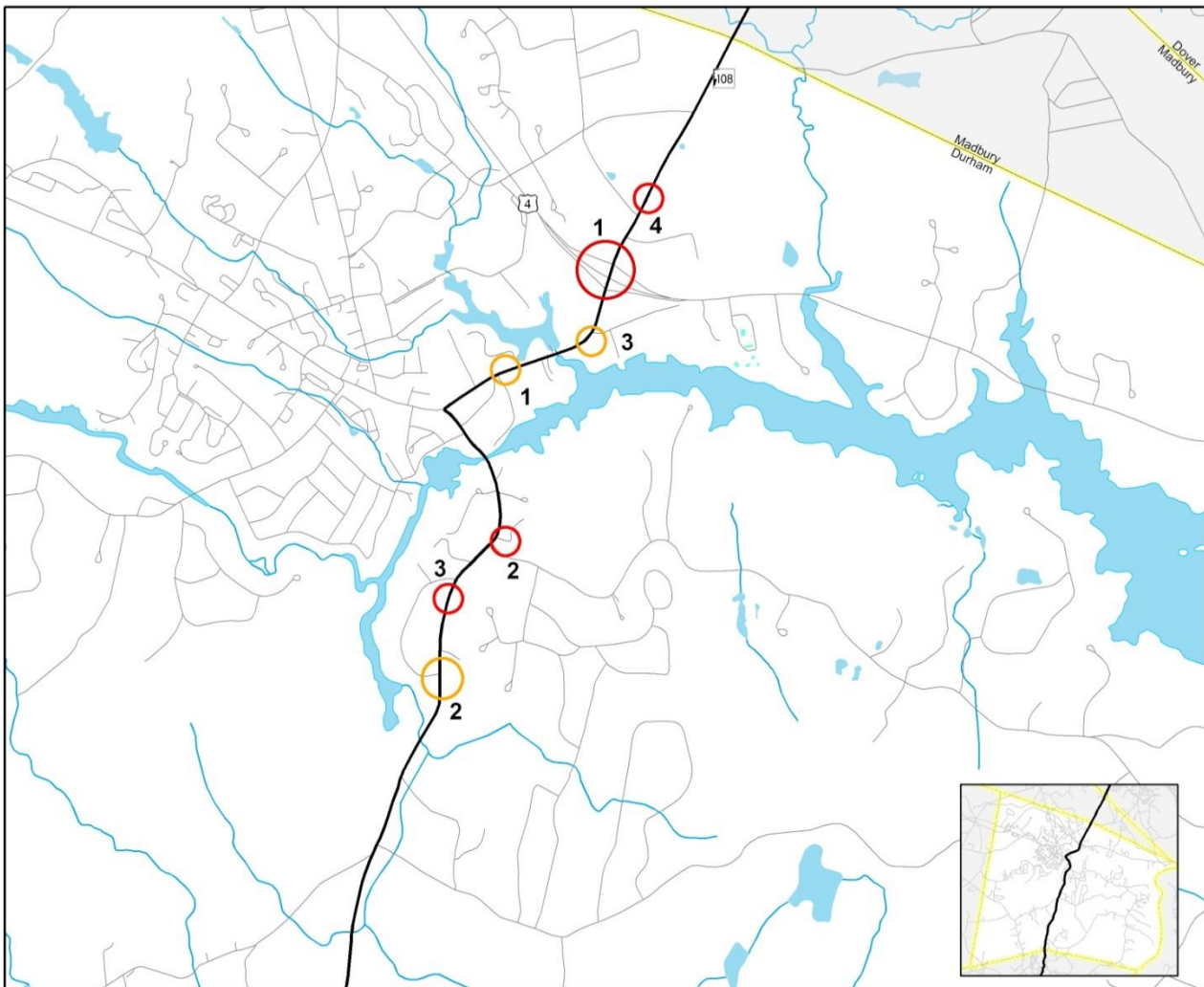
In preparation for the corridor management plan for Route 108/Route 4 Byway, the Durham Police Department reviewed crash data and the citation history for the previous five (5) years. The data were sorted to its approximate location on the corridor and is shown below.

Table 7 - Traffic Speed and Accident Data for the Town of Durham

[Source: Jen Johnson – Durham Police Department]

	Speeding Citations & Warnings	Problematic Speeding Areas <i>(in no particular order)</i>	Collisions	Problematic Collision Areas <i>(in no particular order)</i>
2011	812	1) Dover Rd at 28 Dover Rd (Old Landing Rd Intersection) 2) Newmarket Rd at Ketchum’s Way 3) Dover Rd at Coe’s Corner	34	1) Dover Rd at Route 4 Intersection 2) Newmarket Rd at Durham Point Rd 3) Newmarket Rd at Laurel Lane 4) Dover Rd at Canney Rd
2012	382		34	
2013	504		46	
2014	512		46	
2015	317		33	
TOTAL	2,527		193	

Map 5. Problematic Speeding and Collision Areas



Madbury

In preparation for the corridor management plan for Route 108/Route 4 Byway, the Madbury Police Department reviewed crash data and the citation history for the previous five (5) years. The data was sorted to its approximate location on the corridor and is shown below.

Table 8 - Traffic Speed and Accident Data for the Town of Madbury

[Source: – Madbury Police Department]

	Speeding Citations & Warnings	Problematic Speeding Areas <i>(in no particular order)</i>	Collisions	Problematic Collision Areas <i>(in no particular order)</i>
2007			2	1) Route 108 – NH College Road 2) Route 108 at Freshett Road 3) Route 108 at Durham Town Line
2008			6	
2009			4	
2010			8	
2011			n/a	
TOTAL			20	

Rollinsford

In preparation for the corridor management plan for Route 108/Route 4 Byway, the Rollinsford Police Department reviewed crash data and the citation history for the previous five (5) years. The data was sorted to its approximate location on the corridor and is shown below.

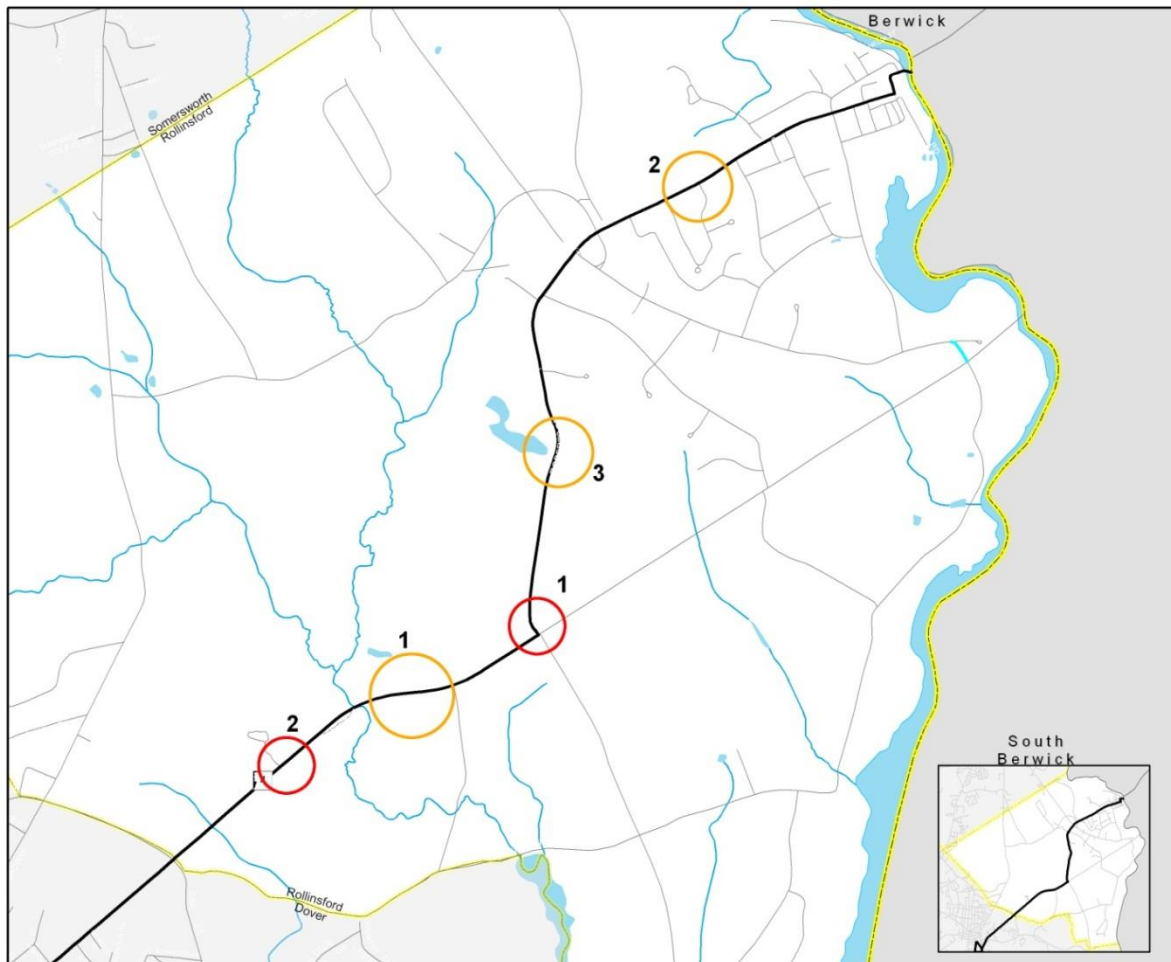
Table 9 - Traffic Speed and Accident Data for the Town of Rollinsford

[Source: Chief Robert Ducharme, Rollinsford Police Department]

	Speeding Citations Warnings	& Problematic Speeding Areas (highest frequency to lowest)	Collisions	Problematic Collision Areas (highest frequency to lowest)
2011	540	1) Portland Ave/Route 4 2) Main Street 3) Roberts Road	66	1) Portland Ave (Route 4) at Roberts Road 2) Portland Ave (Route 4) at Ross Road
2012	631		56	
2013	751		61	
2014	632		59	
2015	413		41	
TOTAL	2967		283	

*Speeding and accident data included the entire portion of Portland Ave (Rte. 4); not all part of designated Byway.

Map 9. Problematic Speeding and Collision Areas



Existing Road Signs

The majority of the Mills Scenic Byway Corridor, including NH Route 4 and NH Route 108, is classified as part of the Federal Primary Highway System. As such, these roadway sections are governed by 23 U.S.C. 131 (s), which restricts the use of billboards and other outdoor advertising signs along the roadway.

Currently, the proposed byway is not regulated by New Hampshire State Statute. However, should the New Hampshire Department of Transportation (NHDOT) approve this Corridor Management Plan and accept the route as part of its Scenic and Cultural Byways Program, NH RSA Section 238:24 would take effect for the entire route. NH RSA Section 238:24 limits signage on state-designated scenic and cultural byways except for directional, informational, or official signs and on premise signs. Despite the potential for the above mentioned regulation to take effect, the member communities of Rollinsford, Durham, Madbury and Newmarket have voiced support for the project.

Local industrial and commercial sign regulations for municipalities located along the proposed byway vary widely in specificity and stringency. Below, the different sign regulations for these communities have been summarized.

Rollinsford: Regulates sign size, height and illumination in its commercial and industrial zoning districts. Rollinsford prohibits the installation of temporary or permanent promotional signs, banners and placards on the exterior of any building and requires corrective measures to combat light pollution.

Madbury: Regulates its commercial and industrial zones by allowing each business or industry to erect one (1) sign, no closer than fifteen (15) feet from any street or side lot and a maximum of fifteen (15) square feet in area. Madbury limits the size of accessory signs to twelve (12) square feet and all signs are subject to approval by the Town Building Inspector to ensure compliance with safety measures, size, placement, and standards for conformance with neighboring industries and businesses.

Durham: Regulates the size, placement, method of illumination, architectural design and message types for signs within the community. Businesses in Durham are allowed a total of forty-eight (48) square feet of signage. One (1) Accessory Projecting Sign for each business, not to exceed twenty (20) square feet in area on either side, and no more than forty (40) square feet on all sides, is permitted. Wall signs cannot exceed ten percent (10%) of the area of the building face to which it is attached and in no case exceed forty-eight (48) square feet in size. Directory Signs, for businesses located on secondary streets within the Commercial District, may be allowed in the Town right-of-way if permission is granted by the Durham Department of Public Works and Town Administrator.

Newmarket: Utilizes a detailed sign ordinance which prescribes design guidelines and sets forth requirements for sign height, message area, methods of illumination, and sign placement for all zoning districts. Newmarket allows for not more than one (1) wall sign per lot; where a lot contains multiple businesses, one (1) wall sign is allowed for each business which does not exceed ten percent (10%) of the wall area to which it is attached. Newmarket also prohibits the use of off-site commercial signs, sets the maximum sign height to twelve (12) feet and message area to thirty-two (32) square feet.

Commercial enterprises within the proposed Mills Scenic Byway are clustered mainly in Downtown Newmarket. However, commercial and industrial development potential and sporadic commercial uses do exist in the less populated communities along the proposed byway. Additional signs along the corridor, aside from regulatory and warning signs, consist mostly of Guide Signs, Recreational & Cultural Interest signs and General Information Signs such as the examples shown in **Figure 1**.

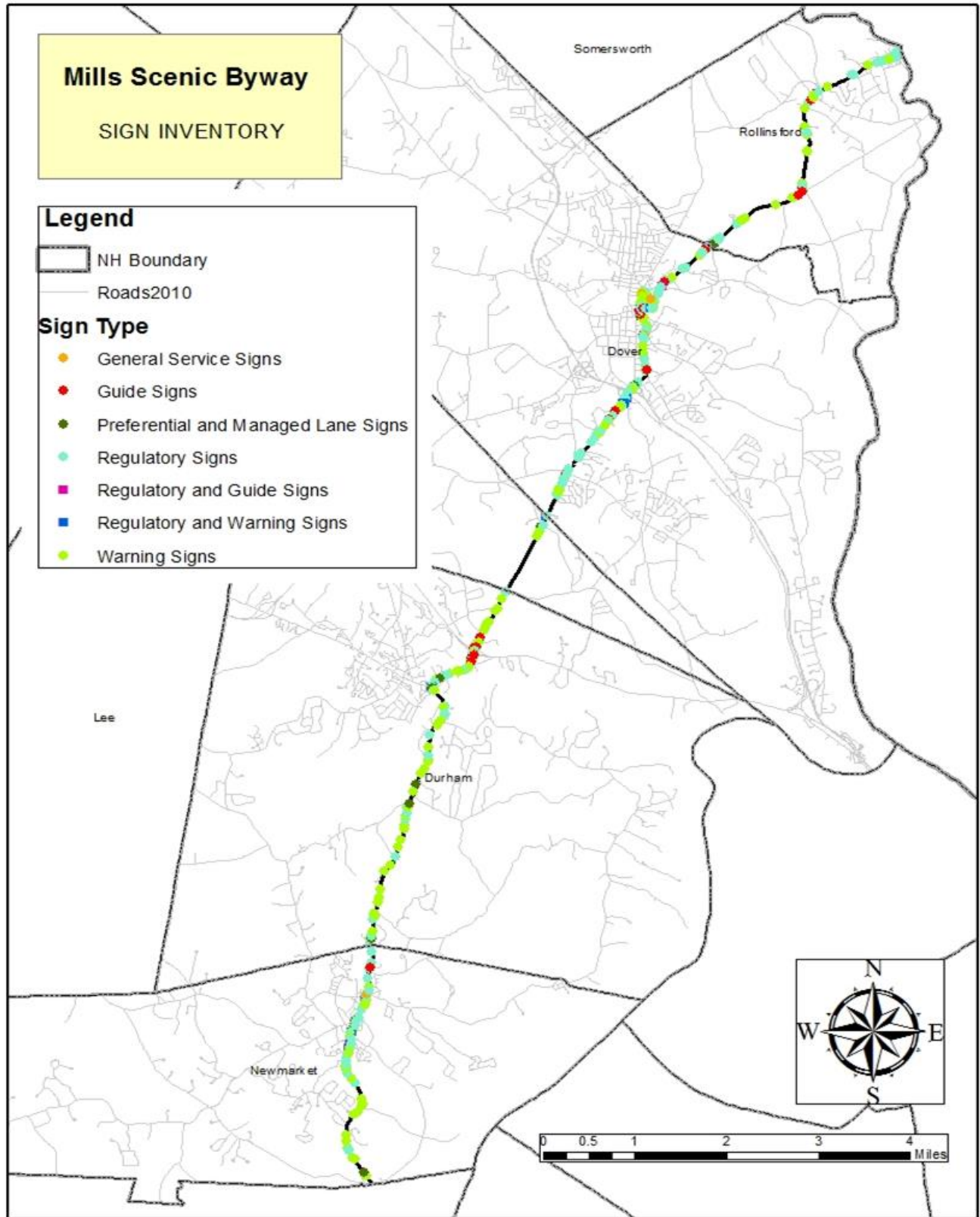
Figure 1 Example Guide, General Information Signs, and Recreational & Cultural Interest



Recreational or cultural interest areas are attractions or traffic generators that are open to the general public for the purpose of play, amusement, or relaxation. Recreational attractions include such facilities as parks, campgrounds, gaming facilities, and ski areas, while examples of cultural attractions include museums, art galleries, and historical buildings or sites. **General Information Signs** are of interest to travelers, though not directly necessary for guidance. They include such items as State lines, city limits or other political boundaries, time zones, stream names, elevations, landmarks, and similar items of geographical interest, and safety and transportation-related messages. **Guide signs** are essential to direct road users along streets and highways: to inform them of intersecting routes; direct them to cities, towns, villages, or other important destinations; identify nearby rivers and streams, parks, forests, and historical sites; and generally to give such information as will help them along their way in the most direct manner possible.

In December 2011, SRPC conducted a sign inventory for the entire Byway route. The inventory consists of geocoded points for all warning, regulatory, guide and directional signs along the corridor. Sign types were referenced to appropriate codes from the Manual of Uniform Traffic Control Devices (MUTCD). **Map 10** shows the location and type of each sign. Warning, regulatory, and directional signage is adequate along the Byway, with sharp curves, intersections, school zones, and speed limits well marked.

Map10. Sign Inventory



Bicycle and Pedestrian Levels of Service

SRPC conducted two inventories for the byway to determine its level of service (LOS) for both pedestrian and bicycle traffic. The Sustainable Cities Institute LOS Calculator, built by the Home Depot Foundation, generated assessments that provide insight into comfort and safety levels for pedestrians and cyclists for all segments of the byway. The calculator uses a series of variables such as shoulder width, road width, traffic volume and classification, pavement condition, speed limit and percentage of sidewalk to estimate a LOS for each roadway segment. LOS at various points along the route was then designated one of the following classifications: Extremely High, Very High, Moderately High, Moderately Low, Very Low, or Extremely Low. Road segments achieving an “Extremely High” LOS classification offer pedestrians or cyclists the most comfort and safety while a segment achieving a classification of “Extremely Low” is considered uncomfortable and even dangerous.

The LOS models utilize nationally accepted standards to calculate service levels on a roadway. However, it is important to mention that not all calculated LOS results necessarily portray the “real world” impression an individual may receive from actual conditions on the ground. For instance, although NH Route 4 in Rollinsford received an “Extremely High” bicycle LOS rating, a bicyclist on the ground may not feel comfortable due to the high rate of speed and traffic flows that occur at this section of the byway. Such discrepancies can be contributed to the model’s algorithm being more sensitive to shoulder width dimensions (bicycles are typically safer and more comfortable while using a roadway with wide shoulders) than it is to traffic speeds, volume and other calculated variables. The byway achieved LOS ratings for both pedestrian and bicycle traffic ranging from “Extremely High” to Extremely Low”. Poor pavement conditions, narrow shoulders, high speed limits, lack of dedicated bicycle lanes and sidewalks contribute to sections with lower LOS ratings. Areas that receive a higher LOS ratings generally support wider shoulders, lower traffic speeds and volumes, display quality pavement conditions and support amenities such as sidewalks.

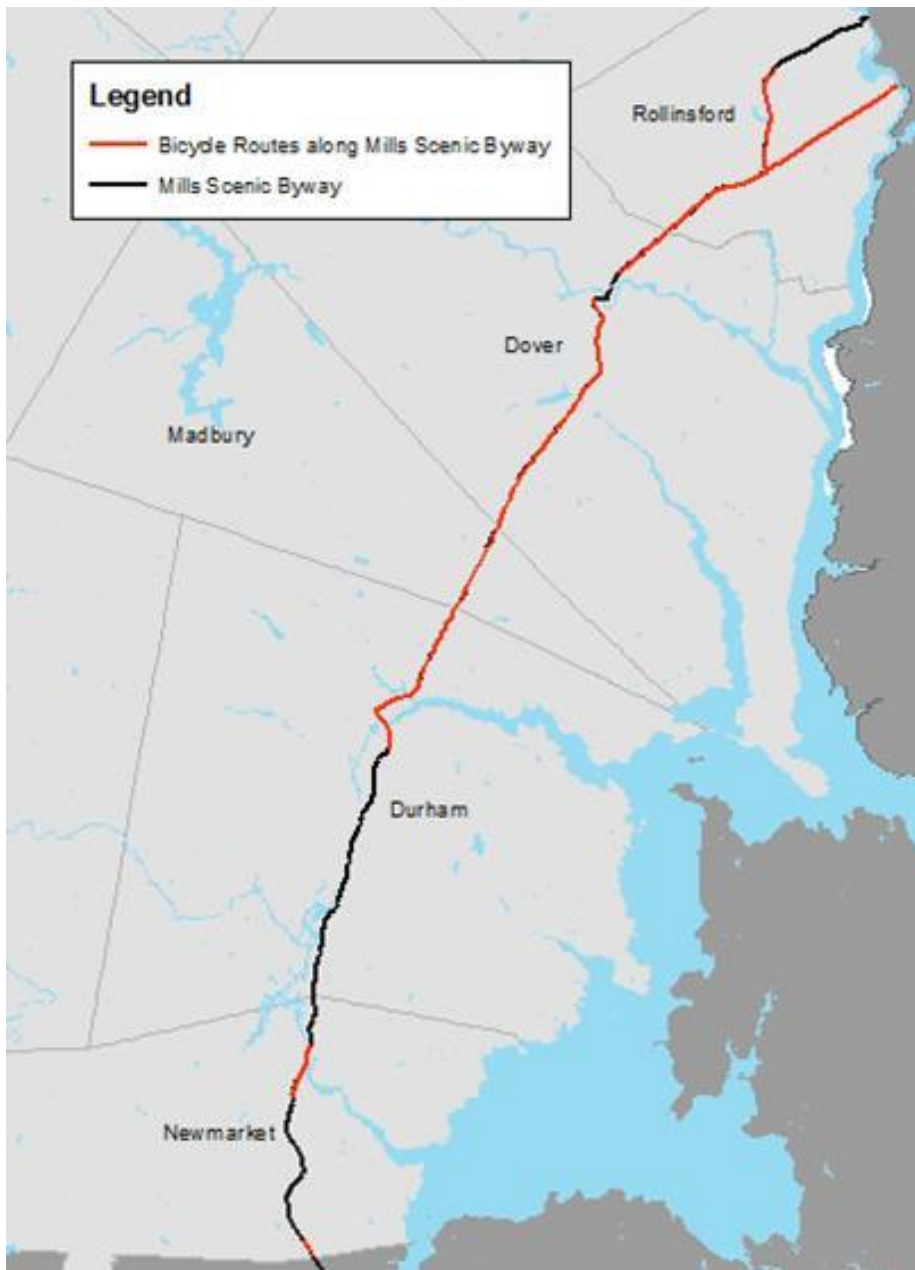
The byway does include several sections that support higher levels of service for pedestrian traffic. Downtown Village areas in Rollinsford, Dover, Durham and Newmarket all support diverse sidewalk systems that contribute to the walkability and high pedestrian service level ratings in these areas. However, the byway does include certain sections, such as Route 108 in Madbury, which achieved lower LOS ratings due the lack of sidewalks and presence of high traffic volumes and speeds.

The byway is very popular among cyclists for both recreation and commuting and bicycle-friendly infrastructure exists long many portions of the route, including recommended bike routes that have been designated by the NHDOT. **Map 11** below shows proportions of the byway with designated bike lanes. **Map 12** shows the level of bicycle activity in 2014. The data for Map 12 came from personal ride mapping software called *Strava*. Users can download a free application for their phone or other small device that will record multiple pieces of information including distance and speed. The data from this program are stored in large servers and can be purchased by agencies and organizations. NH Department of Transportation recently purchased data for 2014 that will contribute to several planning efforts.

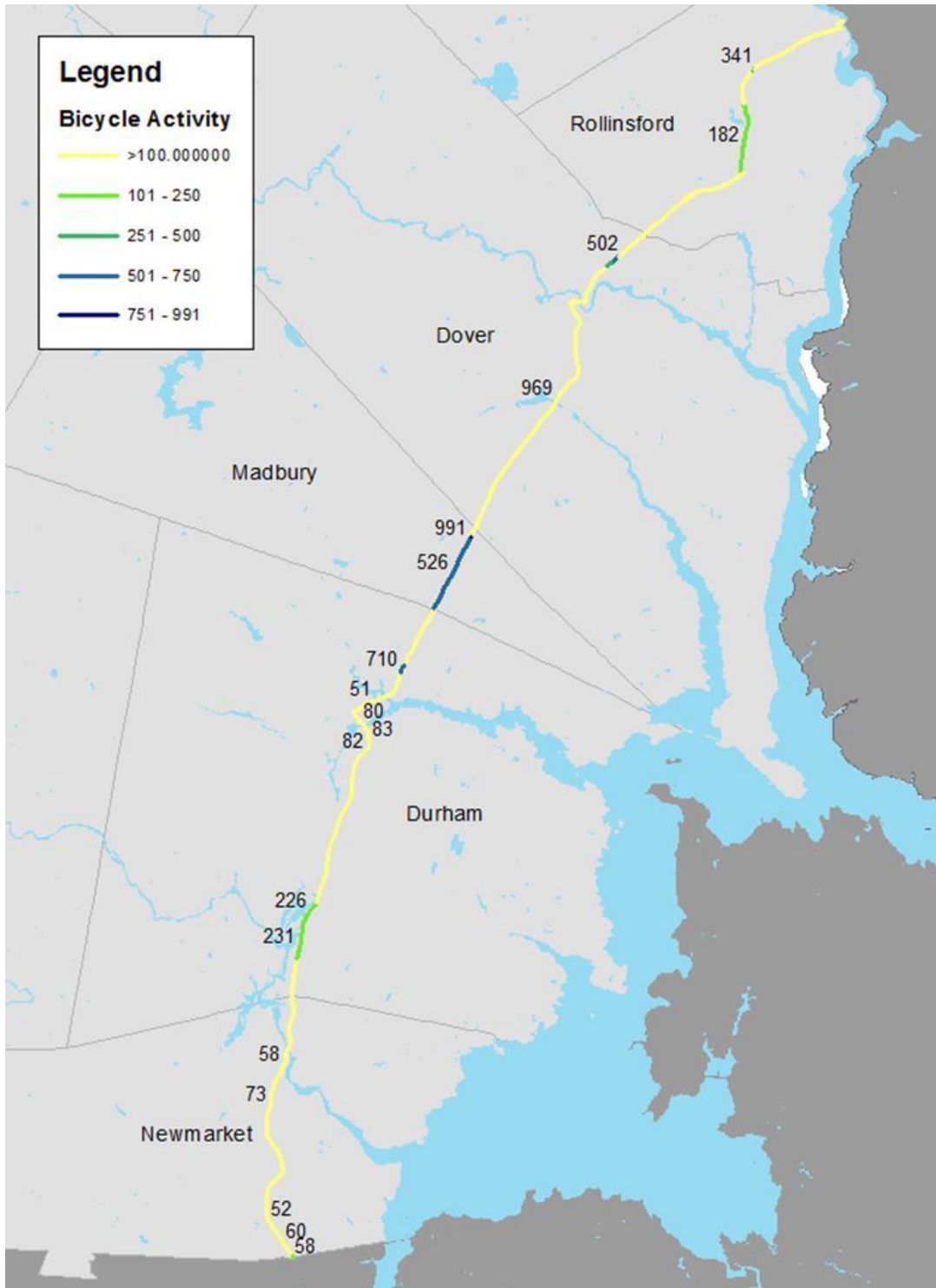
Designated bike lanes can range from painted lanes, to signage warning drivers of bicycle activity.



Map 11. Designated bike routes along the byway



Map 12. Bicycle activity along the byway in 2014

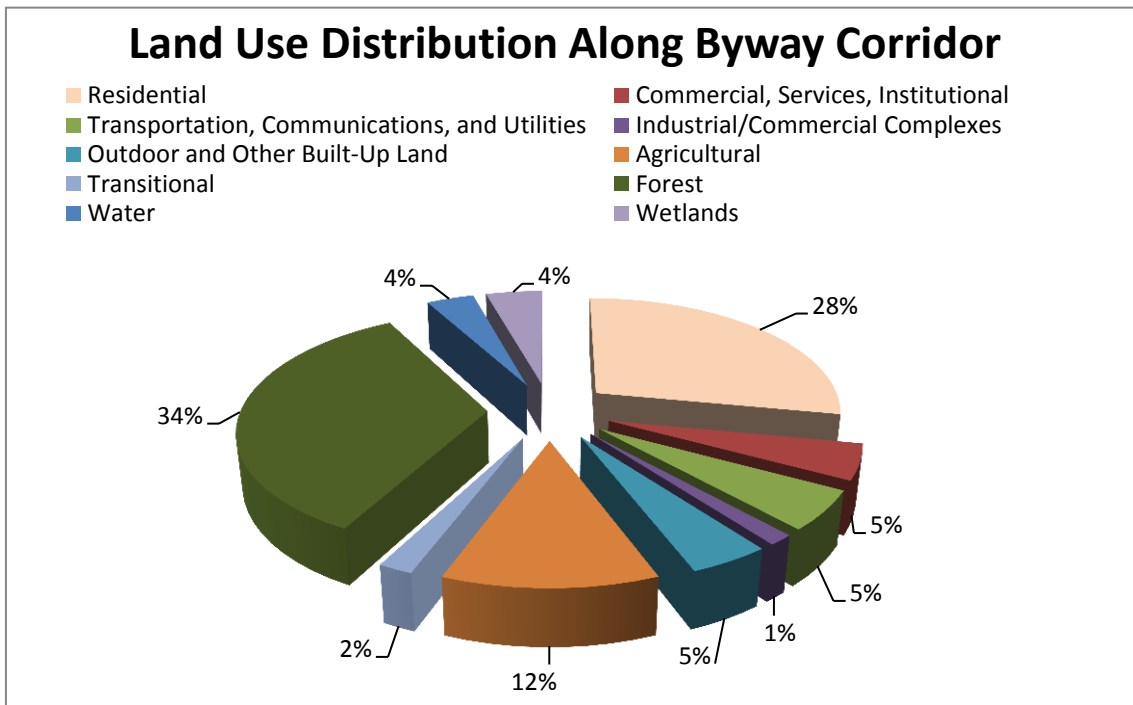


Land Use and Conservation

The Mills Scenic Byway passes through mostly forested, rural, residential, and local agricultural land, with higher concentrations of residential and commercial land use in the historic downtowns of Newmarket, Durham, Dover, and Rollinsford. A GIS-based land use interpretation of the byway created by SRPC revealed that, as of 2010 (when aerial photos used for the interpretation were taken) roughly 46% of the land within half a mile of the route consisted of forest and agricultural land. The next most prevalent land use was residential (including single family/duplex, mobile home parks, and multi-family apartments), at 28%.

Figure 2 and **Map 13** summarize existing land use along the byway. The historic downtown areas contain most of the commercial uses in the corridor, with businesses dotted elsewhere along the byway. The data provide a baseline for future analyses to gauge the rate and type of development occurring in the Byway corridor. Each municipality recognizes the importance of preserving rural character. All retain policies that best and most appropriately manage future development by outlining and following a Master Plan.

Figure 2 - Land Use Distribution [Source: SRPC Land Use Database]



RSA 674:2 Master Plan; Purpose and Description

“The purpose of the master plan is to set down as clearly and practically as possible the best and most appropriate future development of the area under the jurisdiction of the planning board, to aid the board in designing ordinances that result in preserving and enhancing the unique quality of life and culture of New Hampshire, and to guide the board in the performance of its other duties in a manner that achieves the principles of smart growth, sound planning, and wise resource protection.”

Newmarket: [Below are goals taken from Newmarket’s Master Plan]

- *Maintain its small town atmosphere, especially downtown, where redevelopment of the mills was the primary concern and keeping residential growth under control.*

- *Commercial growth must be encouraged to ease the burdens of the taxpayers, though at the same time echoing the desire for a “small town” atmosphere.*
- *Slow the rate of residential growth, focus on downtown restoration, preserve the water supply, and increase the tax base with suitable commercial growth.*

Durham: [Below are goals taken from Durham’s Master Plan]

- *Maintain a community with an inviting, active, easily identified downtown, which supports varied shops of differing character.*
- *Envision a Town that encourages walking or riding a bike through a picturesque, bustling small community, with businesses and restaurants catering to all citizenry that is more involved in all aspects of growth, development and decision making, with a growing downtown and improved recreational facilities and gathering places.*
- *Continuing growth of southern New Hampshire, strive to maintain the small-town character, while supporting a healthy business environment.*

Madbury: [Below are goals taken from Madbury’s Master Plan]

- *The Vision for Madbury is to be a quality residential community that preserves and maintains the Town’s historic and rural character.*
- *Economic development should be accomplished in a manner that has a minimal impact on the natural resources, residents, local road network, and other Town services. Take steps to insure economic development is an overall improvement to the community as a whole.*
- *Concerted effort should be made to retain the traditional character of the town center, provide a sense of place, and enhance community identity.*

Rollinsford: [Below are goals taken from Rollinsford Master Plan]

- *Promote a sense of community, maintain the small town atmosphere, and protect the Town’s natural resources while maintaining economic and fiscal viability.*
- *Maintain a character of a rural and commuter community with a rural setting and the sense of community and community involvement found throughout town.*
- *Control the pace and location of developments through wise planning and land use decisions.*
- **674:16 Grant of Power.**
- *For the purpose of promoting the health, safety, or the general welfare of the community, the local legislative body of any city, town, or county in which there are located unincorporated towns or unorganized places is authorized to adopt or amend a zoning ordinance under the ordinance enactment procedures of RSA 675:2-5. The zoning ordinance shall be designed to regulate and restrict:*
- *(a) The height, number of stories and size of buildings and other structures;*
- *(b) Lot sizes, the percentage of a lot that may be occupied, and the size of yards, courts and other open spaces;*
- *(c) The density of population in the municipality; and*
- *(d) The location and use of buildings, structures and land used for business, industrial, residential, or other purposes.*

Map 13. Existing Land Use

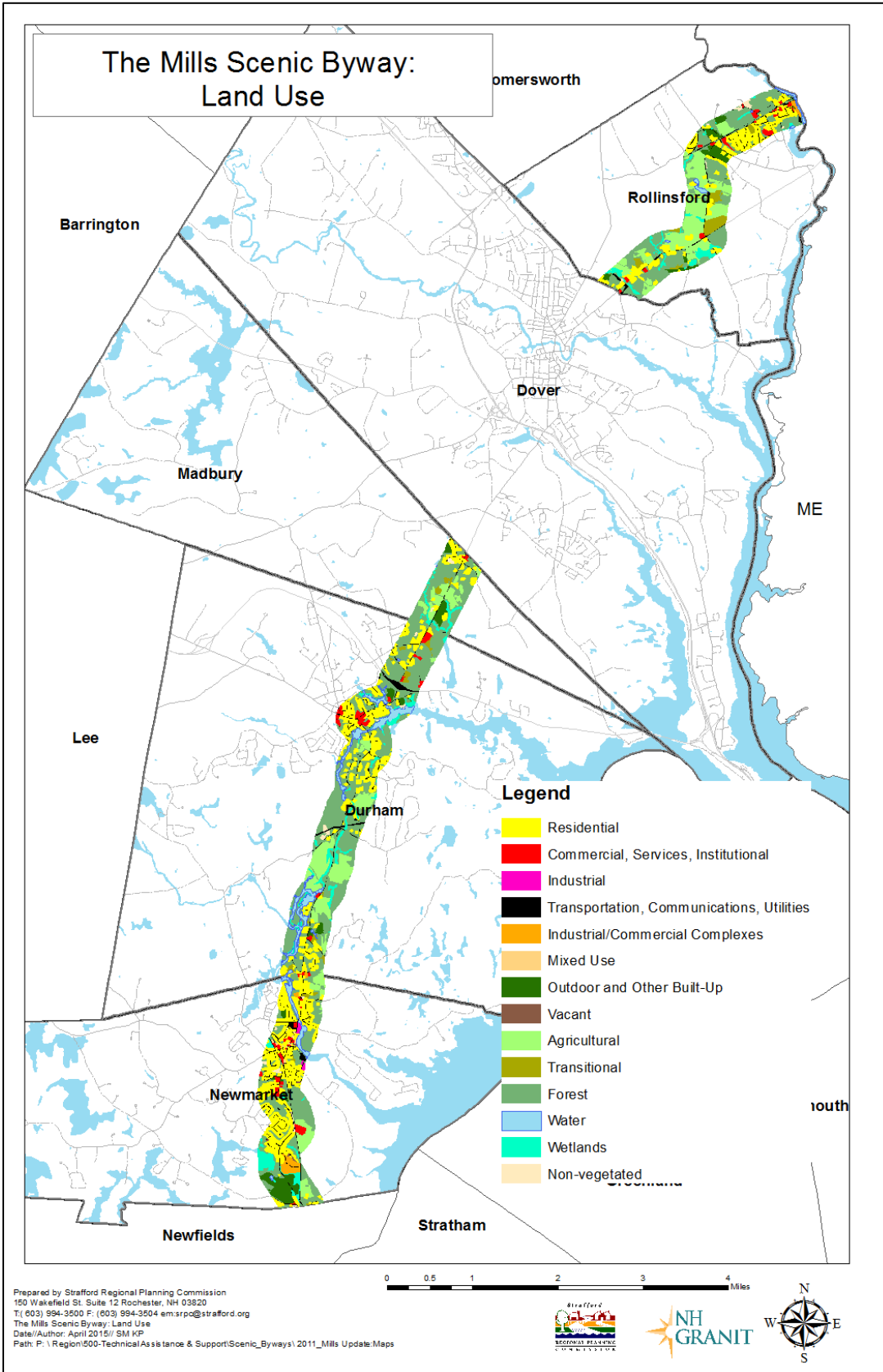


Table 10 - Newmarket Zoning [Source: Newmarket Zoning Ordinance]

Zoning	Description
B1,B2	Provide areas suitable for businesses, which serve the community and/or people passing through Town on Route 108. Also provide a large area available for commercial, business and industrial development desired by the Town.
M1, M2, M3	Provide for the ongoing use of the mill buildings in the downtown to protect the important historic within the district and enhance the Lamprey River waterfront. Will enhance the commercial, social, civic, and residential functions of the village area. Also provide additional area for the development of professional office space and health care related uses, which are compatible with the existing nature and character of this predominately residential neighborhood.
M4	Ongoing use of the golf course and to facilitate adjacent commercial and residential development related to golf course use.
R2, R3, R4	Provide for an area of transition between the low-density (R-1) residential district and the more intensively developed districts in and around the village area. Intended for quality and high-quality neighborhoods with greater density and greater mix of uses. Permits multi-family residential use and high-density residential immediately adjacent to the village area.

Table 11 - Durham Zoning [Source: Durham Zoning Ordinance]

Zoning	Description
R, RA, RB	Preserve the rural character of the areas in Durham that have historically been rural, that are low-density, and areas that should remain rural and their agricultural heritage preserved. Maintain the integrity of existing high-density and medium-density residential areas while ensuring that new development, redevelopment, and expansions of existing buildings and structures are consistent with and maintain the established character of these neighborhoods.
RC	Protect the water quality of the community's principal surface waters and to preserve the rural character and scenic beauty of these coastal areas including the view of the shore as seen from the water. Designed so that the character of the district is maintained, the scenic quality of coastal areas is protected, and a significant amount of open space is permanently preserved.
C	Revitalize this area of the community by allowing a variety of retail and professional services including such businesses as banks, professional offices, restaurants, motor vehicle repair facilities, and gasoline stations. Multi-use is encouraged. Enhance the area's pedestrian nature and reinforce the pedestrian links to Downtown.
CC	Transition zone with controlled commercial development that preserves the scale and scenery of the area and highlights its natural features. Well-designed, high quality office and hospitality uses. Reuse of existing residential buildings for non-residential uses maintaining the character of the area.
OR	Provide an area along Route 108 for the development of high-quality office and research uses in a rural business park environment that maintains the rural appearance of the corridor and a sense of open space.

Table 12 - Madbury Zoning [Source: Madbury Zoning Ordinance]

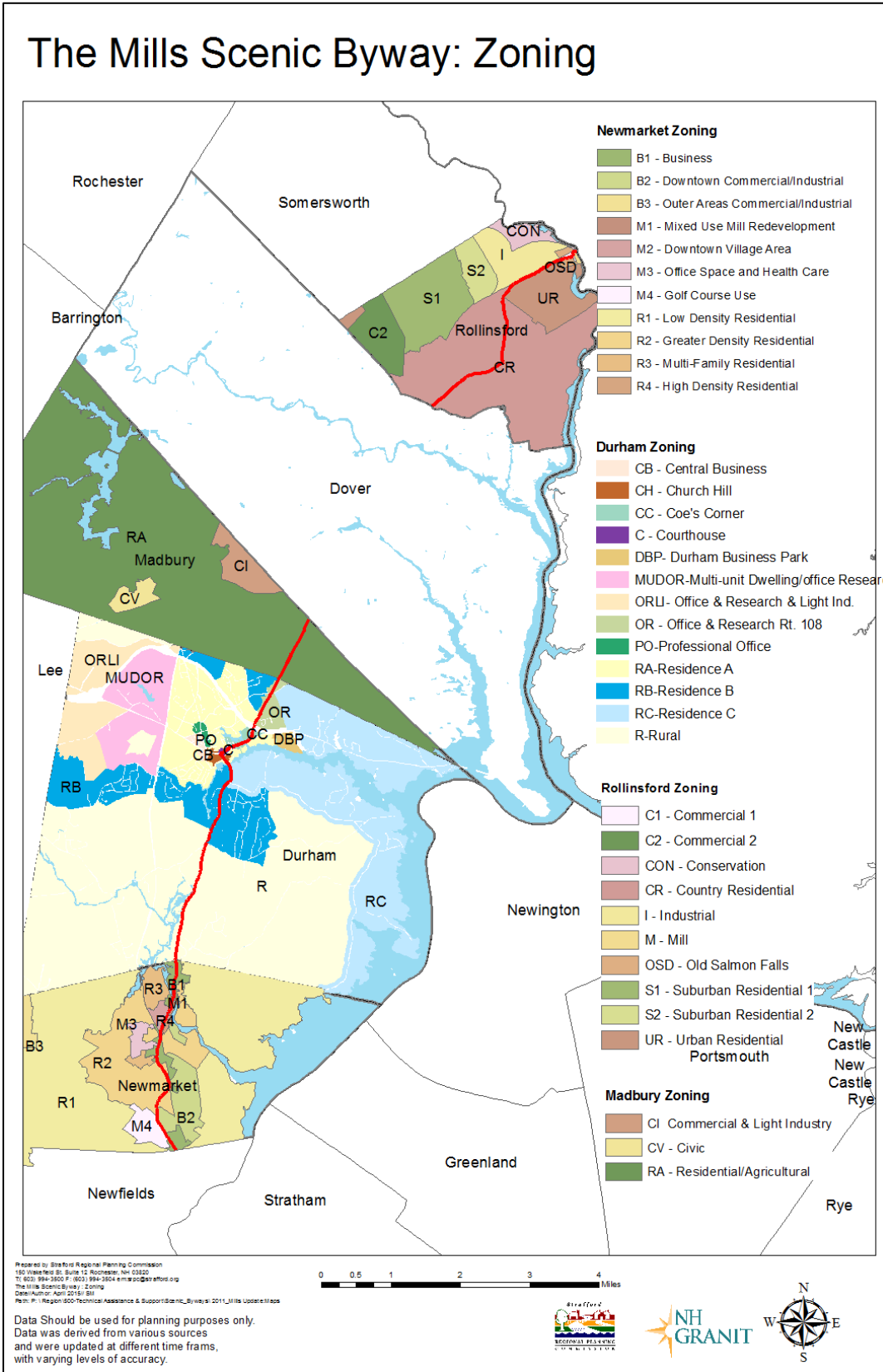
Zoning	Description
RA	Provide for low-density residential development and developed in such a manner to maintain the open, rural character of the land for agricultural purposes.

Table 13 - Rollinsford Zoning [Source: Rollinsford Zoning Ordinance]

Zoning	Description
CR	To conserve the integrity and natural qualities of rural open space for the betterment of the community.
I	Provide industrial space within the Town.
M	To preserve the unique historical and architectural characteristics of the mill buildings through the establishment of harmonious mixed uses.
OSD	Maintain the historic Old Salmons Falls neighborhoods by promoting the preservation, restoration and appropriate adaptation of historic buildings.
UR	Encourage the development of a high-density residential center on land suitable for building development and which will serve as a nucleus for community activity.

Land use policy and zoning are developed at the municipal level. **Map 14** shows the existing zoning in each town.

Map 14. Existing Zoning



[Note: Newmarket Zoning District names are unofficial]

Conservation Commissions in New Hampshire are guided by RSA 36-A, which enables a municipality to establish a Commission *for the proper utilization and protection of the natural resources and for the protection of watershed resources of said city or town*. With each community along the Byway having active conservation commissions, it is no surprise that there are many conservation areas protected along the Byway from development. The commissions responsibilities include but are not limited to: commenting on wetlands permit applications and development proposals, managing funds, identifying prime wetlands, offering educational programs and tours, developing trails and interpretive materials for conservation areas, working with landowners and partners to conserve land and protect water resources, and other conservation efforts. **Map 15** shows conservation lands, which include public conservation lands as well as parcels with permanent conservation easements or deed restrictions. Within a half mile corridor along the byway, there are approximately 4,379 acres in conservation. Table 14 lists conservation parcels within a half-mile Byway corridor.

In Newmarket, the Conservation Commission is involved with the following projects and activities:

- Sponsors a pontoon boat ride on the Lamprey River during the Heritage Festival weekend
- Co-sponsors the Annual Fishing Derby with the Recreation Department
- Sells (at cost) composters and rain barrels
- Supports Eagle Scout projects that have included trails, bridges, trail signs, benches, wood duck boxes, and more
- Contributes to acquisition of conservation areas and conservation easements
- Monitors town owned conservation areas and town-held conservation easements
- Creates educational materials for town conservation areas
- Comments on wetlands permit applications
- Offers educational programs and nature walks

In Newmarket, there are two major easements under conservation easement that fall within the half-mile corridor along the byway.

Schanda Park

Schanda Park is a small pocket park in downtown Newmarket adjacent to the town boat launch on the Lamprey River. The park was named in recognition of Richard Schanda, a lifelong Newmarket resident, outdoorsman, and outdoor writing, who passed away in 2004.

Heron Point Wildlife Sanctuary

Heron Point is a 32-acre site that lies along a bend in the Lamprey River that belongs to the people of Newmarket. This area is a special habitat for waterfowl, such as herons and other birds, to feed on snails, clams, and worms in the tidal flats and inland marshlands of the estuary. Here, nature lovers will have the opportunity to observe beavers, red squirrels, white-tailed deer, chipmunks, double-crested cormorants, blue jays, great blue herons, bald eagles, ospreys, and owls to name a few. As visitors continue to explore this site they will also encounter pink lady's slipper orchids, hemlocks and white pine, black birch, red and white oak, and red maple trees. As a treat, there are also raspberry and blackberry patches that line parts of the trail.

In Durham, the Conservation Commission is involved with the following projects and activities:

- The Commission is working on habitat restoration for the endangered New England Cottontail Rabbit at Wagon Hill Farm on Route 4.
- Over 800 acres of undeveloped land are protected and a 2003 warrant article authorized \$2.5 million for land conservation projects
- The Durham Land Protection Working Group started the Scenic Durham Initiative with a goal of protecting 500 acres of land important to the community.

In Madbury, the Conservation Commission is involved with the following projects and activities:

- Providing outreach and education to landowners who might be considering land protection.

The 54-acre Brett property in the Scenic Byway corridor on Rt. 108 is an example. Ultimately, conserved by the Great Bay Partnership and the Nature Conservancy, the property supports a NH fish species of concern, the redbfin pickerel, and an endangered sedge species.

- Purchasing or contributing to projects that protect land and open space.

An example within the corridor is the 37 acre Hoyt Pond Conservation and Recreation Area which is owned by the town. NH Fish and Game holds a long-term lease on the pond's dam and manages the 1-acre pond for fly fishing. Additionally, just outside the corridor, the commission is working with the Society for the Protection of NH Forest to conserve the Powder Major Forest and Farm, some 220 acres of land associated with both Native American and Revolutionary War history. In the late 1600's, Chief Moharimet used the land for a "planting ground." During the Revolutionary War, the land belonged to Maj. John Demeritt, who became known as the Powder Major after he stored gunpowder in his barn and brought it by oxcart to the Continental Army for use in the Battle of Bunker Hill. The land abuts the Oyster River, which flows to Durham, where it is used as a drinking water source, and the Great Bay.

- Providing outreach and education to residents on invasive plants and insects
- Enhancing recreation trail use by creating maps and constructing board walks over sensitive wet areas.
- Monitoring easements on four properties in town
- Supporting conservation effort that are regional in nature
- Commenting on wetland applications

In Rollinsford, the Conservation Commission is involved with the following projects and activities:

- Contributes to acquisition of conservation areas and conservation easements
- Monitors town owned conservation areas and town-held conservation easements
- Creates educational materials for town conservation areas
- Comments on wetlands permit applications
- Offers educational programs and nature walks

There are hundreds of acres of privately owned land held in conservation easement in Rollinsford. The Conservation Commission works with local landowners to facilitate the conservation easement process. The town has a Land Trust Fund intended to assist residents who wish to place property into conservation easement.

Rollinsford Conservation Land

New England Cottontail Habitat Management

The town owned land behind transfer station is one of a few remaining sites that support the New England cottontail rabbit in New Hampshire. The shrubby brush provides ideal habitat for this endangered rabbit that relies on the cover to escape predators, and feeds on bark and buds during the winter. Rollinsford has worked with NH Fish and Game to maintain and restore nearly 10 acres of shrub and young forest habitat to support New England cottontail and other wildlife such as American woodcock, Chestnut-sided warbler, Eastern towhee, Ruffed grouse, white-tailed deer, and wild turkey.

Scoutland Conservation Easement

The Scoutland property is located on the Mills Scenic Byway and is approximately 100-acres in area. The property includes ½+ pristine river frontage on the Salmon Falls River and abuts a town owned 30+ acre open field. Historical uses of Scoutland include activities by the Boy Scouts (thus the name “Scout Land”); various recreational activities such as walking, horseback riding, and hunting. Trails are accessible through Salmon Falls Village Bicentennial Park.

The Wetland Reserve Program (WRP) Easement

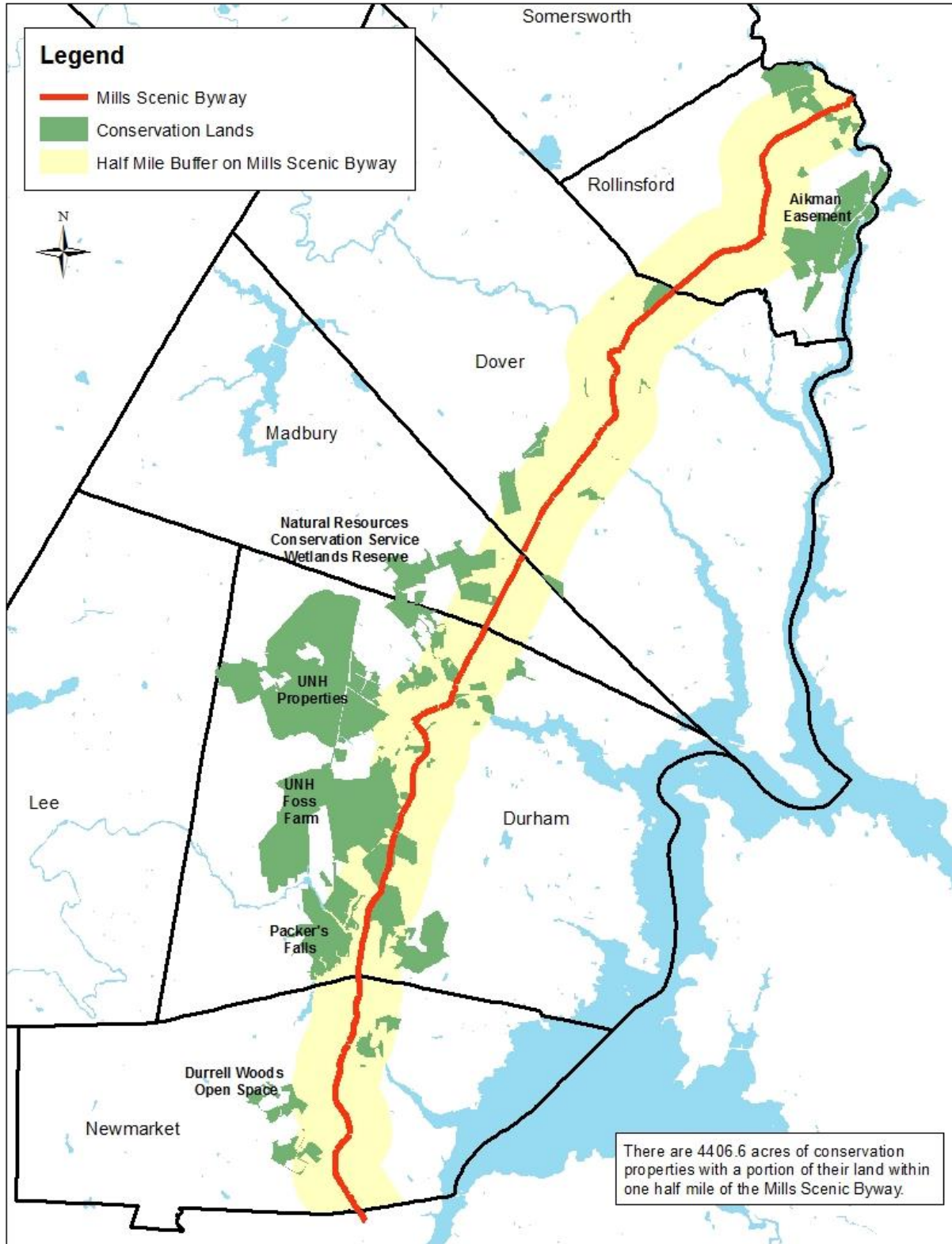
Located in Rollinsford only, this conservation land contains 86.65 acres. This property has also been part of the New England cottontail habitat development project.

Table 14 - Conservation properties within ½ mile of the byway

Property Name	Town	Acres
Bellamy Park	Dover	33.90
Bellamy Road	Dover	1.25
Cobble Hill Open Space	Dover	4.66
Dowaliby Easement	Dover	5.33
Fisher St. City Trail	Dover	2.71
Freshet Road Well Field	Dover	18.40
Griffin Well	Dover	52.66
Guppy Park Pool and Arena	Dover	39.53
Martineau, Raymond trustee	Dover	14.44
Park Street Mini-Park	Dover	1.05
Picnic River Partners of Dover, LLC	Dover	0.46
Baker	Durham	15.26
Canney Farms Open Space	Durham	47.38
Carriage Trail Common Open Space	Durham	5.21
Doe Farm	Durham	92.40
Durham	Durham	6.24
Durham CE	Durham	3.16
Durham Police Station	Durham	1.08
Durham Public Works	Durham	10.52
Durham Pump Station	Durham	1.19
Durham Town Hall	Durham	1.10
Durham WWTP	Durham	12.83
Durham/UNH WWTP	Durham	5.50
Table 14 Continued		

Faculty Neighborhood Open Space	Durham	1.48
Gowdy & Farrell Tract	Durham	55.46
Hemlock Way Common Open Space	Durham	7.31
Jackson Landing	Durham	14.89
Johnson Creek Open Space	Durham	24.27
LaRoche and Woodman Brook	Durham	246.41
Linn Ponds	Durham	3.54
Merrick	Durham	23.09
Mill Pond	Durham	1.14
Mill Pond Center	Durham	9.79
Milne Tract	Durham	1.43
Old Town Landing	Durham	2.72
Oyster River School District	Durham	65.51
Packer's Falls	Durham	232.68
Powers Tract	Durham	94.86
Roselawn Farm CE	Durham	70.40
Solomon Tract	Durham	106.51
Stagecoach Farm Open Space	Durham	58.63
Stolworthy Wildlife Sanctuary	Durham	4.08
Town Mausoleum	Durham	2.05
Town of Durham	Durham	2.52
UNH - College Woods	Durham	376.57
UNH - Foss Farm	Durham	513.19
UNH - Horticulture Farm	Durham	456.14
UNH - MacDonald Lot	Durham	82.88
UNH Property	Durham	485.35
Gerrish Brook Natural Area	Madbury	6.20
Hoyt Pond Conservation/Recreation Area	Madbury	36.75
Johnson and Bunker Creeks	Madbury	53.02
NRCS_WRP_Gangwer	Madbury	157.81
Durrell Woods Open Space	Newmarket	75.46
Heron Point Open Space	Newmarket	32.81
Lamprey River Shorebank Access	Newmarket	1.16
Lita Lane Parcel	Newmarket	19.97
Schultz Place Open Space	Newmarket	21.34
Sewall Farm Open Space	Newmarket	49.42
Marian M. Aikman Easement	Rollinsford	399.63
Ordway	Rollinsford	17.42
Rollinsford Town Forest	Rollinsford	54.70
Rollinsford Water and Sewer District Land	Rollinsford	14.44
Sandy Bank	Rollinsford	6.32
Scout Land	Rollinsford	94.10
Town of Rollinsford Land	Rollinsford	19.50

Map 15. Conservations lands within ½ mile of the Byway



Management Plan

Vision Statement

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

“To preserve, enhance and promote the unique historic buildings, scenic views and cultural events that define the Mills Scenic Byway; while supporting tourism and improving safety for all users of the Byway.”

Goals & Objectives

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

Goal	Strategy	Responsible Party / Potential Partner	Timeline
Goal 1: Raise awareness of the byway within our local communities and among travelers.	Adoption of the Corridor Management Plan by Town governing bodies	BC	Short
	Publicize information such as a map and a downloadable brochure, on Town websites and/or a dedicated byway website	BC	Short
	Place interpretive kiosks along the byway as desired by each community	BC	Mid
	Approach local businesses to post information on their websites	BC	Short
	Use logo as a way to brand the byway	CoC, BC	Short
	Promote byway through local/regional media (Yankee Magazine, NHPR, local newspapers).	BC	Mid
	Work with local utility companies on design strategies for utilities along the route	NH Public Utilities Commission.	Long
Goal 2: Maintain the scenic value of the route	Coordinate with the Town land use boards to encourage land conservation and sustainable, development.	CC, PB, RD,	Long
	Gather support for an “Adopt a Byway” or “adopt a spot” program.	NHDOT, BC	Mid

Goal	Strategy	Responsible Party / Potential Partner	Timeline
Goal 3: Make sections of the Byway, where appropriate, more bicycle/ pedestrian friendly.	Work with local public works departments/ highway departments on maintaining safe roadsides on roads not maintained by the State.	DPW, BC,	Ongoing
	Work with municipal planning departments to promote complete streets policy development and projects.	NHDOT, SRPC, BoS, PB, DPW	
	Conduct safety analysis for strategic intersections and road segments along the byway.	SRPC	
	Apply through NHDOT for funding such as the Transportation Alternatives Program (TAP) to improve or create infrastructure for sidewalks and road shoulders where appropriate.	NHDOT, BC, SRPC	Mid
Goal 4: Preserve and improve the byway's cultural, historic, natural, recreational and archaeological resources.	Serve as a source of information to land use boards, town committees.	BC, Historical Groups, CC, BOS,	Ongoing
	Use rivers as an education tool: <ul style="list-style-type: none"> • kayak events • Gundalow rides 	BC, Historic Groups, NHDOT, The Gundalow Company, Great Bay NERR	Short
	Develop connections with conservation properties along the byway. <ul style="list-style-type: none"> • Connect to trail networks 	Southeast Landtrust, CC	Mid
Goal 5. Promote business development along byway	Leave information with businesses related to the byway	SRPC, BC, CoC	Short
	Engage local Chambers of Commerce about marketing opportunities.	CoC	
	Work with business organizations to identify and develop partnership opportunities between the byway and local businesses.	Durham Business Association, CoC	

Goal	Strategy	Responsible Party / Potential Partner	Timeline
Goal 6. Investigate other towns interested in joining the byway route	Engage municipal staff and officials in Dover, South Berwick, and Elliot about joining the byway.	BC, PB, BoS	
	Go through nomination process with NHDOT	BC	
Goal 7: Investigate sources of funding	Apply for State and outside funding, such as Moose Plate Grants.	LCHIP, SRPC, BC	Mid/Ongoing

Table Key**BC:** Byway Committee**CC:** Conservation Commission**NHDOT:** New Hampshire Department of Transportation**SRPC:** Strafford Regional Planning Commission**CoC:** Chamber of Commerce**LCHIP:** Land and Community Heritage Investment Program**DPW:** Department of Public Works/Road Agent**PB:** Planning Board**NHDHR:** New Hampshire Division of Historical Resources**BOS:** Board of Selectmen**RD:** Recreation Department**Timeline****Short:** 1-3 Years**Mid:** 4-6 years**Long:** 6-10 years**Ongoing**

Marketing Plan

The following materials were considered for the marketing and promoting the Mills Scenic Byway.

Brochure and Maps:

Create brochure to advertise the byway's historical and agricultural attractions to potential visitors. This brochure will be made available at the Town Offices of all participating communities, Historical Societies and COC as well as other locations and attractions on long the route. A downloadable map of the route and the brochure would be available on the website.

Website:

In addition to having its own website with a link on the Town website's of each participating community, businesses and attractions along the route will be encourage to place a link to the Mills Scenic Byway website on their websites as well.

Podcasts:

This is another potential outreach method that will be considered by the Mills Byway Commission going forward.

Signage/Displays

The Byway Committee is supportive of using Eagle Scout candidates or other such community-minded, volunteer efforts to assemble the information for signage, displays or interpretive kiosks. The byway logo chosen by the committee could be used to create bumper stickers and window clings.

Library/Historical Society Presentations

Use the Mills Scenic Byway Visioning Power Point presentation to do programs for the public at local libraries and Historical Societies in participating communities.

Ongoing Participation

The Byway Council consists of four members appointed by each of the four communities plus a representative from the Strafford Regional Planning Commission (SRPC). A chair and vice chair will be selected to continue the ongoing support of the management plan. The Council will meet on a quarterly basis to coordinate efforts between the four communities. The Strafford Regional Planning Commission has prepared this Corridor Management Plan with the support and consensus of the Council. The Council will continue to work with each of their respective communities to encourage public participation in the management of the byway.