

New Hampshire Seacoast Greenway

The NH Seacoast Greenway is New Hampshire's segment of the East Coast Greenway

Development of the NHSG has been the subject of a multi-year regional planning effort beginning in 2007, including:

- *Conceptual Design*
- *Strategic Plan*
- *On-Road Route designation*
- *Off-Road Route development*



East Coast Greenway

The East Coast Greenway is envisioned as a Urban Appalachian Trail, extending 3,000 miles from Calais, ME to Key West, FL, connecting 25 cities along the East Coast.



NHSG Advisory Committee

Representatives From:

- *7 Municipalities (Seabrook, Hampton Falls, Hampton, North Hampton, Rye, New Castle, Portsmouth)*
- *3 State Agencies (NHDOT, NHDRED, NHDHHS)*
- *Rockingham Planning Commission*
- *East Coast Greenway Alliance*
- *National Park Service RTCAP*
- *Seacoast Area Bicycle Routes*
- *Eastern Trail Mgt District*
- *Coastal Trails Coalition*



NHSG On-Road Route

- Goals of designating interim route: to mark ECG route for users and raise awareness
- Follows NH1A/NH1B along coast 22 miles from Seabrook to Portsmouth
- Traverses 6 communities in Rockingham County: Seabrook, Hampton, North Hampton, Rye, New Castle and Portsmouth
- Route previously designated as a Scenic & Cultural Byway in 1994, and State Bicycle Route
- On-road route will remain as scenic alternate route following completion of long-term off-road route



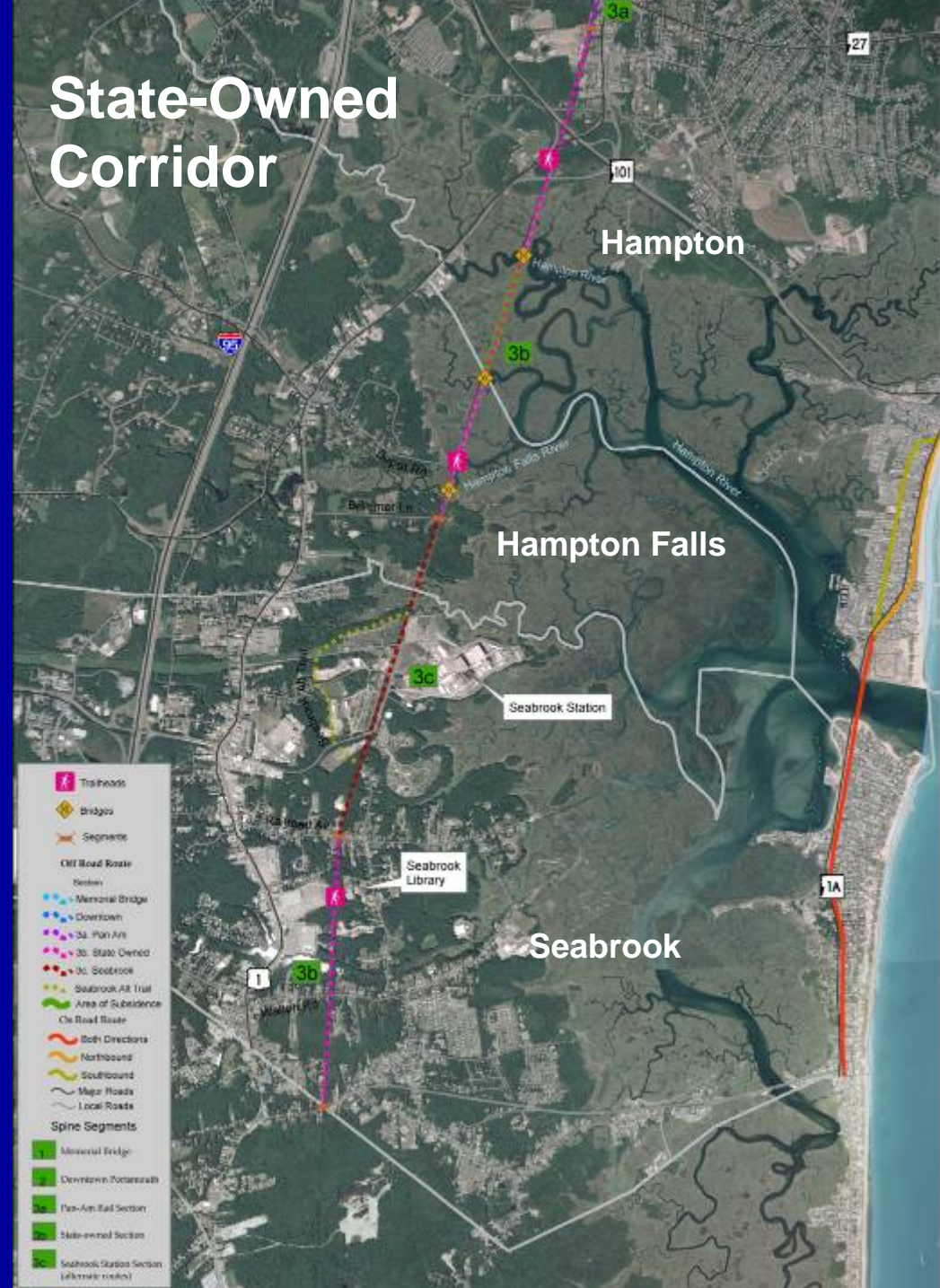
NHSG On-Road Route Opening

- Funding from NH Charitable Foundation for signage
- NHDOT and corridor communities agreed to maintain signs
- Inaugural ride/walk in Sept 2008 with Congresswoman Shea-Porter, Commissioners of NHDOT & NHDHHS, local officials



NHSG Off-Road Route

- Proposed alignment follows Eastern RR corridor 17 miles from Seabrook to Portsmouth
- Traverses 7 communities: Seabrook, Hampton, Hampton Falls, North Hampton, Rye, Greenland and Portsmouth
- Designed as 12-foot wide asphalt or aggregate surface
- Northern 12.5 miles privately owned, currently inactive
- State of NH owns southern-most 4.5 miles



One Trail... Many Partners



Opportunities in Seabrook

- **Corridor in public ownership and relatively sound shape**
- **Excellent community connections**
 - **Residential areas**
 - **Seabrook Public Library**
 - **Proposed Cain's Mill Pond park**
 - **Businesses along Route 1 & 286 as destinations**
 - **Recreation Center, senior housing, other destinations via side routes**
- **Momentum from progress in Salisbury and Newburyport**
- **Relatively high potential for private investment**
- **Trail currently identified in Master Plan and CIP**

Railroad Right of Way through Seabrook



Left: Section from Library south to Cain's Pond relatively clear



Right: Section from Library North to Railroad Avenue partially overgrown, but substantially clear

Railroad Right of Way through Seabrook

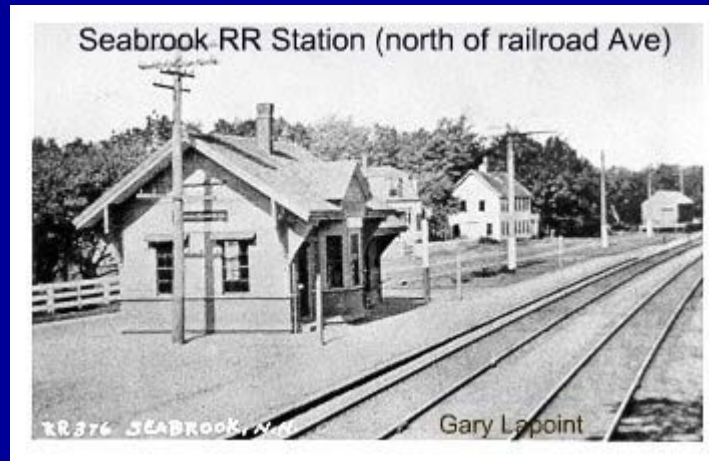


Left: Section south of Cain's Pond is overgrown

Right: Section approaching Route 286 subsidence and overgrowth



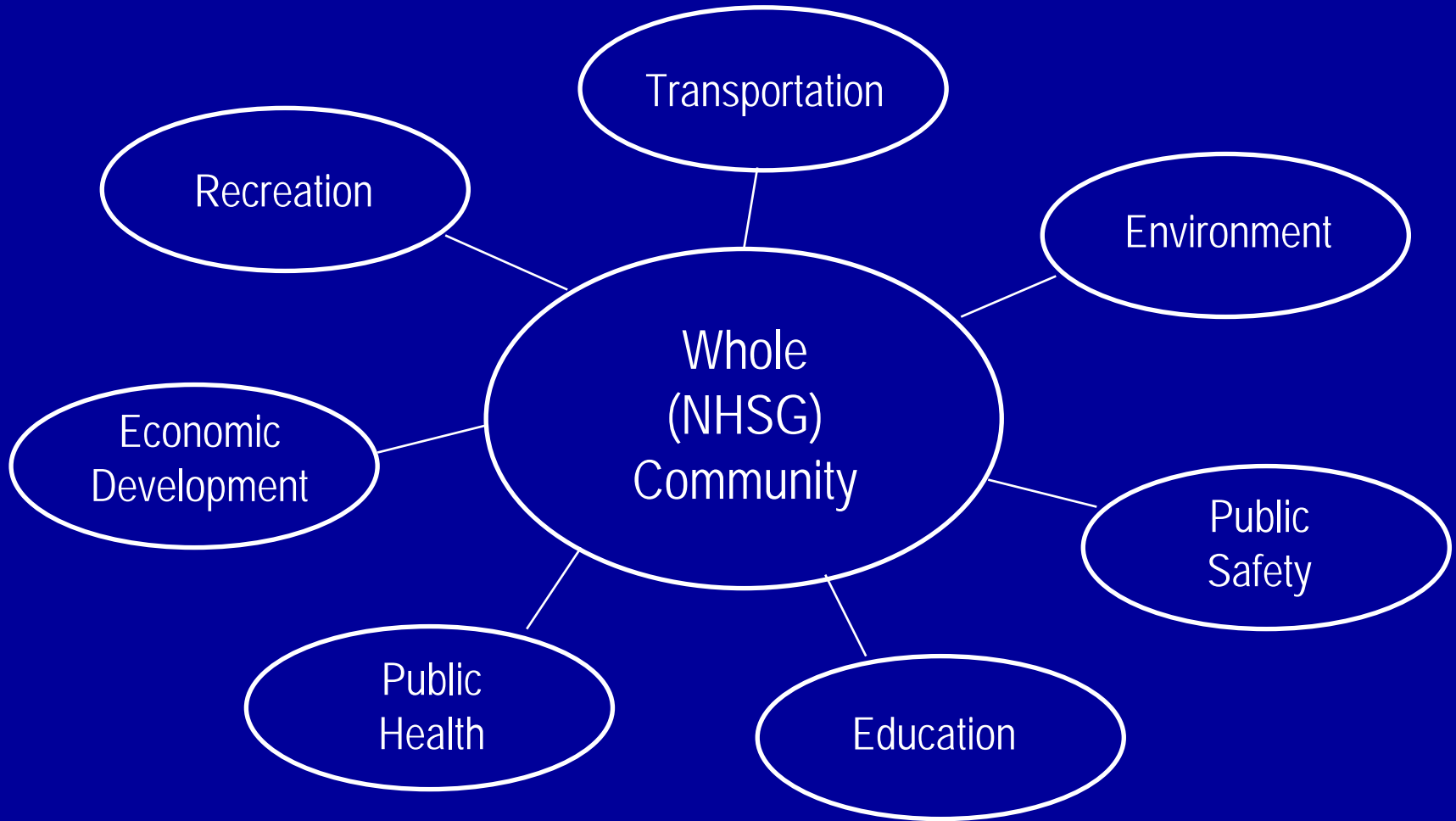
Railroad Right of Way through Seabrook



Historic artifacts of the Eastern RR can be basis for interpretive signs



NHSG Community Benefit Model



USDOT/EPA/HUD Livability Principles

- 1. Promote more transportation choices**
- 2. Promote equitable, affordable housing**
- 3. Enhance economic competitiveness**
- 4. Support existing communities**
- 5. Coordinate policies and leverage investment**
- 6. Value communities and neighborhoods**

Anticipated Challenges

- **Alternative Routing at Seabrook Station**
- **Erosion and vandalism at Cain's Mill Pond**
- **Walton Road bridge removal**
- **Funding for trail development in a tough economy**

Resources for Trail Development

- **Federal Funding**
 - Transportation funding (Transp Enhancements, Rec Trails)
 - Other federal sources (CDBG, LWCF)
- **State Funding**
- **Municipal**
- **Private Section Cash Contributions**
- **Private Sector In-Kind (labor, equipment, discounted materials)*** *(note that match eligibility of in-kind items varies by federal funding program)*

Seabrook Rail Trail Implementation

Next Steps – Fall 2010-Winter 2011

- **Develop trail management agreement between NHDOT and Town of Seabrook**
- **Refine cost estimates, outreach materials and presentation for potential funders**
- **Outreach to potential funders/supporters**
- **Continue to build volunteer base of SRTA**
- **Build toward Transportation Enhancement funding proposal for summer 2011**

NHSG Planning & Implementation

Some lessons learned so far...

- **Develop and nurture a broad coalition**
- **Foster regional coordination**
- **Identify and cultivate local champions**
- **Make use of models in neighboring areas**
- **Draw on available technical assistance sources:**
 - **RPCs, ECGA, RTC, NPS**
- **Don't underestimate community resources**

Cost & Return on Investment

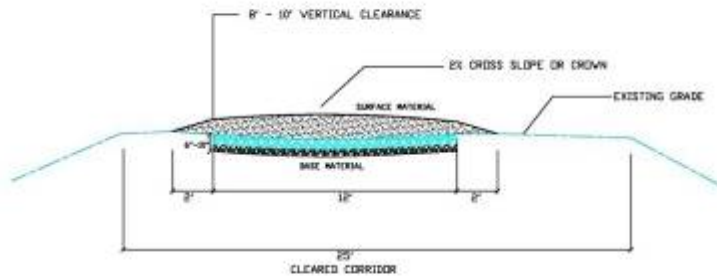
- **Common cost range from \$400K-\$1M/mile depending on materials and design if using federal funding.**
- **Other trails in NH have realized lower costs, still with high quality trail, with private sector funding.**
- **Projected usage range of 325/day to 4,754/day based on NCHRP model (lower end likely, though this excludes tourism visitors)**
- **Estimated return on investment of \$240K/year to \$3.6M/year based on NCHRP model**

NH Seacoast Greenway Presentation Overview

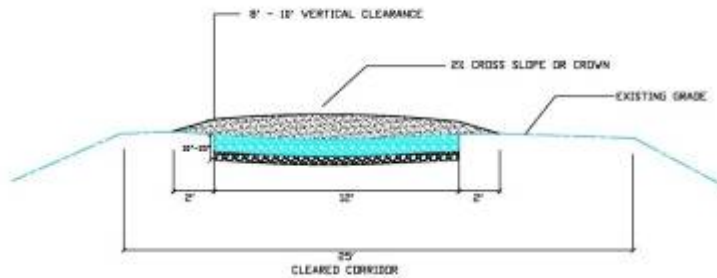
- Planning process and regional context
- Trail development opportunity in Seabrook
- Benefits, challenges, resources for trail development
- Next steps
- Some lessons learned



Conceptual Design for Trail



TYPICAL CROSS SECTION A



TYPICAL CROSS SECTION B



NHSG Interpretive Kiosks

- **Standard timber-frame design used elsewhere on ECG**
- **Interpretive content to include info on NHSG on-road and planned off-road routes, ECG, road rules, host site info**
- **Maintenance agreements for kiosks along the on-road route are being developed between NHSG, NH State Parks, Strawberry Banke Museum.**
- **The trail crossing by the Seabrook public library would also be a good location for a kiosk.**

