**ROBERT FROST / OLD STAGE COACH SCENIC BYWAY**
Stevens Hall, Chester, NH
March 3, 2014, 7:00 PM

**DRAFT MINUTES**

1. Welcome/Introductions
In the absence of Chair Elizabeth Robidoux, Vice Chair Jean Methot opened the meeting and welcomed everyone to Chester. Attendees introduced themselves:

Stoney Worster (Auburn)
Jean Methot (Chester)
Margie Ives (Derry)
George Sioras (Derry)
Tina Harrington (Hampstead)
Rob Morris (Hampstead)
Scott Bogle (RPC)
Katrina Crocker (SNHPC)
Adam Hlasny (SNHPC)

2. Review minutes from November 18, 2013
Jean asked for approval of the minutes from November 18. George Sioras made a motion to approve, seconded by Stoney Worster; the November minutes were approved unanimously.

3. Corridor Management Plan
Scott Bogle gave an overview of progress on the Corridor Management Plan (CMP). He distributed the inventory of sites with photos with the caveat that there are photos missing in Auburn and Derry. The document will have to be tweaked in order be added to the CMP in its final format. He asked those present to review the inventory for accuracy over the next two weeks prior to the 3/31/14 public hearing.

There was then some discussion regarding the draft statement of significance. The statement from the Gen. John Stark Scenic Byway (GJSSB) was used as a template. Margie Ives suggested adding some "fun facts" about when towns were settled/established and other pertinent information. Scott suggested asking Rick Holmes to compose brief write ups on the byway towns, as well as any other information (i.e. history of the stagecoach road) that would be applicable and interesting. Scott said that he will send editable versions of the document around for general comments.

Adam Hlasny gave a brief overview of the 11x17 maps. While reformatted to fit more nicely into the CMP, they are substantively unchanged from the larger format maps, other than the addition of updated land use data. It was noted that the accident maps will be used internally as a data analysis tool rather than being showcased to the general public. Due to the numerous corrections requested, Scott suggested that each council member make the corrections on an interactive Google map to cut out the middle man.

Adam also distributed a draft of the Planning and Land Use Regulations section of the CMP. The template for these was also taken from the GJSSB CMP. Adam clarified the acronyms AADT (Average Annual Daily Traffic) and TODS (Tourist-Oriented Directional Signs) and

said that these would be changed within the document. The council agreed that Drew Road and English Range Road in Derry are not accessible to tour buses. It was also noted that Derry is the only town along the byway with sidewalks near points of interest.

There was a brief discussion about signage- the group preferred not to call a signage expert from DOT to re-review regulations at the next meeting, but rather to move forward under the assumption that new byway signage will be permitted along state roads.

4. Public Hearing (3/31/14) Preparation
   There was a brief discussion about the upcoming public hearing. Scott said that he will do a brief presentation similar to that from the April 2013 public hearing. George clarified that this will be a stand-alone meeting, unrelated to any other committees within Derry. Liz Robidoux will take care of submitting the legal notice two weeks prior to the hearing. The legal notice will be submitted to the Union Leader rather than the local, lower-circulation papers.

5. Next Steps
   Scott noted that the State Scenic Byway Council is scheduled to meet on May 8, 2014 in the Materials and Research Building at NH DOT. Scott will reach out to William Rose of NH DOT and ask whether there needs to be a formal presentation from each of the proposed byways, or whether it will be as simple as submitting paperwork that the public hearings were held. Adam thought that an additional presentation would be unnecessary, since the byways were conditionally approved in November 2013 pending the holding of a public hearing. Scott also noted that, despite a lack of dedicated byway funding under MAP-21, the Highway Safety Improvement Program (HSIP) may be a source of funding for byway improvements in the future. Another potential source could be the NH Charitable Foundation.

6. Next Meeting
   The next meeting will be held on **Monday, June 23, 2014.** Location is to be determined.

**The meeting stood adjourned at approximately 8:05 pm.**

Respectfully submitted by Katrina Crocker and Adam Hlasny, SNHPC

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