Robert Frost/Old Stage Coach Scenic Byway
Corridor Management Plan

Developed by:

Robert Frost/Old Stage Coach Scenic Byway Council
Southern New Hampshire Planning Commission
Rockingham Planning Commission

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1. INTRODUCTION

The Robert Frost/Old Stagecoach Scenic Byway connects the towns of Atkinson, Hampstead, Chester, Auburn and Derry, and is designed to celebrate and interpret the historic Boston-Haverhill-Concord Stage Coach route that followed what is today NH Route 121; as well as the New England landscape featured in much of Robert Frost's work, including the settings of some of his most famous poems. The Byway highlights the numerous historic sites, scenic views, outdoor recreational opportunities, and other attractions that the region has to offer - raising awareness among local residents and promoting visitation for economic development.

This Corridor Management Plan (CMP) serves as the key planning document for the Robert Frost/Old Stagecoach Scenic Byway. It begins with a description of the significance of the Intrinsic Qualities (scenic, historic, natural, cultural and/or recreational resources) along the Byway that merit designation, and includes an inventory of those buildings, sites and cultural events. Next the Management Plan summarizing existing conditions along the byway, including traffic volumes and road condition, current land use, zoning and other regulations in each community. Finally, based on input gathered at a public visioning session in April 2013, multiple meetings with local selectmen and town councils over three years, and input from the Byway Council, the Management Plan identifies strategies for the preservation, enhancement and promotion of those historic buildings, scenic views and cultural events that define the area; as well as strategies for enhancing tourism opportunities along the corridor; and improving safety for all users of the Byway.

A. What is a Scenic Byway?

A Scenic Byway is a road recognized by the State of New Hampshire and the U.S. Department of Transportation for its scenic, historic, recreational, natural, cultural and/or archeological qualities. The National Scenic Byways program was established by Congress in 1991 to preserve and protect the nation's scenic but often less-traveled roads and promote tourism and economic development. In New Hampshire the program is administered by the New Hampshire Department of Transportation.

There are three levels of Scenic Byway designation. The most distinguished designation is that of *All-American Roads*. These routes are scenic enough to be tourist destinations unto themselves. Examples of All American Roads include Historic Route 66 across the southwest, or Skyline Drive in Shenandoah National Park. There are 31 All American Roads nationwide. The second category is *National Scenic Byways*, of which there are 98 nationally, including three in New Hampshire: the Kancamagus Highway, the White Mountains Scenic Trail, and the Connecticut River Byway. The final category is *State Scenic Byways*, designated at the State level as having exemplary qualities that make them attractive visitor destinations. There are 14 such byways in New Hampshire, including six in southeastern part of the state.

B. Why establish a Scenic Byway?

First and foremost, to be identified as a State Scenic & Cultural Byway is an honor for the communities through which the Byway passes, as the designation speaks to the beauty and value of the scenic vistas, heritage, natural areas and recreational opportunities along the route. Second, having a byway in our communities is valuable for local tourism and economic development. America's Byways, the national

Scenic Byway Program, maintains an online visitors' guide to Byway routes and standout places to visit in each State. Collaborative work among neighboring communities to designate a Byway corridor can carry over into collaborative work to protect the remarkable resources along the byway. Finally, designation as a State Scenic & Cultural Byway and completion of a Corridor Management Plan help position communities to be more competitive in pursuing federal grant funding for projects to improve safety, protect resources or otherwise enhance the visitor experience along the byway.

C. Are there regulatory implications to designating a Scenic Byway?

It is important to differentiate *Scenic Byways* from *Scenic Roads* defined by State law under RSA 231:158. Designation of a Scenic Road carries with it regulatory implications for abutting property owners. The one regulatory aspect of Scenic Byway designation is control of billboards or other off-premises advertising, though this is already regulated under separate state law, and existing advertising of this sort where it exists would be grandfathered. The Scenic Byway program is not intended to be a regulatory program, but rather is focused on engaging communities to collaborate on tourism development, and planning for the enhancement and management of those qualities that help make byways attractive visitor destinations.

D. Federal requirements for Byway Corridor Management Plans

The Federal Highway Administration (FHWA) lists 14 components that must be in any Scenic Byway Corridor Management Plan (CMP). These are outlined below with reference to where in this Management Plan each is addressed.

The FHWA 14 requirements for Scenic Byway CMPs include:

1. A map identifying the corridor boundaries, location of intrinsic qualities, and land uses in the corridor. See Map 3.1 (page 16) and Map 3.4 (page 26).
2. An assessment of the byway's intrinsic qualities and their context (the area surrounding them). The end product is typically a catalogue of the byway's scenic, historic, natural, archeological, cultural, and recreational qualities. See Inventory of Intrinsic Qualities starting on page 8 and Appendix A.
3. A strategy for maintaining and enhancing each of the byway's intrinsic qualities. See Goals and Strategies starting on page 35.
4. A list of the agencies, groups, and individuals who are part of the team that will carry out the plan. See members of the Robert Frost/Old Stage Coach Byway Council on page 35.
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. See Goals and Strategies starting on page 35.
6. A plan for on-going public participation. See Goals and Strategies starting on page 35.
7. A general review of the road's safety record to locate hazards and poor design, and identify possible corrections. Identify ways to balance safety with context- sensitive highway design practices that accommodate safety needs while preserving the road's character. See Current and Physical Conditions, Safety and Traffic beginning on page 21, and Map 3.2 and 3.3.
8. A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers, and pedestrians. See Goals and Strategies starting on page 36.
9. A listing and discussion of efforts to minimize anomalous intrusions on the visitor's experience of the byway. This might include landscaping to screen an industrial site, relocating utility wires and poles, or planning for the sensitive location of wireless telecommunications towers along the

byway. See Goals and Strategies starting on page 35.

10. Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising. Federal regulations prohibit all new billboards along designated scenic byways that are classified as federal-aid primary, national highway system, or interstate roads. States are free to impose stricter controls on billboards along scenic byways. See State and Local Sign Regulation on page 24, and Goals and Strategies starting on page 35.
11. A plan to make sure that the number and placement of highway signs will not get in the way of scenery, but still be sufficient to help tourists find their way. This includes, where appropriate, signs for international tourists who may not speak English fluently. Two popular and effective ways of addressing this issue are logo signs and tourist-oriented directional signs (TODS). Logo signs are located on interstate highway rights-of-way and advertise gas, food, camping, and lodging at nearby exits. Highway-oriented businesses can advertise their company's symbol, name, trademark, or a combination of these things on a logo sign. A few states, like Utah and Maine, provide TODS primarily on non- interstate rural highways to help motorists find local businesses. TODS indicate only the name of local attractions, mileage to the establishment, and direction. See State and Local Sign Regulation on page 24, and Goals and Strategies starting on page 35.
12. Plans for how to market and publicize the byway. Most marketing plans highlight the area's intrinsic qualities and promote interest in the byway that is consistent with resource protection efforts and maintenance of the byway's desired character. See Goals and Strategies starting on page 35.
13. Any proposals for modifying the roadway, including an evaluation of design standards and how proposed changes may affect the byway's intrinsic qualities. Byway groups should work with their state department of transportation to adopt context-sensitive highway design standards for the byway. Context- sensitive design takes into account the area's built and natural environment; the environmental, scenic, aesthetic, historic, community, and preservation impacts of a road project; and provides access for other modes of transportation. See Goals and Strategies on page 35.
14. A description of what you plan to do to explain and interpret your byway's significant resources to visitors. Interpretation can include visitor centers, leaflets, audio tours, information panels, and special events. See Goals and Strategies on page 35.

Adapted from: "National Scenic Byways Program". Federal Register. Vol. 60, No. 96. May 18, 1995.

2. STATEMENT OF SIGNIFICANCE

The Robert Frost/Old Stage Coach Scenic Byway was designated by the State of New Hampshire as a Scenic & Cultural Byway in May 2014. The route is located wholly within Rockingham County, and consists of two contiguous segments with distinct interpretive themes. The first of these segments is the Old Stagecoach Byway, which begins in Atkinson at the Massachusetts border and travels northwest along NH Route 121 through Hampstead, Chester and Auburn to Lake Massabesic. The adjoining segment is the Robert Frost Byway, which follows NH Route 28 and local roads south from Lake Massabesic through Derry village center to the Robert Frost Farm State Park, and continues along local roads heading eastward until it reconnects with Route 121 and the Old Stagecoach Byway in Hampstead, completing a loop of 44 miles.

The two segments feature a rich diversity of the intrinsic qualities highlighted by the NH Scenic and Cultural Byways program. The unifying theme of the Robert Frost/Old Stage Coach Byway is the history and culture of rural southern New Hampshire. This includes how it was shaped by the early transportation network of the region – most specifically the stage coach service that connected Boston and Concord via Haverhill, Atkinson, Hampstead, Chester, Auburn and Manchester. More broadly, the Byway celebrates New Hampshire's rural landscape and communities through which the Byway passes – the villages, farmsteads, orchards, and denizens brought to life in the writing of Poet Laureate, and former Derry resident, Robert Frost.

Stage coach service began between Boston and Haverhill, Massachusetts in 1793, and was soon after extended north to Concord, New Hampshire, on a route that largely follows present day NH Route 121 and the Main Streets of Atkinson, Hampstead and Chester. Alternate local names for the route, or segments of it, have over time included the Stage Road, the Coach Road, and the Post Road. When looking out their stage windows, passengers on those early stage coaches would in many areas have seen much the same landscape during the 19th century as contemporary travelers would see out the window of their car today – fields, stone walls, vistas, and a significant number of surviving historic buildings.

With the need to rest, water or change horses, and allow respites and refreshment for passengers, stops were needed along the 30 miles from Haverhill to Manchester. Numerous taverns and inns opened along the route to fill this need, much as gasoline stations and rest stops meet the needs of motorists today. Many of these tavern and inn buildings today survive as private homes. Examples include the Grover House in Atkinson; Gilman Inn, Colby Tavern, Taylor Tavern and Muzzy's Tavern in Hampstead; and the Elliot Tavern in Chester. The Chester stage coach provided service between Chester and Derry/ Londonderry. In 1887, the cost of the run was 15 cents. In 1896 the opening of the Chester and Derry Trolley ended the need for this stagecoach.

In 1851, Lewis Downing and J. Stephen Abbot created the Concord Coach. Their intent was to minimize the discomfort of travel. The existing stage coaches were not well-sprung and travel could be very uncomfortable. The Concord Coach, constructed in Concord, New Hampshire, was used as a mail coach and was able to accommodate up to 12 interior passengers, depending upon the model. The coaches were painted with bright colors and featured oil paintings on the doors.

By the mid-1800s, stage coach service ended as a result of competition from railroads, which provided superior speed, comfort and convenience. During their period of operation, though, the stage coaches

helped shape the towns through which they passed; and their route remains one of the main highways through the region.

The Byway also interprets American Poet Laureate Robert Frost, the period he spent living and teaching in the area between 1900 and 1911, and the New Hampshire denizens and landscape about which he wrote. Some of Robert Frost's most important poems were written while he taught at Pinkerton Academy, and he has cited his time in Derry as inspiring much of his work. The impetus for Frost's poem "Stopping by the Woods on a Snowy Evening" was autobiographical. The setting is Webster's Corner in Derry, the current intersection of Route 28 and Island Pond Road. On an evening in late December, Mr. Frost paused for a moment while returning home from town after an unsuccessful attempt to sell eggs. He had been trying to raise money for Christmas gifts.

Robert Frost, his wife Elinor, their toddler daughter Lesley and about 300 Wyandot chickens moved to Derry in the fall of 1900. They lived on a 23 ½ acre farm that had been purchased for them by his grandfather. In March of 1906, economic considerations forced him to give up farming and he became a teacher at Pinkerton Academy. Within a couple of years, he was recognized by the State Superintendent as the state's best teacher. In the summer of 1911, he sold the farm and began teaching at Plymouth Teachers College. The Derry years are critical in the development of Robert Frost as America's favorite poet. The four time Pulitzer Prize winner and US Poet Laureate would use themes from these years in all of his books of poetry. Perhaps the best testimony to the importance of his decade in Derry comes from Mr. Frost himself. In a letter he wrote, "To a large extent the terrain of my poetry is the Derry landscape, the Derry farm. Poems growing out of this, though composite, were built on incidents and are therefore autobiographical. There was something about the experience at Derry which stayed in my mind, and was tapped for poetry in the years that came after. It is all fact – no fancy, but lots of teasing."[1]

[1] *Robert Frost, Life and Talks – Walking*, Mertins, Louis, 1965, p 72

3. EXISTING CONDITIONS

A. Route Description

The ideal starting point for traveling the Byway route is in the Town of Atkinson near the Massachusetts-New Hampshire State border. Much of the fabric of Atkinson's historic town center has been well preserved, with houses and civic structures dating from the colonial era through the 19th Century. Atkinson's Main Street, now NH Route 121, was the route of the first regular Stage Coach service between Boston, MA and Concord, NH, as well as the main commerce and travel route to get from Concord and Manchester to Boston during the colonial era.

The leafy tree canopy of Atkinson's Green Tunnel shades travelers as they continue northward into the Town of Hampstead, which similarly features many historic homes dating to the 18th and early 19th centuries. Hampstead's Meeting House, built in 1749 and listed on the National Register of Historic Places, was recently rehabilitated and features a bell from the foundry of Paul Revere.

The town of Chester features an historic village center with multiple properties on the National Register, including the former Chester College and the home of Daniel Chester French, sculptor of the statue of President Lincoln in the Lincoln Memorial among other famous works of the late 19th and early 20th centuries.

Byway travelers will find myriad outdoor recreation opportunities surrounding Lake Massabesic in Auburn. The Massabesic Audubon Center is a wildlife sanctuary featuring 5 miles of hiking trails connecting the shores of the Lake to adjacent upland habitat, as well as hosting interpretive and educational programs. The Lake is also a beautiful location for canoeing and kayaking, and connecting to a broader regional networks of rail trails.

From Lake Massabesic the Robert Frost portion of the Byway runs southward following local roads through former orchards and other conservation land, arriving in the community of Derry. Derry's downtown features shops, restaurants, the Derry Opera House and museum and other historic civic and residential architecture. In Derry travelers will also find the Robert Frost Farm Historic Site, where the poet lived while teaching at nearby Pinkerton academy from 1906-1911 and writing some of his most well-known work, including "Stopping by the Woods on a Snowy Evening", "Mending Wall", and "The Black Cottage". The sites inspiring each of these works are all nearby the Robert Frost Farm. After a visit to the Frost Farm, travelers can continue along the Byway route, rejoining the Old Stage Coach route in Hampstead.

Route Description by Road Segment

Road	Description	Mileage
Old Stage Coach Byway Segment		
NH 121/Main Street (Atkinson)	Begin at Plaistow/Atkinson Town Line in Atkinson. Follow NH 121/Main Street past through Atkinson's historic Town Center.	4.2
NH 121/Old Stage Road (Hampstead)	Continue on NH 121 through the Town of Hampstead. Old Stage Road becomes Main Street in Hampstead, and on the north side of the village center it becomes Haverhill Road	4.8

NH 121/Main Street (Chester)	Continue on NH 121/Haverhill Road, entering the Town of Chester.	3.9
NH 121/Haverhill Road	Turn Left at intersection with Sandown Road to remain on NH 121/Haverhill Road. Proceed through Chester Town Center, crossing NH 102/Derry Road. Becomes Chester Street	0.2
NH 121/Chester Road (Auburn)	Continue on Chester Street, crossing into the Town of Auburn. Becomes Chester Road entering Auburn. Pass Calef Lake Camping Area.	6.1
NH 121/Manchester Road (Auburn)	Turn left onto Manchester Road to remain on NH 121. Continue to intersection of NH 121 and NH 28/Londonderry Turnpike at the roundabout. Lake Massabesic Waterfront Park is northern terminus for Stage Coach Byway segment.	2.8
Robert Frost Byway Segment		
NH 28 Bypass/Londonderry Turnpike (Auburn)	Begin at Lake Massabesic Waterfront Park. Proceed south on NH 28 Bypass/Londonderry Turnpike.	7.2
English Range Road	Turn Left onto English Range Road.	2.0
NH 102/Chester Road (Derry)	Turn Right onto NH 102/Chester Road. Follow past Beaver Lake to Roundabout at intersection with NH 28 Bypass/Londonderry Turnpike.	1.5
NH 102/East Broadway (Derry)	Proceed half-way around roundabout to continue straight on NH 102, which becomes East Broadway as it approaches Derry town center.	0.9
NH 28/Birch Street (Derry)	Turn Left onto NH 28/Birch Street at town center traffic light	0.8
NH 28/Rockingham Road (Derry)	Turn Left onto NH 28/Rockingham Road	0.8
NH 28/Rockingham Road (Derry)	Bear Right at split with Island Pond Road to remain on NH 28/Rockingham Road. Pass Robert Frost Farm Historic Site.	1.1
Lawrence Road (Derry)	Turn Left onto Lawrence Road	1.0
Island Pond Road (Derry)	Turn Right onto Island Pond Road. Cross Rockingham Recreation Trail. Bear Left at Y with Gulf Road to remain on Island Pond Road. Bear Right at Y with Warner Hill Road to remain on Island Pond Road	3.6
North Shore Road (Hampstead)	Turn Left onto North Shore Road. Pass Escambuit Campground.	1.2
Drew Road (Hampstead)	Turn Right onto Drew Road. Becomes North Salem Road.	0.8
NH 121 Main Street	North Salem Road intersects NH 121 Main Street in Hampstead, rejoining the Stage Coach Byway. Southern terminus of Robert Frost Byway.	0.2

B. **Intrinsic Resources**

The Byway route is highly scenic, leading visitors through quintessential New England colonial villages, rolling farmland, working orchards, and picturesque ponds and lakes. The route provides visitors access to recreational resources including Lake Massabesic and local ponds with recreational access, and a range of hiking and biking trails, including the Rockingham Recreation trail, and the Granite State Rail Trail. There are networks of mountain bike and Audubon Center hiking trails at Lake Massabesic. Seasonal festivals and year-round museums, restaurants, and town centers provide opportunities to experience the culture of the region, and offer the visitor an "off-the-beaten path" experience through a unique, little known part of New England.

Historic Resources

The following pages feature brief thumbnail histories for each of the five corridor communities, noting significant characters, events and sites. Detailed information on structures and sites of historic interest can be found in the full Inventory of Intrinsic Resources included as Appendix A.

Atkinson[2]

Atkinson has a rich history, dating back to before the American Revolution. The town was part of a tract of land purchased from the Indians by settlers of Haverhill, MA on November 15, 1642. The first settlements were made in 1728 by Benjamin Richards of Rochester and Jonathan and Edmund Page and John Dow of Haverhill.

Set off from Plaistow on September 23, 1767, Atkinson was named for Colonel Theodore Atkinson. Col. Atkinson had been a commander of some renown during the French and Indian wars and served as collector of customs at Portsmouth. In 1748, he was appointed Secretary of the New Hampshire Colony, a position he received through his uncle, Benning Wentworth, the colonial Governor. Although he never actually lived in Atkinson, his estate located on Providence Hill Road was known as the Atkinson Farm.

Colonel Atkinson served as secretary of the colony until the Revolution, and was one of the Masonian Proprietors who parceled out New Hampshire lands to over 30,000 settlers. Colonel Atkinson bequeathed funds to establish Atkinson Academy, incorporated in 1787. In 1809, the state granted 13,000 acres of land in Coos County to the Academy, an unincorporated place now known as Atkinson & Gilmarnton Academy Grant.

Atkinson Academy, the second oldest co-educational school in the country, was founded as a boys school in 1787 by Reverend Stephen Peabody, General Nathaniel Peabody and Doctor William Cogswell; it began admitting girls in 1791. The school building burned to the ground in 1802, and was rebuilt in 1803 at a cost of $2,500. That building remains a part of the Academy, with only four classrooms. Other historic buildings, such as the Kimball House and Rockwell School (current police station) grace this southern New Hampshire town.

Relatives of former President John Quincy Adams live in Atkinson, along with famous politicians and businessmen.

[2] Town of Atkinson, Historical Society webpage, March 2014

Hampstead

The first known inhabitants of what later became known as Hampstead, were Native Americans. There were several campsites located around both Island Pond and Wash Pond. In 1642, the members of the Massachusetts Bay Colony purchased from the Indians, the lands known as Pentucket. The land was renamed Haverhill. Their lands extended roughly 12 miles to the north and included modern day Hampstead. It was not until the early 1720s that the citizens of Haverhill began to explore and settle this dense wilderness. The area was known as Timber Lane Parish of Haverhill due to the great abundance of valuable timber. The early settlers were known to be "men well fitted to encounter the toils, endure the hardships, and practice the self-denial necessary for the successful building up of a new settlement."

Originally settled in 1728, the population steadily increased and in 1733, twenty-five families petitioned the general court to see if they could hold meetings by themselves due to the great difficulty of traveling to Haverhill. Permission was granted and a rude meeting house was erected. In 1741 the boundary between Massachusetts and New Hampshire was established that put Timber Lane in the province of New Hampshire. A petition was presented to His Excellency Benning Wentworth, Esq. Governor and on January 19, 1749, the Town of Hampstead was incorporated. The town is named after the English residence of Sir William Pitt, a close friend of Benning Wentworth, New Hampshire's royal Governor. Hampstead is often described as a "picture postcard town with an elegant historic Main Street, characterized by antique Colonial homes."

The cornerstone for a new meeting house was placed in 1745. This meetinghouse is still standing today and it is the second oldest meetinghouse in the State. Hampstead residents are very proud of this building as well as the Paul Revere, Jr., bell which hangs in the belfry. The bell is traditionally rung every year to "ring in the 4th of July". The building has been used as a place for worship and, for nearly a hundred years, had no second floor. It has seen its share of famous New Hampshire people too, including Daniel Webster, who attended a trial there in 1814.[3]

Hampstead was primarily an agricultural community, although little of the agriculture exists today. There are three ponds in Hampstead that made the town a popular destination for recreation. In the early days, the population rose dramatically in the summer months. The town still has two active campgrounds. The railroad came through and ran from 1870 to 1936. Along with the railroad came a great deal of prosperity; the railroad bed exists today and is used as a multi-use recreational trail.

On Main Street, the old library now houses the Hampstead Historical Society which maintains a museum that has artifacts from Hampstead as well as all kinds of information about the history of the town.

The Old Town Meeting House, located in Hampstead's Historic district, houses what is believed to be one of two Paul Revere Jr. bells still in existence. The bell is believed to originate from Paul Revere's foundry.

[3] http://www.hampsteadnh.us/Pages/HampsteadNH_BComm/Historic/house Town of Hampstead website

Chester[4]

The process by which the Town of Chester was incorporated began in 1719 with a petition to the Royal Governor of the Massachusetts Bay Colony (which included the not yet independent New Hampshire) from 125 businessmen, or proprietors. The grant was issued in 1720, and the town was incorporated in 1722. Of the original 125 proprietors, only 13 actually settled in Chester. Future settlers were primarily Scot-Irish, and purchased, leased, or married into land from the original proprietors.

The original grant for Chester stated 100 square miles, and if surveyed today it would reflect approximately one hundred and fifty eight (158) square miles of wooded land. Roads were barely cart paths, and travel from what is now Hooksett to Chester Center for a Town Meeting or to Church was a round trip that took all day or longer. It was no wonder that outlying areas created their own communities, their own parishes, and schoolhouses. Eventually these areas broke away and incorporated their own towns, now known as Candia, Raymond, Hooksett, Auburn, and Derryfield (now Manchester from Belmont Street to the Merrimack River, and up to the Mall of New Hampshire).

Today, within Chester's boundaries of about twenty seven (27) square miles, Chester Center, located at the intersection of NH Routes 102 and 121, is the geographic center of the community, and is little changed from a hundred years ago. It is still the commercial and civic center of the community. Chester Center is a landmark, with National Historic Sites on three of the four corners. On the northwest corner is the Village Church (Chester Congregational Baptist Church). Constructed in 1773, it served as the site of the annual Town Meeting through 1836. On the northeast corner is the Village Cemetery, a wealth of history in itself, and includes all those veterans who served in the Revolutionary War. The southwest corner reveals Stevens Memorial Hall.

During the Post-Revolutionary Period (1780-1830), Chester was an important stop on the first stage route, which was established between Haverhill, Massachusetts and Concord, New Hampshire. In 1793, many of the larger homes along Haverhill Road and Chester Street served as inns and taverns for the travelers. In 1803, a company was formed to build the Chester Turnpike, a straight-line toll road, between Chester and Concord. This venture was not profitable and was abandoned with the development of the Merrimack River for waterpower and transportation, which left Chester as a small, rural community.

During the Pre-Civil War Period (1830-1860), shoes were made in small shops in the community. Fine fabrics were imported but mostly all fabric for clothing and household use was manufactured in the home. With the introduction of more advanced mechanization, the shoe and fabric industries moved to large factories in the cities where waterpower, rail facilities and more labor were available and production could keep up with the demands of larger markets. In the 1870's, the Nashua to Rochester railroad was built to service these factories, but went through Hampstead and Sandown, again leaving Chester off the beaten path of commerce.

Although Chester never became a manufacturing center, its residents have played a major role in politics and the arts in both New Hampshire and the nation. Chester has given the State of New Hampshire three governors, three senators, a chief justice of the State Supreme Court, a President of Dartmouth College, and numerous judges, lawyers, doctors, engineers, and financiers. It is also famous as the home of the Revolutionary period Dunlap Family of Cabinetmakers, and as the summer home of the sculptor

[4] http://chesternhhistorical.org/?page_id=120, Town of Chester Historical Society website

Daniel Chester French, who created the statue of Abraham Lincoln for the Lincoln Memorial in Washington, DC.

During the latter part of the Post-Civil War period (1860-1900), Chester became a popular summer resort. The estates of the wealthy, the inns and the summer boarding houses provided summer employment for many of the year-round residents. As the summer resort activities began a decline, which continued well into the 1900's, the inns, taverns, and the smaller stores in the outlying areas could not afford to remain open and were gradually converted to private homes.

In 1877, the New Hampshire Legislature granted a charter to the Chester & Derry Telegraph Company. The telegraph line was operated successfully until 1884, when it was converted to a small private telephone company, The Chester Telephone Company, which survives today as Granite State Telephone.

Unlike the surrounding towns of Auburn, Candia, Raymond, and Sandown, no steam driven railroad was ever built into Chester. It did, however, have an electric railroad, the Chester & Derry Electric Railroad, a line that ran from Chester Center, to East Derry Village, then into Derry, near the Derry Depot. *The Trolley*, as it was called, ran passengers and freight from 1896 to 1928, a time when Chester's population had declined to its lowest level (653 residents). The cause was the same as for scores of other small New England communities, lack of industry, which forced people away from the farms to better employment opportunities in cities such as Manchester and Nashua. This and development of the automobile which brought improved roads saw the demise of the Trolley. In 1924, electric streetlights were installed for one mile on each road emanating from Chester Center, thus beginning the electrification of the Town. Within a few years, the main streets were paved, as you see today, with only a few of the lesser traveled roads still gravel.

Auburn[5]

Auburn was named from the poem "The Deserted Village" by Oliver Goldsmith, "Sweet Auburn! Loveliest Village of the Plain." Auburn was originally part of Chester, an area known as "Chestnut Country" which became a separate township on May 8, 1722. The first white settlers were recorded in 1614. Auburn was part of this large town "north of Exeter" and it was the last to split off with the incorporation signed by Governor Steele, on June 23, 1845. This area of Chester was known as Long Meadow West, Chester or Chester Woods. Some say that Auburn split from Chester because of poor roads, or it was too far from Chester Center to attend Sunday service and town meetings. One theory is this area of Chester had grown increasingly independent. The rapid growth of Manchester may also have played a part. Manchester's rising population gave better markets for goods; there were off farm employment opportunities, and better transportation as rail travel was available, not to mention the ever present politics.

Approximately one third of Auburn is covered by Lake Massabesic which was being considered as a potential municipal water source due to the contamination of many wells and a need for a reliable source of water for fire protection. There had been three attempts to form private water companies with little success. In 1871, the General Court passed an act and the Manchester Water Works was formed as an agency of the City of Manchester. In 1874, the Legislature conveyed water from the Lake to the City of Manchester. On July 4th of that same year, the first water was pumped to the City with the completion of the Cohas Dam and the Mammoth Road Reservoir. In 1885, Manchester Water Works

[5] Information taken from "Where has Auburn Been?", presentation by D. Dollard, Auburn Historic Association

began acquiring land around the lake. By 2006, over 3400 acres and 95% of shoreline was owned by the Water Works.

Auburn remained primarily an agricultural town but was augmented by the many seasonal summer boarders. Auburn has had a colorful history. It is built on seven hills, all of which are about 500 feet above sea level. The last friendly Indians were seen in the area of Pingree Hill in 1738. The Indians in Auburn were of the Algonquin Nation, Abanaki group, and Pennacook and Amoskeag Tribes. Steamboats were a common sight on Lake Massabesic; among them were *Winnie L*, *City of Manchester*, *Joe Cobb*, *Mineola*, *The Dark Secret*, *The Lone Star*, *Fannie Belle*, *Gem of the Lake*, *Daisy* and *Annie Oakes*. Auburn used to be home to the Pavilion, which was constructed in 1896 by the Manchester Street Railway to encourage people to the area. It burned in 1932. Auburn was a resort area known throughout New England. There were several summer boarding houses and hotels in town to accommodate the summer tourists. Transportation options included a trolley line and rail service.

- A trolley line to the town operated between 1895 and 1940.
- There were several train stations, including the Massabesic Station utilized in Auburn until 1861; the Severance Station/ice house which was torn down during the 1950's, and the original depot burned in 1934.
- The last passenger train came through in July of 1954.
- Freight traffic continued to the 1970s.
- Mail came by train; previous to that, mail was delivered by stage coach to the Anderson Tavern in Candia, which was located on the Chester Turnpike.

Colonel Francis Wayland Parker (1837-1902) is known as the Father of Modern Education; he taught in the basement of the Longmeadow Church for three winters. The Griffin Free Library was gifted to the town on April 26, 1893 from Sebastian Griffin. The Methodist Church was constructed in 1836, and is the current Town Hall. On the seedier side, Carry Nation, known as a great Temperance Crusader, came to Auburn and declared "Auburn was the worst" in her campaign against liquor. Auburn had many saloons and dance halls (one had a 75 foot bar with ten bartenders). The Auburn Rifle Range was used for military training during both World Wars and by the Army National Guard. It is now the site of Wellington Business Park. The era of cottages, dance halls, hotels, trolleys, steamboats and the railroad are long gone, but Auburn still has many gentler, recreational opportunities available along the shores of Lake Massabesic.

Derry[6]

Derry was settled in 1719 by sixteen families led by their pastor, James McGregor, who came from Aghadowey, County Londonderry in Northern Ireland. The families settled a 144 square mile grant called Nutfield. Pastor MacGregor is now remembered as the Moses of the Scotch Irish in America. Derry was originally incorporated as the Town of Londonderry in 1722. In 1827 the eastern portion broke away to form the Town of Derry which was the original name of the city and county of Londonderry, Northern Ireland. Derry, Northern Ireland is originally *Doire*, which is Gaelic for 'oak covered hill'. The Nutfield grant is now the towns of Derry, Londonderry and Windham with major parts of Hudson and Manchester and minor portions of Salem and Pelham.

[6] Information from Derry Town Historian, Richard Holmes; *A Second Glimpse of Derry 1719-1998,* and the 2010 Derry Master Plan

Derry remained primarily agricultural until the railroad came through the town in 1849. Derry's development has historically been linked to regional transportation patterns. The first village in town was located in East Derry (Upper Village) and contained the first church, tavern and stores. This area was located along the east/west stagecoach road to Portsmouth. When Londonderry Turnpike (Route 28/By-Pass 28) opened, the area known as Derry Village became more populated. The mercantile center developed closer to Londonderry in the area known as Derry Depot or West Derry about 40 years later when railroad came to town. Each of the town centers has survived surprisingly intact, preserving the architectural styles of each period.

In 1870 Colonel William Pillsbury moved his shoe factory from Londonderry to the Broadway section of town, closer to the railroad. In 1856, Harvey P. Hood began shipping milk via the rail from Derry to Boston. He eventually established his own dairy farm in Derry, purchasing the Redfield Farm and its large set of buildings. HP Hood manufactured all of its butter from its Broadway creamery and also shipped that by rail to Boston. Millions of shoes were manufactured in Derry each year and shipped to five continents. The Manchester & Lawrence branch of the Boston and Maine System was not a priority branch but during the height of rail travel in the area there were several freight and passenger trains traveling through Derry. In the late 1930's, passenger service decreased to one round trip a day to Boston with passenger service ending in June of 1953. During the Great Depression of the 1930's, most of the factories closed and there was an unemployment rate of about 30%. For the next three decades, Derry suffered from economic decline. Prosperity came again in 1963 with the opening of I-93. Derry's population doubled within a decade; land that was once pastureland now provides housing. Pinkerton Academy, a private high school established in 1814, is the largest such school in the United States.

Pre-European Settlement

When the first European settlers came from Haverhill, Massachusetts to Hampstead, local historical accounts describe "only one Indian living near Angle Pond". The New England Indians had contracted some of the early European explorers' diseases and their immune systems could not tolerate them, so their population had shrunk considerable by the later 1600's and 1700's. On November 15, 1642, Rev. John Gard purchased for Haverhill a large tract of land, including most of Hampstead, from the Indians Passaquo and Saggattew, with the consent of Passaconaway, for 3 pounds, 10 shillings. The intent of this purchase was to keep the Indians peaceful, but the raids continued.

In the early years, many stone tools, stone axes and arrowheads were found in the area along with evidence of villages or campsites. There was a large village at the eastern end of Island Pond, where the settlers found many artifacts. Several artifacts have also been found on the big island in Island Pond. Another location was at the eastern end of Sunset Lake, where the early settlers found the remains of a village and stone tools. In Island Pond there is an island known as "Escumbuit Island" which was the home of Chief Escumbuit in his later years until he died (1727). Chief Escumbuit led two raids in Haverhill, during one of which Hannah Duston was taken[7]. Prior to both raids, the Indians spent the night on Escumbuit Island.

[7] During the King Willam's War, Hannah Duston, her infant daughter and her nurse Mary Neff, were taken captive by the Abenaki in 1697. The daughter died enroute to what is now known as Dustin Island near Penacook, New Hampshire. Mrs. Duston, Mrs. Neff and 14 year old Samuel Lennardson killed and scalped ten of the Abanaki holding them captive. The three escaped by canoe back to Haverhill, Massachusetts.

The original settlers of the area were part of the Abenaki Confederations. The Indian population in the area was reduced to near zero by the time the area towns were settled, mainly due to disease and war. Derry had an Indian population of one in 1719 – an elderly man who was living alone on the shores of a pond that was named after him, Ezekiel's Pond, located just off Route 28 heading south toward Salem, a few miles south of the Frost farm.

There was an Indian "village" on the shores of Lake Massabesic. Both Atkinson and Derry claim their land was purchased from the Indians and not simply taken from the Native Americans. Derry's land was by deed from the great Abenaki Sachem Passaconaway. Over the centuries, many stone artifacts from the original Native American inhabitants have been found in the soil of each of the towns including a dugout canoe on display at the Derry Museum of History that was found at the bottom of Derry's Beaver Lake.

Sebastian Griffin of Auburn had a well-known passion for archeology. He had a collection of Indian artifacts that he found along the shores of Little Massabesic that were kept at the Griffin Free Library. The artifacts are unfortunately no longer in the museum of the Library. In the late 1900's thieves tunneled under the foundation of the library and removed the artifacts.

Recreational Resources

The route provides visitors access to recreational resources including Lake Massabesic and local ponds with recreational access, and a range of hiking and biking trails, including the Rockingham Recreation trail, the Southern NH Rail Trail and networks of mountain bike and Audubon Center hiking trails at Lake Massabesic. Seasonal festivals and year-round museums, restaurants, and town centers provide opportunities to experience the culture of the region.

The Byway also provides recreational opportunities for on-road cycling. NH 121 in Chester and Auburn has been designated by NHDOT as a Regional Bicycle Route. Much of the alignment of the Robert Frost Byway segment also follows State Bicycle Routes, along Auburn Road, Old Derry Road, English Range Road, Lawrence Road, Island Pond Road, and Drew Road. Shoulder width varies along the route from 4' in some sections to less than a foot in others, though segments with narrow shoulder tend to have lower traffic volumes. Opportunities exist for bicycle safety improvements in locations along the route. Sidewalks are present along NH 121 only in short segments through town centers.

Major recreational resources are inventoried in detail in Appendix A together with historic resources discussed above.

Robert Frost - Old Stage Coach Scenic Byway

Old Stage Coach Landmarks

1. The Green Tunnel
2. Atkinson Congregational Church
3. Atkinson Town Center
4. Dow Common and Civil War Memorial
5. Atkinson Academy
6. Atkinson Historic Sites- 41 Buildings
7. Atkinson Cemetery
8. Atkinson Town Pound
9. Hampstead Historical Society
10. Hampstead Village Center
11. Hampstead Village Cemetery
12. Hampstead Meeting House
13. Hampstead Town Hall
14. Hampstead Congregational Church
15. Town Beach at Wash Pond
16. Sanborn Campground
17. Camp Tel Noar
18. Historic Stage Coach Stop
19. Ordway Park
20. Rockingham Recreational Trail-Fremont Branch
21. Chester Civil War Memorial
22. Stevens Memorial Hall
23. Chester Village Cemetery
24. Chester Congregational Church
25. Eliot Tavern
26. Chester Brick School House
27. Chester Town Pound
28. Longmeadow Cemetery
29. Campground- Calef Lake
30. Longmeadow Congregatioanl Church
31. Auburn Town Pound
32. Massabesic Lake Boat Ramp
33. Auburn Town Hall
34. Rockingham Recreational Trail Connection

Robert Frost Landmarks

1. Massabesic Lake- Waterfront Park
2. Massabesic Yacht Club
3. Canoe/Kayak Launch Deer Neck Bridge
4. NH Audubon Nature Center and Trail Network
5. Corneliusen Orchards- Conservation Land
6. J & F Farms & Farmstand- Conservation Land
7. Beaver Lake and Town Beach
8. Matthew Thornton House
9. Pinkerton Academy
10. Original Derry Village Center
11. Alan Shepard Homestead Marker
12. Derry Farmer's Market (Seasonal)
13. Forest Hill Cemetery
14. MacGregor Park
15. Granite State Rail Trail
16. Historic Train Station (now restaurant)
17. Historic Fire Station- Now Restaurant
18. Adams Memorial Building/Opera House- Derry Museum
19. Robert Frost Homestead
20. Stark Monument
21. Warner Hill Fire Tower
22. Ballard Forest State Park and Taylor Mill
23. Island Pond
24. Weber Town Forest

- Old Stage Coach Landmarks
- Old Stage Coach Scenic Byway
- Robert Frost Landmarks
- Robert Frost Scenic Byway
- Major Roads
- Local Roads
- Town Boundaries
- Conservation Lands
- Lakes
- Rivers & Streams

0 0.5 1 2 Miles

N W E S

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NH Department of Transportation
SNHPC
RPC

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Ph: (603) 669-4664

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Manchester
Auburn
Raymond
Chester
Sandown
Derry
Hampstead
Atkinson
Windham
Salem
Haverhill

C. **Road & Traffic Assessment**

Safety and Traffic

The primary roads along the byway are NH 121, NH 28 Bypass, and NH 28. These roads are classified as state maintained primary roads. All of these are heavily traveled and are the primary routes from Manchester to points southeast. There are several safety hazards that have been identified in each of the community's Master Plans. The NHDOT has formally adopted the context sensitive solutions process in defining problems and their solutions on the state's transportation system. The following are problem areas that have been identified for each community.

Auburn:

While none of the highest accident locations on the byway are in Auburn, there are still areas of concern. Several locations along NH 28 Bypass, as well as the intersection of NH 121, Hooksett Road, and Raymond Road all experienced a moderate number of accidents from 2002 to 2010. Traffic volumes generally range from 3,000-4,000 AADT on NH 121 to just over 7,000 on NH 28 Bypass just south of the Massabesic traffic circle (2009-11 data)

Chester:

Chester is home to the 10th-most dangerous intersection along the byway, that of NH 102 and NH 121. This intersection experienced 21 accidents between 2002 and 2010, and 9 people were injured. A road safety audit completed in February 2012 found safety issues including:

- Vegetation
- Visibility & location of signs
- Vertical alignment/slope creating line of sight issue
- Turning traffic double stacks and bypasses on all approaches
- Vehicles from NH 121 are not yielding to oncoming NH 102 traffic
- Flashing beacon is not visible/effective

No other intersections in Chester typically experience a high number of accidents. Potential solutions to these and other issues include evaluating sign locations, the effectiveness of the flashing beacon, formalizing turn lanes, and the potential for creating a roundabout or vertically realigning the roadway in the long term. Traffic volumes along NH 121 in Chester are generally in the 3,000-4,000 AADT range.

Derry:

Six of the top 10 accident locations along the byway can be found in Derry. NH 28 and Lawrence Road experienced the greatest number of accidents between 2002 and 2010 (52), but the roundabout at NH 28 Bypass, NH 102, and East Derry road had almost twice the injuries (35) during the same span.

Other high accident locations in Derry include:

- NH 28/Island Pond Road
- NH 102/Tsienneto Road
- NH 28/NH 102
- NH 28 Bypass/English Range Road

Traffic volumes vary greatly in Derry, but it is generally the most well-traveled section of the byway. NH 28 near the Robert Frost homestead saw an average of 12,000 vehicles a day in 2010. Secondary roads like Island Pond Road see roughly 3,000-4,000 vehicles per day, and English Range Road AADTs are closer to 1,500 vehicles per day (2009).

Hampstead:

Three of the top 10 accident locations on the byway fall under the jurisdiction of Hampstead, including #1 (NH 121/NH 111) and #3 (NH 121/Emerson Ave). NH 121/Emerson Avenue is a somewhat unusual intersection in that there are two different ways to turn onto Emerson Ave, one from southbound NH 121, and one from northbound. The two spurs of Emerson converge, where one side is stop-controlled, and the other is not. This, combined with a poor sightline, contributes to ambiguity at the intersection, and results in a relatively high crash rate for the volume of traffic on the road. The third high accident location in Hampstead is at the intersection of NH 121 and Hampstead Road.

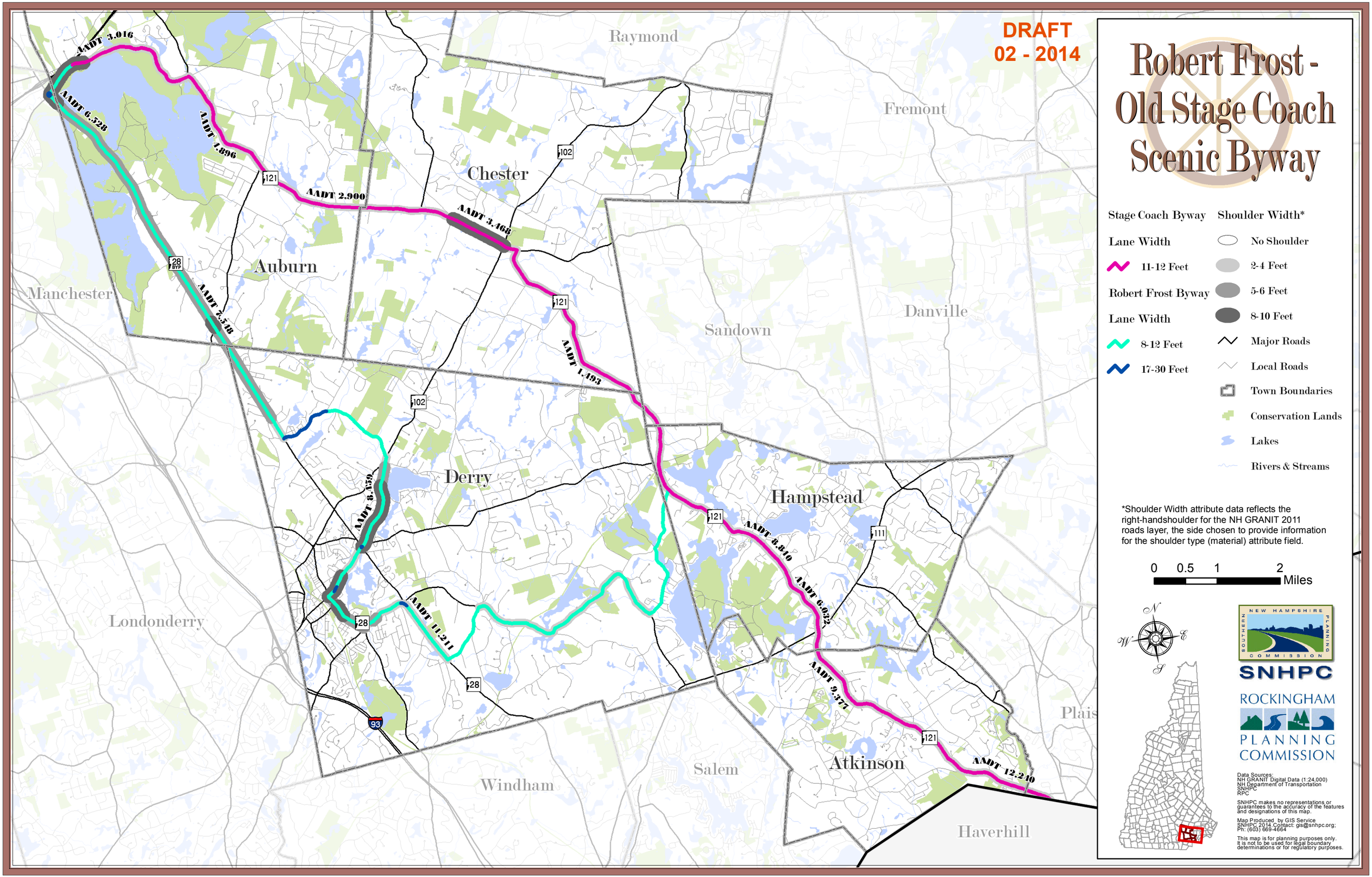
Atkinson:

None of the Top 10 accident locations along the byway reside in Atkinson. The location with the most accidents with Atkinson is at the intersection of NH 121 and Island Pond Road. Excessive speed has been mentioned as a potential byway issue going forward, especially on NH 121 near the center of town.

Commercial Traffic

All the roads on the byway are state-maintained paved roads and are able to accommodate two wheel drive passenger vehicles. Tour buses are capable of traveling the route with the following exceptions: Drew Road and English Range Road are impassable due to narrow width and sharp turns. A detour for tour buses is available. Derry has sidewalks and crosswalks in the areas where the greatest number of sites is located. Most commercial traffic will be experienced on NH 28 Bypass and NH 28 through Derry, as Average Annual Daily Traffic (AADT) counts on some segments of these routes surpass 10,000. NH 121 in Atkinson also has AADTs over 10,000, especially just north of the Mass. border.

Top 10 Accident Locations on the Frost/Stagecoach Scenic Byway					
(SNHPC data from 2002-2010, RPC data from 2002-2009)					
Rank	***Town***	***Location***	***#Acc***	***#Acc/Yr***	***# Injuries***
1	Hampstead	NH 121/NH 111	64	8.0	22
2	Derry	NH 28/Lawrence Rd	52	7.4	18
3	Hampstead	NH 121/Emerson Ave	44	5.5	21
4	Derry	NH 28-BYP/NH 102/East Derry Rd	34	4.3	35
5	Derry	NH 28/Island Pond Rd	34	4.3	19
6	Derry	NH 102/Tsienneto Rd	32	4.0	15
7	Derry	NH 28/NH 102	32	4.0	23
8	Hampstead	NH 121/Hampstead Rd	31	4.4	32
9	Derry	NH 28-BYP/English Range Rd	31	3.9	11
10	Chester	NH 102/NH 121	21	2.6	9
				Compiled by SNHPC	


DRAFT
02 - 2014
Robert Frost - Old Stage Coach Scenic Byway
Stage Coach Byway
Lane Width
11-12 Feet
Robert Frost Byway
Lane Width
8-12 Feet
17-30 Feet
Shoulder Width*
No Shoulder
2-4 Feet
5-6 Feet
8-10 Feet
Major Roads
Local Roads
Town Boundaries
Conservation Lands
Lakes
Rivers & Streams
*Shoulder Width attribute data reflects the right-handshoulder for the NH GRANIT 2011 roads layer, the side chosen to provide information for the shoulder type (material) attribute field.
0 0.5 1 2 Miles
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NEW HAMPSHIRE SOUTHERN PLANNING COMMISSION
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Fremont
Chester
Auburn
Manchester
Sandown
Danville
Derry
Hampstead
Londonderry
Windham
Salem
Atkinson
Haverhill
Plais
AADT 3,016
AADT 6,528
AADT 4,896
AADT 2,900
AADT 3,468
AADT 7,548
AADT 1,493
AADT 8,459
AADT 11,211
AADT 8,840
AADT 6,032
AADT 9,377
AADT 12,240
121
102
28
111
93

DRAFT
02 - 2014

Robert Frost - Old Stage Coach Scenic Byway

Raymond
Fremont
Chester
Manchester
Auburn
Sandown
Danville
Derry
Hampstead
Windham
Salem
Atkinson
Haverhill

10
1
2
3
4
5
6
7
8
9

121
102
28 BYP
28
93
111

Ranked Accident Locations*

Number of Accidents*
- 1-6
- 7-19
- 20-41
- 42-84

Stage Coach Scenic Byway
Robert Frost Scenic Byway
Major Roads
Local Roads
Town Boundaries
Conservation Lands
Lakes
Rivers & Streams

*Ranked Accident Locations and Number of Accidents include the following crash data: SNHPC 2002 - 2010, RPC 2002 - 2009.

0 0.5 1 2 Miles

N W E S

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D. **Land Use & Zoning**

Planning and Land Use Regulations

Master Plans and Zoning Ordinances

Each community addresses future development in their Master Plans and Zoning Ordinances. The byway passes through portions of Auburn that are zoned agricultural and industrial, in addition to conservation land surrounding Lake Massabesic. As the byway winds through Derry, Chester, Hampstead, and Atkinson, it passes through primarily residential zoning. There are agricultural zones adjacent to the byway in all five towns, but most notably in the southern portion of Chester.

While the byway passes through relatively few commercial zones, it does traverse the Central Business District (CBD) of Derry, providing travelers the best opportunities to refuel, dine at local restaurants, stop off at a pharmacy, and take advantage of other essential services. Other smaller commercial districts are present near the northern edge of the byway in Auburn, and in the southern reaches of Hampstead, just north of the border with Atkinson.

There is a variety of existing land use alongside the byway route; land use is primarily residential as one drives north across the MA border and through Atkinson and Hampstead. In southern Chester, agricultural use is predominant south of the intersection of NH 121 and NH 102. While passing through Auburn, there is a considerable amount of conservation land next to Lake Massabesic, and adjacent to both the Frost and Stagecoach portions of the byway. The Frost Byway then passes south through the western part of Auburn along NH 28 Bypass and continues into Derry, taking many twists and turns through residential and agricultural lands. Upon its journey through Derry's CBD, the byway returns to more rural land uses, finally reconnecting with the Stagecoach Route (NH 121) at the Derry/Hampstead town line.

State and Local Sign Regulations

Part of the byway is on a Federal-aid primary highway system and is subject to 23 U.S.C 131 (s) that prohibits outdoor advertising on a state designated scenic byway. In addition to the federal regulation, New Hampshire has enacted a regulation, RSA 238:24, that prohibits outdoor advertising on any state designated scenic and cultural byway with two exceptions: (1) any directional sign that would cater to the traveling public, such as hotels and restaurants and (2) on-premises signs. As such, this regulation would apply since the entire Robert Frost/Old Stage Coach has been approved as state scenic byway. Local sign regulations for each community are in compliance or stricter than the state regulation. There are a few signs that appear to be out of compliance although it is believed that these signs have been grandfathered in prior to these regulations.

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02 - 2014

Robert Frost - Old Stage Coach Scenic Byway

Raymond
Fremont
Chester
Manchester
Auburn
Sandown
Danville
Derry
Hampstead
Londonderry
Atkinson
Salem
Windham
Haverhill

Existing Land Use*
- Agriculture
- Residential
- Mixed Uses
- Commercial
- Industrial
- Public/Quasi Public
- Stage Coach Scenic Byway
- Robert Frost Scenic Byway
- Major Roads
- Local Roads
- Town Boundaries
- Conservation Lands
- Lakes
- Rivers & Streams

*Existing Land Use based off of 2010 Aerial Imagery

0 0.5 1 2 Miles

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Robert Frost - Old Stage Coach Scenic Byway

Raymond
Fremont
Chester
Manchester
Auburn
Sandown
Danville
Derry
Hampstead
Atkinson
Windham
Salem
Haverhill

Stage Coach Scenic Byway
Robert Frost Scenic Byway
Major Roads
Local Roads
Town Boundaries
Conservation & Recreational Lands
Lakes
Rivers & Streams

Generalized Zoning*

- Missing Information
- Rural, Agriculture, Mixed-Use
- Rural, Agriculture, Residential
- Low Density Residential
- Medium Density Residential
- Medium-High Density Residential
- High Urban Density Residential
- Manufactured Housing Zone
- Neighborhood Commercial
- Commercial
- Central Business District
- Business Parks
- Industrial
- Mixed-Use
- Public, Institutional, Semi-Public

*2011 Zoning, Generalized categories created by SNHPC

0 0.5 1 2 Miles

N W E S

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Design Standards

While not directly on the byway, there is an historic district in East Derry, (roughly bounded by Cemetery, Hampstead and Lane Roads). Chester has established design guidelines to ensure that future growth and development in its historic center is compatible with its surroundings. The guidelines already in existence in Chester pertain to preservation of historic buildings and the maintenance of the town's historic character. As of the last master plan (2007), a historic district was under consideration in Auburn as well.

Open Space/Landscaping

Potential needs for landscaping exist at each of the gateways of the five towns. Each community will work to involve screening and buffering some parking lots using techniques such as planting wildflowers. The byway council has the potential to work with the town planning boards and private landowners to incorporate landscaping guidelines into the site plans.

Sign Management

Currently there is no signage along most of the route. Signage has been designed for the Old Stagecoach portion of the byway in Atkinson. It is likely that the other communities on the Old Stagecoach will share in the use of this signage as well. As of summer 2015, Robert Frost signage is in the process of being designed, with installation projected for 2016 at the earliest.

Local businesses will be encouraged to apply for these signs to help tourists. The application for a Tourist-Oriented Directional Signage (TODS) permit is in Appendix I.

E. Visitor Services & Amenities

An inventory of visitor services and amenities for Byway travelers was developed along with the inventories of Intrinsic Resources described in the previous sections. This list was current as of the summer of 2015. Key amenities include the following:

Public Rest Rooms – Public Rest Rooms are available in the following locations along the Byway:

- Atkinson Town Hall – 21 Academy Avenue, Atkinson – 603-362-4920
- Atkinson Community Center – 4 Main Street, Atkinson - 603-362-5531
- Kimball Library – 5 Academy Avenue, Atkinson – 603-362-5234
- Hampstead Town Hall – 11 Main Street, Hampstead – 603-329-4100
- Hampstead Public Library - 9 Mary E. Clark Drive, Hampstead – 603-329-6411
- Chester Public Library – 3 Chester Street, Chester – 603-887-3404
- Chester Town Offices – 84 Chester Street, Chester – 603-887-3636
- Auburn Town Hall – 47 Chester Road, Auburn – 603-483-2281
- Griffin Free Public Library – 22 Hooksett Road, Auburn – 603-362-5234
- NH Audubon Center at Lake Massabesic – 16 Audubon Way, Auburn – 603-668-2045
- Derry Municipal Center – 14 Manning Street, Derry – 603-432-6100

Visitor Information & Interpretive Centers

- Byway information will be available at all Town Halls and Libraries along the Byway, as listed above
- NH Audubon Center at Lake Massabesic – 16 Audubon Way, Auburn – 603-668-2045
- Greater Derry Chamber of Commerce – 29 W. Broadway, Derry – 603-432-8025
- Robert Frost Farm Historic Site – Route 28, Derry – 603-432-3091
- Adams Memorial Hall - Derry Museum – 29 W. Broadway, Derry – 603-434-1247
- Atkinson Historical Society – 3 Academy Avenue, Atkinson – 603-362-9317
- Chester Historical Society – 1 Chester Street, Chester – 603-887-4545

Restaurants

- Auburn Tavern, 346 Hooksett Road, Auburn
- BeanTowne Coffee House & Café – 201 Route 111, Hampstead
- Bonsai's Restaurant – 2264 Candia Road, Manchester
- Cask & Vine, 1 ½ East Broadway, Derry
- Chen's - 122 East Broadway, Derry
- Clam Haven - 94 Rockingham Road, Derry
- D'Angelo - 53 E. Broadway, Derry
- Derry Express - 49 E. Broadway, Derry
- DRAE, 14 East Broadway, Derry
- Eggie's Family Restaurant – 6 Main Street, Atkinson
- English Muffin – 10 Main street, Hampstead
- Lei's Garden - 150 Rockingham Road, Derry
- Olde Post Restaurant - 15 Chester Street, Chester
- Paisano's Pizza - 4 Chester Road, Derry

- Palermo's Pizza - 5 Rockingham Road, Derry
- Sabatino's North, 1 East Broadway, Derry
- Sandy's Variety & Sub Shop – 2281 Candia Road, Manchester
- The Grind Rail Trail Café – 5 West Broadway Street, Derry
- The Hill Top – 187 Rockingham Road, Derry
- The Lobster Claw II - 4 S. Main Street, Derry
- Toss 'N Sauce – 10 Main Street, Hampstead
- Turnpike Pizza – 15 Chester Road, Auburn

Lodging

- Stillmeadow Bed and Breakfast
  545 Main Street, Hampstead, NH
  www.still-meadow.com

- Kent House of Chester
  30 Chester Street, Chester, NH
  www.kenthousechester.com

- Atkinson Resort & Country Club
  85 Country Club Drive, Atkinson, NH
  www.atkinsonresort.com

Additional amenities are identified above in descriptions of Intrinsic Qualities

4. FINDINGS

A. Summary of Public Process

The development of the Robert Frost/Old Stage Coach Byway actually began in the early 2000s when the Town of Atkinson began working to establish the Old Stage Coach Byway following NH Route 121 within Atkinson. The Atkinson Byway was designated in 2010, with a recommendation from the NH Department of Transportation to widen the geographic scope and develop a multi-town regional byway corridor. Representatives of Atkinson approached Rockingham Planning Commission and Southern NH Planning Commission in 2011 for assistance in pitching a regional byway initiative to other Route 121 corridor communities. Initial presentations of the concept were presented to the other potential corridor communities during the summer of 2011, and a multi-town planning committee convened for the first time in the fall of 2011. Since then, considerable work has been done identifying resources in the five towns, developing the Corridor Management Plan, and refining the Byway map.

- May/June 2012: proposed byway endorsed by Auburn, Chester, Derry, Hampstead, and Atkinson
- July 2012: nomination for State Scenic & Cultural Byway designation completed and submitted to NH DOT
- November 2012: towns formally appointed members to serve on Byway Council
- April 2013: public visioning session held in Chester
- November 2013: proposed byway presented to State Scenic & Cultural Byways Council
- March 2014: regional public hearing on byway nomination held in Derry
- December 2015 (projected): Corridor Management Plan adopted by Byway Council

B. Key Issues

The following key issues have been identified through ongoing discussion by the Byway Council as well as public input received at the April 2013 public visioning session and March 2014 public hearing on Byway designation. These issues shape the goals and strategies identified in Section 5.

Public Appreciation for Historic Resources

A 2013 statewide survey by the UNH Survey Center for New Hampshire's nine regional planning commissions showed strong public interest in historic character. A full 90% of respondents indicated that their communities should be actively involved in protecting historic buildings and neighborhoods, second only to promoting local agriculture. Similarly, access to Cultural and Recreational Sites was identified as among the top five factors important to have in their community, with 82% of respondents identifying this as "important" or "very important". At the same time, when it comes to development review, or management of publicly-owned historic resources, the perception of participants in the Byway public input event was that historic resources are not as well understood or appreciated as they should be. The Recommendations section proposes a range of actions to improve public awareness of local history, from historic markers to audio tours to incorporating local historical resources into 4th grade New Hampshire history curriculum.

Traffic Safety

The April 2013 public input session identified concerns around excessive speed on byway roads, cut-through traffic avoiding segments of I-93 and NH Route 101, and also improvements to bicycle and pedestrian safety. Data from NHDOT show traffic volumes from permanent counting stations along the Byway route largely holding steady or in some cases declining in recent years, but this doesn't necessarily contradict the concerns noted above. Specific intersections identified as needing safety improvements include NH 121/NH 111 in Hampstead, Hampstead Four Corners, NH 121/NH 102 in Chester, and NH 102/ NH 28 Bypass in Derry. Portions of the Byway alignment are already designated State Bicycle Routes, including NH 121 from Drew Road in Hampstead north to Lake Massabesic, English Range Road and NH 102 into downtown Derry, and Island Pond/North Shore Road and Drew Road. The Recommendations section contains strategies intended to further increase the safety of all byway users.

Resource Protection

Protecting key buildings, sites and vistas that shape the history and character of the Byway corridor communities is a goal that has been identified throughout the planning process. This was a clear theme at the public visioning session, and a strong interest of members of the Byway Council. This desire to protect historic resources is countered by a sense that there is limited awareness of the value of historic resources by community residents, and inadequate attention paid to their protection as part of development review. At the same time there is a desire to accomplish this as much as possible through private sector volunteer activity rather than through regulatory means.

Strategies discussed have included updating local inventories of historic properties and working to list additional properties on the National Register of Historic Places; communities adopting advisory design guidelines for new construction in historic districts or rehabilitation or adaptive reuse of historic properties; outreach to owners of historic properties regarding their importance to the community; and recognition programs including landmark signs on historic properties and interpretive signage in other locations.

Economic Development

The visioning session and deliberations by the Byway Council have also identified a strong interest in using the Byway and its assets as a tool to strengthen local economies in corridor communities through increased visitation. Scenic Byways have been used effectively by rural communities elsewhere in the country to spur visitation to a region, and encourage longer stays by visitors that do come. The visioning session identified opportunities to use the Byway to market local agriculture as well as historic resources, outdoor recreation centered around the Southern NH Rail Trail and Lake Massabesic, and cultural attractions like Chester's annual town-wide display of scarecrows, which draws significant crowds of visitors around Halloween and fall harvest time. Going forward there is a desire to work with the Greater Derry Chamber of Commerce and the NH Division of Travel and Tourism to promote the Byway and the region.

Funding for Byway Improvements

With the 2012 passage of MAP-21, the current federal transportation funding legislation, there is no longer a stand-alone pool of federal funding for marketing, safety or amenity improvements along designated Scenic Byways. The federal Scenic Byways program was one of four separate funding

programs consolidated into the new federal Transportation Alternatives (TA) program, along with Transportation Enhancements, Recreational Trails and Safe Routes to School programs. With this consolidation came an overall funding cut of approximately 30%. In New Hampshire these Transportation Alternatives (TA) program funds amount to approximately $2.25 million per year statewide, and are very competitive. TA is a reimbursement program providing an up to 80% federal funding share for selected projects. As with all transportation funding in New Hampshire, this funding is highly competitive. In the most recent funding round for the TA program, 34 projects were submitted statewide, requesting over $7.3 million, as compared to available funding of $5.5 million. Twelve projects were selected statewide.

Intersection improvement or other safety projects not defined as bicycle or pedestrian projects can also be put forward by Towns for general highway funding through the biennial solicitation of projects for the State Ten Year Transportation Plan and the four-year State Transportation Improvement Program (STIP). As with the TA program this is a highly competitive process, and with an even longer timeline, as new projects are typically added to the back end of the state Ten Year Transportation.

Given the downward trend in Federal and State funding, combined with increasing administrative requirements associated with federal funds, communities should give strong consideration to local funding of transportation improvement needs associated with the Byway.

One means of generating local funding is local vehicle registration fees. Beginning on July 1, 1997, in addition to the motor vehicle registration fee collected, the legislative body of a municipality may vote to collect an additional fee for the purpose of supporting a municipal and transportation improvement fund. The additional fee collected can be up to $5.00. Of the amount collected, up to 10 percent, but not more than $0.50 of each fee paid, may be retained for administrative costs. The remaining amount will be deposited into the Municipal Transportation Improvement fund to support improvements in the local or regional transportation system including roads, bridges, bicycle and pedestrian facilities, parking and intermodal facilities and public transportation.

Use of the local option fee has several advantages as a local funding source for transportation improvement. First, surveys by Rockingham Planning Commission have found this to be a relatively palatable approach to revenue generation for local transportation needs as compared to gas taxes, as people tend to see it as a nominal cost paired with local control over use of the revenue. The fee is dedicated by statute to transportation use, and is stable from year to year and not subject to an annual appropriations process.

5. RECOMMENDATIONS

A. Vision Statement

The Robert Frost/Old Stage Coach Scenic Byway will celebrate and help protect the historical features, rural character, and natural and scenic qualities of the corridor communities through which it passes. It will tell the story of how the area was shaped by the early transportation network of the region – most specifically the Stage Coach service that connected Boston and Concord via Haverhill, Atkinson, Hampstead, Chester, Auburn and Manchester. More broadly, the Byway will celebrate New Hampshire's rural landscape and the villages, farmsteads, orchards, and denizens brought to life in the writing of Poet Laureate, and former Derry resident, Robert Frost. The byway will offer an enriching historical and

cultural experience for the traveler while also helping connect residents to local history and the region's heritage.

B. Ongoing Management

The Robert Frost/Old Stagecoach Scenic Byway Council consists of ten voting members, including two members appointed by each of the five corridor communities; plus non-voting members including representatives from the Southern New Hampshire Planning Commission (SNHPC), Rockingham Planning Commission (RPC), New Hampshire Department of Transportation (NHDOT), and Molly Reid Chapter of the Daughters of the American Revolution. Additional organizations with an interest in the mission of the Byway may be invited to participate as non-voting members on the Council. Invitation will be by majority vote of the existing membership.

The Council meets 4-6 times per year at the call of the Chair to coordinate efforts among the five communities. The Southern New Hampshire Planning Commission and Rockingham Planning Commission have prepared this Corridor Management Plan with the support and consensus of the Council, and have provided administrative support to the Council. The Council will continue to work with each of their respective communities to encourage public participation in the implementation of the strategies and actions identified on the following pages, and in the overall management of the Byway.

Robert Frost/Old Stage Coach Scenic Byway Council Membership

Name	Organization
Richard Holmes	Town of Derry, Town Historian & Robert Frost Historical Site Trustee
Margaret Ives	Town of Derry, Conservation Commission
George Sioras	Town of Derry, Planning Director (Alternate)
David Gomez	Town of Derry (Alternate)
Charles "Stoney" Worster	Town of Auburn
Elizabeth Robidoux	Town of Auburn
Paula Marzloff	Town of Auburn, Planning Board (Alternate)
Jean Methot	Chester Historical Society
Web Anderson	Town of Chester
Rob Morris	Hampstead Historical Society
Tina Harrington	Town of Hampstead
Carol Grant	Atkinson Byway Committee
Linda Jette	Town of Atkinson
Scott Bogle	Rockingham Planning Commission
Adam Hlasny	Southern NH Planning Commission
Julie Pike, Marilyn Sullivan	Daughters of the American Revolution, Molly Reid Chapter

C. Goals and Strategies

The following goals and strategies were identified and developed by the Robert Frost/Old Stage Coach Scenic Byway Council for the ongoing management of the Byway, based on input gathered through a corridor visioning session in April 2013, presentations to Selectmen and Town Councils in corridor communities, and from the locally-appointed Byway Council members. These goals and strategies will be achieved by the measures outlined in the detailed action plan. The detailed action plan will involve the coordination between the Council, the individual communities, state and federal agencies, local

community groups, non-governmental organizations, and the regional planning commissions to achieve these goals.

Goal 1: Protect the historical and cultural features of the Robert Frost/Old Stage Coach Scenic Byway. Ensure that new development is consistent with the historical character of the area.

Strategies:

- Work with property owners, developers and town staff in maintaining historical sites and properties, including public structures and historic road features.
- Encourage planning boards to consider design guidelines to help ensure new development is consistent with the historical character of the area.
- Work with local historical societies and historic district commissions to add historical points of interest to the State and National Registers of Historical Places.

Goal 2: Encourage the traveling public and local residents to investigate the historical and cultural resources of the byway.

Strategies:

- Develop a Byway website with information on historic, scenic, cultural and resources, other visitor attractions and a calendar of events. Link website through State Scenic Byways program, State Division of Travel and Tourism, local chambers of commerce, and regional planning commissions.
- Develop an informational brochure and map for the byway with visitor information, for distribution through chamber visitor centers, Manchester-Boston Regional Airport, state highway rest stops, and local businesses.
- Work with print and broadcast media outlets to provide information about the byway, including newspapers, radio, statewide and local cable television.
- Develop podcasts and/or an application for mobile devices with interpretive information for travelers to access while driving on the route.
- Work with the NH Department of Resources and Economic Development Travel and Tourism Division in promoting the byway.
- Engage elementary school teachers from the five communities to cooperatively develop local history lessons linked to the Byway targeting 4th graders as part of the statewide New Hampshire History curriculum
- Develop a series of interpretive signs for key locations along the corridor using the Byway logo with a consistent graphic design

Goal 3: Ensure that the Byway is clearly marked, safe and attractive for both visitors and residents.

Strategies:

- Develop coordinated directional signage for the byway between the NH DOT and the public works directors and town road agents.
- Add to the inventory of roadway hazard areas described here, including hazard areas for bicycles and pedestrians. Engage town road agents, public works directors and NHDOT in formulating safety improvement projects using NHDOT's Context Sensitive Solution (CSS) process.
- Identify, improve and/or create appropriate pullover locations for scenic areas.
- Pursue safety improvements at the following intersections: NH 121/NH 102 in Chester,

Hampstead Four Corners, NH 121/NH 111 in Hampstead, and NH 102/NH 28 in Derry (Derry Circle)
- Identify, improve and/or create off road parking areas for points of interest, picnic areas and recreational activities.
- Work with the planning commissions in applying for federal funding to partially underwrite improvements to safety and visitor amenities, including from the Congestion Mitigation and Air Quality (CMAQ) program, Transportation Alternatives Program (TAP) and Highway Safety Improvement Program (HSIP).
- Engage volunteers in beautification projects, whether through ongoing adopt-a-highway relationships or periodic volunteer beautification projects such as landscaping and gardening.

Goal 4: Encourage appreciation and protection of the area's natural resources.

Strategies:
- Identify unprotected parcels of land which hold scenic and environmental value along the route. Work with local land trusts and land owners to place critical locations into easements.
- Partner with local land trusts to support the continued preservation of currently protected conservation lands.
- Identify, improve and/or create off road parking areas for points of interest, picnic areas and recreational activities.
- Encourage communities to adopt or update open space plans.
- Identify areas for landscaping improvements, including native plants and wildflowers.

Goal 5: Expand existing local businesses, including local artists, agriculture, and tourist-related businesses. Encourage businesses and communities to market the Byway in their advertising. Promote new tourism-related businesses.

Strategies:
- Work with each community to incorporate the Byway in their economic development strategy.
- Provide assistance to small businesses applying to NHDOT for permits for Tourist Oriented Directional Signs (TODS) to help attract visitors.
- Disseminate Byway visitor information through local businesses, including brochures on-site and links to the Byway website from business websites.
- Work with business owners to get involved in the byway planning process.
- Inventory and promote local agricultural activities, including community gardens, farms, farm stands and farmer's markets.

Goal 6: Encourage recreational opportunities including sport fishing, hiking, walking, non-motorized boating and cross-country skiing along the route.

Strategies:
- Create new bicycle lanes along segments of NH Route 121 and other key locations.
- Develop a recreational guide of biking, hiking and cross country ski trails in the area including publicly-owned forest and conservation land, and privately held conservation lands where owners allow recreational uses.
- Encourage outdoor recreation oriented businesses.
- Host recreational events.

<u>Goal 7</u>: Establish and monitor a set of performance measures to ensure that the goals are met and the action plan is implemented by targeted deadlines.

<u>Strategies</u>:

- Create a visitor survey to administer at key locations along the Byway and gather feedback on visitors' experiences on the Byway, and needs and preferences for Byway improvements. Conduct a baseline survey in 2016, and repeat periodically.
- Track visitation at key destinations along the Byway including the Massabesic Audubon Center, Frost Farm, Taylor Mill, Southern NH Rail Trail and Rockingham Recreation Trail. Work with partner agencies and volunteers to conduct counts.
- Track traffic volume and crash statistics along the Byway.
- Encourage local businesses to track sales in relation to any Byway special events
- Track Byway website traffic.

APPENDIX A

Robert Frost/Old Stage Coach Scenic Byway
Inventory of Historic, Recreational and Scenic Resources
August 2015

Town: Atkinson
Property Name: John Little House
Year: 1840
Address: 180 Main St
Nearest Cross-Street/Landmark: Island Pond Road
Intrinsic Qualities: Scenic, Cultural
Historic Designation: None
Owner Type: Private Individual
Amenities:

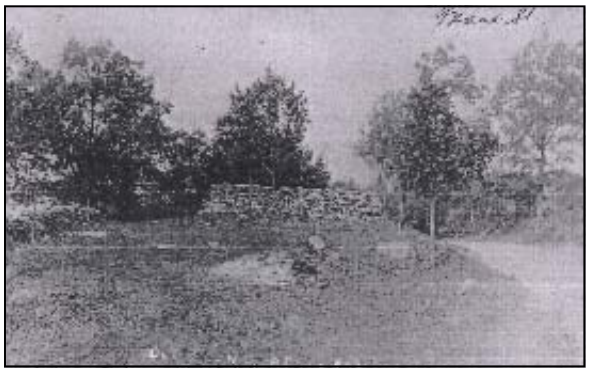
Notes: This early Georgian style house appears today as it did in pre-Civil War era. It is one of the last two operating farms in Atkinson and, with buildings and pastures occupying both sides of the Byway, has the visual impact of what early Byway settlements looked like in the days of the stages.

Completed By: Dan Kimball
Photo:

Town: Atkinson
Property Name: William Johnson House
Year: 1810
Address: Intersection of Pope Road and Main St.
Nearest Cross-Street/Landmark: Pope Road
Intrinsic Qualities: Scenic, Historic, Cultural
Historic Designation: None
Owner Type: Private Individual
Amenities:

Notes: A beautiful brick Federal house, it is reputed by several different owners over the centuries to be haunted to such a point that some owners vacated the property because of self opening/closing doors, rocking chairs and other haunting phenomena. It also was the home of local poet Daniel Smythe in early 1900's whose friend and fellow poet, Robert Frost, was a frequent visitor.

Completed By: Dan Kimball
Photo:



Town: Atkinson
Property Name: Town Pound
Year: 1788
Address: 132 Main St
Nearest Cross-Street/Landmark: Pope Road
Intrinsic Qualities: Scenic, Historic, Cultural
Historic Designation: None
Owner Type: Municipal
Amenities:

Notes: Town pounds, used to temporarily contain loose livestock gone astray, were common in colonial times but many are now gone. The Atkinson Town Pound is in an excellent state of preservation.

Completed By: Dan Kimball
Photo:

Town: Atkinson
Property Name: Grover House
Year: 1830
Address: 136 Main St
Nearest Cross-Street/Landmark: Pope Road
Intrinsic Qualities: Historic
Historic Designation: None
Owner Type: Private Individual
Amenities:

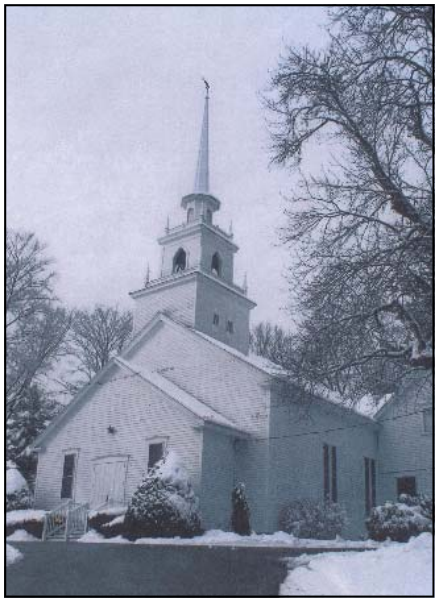
Notes: This old home served as rest stop and overnight facility for stage coaches. It marked the half way mark for Boston MA - Concord NH passengers.

Completed By: Dan Kimball
Photo:

Town: Atkinson
Property Name: Page Homestead
Year: 1737
Address: 129 Main St
Nearest Cross-Street/Landmark: Pages Lane
Intrinsic Qualities: Scenic, Historic
Historic Designation: None
Owner Type: Private Individual
Amenities:

Notes: Built by Edmund Page when area was still part of Mass. Bay Colony, it has been the home of 7 generations of the same family. It was home to 3 of the first 5 settlers in what is now Atkinson. The family were among several of those that signed the petition to incorporate Atkinson from Plaistow. During the time of the American Revolution, militia trained in the field across the Byway from the house and barn.

Completed By: Dan Kimball
Photo:



Town: Atkinson
Property Name: Congregational Church
Year: 1835
Address: 101 Main St
Nearest Cross-Street/Landmark: Meditation Lane
Intrinsic Qualities: Scenic, Historic, Cultural
Historic Designation: None
Owner Type: Private Organization
Amenities:

Notes: In 1834 the Congregationalist Society was formed in Atkinson to build a church. The Cogswell Family donated the land and a 1300 lb. bell, which was also used as a fire alarm. The structure was built by volunteers and cash donations of $1800 from residents of Atkinson as well as churches in nearby towns.

Completed By: Dan Kimball
Photo:

Town: Atkinson
Property Name: Cogswell Farm
Year: 1740
Address: 95 Main St
Nearest Cross-Street/Landmark: Leroy Ave
Intrinsic Qualities: Scenic, Historic
Historic Designation: None
Owner Type: Private Individual
Amenities:

Notes: This large colonial farm house located at end of Scenic Vista, was the home of Nathaniel and Judith Cogswell. The Cogswells had 19 children, 8 of whom were boys who served a cumulative total of 38 years of military service in the American Revolution, which is believed to be the National record for a single family. One son, Dr. William Cogswell, was also a prime influence in establishing the original Atkinson Academy.

Completed By: Dan Kimball
Photo:

Town: Atkinson
Property Name: Town Center Scenic Vista
Year: Contemporary
Address: 85-93 Main St
Nearest Cross-Street/Landmark: Stage Rd, Willowvale, & Leroy Ave
Intrinsic Qualities: Scenic
Historic Designation: None
Owner Type: Private Organization
Amenities:

Notes: Area provides a striking view of an open valley with large field with view of classic colonial home at it's foot, overlooked by a typical white steepled church at town center. It is a favorite scene for photographers. Its impact is enhanced as it comes into view of north-bound Byway travelers immediately after exiting The Tunnel.

Completed By: Dan Kimball
Photo:

Town: Atkinson
Property Name: Greenleaf Clark House
Year: 1820
Address:
Nearest Cross-Street/Landmark: Maple Ave
Intrinsic Qualities: Historic, Cultural
Historic Designation: None
Owner Type: Private Individual
Amenities: Hiking/walking/ Equestrian Trails

Notes: House is a striking Federal/Italianate style, unusual for the era. It was built by Greenleaf Clark who represenred NH in the Continental Congress, a member of the US House of Representatives and a US Senator.

Completed By: Dan Kimball
Photo:

Town: Atkinson
Property Name: Colonial Mile Marker
Year: mid/late 18th century
Address: ca 1/4 mi. north of state line
Nearest Cross-Street/Landmark: Robie Lane
Intrinsic Qualities: Historic
Historic Designation: None
Owner Type: State of New Hampshire
Amenities:

Notes: This marked stone is the first tangible marker of the colonial stage road in NH. A similar stone exists south on the route in MA.

Completed By: Dan Kimball
Photo:

Town: Atkinson
Property Name: Atkinson Town Common (aka Dow Common)
Year: 19th century to present
Address: 110 Main St
Nearest Cross-Street/Landmark: Academy Ave
Intrinsic Qualities: Scenic, Cultural
Historic Designation: None
Owner Type: Municipal
Amenities:

Notes: The Town Common (Dow Common) has been used for town ceremonies and celebrations for 200 years. In 1823 Moses Dow dug a well and placed a watering trough on the common for use by the public. In 1863 a Civil War monument was erected in honor of the 40 Atkinson residents who served in the "War of Rebellion". Today it is the site of Atkinson's Annual 4th of July celebration.

Completed By: Dan Kimball
Photo:

Town: Atkinson
Property Name: Atkinson "Old Cemetery"
Year: 1773
Address: ca. 122 Main St
Nearest Cross-Street/Landmark: North of Dow Common at Academy Ave.
Intrinsic Qualities: Scenic, Historic, Cultural
Historic Designation: Local
Owner Type: Municipal
Amenities:

Notes: The "Old Cemetery" was established in 1773 at Atkinson's town meeting which voted "to accept land of John Dow for use as a burying yard". The half acre area was increased to an acre in 1822 and maintained clear by grazing. At the 1825 Town Meeting an Article was passed stating "No creature will be suffered to graze in the Burying Yard except sheep." In 1828 a hearse was built and a building to house it. The hearse was available for any Atkinson citizen to borrow as needed as long as they were responsible for any damages. The Hearse House, enlarged in 1898, still is maintained (sans hearse).

Completed By: Dan Kimball
Photo:

Town: Atkinson
Property Name: John Dow House
Year: 1727
Address: 107 Main St
Nearest Cross-Street/Landmark: Meditation Lane
Intrinsic Qualities: Historic, Cultural
Historic Designation: None
Owner Type: Private Individual
Amenities:

Notes: This house was the residence of John Dow, one of the first residents of what is now Atkinson when it was still a portion of Massachusetts Bay Colony (north parish of Haverhill). In 1740 the North Parish became part of New Hampshire and John Dow successfully partitioned the NH General Court to incorporate the area as Atkinson in 1767. His home was the site of Atkinson's first town meetings. The Town Common is named after Mr. Dow. He also donated the land for the town's cemetery. His two sons fought in the American Revolution.

Completed By: Dan Kimball
Photo:

Town: Atkinson
Property Name: Atkinson Academy
Year: 1787
Address: 17 Academy Ave
Nearest Cross-Street/Landmark: Leroy Ave.
Intrinsic Qualities: Historic, Cultural
Historic Designation: NRHP
Owner Type: Municipal
Amenities:

Notes: Colonel Atkinson, founder of Atkinson, bequeathed funds to establish Atkinson Academy, incorporated in 1787. In 1809, the state granted 13,000 acres of land in Coos County to the Academy, an unincorporated place now known as Atkinson & Gilmarnton Academy Grant. Atkinson Academy, the second oldest co-educational school in the country, was founded as a boys school in 1787 by Reverend Stephen Peabody, General Nathaniel Peabody and Doctor William Cogswell; it began admitting girls in 1791. The school building burned to the ground in 1802, and was rebuilt in 1803 at a cost of $2,500. That building remains a part of the Academy, with only four classrooms. The building has historically significant architectural attributes.

Completed By: Dan Kimball
Photo:

Town: Atkinson
Property Name: The Tunnel
Year: mid 1800s to present
Address: 72 Main St thru 84 Main St
Nearest Cross-Street/Landmark: Stage Road
Intrinsic Qualities: Scenic, Historic
Historic Designation: None
Owner Type: State of New Hampshire
Amenities:

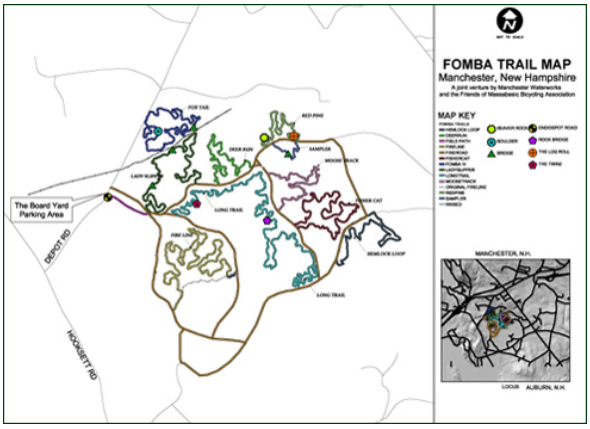
Notes: This 0.3 mi. section of the Byway is the most scenic section of Route 121 in Atkinson due to the complete arched canopy of trees that form a tunnel over the road. It passes thru the original Tristam Knight farm (1767) whose family occupied the site for 145 years. The Knights insisted the state construct a dry bridge under the new road section so his livestock had free access to pasture on either side of road (since removed). The current Tunnel provides a spectacular scene in winter with snow on trees and in fall with foliage. On hot summer days drivers notice a welcome temperature drop when driving thru the green Tunnel.

Completed By: Dan Kimball
Photo:

Town: Auburn
Property Name: Massabesic Audubon Center
Year:
Address: 28 Audubon Way
Nearest Cross-Street/Landmark: Route 28 Bypass/Spofford Road
Intrinsic Qualities: Scenic, Recreational, Natural
Historic Designation: None
Owner Type: State of New Hampshire
Amenities: Hiking/walking/biking trails, Picnicking, Public restrooms

Notes: The Massabesic Center is located on a 130 acre historic farm site that has been preserved as a wildlife sanctuary. There are over five miles of trails that lead to Lake Massabesic. Educational opportunities, day camps and other opportunities abound. www.nhaudubon.org/locations/centers/massabesic. 603-668-2045.

Completed By: E Robidoux
Photos: Used by permission from Jean Wozniak Photography



Town: Auburn
Property Name: FOMBA Bike Loop
Year:
Address:
Nearest Cross-Street/Landmark: Massabesic Watershed
Intrinsic Qualities: Scenic, Recreational, Natural
Historic Designation: None
Owner Type: Municipal
Amenities: Hiking/walking/biking/snowmobile/equestrian trails

Notes: Friends of Massabesic Bicycling Association (FOMBA) is a non profit organization dedicated to preserving bicycling privileges in the Lake Massabesic Watershed. See the website for more information and trail maps www.fomba.org

Completed By: E Robidoux
Photo:

Town: Auburn
Property Name: Griffin Mill
Year: 1826
Address: Hooksett Road
Nearest Cross-Street/Landmark: Griffin Free Public Library/Route 121
Intrinsic Qualities: Scenic, Historic, Recreational, Natural, Cultural
Historic Designation: Local
Owner Type: Private Individual
Amenities: Picnicking, Fishing

Notes: The Griffin Mill operated as a grist mill between the years of 1826 and 1835. From 1835-1863, it operated as The Edge Tool Shop. Reuse as a grist and saw mill occurred between 1863-1881. The site is privately owner however, there is recreational space available along the stream bed for fishing. No fishing is allowed on the town bridge. There is a picnic table available adjacent to Sucker Brook and a lovely grassed area available for passive recreation. Parking along the roadside is limited.

Completed By: E Robidoux
Photo:

Town: Auburn
Property Name: Auburn Town Pound
Year: 1853
Address: 311 Chester Road
Nearest Cross-Street/Landmark: Route 121
Intrinsic Qualities: Historic, Cultural
Historic Designation: None
Owner Type: Private Individual
Amenities:

Notes: The Town Pound was used as a holding area for the community strays. "MDCCLIII" is carved over the lintel.

Completed By: E Robidoux
Photos: Mary Gage & James Gage Stone Structures

Town: Auburn
Property Name: Longmeadow Cemetery
Year: 1793
Address: 229 Chester Road
Nearest Cross-Street/Landmark: Route 121, south of Calef Campground
Intrinsic Qualities: Historic, Cultural
Historic Designation: Local
Owner Type: Municipal
Amenities:

Notes: Auburn's first cemetery

Completed By: E Robidoux
Photo:

Town: Auburn
Property Name: Longmeadow Congregational Church
Year: 1847
Address: 4 Wilson's Crossing Road
Nearest Cross-Street/Landmark: Wilson's Crossing Road/Route 121/Lover's Lane
Intrinsic Qualities: Cultural
Historic Designation: None
Owner Type: Private Organization
Amenities:

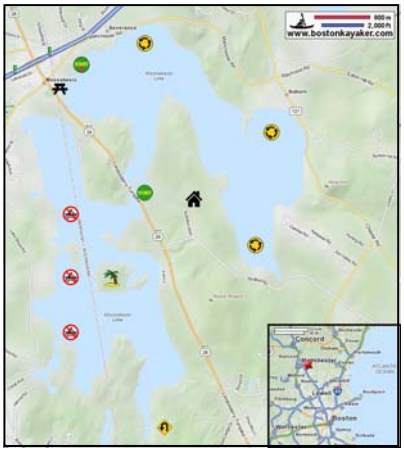
Notes: Constructed in 1847, Longmeadow Congregational Church has served its community for over 150 years. The church was organized by 16 members of the Presbyterian Church, and was known as the Second Congregational Church of Chester.

Completed By: E. Robidoux
Photo:

Town: Auburn
Property Name: Lake Massabesic Front Park
Year:
Address: Route 28 By-Pass/Rockingham Road
Nearest Cross-Street/Landmark: Between the Massabesic Traffic Circle and the Massabesic Yacht Club
Intrinsic Qualities: Scenic, Recreational, Natural
Historic Designation: None
Owner Type: Municipal
Amenities: Hiking/walking,/biking trails, Picnicking, Fishing, Public Restrooms

Notes: Public park, ample parking, picnic tables - great for fishing, relaxing or enjoying the views on the lake

Completed By: E. Robidoux
Photo:



Town: Auburn
Property Name: Boat launch sites
Year:
Address: Various around the lake (3)
Nearest Cross-Street/Landmark: See individual descriptions
Intrinsic Qualities: Scenic, Recreational, Natural
Historic Designation: None
Owner Type:
Amenities: Picnicking, Boating, Public boat ramp, Fishing

Notes: Deerneck Bridge: just south of the bridge on By-Pass 28, public boat launch, no trailers Chester Rd Boat Launch: located on Manchester Road to the right of the Baptist church, Claire's Landing: located on Route 121, south of the Auburn Town Hall on the left

Completed By: Elizabeth Robidoux
Photo:

Town: Auburn
Property Name: Massabesic Yacht Club
Year:
Address: By Pass 28
Nearest Cross-Street/Landmark: 1/4 mile south of Massabesic Circle
Intrinsic Qualities: Scenic, Recreational
Historic Designation: Local
Owner Type: Private Organization
Amenities: Boating - non-motorized

Notes: Mooring for up to 100 sailboats

Completed By: Stoney Worster
Photo:

Town: Auburn
Property Name: Griffin Free Public Library
Year: 1800s
Address: 22 Hooksett Road
Nearest Cross-Street/Landmark: Route 121
Intrinsic Qualities: Cultural
Historic Designation: Local
Owner Type: Municipal
Amenities: Public Restrooms

Notes: In 1883, Sebastian Griffin donated the Griffin Library/ Museum to the Town of Auburn. His portrait hangs over the fireplace adjacent to the circulation desk. The building when donated was without heat or plumbing and a total of 1300 square feet which held over 16,000 volumes and museum items. In 1998 a grassroots effort was led by the Library Trustees and 640 additional square feet, plus plumbing and heat, were installed. The building is an integral part of Auburn's village. www.griffinfree.com

Completed By: E. Robidoux
Photo:

Town: Auburn
Property Name: Hiking Trails Along Lake Massabesic
Year:
Address: Manchester Road/Route 28 By-Pass
Nearest Cross-Street/Landmark: Route 121/By-Pass 28
Intrinsic Qualities: Scenic, Recreational, Natural
Historic Designation: None
Owner Type: Municipal
Amenities: Hiking/walking/biking/ snowmobile/equestrian trails, Picnicking, Fishing

Notes: The Lake Massabesic Trail is a four mile loop that is open to all: joggers, hikers, equestrians. It is open all year long. The trails are well marked, and offer gorgeous views of the Lake. There are other trails located nearby. The Newfields Trail is 26 miles long, running parallel to Manchester Road, south of the Massabesic Traffic Circle. This trail is more suited to mountain biking. The Tower Hill Pond Loop is 4.9 miles long, suitable for hiking and mountain biking. This trail is located off Old Candia Road. Fishing is also good at Tower Hill Pond. Friends of Massabesic Bicycling Association (FOMBA) has a great map showing some of the bike and hiking trails - http://ww.fomba.org/trail-map.html. Another great site is All Trails.com http://alltrails.com/trail/us/new-hampshire/lake-massabesic-trail

Completed By: E. Robidoux
Photo: Used with permission from Jean Wozniak Photography

Town: Auburn
Property Name: Lake Massabesic Recreation Area
Year:
Address: Route 28 Bypass
Nearest Cross-Street/Landmark: Just south of Massabesic Traffic Circle
Intrinsic Qualities: Scenic, Recreational
Historic Designation: Local
Owner Type: Private Individual
Amenities: Hiking/walking trails, Picnicking, Playground, Boating - non-motorized, Fishing, Public Restrooms

Notes: Recreational area with good view of the lake

Completed By: Elizabeth Robidoux & Stoney Worster
Photo: Used with permission from Jean Wozniak Photography

Town: Auburn
Property Name: Auburn Town Hall
Year: 1820
Address: 47 Chester Road
Nearest Cross-Street/Landmark: Route 121/Chester Road
Intrinsic Qualities: Cultural
Historic Designation: None
Owner Type: Municipal
Amenities: Public Restrooms

Notes: Built originally as a Methodist Church, this building now serves as the Auburn Town Hall. The steeple was removed at some time in the past. The basement area was modernized and renovated in 2011 to alleviate and mitigate annual flooding. www.auburnnh.us.

Completed By: E. Robidoux
Photo:

Town: Manchester /Auburn
Property Name: Rockingham Recreation Trail
Year: 1988 to present
Address: By-Pass 28
Nearest Cross-Street/Landmark: Manchester Yacht Club/ Athletic Fields
Intrinsic Qualities: Scenic, Recreational, Natural
Historic Designation: None
Owner Type: State of New Hampshire
Amenities: Hiking/walking/biking/snowmobile/equestrian trails, Picnicking

Notes: The Rockingham Recreation Trail was constructed along the former Boston and Maine Railroad, Portsmouth Branch. The trail can be accessed at the Manchester Boat Launch just south of the Massabesic Traffic Circle on the left. http:// www.traillink.com/trail/rockingham-recreational-trail.aspx.

Completed By: Stoney Worster/Elizabeth Robidoux
Photo:

Town: Chester
Property Name: Chester Village Cemetery
Year: early 18th century
Address: Corner of Haverhill Road (Route 121) and Route 102
Nearest Cross-Street/Landmark: Chester Congregational Baptist Church
Intrinsic Qualities: Scenic, Historic, Cultural, Archaeological
Historic Designation: NRHP
Owner Type: Municipal
Amenities:

Notes:

Completed By: Jean Methot/ Gary Van Geyte
Photo:

Town: Chester
Property Name: Stevens Memorial Hall
Year: 1909 dedicated 1910
Address: 3 Chester Street (Route 121)
Nearest Cross-Street/Landmark: Route 102 and Congregational Church
Intrinsic Qualities: Scenic, Historic, Cultural
Historic Designation: NRHP
Owner Type: Municipal
Amenities:

Notes: The building was a bequest given by George Stevens who was a successful upholstery businessman in Boston but born in Chester. Stevens Memorial Hall was built for $11,300 within one year. The building was electrified in 1923 along with the installation of the plumbing. The building underwent a restoration for its 100th anniversary celebration and retains all the original woodwork. It is the home of the Chester Historical Society and is still in use for concerts.

Completed By: Jean Methot/ Gary Van Geyte
Photo:

Town: Chester
Property Name: Eliot Tavern
Year: 1747
Address: Chester Street (Route 121)
Nearest Cross-Street/Landmark: Brick Schoolhouse
Intrinsic Qualities: Historic
Historic Designation: Local
Owner Type: Private Individual
Amenities:

Notes: The Elliot Tavern was the first public establishment on the western end of Chester Street. It was owned by Lt Jacob Elliot (1755-1841) and opened in 1807. The town gave it a liquor license from 1823 to 1835. It was said that the floor flowed with ½" of rum on some occasions.

Completed By: Jean Methot
Photo:

Town: Chester
Property Name: Civil War Monument
Year: 1904
Address: 2 Haverhill Road (Route 121)
Nearest Cross-Street/Landmark: Route 102 Steven's Memorial Hall
Intrinsic Qualities: Scenic, Historic, Cultural
Historic Designation: NRHP, Local
Owner Type: Municipal
Amenities: Picnicking

Notes: The monument was built in 1904 and dedicated on August 22, 1904. There were six thousand people present for the unveiling. Of the 104 names inscribed on the monument only fourteen still lived in town at the time. It was re-dedicated in 2004 and names were added to the monument.

Completed By: Jean Methot/ Gary Van Geyte
Photo:

Town: Chester
Property Name: Lord Timothy Dexter/ French House
Year: 1787
Address: 124 Chester Street (Route 121)
Nearest Cross-Street/Landmark: View to the Seacoast
Intrinsic Qualities: Scenic, Historic
Historic Designation: Local
Owner Type: Private Individual
Amenities:

Notes: The house was built in 1787, by Tappan Webster. It was purchased in 1796 by Lord Timothy Dexter, who lived in Chester for a couple of years. Later the house was purchased by Benjamin B. French in 1802, who was a law school roommate of President Franklin Pierce and was the grandfather of Daniel Chester French the famous sculptor.

Completed By: Jean Methot
Photo:

Town: Chester
Property Name: Chester Turnpike
Year: 1805
Address: Chester Turnpike
Nearest Cross-Street/Landmark: Route 121
Intrinsic Qualities: Scenic, Historic, Recreational
Historic Designation: Local
Owner Type: Municipal
Amenities: Hiking/walking trails

Notes: In 1805 the Chester Turnpike was built and ran just a little over fourteen miles to Concord. This shortcut saved the traveler about two miles. It was promoted as being less hilly and of superior construction. The road brought great prosperity to Chester and town's inn and taverns were filled every night.

Completed By: Jean Methot/ Gary Van Geyte
Photos : Mile stone images from www.stonestructures.org

Town: Chester
Property Name: Isaac Blasdell Home
Year: 18th century
Address: 123 Chester Street (Route 121)
Nearest Cross-Street/Landmark: Chester College Campus
Intrinsic Qualities: Scenic, Historic, Cultural
Historic Designation: SRHP
Owner Type: Private Individual
Amenities:

Notes: Isaac moved to Chester in 1762 and opened a clock-making/ silversmith shop on Chester Street. His tall case or grandfather's clocks were sold with very plain cases or sometimes with no case at all and hung as a wag on-wall clock. The average price for his clocks was about twenty dollars. His four sons also were clockmakers.

Completed By: Jean Methot
Photo:

Town: Chester
Property Name: Chester Congregational Baptist Church
Year: 1773
Address: 2 Chester Street (Route 121)
Nearest Cross-Street/Landmark: Route 102 Stevens Memorial Hall
Intrinsic Qualities: Scenic, Historic, Cultural
Historic Designation: NRHP
Owner Type: Private Organization
Amenities:

Notes: The second Congregational Baptist Church was built in 1772. In 1839, the meetinghouse was totally remodeled to its present size and turned to face Chester Street. The original clock was installed in the late 1840's or early 1850's but was removed because it kept poor time. The present Howard clock was installed in 1882 and has kept good time ever since.

Completed By: Jean Methot
Photo:

Town: Chester
Property Name: Brick Schoolhouse
Year: 1835
Address: 20 Chester Street (Route 121)
Nearest Cross-Street/Landmark: Chester Turnpike
Intrinsic Qualities: Scenic, Historic, Cultural
Historic Designation: Local
Owner Type: Private Individual
Amenities:

Notes: It was built with windows high enough so that students sitting at their desk could not look out into the busy street. It was last used in 1918 as a high school and during the Second World War as the town's aircraft observation station.

Completed By: Jean Methot
Photo:

Town: Derry
Property Name: Warner Hill Fire Tower
Year: 1939
Address: Warner Hill Road
Nearest Cross-Street/Landmark: 0.5 miles east of the intersection of Floyd Road
Intrinsic Qualities: Scenic, Historic
Historic Designation: None
Owner Type: State of New Hampshire
Amenities: Hiking/walking trails

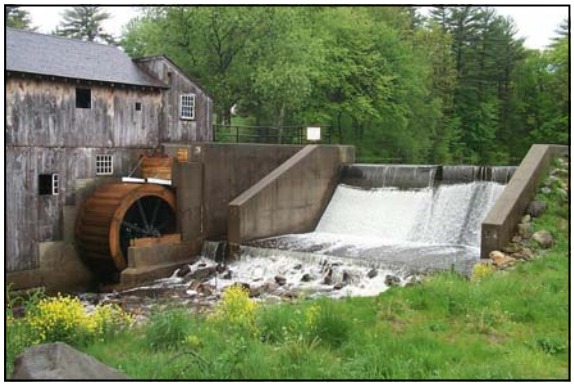
Notes: Fire towers serve to protect and promote the values provided by forests. The Division of Forests and Lands offers a Fire Lookout Tower Quest Program. Hikers can visit five of the fifteen participating towers and obtain patches and certificates.

Completed By: E Robidoux
Photos: NH Division of Forests & Lands

Town: Derry
Property Name: Forest Hill Cemetery
Year: 1722
Address: 2 Cemetery Road
Nearest Cross-Street/Landmark: East Derry Road
Intrinsic Qualities: Scenic, Historic, Cultural
Historic Designation:
Owner Type: Municipal
Amenities:

Notes: First opened in 1722, this cemetery contains some of the finest examples of 18th century gravestone carving in America. It contains the graves of many of the Nutfield pioneers of 1719 including Reverend James MacGregor (1677-1769) who is considered the "Moses of the Scotch-Irish in America". Here also are the graves of many veterans of a dozen wars.

Completed By: Richard Holmes
Photos: R. Holmes



Town: Derry
Property Name: Taylor Mill/Ballard Forest State Park
Year: 1805
Address: 240 Island Pond Road
Nearest Cross-Street/Landmark: Island Pond Road
Intrinsic Qualities: Scenic, Historic, Recreational, Natural
Historic Designation: None
Owner Type: State of New Hampshire
Amenities: Picnicking, Fishing

Notes: Last operating up and down saw mill in New Hampshire. www.nhdfl.org. Located adjacent to the 71 acre Ballard State Forest, the original saw mill opened in 1799. The original mill stopped operating and was sold for scrap. In 1938, Ernest Ballard purchased another up and down saw mill and reassembled it at this site.

Completed By: E Robidoux
Photo: NH Division of Forests & Lands

Town: Derry
Property Name: Granite State Rail Trail
Year: Early 1900s - Former B&M Railroad
Address: Merchant's Row
Nearest Cross-Street/Landmark: East and West Broadway/ Sabatino's North Restaurant
Intrinsic Qualities: Scenic, Historic, Recreational, Natural
Historic Designation: Local
Owner Type: Municipal
Amenities: Hiking/walking/biking/snowmobile trails

Notes: The trail is part of the state trail/bicycle network, managed and administered by DRED and the Trails Bureau Program. This is part of the I93 Salem to Concord Byways Trail program. This trail is the original trail bed for the Boston & Maine Railroad and the 1849 Manchester and Lawrence Rail Road. The Hood Milk Company used to put the milk on the train at the Derry Depot to go to Boston. The trail is also part of the Southern New Hampshire Trail Alliance which includes the towns of Salem, Windham and Derry. As such, it was able to use federal transportation money administered through the NH DOT, to build the paved trail from the Massachusetts state line to the Town of Londonderry. This trail took the place of the former railroad tracks along the rail bed.

Completed By: G. Sioras
Photos: Derry Rail Trail Alliance

Town: Derry
Property Name: Gallien's Beach - Beaver Lake
Year:
Address: 39 Pond Road
Nearest Cross-Street/Landmark: Corner of Route 102 and Pond Road
Intrinsic Qualities: Scenic, Recreational, Natural
Historic Designation: Local
Owner Type: Municipal
Amenities: Picnicking, Swimming, Boating, Public Restrooms

Notes: Open to Derry residents and guests only. Facility has concession stand, bathrooms, changing area, sandy beach, fishing dock and picnic tables. Life guards are on duty during operating hours.

Completed By: E Robidoux
Photo:

Town: Derry
Property Name: MacGregor Pioneer Park
Year: 1925-1927
Address: East Broadway
Nearest Cross-Street/Landmark: Adjacent to the Derry Public Library
Intrinsic Qualities: Scenic, Recreational
Historic Designation: Local
Owner Type: Municipal
Amenities: Picnicking

Notes: Large grass park with bandstand and various veteran monuments. Donated by a bequest from wealthy Texan Henry Frederick MacGregor. Home to Summer Concert Series and DerryFest as well as numerous holiday observances. Contact the Recreation Department for more details 603-432-6136

Completed By: E Robidoux/R. Holmes
Photo: R. Holmes

Town: Derry
Property Name: First Parish Congregational Church
Year: 1769
Address: 47 East Derry Road
Nearest Cross-Street/Landmark: Taylor Library & the Civil War Monument
Intrinsic Qualities: Historic, Cultural
Historic Designation: NRHP
Owner Type: Private Organization
Amenities: Public Restrooms

Notes: The oldest church in the immediate area, First Parish Church was founded by Scotch-Irish Presbyterians in the spring of 1719. The first building for the congregation was constructed in 1722. The current building, a "more imposing structure" replaced the first in 1769. It was later lengthened by 24' and the current tower added in 1845, with town offices on the lower level and the church sanctuary on the upper. A major sanctuary remodeling in 1884 added stained glass memorial windows, new furnishings, and new finishes. First Parish Meetinghouse was the center of early civic and religious activity for the community and it remains widely used today, hosting town community and other events as well as the congregation (United Church of Christ since 1964). In front of the Church is the town's Civil War Monument. www.fpc-ucc.org. 603-434-0628.

Completed By: E Robidoux
Photo: R. Holmes

Town: Derry
Property Name: Taylor Library
Year: 1878
Address: 49 East Derry Road
Nearest Cross-Street/Landmark: East Derry Road, First Parish Church
Intrinsic Qualities: Historic, Recreational, Cultural
Historic Designation: None
Owner Type: Municipal
Amenities: Public Restrooms

Notes: The Taylor Library was established in 1878, with a $1000.00 bequest from Emma and Harriet Taylor. The Library was first located in the Upper Village Hall, but after Frederick Shepard, Sr., in memory of his family donated funds in 1929, the brick building (seen today) was constructed. The Library has been in operation for 130 years, and offers a wide range of children and family programs. http:/www.taylorlibrary.org. 603-432-7186

Completed By: E Robidoux
Photo: R. Holmes

Town: Derry
Property Name: Upper Village Hall
Year: 1875
Address: 52 East Derry Road
Nearest Cross-Street/Landmark: East Derry Road
Intrinsic Qualities: Historic, Cultural
Historic Designation: NRHP, Local
Owner Type: Private Organization
Amenities: Public Restrooms

Notes: Located in the heart of the East Derry Historic District, the Upper Village Hall has served Derry as a town hall, a jail, a fire station, a grange hall, Veteran's hall, library, boys and girls club and the home of the Red Star Twirlers. Since 2009, The East Derry Improvement Society (EDVIS) has worked to restore the hall to its original state to be used as a community center. The building is on the NH Historic Register and is also on the NH Preservation Alliance's "Seven to Save" list. www.uppervillagehall.org.

Completed By: E Robidoux
Photo: R. Holmes

Town: Derry
Property Name: Corneliusen Apple Orchard
Year: Purchased in 2002
Address: 88 English Range Road
Nearest Cross-Street/Landmark: Old Auburn Road
Intrinsic Qualities: Scenic, Natural
Historic Designation: None
Owner Type: Municipal
Amenities:

Notes: The Corneliusen parcel was protected with a joint effort of the Derry Conservation Commission and the Trust for Public Lands. Funding sources included an LCHIP grant, a Farm Protection Program grant, a Land and Water Conservation Fund grant, money from the Derry Conservation Commission Land Conservation Account, money voted from Town Council, a wetlands mitigation donation from Parkland Medical Center, and donations from a local ad hoc group, Save Our Neighborhood. In addition, the Ferdinando family placed an easement on 38 acres of adjoining prime agricultural land in return for fee simple interest on approximately 30 acres of the Corneliusen property.

Completed By: E Robidoux
Photo:

Town: Derry
Property Name: Derry Farmer's Market
Year:
Address: Locations vary
Nearest Cross-Street/Landmark:
Intrinsic Qualities: Cultural
Historic Designation: None
Owner Type: Municipal
Amenities: Public Restrooms

Notes: The Derry Farmer's Market operates an outdoor summer market and an indoor winter market. The Market supports local farmers, producers, crafters, entertainers and artisans by providing a community venue and direct market outlet

Completed By: E Robidoux
Photo: Town of Derry website

Town: Derry
Property Name: J & F Farms
Year: 1906 to present
Address: 120 Chester Road
Nearest Cross-Street/Landmark: Route 102
Intrinsic Qualities: Scenic, Natural
Historic Designation: None
Owner Type: Private Individual
Amenities:

Notes: J & F Farms is a private, family owned farm (since 1906). The farmstand features farm grown products such as vegetables, farm raised meats, eggs, Christmas trees, a corn maze, and ice cream stand. Over the course of two years (2007-2009), the Derry Conservation Commission was successful in purchasing development rights to nearly 100 acres of prime agricultural soils, owned by the Ferdinando's, ensuring local fresh produce will be available into the future.

Completed By: E Robidoux
Photo:

Town: Derry
Property Name: Broadway in Derry
Year: 1849 to present
Address: East and West Broadway
Nearest Cross-Street/Landmark: From Danforth Traffic Circle to Londonderry town line
Intrinsic Qualities: Historic, Cultural
Historic Designation: Local
Owner Type: Municipal
Amenities: Hiking/walking/biking trails, Golf, Public Restrooms

Notes: The commercial center of Derry since 1849, Broadway has many restaurants of every price range, the Opera House, the Town Museum, stores, a number of parks, the Municipal Center, Court House, Library, several municipal parking lots, recreational fields, churches, and the Memorial to the Veterans of Foreign Wars from WWI to Afghanistan/Iraq.

Completed By: R Holmes
Photo: R. Holmes

Town: Derry
Property Name: Former Boston and Maine Railroad Depot
Year: 1883
Address: 1 East Broadway
Nearest Cross-Street/Landmark: Broadway and Merchant's Row
Intrinsic Qualities: Historic
Historic Designation: Local
Owner Type: Private Individual
Amenities: Public Restroom

Notes: A classic late 19th century depot built for the Manchester and Lawrence Railroad. The original depot was built in 1849 and was destroyed by a massive fire in 1882. It is now Sabatino's North restaurant. 603-432-7999

Completed By: R. Holmes
Photo: R. Holmes

Town: Derry
Property Name: West Running Brook Area
Year: 1719
Address: South Main Street, aka Route 28 Bypass/Londonderry Turnpike
Nearest Cross-Street/Landmark: Area between Island Pond Road and 28 By-Pass and West Running Brook School
Intrinsic Qualities: Scenic, Historic, Cultural
Historic Designation: None
Owner Type: Private Individuals
Amenities:

Notes: The West Running Brook was made famous as the title of a Pulitzer prize winning book of poetry by Robert Frost. The land on the north side of the brook on the west side of the road was the site of the Common Field where in 1720 the first crops of potatoes were grown in North America. On the other side of the road was the site of the "Black Cottage" mentioned in a poem by Frost.

Completed By: R. Holmes
Photo: R. Holmes

Town: Derry
Property Name: Webster's Corner
Year: 1905
Address: Route 28
Nearest Cross-Street/Landmark: Intersection of Island Pond Road, Route 28 and Route 28 By-Pass
Intrinsic Qualities: Cultural
Historic Designation: None
Owner Type: Private Individuals
Amenities:

Notes: On December 21, 1905, Robert Frost pulled his horse and sleigh off to the side of the road as he was unable to afford to buy Christmas gifts for his wife and children. This incident, between Ned Head's woods and the frozen lake of West Running Brook Mill, was the inspiration for the poem "Stopping by Woods on a Snowy Evening"

Completed By: R. Holmes
Photo: R. Holmes

Town: Derry
Property Name: East Derry Historic District, aka The Upper Village
Year: 1719 to present
Address: Hampstead Road
Nearest Cross-Street/Landmark: From Lane Rd to Cemetery Rd
Intrinsic Qualities: Recreational, Natural, Cultural
Historic Designation: NRHP, Local
Owner Type: Private Individual
Amenities: Hiking/walking trails

Notes: In 1719, this was the original town center and it retains the charm of a typical New England Village. Located within the district are the Forest Hill Cemetery with grave stones dating back to 1722. This is the resting place of the Town's Scotch-Irish pioneers, as well as many individuals of state and national importance including businessman HP Hood, General George Reid, the parents of Astronaut Alan Shepard, General Elias Hasket Derby and Reverend James McGregor. Nearby is the 1769 First Baptist Church (47 East Derry Road) which includes impressive Memorial windows. Also within the Historic District are the Town Pound (95 East Derry Road), the Alan Shepard birthplace (64 East Derry Road - private), the Alanson Tucker Mansion (Lane Road); a Civil War monument dedicated in 1880, NH State Historic Marker #58 in honor of the Scotch-Irish settlers, the circa 1750 East Derry Store (50 East Derry Road), and the Upper Village Hall ((www.uppervillagehall.org), 52 East Derry Road).

Completed By: R Holmes
Photo: R. Holmes

Town: Derry
Property Name: Pinkerton Academy
Year: 1814 to present
Address: 5 Pinkerton Street
Nearest Cross-Street/Landmark: Campus is between Pinkerton Street and Londonderry Turnpike
Intrinsic Qualities: Historic, Cultural
Historic Designation: None
Owner Type: Private
Amenities:

Notes: The campus style high school was founded in 1814 and today is one of America's largest private schools. The Academy serves as the high school for Derry and foursurrounding towns. Astronaut Alan Shepard attended school here and Robert Frost taught here for a period of time. A small museum is located in the Alumni Building that was constructed in 1814-15. Each year, the Stockbridge Theatre hosts many plays and concerts by both amateur and professional groups. See the website for schedules: www.pinkertonacademy.net or www.stockbridgetheatre.com

Completed By: R. Holmes
Photo: R. Holmes

Town: Derry
Property Name: Matthew Thornton House
Year: c. 1757
Address: 2 Thornton Street
Nearest Cross-Street/Landmark: North Main Street and Thornton Street
Intrinsic Qualities: Historic
Historic Designation: NRHP
Owner Type: Private Individual
Amenities:

Notes: The home of Dr. Matthew Thornton (1714-1803). In 1776 when he went to Philadelphia, Dr. Thornton was the first delegate after John Hancock to sign the Declaration of Independence. There is a small park with a monument in honor of Dr. Thornton in front of the house, placed by the Molly Reid Chapter of the Daughters of the American Revolution.

Completed By: R. Holmes
Photo: R. Holmes

Town: Derry
Property Name: The Former Russell-Frost House
Year: 1909-1911
Address: 28 Thornton Street
Nearest Cross-Street/Landmark: South of the junction of Hampstead Road and Thornton Street
Intrinsic Qualities: Historic, Cultural
Historic Designation: None
Owner Type: Private Individual
Amenities:

Notes: Robert Frost and his family rented the second floor apartment from Attorney and Mrs. Lester Russell from 1908 to 1911 so that he could be closer to his employment at Pinkerton Academy. The lower apartment was rented by Attorney Lester Russell who was Robert Frost's best friend in Derry.

Completed By: R. Holmes
Photo: R. Holmes

Town: Derry
Property Name: Londonderry Turnpike
Year: 1804 to present
Address:
Nearest Cross-Street/Landmark: Massabesic Traffic Circle to Robert Frost Farm
Intrinsic Qualities: Scenic, Historic, Recreational, Cultural
Historic Designation: None
Owner Type: State of New Hampshire
Amenities: Hiking/walking trails, Picnicking, Ball field, Playground, Boating, Public boat ramp, Fishing

Notes: The Londonderry Turnpike was constructed between 1804 and 1806 as a private shareholder owned road to connect Concord, NH to the Massachusetts Turnpike at Methuen, Massachusetts. Along its route, the name changes many times (Route 28 By-Pass, Route 28 Londonderry Turnpike, Rockingham Road, North Main Street, South Main Street) It is easily recognized on a map as being the only straight road in the area. Along the route are many scenic vistas and sites associated with poet Robert Frost.

Completed By: R Holmes
Photo: R. Holmes

Town: Derry
Property Name: The H.P. Hood Homestead
Year: 1820
Address: 122 East Broadway
Nearest Cross-Street/Landmark:
Intrinsic Qualities: Historic
Historic Designation: None
Owner Type: Private Individual
Amenities: Golf, Public Restrooms

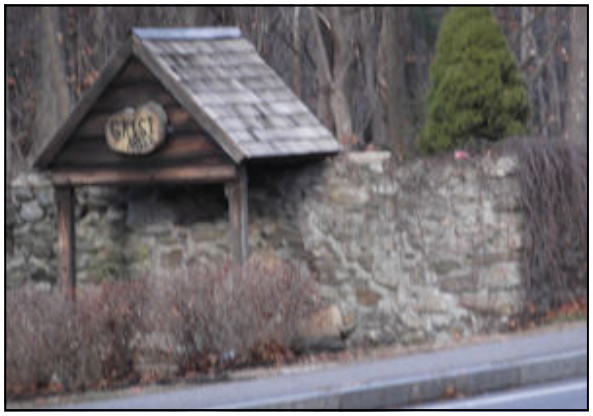
Notes: Originally Redfield's Tavern, it was visited by Lafayette in 1825. This was the home to the New England milk czar, Harvey P. Hood (1823-1900) from 1849 until his death. It is now Chen's Restaurant. Across the street is Hoodkroft Country Club. Up until the 1960's the land was the pasture for Hood's prize winning herd of cows. Hoodkroft Country Club is located at 121 East Broadway, 603-434-0651, www.hoodkroftcc.com. Chen's Restaurant: 603-437-8338

Completed By: R. Holmes
Photo: R. Holmes

Town: Derry
Property Name: General George Reid Home
Year: 1775-1781
Address: 19 Kilrea Road
Nearest Cross-Street/Landmark: Londonderry Turnpike/Kilrea Road
Intrinsic Qualities: Historic
Historic Designation: Local
Owner Type: Private Individual
Amenities:

Notes: This was the home of General George Reid (1733-1815). He served in the Revolutionary War from Bunker Hill to Yorktown when he served on General Washington's staff. He was the second longest serving officer in the Revolutionary War.

Completed By: Richard Holmes
Photo: R. Holmes



Town: Derry
Property Name: Gregg Mill
Year: 1719
Address: South of 8 Thornton Street
Nearest Cross-Street/Landmark: Hampstead Road and Thornton Street
Intrinsic Qualities: Historic
Historic Designation: Local
Owner Type: Private Individual
Amenities:

Notes: The foundation of one of the first saw and grist mills in the area. The mill remained operational from 1719 to 1830. Another town owned mill site is the Cargill Mill (1720), on North Shore Road. It is located less than one mile south of the intersection of Chester Road and North Shore Road.

Completed By: Richard Holmes
Photo: R. Holmes

Town: Derry
Property Name: General John Stark Birthplace
Year: 1728
Address: Corner of Stark Road and Lawrence Road
Nearest Cross-Street/Landmark: Lawrence Road and Stark Road
Intrinsic Qualities: Historic
Historic Designation: None
Owner Type: Private Organization
Amenities:

Notes: A monument marks the site of the birthplace of General John Stark (1729), the hero of the Battle of Bennington during the Revolutionary War. In 1897, the Molly Reid Chapter of the Daughters of the American Revolution erected a monument noting the location of the birthplace of General John Stark. The Stark home burned in 1736. The monument was moved in 2009 to a sheep hold at the corner of Lawrence Road and Stark Road. New Hampshire's state motto, "Live Free or Die", was coined by General Stark in 1827. A state historic marker detailing the birth site is located on the corner of Lawrence Road and Route 28.

Completed By: Richard Holmes/Elizabeth Robidoux
Photo: R. Holmes

Town: Derry
Property Name: Derry Village aka The Lower Village
Year: Circa 1720 to present
Address:
Nearest Cross-Street/Landmark: The area within a 1/4 mile radius of the Danforth Traffic Circle (Main Street/Chester Road/East Broadway/Hampstead Road)
Intrinsic Qualities: Scenic, Cultural
Historic Designation: Local
Owner Type: Private Individual
Amenities: Golf

Notes: Derry Village was originally settled c. 1720 but became the town center in 1806 with the opening of the Londonderry Turnpike. Within the Village are a number of buildings dating from the colonial era, Federal period, Victorian era to the early 20th century. Of particular note is The Matthew Thornton Home (1757, 2 Thornton Street), the Alumni Building at Pinkerton Academy (1814, 5 Pinkerton Street), the H.P. Hood Homestead (1820, 122 East Broadway); the foundation of the Gregg Mill (1719); the Benjamin Chase Condominiums (1912, 7 Chester Road); Superintendent of School's office (1901, 18 South Main Street); and the Central Congregational Church (1837, 14 Crescent Street).

Completed By: Richard Holmes
Photo: R. Holmes

Town: Derry
Property Name: Crescent Street
Year: 1829 to present
Address:
Nearest Cross-Street/Landmark: Connection road between Pinkerton Street and East Broadway
Intrinsic Qualities: Historic, Cultural
Historic Designation: None
Owner Type: Private Individual
Amenities:

Notes: Crescent Street was laid out in 1829. Noteworthy is the high Victorian style Benjamin Chase home (1877, 16 Crescent Street); the Mansard style former Hopkins Home for Aged Women (1875, 12 Crescent Street); the Cassius Campbell Queen Anne style home (1893, 20 Crescent Street); the former Derry Village Fire Station (1900, 10 Crescent Street); and the Central Congregational Church which was visited by Robert Frost on many occasions (14 Crescent Street).

Completed By: Richard Holmes
Photo: R. Holmes

Town: Derry
Property Name: Old Broadway Fire Station
Year: 1899
Address: 32 West Broadway
Nearest Cross-Street/Landmark: West Broadway and Central Street
Intrinsic Qualities:
Historic Designation: Local District
Owner Type: Private Individual
Amenities: Public Restrooms

Notes: This was Derry's first firehouse, built in 1899 mainly to provide fire protection for the many sprawling shoe factories in West Derry. It is now The Halligan Tavern, a restaurant. www.thehalligantavern.com

Completed By: Richard Holmes
Photo: R. Holmes

Town: Derry
Property Name: The Benjamin Chase Condominiums
Year: 1911
Address: 7 Chester Road
Nearest Cross-Street/Landmark: 300 feet east of the Danforth Traffic Circle (Route 102 and Bypass 28)
Intrinsic Qualities: Historic
Historic Designation: None
Owner Type: Private Individual
Amenities:

Notes: This building is a sprawling brick mill that has been converted into condominiums. A number of factories or mills have stood on this spot since 1798 that have all been destroyed by fire. From 1869 to the 1990's, the Benjamin Chase Company produced billions of stakes and labels for farms and nurseries across the world. During the years Robert Frost lived in Derry (1900-1911), the Mill was owned by John Carroll Chase who was the poet's good friend and supporter.

Completed By: Richard Holmes
Photo: R. Holmes

Town: Derry
Property Name: Association Hall
Year: 1876
Address: 3 Pinkerton Street
Nearest Cross-Street/Landmark: Corner of Pinkerton and North Main Street
Intrinsic Qualities: Historic, Cultural
Historic Designation: None
Owner Type: Private Individual
Amenities:

Notes: Now home to Academy Antiques, the Association Hall has been used as a meeting site by the local Masonic Lodge, Pinkerton Academy, and the Congregational Church. Here, in 1906, was the first public reading of a poem by Robert Frost ("A Tuft of Flowers"). The success of that day directly led to his being hired to teach at Pinkerton Academy.

Completed By: Richard Holmes
Photo: R. Holmes

Town: Derry
Property Name: Adams Memorial Building
Year: 1903
Address: 29 West Broadway
Nearest Cross-Street/Landmark: West Broadway and Maple Street
Intrinsic Qualities: Historic, Cultural
Historic Designation: NRHP
Owner Type: Municipal
Amenities: Public Restroom

Notes: The building was constructed to serve as Derry's Town Hall. Its second floor Opera House hosted the annual town meeting as well as many plays, movies, dances and political rallies. The Opera House continues as an arts venue. For information and performance schedules, see the website of the Derry Arts Council www.derryarts.org. On the first floor is the Derry Visitor's Center and the Greater Londonderry-Derry Chamber of Commerce (www.derry-chamber.org). The lower level is the Derry Museum of History (www.derrymuseum.org). Former uses at this site include a library, town offices including the Derry Police Department, and the Derry Court House.

Completed By: Richard Holmes/Elizabeth Robidoux
Photo: R. Holmes

Town: Derry
Property Name: Alan Shepard Birthplace
Year: 1921
Address: 64 East Derry Road
Nearest Cross-Street/Landmark:
Intrinsic Qualities: Historic
Historic Designation: None
Owner Type: Private Individual
Amenities:

Notes: This Colonial Revival home was the birthplace of Alan B. Shepard (1923-1998), America's first man in space and the fifth to walk the moon. He lived here from 1923 until he enlisted as a naval officer in WWII. Built in 1921, the house is the newest of the homes listed in the East Derry Historic District.

Completed By: Richard Holmes
Photo: R. Holmes

Town: Derry
Property Name: Robert Frost Farm
Year: Home to Robert Frost 1900-1911, constructed in 1884
Address: 712 Rockingham Road
Nearest Cross-Street/Landmark:
Intrinsic Qualities: Scenic, Historic, Recreational, Natural, Cultural
Historic Designation: NRHP, Local
Owner Type: State of New Hampshire
Amenities: Hiking/walking trails, Public Bathrooms

Notes: This was the farm of poet Robert Frost (1874-1965) from 1900 to 1911. Many of his poems are based on his years as a farmer in Derry. An admission is charged to tour the home but the nature trail is open during daylight hours. Season passes are available. http://robertfrostfarm.org. The farm was added to the National Register of Historic Places in 1968. State Historic Marker #126 is on site noting this is a NH Historic Site. See also www.nhstateparks.org/explore

Completed By: Richard Holmes/Elizabeth Robidoux
Photo:

Town: Hampstead
Property Name: Gilman Inn
Year: 1790
Address: 111 Main Street
Nearest Cross-Street/Landmark:
Intrinsic Qualities: Historic
Historic Designation: None
Owner Type: Private Individual
Amenities:

Notes:

Completed By: Tina Harrington
Photo:

Town: Hampstead
Property Name: Marshall Tavern or Holly Manor
Year: 1807
Address: 185 Main Street
Nearest Cross-Street/Landmark:
Intrinsic Qualities: Scenic, Historic
Historic Designation: None
Owner Type: Private Individual
Amenities:

Notes: Tavern built in the 1800's along the Stage Coach road

Completed By: Tina Harrington
Photo:

Town: Hampstead
Property Name: Cogswell Tavern
Year: 1825
Address: 349 Main Street
Nearest Cross-Street/Landmark:
Intrinsic Qualities: Historic
Historic Designation: None
Owner Type: Private Individual
Amenities:

Notes: Tavern built in the 1800's along the Stage Coach road

Completed By: Tina Harrington
Photo:

Town: Hampstead
Property Name: Colby Tavern
Year: 1825
Address: 441 Main Street
Nearest Cross-Street/Landmark:
Intrinsic Qualities: Historic
Historic Designation: None
Owner Type: Private Individual
Amenities:

Notes: Tavern built in the 1800's along Stage Coach road

Completed By: Tina Harrington
Photo:

Town: Hampstead
Property Name: Taylor Tavern
Year: 1740
Address: 361 Main Street
Nearest Cross-Street/Landmark:
Intrinsic Qualities: Scenic, Historic
Historic Designation: None
Owner Type: Private Individual
Amenities:

Notes: Tavern along Stage Coach road

Completed By: Tina Harrington
Photo:

Town: Hampstead
Property Name: Shannon's Tavern
Year: 1790
Address: 450 Main Street
Nearest Cross-Street/Landmark:
Intrinsic Qualities: Scenic, Historic
Historic Designation: SRHP
Owner Type: Private Individual
Amenities:

Notes: Tavern along the Stage Coach Road

Completed By: Tina Harrington
Photo:

Town: Hampstead
Property Name: Muzzey's Tavern
Year: 1740
Address: 316 Main Street
Nearest Cross-Street/Landmark:
Intrinsic Qualities: Scenic, Historic
Historic Designation: Local
Owner Type: Private Individual
Amenities:

Notes: One of the taverns along the Stage Coach road. Sign up on property identifying it.

Completed By: Tina Harrington
Photo:

Town: Hampstead
Property Name: Town Beach
Year: 1950
Address: Ells Road
Nearest Cross-Street/Landmark: Kent Farm Road
Intrinsic Qualities: Recreational
Historic Designation: Local
Owner Type: Municipal
Amenities: Picnicking, Swimming, Boating - non-motorized, Public Restrooms

Notes: Parking permit require one day passes available

Completed By: Tina Harrington
Photo:

Town: Hampstead
Property Name: Sanborn Shores Campground
Year: Unknown
Address: Sanborn Shores
Nearest Cross-Street/Landmark: near 190 Main Street
Intrinsic Qualities: Recreational
Historic Designation: Local
Owner Type: Private Individual
Amenities: Picnicking, Swimming, Camping, Boating - non-motorized, Fishing

Notes: Campground on Big Island Pond information on their website

Completed By: Hampstead Byway Committee
Photo:

Town: Hampstead
Property Name: Camp Tel Noar
Year: Unknown
Address: 185 Main Street
Nearest Cross-Street/Landmark: Kent Farm Road
Intrinsic Qualities: Recreational
Historic Designation: Local
Owner Type: Private Organization
Amenities: Swimming, Ball field, Boating, Fishing

Notes: Private youth summer camp on Wash Pond Road aka Sunset Lake

Completed By: Hampstead Byway Committee
Photo: www.camptelnoar.org

Town: Hampstead
Property Name: Hampstead Conservation Trails- West Road/ Stage Road section
Year: 1980's
Address: Stage Road or West Road two entrances
Nearest Cross-Street/Landmark: 35 Stage Road (Hampstead Town Garage)
Intrinsic Qualities: Scenic, Recreational, Natural
Historic Designation: None
Owner Type: Municipal
Amenities: Hiking/walking trails, Picnicking

Notes: Two entrances with parking at both. One at Stage Rd. and one at West Rd.

Completed By: Hampstead Byway Committee
Photo:

Town: Hampstead
Property Name: Rockingham Recreational Trail System
Year: Unknown-original train tracks
Address: Depot Road as well as around 550 Main Street
Nearest Cross-Street/Landmark: Ordway Park as well as Depot Road Sports Complex
Intrinsic Qualities: Scenic, Recreational
Historic Designation: None
Owner Type: State of New Hampshire
Amenities: Multi-use path

Notes: Trail system from Epping/Fremont area to the Windham area. Used for ATVs, horses, bikes, and walking

Completed By: Hampstead Byway Committee
Photo:

Town: Hampstead
Property Name: Town Pound
Year: Around 1756
Address: Old Forge Road
Nearest Cross-Street/Landmark: 300 yards behind 94 Main Street
Intrinsic Qualities: Historic, Cultural
Historic Designation: Local District
Owner Type: Municipal
Amenities:

Notes: Right of way on private property former Old Forge Road Connection to Conservation Trail System

Completed By: Hampstead Byway Committee
Photo:

Town: Hampstead
Property Name: Ordway Park
Year: Late 1800's
Address: around 600 Main St.
Nearest Cross-Street/Landmark: Corner of Depot Rd.
Intrinsic Qualities: Scenic, Natural
Historic Designation: Local
Owner Type: Municipal
Amenities: Hiking/walking trails, Picnicking

Notes: Park not for organized sports 9/11 Memorial Garden Club grows garden there

Completed By: Hampstead Byway Committee
Photo:

Town: Hampstead
Property Name: Stillmeadow Bed and Breakfast
Year: 1850
Address: 545 Main Street
Nearest Cross-Street/Landmark: North Shore Rd.
Intrinsic Qualities: Historic, Recreational
Historic Designation: None
Owner Type: Private Individual
Amenities:

Notes: Former home of John Ordway

Completed By: Hampstead Byway Committee
Photo:

Town: Hampstead
Property Name: Town Hall
Year: 1875
Address: 11 Main Street
Nearest Cross-Street/Landmark: Stage Road
Intrinsic Qualities: Historic, Cultural
Historic Designation: Local, Local District
Owner Type: Municipal
Amenities:

Notes: Former High School until 1958

Completed By: Hampstead Byway Committee
Photo:

Town: Hampstead
Property Name: Congregational Church
Year: 1861
Address: 61 Main Street
Nearest Cross-Street/Landmark:
Intrinsic Qualities: Historic, Cultural
Historic Designation: None
Owner Type: Private Organization
Amenities:

Notes: Original church held at the Meeting House

Completed By: Hampstead Byway Committee
Photo:

Town: Hampstead
Property Name: Historical Museum
Year: 1897
Address: 67 Main Street
Nearest Cross-Street/Landmark: next to Congregational Church
Intrinsic Qualities: Historic
Historic Designation: None
Owner Type: Municipal
Amenities:

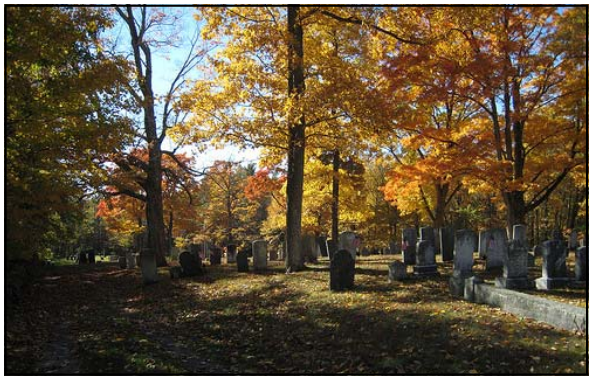
Notes: Former library now the Historical Museum Home to Hampstead Historical Society There is some architectural interest in style of building and the columns out front

Completed By: Hampstead Byway Committee
Photo:

Town: Hampstead
Property Name: Meeting House
Year: 1745
Address: 20 Emerson Avenue
Nearest Cross-Street/Landmark: Intersection of Stage Rd., Main St. and Emerson Ave across from Central School
Intrinsic Qualities: Historic
Historic Designation: NRHP, SRHP, Local, Local District
Owner Type: Municipal
Amenities:

Notes: One of the oldest Meeting Houses still in use. Paul Revere Jr. bell in the belfry

Completed By: Hampstead Byway Committee
Photo:



Town: Hampstead
Property Name: Old Cemetery
Year: Earliest grave around 1770
Address: 12 Main Street
Nearest Cross-Street/Landmark: Across from Town Hall
Intrinsic Qualities: Scenic, Historic, Cultural
Historic Designation: Local, Local District
Owner Type: Municipal
Amenities:

Notes: Has several revolutionary soldiers and civil war soldiers. Hezekiah Hutchins buried there

Completed By: Tina Harrington
Photo:

APPENDIX B

Byway Nomination
July 2012

Nomination for New Hampshire Scenic & Cultural Byway Designation

Robert Frost/Old Stage Coach Scenic Byway

submitted jointly by:

Town of Atkinson
Town of Hampstead
Town of Chester
Town of Auburn
Town of Derry

with planning assistance from:

Southern New Hampshire Planning Commission
Rockingham Planning Commission

July 2012

Robert Frost/Old Stage Coach Scenic Byway Nomination

Section 1: Essentials

A. **Designation Sought.** State Scenic Byway

B. **Multi-Jurisdiction Nomination.** This nomination is submitted jointly by the Towns of Atkinson, Hampstead, Chester, Auburn and Derry.

C. **Nomination of an Extension.** This nomination proposes an extension of the Scenic Byway designated in the Town of Atkinson in 2011, which follows the old Stage Coach route between Haverhill, MA and Concord, NH.

D. **Byway Name.** The proposed route will be known as the Robert Frost/Old Stage Coach Scenic Byway

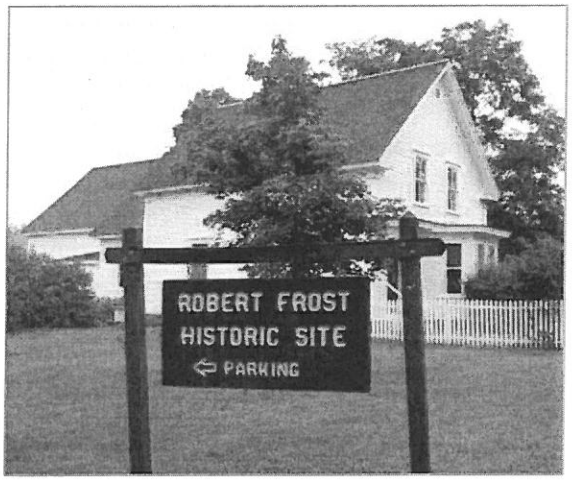
E. **Location Description.** The proposed Robert Frost/Old Stage Coach Scenic Byway is a 44 mile route composed of two segments. The Old Stage Coach Byway segment begins in Atkinson, New Hampshire, near the Massachusetts border, and follows NH Route 121 north through Hampstead, Sandown, Derry, Chester, and Auburn to Massabesic Lake. From Massabesic Lake the Robert Frost Byway segment proceeds southward on local roads, passing through historic Downtown Derry and the Robert Frost Farm Historic Site, and connects back to NH121 in Hampstead.

F. Intrinsic Qualities

- ☐ Archaeological
- ☑ Cultural
- ☑ Historic
- ☑ Natural
- ☑ Recreational
- ☑ Scenic

G. **Primary Photo**

The Robert Frost Farm Historic Site in Derry is the most appropriate single image to convey the theme and interpretive focus of the proposed byway.



Section 2: Statement of Qualification

A. Theme. Provide a brief description of the unifying theme you plan to use to promote your byway. Please note that this should relate to the Intrinsic Quality(s) for which the route is being nominated. Does your theme reflect the central focus of your byway's nomination story?

The unifying theme of the Robert Frost/Old Stage Coach Byway is the history and culture of rural southern New Hampshire. This includes how it was shaped by the early transportation network of the region – most specifically the Stage Coach service that connected Boston and Concord via Haverhill, Atkinson, Hampstead, Chester, Auburn and Manchester. More broadly, the Byway celebrates New Hampshire's rural landscape and communities through which the byway passes – the villages, farmsteads, orchards, and denizens brought to life in the writing of Poet Laureate, and former Derry resident, Robert Frost. Several of Frost's most famous poems are set in Derry.

B. Traveler Experience. Provide an overview of what visitors will experience when they drive the route. Note that you will have the opportunity to create a traveler itinerary later in the Visitor Experience section of the nomination application.

Travelers to the Byway will experience scenic vistas of villages, farmsteads, stone walls, hardwood forests, and picturesque lakes; gain an appreciation for the rich history of the region; enjoy outdoor recreation opportunities including canoeing, kayaking, miles of trail for walking and bicycling with varying degrees of challenge; and find cultural sites, restaurants, shops, a farmers market and seasonal festivals in downtown Derry. A byway map and tour brochure will guide visitors along the Byway route, noting sites of particular interest that support the Byway's intrinsic qualities. In addition to the map, the Byway Traveler's experience will eventually be enhanced by wayfinding and interpretive signage at key sites along the route, tying the route together thematically.

The ideal starting point for traveling the Byway route is in the Town of Atkinson near the State border with Massachusetts. Much of the fabric of Atkinson's historic town center has been well preserved, with houses and civic structures dating from the colonial era through the 19th Century. Atkinson's Main Street, now NH Route 121, was the main commerce and travel route to get from Concord and Manchester to Boston during the colonial era, and the route of the first regular Stage Coach service between Boston, MA and Concord, NH.

The leafy tree canopy of Atkinson's Green Tunnel shades travelers as they continue northward into the Town of Hampstead, which similarly features many historic homes dating to the 18th and early 19th centuries. Hampstead's Meeting House, built in 1749 and listed on the National Register of Historic Places, was recently rehabilitated and features a bell from the foundry of Paul Revere.

The town of Chester features an historic village center with multiple properties on the National Register, Chester College, as well as the home of Daniel Chester French, sculptor of the statue of President Lincoln in the Lincoln Memorial among other famous works of the late 19th and early 20th centuries.

Byway travelers will find myriad outdoor recreation opportunities surrounding Massabesic Lake in Auburn. The Massabesic Audubon Center is a wildlife sanctuary featuring 5 miles of hiking trails connecting the shores of the Lake to adjacent upland habitat, as well as interpretive and educational programs. The Lake is also a beautiful location for canoeing and kayaking, and connecting to broader regional networks of rail trails.

From Massabesic Lake the Byway runs southward following local roads through former orchards and other conservation land, arriving in the community of Derry. Derry's downtown features shops, restaurants, the Derry Opera House and museum and other historic civic and residential architecture. In Derry travelers will also find the Robert Frost Farm Historic Site, where the poet lived while teaching at nearby Pinkerton academy from 1906-1911 and writing some of his most well-known work, including "Stopping by the Woods on a Snowy Evening", "Mending Wall", and "The Black Cottage". The sites inspiring each of these works are all nearby the Robert Frost Farm. After a visit to the Frost Farm, travelers can continue along the Byway route, rejoining the Old Stage Coach route in Hampstead.

Regional Significance. Explain and justify what is special, significant or unique about your byway in relation to the primary Intrinsic Quality for which you are nominating the road.

The proposed Robert Frost/Old Stage Coach Scenic Byway features a rich diversity of the intrinsic qualities highlighted by the NH Cultural and Scenic Byways program. The interpretive emphasis of the proposed Byway will be on the history of the communities through which the Byway passes, including the original Stage Coach service connecting Manchester and Concord New Hampshire to Haverhill and Boston Massachusetts, and the importance of the region in inspiring the work of American Poet Laureate Robert Frost. Some of Frost's most important poems were written while he taught at Pinkerton Academy, and he has cited his time in Derry as inspiring much of his work. Frost's poem "Stopping by the Woods on a Snowy Evening" was set at Webster's Corner in Derry, on an evening in late December, returning home from town unsuccessful in selling eggs to raise money for Christmas gifts and questioning himself.

The Byway route is highly scenic, leading visitors through quintessential New England colonial villages, rolling farmland, working orchards, and picturesque ponds and lakes. The route provides visitors access to recreational resources including Massabesic Lake and local ponds with recreational access, and a range of hiking and biking trails, including the Rockingham Recreation trail, the Southern NH Rail Trail and networks of mountain bike and Audubon Center hiking trails at Massabesic Lake. Seasonal festivals and year-round museums, restaurants, and town centers provide opportunities to experience the culture of the region.

Section 3: Route Information

A. **Official Route Description (Written). Provide a complete, sequential route description that documents all road segments including any gaps and/or intrusions. Please include all the road segments which, when linked together, match the legal description used by your State/Indian tribe/Federal land management agency to officially designate the road and include total miles.**

Narrative Route Description

Road	Description	Mileage
Old Stage Coach Byway Segment		
NH121/Main Street (Atkinson)	Begin at Plaistow/Atkinson Town Line in Atkinson. Follow NH121/Main Street past through Atkinson's historic Town Center.	4.2
NH121/Old Stage Road (Hampstead)	Continue on NH121through the Town of Hampstead. Old Stage Road becomes Main Street in Hampstead, and on the north side of the village center it becomes Haverhill Road	4.8
NH121/Main Street (Chester)	Continue on NH121/Haverhill Road, entering the Town of Chester.	3.9
NH121/Haverhill Road	Turn Left at intersection with Sandown Road to remain on NH121/Haverhill Road. Proceed through Chester Town Center, crossing NH102/Derry Road. Becomes Chester Street	0.2
NH121/Chester Road (Auburn)	Continue on Chester Street, crossing into the Town of Auburn. Becomes Chester Road entering Auburn. Pass Calef Lake Camping Area.	6.1
NH121/Candia Road (Auburn)	Turn left onto Candia Road to remain on NH121. Continue to intersection of NH121 and NH28/Londonderry Turnpike. Massabesic Lake Waterfront Park is northern terminus for Stage Coach Byway segment.	2.8
Robert Frost Byway Segment		
NH28 Bypass/Londonderry Turnpike (Auburn)	Begin at Massabesic Lake Waterfront Park. Proceed south on NH28 Bypass/Londonderry Turnpike.	7.2
English Range Road	Turn Left onto English Range Road.	2.0
NH102/Chester Road (Derry)	Turn Right onto NH102/Chester Road. Follow past Beaver Lake to Roundabout at intersection with NH28 Bypass/Londonderry Turnpike.	1.5
NH102/East Broadway (Derry)	Proceed half-way around roundabout to continue straight on NH102, which becomes East Broadway as it approaches Derry town center.	0.9
NH28/Birch Street (Derry)	Turn Left onto NH28/Birch Street at town center traffic light	0.8
NH28/Rockingham Road (Derry)	Turn Left onto NH28/Rockingham Road	0.8
NH28/Rockingham Road (Derry)	Bear Right at split with Island Pond Road to remain on NH28/Rockingham Road. Pass Robert Frost Farm Historic Site.	1.1
Lawrence Road (Derry)	Turn Left onto Lawrence Road	1.0
Island Pond Road (Derry)	Turn Right onto Island Pond Road. Cross Rockingham Recreation Trail. Bear Left at Y with Gulf Road to remain on Island Pond Road. Bear Right at Y with Warner Hill Road to remain on Island Pond Road	3.6

North Shore Road (Hampstead)	Turn Left onto North Shore Road. Pass Escambuit Campground.	1.2
Drew Road (Hampstead)	Turn Right onto Drew Road. Becomes North Salem Road.	0.8
NH121 Main Street	North Salem Road intersects NH121 Main Street in Hampstead, rejoining the Stage Coach Byway. Southern terminus of Robert Frost Byway.	0.2

B. Route Map. Provide the following information on a single map to use as a central reference point along with the other materials you include in the nomination application. The scale and size of the map will be relative to the location and length of your nominated byway. In some cases, this may require two or more pages. To facilitate review, we require that route maps be submitted in electronic form. The map and supporting legend should clearly show:

- ☑ The location of the byway within the State, Indian tribe, or Federal lands
- ☑ The location of the byway in relation to other State, Indian tribe, and/or Federal land management agency byways and America's Byways® in your region
- ☑ Each end point of the byway
- ☑ Location of gaps and/or intrusions (NA)
- ☑ The location of each community along the route
- ☑ Boundaries and/or management areas of major entities (e.g., parks, forests, reserves)
- ☐ Locations of critical directional signage, if any (to be added with CMP)
- ☐ Locations of existing interpretive panels/information (to be added with CMP)
- ☐ Locations of public visitor centers and other visitor amenities (food, fuel, restrooms, etc.) (to be added with CMP)
- ☑ Locations of points of interest detailed in the Visitor Experience section of the nomination application

C. Continuity of the Route. Provide explanations for any gaps and/or intrusions in your route that interrupt the continuity of the traveler experience (e.g., local zoning decisions, lack of community support, etc.).

There are no gaps or intrusions in the route of the Robert Frost/Stage Coach Byway that would interrupt the continuity of the traveler experience.

Section 4: Route Conditions

A. Confirm that passenger vehicles are accommodated along the entire route, and describe how this is facilitated if segments of the road are not paved.

The entire proposed route for the Old Stage Coach/Robert Frost Byway follows paved roads that are maintained year round.

B. Describe the accommodation of bicycle and pedestrian travel along the byway, if applicable.

NH121 in Chester and Auburn has been designated by NHDOT as a Regional Bicycle Route. Much of the alignment of the Robert Frost Byway segment also follows State Bicycle Routes, along

Auburn Road, Old Derry Road, English Range Road, Lawrence Road, Island Pond Road, and Drew Road. Shoulder width varies along the route from 4' in some sections to less than a foot in others, though segments with narrow shoulder tend to have lower traffic volumes. Opportunities exist for bicycle safety improvements in locations along the route. Sidewalks are present along NH121 only in short segments through town centers. The Byway connects to excellent multi-use rail trails for non-motorized recreation, as well as an extensive network of single track mountain biking path at Massabesic Lake.

C. Describe any restrictions to the types of vehicles that are allowed along the route.

Any vehicle allowed on a State Highway is allowed on the proposed Byway.

D. Describe any seasonal closures or other restrictions along the route.

There are no seasonal closures or restrictions along the route.

E. Describe, in one sentence, the best time during the year to drive the byway and experience the primary Intrinsic Quality(s) identified in this application

Early autumn is the best time to visit the byway, to enjoy fall color, apple picking in this historic orchard area, and other harvest activities.

F. In one sentence, describe any travel concentrations or high seasons when byway visitors might be more likely to encounter crowds or extra traffic.

Summertime traffic accessing the lakes and ponds in the corridor communities, particularly at boat-ramp sites, represents the most predictable congestion.

G. Describe all of the factors of your roadway that contribute to its safety for travelers.

As noted above, much of the proposed Byway route was identified as a State Bicycle Route by the NH Department of Transportation in 2001. These designations were made based on an analysis of safety factors – in particular shoulder width and traffic speed and volume.

Section 5: Visitor Experience

A. Convey information about how prepared your byway is to have visitors. Describe planning to address the following elements of the visitor experience:

The development of the Old Stage Coach/ Robert Frost Scenic Byway as a regional entity is relatively new. The Town of Atkinson has had an active Scenic Byway Committee for several years, whose efforts resulted in the designation of the Atkinson Byway which forms the kernel of this broader regional effort. The Scenic Byway Committee which has developed this nomination currently includes representatives of the five corridor communities (Atkinson, Hampstead, Chester, Auburn and Derry), Southern NH Planning Commission, Rockingham Planning Commission, several Town historic societies, and the Greater Derry Chamber of Commerce. We envision engaging additional corridor stakeholders in the development of the

Corridor Management Plan, including, but not limited to, NH Audubon, the Southern NH Rail Trail Alliance, NH Division of State Parks, Rockingham Economic Development Corporation, and local businesses. Answers are provided to the questions below based on Committee discussion to date, though detailed planning for Traveler Services, Wayfinding, and Interpretation will happen as part of the development of the Corridor Management Plan in 2012-2013.

1. Getting to the Byway

- From Boston – Byway visitors from the Boston area should travel north on I-93 to the interchange with I-495. Continue north on I-495 to Exit 48 in Haverhill, MA for Route 125. Take Route 125 north, to NH Route 121, crossing the State line from Haverhill into Plaistow, NH. Follow NH Route 121 north to Atkinson's historic Village Center and the beginning of the Byway.

- From Manchester Boston Regional Airport – A visitor arriving via Manchester-Boston Regional Airport can best start their Byway visit at Massabesic Lake, at the northern end of the Byway. Exit the airport on Airport Road. Following signs proceed to I-293 South/NH Route 101 East. You will get briefly onto I-93 North before exiting to NH Route 101 East. From Route 101, take Exit 1 for the Londonderry Turnpike. At the traffic circle take the 2nd exit/branch to continue South on the Londonderry Turnpike. Go 1.9 miles and turn left onto Spofford Road. Take 1st left onto Audubon Way/Deerneck Road.

2. Traveler Services

Below is a preliminary list of Traveler Services along the Byway. A comprehensive inventory of services will be completed as part of the Corridor Management Plan process.

- Public Rest Rooms – Public Rest Rooms are available in the following locations along the Byway:
  - Atkinson Town Hall – 21 Academy Avenue, Atkinson – 603-362-4920
  - Atkinson Community Center – 4 Main Street, Atkinson - 603-362-5531
  - Kimball Library – 5 Academy Avenue, Atkinson – 603-362-5234
  - Hampstead Town Hall – 11 Main Street, Hampstead – 603-329-4100
  - Hampstead Public Library - 9 Mary E. Clark Drive, Hampstead – 603-329-6411
  - Chester Public Library – 3 Chester Street, Chester – 603-887-3404
  - Chester Town Offices – 84 Chester Street, Chester – 603-887-3636
  - Auburn Town Hall – 47 Chester Road, Auburn – 603-483-2281
  - Griffin Free Public Library – 22 Hooksett Road, Auburn – 603-362-5234
  - NH Audubon Center at Massabesic Lake – 16 Audubon Way, Auburn – 603-668-2045
  - Derry Municipal Center – 14 Manning Street, Derry – 603-432-6100

- Visitor Information & Interpretive Centers
  - Byway information will be available at all Town Halls and Libraries along the Byway, as listed above

- NH Audubon Center at Massabesic Lake – 16 Audubon Way, Auburn – 603-668-2045
- Greater Derry Chamber of Commerce – 29 W. Broadway, Derry – 603-432-8025
- Robert Frost Farm Historic Site – Route 28, Derry – 603-432-3091
- Adams Memorial Hall - Derry Museum – 29 W. Broadway, Derry – 603-434-1247
- Atkinson Historical Society – 3 Academy Avenue, Atkinson – 603-362-9317
- Chester Historical Society – 1 Chester Street, Chester – 603-887-4545

- Restaurants

  - Eggie's Family Restaurant – 6 Main Street, Atkinson
  - Beantowne Coffee House & Café – 201 Route 111, Hampstead
  - English Muffen – 10 Main street, Hampstead
  - Toss 'N Sauce – 10 Main Street, Hampstead
  - Olde Post Restaurant - 15 Chester Street, Chester
  - Chill & Grill Restaurant – 15 Chester Street, Auburn
  - Bonsai's Restaurant – 2264 Candia Road, Manchester
  - Sandy's Variety & Sub Shop – 2281 Candia Road, Manchester
  - Turnpike Pizza – 903 Londonderry Tpke, Auburn
  - Paisano's Pizza - 4 Chester Road, Derry
  - The Lobster Claw - 4 S. Main Street, Derry
  - Chen's - 122 East Broadway, Derry
  - D'Angelo - 53 E. Broadway, Derry
  - Derry Express - 49 E. Broadway, Derry
  - Sundae Delight - 49 E. Broadway, Derry
  - Palermo's Pizza - 5 Rockingham Road, Derry
  - Clam Haven - 94 Rockingham Road, Derry
  - Lei's Garden - 150 Rockingham Road, Derry

Additional amenities are identified below in descriptions of Intrinsic Qualities

3. Directional Signage

The scope of the proposed Byway Corridor Management Plan will involve planning for design and placement of directional signage for the byway route.

4. Wayfinding

Beyond marking the byway route, we anticipate that the Corridor Management Planning process will also include development of a byway logo to be featured on the route markers, a website, a Byway brochure and tour map, and other interpretive materials.

5. Evidence of Intrinsic Quality(s)

A preliminary inventory of resources in each corridor community that support the intrinsic qualities of the byway has been conducted by the Byway Committee to date. A more comprehensive inventory will be undertaken as part of the Corridor Management Planning

process. The following pages feature brief profiles of 17 of the most significant resources that exemplify the Byway's intrinsic qualities. This is followed by a bulleted list of resources organized by Town.

Exemplary Byway Resources

Atkinson

- **Atkinson Academy (National Register)** - Atkinson Academy is the oldest standing co-ed school in the United States. The academy opened as an all-boys school in 1787, and began teaching girls in 1791. It continues to serve as the public elementary school for children of Atkinson. The 1803 school building is listed on the National Register of Historic Places.

- **Dow Common & Civil War Memorial** - Atkinson's pre-Revolutionary War Town Common is located in Town Center. It was dedicated as Dow Common in 1863 after Atkinson's Civil War soldier John Dow was awarded the Medal of Honor for bravery and gallantry in battle. In 1863, the Civil War "Soldiers' Monument" was erected on the Common to list and honor the 40 Atkinson men who served in the "War of the Rebellion."

- **The Green Tunnel** – The Green Tunnel is a highly scenic section of Atkinson's Main Street where the branches of century-old trees lining either side of the road form a full canopy of green in summer, and brilliant colors in fall.

Hampstead

- **Hampstead Meeting House (National Register)** - Hampstead's Meeting House was completed circa 1749 and was used as the meeting place for church as well as all other functions including Selectmen's meetings. The Meeting House is still in use today for residents to hold special functions. The Meeting House still holds the bell which was raised into the belfry on December 19, 1809. The bell bears the trademark of "Revere, Boston", which indicates that the son of Paul Revere probably cast the bell.

- **Hampstead Village Cemetery** - In the center of Hampstead the Old Cemetery which has graves dating back to the mid 1700's including soldiers from the Revolutionary War, with slate headstones and unusual epitaphs. In front of the Old Cemetery there is the Civil War Monument that celebrated its 100th birthday in 2006.

- **Walking Trails** - The Hampstead Conservation Commission over the years has acquired property to build a trail system through the center of Hampstead. From Stage Road along the Byway, the trail system connects 6.5 miles to West Road. Along the way are trees over 250 years old and a marker for the former site of a colonial era farm house. The trail network also connects Eastman Road, just off of Main Street, over to the Town Pound and towards Governors Island as well as North to Shop Pond.

Chester

- **Stevens Memorial Hall (National Register)** - Stevens Memorial Hall was given as a bequest from George Washington Stevens, in honor of his wife, and built in1910. Originally it was the town hall, with the selectmen's office, the library and a meeting hall on the first floor. Many organizations held meetings and suppers in this hall. The big meeting hall upstairs has a stage and town meetings and plays were held there.

- **Chester Congregational Church (National Register)** - The First Church Congregational was established in 1730 and the first meetinghouse built in 1731. In 1772, the Congregational parish voted to build a new meetinghouse within the next two years on this current site. It was added to the National Register of Historic Places in 1986 which houses the town clock. The Chester Congregational Church is significant as well-designed and well preserved major examples of the Greek Revival style in southeastern New Hampshire.

- **Chester Village Cemetery (National Register)** - This graveyard, one of the oldest in the state, was purchased from Captain Jonathan Blunt for 70 English pounds in 1751. Signed stones by the finest stone sculptors in New England are found here. Among these craftsmen are Stephen and Abel Webster, John Marble, John Wight and Timothy Eastman. Revolutionary heroes rest here as well as two governors of the state, Samuel and John Bell, William Richardson, Chief Justice of the N.H. Supreme Court, Isaac Blasdell the clockmaker and others.

Auburn

- **Massabesic Lake Recreation Area** - This recreation area covers about 2,561 acres between the city of Manchester and the town of Auburn. There are several trails around the lake and the lake itself hosts many popular outdoor activities such as sailing, fishing, kayaking and mountain biking, and is homes to several exemplary scenic views.

- **NH Audubon Nature Center and Trail Network** - The 5,000 square foot Massabesic Audubon Center is located on a historic farm site. The Center is just minutes from downtown Manchester and is bordered by 130 acres of rolling fields and mature deciduous forest with woodland wetlands, a pond, streams, and marshes. The site has been preserved as a wildlife sanctuary that encompasses a diverse array of upland habitats. There are more than five miles of trails that lead to scenic Lake Massabesic, and the property is adjacent to thousands of undeveloped acres of Manchester Water Works land.

Derry

- **Robert Frost Homestead (National Register)** – Between 1900 and 1909 Robert Frost, one of the greatest American poets lived at this 13 acre farm, 2 miles southeast of Derry Village. It was here that Frost developed his style and strengths as a poet and many of the poems found in his first two books.

- **Adams Memorial Building/Derry Museum (National Register) - This** building is a pristine example of quintessential New England municipal buildings of the late nineteenth century. The building at the time was built to serve several purposes; offices, library, meeting rooms and plays which was the main entertainment for small town New England at this time. Currently it preserves and represents a refinement of planning ideas, municipal design and concepts from the era.

- **Original Derry Village Center (First Parish Church, Taylor Library, Village Hall)** - Derry's development has historically been linked to regional transportation patterns. The first settlement in Derry, when the town was known as Nutfield (1719), was located in East Derry (Upper Village), and contained the first church, tavern and stores. This area was located along the east/west stagecoach road to Portsmouth. Each of the town centers has survived surprisingly intact and preserves the architectural styles of each period.

- **J&F Farms & Farmstand** – Conservation Land and family farm since 1906. It has a unique community supported agriculture program and is open for community organized field trips throughout the farming seasons.

- **MacGregor Park (Derry Festival, Summer Concerts)** - MacGregor Park is home to various special events throughout the year including the very popular Summer Concert Series, the Adult Volleyball program, Memorial Day observances, Derryfest, and many other special events and public gatherings. The Park also hosts beautiful monuments honoring Derry veterans, including Derry's newest monument dedicated to the veterans of the Iraq - Afghanistan Conflict.

- **Warner Hill Fire Tower** – Highest point in southern New Hampshire the station was constructed in 1939 with New England Forest Emergency funds. It was a 41' steel tower made by the International Derrick Co. During the Second World War the tower was altered at least twice, and used for aircraft detection by the Aircraft Warning Service. After the war the extra levels were removed and a new cab installed. It remains in service and with advanced notice the public can go up and see all the way to Boston.

The following is the full bulleted list of significant scenic, historic, recreational, natural and cultural resources along the Byway identified to date by the Byway Council. This inventory will be expanded and resources further documented as part of the proposed Corridor Management Plan

Atkinson

- Atkinson Academy (National Register)
- Atkinson Congregational Church
- Atkinson Cemetery
- Dow Common & Civil War Memorial

- Atkinson Town Pound
- The Green Tunnel – Scenic tree-lined segment of Main Street
- Robert Smyth House (poet, contemporary and friend of Robert Frost)
- ~40 other individual historic homes

Hampstead

- Hampstead Meeting House (National Register)
- Hampstead Village Cemetery
- Hampstead Town Hall
- Hampstead Congregational Church
- Hampstead Historical Society building
- Camp Tel Noar by Wash Pond
- Sanborn Shores Campground
- Taverns – 3 historic tavern buildings, now private residences
- Bed & Breakfast
- Connection to Rockingham Recreation Trail – Fremont Branch
- Ordway Park
- Town Beach at Wash Pond
- Historic Stage Coach Stop (Drew Road & NH121)
- Island Pond (also Derry)
- Other individual historic homes

Chester

- Stevens Memorial Hall (National Register)
- Chester Congregational Church (National Register)
- Chester Village Cemetery (National Register)
- Chester Civil War Memorial
- Eliot Tavern
- Town Pound
- Brick Schoolhouse
- Chester College
- Timothy Dexter House
- Daniel Chester French House– part of summer enclave including Vanderbilts, others
- Isaac Blaisdell House – clockmaker
- Old Chester Turnpike
- Mile markers (along Turnpike or Stage Route?)

Auburn

- Massabesic Lake Recreation Area
- Massabesic Lake Waterfront Park
- NH Audubon Nature Center and Trail Network
- Boat Launch sites
- Massabesic Yacht Club

- Longmeadow Congregational Church
- Longmeadow Cemetery
- Town Pound
- Griffin Mill
- Griffin Library
- Town Hall
- Connection to Rockingham Recreational Trail and Trails into downtown Manchester
- Hiking paths along Lake

Derry

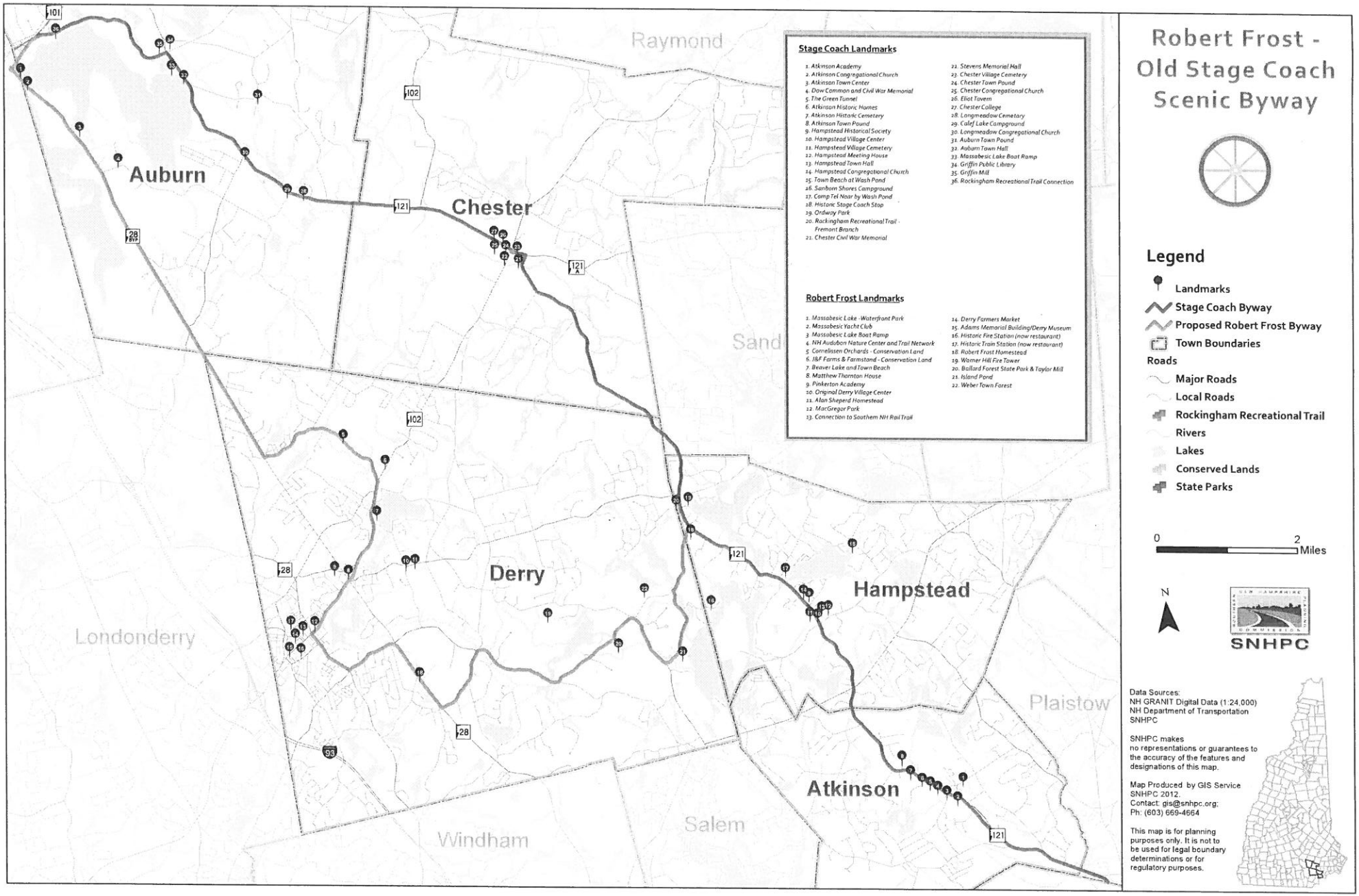
- Robert Frost Homestead (National Register)
- Adams Memorial Building/Derry Museum (National Register)
- Original Derry Village Center (First Parish Church, Taylor Library, Village Hall)
- Matthew Thornton House (National Register)
- Alan Shepard Homestead Marker
- Cornelissen Orchards – Conservation Land
- J&F Farms & Farmstand – Conservation Land
- Historic Train Station (now restaurant)
- Historic Fire Station (now restaurant)
- Derry Farmers Market
- MacGregor Park (Derry Festival, Summer Concerts)
- Connection to Southern NH Rail Trail
- Beaver Lake and Town Beach
- Hood Farm – now Golf Course
- Pinkerton Academy
- Benjamin Chase Mill
- Ballard Forest State Park & Taylor Mill
- **Warner Hill Fire Tower – Highest point in southern NH**
- Historic Marker at General Reed Farm
- Historic Marker at Stark Road

6. Corridor Advisory Committee Makeup

Work in late 2011 and early 2012 to establish the Robert Frost/Old Stage Coach Scenic Byway was led by an ad hoc Corridor Advisory Committee. This Committee has since been formalized with official appointments of representatives by the Selectmen and Town Councils of the five Corridor Communities. Additional representatives from several key institutions along the corridor have also joined the Advisory Committee. Engagement by these key stakeholders will provide the community and organizational support needed to preserve and enhance the intrinsic qualities of the byway, and help promote visitation.

Robert Frost/Old Stage Route Byway – Corridor Advisory Committee

Name	Organization
George Sioras	Town of Derry - Planning Department
Elizabeth Robidoux	Town of Derry – Planning Department
Richard Holmes	Derry Town Historian & Robert Frost Historical Site Trustee
Charles "Stoney" Worster	Town of Auburn – Chair of Planning Board
Paula Marzloff	Town of Auburn Planning Board
Jean Methot	Chester Historical Society
Webb Anderson	Town of Chester
Rick Hartung	Town of Hampstead – Selectman
Tina Harrington	Hampstead Historical Society
Carol Grant	Atkinson Byway Committee
Linda Jetty	Town of Atkinson
Scott Bogle	Rockingham Planning Commission
James Kupfer	Southern NH Planning Commission
Gary van Geyte	Greater Derry Chamber of Commerce



Stage Coach Landmarks

1. Atkinson Academy
2. Atkinson Congregational Church
3. Atkinson Town Center
4. Dow Common and Civil War Memorial
5. The Green Tunnel
6. Atkinson Historic Homes
7. Atkinson Historic Cemetery
8. Atkinson Town Pound
9. Hampstead Historical Society
10. Hampstead Village Center
11. Hampstead Village Cemetery
12. Hampstead Meeting House
13. Hampstead Town Hall
14. Hampstead Congregational Church
15. Town Beach at Wash Pond
16. Sanborn Shores Campground
17. Camp Tel Noar by Wash Pond
18. Historic Stage Coach Stop
19. Ordway Park
20. Rockingham Recreational Trail - Fremont Branch
21. Chester Civil War Memorial
22. Stevens Memorial Hall
23. Chester Village Cemetery
24. Chester Town Pound
25. Chester Congregational Church
26. Eliot Tavern
27. Chester College
28. Longmeadow Cemetery
29. Calef Lake Campground
30. Longmeadow Congregational Church
31. Auburn Town Pound
32. Auburn Town Hall
33. Massabesic Lake Boat Ramp
34. Griffin Public Library
35. Griffin Mill
36. Rockingham Recreational Trail Connection

Robert Frost Landmarks

1. Massabesic Lake -Waterfront Park
2. Massabesic Yacht Club
3. Massabesic Lake Boat Ramp
4. NH Audubon Nature Center and Trail Network
5. Cornelissen Orchards - Conservation Land
6. J&F Farms & Farmstand - Conservation Land
7. Beaver Lake and Town Beach
8. Matthew Thornton House
9. Pinkerton Academy
10. Original Derry Village Center
11. Alan Sheperd Homestead
12. MacGregor Park
13. Connection to Southern NH Rail Trail
14. Derry Farmers Market
15. Adams Memorial Building/Derry Museum
16. Historic Fire Station (now restaurant)
17. Historic Train Station (now restaurant)
18. Robert Frost Homestead
19. Warner Hill Fire Tower
20. Ballard Forest State Park & Taylor Mill
21. Island Pond
22. Weber Town Forest

Robert Frost - Old Stage Coach Scenic Byway

Legend

- Landmarks
- Stage Coach Byway
- Proposed Robert Frost Byway
- Town Boundaries

Roads

- Major Roads
- Local Roads
- Rockingham Recreational Trail
- Rivers
- Lakes
- Conserved Lands
- State Parks

0 2 Miles

N

SNHPC

Data Sources:
NH GRANIT Digital Data (1:24,000)
NH Department of Transportation
SNHPC

SNHPC makes no representations or guarantees to the accuracy of the features and designations of this map.

Map Produced by GIS Service
SNHPC 2012.
Contact: gis@snhpc.org;
Ph: (603) 669-4664

This map is for planning purposes only. It is not to be used for legal boundary determinations or for regulatory purposes.

TOWN OF AUBURN

RECEIVED
JUL 25 2012

July 23, 2012

Christopher Clement, Sr, Commissioner
N.H. Department of Transportation
14 Hazen Drive
Concord, NH 03302-0483

RE: Endorsement of Robert Frost/Old Stage Coach Scenic Byway Initiative

Dear Commissioner Clement,

I am writing on behalf of the Board of Selectmen for the Town of Auburn to convey our support for the nomination of the Robert Frost/Old Stage Coach Scenic Byway to be designated as a State of New Hampshire Scenic & Cultural Byway.

The five towns of Atkinson, Hampstead, Chester, Auburn and Derry have worked cooperatively with the Southern New Hampshire Planning Commission and the Rockingham Planning Commission and other partners over the past year to assess the potential for developing the Robert Frost/Old Stage Coach Byway. We see designation of the Byway as an excellent opportunity to celebrate and interpret the historic Boston-Haverhill-Concord Stage Coach route, the significance of Derry and surrounding communities in shaping the work of Poet Laureate Robert Frost, and the numerous historic sites, outdoor recreational opportunities, and other attractions along the route that contribute to the quality of life in our communities and would make for a high quality visitor experience for a Byway Traveler.

The Town is committed to participating in the Corridor Advisory Committee, and is appointing two representatives from the Town to the Committee. These representatives and other community volunteers will work with the Committee in the coming year on the development of a Corridor Management Plan for the Byway.

We will welcome an opportunity to meet with the New Hampshire Scenic & Cultural Byways Council to present this nomination, and appreciate the Council's consideration of our proposal. Please feel free to contact me at 603-483-5052 if you have any questions regarding the Town's support for the Byway initiative.

Sincerely,

Russell Sullivan
Chair of Selectmen

PO Box 309 • Auburn, NH 03032-0309
SELECTMEN: (603) 483-5052 • TOWN CLERK/TAX COLLECTOR: (603) 483-2281
BUILDING/ZONING: (603) 483-0516 • PLANNING: (603) 483-0799 • FAX: (603) 483-0518

CC: Dean Eastman, NHDOT Scenic Byways Program Manager
David Preece, Executive Director, Southern NH Planning Commission
Cliff Sinnott, Executive Director, Rockingham Planning Commission

Town of Chester
Board of Selectmen
84 Chester Street
Chester, NH 03036
Phone: (603) 887-4979
Fax: (603) 887-4274
E-mail: chesterbos@gsinet.net

RECEIVED
JUN 11 2012

Stephen O. Landau, Chairman '14 — *Jack Cannon, Vice Chairman '15*
Michael A. Weider, '13 — *Joseph M. Hagan, '14* — *Richard J. LeBlanc, '15*

June 7, 2012

Christopher Clement, Sr., Commissioner
N.H. Department of Transportation
14 Hazen Drive
Concord, NH 03302-0483

RE: Endorsement of Robert Frost/Old Stage Coach Scenic Byway Initiative

Dear Commissioner Clement:

I am writing on behalf of the Board of Selectmen for the Town of Chester to convey our support for the nomination of the Robert Frost/Old Stage Coach Scenic Byway to be designated as a State of New Hampshire Scenic & Cultural Byway.

The five towns of Atkinson, Hampstead, Chester, Auburn and Derry have worked cooperatively with the Southern New Hampshire Planning Commission and the Rockingham Planning Commission and other partners over the past year to assess the potential for developing the Robert Frost/Old Stage Coach Byway. We see designation of the Byway as an excellent opportunity to celebrate and interpret the historic Boston-Haverhill-Concord Stage Coach route, the significance of Derry and surrounding communities in shaping the work of Poet Laureate Robert Frost, and the numerous historic sites, outdoor recreational opportunities, and other attractions along the route that contribute to the quality of life in our communities and would make for a high quality visitor experience for a Byway Traveler.

The Town is committed to participating in the Corridor Advisory Committee and is appointing two representatives from the Town to the Committee. These representatives and other community volunteers will work with the Committee in the coming year on the development of a Corridor Management Plan for the Byway.

We will welcome an opportunity to meet with the New Hampshire Scenic & Cultural Byways Council to present this nomination, and appreciate the Council's consideration of our proposal. Please feel free to contact me at (603) 887-4979 if you have any questions regarding the Town's support for the Byway initiative.

Sincerely yours,

Stephen O. Landau, Chairman
For the Chester Board of Selectmen

CC: Dean Eastman, NHDOT Scenic Byways Program Manager
David Preece, Executive Director, Southern NH Planning Commission
Cliff Sinnott, Executive Director, Rockingham Planning Commission

TOWN OF HAMPSTEAD

OFFICE OF THE SELECTMEN
11 MAIN STREET • HAMPSTEAD, NEW HAMPSHIRE 03841

May 31, 2012

Christopher Clement, Sr, Commissioner
N.H. Department of Transportation
14 Hazen Drive
Concord, NH 03302-0483

RE: Endorsement of Robert Frost/Old Stage Coach Scenic Byway Initiative

Dear Commissioner Clement,

I am writing on behalf of the Board of Selectmen for the Town of Hampstead to convey our support for the nomination of the Robert Frost/Old Stage Coach Scenic Byway to be designated as a State of New Hampshire Scenic & Cultural Byway.

The five towns of Atkinson, Hampstead, Chester, Auburn and Derry have worked cooperatively with the Southern New Hampshire Planning Commission and the Rockingham Planning Commission and other partners over the past year to assess the potential for developing the Robert Frost/Old Stage Coach Byway. We see designation of the Byway as an excellent opportunity to celebrate and interpret the historic Boston-Haverhill-Concord Stage Coach route, the significance of Derry and surrounding communities in shaping the work of Poet Laureate Robert Frost, and the numerous historic sites, outdoor recreational opportunities, and other attractions along the route that contribute to the quality of life in our communities and would make for a high quality visitor experience for a Byway Traveler.

The Town is committed to participating in the Corridor Advisory Committee, and is appointing two representatives from the Town to the Committee. These representatives and other community volunteers will work with the Committee in the coming year on the development of a Corridor Management Plan for the Byway.

We will welcome an opportunity to meet with the New Hampshire Scenic & Cultural Byways Council to present this nomination, and appreciate the Council's consideration of our proposal. Please feel free to contact me at 603-329-4100 ext 100 if you have any questions regarding the Town's support for the Byway initiative.

Sincerely,

Sean Murphy
Chair of Selectmen

CC: Dean Eastman, NHDOT Scenic Byways Program Manager
David Preece, Executive Director, Southern NH Planning Commission
Cliff Sinnott, Executive Director, Rockingham Planning Commission

Town of Derry
"Derry, New Hampshire's Place to Be"

John P. Anderson, Town Administrator

RECEIVED
JUN 11 2012

June 7, 2012

Christopher Clement, Sr., Commissioner
N.H. Department of Transportation
14 Hazen Drive
Concord, NH 03302-0483

RE: Endorsement of Robert Frost/Old Stage Coach Scenic Byway Initiative

Dear Commissioner Clement,

I am writing on behalf of the Town of Derry to convey our support for the nomination of the Robert Frost/Old Stage Coach Scenic Byway to be designated as a State of New Hampshire Scenic & Cultural Byway.

The towns of Atkinson, Hampstead, Chester, Auburn and Derry have been working cooperatively with the Southern New Hampshire Planning Commission and the Rockingham Planning Commission and other partners over the past year to assess the potential for developing the Robert Frost/Old Stage Coach Byway. We see designation of the Byway as an excellent opportunity to celebrate and interpret the historic Boston-Haverhill-Concord Stage Coach route, the significance of Derry and surrounding communities in shaping the work of Poet Laureate Robert Frost, and the numerous historic sites, outdoor recreational opportunities, and other attractions along the route that contribute to the quality of life in our communities and would make for a high quality visitor experience for a Byway Traveler.

The Town is committed to continuing our participation in the Corridor Advisory Committee, and will be appointing two representatives from Derry to the Committee. These representatives and other community volunteers will work with the Committee in the coming year on the development of a Corridor Management Plan for the Byway.

14 Manning Street, Derry, New Hampshire 03038 Tel 603.845.5403 Fax 603.432.6131
Website: www.derry.nh.us email: jpanderson@ci.derry.nh.us

We welcome an opportunity to meet with the New Hampshire Scenic & Cultural Byways Council to present this nomination, and appreciate the Council's consideration of our proposal. Please feel free to contact me at 845-5403 if you have any questions regarding our support for the Byway initiative.

Sincerely,

John P. Anderson
Town Administrator
Town of Derry

CC: Dean Eastman, NHDOT Scenic Byways Program Manager
David Preece, Executive Director, Southern NH Planning Commission
Cliff Sinnott, Executive Director, Rockingham Planning Commission

14 Manning Street, Derry, New Hampshire 03038 Tel 603.845.5403 Fax 603.432.6131
Website: www.derry.nh.us email: jpanderson@ci.derry.nh.us

TOWN OF ATKINSON

21 Academy Avenue
Atkinson, NH 03811

Office of the Selectmen
603-362-5266
Fax 603-362--5305
www.town-atkinsonnh.com

May 31, 2012

Christopher Clement, Sr, Commissioner
N.H. Department of Transportation
14 Hazen Drive
Concord, NH 03302-0483

RE: Endorsement of Robert Frost/Old Stage Coach Scenic Byway Initiative

Dear Commissioner Clement,

I am writing on behalf of the Board of Selectmen for the Town of Atkinson to convey our support for the nomination of the Robert Frost/Old Stage Coach Scenic Byway to be designated as a State of New Hampshire Scenic & Cultural Byway.

However, our support for an extended old stage coach scenic byway is based on Atkinson's continued autonomy and independence on all byways issues specific to Atkinson, including and specifically, Atkinson's byways sign.

The five towns of Atkinson, Hampstead, Chester, Auburn and Derry have worked cooperatively with the Southern New Hampshire Planning Commission and the Rockingham Planning Commission and other partners over the past year to assess the potential for developing the Robert Frost/Old Stage Coach Byway. We see designation of the Byway as an excellent opportunity to celebrate and interpret the historic Boston-Haverhill-Concord Stage Coach route, the significance of Derry and surrounding communities in shaping the work of Poet Laureate Robert Frost, and the numerous historic sites, outdoor recreational opportunities, and other attractions along the route that contribute to the quality of life in our communities and would make for a high quality visitor experience for a Byway Traveler.

The Town is committed to participating in the Corridor Advisory Committee, and is appointing two representatives from the Town to the Committee. These representatives and other community volunteers will work with the Committee in the coming year on the development of a Corridor Management Plan for the Byway.

We will welcome an opportunity to meet with the New Hampshire Scenic & Cultural Byways Council to present this nomination, and appreciate the Council's consideration of our proposal. Please feel free to contact me at 362-5966 if you have any questions regarding the Town's support for the Byway initiative.

Sincerely,

Fred J. Childs Jr

Fred Childs, Selectmen Chair

CC: Dean Eastman, NHDOT Scenic Byways Program Manager
David Preece, Executive Director, Southern NH Planning Commission
Cliff Sinnott, Executive Director, Rockingham Planning Commission

APPENDIX C

Minutes from Public Meetings
April 2013
March 2014

ROBERT FROST/OLD STAGE COACH SCENIC BYWAY

Community Visioning Meeting
April 6, 2013

Group 1

Opportunities

Citizens will know we are special and recognize the value of the community
Local pride
- Keep area clean
- Preserve integrity of Byway

Communication ↑ historic areas
- Places or resources → information centers

Maintain byways – keep the views/vistas whole "see from car what saw from stage coach"
Highlight hidden historic resources
Funding for turnouts
Mechanisms to manage traffic
- Protection for homes on byway
- Intrinsic sites on byway
- Work with N HDOT on road widening
- So values are maintained

Designation may help some traffic issues
? study-traffic speed decreases in fall – peep season!
Need places to walk along byway
Conversations with developers before development
Easements on land along byway to protect it
Historic names for roads developed off the byway – maintains the integrity
Try to get the BOS/Councilors on board

Concerns

Need to keep downtowns vital even if "off season" visitors to byway

10 years from now – How will we know success?

Robert Frost farm open year round
- funding

Good website links for other intrinsic sites
- highlight accessible buildings

Different	Same
Education - ↑ pride	Same vistas/views – or as close as possible
Recognition	Conservation land will remain
Economic development	Land around RFF protected 3 sides
↑ Community identity	Roadways
Information is accessible	Atkinson "tunnel"
Statue of Alan Shepard	
Good website for byway	
Better marketing	
Communities will see us as others do	
- we have more trees now -	
- fewer telephone poles – bury the lines	

Strategies
Get town fathers on board and involved
Educational programs in schools
Historic societies
Teach local history
Add historic aspects to Old Home Days
Historic plaques at the homes and sites along the byway
Let the homeowners know they have been "designated"
Give the Heritage Commissions some teeth with respect to preservation
Celebrate lesser known historic events in the member communities
More information re: transportation alternatives; federal grant funding; state grant funding
Make a presence felt at the state – get local legislators on board/educated

* Byway is a tourist destination – create a logo!

Group 2

Opportunities
Grant funding for sidewalks
Give residents a better understanding and appreciation of history and resources
Tourism development/broader economic development
Awareness to slow down traffic
Historic marker signs on homes → consistent marking along corridor
Targeted outreach to visitors at campgrounds and Bed & Breakfasts
Educational opportunity for schools – byway as teaching tool for local history
Volunteerism – upkeep, beautification (Frost Farm Flowers) trash pick-up
Online/mobile app → brochure, guide, recorded information
- need to balance with road safety
- app steer to safe pullout

State level marketing?
What does NHDTTD do?
Like wind & cheese trail

Concerns
Given budget constraints, who is responsible for signs?
Ensure doesn't result in new restrictions
Billboards? Already regulated
Traffic safety → will it increase traffic?
- Will there be safe pull-outs?
- Traffic has already grown greatly
- Cut through traffic from I-93 to get on at Exit 2
- Weight station avoidance

10 years from now - How will we know success?
More sidewalks
↑ Visitation to Massabesic
and Taylor Mill
and Audubon Center
and Frost Farm
and roadside businesses like ice cream stores
and Campgrounds

Increased business for merchants – conduct baseline & follow-up surveys
New business opportunities: Antiques, B&B's; Gift shops
Increased hits on state byway website
Formal tie-in to 4th grade NH History in 5 towns → scavenger hunt, geocaching, create curriculum tie-in
Promotion programs in place: discounts – coupon books
Rail trail tie-ins and development
Intersection safety improvements

- NH 121/NH 102
- Hampstead 4 corners
- NH 121/NH111
- Derry Circle

Sidewalks

- Center of Hampstead had sidewalks historically
- Helpful in many areas

Pull-outs? Would be nice, but tough in reality to site them
Balance signage – provide wayfinding and branding but don't over clutter

Strategies

Work with businesses to promote byway
Information at airport, directions online → unified byway directory
Farm stands - promote
Website/brochure/mobile app information

- Major resources and visitor information (If open to public)
- Self guided tour with local history info served up to mobile app
- Balance privacy desire for private homes

Molly Reid pull-off at Stark & Lawrence
Bike route promotion
Tour de Cure ride using part of route in Hampstead – coordinate with charity events using corridor

PROPOSED ROBERT FROST / OLD STAGE COACH SCENIC BYWAY
Municipal Center, Derry, NH
March 31, 2014, 7:00 PM

PUBLIC HEARING MINUTES

1. Welcome/Introductions
   Chair Elizabeth Robidoux opened the meeting and welcomed everyone to Derry. Attendees introduced themselves:

Byway Committee Members	*Members of the Public*
Elizabeth Robidoux (Auburn)	Judy Glen
Jean Methot (Chester)	Chester Ham
Margie Ives (Derry)	Marilyn Ham
George Sioras (Derry)	Nancy Heywood
Rob Morris (Hampstead)	Paul Lindemann
Adam Hlasny (SNHPC)	Marilyn Sullivan
	Ginny True

2. Byway Overview
   Elizabeth Robidoux and Adam Hlasny gave a presentation on the history of scenic byways in New Hampshire, the work that has been done to date on the Frost/Stagecoach Scenic Byway, and the next steps in the byway's designation and continued development.

3. Public Comments
   There was a public comment period which included the following:
   - Is there a chance that the State Scenic & Cultural Byways Committee (SCBC) could reject the byway's designation? Adam replied that a presentation was given to the State Committee in November 2013, and that this public hearing is the last element needed for the state to designate the byway at their May 8, 2014 meeting.
   - Information on East Derry appears incomplete. Elizabeth invited all to contribute bits of local knowledge that would complement the existing inventory and enhance the overall completeness of the corridor management plan.
   - It was mentioned that American Indian heritage should be highlighted more prominently in the corridor management plan.
   - It was mentioned that stories from local churches can be a great source of information on towns' histories.

4. Next Steps
   Elizabeth and Adam thanked everyone for coming, noting that the group will be kept abreast of the State SCBC decision on the byway's designation.

5. 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.