

# Southern New Hampshire Rail Trail Alliance

## Derry - Salem - Windham

### *An alliance for the implementation of the Salem to Concord Bikeway Plan*

The Salem, Windham and Derry section of the Salem to Concord Bikeway represents a clear vision and opportunity for cooperation toward facilitating the implementation of the Bicycle and Pedestrian corridor from Salem to Concord. Our immediate focus is the 13.3 mile Salem to Derry section; however, we look forward to further expansion of our alliance and the connections that the corridor will offer toward completing the Salem to Concord project. To implement a portion of this section we respectfully submit a TE application to augment the work of our communities.

A strong bond between the three communities of Derry, Salem and Windham, has been and continues to be the groundwork for rail trail planning and implementation along the Manchester to Lawrence line. The synergy between these groups now has a solid foundation in the form of the SNHRTA.

The alliance is formed with the understanding that a cohesive approach to implementation will facilitate a more rapid, efficient, and comprehensive outcome with longer term solutions. This bond does not abdicate the individuality of each community group and the resulting context sensitive solutions that each group has achieved. The SNHRTA serves as a means to build on the ability, success, and resources of each group while retaining a strong communication system with each community. We are expanding those bonds into other communities such as Londonderry as we look at future phases. We do not see our respective "front yards" as the end game; we see as strong role for our organization in the completion of the State NHDOT Salem to Concord Bikeway. Connecting from the SNHRTA project area, then onto Manchester and Concord, is an outcome that produces a trail system that will provide a catchment area to serve over 25% of the State population.

the need to employ the components of the project that offer alternatives to the motor vehicle. We not only see a need we see an obligation.

In a depressed economy we must focus and implement every resource available for New Hampshire residents so they may access opportunities. Let's have the Federal dollars leverage outcomes for local residents set in a foundation of a project planned by the State of New Hampshire, which will facilitate a better outcome for I-93.

The immediate area of the SNHRTA area improvement will serve a population of over 70,000 New Hampshire residents engaging new opportunities to reduce vehicular trips. In Salem the trail motto "For Everyone Everyday" was coined as a means to articulate the everyday use that this corridor can deliver. This is supported by the Salem to Concord Bikeway Plan conducted by Rizzo Associates for NHDOT (page 69):

*"The rail-trail option, although within a dedicated right-of-way, is not located in secluded undeveloped areas. In fact, it passes through or adjacent to a wide range of developed areas including residential neighborhoods retail and commercial areas, recreation areas, and schools. The proposed park and ride lots along I-93 are located a short distance from the rail trail and can be readily accessed by on-road links. The proposed park and ride lot at Exit 5 in Londonderry is actually adjacent to the rail corridor."*

Salem augmented the Rizzo Demand Model and took the study to greater detail. Based on the Conclusions section of a Demand Analysis conducted by Roger Hawk Planning Resources for the Town of Salem, September 4<sup>th</sup> 2009 the project will generate a considerable use:

*"Based on the analysis conducted for this project it is reasonable to conclude that the annual utilization of a completed pedestrian/bicycle corridor adjacent to Route 28 in Salem will be in the range of 736,000 to 2,018,000 trips per year for both bicycle and pedestrian travel modes. This result in a low end estimate for average daily use of about one trip for every 34 residents within the catchment area which is very consistent with the utilization developed in the 2006 Salem-Concord Bikeway Demand Estimate. With longer term acceptance and use of the corridor it is conceivable that corridor use could increase to levels approaching the high end estimate developed in this study of one trip for every 18 residents."*



The NHDOT sponsored 2003 Salem to Concord Bikeway, Rizzo Plan, outlines many of the parameters that we have implemented or planned. Further, the I-93 Final EIS (Chapter 11 item 5) outlines the NHDOT commitment to this project. The plan, direction and commitment are clearly articulated amongst all parties. Now the timing for a more rapid implementation is valid as the imminent construction for the lower portion of I-93 will impact all of our communities. As Rebuilding I-93 becomes a reality we see



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Salem Bicycle and Pedestrian Committee  
Windham Rail Trail Alliance**

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**"I-93 Chapter 2**

**Alternatives, section 2.3.3.4**

*Facilities for bicycles originally included in the layout presented in the Draft EIS have been eliminated from further study. NHDOT recently completed a separate Bikeway Feasibility Study in March 2003 to identify alternative transportation corridors for pedestrian and bicycle travel between Salem and Concord, NH. The study included consideration of on-road shared shoulder alternatives along local roads, the I-93 corridor bike path presented in the DEIS (described below), and a rail trail alternative. The study recommended the development of a rail trail facility located along the abandoned Manchester-Lawrence railroad corridor. The Feasibility Study recommended that the I-93 bicycle path layout not be pursued. The NHDOT is continuing to work with regional and local officials to implement the Bikeway Feasibility Study recommendations."*

The objective studies tell us that this project will be a success. The use of the Windham and Derry sections that are improved is clear evidence.

This is not a project that is principally supported by boilerplate letters. Derry has an online petition to track continued support, with over 254 signatories in favor. Salem conducted a survey of 2,800 household with over 240 responses indicating a positive support and articulating the project needs in the community. Windham has the most effective form of

tems, ready to implement in conjunction with the I-93 project, connecting employees to employers, connecting a population to a natural environment, serving over 70,000 people locally, managed by organized efforts across municipal boundaries, filling a substantial gap in an overall system that will connect over 25% of the State's population..... the outcome is the SNHRTA project.



The SNHRTA represents the combined interests of the participating communities with the Town of Salem serving as the primary grants management entity through its Community Development Office. A 2009 TE application will create unimpeded access to over ten miles of trails, along the Salem to Concord Bikeway plan, across three communities serving resident populations of over 70,000 persons.

Please, we encourage you to visit our websites and find out more.

**SNHRTA website:** <http://www.snhрта.org>

**Derry Rail Trail Alliance:** <http://www.derryrailtrail.org>

**Salem Bike Ped Committee:** <http://bwanh.org/sbpc>

**Windham Rail Trail Alliance:** <http://www.windhamrailtrail.org>

support a near completed trail system developed by supporters and volunteers and heavily used by people in the region.

The perfect convergence of Rail Trail outcomes ..... an Alliance of three communities with a common purpose, with a clear ability to implement projects, implementing a plan established by the State of New Hampshire DOT, to meet EIS commitments of I-93, integrated into transit planning and existing park and ride sys-

Town	Scope of Work TE Application 2009
Derry	Construction of a culvert and crossing at the Bowers Road area to facilitate uninterrupted access to the full width the trail system. This is in conjunction with 2 miles of trail already constructed, and 2 miles of trail to be constructed by the Derry Rail Trail Alliance to the Windham line.
Windham	Completion of the Windham section of rail trail from Roulston Road to the Salem Town line. This will complete the Windham section and make a connection to the Salem first phase section, thereby connecting Salem to Derry.
Salem	Construction of the first phase of the 5-mile Salem section. This phase represents 1.1 miles in a commercially developed area adjacent to Route 28. This section will provide access for the three communities to commercial and employment opportunities.
Total Project	Above projects creating accessible 10 miles of trail connecting two communities in the top ten in population while accessing open space. The trail system will serve communities with a combined population of over 70,000 people. In Salem alone there are over 4,800 households within a ¼ mile of the trail system.



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