

The Nashua Urban Trails Network

and

The Nashua Trails Plan

a segment of the

Nashua Master Plan

October 1993

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Abbreviations

AASHTO	American Association of State Highway Transportation Officials
ADA	Americans with Disabilities Act
ISTEA	Intermodal Surface Transportation Efficiency Act

INTRODUCTION

Safe bicycle and pedestrian access contributes to a community's well-being. Creating a safe, livable city with alternative ways to get around which do not necessitate being in a car is a vision held by many in Nashua, New Hampshire. Urban trails can provide these safe routes while also providing recreational opportunities close to home. Urban trails range from sidewalks to on-street bicycle lanes to wooded, off-street trails. The Nashua Urban Trails Network presents its goal of developing urban trails throughout Nashua.

Urban trails provide safe and direct linkages from one activity center to another. Activity centers range from schools and parks to commercial and residential areas. These paths and trails will enable Nashua residents to commute to their jobs or schools without having to use a car. Additionally the Nashua Urban Trails Network will create more recreational opportunities within Nashua. A convenient trail can exist within Nashua where residents can run, walk, or bike.

The Nashua Urban Trails Network is designed to compliment the Nashua Master Plan. A segment of the Nashua Master Plan -- the Trails Plan -- is presented in this document. The plan contains the history and rationale for creating the Trails Network, descriptions and maps of the proposed trails, and the recommended policies and implementation guidelines for the Urban Trails Network.

GOALS OF THE NASHUA URBAN TRAILS NETWORK

Three important criteria make up the goals of the Nashua Urban Trails Network. Each urban trail proposed in this plan meets one or more of the criteria for the Network:

- The trails contribute to Nashua's transportation network by stressing alternatives to the automobile.
- The trails offer safety for the urban trail user.
- The trails provide recreational opportunities for the urban trail user.

Two other indirect benefits are possible when establishing trails. First, a trails network can boost the economy of an area. Many studies have shown increases in property values, where those properties are located near open spaces. Further, increased property values generally result in increased property tax revenues for the city government.¹ Small investments in trails can produce extra revenues in the long run. For example, if sidewalks were laid in neighborhoods near schools, school bus routes might be able to be eliminated. By maintaining a smaller school bus route system, the City can save those funds for other important municipal projects.

Second, a trails network provides an opportunity for improving the city's quality of life and improving the City's image. Greenways and trails contribute to quality of life, and their use is a benefit to those who utilize them for exercise and relaxation. "The importance of quality of life in an area is cited as a major factor in many corporate location decisions. Office locations adjacent to rivers and trails are likely to be more attractive to prospective tenants than sites lacking such amenities. Developers and property managers recognize these amenities. Also, businesses are realizing the benefits of healthy employees, both in increased efficiency and decreased health insurance claims. Trails promote fitness by providing convenient opportunities for walking, running, and biking."²

Cities which have well-developed greenways are experiencing increased tourism and the economic boost that accompanies visitors. For example, San Antonio, Texas, which experienced economic stagnation in the 1970s, nevertheless developed a downtown Riverwalk. San Antonio has now become a thriving tourist town with the Riverwalk "considered [to be] the anchor of the tourism industry in San Antonio. Tourism has become the second largest economic section in the city, accounting for \$1.2 billion annually."³

These aspects show the potential of a trails network. By developing a plan for such a network, Nashua has taken the first step in forming a new city. The vision is developing with much promise held within.

¹Economic Impacts of Protecting Rivers, Trails and Greenway Corridors, Rivers, Trails and Conservation Assistance Program, National Park Service, 1992, Third Edition, pp 1-3, 1-7.

²Ibid, pp 6-3,4,5.

³Ibid, pg. 5-5.

HISTORY OF NASHUA URBAN TRAILS NETWORK

The process of creating a Nashua Urban Trails Network began in the Spring of 1992 with a revision of the City's Master Plan. Realizing that an urban trail network contributes to the well being of a community, the Planning Board included a trail plan as one of the components of its revised Master Plan. Meanwhile the Urban Trails Alliance (UTA), a coalition representing trail enthusiasts, City Aldermen, staff from the City planning Department, Planning Board members, and citizens, formed to make trails a transportation and recreational reality for Nashua. Since the UTA was already enthusiastically working towards this end, the Planning Board appointed the UTA as a sub-committee of the Planning Board and charged the UTA with making the needed recommendations for the trails plan component of the Master Plan.

The UTA has worked with other interested community organizations to create this plan. These efforts have included soliciting public input for the plan. During the winter of 1992 and the spring of 1993, the UTA introduced the Trail Network at several Ward meetings. Surveys were handed out to attendees, and they were asked to mark trails that they used and where they would like new trails to be built. The UTA also held a Community Trails Meeting in May, 1993. At this meeting, citizens drew on city maps to represent where they thought urban trails should be located throughout Nashua. The information gathered at these meetings was incorporated into the plan and served as the basis for the Urban Trails Network.

In addition, the UTA applied for and received technical assistance from the National Park Service's Rivers, Trails and Conservation Assistance Program. The National Park Service has helped the UTA to plan and begin the Urban Trails Network.

MAPS OF THE NASHUA URBAN TRAILS NETWORK

Attached are two maps that are the centerpieces of this Plan. The first is the vision for the Nashua Urban Trails Network. It includes both existing and proposed urban trails. Urban trails include both on-street trails and off-street trails. The Urban Trails Network includes 60 miles of trail within the Nashua city limits.

The second is a current map of the sidewalks that exist throughout the City. This map is subject to change every year as new sidewalks are laid, but it gives a good base from which to show where sidewalks are needed in particular areas throughout the city.

[To be included]

DESCRIPTION AND DESIGN STANDARDS

ON-STREET TRAILS

On-street trails, which comprise those paths that follow streets and roads, are needed to make Nashua a safer place to walk, run, or bike. During the three year period from 1990 - 1992, the Nashua police records show that pedestrian/automobile accidents accounted for 131 injuries to pedestrians and 4 deaths within Nashua. Of these accidents, 53 occurred while the pedestrian was crossing at an intersection with the traffic light but there was no signal or crosswalk. The ages of the pedestrians in these accidents ranged from 2 years old to 88 years old. One of the Urban Trails Alliance and the Trails Plan's goal is to reduce pedestrian and bicycle accidents. By providing separate walking and bicycling places and crosswalks, the number of automobile and pedestrian/bicycle conflicts will be reduced.

Three types of on-street trails exist: sidewalks, bike lanes, and crosswalks. The Nashua Urban Trails Network relies on two of these elements, sidewalks and bike lanes, as the major component of the Trails Plan. On-street trails directly address the three criteria for a trail in the Network: alternative transportation, safety, and recreation. Having such on-street trails will expand Nashua's image as a safe and attractive city, and Nashua will develop a reputation for having a creative alternative transportation network.

Sidewalks

Description of Sidewalks

Sidewalks have the ability to change a street or neighborhood's image. A busy, narrow road can be "opened up" with a sidewalk to allow walkers to stroll along the route without fearing for their safety. Sidewalks make a neighborhood feel more friendly, and it has the possibility of making the neighborhood safer. If neighbors begin using the sidewalk, they tend to become crime-deterrents because they pay attention to their neighbors' houses and note when things are amiss.

Design Standards for Sidewalks

Sidewalks should be designed for accessibility and safety. Nashua sidewalks should follow the American's with Disabilities Act (ADA) standards, where these standards are reasonable. Sidewalks should maintain a:

- Minimum width of 5 feet,
- Maximum grade of 7%, and
- Curb cuts where sidewalks cross intersections or entrances into the roadway.

See the Policy section of this Plan for the policy recommendations the Nashua Urban Trails Network proposes.

Bicycle Lanes

Description of Bicycle Lanes

The Nashua Urban Trail Network is advocating for bike lanes to be installed on the routes marked on the map.

DESCRIPTIONS	
Bike lanes	are striped, separate lanes on the road beside automobile lanes. The bike lane must be labelled, catch basins must be level, and the pavement must be smooth. A high level of maintenance is necessary along the lane.
Bike routes	are roads that have been designated as bike-able roads and are marked with signs. The street may have been widened or may not have been, but the road and shoulder must be maintained at the same standard as a street with a bike lane.
Sidewalk Bikeway	are sidewalks that are designated as bike-able.

Bike lanes are preferred over bike routes because the bike lane delineate a separate and distinct path for bikers that does not interfere with traffic. Bike lanes provide people with the opportunity to ride safely. Polls have shown that 90% of Americans live within 5 miles of their work place, and a Harris Poll conducted in 1991 concluded that 20% of

American adults said they would commute to work by bicycle if there were more bike trails and safe lanes on roadways. If 10% of Americans who commute by car switched to bike-and-ride transportation, that is cycling to public transit, the annual U.S. oil import bill would drop by \$1 billion.⁴

For instance, Eugene, Oregon conducted an evaluation of their bikeway system when the system was five years old. The report showed that sidewalk bike use had accident rates almost three times the average for bike routes or bike lanes. The average rate of bike accidents on bicycle lanes was 0.7 accidents per 100,000 bicycle miles per year, and the average for bicycle routes was 0.6 accidents. The rate for sidewalk bicycle routes was 1.8 accidents per 100,000 bicycle miles per year. Accident data revealed that on-street bike lanes had lower accidents than before the lane was installed. Bike lanes remind motorists that cyclists might be present, thus making drivers more cautious. The report also revealed that bicycling had increased by an average of 76% since the initiation of the system.⁵

Design Standards for Bicycle Lanes

Some design standards for bike lanes include:

- Separate, striped bicycle lanes are preferred to reduce car/bicycle accidents. Space for bike lanes can be obtained by: removing car parking; including sufficient width for bike lanes when new streets are built or streets are reconstructed; or eliminating car lanes.
- Bicycle lanes should on average be 5 feet wide.
- Bike lanes should be striped with a solid, white, 8-inch wide stripe between the bike and car lanes. When approaching an intersection, the stripe is dashed to caution the cyclist and the motorist of the increasing risk of turning movements. The bike lane can be moved out to accommodate parking, and another 4-inch wide stripe should be painted if confusion arises without the additional stripe.

⁴A *Trend on the Move: Commuting by Bicycle*, a 1991 press release provided by *Bicycling Magazine*, Rodale Press.

⁵*Bicycles in Cities The Eugene Experience, Vol. II, Bikeways Oregon, Inc., 1981.*

- Bicycle racks need to be placed around the city to provide convenient and safe storage places. They should not be located in out-of-the-way places as people will not use them. If the racks are visible to many people, thieves will have a difficult time not being observed. If possible, the racks should be placed out of the rain. Depending on the design, up to 14 bikes can be parked in the space needed to park one car. Bicycle parking should be incorporated into developers plans for new buildings.

Eugene, Oregon has adopted several design features to provide safe bike lanes that will attract bikers to use the lanes:

- On some busy arterial streets, the city has narrowed car travel lanes to 11 feet and turn lanes to 12 feet. On some collector streets car travel lanes have been narrowed to 10 feet.
- Eugene has extended the typical 1 foot concrete gutter to 4.5 feet wide gutters. The wide gutter provides smoother, more useable space for bicyclists. Furthermore, a natural bike/car separation is created by the contrasting light concrete and the dark asphalt. This design feature adds no cost to the project if the street width remains the same.⁶

See the Policy section of this Plan for the policy recommendations the Nashua Urban Trails Network proposes.

Street Crosswalks

Description of Crosswalks

Street crossings can be lines painted across a street where vehicles are expected to stop for pedestrians, or they can be areas marked at regular intersections. Walk/Don't Walk signals must be placed at any crosswalk for them to be safe and effective. The Network endorses both.

Design Standards for Crosswalks

The design of a crosswalk is very simple. To determine where crosswalks are needed, a study should be done to determine how many people/day want or need to cross a road at a particular place.

⁶Bicycles in Cities The Eugene Experience, Vol. V, Bikeways Oregon, Inc., 1981.

OFF-STREET TRAILS

Off-street trails consist of the more typical type of trail: wooded paths, hiking trails, mountain biking trails, equestrian trails, nature trails, fitness trails, bike paths, etc.

These types of trails already exist in Nashua. They should be highlighted and expanded to give Nashua residents the opportunity to relax, exercise, and enjoy natural areas close to home. The President's Commission on Outdoors recommended that all Americans should have access to the outdoors close to home.⁷ The Nashua Urban Trails Network seeks to recognize this goal.

Trails should emphasize the natural and cultural-features of Nashua. They should seek out the hills, the wetlands and the rivers within the City. The Nashua Urban Trails Map shows a number of existing trails within the parks in Nashua, and reveals areas where more could be established.

Design Standards

Basically a trail should be built and maintained so as to avoid erosion. Specific design standards vary depending on the use of the trail. For example, a hiking trail that is 4 feet wide might be sufficient, but an equestrian trail needs more width and ample height for both horse and rider to walk underneath tree branches and other obstacles. Thus, the standards are broken down according to use.

HIKING TRAILS

Hiking trails include all walking trails and nature paths and fitness trails.

Design Standards for Hiking Trails	
Height	8 feet
Width	4-6 feet wide, dependent on terrain & vegetation

⁷Americans Outdoors: The Legacy, The Challenge, The Report of the President's Commission, Island Press, Washington, D.C., 1987. pg. 133.

SKI TRAILS

Nashua may designate some of the trails as cross-country skiing trails. Cross-country ski trails can follow hiking trails, with a few considerations. Trails with bog bridges, waterbars, or drainage dips create obstacles if they are not built evenly with the rest of the terrain. Also, ski trails need to be wider than hiking trails, especially on slopes. Loop trails make excellent skiing trails because segments can be added to make an easier or more difficult loop, and collisions can be avoided by designating the trail as one-way.

When designing ski trails, general snow conditions should be considered, as should the orientation of the slope because slope and aspect affect snow conditions. Ski trails should avoid areas with avalanche danger, wildlife habitat, and wet areas. When a trail is currently used by another user group, e.g. snowmobilers, the current users should be consulted about sharing the trail. A good ski trail usually has varying terrain, with one-third of the trail being flat, one-third uphill, and one-third downhill. Old logging roads and railroad beds make good ski trails.⁸

Design Guidelines for Ski Trails			
	Novice	Intermediate	Expert
Grade	7-8%	12-15%	20-25%
Length	3-5 miles	5-8 miles	any length
Height	7-8 feet	remember to cut branches that snow will catch on	
Width	8-10 feet	for a single set track	
	4-6 feet	for a low groomed trail	

EQUESTRIAN TRAILS

The standards for equestrian trails are the same as those for multi-use trails, except that the preferable trail surface would not be paved. See the Multi-Use Trail section for equestrian trail design standards.

⁸Trail Building and Maintenance, Second Edition, Robert D. Proudman and Reuben Rajala, 1981, Appalachian Mountain Club.

MOUNTAIN BIKE TRAILS

Mountain biking has become increasingly popular, and Nashua and southern New Hampshire are known for having excellent mountain biking terrain. Some trails exist around Nashua and many bikers are using existing trails and parks, such as Mine Falls Park. While some mountain biking is compatible with other uses, an ideal trail network would include separate mountain biking trails and areas where mountain bikers can explore on their own.

In designing a mountain bike trail, several considerations should be taken into account. The trail difficulty can be determined from the gradient and the tightness of the turns, and these trails can be signed much like ski trails with "Easiest", "More Difficult", and "Most Difficult." Mountain bike trails also need to consider the sight distance, the traffic flow, and of course, the erosion potential of the soils. Reference materials are available which describe how to design mountain bike trails, and these should be consulted before beginning a trail.

Mountain Bike Trails: Techniques for Design Construction and Maintenance

A 20-page guide to assist land managers adapt and maintain trails for mountain bikes.

\$5.95

Bikecentennial

P.O. Box 8308

Missoula Montana 59808

406/721/1776

Mountain Bikes on Public Lands: A Managers Guide to the State of the Practice

A comprehensive review of issues and techniques involved in managing mountain bike use on public lands. Series of checklists to help land managers balance the needs of the resource, the agency and the trail user.

\$20

Bicycle Federation of America

1818 R Street NW

Washington DC 20009

MULTI-USE TRAIL

In an urban environment, multi-use trails make up many of the trails in the Network. Education and safety play a primary role in ensuring that all trail users enjoy the trail. The design standards for multi-use trails must conform to the most stringent standards of any one group using the trail. For example, if equestrians use the trail, the height standard should accommodate a horse and rider. With a large number of people moving by various means, the surface, the grade, the width and the sight distance become very important. Education is vital so that the users know how to be considerate, and the users can remain compatible. Finally, the source of funding might play a role in designing the trail. Thus, when a trail is designed, the standards required by the funding source should be considered. For example, if the trail will be funded through the ISTEA funds, the design might need to follow AASHTO standards.

- Where off-street trails intersect with roads, posts or barriers should be placed at the entrance to discourage cars and other motorized vehicles from driving on the path. Wooden bollards or posts placed far enough apart to not obstruct bikers, hikers, and equestrians, but close enough to prohibit cars work well and can be aesthetically attractive.

POLICY RECOMMENDATIONS FOR THE NASHUA URBAN TRAILS NETWORK

It should be noted that "trails" refer to urban trails, that is sidewalks, crosswalks, bike lanes, as well as off-street trails. The policy recommendations are broken down into sections. The general, overall trail policies begin this chapter to highlight the overarching goals of the Nashua Urban Trails Network. More detailed Transportation Planning and Trail Development sections follow the General Trail Policies section, providing detail to the more general trail policies. The Trail Development section ends with a priority list, showing which trails should be developed first.

General Trail Policies

- Nashua should create a safe, pedestrian and bicycle friendly city by developing the Nashua Urban Trails Network.
- Alternative transportation modes should be encouraged and planned.
- All of the trails on the Nashua Trails map should be considered for development.
- The Nashua Trails Map shows trails along roads. Along these roads both bike lanes and sidewalks should be developed.
- A uniform signage system should be developed to mark the Urban Trail Network. Simple, attractive trail markers should be installed along segments of the Trail Network.
- The request and approval procedures for new sidewalks within the city should be simplified.
- The Nashua Urban Trails Network should include a mix of non-motorized, multi-use trails as well as dedicated, single-use trails.
- The City should set aside funds to be used for the maintenance and management of the trails in the Trails Network.

Transportation Planning

- Priority should be given to sidewalks which will eliminate school bus routes.
- As a way to encourage alternative transportation modes:
 - Nashua should promote the use of bicycles as a form of transportation by integrating bicycle travel into the Nashua Urban Trails Network through bike lanes, trails and storage facilities. Where appropriate, streets should be adjusted to allow for bicycle lanes.
 - Safe and convenient sidewalks and trails should also be integrated into the Urban Trails Network to accommodate and encourage pedestrian use.
- As new neighborhoods and developments are proposed, pedestrian-oriented, mixed-use neighborhoods should be encouraged. These innovative neighborhoods should be developed at densities which benefit transit, carpooling, pedestrians and bicycles over single-occupant vehicles. People should be able to walk to their destinations or take public transit. Transportation and open-space investments can be catalysts for desirable development and redevelopment. These strategies should aid in creating urban neighborhoods that protect the natural environment, increase safety, and foster a sense of community and neighborhood identity.
- The City should support an integrated, comprehensive, multi-modal regional transportation system. Planning and implementation for each component of the transportation system should be integrated with land use, facility, and infrastructure planning. Pedestrian travel, bicycle travel and transit should all be supported as practical alternatives to automobile use.
- Neighborhoods should be easily and safely traversed on foot or bicycle.
- Nashua should establish safety as a key priority in its traffic enforcement.
- The City should actively seek ways to educate the public about transit use and bicycle safety.

Trail Development

- Funds should be allocated in the Capitol Improvement Budget each year to be used for urban trails. ADA standards should be incorporated, where feasible.
- The City should aggressively seek out funding for trail development, trail maintenance, trail advocacy, and trail education. Funding may come from federal and state sources, or corporate, non-profit, and other sources.
- As a condition of the approval of any development that falls along the Nashua Urban Trails Network, the Planning Board should strongly encourage each developer to dedicate trail easements for public use. If the development does not fall along the Nashua Urban Trails Network, funds should be given to the city to contribute to a Trails development fund. In addition:
 - A city ordinance should be passed which requires developers to provide trail easements along the property.
- The City encourages volunteer efforts and outside help in completing the Trails Plan.
- Because school buses are not be required to pick up children within one mile of school, sidewalk plowing around the schools should be extended for the same distance (one mile).
- Within the Nashua Urban Trails Network bike lanes are the preferred alternative, with bike routes being acceptable. Sidewalk routes should not be encouraged, except for children under age 13. A bike lane should be striped on a road when there is evidence of:
 - high bicycle use,
 - high bike/car conflict, or
 - lack of an acceptable, alternate bike route.
- When roads are being resurfaced or new roads developed, bicycle lanes should be incorporated into the plans.

Priority Trails

- Trails should be developed in a logical way, allowing for Priority trails to be developed over non-priority trails. Priority trails should include:
 - Trails should allow people to not "fight" traffic, i.e. sidewalks should be developed that get people off the roads, bike lanes that allow bikers safe passage, and crosswalks that are placed on busy, dangerous intersections and roads.
 - Trails should encourage biking and walking to and from public transportation facilities and discourage driving in single-occupied vehicles.
 - Trails should provide easy linkages to activity centers, such as to parks, recreation facilities, schools, shops, etc.
 - Trails should provide more areas for recreation, exercise or enjoying the outdoors close to home. More trails should be developed in parks, along riverbanks, and in other natural, scenic areas.
 - Trails should provide connections between sidewalks and parks and sidewalks and other trails.

IMPLEMENTATION AND MANAGEMENT GUIDELINES FOR THE NASHUA URBAN TRAILS NETWORK

The Nashua Urban Trails Network's likelihood of success will be enhanced if the City follows clear guidelines for implementing and maintaining the trails. Listed below are concrete ways in which the City can actively begin implementing and managing the Trails Network.

Implementation Guidelines

- To create a safe, pedestrian and bicycle friendly city, Nashua should note:
 - More sidewalks are needed. A committee should be formed to study where sidewalks should be located, and the committee should develop a prioritized list which names the streets with the most critical sidewalk needs. They will report to the Planning Board. The committee should be appointed by the Mayor and should include elected officials, administration members, and citizen representatives. The committee should work closely with the Aldermanic Traffic Committee.
 - Crosswalks are also needed. A similar committee should be formed to study where crosswalks should be located, and the committee should develop a prioritized list of needed crosswalks. The committee's composition and authority would be the same as the sidewalk committee.
 - Once the priority list of needed crosswalks is developed, these intersections and crosswalks should be marked with the Walk/Don't Walk signals.
 - Although funds are limited, sand from the winter should be removed from sidewalks and bike lanes as soon as possible.
 - Sidewalks should be swept in a systematic way that prioritizes the order of cleaning:
 - Sidewalks linking schools to neighborhoods.
 - Sidewalks with a high volume of use.
- A committee should be charged with simplifying the sidewalk request and approval procedures.

- Multi-use trails work best when the use is relatively low, when a trail becomes very popular, conflicts between user groups can arise.
 - If a user group experiences conflict, they should approach the Planning Board to request that the trail be changed from multi-use. The Planning Board has the authority to change a trail's use.
- To provide funding for the Nashua Urban Trails Network, a priority list should be developed by the Planning Board, with assistance from the Planning Department, and the final decisions should be made by the Aldermen.
- Once a signage system is developed, inventory where the signs should go. Consider putting the trail mileage on the signs, and consider developing trail maps for people to carry.

Management Guidelines

The Nashua Urban Trails Network is a cooperative venture. The management of the Nashua Urban Trails Network will require the cooperation of various city departments, private organizations, and citizens. The Network will thrive only with active citizen participation. Nashua is fortunate to have the UTA, a dedicated citizen's group that has the mission of creating the Nashua Urban Trails Network. The UTA has been instrumental in launching the Urban Trails Network, and their continued motivation will ensure that the Network becomes a reality.

Development, maintenance, and management must be a joint effort between the city and its citizens. The work needed to initially open trail segments and to maintain them over time is well within the capabilities of local volunteers working in partnership with city staff. Recommendations of how to maintain trails follows:

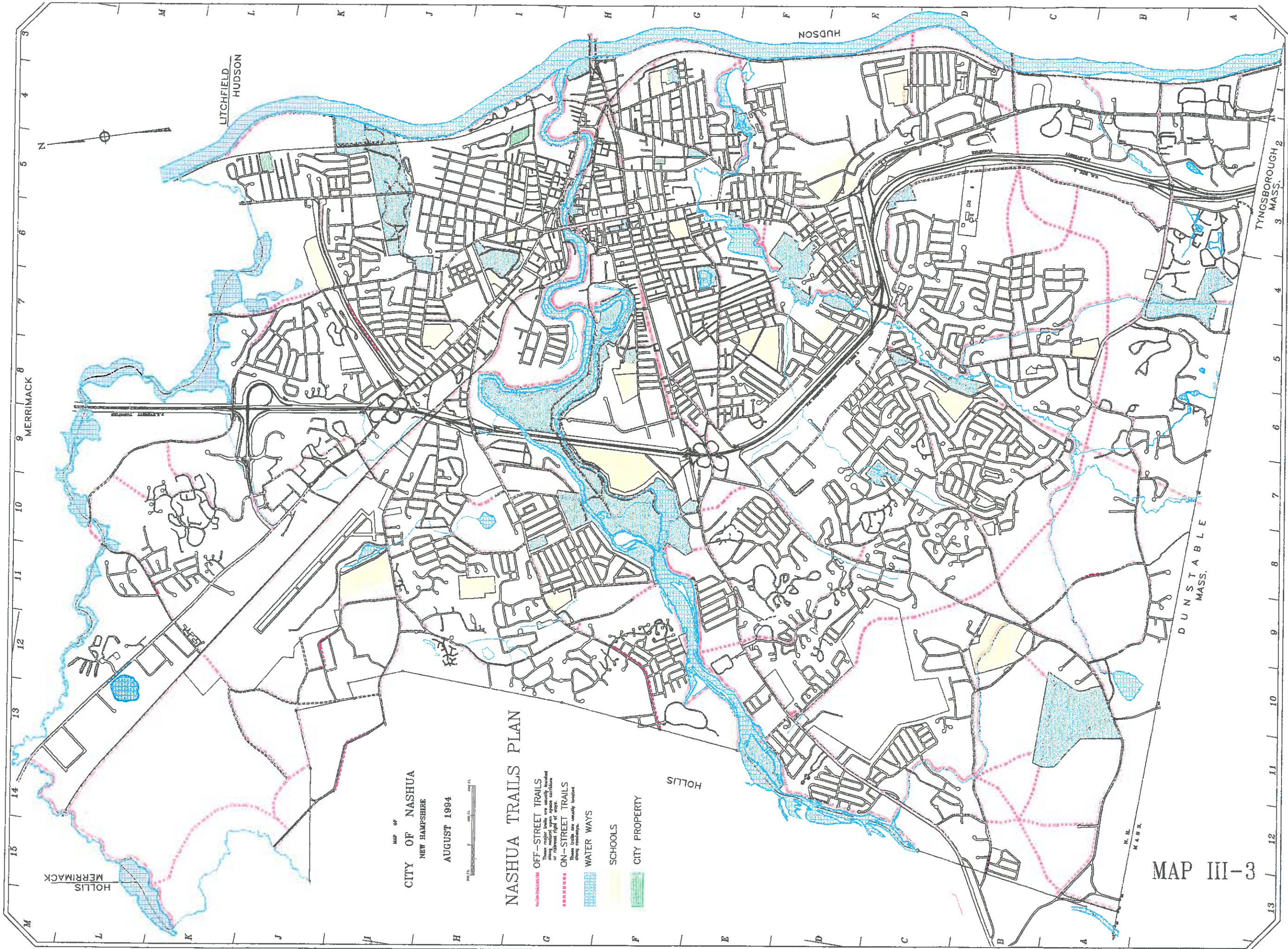
- Once trail segments are chosen for development, write a detailed list of the work needs for the trail.
- Schedule a trailwork training session for all prospective workers to teach them about trail maintenance.
- Consider using an "adopt-a-trail" method of assigning work for different sections. These adoptions can come from individuals, families, organizations, and city departments. The adopter can be responsible for clearing the trail and/or monitoring it for illegal uses or maintenance problems that need to be handled by the City.
- Schedule a few large scale workdays each year (e.g. Nashua Trails Day) to accomplish major tasks. Involving many people creates excellent publicity, awareness of the trail, community pride, and possible adopters.
- Have an annual early season walk-through on the trail segments to remove blowdowns and to inspect for other work needs.

Adequate care of the trails and the trail corridor is important for developing and maintaining good relations with abutting landowners and the community. A well maintained trail also provides a positive experience for recreationists.

Trail stewardship generally includes such issues as: emergency response, litter and vandalism, monitoring the land, vegetation and insect control, and management of the various uses of the trail. A detailed management plan should be developed which specifies how each of these topics will be covered. A management planning team should be formed to develop such a plan, and it should include landowners, community public safety officers, trail community representatives and city officials. A management plan can demonstrate to the community that the trail group and city are well organized and committed to effective and responsible management of the trail. Such a plan might even help with funding efforts.

Current Trail Opportunities

The Nashua Urban Trails Network is ready to be implemented, the Trails Network now needs people to begin building and maintaining trails. The first year of the Trails Network, 1993, saw a great deal of forethought and solid, comprehensive planning. Now, the development of trail segments should begin.



HOLLIS
MERRIMACK

MAP OF
CITY OF NASHUA
NEW HAMPSHIRE
AUGUST 1994

NASHUA TRAILS PLAN

- OFF-STREET TRAILS**
These major trails are usually located along natural areas, open corridors, and other areas.
- ON-STREET TRAILS**
These trails are usually located along major thoroughfares.
- WATER WAYS**
- SCHOOLS**
- CITY PROPERTY**

MAP III-3

TYNGSBOROUGH 2
MASS.

DUNSTABLE
MASS.

N.H.
MASS.

HOLLIS

LITCHFIELD
HUDSON

HUDSON

