

# Moose Path Trail

## Corridor Management Plan

North Country  
Scenic Byways Council

Adopted August 25, 2015

Prepared by the North Country Council  
in partnership with the North Country Scenic Byways Council



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Administered by  
the New Hampshire Department of Transportation



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The following components of the plan can be downloaded from [www.NCCouncil.org](http://www.NCCouncil.org) on the North Country Scenic Byways page:

Appendix A Inventory Maps

Appendix B Land Use Maps

Appendix C Traffic Maps

*Photo credits: Tara Bamford, North Country Council*

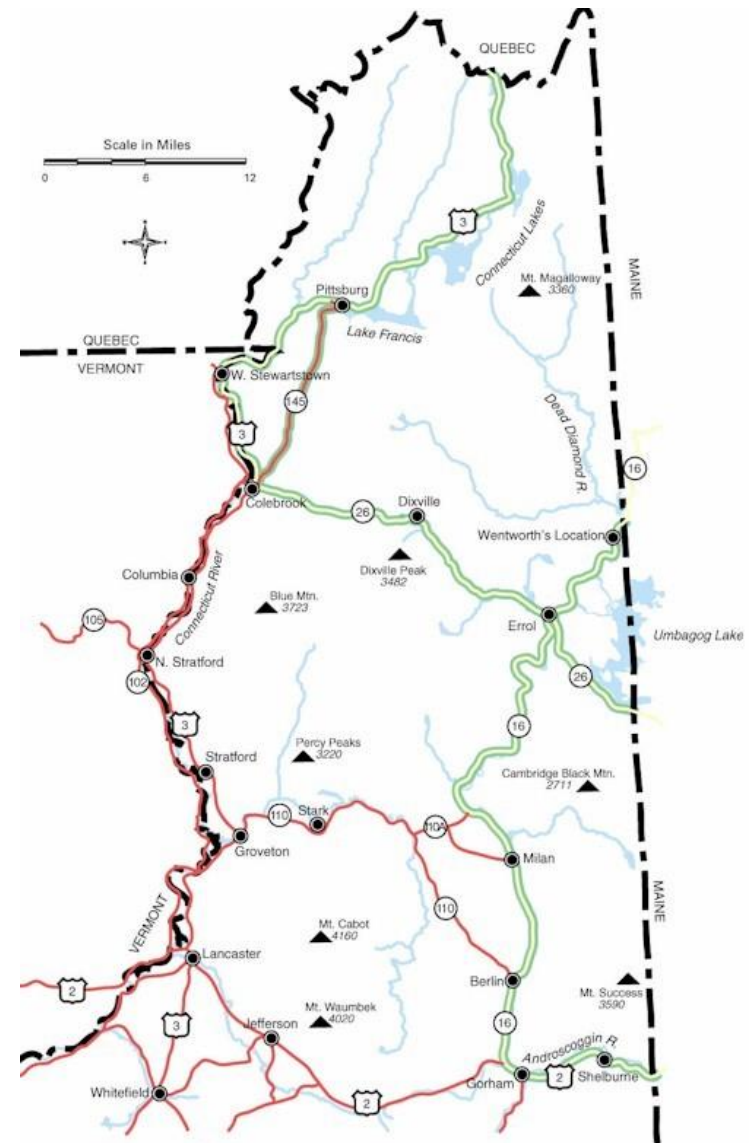
# Moose Path Trail

## Introduction

Residents and visitors to New Hampshire's North Country are fortunate to be able to enjoy two national Scenic Byways - the Connecticut River Byway and White Mountain Trail (includes Kancamagus Highway) - and four state Scenic Byways - River Heritage Trail, Presidential Range Trail, Woodland Heritage Trail, and Moose Path Trail. This plan examines resources, land use and traffic safety on the Moose Path and makes recommendations for continued stewardship of the intrinsic values of this state Scenic Byway.

The Moose Path Trail was formally designated in 1994 by the NH Scenic & Cultural Byways Council. The original route is shown in green in the map to the right. At that time, the newly created national Scenic Byways program encouraged recognition of important scenic and cultural corridors via state and possible national byway designation. The national program also provided incentives for designated byways via a national Scenic Byways funding program that funded enhancements of byway facilities for the benefit of the byway users. In the North Country, both the Kancamagus-White Mountain Trail and Connecticut River Byway received national designation and funding for important visitor amenities. As part of the state and national designation process, North Country Council, the regional planning commission serving the northern third of New Hampshire, created a North Country Scenic Byways Council, comprised of representation from byway interests around the region. The purpose of this Council was management of the many designated byways in the region. The Council produced a guidebook to the five North Country Scenic Byways called "Northern Journeys" and participated in planning and obtaining funding for visitor amenities on the White Mountain Trail.

While there was much interest in obtaining funding for potential improvements to byways in an era of extremely limited roadway improvement funding – New Hampshire saw an average of



\$500,000 per year in Scenic Byway program funds from 1992-2012 - there was little attention to planning and management activities related to designated byways in New Hampshire. In fact, a corridor management plan had only been developed for one of the five byways in the North Country region - the White Mountain Trail. (The Connecticut River Byway lies partially within the North Country Region and has also had a Corridor Management Plan which is overseen by the Connecticut River Byway Council.) Recognizing the importance of scenic byways to the region and the many local community goals that can be furthered with scenic byway stewardship, the North Country Scenic Byways Council began working with North Country Council and NHDOT to obtain funding for corridor management plans for the other four North Country Scenic Byways in 2010. Over several years, funding was arranged to develop corridor management plans for all four state Scenic Byways in the North Country.

This plan represents the efforts on one of those four corridors, and will be the **first** Corridor Management Plan developed for the byway in the 21 year history of the Moose Path Trail.

The NH Scenic Byways program has also changed over the last 22+ years. The years 2010-2014 saw significant changes to the program. During that period, the NH Scenic & Cultural Byways Program has:

- Formally adopted bylaws and rules of procedure.
- Developed the first required biennial report on the program for the governor and legislature.
- Identified minimum requirements for designated byways.
- Developed a formal process for de-designation of designated byways per the governing state statutes.

- Shifted focus of the program from a non-traditional highway funding program to a recognized brand.

Several of those changes impact the Moose Path Trail. Specifically, the NH Scenic & Cultural Byways Council communicated the following requirements to North Country Council in early 2014:

- A Corridor Advisory Committee is appointed, an annual meeting is held and officers are elected. Per the adopted Rules of Procedure, all designated byways must have a designated body that at a minimum:
  - Has representation from all of the communities and interests along the designated byway.
  - Meets at least annually to discuss the byway and review current and future plans.
  - Has a designated point of contact that has been identified to the NH State Scenic Byways Coordinator.

It is the intent of the NH Scenic & Cultural Byways Council that these advisory committees are responsible for the development, adoption; revision and implementation of adopted corridor management plans for the designated corridors, and will serve as the central point of communication for the designated corridors to all interested parties regarding the designated byway.

- Corridor Management Plans for each of the identified byways are adopted and forwarded to the NH Scenic & Cultural Byways Program Coordinator. While there are minimum requirements for corridor management plans identified in the Rules of Procedure, the LPA (Local Public Agency) requirements that come with the source of funding used to complete this plan exceed the minimum requirements.

These requirements were imposed as the North Country Scenic Byways Council had not met in 2012 or 2013 and the former make-up of the Council focused only on the White Mountain Trail. In addition, a corridor management plan had never been developed for this corridor. As a result of the federal Scenic Byway award – North Country Council has re-instituted the North Country Scenic Byways Council with new membership, and has completed this Corridor Management Plan.

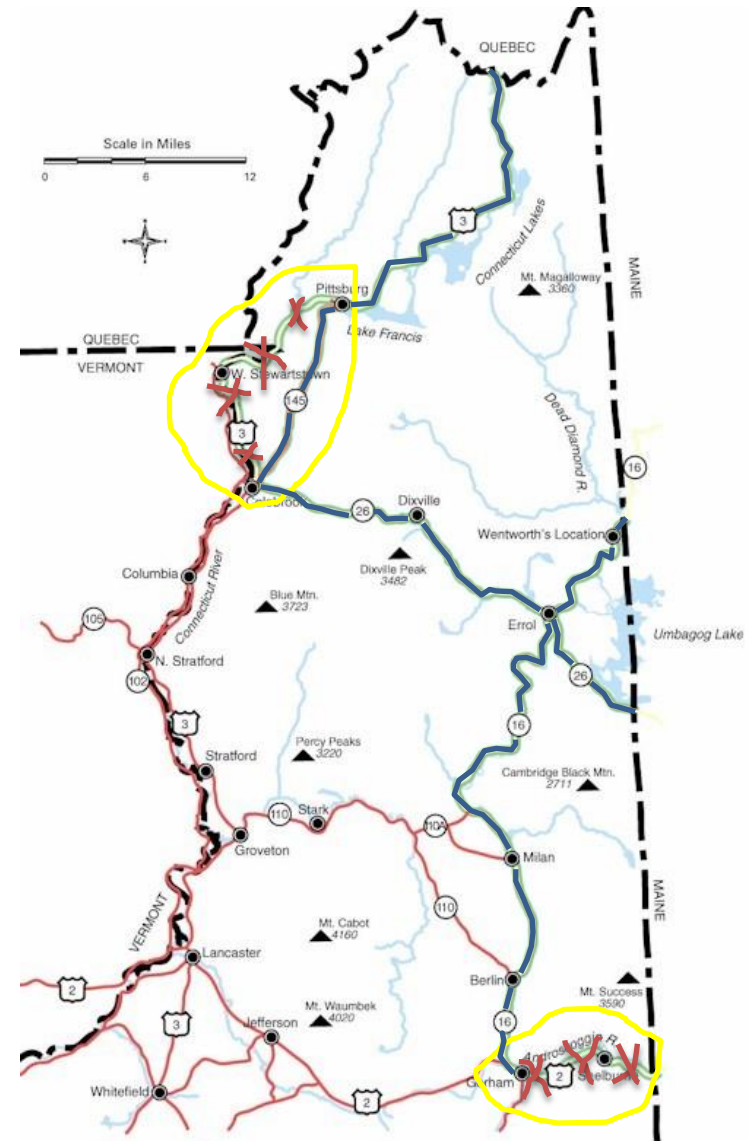
The North Country Scenic Byways Council has recommended changes to the existing byway due to the evolving understanding and appreciation these designated byways have in the North Country and beyond. These changes are addressed throughout the plan.

# Moose Path Trail

## The Trail

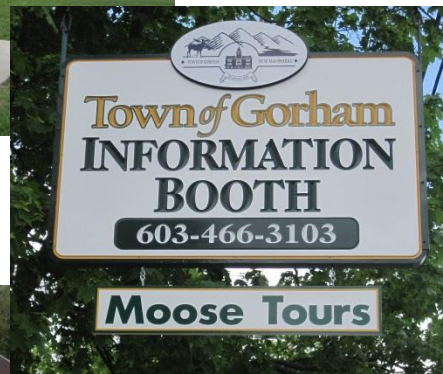
### Proposed Route

This corridor management plan proposes that two segments be eliminated from the Moose Path Trail. These changes are shown on the map to the right. The first segment proposed for elimination is US 3 from Colebrook to Pittsburg. This highway is part of the Connecticut River Byway. Inclusion in the Moose Path Trail as well does not serve any purpose. Instead, it may only serve to cause confusion for the visitor. The second proposed change is elimination of the portion of US 2 from the intersection with NH 16 by the Gorham town common east to the Maine state line. This highway segment is proposed to be changed to the Presidential Range Trail. The main trunk of the Moose Path Trail, shown in blue, would then be the 93 miles from the US 2/NH 16 intersection by the Gorham town common, west through downtown Gorham, north on NH 16 through Berlin, Milan, Dummer, and Cambridge to Errol, west on NH 26 through Millsfield and Dixville to Colebrook, north on US 3 a short distance to NH 145, then north on NH 145 through Stewartstown and Clarksville to Pittsburg, and north on US 3 to the Canadian border. In addition, the two highway segments connecting Errol to Maine are proposed to be retained as gateways to the Moose Path for visitors from Maine. These are NH 26 for 8.5 miles south of Umbagog Lake southeast through Errol and Cambridge to the Maine state line, and NH 16 for 9 miles north of Umbagog Lake northeast through Errol and Wentworth's Location to the Maine state line.



## Description

The Moose Path Trail begins at the Gorham town common at the intersection of US 2/NH 16. The common area has an information kiosk with panels displaying local history, an information booth, playground, and bandstand.



Greeting visitors at the corner of the common facing the intersection at the start of this byway is this moose carving, a fitting symbol of this wildlife-themed byway.



Adjacent to the common is the railroad museum in the Gorham Grand Trunk Railroad depot. There is plenty of parking at the common and one block away on Exchange Street, providing visitors access to Gorham's downtown via sidewalks on both sides of the road. The downtown offers a variety of visitor services, including churches, stores, lodging, restaurants, gas and banks. US 2/NH 16 is also a shared ATV route.





The access to Moose Brook State Park is just one mile off of the byway on US 2 west.



Heading north toward Berlin NH 16 is a commercial area with two small accesses to the Androscoggin River on the right. There is an information kiosk as one enters downtown Berlin. Downtown Berlin offers plenty of parking and a walkable downtown with sidewalks and parks. Services include restaurants, banks, shops, and gas. Two museums- the Brown House and the Moffett House- as well as the Northern Forest Heritage Park, share the region's history with visitors.





Driving north from Berlin one gets frequent views of the boom piers remaining in the Androscoggin from the log drive days. Milan Village's rural agricultural landscape provides scenic views of surrounding forested hillsides across open fields. The Nansen wayside, across from the historic Nansen ski jump, provides a boat launch and picnic tables.

In Dummer, after the meadows of the Bofinger Conservation area, the landscape changes to woods and water as NH 16 continues to follow the Androscoggin River, Pontook Reservoir, and associated wetlands. There are many opportunities to access the river along this stretch of the byway. The 13 Mile Woods begins in Dummer and continues to follow NH 16 through Cambridge and Errol. There is a picnic area, campground, and numerous fishing accesses.

At the crossroads of NH 16 and NH 26, Errol is the hub for recreation on the upper Androscoggin River, Umbagog Lake and surrounding forest. Visitor services here include lodging, gas, restaurants, outfitters, a major outdoor gear store, and a garage.

NH 26 and NH 16 east from Errol both provide gateways to/from Maine. NH 26 provides a gateway to the Moose Path Trail from Grafton Notch State Park (ME 26) in Maine. This portion of NH 26 passes to the south of Umbagog Lake providing access to Umbagog Lake State Park with a boat launch and campsites accessed by boat. NH 16 east follows the Magalloway River to the north of Lake Umbagog with several access points and heads on to Maine's Rangeley Lakes as ME 16.



Heading west from Errol, NH 26 follows Bear Brook through the forest, wetland and meadows of Millsfield to Dixville Notch. Dixville Notch State Park has waysides on both sides of the road. West of the Notch is the impressive view of the Balsams Resort across Lake Gloriette. Although currently closed, redevelopment and expansion plans are in the permitting stage.



East of the Notch, Colebrook has lodging, gas, restaurants, outfitters/sporting goods, and plenty of parking.

Heading north out of Colebrook, NH 145 is one of the most scenic stretches of this byway. First, NH 145 takes you to the Beaver Brook Falls Wayside with a picnic area, including grills, a shelter and toilets, and 80 foot waterfall. This presents a rare opportunity in New England for the nonhiker to view a waterfall of this magnitude.



In Stewartstown and Clarksville, the small hills and open farmlands provide beautiful local views.

Through Pittsburg on US 3 from the NH 145 junction north to the Canadian border, the Moose Path Trail is also part of the Connecticut River National Byway. NH 145 joins US 3 in Pittsburg's village area with stores and this well stocked and inviting information booth on the green.

Heading north on US 3 the Moose Path Trail provides numerous lodging, dining and recreation opportunities on Lake Francis and First Lake. North of First Lake the undeveloped woodlands and wetlands provide abundant habitat for this byway's namesake; in fact, this stretch of highway is known as "Moose Alley" due to frequent moose sightings at dusk. As one travels north toward the Canadian border, Second and Third Lake, Deer Mountain Campground, and the Connecticut Lakes Headwaters Working Forest provide a range of forest and water-based recreation opportunities. Loons, geese and ducks are easily seen from the picnic area and boat launches on the lakes.



## Moose Path Trail

### Support

#### North Country Scenic Byways Council

The North Country Scenic Byways Council is made up of North Country communities, representatives of counties, state and federal agencies, federal legislative staff, and business groups located along the five scenic and cultural byways that are entirely within the North Country region. These byways are: the River Heritage Trail, Moose Path Trail, Presidential Range Trail, Woodland Heritage Trail, and White Mountain Trail National Scenic Byway. The Council will steward the intrinsic values of the Moose Path Trail by providing ongoing input into state and local activities; facilitate public participation in byway-related planning; and collaborate with local and regional tourist business organizations to market and publicize the byway.

The Council will continue to meet regularly to:

- Review and comment on activities affecting the intrinsic values or safety of the byway.
- Identify potential funding and partnership opportunities for promotion and stewardship of the byway.
- Maintain ongoing communication with municipalities to encourage active participation on the Council and collaboration on issues of common concern.
- Reach out to partners to effectively collaborate on byway-related projects, e.g., tourist businesses, chambers of commerce, state and federal agencies, nonprofits, and river-related organizations.
- Collaborate with tourist industry partners to promote the byway.

The North Country Scenic Byways Council was organized to:

1. *Promote existing local businesses, including local artists, agriculture, and tourist related businesses located along the SBNCs;*
2. *Balance the promotion, preservation, enjoyment, and stewardship of the SBNCs;*
3. *Encourage the public to investigate the resources of the SBNCs;*
4. *Encourage that the SBNCs be clearly marked, safe and attractive for both visitors and residents;*
5. *Encourage the many recreational opportunities along the SBNCs;*
6. *Serve as the central point of contact for the Moose Path Trail, Presidential Range Trail, River Heritage Trail, Woodland Heritage Trail state-designated scenic byways, and other scenic byways as adopted by the Council; and*
7. *Serve as the responsible party in the development, adoption, revision, and implementation for the Moose Path Trail, Presidential Range Trail, River Heritage Trail, Woodland Heritage Trail Corridor Management Plans for state-designated scenic byways, and other scenic byways as adopted by the Council.*

(Bylaws of the North Country Scenic Byways Council, Adopted July 16, 2014)

## State and Regional Agencies

The New Hampshire Department of Transportation (NHDOT), New Hampshire Department of Resources and Economic Development (DRED), and New Hampshire Division of Historical Resources (DHR) are the primary state agencies that can provide byway-related technical assistance to the North Country Scenic Byways Council. DRED can provide support to the Council in identifying potential funding for byway and community development projects, and is also well suited to provide marketing assistance. The NHDOT is the agency that can provide signage, permits, planning assistance and other essential components related to the byways; the NHDOT can also be a resource for identifying potential sources of funding for highways, roads and other related infrastructure. DHR provides technical assistance with heritage tourism.

The North Country Council (NCC) is the regional planning commission for the North Country region. NCC is responsible for assisting communities to work together on areas of common concern. NCC also provides technical assistance to member municipalities with local plans and projects. North Country Council assigns a staff member to serve as the point of contact for the North Country Scenic Byways Council.

The region also has a number of economic development organizations who can provide expertise and assistance to local businesses and organizations in identifying funding. These organizations are important in providing continued support to enhance the region's tourism economy.

## Byway Communities

The Moose Path Trail passes through nine municipalities: Gorham, Berlin, Milan, Dummer, Errol, Colebrook, Clarksville, Stewartstown, Pittsburg, and several Unincorporated Places - Cambridge, Wentworth's Location, Millsfield, and Dixville. Stewardship and enhancement of the scenic and cultural qualities of the byway requires the cooperation of each community on the byway. Many local decisions affect the stewardship and visitor experience along the byway, including: land use, sign and lighting regulations; identification and protection or enhancement of cultural, historic, natural, scenic and recreation resources; support for improvement of transportation infrastructure and visitor services. In addition, many byway-related projects and programs require the participation of all involved communities.

For this reason, the NH Scenic & Cultural Byways Council Rules of Procedure require that the North Country Scenic Byways Council have "representation from all of the communities and interests" along the byway. During the development of this plan, membership on the North Country Scenic Byways Council was greatly expanded and now includes representation from all communities on the Moose Path Trail. Council members represent local government, tourism businesses, business organizations, Coos County, the White Mountain National Forest, and conservation interests.

## Moose Path Trail

### Byway Resources

The Moose Path Trail focuses on the many ways to enjoy the wildlife of the North Country. It brings the visitor right into the scenic beauty, history and four season recreation opportunities afforded by the northernmost reaches of New Hampshire's North Country. The Moose Path Trail follows the Androscoggin River north from Gorham to Umbagog Lake, then heads west through Dixville Notch to Colebrook and north to the Connecticut Lakes and the well known "Moose Alley."



At this Wildlife Viewing Area in Dixville Notch State Park, NH Fish & Game lists several other recommended locations for viewing wildlife on or nearby the Moose Path Trail:

- \* Canyon at Indian Stream, Pittsburg
- \* Connecticut Lakes State Forest, Pittsburg
- \* East Inlet Pond, Pittsburg
- \* Magalloway Mountain, Pittsburg
- \* Garfield Falls, Pittsburg
- \* The Balsams, Dixville Notch
- \* Lake Umbagog National Wildlife Refuge, Errol
- \* Thirteen Mile Woods Scenic Easement, Errol
- \* Pontook Reservoir, Milan
- \* Arthur and Christie Johnson Memorial Forest, Pittsburg

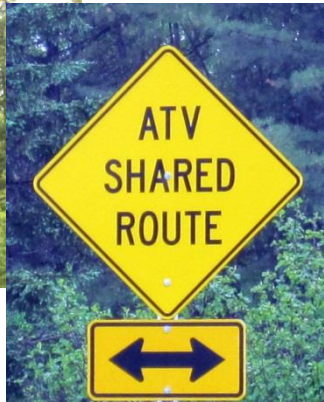
Together, these and many other locations provide abundant opportunities for wildlife viewing, hunting and fishing, boating, hiking, camping, picnicking, cross-country skiing or snowshoeing.







In addition, in several locations, the byway provides access to the region’s vast network of ATV and snowmachine trails. Most of the byway communities allow ATVs to use many downtown and village roadways to access services. For those desiring downhill skiing, redevelopment and expansion of the Balsam’s Resort in Dixville Notch is in the permitting stages.



The primary cultural, historic, recreational, and scenic resources located on or near the byway are summarized in **Table 1** below. These byway resources were compiled from several sources including the North Country Scenic Byways Council and other local community members, state databases, and North Country Council staff fieldwork. Many of these resources, other supporting sites, and conservation lands are shown on the maps in **Appendix A**.

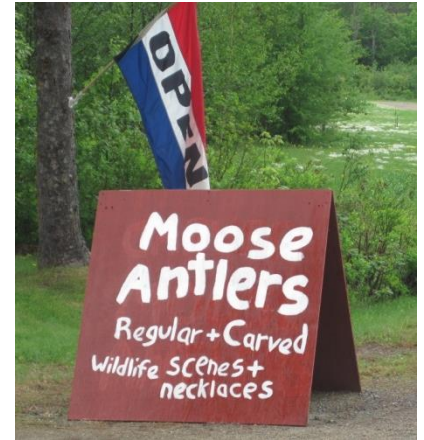


Table 1 - Resources that support the intrinsic qualities of the Byway

Municipality/ Unincorporated Place	Visitor Services	Cultural/Historic	Recreation	Scenic
Gorham	Lodging, restaurants, gas, stores, information	Historical Society Museum in 1907 Grand Trunk Railroad Depot; Moose Statue at NH 16/US 2; Medallion Opera House, NRHP	Moose Brook State Park - fishing, swimming, hiking/mountain bike trails; WMNF; ATV/snowmobile trails	Views of Mount Washington and other peaks

Municipality/ Unincorporated Place	Visitor Services	Cultural/Historic	Recreation	Scenic
Berlin	Restaurants, gas, stores, information	Northern Forest Heritage Park; Boom piers and marker; Brown Museum; Moffet House Museum	Androscoggin River; ATV trail network focused on Jericho Mountain State Park	Androscoggin River, Historic downtown
Milan		Nansen ski jump and marker; farm store; boom piers	Rafting; dog sledding; ATV trails; Nansen Wayside, hunting, fishing, boating, wildlife viewing	Fields, hills and river; village: Androscoggin River, large tracts of undeveloped forest
Dummer	Guide services		Boat launches, fishing accesses, rafting, camping; 13 Mile Woods, hunting, wildlife viewing	Androscoggin River, Pontook Reservoir and associated wetlands, large tracts of undeveloped forest
Cambridge	Lodging/camping on Umbagog Lake, boat rentals		Fishing accesses, 13 Mile Woods; Umbagog Lake, boat launch, hunting, wildlife viewing	Umbagog Lake, large tracts of undeveloped forest

<b>Municipality/ Unincorporated Place</b>	<b>Visitor Services</b>	<b>Cultural/Historic</b>	<b>Recreation</b>	<b>Scenic</b>
Errol	Restaurants, gas, stores, river outfitters		Boat launches, picnic area, campground, fishing access, ATV, hunting, wildlife viewing	Umbagog Lake, Large tracts of undeveloped forest
Wentworth's Location	Lodging, store, gas, boat rentals		Canoe access to Magalloway River, hunting, fishing, wildlife viewing	Undeveloped forest, Magalloway River
Millsfield	Campground, restaurant		Hunting, fishing, wildlife viewing	Views across meadows, undeveloped forest
Dixville		The Balsams	Dixville Notch State Park - picnicking and trails, The Balsams (currently closed), ATV and snowmachine trails, wildlife viewing area, hunting, fishing	The Balsam's, Dixville Notch, waterfalls, wind farm
Colebrook	Lodging, restaurants, stores, gas, information center (closed), hospital, outfitters/sporting goods	Tillotson Center for the Arts	Access to Coleman State Park in adjacent Stewartstown, picnicking at Beaver Brook Falls, camping, golf, fish hatchery, fishing, hunting, wildlife viewing, Connecticut River boating	Downtown, Beaver Brook Falls
Stewartstown	Lodging	Metallak burial place marker	Fishing, hunting, wildlife viewing; ATV and snowmachine connections	Rolling landscape with open meadows, apple blossoms in spring

Municipality/ Unincorporated Place	Visitor Services	Cultural/Historic	Recreation	Scenic
Clarksville		45th Parallel marker	Fishing, hunting, wildlife viewing	Rolling landscape with open meadows, apple blossoms in spring
Pittsburg	Stores, sporting goods, restaurants, gas, lodging, information booth, guide service, boat rentals, wildlife info provided via AM radio by NH Fish & Game in "Moose Alley" stretch of US 3.		Fishing, hunting, boating, wildlife viewing, snowmachine trails. Lake Francis - picnicking, boat launch. 1st Lake - picnicking, boat launch. 2nd Lake picnic area and boat launch. 3rd Lake - small gravel pull-off with gravel ramp. Trail to 4th Lake at border. Camping at Lake Francis State Park and Deer Mountain. Access to Magalloway Mountain trail.	Forests, Connecticut River and Connecticut Lakes

## Land Use Patterns and Conservation Lands

The land use patterns around the Moose Path Trail were shaped by the wood products industry and associated tourism focused on water and forest-based recreation. As shown in **Table 2**, the Moose Path Trail includes a variety of land use types. The combination of downtown Gorham and downtown Berlin provides abundant traveler services. North of Berlin, Colebrook’s smaller downtown, and the villages of Errol and Pittsburg, provide the basics such as lodging, food and gas. This is a quiet, low intensity area of the region. The only major resort, The Balsams, has been closed for several years. Land use in each Moose Path Trail community is shown on the maps in **Appendix B**.

The one area of concern relative to the compatibility of land use with continued state Scenic Byway designation is NH 16 in Gorham from the NH 16/US 2 intersection heading north toward Berlin. The west side of this highway segment is heavily developed with large commercial complexes. However, heading north, the Androscoggin River is to the right, with opportunities to enhance the view from the highway. Heading south, the Presidentials come into view. At this time the consensus of the North Country Scenic Byway Council is that these scenic features, and the benefits of being able to market a continuous byway trail, outweigh the aesthetics of this corridor.

Table 2. Land Use and Major Conservation Areas Along Moose Path Trail

Community	Forest/ Wetland	Agriculture	Downtown	Village	Rural/ Recreation	Industry	Commercial	Residential	Major Conservation Areas
Gorham			X			X	X		White Mountain National Forest (nearby), Moose Brook State Park (nearby), Paul Doherty Memorial Forest
Berlin			X			X		X	Twitchell Environmental Study Area
Milan	X	X		X	X	X		X	Milan Hill State Park (nearby)
Dummer	X	X			X				Bofinger Conservation Area, Pontook Lease Area, 13 Mile Woods
Cambridge	X				X				13 Mile Woods, Umbagog State Park
Errol	X	X	X	X	X				13 Mile Woods, Umbagog State Park, Lake Umbagog National Wildlife Refuge

<b>Community</b>	<b>Forest/ Wetland</b>	<b>Agriculture</b>	<b>Downtown</b>	<b>Village</b>	<b>Rural/ Recreation</b>	<b>Industry</b>	<b>Commercial</b>	<b>Residential</b>	<b>Major Conservation Areas</b>
Wentworth's Location	X				X				Lake Umbagog National Wildlife Refuge
Millsfield	X	X							
Dixville	X				X				Dixfield Notch State Park
Colebrook	X	X	X		X			X	Beaver Brook Falls Natural Area
Stewartstown	X	X			X				Hurlburt Swamp Preserve
Clarksville	X	X			X				Connecticut Lakes Headwaters, Murphy Dam/Lake Francis
Pittsburg	X			X	X				Connecticut Lakes Headwaters, Murphy Dam/Lake Francis

## Planning and Development Review

All but three communities along the Moose Path Trail have planning boards and local master plans. Preservation of the rural New England character and associated natural and scenic resources is a common theme among the master plans. A two-year public engagement process recently completed for development of a plan for the North Country Region showed that there is strong consensus region-wide on the dual goals of livable wage jobs and protection of the region's scenic and natural resources and recreation opportunities. It was evident that most residents recognize that the region's environment is its most important economic development asset, and that measures that support the tourist economy, through such activities as natural resource protection and thoughtful development review, also improve the quality of life for current and future residents, business owners and entrepreneurs.

Moose Path Trail communities are at both ends of the spectrum regarding local land use planning, from no planning board in Clarksville or Pittsburg to Berlin's professional staff with detailed regulations to implement the master plan. Fortunately, the larger communities, where development would be most apt to detract from the scenic quality of the byway, are on the more advanced end of the spectrum. In Clarksville, Stewartstown and Pittsburg where there is no master plan at all, commercial development is most apt to be of a nature consistent with the support of the intrinsic qualities of the byway, related to the working landscape or tourism, and of a density compatible with maintaining the overall scenic rural landscape.

As shown on **Table 3** following the next page, the municipalities along the Moose Path Trail vary widely in their treatment of land use activities relevant to protection of the intrinsic qualities of the byway. For example, many do not address signs or do so only minimally. In addition, not all of the communities with zoning have site plan review regulations requiring planning board review of commercial developments.

Special attention will need to be paid to development trends in nearby communities such as Colebrook and Errol as the Balsams redevelopment and expansion progresses. The reopening of this resort has the potential to give the region's tourist industry a welcome boost, however, area communities may need some assistance ensuring that their land use regulations are aligned with local goals for community character, natural resource protection, and enhancement of village areas.

Participating together in furthering the common goals of protecting and enhancing the scenic, natural, recreational, cultural and historic features of the Moose Path Trail can provide an opportunity for communities to learn from each other about the experiences they have had with various land use planning or development review tools. Much plan implementation in small rural New Hampshire towns relies upon education and outreach on best management practices and design guidelines, as well as partnerships with other local and regional organizations. Often, minor alterations to the design of a new building can result in a substantial improvement to its “fit” with the character of the area. For example, the walls of this chain convenience/drug store in Bancroft, Ontario are decorated with large prints of local historic photographs. Many hotel developers are happy to design new buildings in keeping with the historic buildings of the surrounding area as it makes for a more appealing destination for travelers. For private homes, reduction in window sizes for homes on hillsides and ridgetops, and selective cutting of downhill trees can save energy and reduce visual impact. Leaving vegetated buffers on rivers and streams intact is an easy way to help maintain trout populations for enjoyment by landowners and visitors alike.





Table 3 - Summary of Land Use Regulations and Plans

Community	Master Plan	Zoning	Subdivision	Site Plan	Sign Regs.	Summary
Berlin	Y	Y	Y	Y	Y	<p>The 2010 Master Plan vision statement emphasizes the values that support the byway: scenic beauty, arts, entertainment, leisure, parks, diverse cultural history, abundant natural, cultural, and historic resources, “stunning mountain/river setting,” “ready access to skiing, motorized trail sports, boating, hiking and other outdoor opportunities.” The future land use plan includes a call for more natural resource-based recreation including ‘a system of multi-use, multi-seasonal trails ringing the City, and large blocks of unfragmented land adjacent to the Downtown. The future land use map includes areas for protection and preservation along the Androscoggin River including new pedestrian amenities and interpretive center. Downtown zoning fosters traditional downtown features. Signs are regulated by the Zoning Ordinance. Includes provision that signs shall not be placed where they will obstruct scenic views.</p>
Clarksville						<p>Clarksville does not have a planning board.</p>
Colebrook	Y	Y	Y	Y	Y	<p>Colebrook Master Plan recognizes the importance of tourism, natural scenic beauty, tourism heritage, proximity to Canada and transportation network in economic development. Goals include marketing/encouraging recreational atmosphere and ecotourism. Zoning provides two districts - Precinct and Outlying. Precinct regulations support continuation of downtown feel through lot size differential. Accommodations, restaurants, recreation allowed throughout town. No protections for any natural resources. Some sign limits but mainly regarding size; 3 off premises signs are allowed. Site plan regulations require landscaping and screening re impact on the public highway.</p>
Dummer	Y	Y	Y		Y	<p>Master Plan mentions exploration of a “Traditional Use Zone” to maintain large forested tracts for timber and recreation. [***was this 2011 plan adopted?] Plan notes that surveys showed desire to limit development of ridgelines and river banks. Conservation overlay zoning district follows the byway through town on the east side of NH 16 on both sides of the Androscoggin River. Only forestry, agriculture and low intensity, outdoor recreation is allowed in this overlay district. All of the land along the byway is zoned either conservation or agricultural/residential. Minimal sign regulations in zoning - 4 signs, business must be in town, 32 square feet per sign allowed on NH 16, 5 feet from public ROW.</p>

Community	Master Plan	Zoning	Subdivision	Site Plan	Sign Regs.	Summary
Errol	Y	*	Y			<p>Master Plan may be out of date (1996), however at that time goals included conservation easements for natural resources, stronger tourist industry, commercial development supportive of tourism. Lack of zoning may become problematic as proposed redevelopment and expansion of the Balsam's Resort in nearby Dixville moves forward.</p> <p>*No zoning other than NFIP.</p>
Gorham	Y	Y	Y	Y	Y	<p>Gorham's Master Plan seeks to improve the job availability of the Town without big box stores, but with light industrial that still preserves the natural surroundings and small town feel. Town has sign regulations, however, they do permit an owner, in some cases, more than two signs on a property and in certain circumstances, one off-property sign. Gorham has subdivision requirements that provide for substantive review and board approval. Gorham has site plan review regulations that provide for substantive review and board approval. Town also has a dark skies lighting regulations.</p>
Milan	Y	Y	Y	Y	Y	<p>Master plan notes that wildlife habitat protection should be a consideration in land protection. Also notes scenic resources formed by open space/farmlands and local and distant mountain views, and open lands as priority for conservation. Historic resources are also recognized as important assets to the community. All one zoning district with special exceptions for all but single family and farms. Milan voters in 2005 adopted a sign ordinance limiting size to 15 square feet or 25 feet for multiple businesses on a lot, no signs within 5 feet of public ROW, freestanding signs not more than 10 feet high, off premises signs directional in nature and not more than 4 square feet.</p>
Pittsburg						<p>Pittsburg does not have a planning board.</p>
Stewartstown			Y			<p>Stewartstown has only 1988 subdivision regulations.</p>
Coos County Unincorporated Places	Y	Y	Y	Y		<p>Master Plan outlines goals preserving and sustaining the natural, recreational and scenic resources of the unincorporated places in Coos County. Coos County has a zoning ordinance that provides substantive review by the board of development within the unincorporated places. The ordinance specifically calls to the maintenance of the traditional lifestyles of those living in these areas and preserving the natural character. Lighting regulations were recently strengthened.</p>

## Signage and other Visitor Services

The current byway signs are not effective for either helping visitors who desire to follow the Moose Path Trail, or for building local awareness of and pride in the region's byways. The signs are not specific to the byway, and are not found consistently along the route. It is recommended that byway signs be provided after each major junction as one leaves developed villages and downtowns, as well as partway along the longer stretches. Some directional signage at intersections would also help visitors follow the byway. In addition, consideration should be given to either developing byway signs with a clear recognizable symbol specific to the Moose Path Trail, or augmenting the generic NH byway signs with a panel below containing the words "Moose Path," in the same manner that it is done for the Adopt-A-Highway program sponsors.

Some additional signage is needed to help visitors find their way around the area and find key locations:

- Gorham - Add sign as visitors arrive from the north or west at US 2 West/NH 16 North notifying visitors of the railroad museum and information booth at the common.
- Berlin - Add sign to tell drivers heading north on NH 16 how many miles to Errol, and how many miles without gas.
- Dixville - Add signs to tell visitors approaching from the east about upcoming wildlife viewing area.
- Colebrook - There is a sign to tell drivers they are approaching NH 145, but another is needed at the turn-off of US 3 itself.
- Stewartstown - Need signs to alert drivers approaching Metallak marker.
- Pittsburg - The entrance to the access road to the recreation area on Second Lake needs to be marked for those coming from the north.

There is an information booth in Errol that is in disrepair. The sign has fallen over, the brochure slots were empty. It needs to be cleaned up and restocked. Information booths when present should be kept in good, clean, welcoming condition and well stocked with information on food, gas, lodging and attractions. However, it should be noted as well that the staff in the area's many small stores are also invaluable information sources.

Dogs are not allowed on the Gorham common, in Berlin's "pocket parks," or at the Northern Forest Heritage Park. An alternative safer plan for dogs accompanying visitors in summer months (vs. being left in hot cars) would be to provide stations with clean-up bags. Pet friendly parks, benches, information booths, and trash barrels all add to a welcoming atmosphere for travelers.

Colebrook has a beautiful new visitors center with Conte Refuge interpretive displays north of the downtown on US 3, just off the Moose Path Trail, but the state has closed it except in summer. Reopening this year-round is a high priority.

Two boat launches along the byway are in very poor condition and in reality provide only car-top access at this time. One is at the Bofinger Conservation Area. The drainage on this gravel ramp needs to be redesigned when it is restored to prevent erosion on this steep ramp from again making it unusable.



The second ramp in disrepair is at Second Lake in Pittsburg. This ramp appears not to have been constructed in a way to withstand changing water levels associated with the hydropower dams.

Boat launches will be an important feature to identify in a future guide to this wildlife-themed byway; it will be important to repair these ramps or list them as car-top only, and to review the condition of all accesses periodically to ensure they are described accurately in guides.

## Transportation Infrastructure

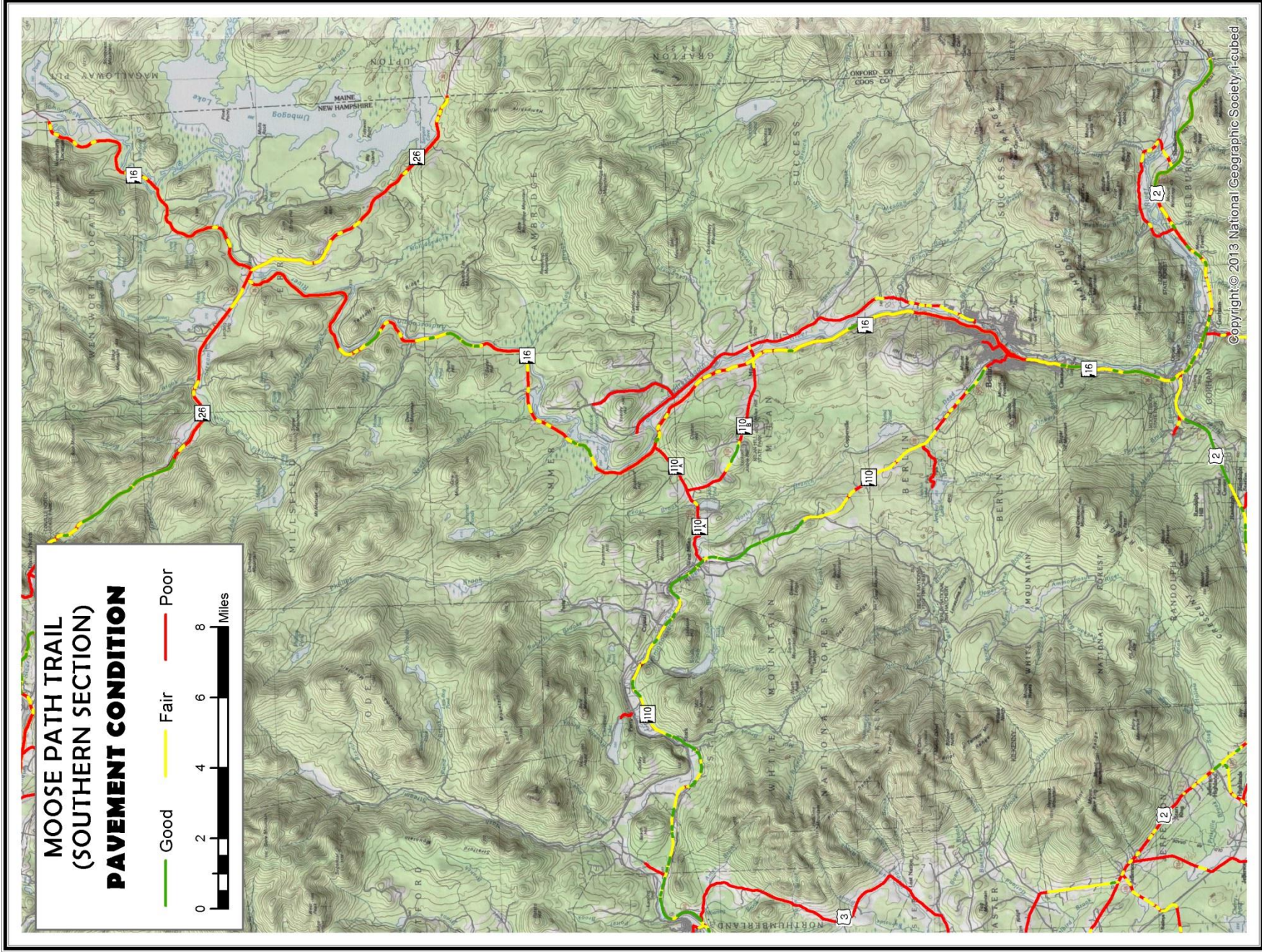
### *Road Safety*

The Moose Path Trail has approximately 111 miles of highway in the northern portion of the North Country Region. Data on 1,373 crashes were reported to the New Hampshire Department of Transportation from 2004 to 2013 (**see Maps in Appendix C**). Almost half (673) involved another vehicle and 18% (254) involved an animal. Almost as many, 245 (18%) involved a median (curb, guardrail, etc.). There were 12 accidents involving fatalities and another 232 involving some kind of injury. Numerous accidents at several locations involved only minor or no injuries. A closer look is needed at the nature and cause of these accidents, e.g., winter driving conditions, drivers unfamiliar with roads, roadway geometry, etc., to identify appropriate mitigation if there are locations with accident rates disproportionate to traffic volumes.

### *Road Condition*

NHDOT pavement condition data for the byway and selected adjoining roads are shown on the maps on the following pages. Two of the worst segments are NH 16 through downtown Berlin and NH 145. Downtown Berlin is Urban Compact, meaning the municipality is responsible for maintenance; 80% federal funding is sometimes available through NHDOT. Poor drainage has contributed to the deterioration of NH 145. As shown in these pictures, the lack of ditching is causing soil from the shoulders to wash into and down the road, and water to puddle up on the roadway. This is occurring in many locations along NH 145, causing unsafe conditions during and after rain events.

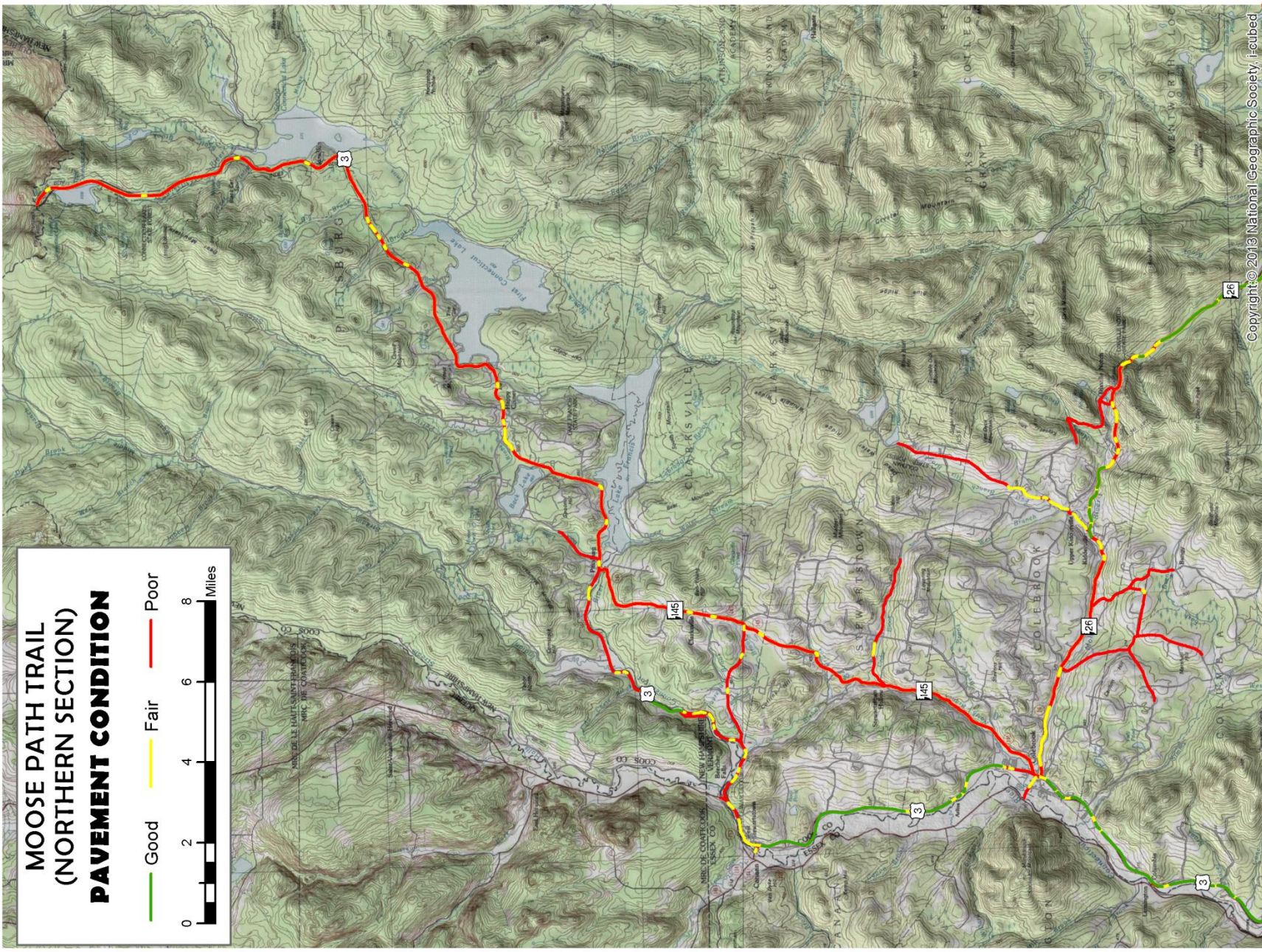




# MOOSE PATH TRAIL (NORTHERN SECTION)

## PAVEMENT CONDITION

— Good — Fair — Poor



The Moose Path Trail suffers from the typical wintertime pothole and splitting. This natural and cyclical erosion of the Moose Path Trail’s roads is a constant concern for the North Country Scenic Byways Council and municipalities. NHDOT maintains a regular program of resurfacing and improvement. When roadways are reconstructed, opportunities to improve pedestrian/bicyclist safety should be considered. For example, shoulders should be wide enough for a bicyclist to be out of the vehicular traffic, but not so wide that they encourage drivers to travel at excess speeds.

For major improvements or replacement projects, NHDOT, municipalities, and North Country Council work together to identify and prioritize needs. The resulting Transportation Improvement Program for the region feeds into the state’s Ten Year Plan (TYP) for funding. Portions of NH 116 in Dummer, Cambridge and Errol are slated for rehabilitation and widening over the next two years. Other priorities on the Moose Path Trail that were identified as priorities by NCC’s Transportation Advisory Committee in its 2015 Update to the Regional Transportation Plan included the bridge in Errol carrying NH 16 over the Moose Pond Outlet, Bridge 147/068 carrying NH 26 over the Mohawk River, several Red Listed bridges, and NH 3 through downtown Colebrook.

In March 2015 NHDOT adopted a Pavement Strategy to ensure that a systematic process is followed for prioritizing road improvements. The strategy is based on a system of four tiers. Each is listed below with the corresponding Moose Path Trail segment:

- Tier 1 – Interstates, Turnpikes & Divided Highways - None on Moose Path Trail
- Tier 2 – Major corridors - US 2, US 3, NH 16 except Berlin Urban Compact, NH 26
- Tier 3 – Collectors - None on Moose Path Trail
- Tier 4 – Secondary highways and unnumbered routes - NH 145

(Source: NHDOT Pavement Strategy - Summary, March 2015)

The Strategy calls for prioritizing investment based on those priorities as follows:

Pavement Strategies	Tier 1	Tier 2	Tier 3	Tier 4
Preservation	High	High	Moderate	Moderate
Rehabilitation	High	Low	Low	Low
Reconstruction	-	-	-	-
Maintenance Paving	-	Moderate	Moderate	Moderate

(Source: NHDOT Pavement Strategy - Summary, March 2015)



## Traffic Volumes

As shown in the traffic volume trend data below (**Table 4**), volumes are not increasing significantly on any of the Moose Path Trail highway segments. Some isolated shifts have occurred as a result of changes in local employment and recreation destinations. Congestion is not a concern on any highway segments on this byway. Isolated local congestion sometimes occurs during special events or busy tourism weekends.

Table 4 - Traffic Volume Trends (AADT)

Location	2007	2008	2009	2010	2011	2012	2013	2014
Gorham - US 2/NH 16 east of Dublin Street	14000			12000			12000	
Gorham - NH 16 (Main St.) North of US 2	13000		12000			13000		
Gorham - NH 16 (Main St.) South of Berlin town line	15000			11000			11000	
Berlin - NH 16 (Glen Ave.) South of Pleasant St.			10000			9200		
Berlin - NH 16 (Main St.) northbound over Dead River			5700		4800			4300
Berlin - NH 16 (Pleasant St.) southbound over Dead River			6100			5500		
Berlin - NH 16 (Main St.) North of Pleasant St.	7800			8800			9700	
Berlin - NH 16 (Main St.) North of Maple St.			7200		7500			6800
Berlin- NH 16 (Main St.) North of 10th St.	7200		6900		6400			
Berlin - NH 16 (Main St.) North of Woodward St.	4100			4400			2900	
Berlin - NH 16 at Milan town line			2500			2600		
Dummer - NH 16 (Milan Rd.) at Milan town line				1300		1300		
Dummer - NH 16 North of NH 110A			1200			1200		
Errol - NH 16 (Berlin Rd.) at Cambridge town line			1200			1200		
Errol - NH 16 North of NH 26			960			860		

<b>Location</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
Errol - NH 16 at Wentworth's Location town line			650					
Wentworth's Location - NH 16 at Maine state line			630			630		
Errol - NH 26 (Upton Rd.) at Cambridge town line			1000			1100		
Errol - NH 26 (Upton Rd.) over Androscoggin River			1300			1500		
Errol - NH 26 at Millsfield town line			1300			1400		
Colebrook - NH 26 (Mohawk Rd.) at Dixville town line			1500			1100		
Colebrook - NH 26 (Mohawk Rd.) West of Bungy Rd.			3400			1800		
Colebrook - NH 26 (Mohawk Rd.) West of Fish Hatchery Rd.			3300			3000		
Colebrook - US 3 (Main St.) North of Titus Hill Rd.		5000			4900			4600
Colebrook - US 3 (Main St.) South of Bridge Street		8900			8000			9700
Colebrook - NH 145 (Park St.) West of Maple St.		2500			2400			2200
Colebrook - NH 145 (Park St.) at Stewartstown town line			940			750		
Stewartstown - NH 145 (Hollow Rd.) South of Bishop Brook Rd.			750			750		
Clarksville - NH 145 North of Wiswell Rd.		450			600			480
Pittsburg - NH 145 (Mill St.) at Clarksville town line		660			600			750
Pittsburg - US 3 (Daniel Webster Highway) South of Hill Rd.		1300			1400			1500
Pittsburg - US 3 (Daniel Webster Highway) South of Canadian Border		260			170			100

## Bicycle and Pedestrian Safety

A detailed inventory and analysis of the byway segments relative to bicycle safety is needed. Implementation should include a combination of improvements and outreach to the public on the level of experience for which various segments are best suited. Paved shoulders of 4 feet (5 feet when gutters or curbs are present) are recommended for bicycle safety in most circumstances (AASHTO). The NHDOT data on current shoulder widths on the Moose Path Trail and selected adjoining highway segments are shown on the maps on the following pages.

The downtowns and larger villages on the Moose Path all have sidewalks and crosswalks. However, the crosswalk markings are almost all so worn off they are virtually nonexistent. A cost effective more durable approach is needed.

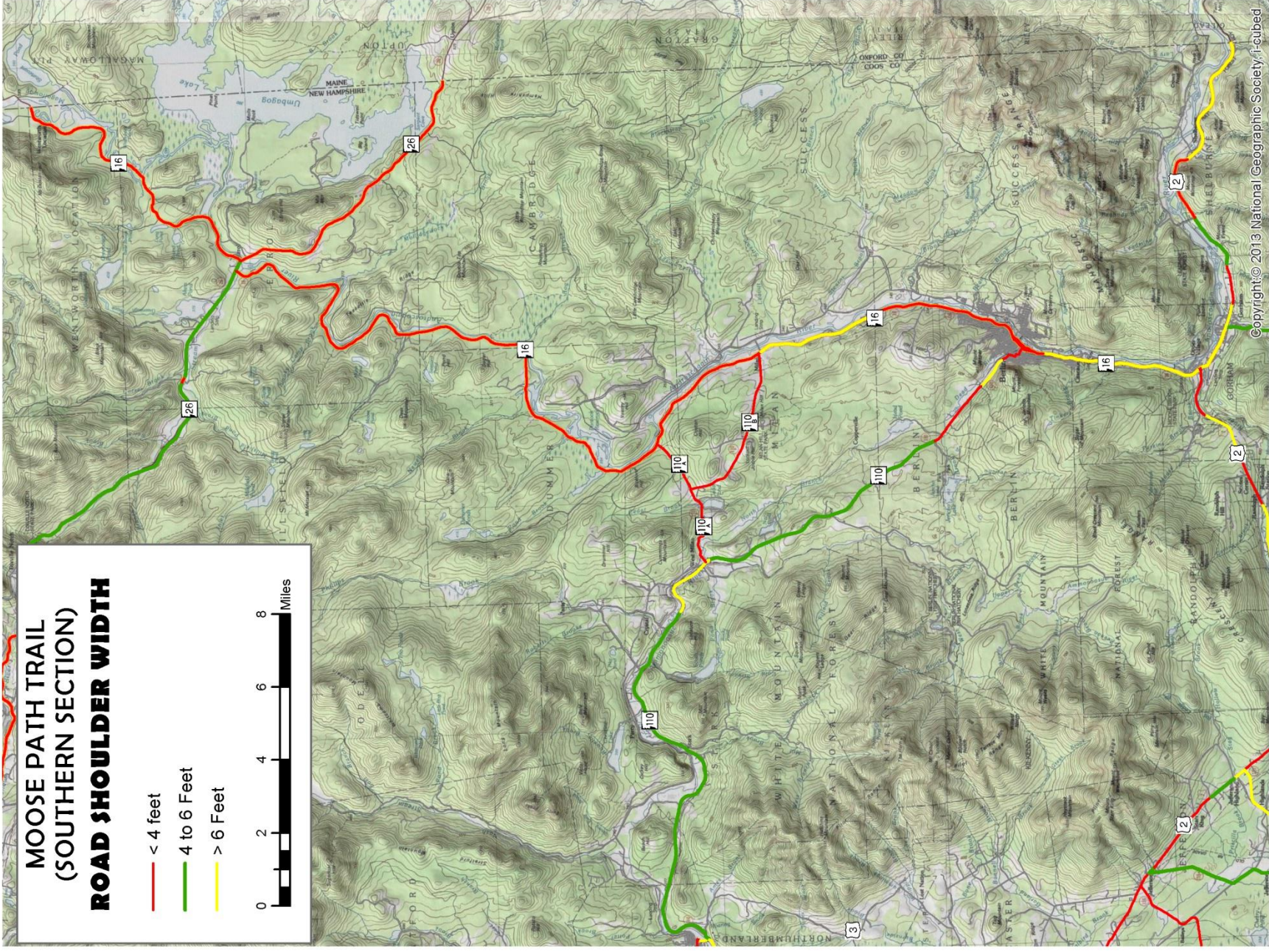
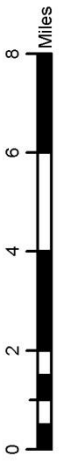
One particular pedestrian crossing of concern is found in Berlin where the Brown House Museum/Northern Forest Heritage Park Visitor Center and gift shop is on the west side of NH 16 and Northern Heritage Park Gate C is on the east side of NH 16. Signage is needed to warn drivers of the pedestrian crossing at this location, as well as upkeep of the existing crosswalk.



**MOOSE PATH TRAIL  
(SOUTHERN SECTION)**

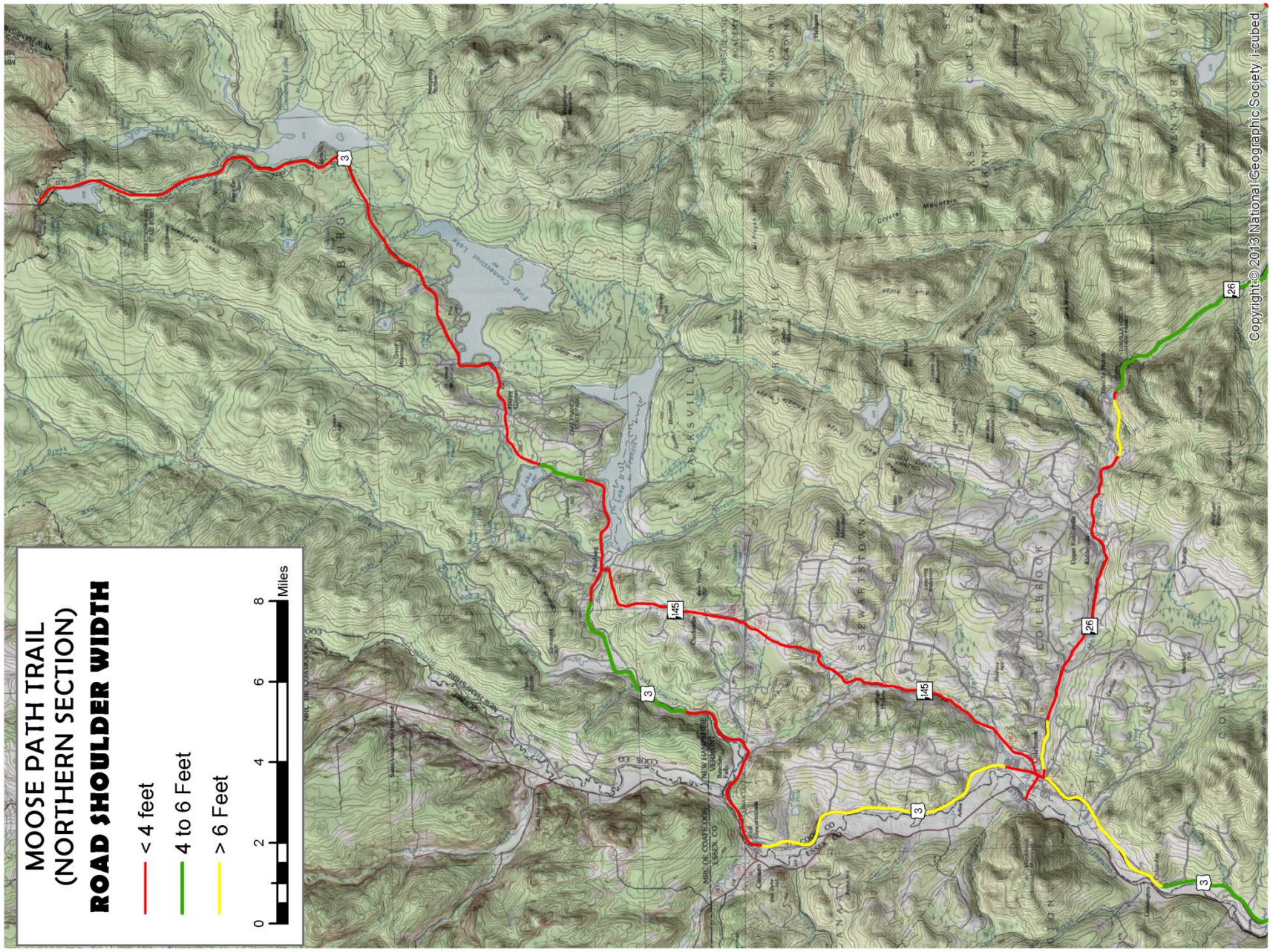
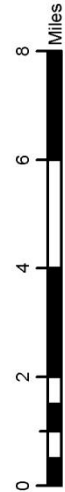
**ROAD SHOULDER WIDTH**

- < 4 feet
- 4 to 6 Feet
- > 6 Feet



**MOOSE PATH TRAIL  
(NORTHERN SECTION)  
ROAD SHOULDER WIDTH**

- < 4 feet
- 4 to 6 Feet
- > 6 Feet



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# Moose Path Trail

## Implementation Strategy

Development of the North Country Scenic Byways Council's goals and implementation strategies for the Moose Path Trail was a shared effort between municipalities, North Country Council, state agencies, business groups, residents and other stakeholders. Goals and implementation strategies were developed after a thorough examination of byway resources, North Country Scenic Byways Council resources, local plans and regulations, community input, and best practices for scenic byways. Implementation of the plan will further local and regional goals of economic development; protection of natural, cultural, historic, recreational and scenic resources; and rural and community character. Committed and continued follow-up by the surrounding communities and the other participants in the North Country Scenic Byways Council will be required to ensure long-term stewardship of these intrinsic qualities of the byway.

### Strengthen the Moose Path Theme - Goal 1

Additional byway signs, and either changing to signs with a byway-specific symbol or adding "Moose Path" to the state signs, will increase recognition of the byway by residents as well as provide guidance to visitors. A symbol could be used to link signage with other byway-related materials and could be displayed by businesses sponsoring the byway. The North Country Scenic Byway Council has formed a committee to explore the costs, possible funding sources, and other issues associated with each approach to customizing and increasing signage.

As discussed earlier, the North Country Scenic Byways Council proposes that US 2 from the junction of US 2/NH 16 by the Gorham green to the

Maine state line and US 3 from Colebrook to Pittsburg be removed from Moose Path Trail. Establishing the route described herein as the Moose Path Trail will only require the NH Scenic & Cultural Byways Council to relabel these two segments. No change in byway status, e.g. designation or dedesignation, is proposed for any segment.

The Moose Path theme would also be strengthened by presenting consistent information on wildlife-related assets and opportunities throughout this byway. This could be accomplished through additional wildlife-themed kiosks, addition of a wildlife theme to existing kiosks and information booths, and an accompanying brochure and on-line tool. The Colebrook visitors center with its Conte refuge displays should be reopened year-round and made the focal point of the Moose Path Trail.

### Ensure that Communities Remain Engaged - Goal 2

As discussed earlier, to retain state scenic byway designation, it is necessary for each community to continue to have representation on the North Country Scenic Byways Council. Maintaining a high level of community engagement must be the highest priority of the North Country Scenic Byways Council. A Board Development/Membership Committee should be established to lead this activity.

### Preservation & Enhancement of Resources - Goal 3

The Moose Path Trail makes its way through nine different communities and four Unincorporated Places, each with similar goals. However, they vary in their approaches to managing growth and development

consistent with local values. Some communities have detailed zoning ordinances; some have no zoning; others have only very basic regulations. Regardless of the way a community chooses to manage its land use, it is important that all of these communities work together to ensure that the state requirements continue to be met for the Moose Path Trail to remain in the byway program; doing so will further economic, resource protection, and other local goals. A Stewardship Committee should be formed to lead this activity.

The North Country Scenic Byways Council provides a mechanism for communities to continue to identify cultural, historic, natural, scenic and recreational resources, and seek opportunities for funding projects to enhance enjoyment of identified locations along the Moose Path Trail. To make this effective, a centralized database of the byway's historic and conservation information should be maintained by the Council. As it stands, historic and conservation information is scattered and difficult to track down. Where communities have local inventories these could be linked to the byway database. As the keepers of a centralized database, the Council could in turn provide assistance to conservation commissions, historical societies and others working toward similar goals. The White Mountain National Forest will be an important partner in this effort as well.

Although the NHDOT and other state agencies do not currently have scenic byway-specific funding, there may be opportunities in the future--the North Country Scenic Byways Council should make itself aware of any funding changes. The North Country Council can be a partner in this respect, working with the North Country Scenic Byways Council to identify public and private funding opportunities as they become available, and also include identified projects in regional plans to provide a platform for regional and state input into these byway opportunities.

State regulations govern the placement of signs in the state highway right-of-way and contain some specific provisions pertaining to off-premises signs on designated Scenic Byways. In addition, some communities contain standards for signs in their local zoning ordinances. However, there are many communities along the Moose Path Trail that do not have sign regulations that mirror the state requirements. This causes confusion for business owners and enforcement difficulties. It is important that communities be encouraged to review and, where appropriate, strengthen local sign ordinances. In addition, lighting regulations should be reviewed to ensure that outside lighting does not interfere with the vision of the driver on the byway or with the enjoyment of the North Country's dark night sky.

There are many historic and scenic resources and recreational opportunities along the Moose Path Trail. These resources are managed by local, state and federal agencies, private landowners, and conservation groups. Facilitating partnerships among these groups will need to be a priority. The North Country Scenic Byways Council and local communities will need to work with the responsible agencies and organizations to ensure that recreation and enjoyment of scenic resources along the byway continues into the future.

### **Transportation & Safety - Goals 4 and 5**

The Moose Path Trail covers approximately 111 miles of federal and state highway across the northern portion of the North Country Region. With input from the communities, the North Country Scenic Byways Council and NCC and its Transportation Advisory Committee should work together to bring attention to sections of the Moose Path Trail that are in need of improvement to increase safety or to facilitate safer or increased alternative transportation modes. NCC is also a source of assistance for communities interested in learning more about access

management or traffic calming as a way to increase or maintain safety and reduce conflicts between users.

## Media & Promotion - Goal 6

The New Hampshire Scenic & Cultural Byways Program is a brand. It is important to understand the benefits of branding and its attraction to visitors. With that understanding, a vital piece of the byway's economic development value can be unlocked. This section will focus on developing a baseline for media development and campaign strategies. It is important to note that the market changes quickly and often. As part of the North Country Scenic Byway Council's duties, it will be important to continue to reevaluate this section for necessary updates.

The North Country Scenic Byway Council was created with several goals in mind regarding North Country byways, including: (1) to promote existing local businesses, including local artists, agriculture, and tourist related businesses; (2) balance the promotion, preservation, enjoyment, and stewardship; and (3) encourage the public to investigate the resources. In order to support these and other goals of the Council, with particular focus on how to "encourage the public to investigate the resources." This outlined marketing plan engages the Council to make known the unique and one of a kind experience of exploring the Moose Path Trail, and develop partnerships with other regional and state organizations to cross market and share resources.

There are two major goals of the North Country Scenic Byways Council's marketing campaign:

- Establish partnerships with other regional and state organizations to cross-promote tourism. This partnership should reach across state lines and to state actors like DRED and should include a regularly scheduled public meeting to formally discuss and share.

- Reach lucrative markets at a free to low cost through creative use of media and available resources that capitalize on the North Country's existing resources.

There are few funding sources available for marketing campaigns of this sort. It will be important to identify and continually update available free to low cost options to develop, produce and update materials for any marketing campaign. That is why developing partnerships with other regional and state organizations is of the utmost importance to enable cross marketing and the sharing of resources. Efforts should focus on expanding existing relationships with potential partners through more frequent contact via email and phone, through attendance of and invitations to meetings and events, and further outreach to prospective partners. It is through these partnerships the Council will be able to find additional outlets that otherwise might not be available due to funding or staff constraints. Vermont has been successful in promoting and branding itself as a slow and artisanal food and drink destination. Much can be learned from their and others' experience. The Council, for example, could take what is being promoted at the state-level at DRED and refocus it to a regional experience. By capitalizing on what is already being promoted, the Council can save time and funds for more focused efforts on branding the "North Country Scenic Byways."

Partnerships are critical in a time of limited funding in order to allow organizations to reach larger audiences. Grant funds may be more easily accessible if organizations apply together and show a collaborative spirit and provide a unique opportunity to fund two or more organizations with just one grant.

Defining the target audience will ultimately determine the medium and cost of the North Country Scenic Byway Council's marketing campaign. Some of the steps should include:



- Establish a target audience location.
- Establish a target audience age and income demographic.
- Establish what interests the audience has that are a good fit for the byway.

The focus of promotion needs to build on the region’s existing inventory and resources. The final focus will be determined by the demographic, medium chosen and partnerships garnered to promote the region’s scenic byways.

To bring all these pieces together, the Council and its partners will need to assemble a marketing committee who can solicit volunteers, interns and other resources. This committee will need to have knowledge and experience in marketing, and the ability to recruit volunteers. A list of

Task	Responsible Party
Appoint a marketing subcommittee	NCSBC
Develop relationships with other regional and/or state organizations for the purpose of marketing	Marketing Subcommittee
Recruit volunteer expertise and student involvement	Marketing Subcommittee
Develop marketing plan	Marketing Subcommittee/Volunteers / Intern

current and potential partners should be developed that contains basic contact information and a short description of what they bring to a partnership with the Council and how the byway can benefit them.

An outline of marketing program steps is shown below. The timing will depend on available resources.

Task	Responsible Party
Approve marketing plan	NCSBC
Seek resources or partnerships for the marketing plan and materials	Marketing Subcommittee / Volunteers/students/partners
Publish media or have media published	NCSBC / Marketing Subcommittee/partners

Table 5. Goals and Implementation Matrix for the Moose Path Trail

Moose Path Trail Goals	Partners / Responsible Parties	Action Timeline
<b>Goal 1 - Strengthen the Moose Path Theme</b>		
1.A - Change the designation of US 2 from the Maine state line through Shelburne to the intersection with NH 16 in Gorham at the Gorham green from Moose Path to Presidential Trail.	NH Scenic & Cultural Byways Council, Town of Shelburne	Short Term
1.B - Change the designation of US 3 from Colebrook to Pittsburg from Connecticut River Byway and Moose Path Trail to Connecticut River Byway only.	NH Scenic & Cultural Byways Council	Short Term
1.C - Add more byway signs. First, explore the best option for enhancing the effectiveness of signage, e.g., by adding “Moose Path” to existing and new signs, or replacing signs with a byway-specific symbol that could also be used on other byway material.	NH Scenic & Cultural Byways Council, NHDOT, North Country Scenic Byways Council, business groups	Short Term
1.D - Create a wildlife focus through addition of wildlife-oriented kiosks and addition of wildlife-focused information at existing kiosks and information booths.	North Country Scenic Byways Council, Municipalities, business groups, federal and state agency partners, civic organizations, nonprofits engaged in wildlife conservation and education, state parks, US Fish & Wildlife, TransCanada, Brookfield	Medium Term
1.E - Develop brochures and a web tool highlighting wildlife assets and opportunities.	North Country Council, North Country Scenic Byways Council, Municipalities, business groups, federal and state agency partners, civic organizations, nonprofits engaged in wildlife conservation and education, state parks, US Fish & Wildlife, TransCanada, Brookfield	Medium Term
1.F - Reopen Colebrook visitors center year-round.	DRED, US Fish & Wildlife, Town of Colebrook, business groups, civic organizations, nonprofits engaged in wildlife conservation and education	Short Term
<b>Goal 2 - Ensure that communities remain engaged</b>		

Moose Path Trail Goals	Partners / Responsible Parties	Action Timeline
2.A.- Establish Board Development/Membership Committee.	North Country Scenic Byways Council	Short Term
2.B- Immediately seek replacements for any local representatives who resign or become unable to serve.	North Country Scenic Byways Council, NCC	Ongoing
2.C - Ensure that active communication is maintained with local officials and other interested parties in every community along the Moose Path Trail.	North Country Scenic Byways Council, NCC	Ongoing
<b>Goal 3 - Preserve and enhance the Moose Path Trail's cultural, historic, natural, scenic and recreational resources.</b>		
3.A - Visit and review the Byway biannually. This review should include an assessment of whether land use changes have taken place to the degree that suggest reconsideration of the byway status of a particular segment, and the adequacy of signage, and include an offer of technical assistance to communities facing changes in development patterns.	North Country Scenic Byways Council, North Country Council	Ongoing
3.B - Establish Stewardship Committee.	North Country Scenic Byways Council	Medium Term
3.C - Work with municipalities to develop a mechanism, such as an online tool, for identifying additional significant cultural, historic, natural, scenic and recreational resources.	Municipalities, NCSBC, NCC; public, private and nonprofit partners with an interest in wildlife and/or tourism, state parks, US Fish & Wildlife, TransCanada, Brookfield	Medium, Ongoing
3.D - Work with the NCC to develop and integrate scenic byway values into the Regional Plan and other plans at the regional level.	NCSBC, NCC	Ongoing
3.E - Conduct outreach to towns on tools available for encouraging development to be sited and designed in a manner that supports the intrinsic qualities of the Byway.	Municipalities, North Country Scenic Byways Council, NCC, NHDOT, NH Scenic & Cultural Byways Council	Ongoing

Moose Path Trail Goals	Partners / Responsible Parties	Action Timeline
3.F - Support the efforts of private and public entities working to study, preserve and enhance the Byway's resources, and the public's enjoyment of those resources, when consistent with local goals.	North Country Scenic Byways Council, NCC, Municipalities, state parks, US Fish & Wildlife, TransCanada, Brookfield	Ongoing
3.G - Ensure that pull-offs/waysides, kiosks and information booths are maintained in a clean and appealing manner. One site on the Moose Path Trail in need of immediate attention is the Errol information booth.	NHDOT, Municipalities, Chambers of Commerce, DRED, TransCanada, Brookfield	Short Term/Ongoing
3.H - Ensure that roadside vegetation is managed in a manner to provide vegetated buffers for rivers and stable slopes, while enabling a filtered view from the roadway. One segment that could benefit from selective cutting to open up scenic views is the east side of NH 16 from Gorham to Berlin.	NHDOT, municipalities	Ongoing
3.I - Facilitate information sharing on data, resources, best practices, etc. among the historical societies, conservation commissions and land trusts and others interested in stewarding the intrinsic qualities of the byway.	North Country Scenic Byways Council, NCC, Municipalities	Medium Term
3.J - Maintain a centralized database of all the historical and conservation information to assist in 1) protecting the data, and 2) providing one place to access critical resource inventory information that may assist in the creation of educational materials, maps, and visitor guides.	North Country Scenic Byways Council, NCC, Municipalities, WMNF	Medium Term, Ongoing
3.K - Encourage municipalities to review sign and lighting regulations and, if desired, provide assistance with updating and strengthening the regulations.	North Country Scenic Byways Council, NCC, Chambers of Commerce	Medium Term
3.L - Incorporate farmstands and other agricultural features into the inventory.	North Country Scenic Byways Council, NCC, Chambers of Commerce, Municipalities	Medium Term
3.M - Fix Bofinger and 2nd Lake boat ramps. Review condition of boat ramps periodically and update brochures and maps to accurately reflect car-top launches vs. boat ramps suitable for trailers.	North Country Scenic Byways Council, Chambers of Commerce, recreation businesses, land managers/owners	Medium Term/Ongoing
<b>Goal 4 - Maintain and improve the transportation infrastructure along the Moose Path Trail.</b>		

Moose Path Trail Goals	Partners / Responsible Parties	Action Timeline
4.A - Work with the NHDOT and the North Country Council to seek funding to maintain and improve the transportation infrastructure along the Moose Path Trail. Priority should be given to improving NH 16 through downtown Berlin and NH 145, and Red List bridges.	Municipalities, North Country Scenic Byways Council, NCC, NHDOT, NCC Transportation Advisory Committee (TAC)	Short Term/ Ongoing
4.B - Promote appropriate access management and traffic calming techniques to reduce conflicts between through-traffic and local traffic.	NCC, NHDOT	Ongoing
4.C - Work with municipalities, the NHDOT and the North Country Council to inventory bicycle routes, off highway recreational vehicle trails, multimodal trails and pedestrian paths, and identify locations for improvements, extensions or creation of new facilities.	Municipalities, North Country Scenic Byways Council, NCC, NHDOT, DRED, TAC	Long Term
<b>Goal 5 - Improve/maintain the safety of all users along the Moose Path Trail</b>		
5.A - Work with municipalities to identify areas of safety concern, for vehicles, bicycles and pedestrians, located in and around the Moose Path Trail.	Municipalities, North Country Scenic Byways Council, NCC, NHDOT, TAC	Short Term/Ongoing
5.B - Work with the NHDOT and the North Country Council to seek funding to maintain and improve safety measures along roadways, such as shoulders, traffic calming devices such as crosswalks and school zones, pedestrian paths, bicycle routes, trailheads and other parking areas.	Municipalities, North Country Scenic Byways Council, NCC, NHDOT, TAC	Medium Term/Ongoing
5.C. - Examine the suitability of each segment of the byway for bicycles.	Municipalities, North Country Scenic Byways Council, NCC, NHDOT, TAC	Medium Term

Moose Path Trail Goals	Partners / Responsible Parties	Action Timeline
5.D- Ensure that information on bike route conditions and recommended level of experience is readily available.	NHDOT, bicycle touring-related businesses	Short Term/Ongoing
5.E - Address needs for improved highway signage.	NHDOT, municipalities	Short Term
5.F- Examine the needs of pedestrians in downtowns and village areas. Work with NHDOT and municipalities to identify cost effective more durable treatment for crosswalks.	Municipalities, North Country Scenic Byways Council, NCC, NHDOT, TAC	Medium Term
5.G - Work with municipalities, businesses and civic groups to increase the number of dog waste disposal facilities and designated dog walk areas to safely accommodate travelers with pets.	Municipalities, businesses, civic groups	Medium Term
5.H - Consider and monitor the implications of increasing visitor use of the Moose Path Trail on safety.	North Country Scenic Byways Council, NCC, NHDOT	Long Term
<b>Goal 6 - Promote the Moose Path Trail collaboratively through the creative use of media.</b>		
6.A - Establish Marketing Committee.	North Country Scenic Byways Council	Medium Term
6.B - Build partnerships with private and public entities to promote the Moose Path Trail through a variety of media, including flyers and a website with links to more information about byway resources.	North Country Scenic Byways Council, NCC, DRED, Chambers of Commerce, state parks, US Fish & Wildlife, TransCanada, Brookfield	Short Term/Ongoing

<b>Moose Path Trail Goals</b>	<b>Partners / Responsible Parties</b>	<b>Action Timeline</b>
6.C - Work with other partners to promote and fund the Moose Path Trail, specifically, impress upon DRED the necessity of improving advertisement of the North Country in state-sponsored advertising campaigns with an emphasis on scenic byways. Scenic byways are an efficient and cost effective vehicle for advertising multiple towns/areas/regions.	North Country Scenic Byways Council, DRED, Connecticut River Scenic Byways Council, NH Scenic & Cultural Byways Council, Chambers of Commerce	Short Term/Ongoing
6.D - Continue to reevaluate and rethink the use of media to promote the Byway to ensure marketing keeps up with best practices.	North Country Scenic Byways Council, NH Scenic & Cultural Byways Council, DRED, Chambers of Commerce	Long Term/Ongoing
6.E - Think on a micro and macro scale (local to global) when developing a media campaign.	North Country Scenic Byways Council, NH Scenic & Cultural Byways Council, DRED, Chambers of Commerce	Long Term/Ongoing
6.F - Seek advice from the Connecticut River Scenic Byway Council and other successful NH byways, DRED and NH Scenic & Cultural Byways Council to gain insight and/or assistance into how best to reach out to specific markets.	North Country Scenic Byways Council, NH Scenic & Cultural Byways Council, DRED, Chambers of Commerce, Connecticut River Scenic Byway Council	Long Term/Ongoing
6.G - Understand the necessary improvements needed to accommodate different markets.	North Country Scenic Byways Council, NH Scenic & Cultural Byways Council, DRED, Chambers of Commerce	Medium Term/Ongoing