

Woodland Heritage 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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through the National Scenic Byways Program



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 on the North Country Scenic Byways page:

Appendix A Inventory Maps

Appendix B Land Use Maps

Appendix C Traffic Maps

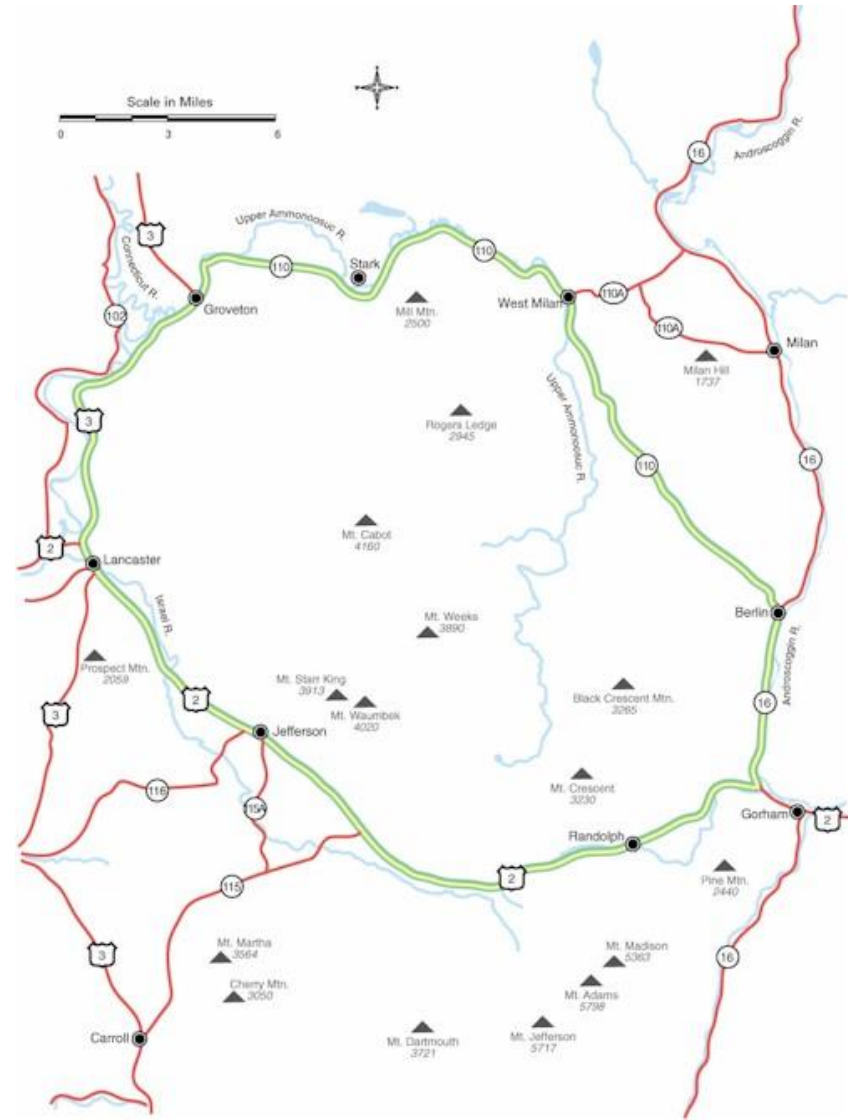
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Woodland Heritage Trail

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 Woodland Heritage Trail and makes recommendations for continued stewardship of the intrinsic values of this state Scenic Byway.

The Woodland Heritage 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 1 of those 4 corridors, and will be the **first** Corridor Management Plan developed for the byway in the 21 year history of the Woodland Heritage 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 Woodland Heritage 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.

Description



The Woodland Heritage Trail begins at the intersection of NH 16 north and US 2 west in Gorham. A short distance east on NH 16/US 2 is the town common with an information kiosk with panels displaying information about the history of this former center for commerce, an information booth, playground, and bandstand.

Adjacent to the common is the railroad museum in the Gorham Grand Trunk Railroad depot, an important element in the history of commerce. 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.

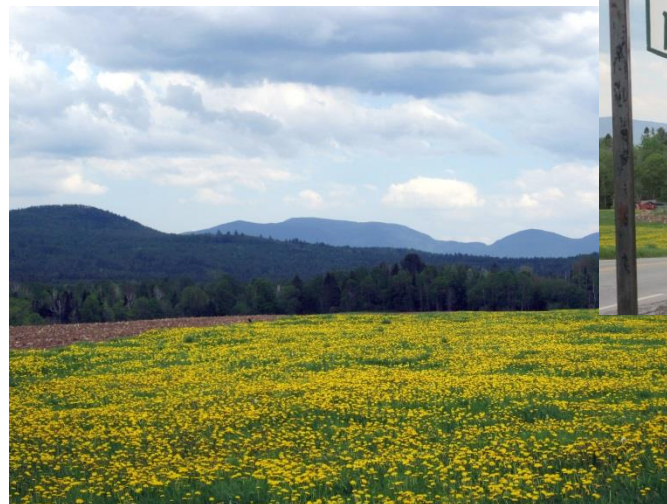


Logging trucks and logging operations are common sights throughout the Woodland Heritage Trail.

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 Woodland Heritage 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, a symbol of the winter woodlands recreation, provides a boat launch and picnic tables.

NH 110B and NH 110A connecting NH 16 to NH 110 provide access to Milan Hill State Park and the Cedar Pond boat access via a scenic rolling landscape.



NH 110A connects with NH 110 in West Milan where there is a gas station/convenience store. NH 110 provides access to the White Mountain National Forest (WMNF) South Pond recreation area with picnicking, hiking and swimming. Heading west one arrives in Stark to find one of the most scenic villages in New England amidst wildflower meadows and a backdrop of ledges and peaks. The historic covered bridge was recently rehabilitated and is one of the most photographed in the state. A marker tells of the state's only POW camp which was located in Stark on a former CCC camp.



NH 110 takes you on to Northumberland's Groveton village with gas, stores and lodging nearby, as well as a visitor information kiosk. There are also picnic tables to enjoy the riverside location. Riverside Speedway is nearby.



From Groveton south to Lancaster on US 3, the Woodland Heritage Trail is also the Connecticut River Byway. In Lancaster one finds a vibrant, walkable, welcoming downtown with plenty of parking. There is lodging, gas, a grocery store, pharmacy, banks, a variety of shops, and visitor information. Tourist attractions include the Lancaster Fair and Fuller's Sugar House.



Heading east on US toward Jefferson there are views of the Kilkenny Mountains to the north and Presidentials to the east, with this pull-off affording a photo opportunity.



Jefferson village provides gas, food and lodging as well as this rest stop for travelers.



The nearby Jefferson Meadows provide an “out west” type view of the Presidentials due to the openness all around.



Also nearby are the Cherry Mountain Trails and the Pondicherry Wildlife Refuge. Jefferson is also home to two iconic theme parks, Santa’s Village and Fort Jefferson.

As US 2 approaches Gorham there is parking for users of a multi-use bike/pedestrian trail and shared ATV lane to link trails with downtown services.

Woodland Heritage 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 Trail, Woodland Heritage Trail, and White Mountain Trail National Scenic Byway. The Council will steward the intrinsic values of the Woodland Heritage 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 Woodland Heritage Trail passes through nine municipalities: Gorham, Berlin, Milan, Dummer, Stark, Northumberland, Lancaster, Jefferson, and Randolph. 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 Woodland Heritage Trail. Council members represent local government, tourism businesses, business organizations, Coos County, the White Mountain National Forest, and conservation interests.

Woodland Heritage Trail

Byway Resources

The Woodland Heritage Trail focuses on the many ways to enjoy the Northern Forest, its history and the way forest commerce has shaped the human and natural landscape. This byway brings the visitor right into the scenic beauty, natural resources and four season recreational opportunities afforded by New Hampshire's North Country. The Woodland Heritage Trail begins in the Berlin-Gorham area where downtowns grew up around the rail and water transportation upon which the forest products industry depended. This history is celebrated with information kiosk interpretive panels in both downtowns, Gorham's railroad museum in the Grand Trunk Railroad Depot, and Berlin's Northern Forest Heritage Park, Brown Museum and Moffett Museum.

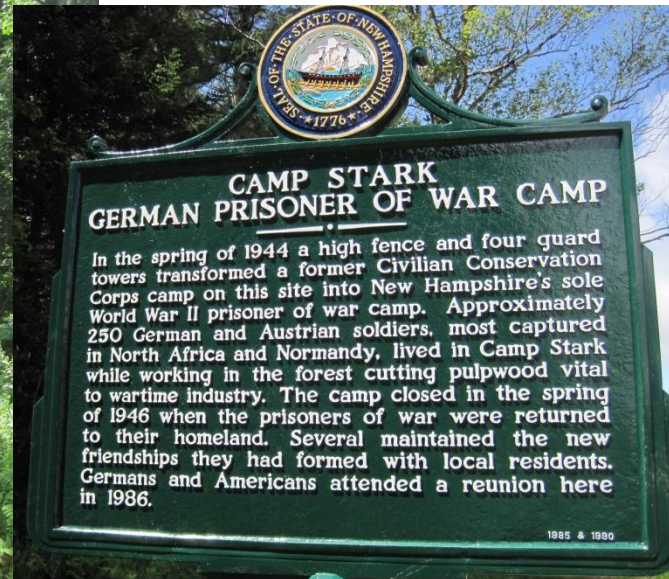


North from Berlin one follows the Androskoggin River with its rich log drive history still visible in the boom piers.

Milan Hill State Park's fire tower is a piece of the fire watch system put in place to protect the region's valuable timber supply upon which this local industry still depends.



The village of Stark is one of the most photographed historic villages due to the beauty of the well-maintained buildings against the ledge backdrop. The Stark Heritage Center shares a bit of the local history with those passing through to hike, bike, boat or sightsee.



This historic marker only touches a small piece of this interesting chapter in the history of the region. With residents off fighting in the war, the prisoners of war provided essential labor for the region's forest products industry.

Arriving in Northumberland's Groveton village, the site of the area's largest former paper mills can be seen across the Upper Ammososuc River. The US 3 portion of the Woodland Heritage Trail follows the Connecticut River, another key player in the region's log drive history.



The iconic Santa's Village theme park is located in Jefferson on US 2.



The abundant land and water resources associated with the Woodland Heritage trail provide tremendous opportunities for wildlife viewing, hunting, 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 snow machine trails. Most of the byway communities allow ATVs to use many downtown and village roadways to access services.



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 (nearby); Medallion Opera House (nearby)	Moose Brook State Park - fishing, swimming, hiking/mountain bike trails; WMNF; ATV/snowmobile trails	Views of Mount Washington and other peaks
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	Campground	Nansen ski jump and marker; farm store; boom piers	Nansen Wayside, Milan Hill State Park, Cedar Pond Access	Fields, hills and river; village: Androscoggin River, large tracts of undeveloped forest
Dummer				

Municipality/ Unincorporated Place	Visitor Services	Cultural/Historic	Recreation	Scenic
Stark	B & B	Stark Heritage Center, covered bridge, Union Church, CCC camp/POW site and marker	Fishing/paddling and hiking accesses, hunting, wildlife viewing, South Pond Recreation Area	Stark Village, Percy Peaks, large tracts of undeveloped forest, wildflower meadows, Crystal Falls (nearby)
Northumberland	Lodging, restaurants, gas, sporting goods, stores, wayside with information kiosk and picnic tables	Covered bridge, Groveton Meeting House	Fishing/paddling, Riverside Speedway	Upper Ammonoosuc River
Lancaster	Lodging, restaurants, gas, stores, information booth, campground	Lancaster Fair, Fullers Sugar House, Lake Coos and Presidentials Marker		Downtown, Kilkenny's, Presidentials Overlook
Jefferson	Gas, food, lodging, wayside, campground	Santa's Village, Fort Jefferson	WMNF, Pondicherry NWR	Dramatic views of Presidentials, lupines, Jefferson Meadows (nearby)
Randolph		Ravine House site	WMNF, rail trail	Dramatic views of Presidentials, lupines

Land Use Patterns and Conservation Lands

The land use patterns around the Woodland Heritage Trail were shaped by the forest products industry and associated tourism focused on water and forest-based recreation. As shown in **Table 2**, the Woodland Heritage Trail is associated with a variety of land use types. The developed downtowns of Gorham, Berlin, Groveton, and Lancaster provide abundant traveler services. Smaller villages such as Stark, Jefferson, and Milan, enhance the scenic value by adding variety to the large areas of forest and meadows. Land use in each Woodland Heritage Trail community is shown on the maps in **Appendix B**.

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.

A second segment where development patterns have negatively impacted the scenic nature of the highway is US 3 from Lancaster north to Groveton. This highway has scattered commercial and industrial uses along it and few opportunities to view the Connecticut River or mountains. It is, however, part of the much larger Connecticut River Byway, and provides the ability to drive the Woodland Heritage Trail as a complete loop.

A third segment that does not contribute to the byway is the first segment of US 2 heading west out of Gorham. This segment has mixed land uses - residential, closed commercial buildings, and industry. After about a mile it becomes relatively undeveloped with scenic mountain views.

Table 2. Land Use and Major Conservation Areas Along Woodland Heritage Trail

Community	Forest/ Wetland	Agriculture	Downtown	Village	Industry	Mixed /Commercial	Residential	Major Conservation Areas
Gorham			X		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	Milan Hill State Park
Dummer	X							

Community	Forest/ Wetland	Agriculture	Downtown	Village	Industry	Mixed /Commercial	Residential	Major Conservation Areas
Stark	X	X		X				WMNF, Percy State Forest, Devil's Slide State Forest, Nash Stream
Northumberland/ Groveton	X		X			X		
Lancaster		X	X		X	X	X	Week's State Park (Nearby)
Jefferson	X	X		X				WMNF
Randolph	X							WMNF, Randolph Community Forest

Planning and Development Review

All communities along the Woodland Heritage Trail have planning boards, and all except Stark have local master plans and zoning ordinances. Preservation of the rural New England character and associated natural and scenic resources is a common theme among the master plans, and is evident in Stark regardless of the lack of a formal mechanism for land use planning. 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.

Communities are at a wide range of stages in terms of master plan implementation, and different approaches are desired by and appropriate for different communities. As shown on **Table 3** following the next page, towns along the Woodland Heritage Trail vary widely in their treatment of land use activities relevant to protection of the intrinsic qualities of the byway, such as natural resource considerations and regulation of signs. More than half of the municipalities have site plan review regulations requiring planning board review of commercial developments.

Participating together in furthering the common goals of protecting and enhancing the scenic, natural, recreational, cultural and historic features of the Woodland Heritage 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
Gorham	Y	Y	Y	Y	Y	Gorham’s Master Plan seeks to improve the job availability of the Town without big box stores, but instead with light industrial uses that still preserve 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 and site plan review requirements that provide for substantive review and board approval. Town also has a dark skies lighting regulations.
Berlin	Y	Y	Y	Y	Y	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.
Milan	Y	Y	Y	Y	Y	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.
Dummer	Y	Y	Y		Y	Master Plan mentions exploration of a “Traditional Use Zone” to maintain large forested tracts for timber and recreation. 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.

Community	Master Plan	Zoning	Subdivision	Site Plan	Sign Regs.	Summary
Stark			Y			Nothing except subdivision regulations.
Northumberland	Y	Y	Y	Y	Y	2014 Master Plan recommends a natural resource inventory and wetland, steep slope, flood and ag land overlays. Tourism and recreation not acknowledged as economic drivers. Zoning prohibits off-premises signs.
Lancaster	Y	Y	Y	Y	Y	Lancaster's Master Plan recognizes the role of natural and scenic resources in the local economy. The Plan expresses concern for the development trends on Main Street that are incompatible with the preservation of historic character. Regulation amendments were recommended to address this. Importance of scenic gateways is noted. Consideration of a scenic overlay was recommended. Zoning regulates signs but off premises signs are allowed by Special Exception in all districts. No natural resource protections. B & B allowed in Residential District. Other districts allow a wide variety of uses.
Jefferson	Y	Y	Y			Jefferson specifically calls out as a goal to preserve and maintain scenic roads. Other related goals are the preservation of the rural character and the maintenance of the open space atmosphere. Strip development is specifically discouraged. The Town has ordinances that substantively place limits on development that will assist in keeping the Town's rural character. Jefferson has subdivision regulations that provide for substantive review by the public and board approval. The regulations also provide for specific regional impact measures and public notice.
Randolph	Y	Y	Y	Y	Y	Randolph's Master Plan looks to preserve the natural and watershed resources around the Town. It also supports the use of conservation easements. Randolph has subdivision and site plan review regulations that provide for substantive review by the public and board approval. Town also includes a sign regulation. Regulations also include language that developers be conscious of the recreational trails throughout the Town and should coordinate the moving of any trails should it be necessary.

Signage and other Visitor Services

The current byway signs are not effective for either helping visitors who desire to follow the Woodland Heritage 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 direction 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 Woodland Heritage Trail, or augmenting the generic byway signs with a panel below containing the words "Woodland Heritage" 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 without gas.
- Milan - Approaching NH 110A from NH 110B, there is no sign to tell the driver the upcoming route number.
- Milan - The Cedar Pond boat access is not signed for those approaching from the east.
- Lancaster - Signage is needed for eastbound traffic on US 2 warning of the approaching Coos-Presidential Range pull-off.

Dogs are not allowed on the Gorham common, in Berlin's "pocket parks," or at the Northern Forest Heritage Park. An alternative plan safer 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.



Transportation Infrastructure

Road Safety

The Woodland Heritage Trail has approximately 70 miles of highway in the Northern Forest region north of the Presidentials. Data on 1,444 crashes were reported to the New Hampshire Department of Transportation from 2004 to 2013 (**see Maps in Appendix C**). Just over half, 52% (758) involved another vehicle and 17% (245) involved an animal. A few more than that, 20% (284) involved a median (curb, guardrail, etc.). There were 219 accidents involving injuries and 11 involving fatalities. 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. For example, four of the accidents involving fatalities were on the same short stretch of US 3 in Northumberland.

Just west of the Gorham-Randolph town line there is a scenic pull-off on the north side of US 2 with very poor visibility. Although there is a sign to warn drivers coming from the east that it is approaching, there is no other sign to indicate the location and it is just over the crest of a hill. This makes it impossible for drivers on US 2 and those entering and exiting the pull-off to see each other.

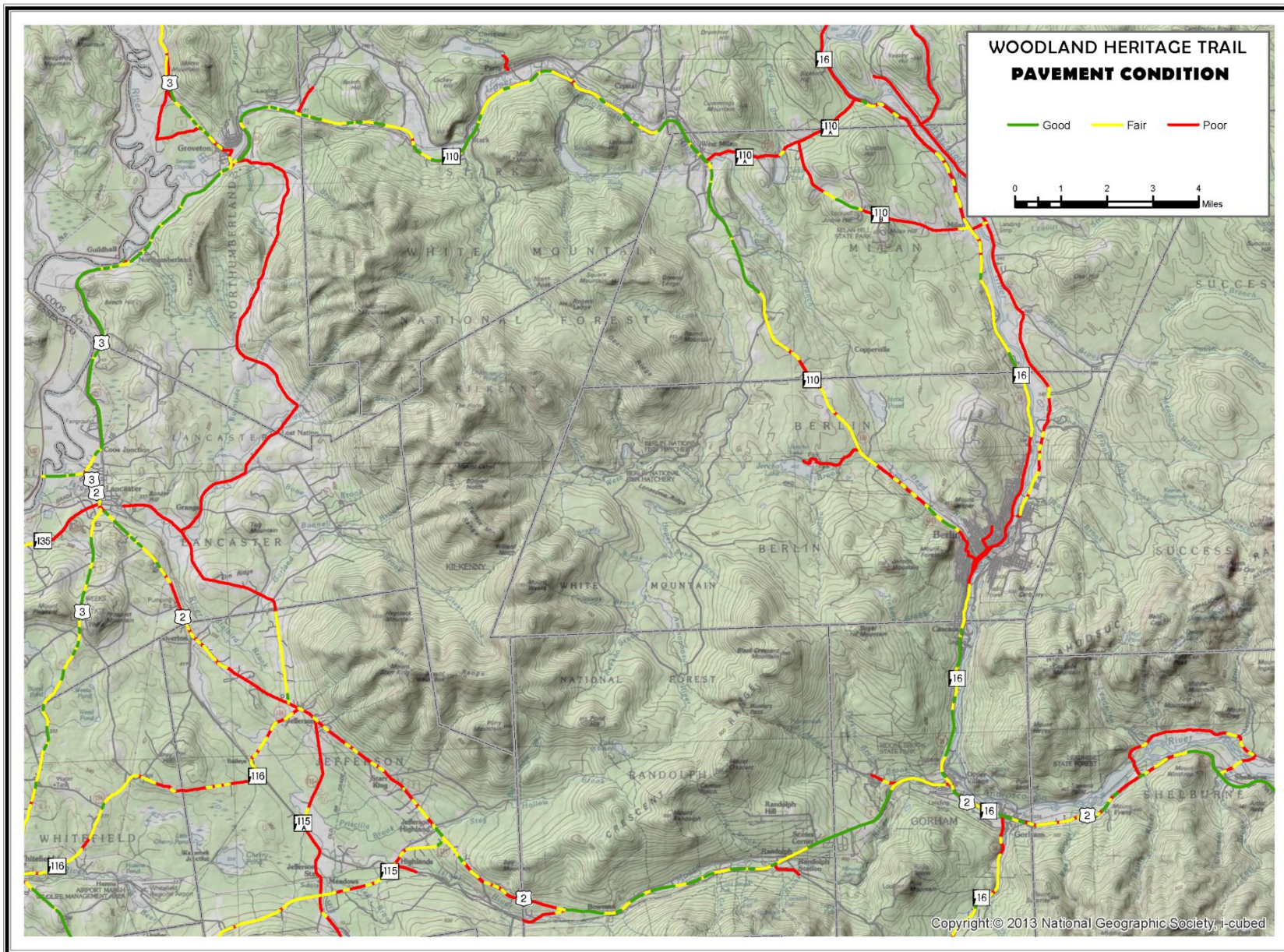
Road Condition

NHDOT pavement condition data for the byway and selected adjoining roads are shown on the map on the following page. As shown, one of the worst segments is the Urban Compact section of NH 16 through downtown Berlin. In the Urban Compact the municipality is responsible for maintenance; 80% federal funding is sometimes available through NHDOT.

There is also a section of US 2 between Gorham and Randolph with the lane markings worn off, creating an unsafe situation.

The Woodland Heritage Trail suffers from the typical wintertime pothole and splitting. This natural and cyclical erosion of the Woodland Heritage 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 excessive speeds, or unnecessarily detract from the scenic quality of the byway.





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.

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 Woodland Heritage Trail:

- Tier 1 – Interstates, Turnpikes & Divided Highways - None on Woodland Heritage Trail
- Tier 2 – Major corridors - US 2, US 3, NH 16 except Berlin Urban Compact
- Tier 3 – Collectors - NH 110 and 110A
- Tier 4 – Secondary highways and unnumbered routes - NH 110B

(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)

North Country Council’s 2015 Update to the Regional Transportation Plan also identified US 2, US 3 and NH 16 as high priorities for the region, as well as NH 110.

A short segment of the Woodland Heritage trail on US 2 in Jefferson and Randolph is currently on the TYP for reconstruction and safety improvements including shoulder widening. The US 2 bridge over the Israel River in Jefferson is also scheduled for rehabilitation. Several additional highway segments and bridges were identified by the NCC Transportation Advisory Committee as priorities for improvement in the 2015 Update to the Regional Transportation Plan.

Traffic Volumes

Current seasonally adjusted average daily traffic (AADT) volumes for several locations along the Woodland Heritage Trail are shown in the maps in **Appendix C**. As shown, the highest traffic volumes experienced along the Woodland Heritage Trail are on the stretch of NH 16 between downtown Gorham and downtown Berlin, and in downtown Lancaster.

As shown in the traffic volume trend data in the table below (**Table 4**), volumes are not in general increasing significantly on the Woodland Heritage 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.

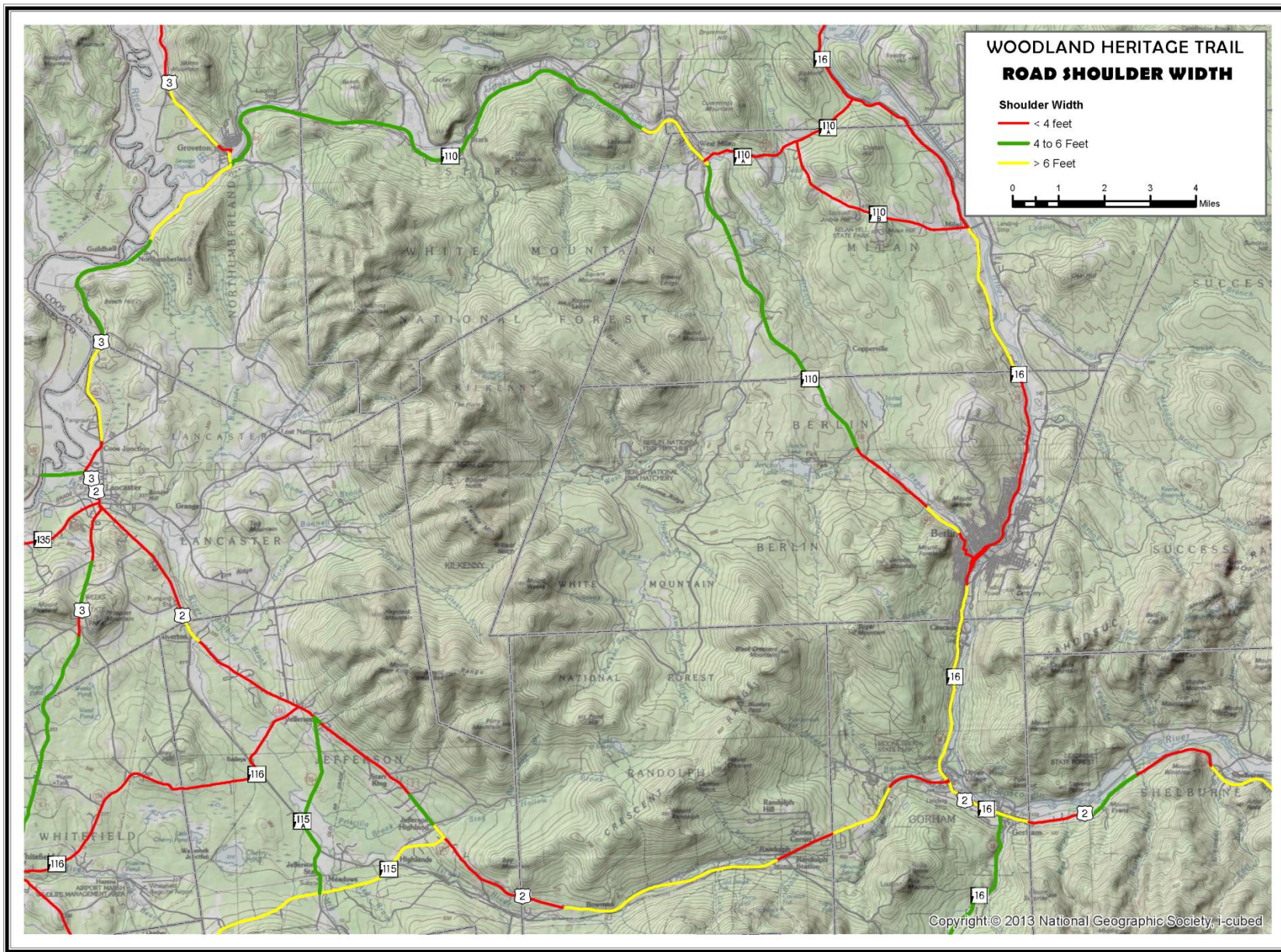
Table 4 - Traffic Volume Trends - AADT

Location	2007	2008	2009	2010	2011	2012	2013	2014
Gorham - NH 16 (Main St.) North of US 2	13000		12000			13000		
Gorham - NH 16 (Main St.) South of Berlin city 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		
Milan - NH 110B (Milan Hill Rd.) 1 mile west of NH 16			530			480		

Location	2007	2008	2009	2010	2011	2012	2013	2014
Milan - NH 110A (Muzzey Hill Rd.) under St. Lawrence & Atlantic RR			900			790		
Stark - NH 110 (Stark Highway) at Dummer town line			1500			1400		
Stark - NH 110 (Stark Highway) East of Meacham Rd.			1500			1400		
Stark - NH 110 (Stark Highway) at Northumberland town line			1700			2000		
Northumberland - NH 110 (Berlin-Groveton Highway) South of Wemyss Dr.			1500			1900		
Northumberland - US 3 (Daniel Webster Highway) North of Guildhall Rd.			5600			4900		
Lancaster - US 3 (Main St.) at Northumberland town line	6000			5800			5100	
Lancaster - US 3 (No. Main St.) North of Bridge St.			6600			7000		
Lancaster - US 2/US 3 (Main St.) at Israel River Bridge		9900		12000			10000	
Jefferson - US 2 (Presidential Highway) at Lancaster town line			3600			2900		
Jefferson - US 2 (Presidential Highway) West of Kilkenny View Rd.			3500				6600	
Jefferson - US 2 (Presidential Highway) at Priscilla Brook		3200			2900			2900
Jefferson - US 2 (Presidential Highway) 0.7 miles West of Randolph town line	4600	4361	4467	4326	4300	4322	4272	4200
Randolph - US 2 (Presidential Highway) at Jefferson town line					5100			
Gorham - US 2 (Presidential Highway) at Randolph town line	6100			5900			5000	

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 Woodland Heritage Trail and selected adjoining highway segments are shown on the map on the following page.



The downtowns and larger villages on the Woodland Heritage Trail all have sidewalks and crosswalks. However, with the exception of Lancaster, the crosswalk markings are almost all so worn off they are virtually nonexistent. A cost effective more durable approach is needed.

In September 2010, a Road Safety Audit was done on US2 at Santa's Village in Jefferson to identify safety issues for pedestrian crossings and to develop recommendations to resolve them. This area has several recreational and lodging establishments and no established walkway for pedestrians to move between them. Of specific concern are issues relating to visitors moving across US2 from the Santa's Village overflow parking to the amusement park. Recommendations were made for short, medium and long term improvements to address this issue.



Short Term

- Install Portable Changeable Message Signs in advance of Santa's Village entrance with appropriate message.
- Upgrade existing pedestrian warning signs.
- Delineate the approach and location of pedestrian crossing using signage.
- Delineate access for drivers using entrance/exit signs and crossing guards during holidays.
- Implement the use of cones on centerline in advance of crossing.
- Implement sporadic use of a speed trailer on US2.

Medium Term

- Install an energized advance warning sign.
- Install pedestrian warning sign with Rectangular Rapid Flashing Beacon.
- Redefine entrance to Santa's Village.
- Improve pedestrian routing by lining up the pedestrian crossing US3 with Santa's Village entrance.
- Repurpose the retired vehicle entrance lane for pedestrians in order to separate pedestrians from traffic entering and exiting the parking area.
- Improve lighting.
- Close one entrance to overflow parking.
- Close west end pedestrian crossing.
- Install fencing channelizing pedestrians to designated crossing area.

Long Term

- Underground pedestrian walkway.
- Sidewalks.

Implementation has included temporary signage and cones when the park is open, and a police detail during the busiest periods. A pedestrian path has been added to accommodate visitors from the associated campground to the east. Another 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.



Woodland Heritage Trail

Implementation Strategy

Development of the North Country Scenic Byways Council's goals and implementation strategies for the Woodland Heritage 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 Woodland Heritage Theme - Goal 1

Additional byway signs, and either changing to signs with a byway-specific symbol or adding "Woodland Heritage" 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 a change be made to the northeast corner of the Woodland Heritage loop. Changing the route between downtown Berlin and NH

110 in West Milan from NH 110 to NH 16/NH 110B/NH 110A will bring the driver by the Northern Forest Heritage Park, the historic log drive boom piers of the Androscoggin River, and Milan Hill State Park with its Nansen ski trails. Establishing this improvement to the route of the Woodland Heritage Trail will require the following actions by the NH Scenic & Cultural Byways Council:

- [Dedesignate NH 110 from Berlin to West Milan.](#)
- [Change NH 16 from Berlin to Milan from Moose Path only to Moose Path and Woodlands Heritage.](#)
- [Designate NH 110B from Milan to NH 110A.](#)
- [Designate NH 110A from NH 110B to West Milan.](#)

The Woodland Heritage theme would also be strengthened by presenting consistent information on the past and present wood products industry and forest-based recreation of the area throughout this byway. This could be accomplished through a series of woodland heritage-themed kiosks, addition of a woodland heritage theme to existing kiosks and information booths, and an accompanying brochure and on-line tool. The Northern Forest Heritage Park provides a logical centerpiece for this byway.

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 Woodland Heritage Trail makes its way through nine different municipalities, 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, others are very basic; one town has no zoning at all. 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 Woodland Heritage 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 Woodland Heritage 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 Woodland Heritage 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 Woodland Heritage 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 Woodland Heritage Trail covers approximately 70 miles of federal and state highway north of the Presidentials. 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 Woodland Heritage 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 Woodland Heritage 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 agencies such as 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 that 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' experiences. 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 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
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

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 Woodland Heritage Trail

Woodland Heritage Trail Goals	Partners / Responsible Parties	Action Timeline
Goal 1 - Strengthen the Woodland Heritage Trail Theme		
1.A - Hold public hearing in Milan regarding state scenic byway designation of NH 110 B to NH 110A, and NH 110A to NH 110, and follow-up with designation as appropriate.	North Country Scenic Byways Council, Town of Milan, NH Scenic & Cultural Byways Council, NCC	Short Term
1.B - Add NH 16 from Berlin to Milan to the Woodland Heritage Trail.	NH Scenic & Cultural Byways Council, City of Berlin, Town of Milan	Short Term
1.C - Remove NH 110 from Berlin to West Milan from the Woodland Heritage Trail.	NH Scenic & Cultural Byways Council, City of Berlin	Short Term
1.D- Add more scenic byway signs. First, explore the best option for enhancing the effectiveness of signage, e.g., by add “Woodland Heritage” to new and existing 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.E - 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 forest conservation, recreation and education, wood products industry	Medium Term
1.F - Develop brochures and a web tool highlighting forest heritage features such as working forests, forest-based recreation and heritage sites.	North Country Council, North Country Scenic Byways Council, Municipalities, business groups, federal and state agency partners, civic organizations, nonprofits engaged in forest conservation, recreation and education, wood products industry	Medium Term
1.G - Develop relationship with partners involved with Northern Forest Heritage Park to discuss ways to strengthen its role as a centerpiece of the Woodland Heritage Trail.	North Country Scenic Byways Council, Tri-County CAP, business groups	Medium Term

Woodland Heritage Trail Goals	Partners / Responsible Parties	Action Timeline
Goal 2 - Ensure that communities remain engaged		
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 Woodland Heritage Trail.	North Country Scenic Byways Council, NCC	Ongoing
Goal 3 - Preserve and enhance the Woodland Heritage Trail's cultural, historic, natural, scenic and recreational resources.		
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, WMNF; public, private and nonprofit partners with an interest in forest recreation and/or wood products	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

Woodland Heritage Trail Goals	Partners / Responsible Parties	Action Timeline
3.E - Conduct outreach to towns on tools available for encouraging development to be sited and designed in a manner that supports that the intrinsic qualities of the Byway.	Municipalities, North Country Scenic Byways Council, NCC, NHDOT, NH Scenic & Cultural Byways Council	Ongoing
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, WMNF	Ongoing
3.G - Ensure that pull-offs/waysides, kiosks and information booths are maintained in a clean and appealing manner.	NHDOT, Municipalities, Chambers of Commerce, WMNF, DRED	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, WMNF	Medium Term/ 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 towns 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

Woodland Heritage Trail Goals	Partners / Responsible Parties	Action Timeline
Goal 4 - Maintain and improve the transportation infrastructure along the Woodland Heritage Trail.		
4.A - Work with the NHDOT and the North Country Council to seek funding to maintain and improve the transportation infrastructure along the Woodland Heritage Trail. Priority should be given to improving NH 16 through downtown Berlin 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, WMNF, TAC	Long Term
Goal 5 - Improve/maintain the safety of all users along the Woodland Heritage Trail		
5.A - Work with municipalities to identify areas of safety concern, for vehicles, bicycles and pedestrians, located in and around the Woodland Heritage 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

Woodland Heritage Trail Goals	Partners / Responsible Parties	Action Timeline
5.C- Ensure that information on bike route conditions and recommended level of experience is readily available.	NHDOT, bicycle touring-related businesses	Short Term/Ongoing
5.D - Address needs for improved highway signage, including warnings of approaching turns and pull-offs. Examine the safety of US 2 pull-offs.	NHDOT, municipalities	Short Term
5.E. - Examine the suitability of each segment of the byway for bicycles.	Municipalities, North Country Scenic Byways Council, NCC, NHDOT, TAC	Medium Term
5.F - Examine the needs of pedestrians in downtowns and villages. 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.E - Consider and monitor the implications of increasing visitor use of the Woodland Heritage Trail on safety.	North Country Scenic Byways Council, NCC, NHDOT	Long Term
Goal 6 - Promote the Woodland Heritage Trail collaboratively through the creative use of media.		
6.A - Establish Marketing Committee.	North Country Scenic Byways Council	Medium Term

Woodland Heritage Trail Goals	Partners / Responsible Parties	Action Timeline
6.B - Build partnerships with private and public entities to promote the Woodland Heritage 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, White Mountain Attractions	Short Term/Ongoing
6.C - Work with other partners to promote and fund the Woodland Heritage 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, White Mountain Attractions	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, White Mountain Attractions	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, White Mountain Attractions, 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, White Mountain Attractions	Medium Term/Ongoing

