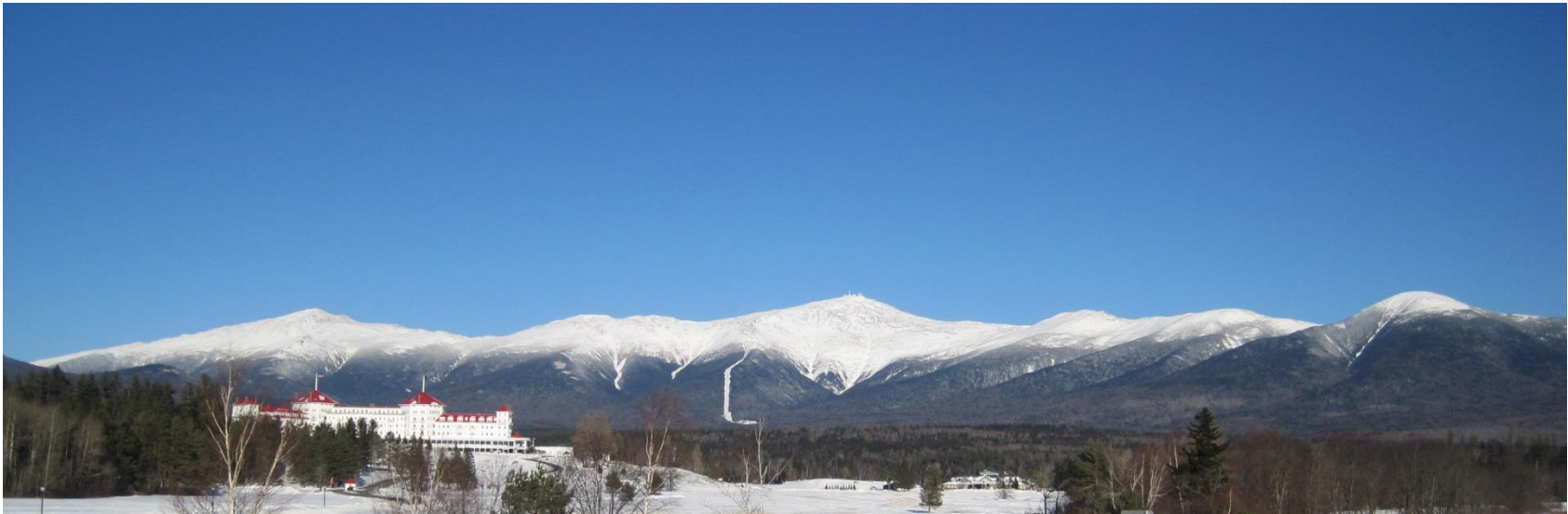


# Presidential Range Trail Corridor Management Plan



North Country Scenic Byways Council  
Adopted April 23, 2015

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



With funding from the Federal Highway Administration  
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](http://www.NCCouncil.org) on the North Country Scenic Byways page:

Appendix A Inventory Maps

Appendix B Land Use Maps

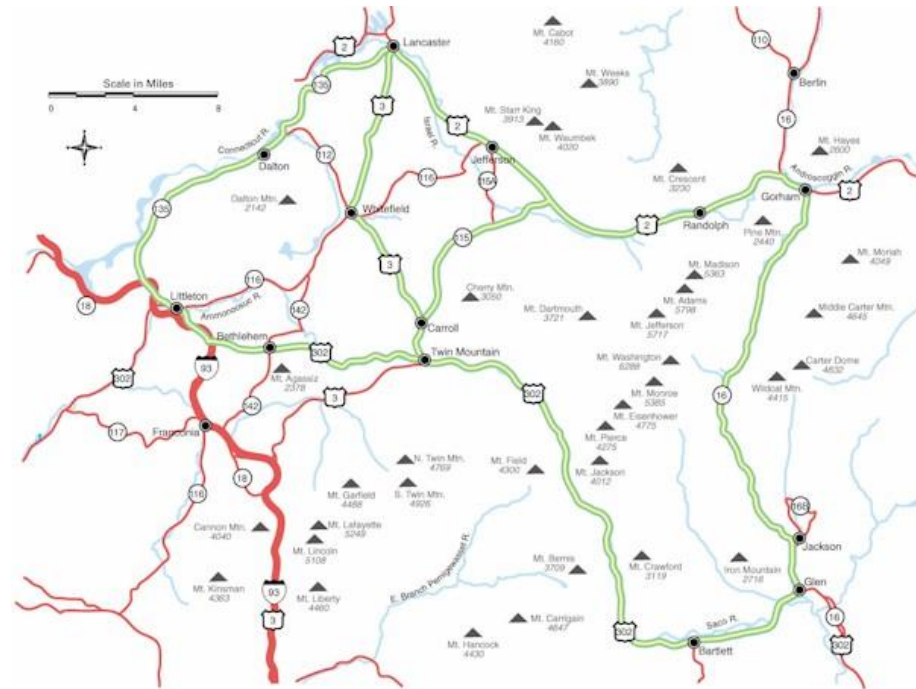
Appendix C Traffic Maps

# Presidential Range Trail

## Introduction

Residents and visitors in 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) - 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 Presidential Range Trail and makes recommendations for continued stewardship of the intrinsic values of this state Scenic Byway.

The Presidential Range 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 no focus on appropriate 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 Presidential Range 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 Presidential Range 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 has never been

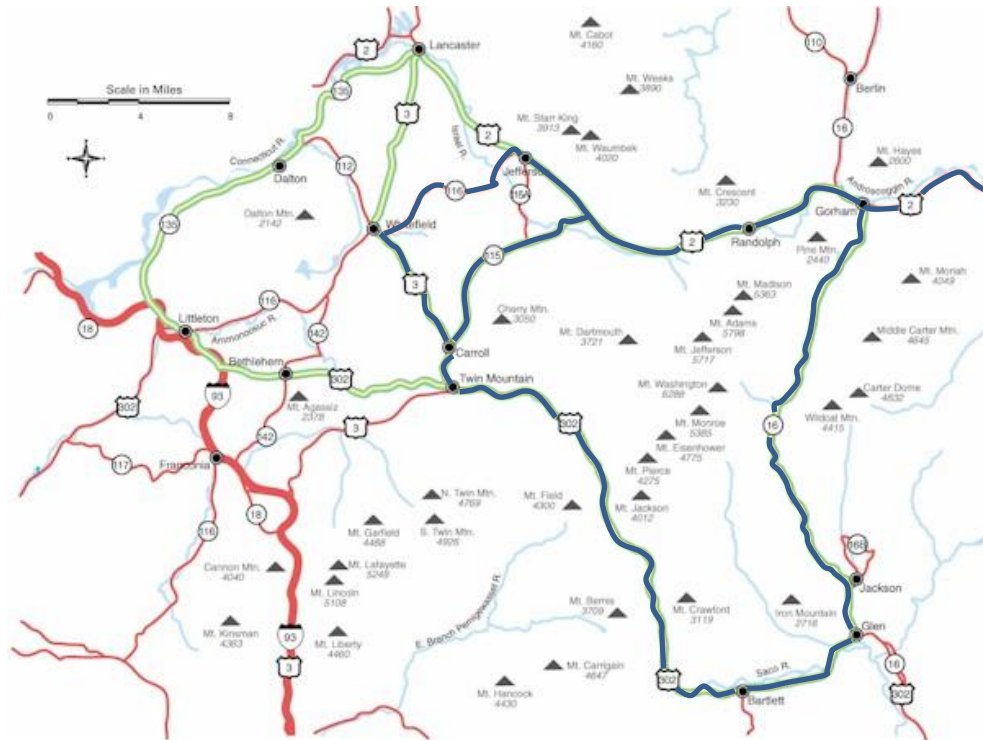
developed for this corridor. As a result of the federal scenic byway award – North Country Council has re-instituted the North Country Scenic Byways Council with new membership, and has completed this Corridor Management Plan.

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.

# Presidential Range Trail

## The Trail

This corridor management plan proposes that the approximately 101 miles of highway shown in blue on the map to the right be considered the “Presidential Range Trail.”



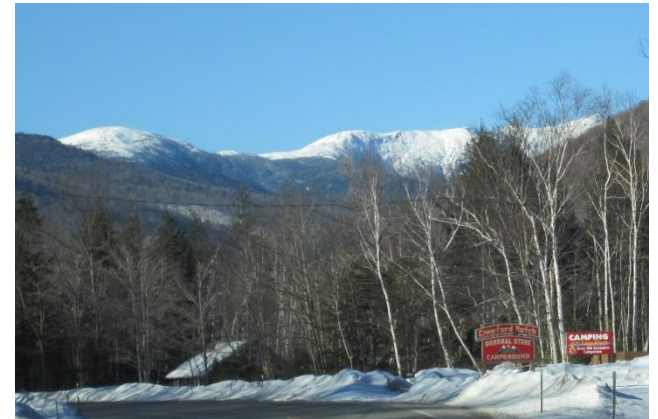
The Presidential Range Trail would begin at the Maine state line on US 2, taking the traveler through the Shelburne Birches with several waysides where one can enjoy the first views of the White Mountains and the Androscoggin River. Next, Gorham offers traveler services mixed with historic buildings, and a Historical Society Museum in the old Grand Trunk Railroad depot.



Turning south on NH 16 in Gorham, the traveler enters the White Mountain National Forest and reaches the Androscoggin Ranger Station. NH 16 passes through Pinkham Notch and the heart of the Presidential Range recreation areas. Here there is a range of four-season recreation opportunities - campgrounds, trails, downhill and cross-country skiing, and the Mount Washington Auto Road. South of Pinkham Notch one leaves the National Forest, and, just off the byway, Jackson Village offers food and lodging amidst an often photographed covered bridge and scenic village.



Through the Glen area of Bartlett on NH16 and US 302, the byway passes the iconic Storyland amusement park, downhill and cross-country ski areas, trailheads and campgrounds, again offering four-season recreation opportunities for a range of outdoor interests and abilities. Heading west on US 302 the Presidentials again become visible over the treeline.



Upon leaving Bartlett and entering Hart's location, the traveler reenters the National Forest and finds numerous trailheads and waysides to enjoy Crawford Notch State Park and the approach to Crawford Notch.





In Crawford Notch one reaches the AMC Highland Center and several trailheads, and just a bit further west on US 302 this iconic view of the Mount Washington Hotel against the backdrop of Mount Washington, with its famous weather station, viewed from the new Raymond S. Burton Scenic Overlook. Here in the town of Carroll, in its Bretton Woods and Twin Mountain village areas, the traveler finds a variety of traveler services, trails for a variety of uses, campgrounds, downhill and cross-country skiing. Heading north from Twin Mountain on US 3, one has the choice between taking NH 15 south of the Pondichery National Wildlife Refuge directly to US 2 in Jefferson, or staying on US 3 to visit Whitfield's historic village area and then taking NH 116 north of Pondichery to US 2 in Jefferson. Either route offers views of the Presidentials to the east across some of the only open meadows on the byway. Traveler services can be found in both Whitefield and Jefferson. The return to Gorham on US 2 through Randolph again offers views of the peaks to the south and east.



# Presidential Range Trail

## Support

### North Country Scenic Byways Council

The North Country Scenic Byways Council is made up of North Country communities, representatives of 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 Presidential Range 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 Historic Resources 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.

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 corporations 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 Presidential Range Trail as proposed passes through nine municipalities: Shelburne, Gorham, Randolph, Jefferson, Whitefield, Carroll, Hart's Location, Bartlett, Jackson, and several Unincorporated places - Martin's Location, Green's Grant and Pinkham's Grant. Stewardship and enhancement of the scenic and cultural qualities of the byway requires the cooperation of each community on the byway as well as the White Mountain National Forest. 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 Presidential Range Trail. Council members represent local government, tourism businesses, business organizations, Grafton County and Coos County, the White Mountain National Forest, and conservation interests.

# Presidential Range Trail

## Existing Conditions

### Byway Resources

The Presidential Range Trail is a celebration of the scenic beauty, history and four season recreation opportunities afforded by these highest peaks of the White Mountains and the surrounding forests. Much of the Presidential Range Trail passes through the White Mountain National Forest with abundant opportunities for hiking, camping, picnicking, fishing, and cross-country skiing or snowshoeing. For those desiring downhill skiing, there is the Attitash ski area, Mount Washington Hotel and Bretton Woods ski area, and Wildcat Mountain. For those seeking a quieter lodge atmosphere, both the AMC Highland Center and Joe Dodge Lodge are located on this byway. The presence of the White Mountain National Forest along with several other conserved lands, such as the Pondicherry National Wildlife Refuge, has ensured that the scenic views of the Presidential Range and the associated high quality natural resources will remain for future generations to enjoy.

The preservation of the historic resources along the byway is dependent upon an array of individual owners. Some sites important to the history of the Presidential Range have been protected and/or restored through public or nonprofit ownership. One example is the Crawford House Artist's Studio rehabilitated by AMC as part of the Highland Center in Carroll. Another is the Gorham Historical Society Museum in the old Grand Trunk Railroad depot. The long term upkeep of many, however, is dependent upon the success of the associated business enterprises. Some notable examples are the Mount Washington Hotel, a National Historic Landmark; the Mount Washington Cog Railway, which has been in continuous operation since 1869; and the Mount Washington Auto Road, completed in 1861. The continued operation of these iconic tourist attractions is essential for the continued success of many other Presidential Range tourist services and private recreation resources, as well as the preservation of other historic buildings. Fosters Crossroads, a general store in Twin Mountain located in a former hotel, is one of many examples of adaptive reuse to preserve the byway's historic resources.

The primary cultural, historic, recreational, and scenic resources located on or near the byway are summarized in **Table 1** beginning on the following page. 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

Towns	Cultural/Historic	Recreation	Scenic
Bartlett	Bartlett Bridge (1857); Bartlett Engine House (1887), NRHP; Covered Bridge Gift Shop (1850); Lady Blanche House Historic Marker (#109); Storyland	Attitash Ski Resort; Bear Notch Cross-Country Trails; Campgrounds; Country Club	Mountain views, Saco River
Carroll	Access to Cog Railway (1869); Cog Rail Exhibit; Mount Washington Hotel (1902), National Historic Landmark; Bretton Woods Monetary Conference Marker (#122); Crawford House Marker (#87); Crawford Notch Depot (1891), NRHP; St. Patrick's Church, built of stones from the nearby Ammonoosuc River; Crawford Family Marker (#30); Zealand and James Everell Henry Marker (#233); Crawford House Artist's Studio, NRHP	AMC Highland Center; Bretton Woods Ski Area; several campgrounds and trails including Zealand Winter Trails	Iconic views of Mount Washington and Mount Washington Hotel, View of other peaks from Twin Mountain gazebo area
Gorham	Historical Society Museum in 1907 Grand Trunk Railroad Depot; Moose Statue at NH 16/US 2; Opera House, NRHP	Moose Brook State Park - fishing, swimming, trails; WMNF	Views of Mount Washington and other peaks
Green's Grant	Mount Washington Auto Road	Great Gulf Trail; Great Glen Trails Outdoor Center cross-country trails; WMNF	Mountain and forest scenery, Great Gulf

Towns	Cultural/Historic	Recreation	Scenic
Hart's Location	Sawyer's Rock/Crawford Notch Road Marker (#186); Frankenstein Trestle Marker (#213); The Notchland Inn	Several roadside parks, picnic areas and trails	Crawford Notch, Saco River, open hardwood glades
Jackson	Eagle Mountain House, NRHP; Honeymoon Bridge (1876); Jackson Falls National Register Historic District	Jackson Ski Touring Foundation cross-country ski trails (nearby)	Mountain and forest scenery; Ellis river; Jackson Falls, Wildcat River and scenic Jackson Village just off the byway
Jefferson	Cherry Mountain Slide Marker (#152); Granny Stalbird Marker (#229); Jefferson Historical Society Museum; Jefferson Inn; Santa's Village (nearby); Six Gun City; Thaddeus S.C. Lowe Marker (#19); Water Wheel Breakfast House and Gift Shop; Waumbek Cottages Historic District, NRHP;	Campgrounds, Fort Jefferson/Six Gun City, Santa's Village	Pondicherry National Wildlife Refuge and the view of the Presidentials across the Meadows
Martin's Location		WMNF; Dolly Copp campground and picnic area, Great Glen Trails; Peabody Field picnic area; Imp trail loop	Mountain and forest scenery, Peabody River
Pinkham's Grant	First Ascent of Mount Washington Marker (#11); Pinkham Notch Visitor's Center, Trading Post, Joe Dodge Lodge	Wildcat Mountain ski area; numerous trails and picnic areas; WMNF	Pinkham Notch Scenic Area, Tuckerman's Ravine

Towns	Cultural/Historic	Recreation	Scenic
Randolph	Ravine House Marker (#220)	Trails, WMNF	Presidentials to the south of US 2
Shelburne	Meadow Bridge, NRHP; Philbrook Farm Inn, NRHP; Native American Reburial Grounds	Androscoggin Valley Golf Course; campgrounds; WMNF	Shelburne Birches, Androscoggin River waysides
Whitefield	Town Common Bandstand (1875); Whitefield Historic Museum; Weathervane Theatre (nearby); Mountain View Grand, NRHP (nearby); George Libby House, NH Registry of Historic Places	Pondicherry National Wildlife Refuge	View of and from Mountain View Grand is worth the short distance from the byway

## Land Use Patterns and Conservation Lands

The tourism industry built around the Presidentials has shaped land use along the Presidential Range Trail since the Crawford family provided food and shelter for early travelers and guided visitors up Mount Washington. As shown in **Table 2** on the following page, the land use along the Presidential Range Trail is predominantly forest and forest-based recreation, with some low density residential and vacation home developments outside of the White Mountain National Forest. There are several small downtowns and village areas providing traveler services - Gorham, Glen, Twin Mountain, Whitefield, Jackson, and Jefferson. In addition, several major resorts dominate the surrounding landscape - Mount Washington Hotel and Bretton Woods Ski Area in Carroll, Attitash in Bartlett, and Wildcat Mountain Ski Area near Pinkham Notch. Some agricultural lands remain in Whitefield and Jefferson, along with the Pondicherry National Wildlife refuge. Land use in each Presidential Range Trail community is shown on the maps in **Appendix B**.





Table 2. Major Land Use & Lands by Community along the Presidential Range Trail

TOWN	WETLAND / FOREST / ALPINE	FARMLAND	VILLAGE	MAJOR CONSERVED / PUBLIC LANDS
Bartlett	X		X	White Mountain National Forest
Carroll	X		X	White Mountain National Forest
Gorham	X		X	White Mountain National Forest; Moose Brook State Park; Paul T. Doherty Memorial Forest
Green's Grant	X			White Mountain National Forest
Hart's Location	X			Crawford Notch State Park; White Mountain National Forest
Jackson	X		X	Prospect Farm; White Mountain National Forest
Jefferson	X	X	X	Pondicherry Wildlife Refuge; White Mountain National Forest
Martin's Location	X			White Mountain National Forest
Pinkham's Grant	X			White Mountain National Forest
Randolph	X			White Mountain National Forest; Randolph Community Forest
Shelburne	X			White Mountain National Forest
Whitefield	X	X	X	Pondicherry Wildlife Refuge; Bean Easement



## Planning and Development Review

All communities along the Presidential Range 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.

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, all towns along the Presidential Range Trail have zoning ordinances. These 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, about half of the towns do not have site plan review regulations requiring planning board review of commercial developments.



## MASTER PLAN UPDATE



Participation together in furthering the common goals of protecting and enhancing the scenic, natural, recreational, cultural and historic features of the Presidential Range 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
Bartlett	Y	Y	Y	Y	Y	Currently zoning relating to: Outdoor lighting provisions; Maximum building height; Maximum building footprint; Green areas, open space. Town has a zoning ordinance that has a substantive sign ordinance. Of note, the ordinance prohibits off property signage. Ridgeline development regulated re view from NH 16 and US 302. Screening required along these roadways as well. Lighting regulations. Master plan recommends expanding opportunities for family-oriented non-motorized recreation by promoting development of an integrated multi-use recreational trail system. Work with other towns in the valley to create a linked network.
Carroll	Y	Y	Y	Y	Y	Carroll has a sign ordinance that limits by right each business and property to one sign. Town has subdivision regulations that provide for substantive review by the public and board approval. Town has site plan review regulations that provide for substantive review by the public and board approval.
Gorham	Y	Y	Y	Y	Y	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 by the public and board approval. Gorham has site plan review regulations that provide for substantive review by the public and board approval. Town also has a dark skies lighting regulations.
Hart’s Location	Y	Y	Y		Y	Hart’s Location goal is the preservation its rural character, and the control of commercial development. The Town is zoned as entirely rural and residential with the exception of the Town commercial and the several grandfathered properties. Contains a straightforward sign ordinance limiting size of signs and the location of the signs to two on the property. No other signs may be placed on land or water in Hart’s Location except for highway, safety or regulatory purposes. Hart’s Location has subdivision requirements that provide for substantive review by the public and board approval.
Jackson	Y	Y	Y		Y	Jackson’s stated goals are to protect the natural resources, scenic vistas, night sky and water resources, limiting development to that which will not adversely affect those natural elements. Town has a sign ordinance that limits off premises signs to ski areas and others that must be attached to Town-owned signs. Jackson has subdivision regulations that provide for substantive review by the public and board approval. Regulations provide that where possible, natural elements should be left intact.

Community	Master Plan	Zoning	Subdivision	Site Plan	Sign Regs.	Summary
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 a Land Ordinance that provides for substantive review by the public and board approval. Town also includes a sign regulation. Randolph has subdivision requirements that provide for substantive review by the public and board approval. 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. Randolph has site plan review that provide for substantive review by the public and board approval. Regulations also include language that recreational trails be preserved including mitigation planning to preserve existing infrastructure.
Shelburne	Y	Y	Y	Y		The lands along the Presidential Range Trail in Shelburne are part of a Route 2 zoning district, with the exception of a small light industrial zone south of the road toward the Maine stateline. Lodging , restaurants and small retail stores are permitted in the Route 2 district. Larger business uses require a special exception. Special exception conditions include fitting with the aesthetic character of the district and smooth, safe, and convenient movement of vehicles. Site plan review regulations provide for landscaping and screening/buffers.
Whitefield	Y	Y	Y			Importantly, Whitefield's Master Plan seeks the preservation of the community's natural and scenic resources, the small town atmosphere, and promoting a walkable mixed use thriving village center. Whitefield has subdivision requirements that provide for substantive review by the public and board approval. The Town of Whitefield has regulatory guidelines that provide the Town with significant oversight and review/input over development within the community. The Town's goals are to preserve the natural and historic/cultural New England character of the community.
Coos County Unincorporated Places	Y	Y	Y	Y		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.

# Transportation Infrastructure

## Road Safety

The Presidential Range Trail has approximately 101 miles of highway across the central portion of the North Country Region. Crash data reported to the New Hampshire Department of Transportation from 2004 to 2013 indicate that 15 crashes were associated with fatalities and nonfatal incapacitating injuries were involved in another 38 during this period on the Presidential Range Trail **(see Maps in Appendix C)**. Numerous accidents at several locations involved only minor or no injuries. Some road segments where reported accidents seem to be concentrated include:

- Bartlett - intersection of NH 16/US 302
- Bartlett - intersection of US 302 and West Side Road
- Carroll - Crawford Notch on US 302
- Carroll - US 302 between Twin Mountain and Bretton Woods
- Carroll - intersection US 3/US 302
- Carroll - US 3 North
- Gorham - Main Street US 2/NH 16
- Gorham - US 2 West Gorham Hill
- Hart's Location - US 302 Crawford Notch
- Jackson - several sections NH 16
- Jefferson - several sections US 2
- Jefferson - several sections NH 115
- Jefferson - NH 116 S curve
- Pinkham's Grant - two sections of NH 16
- Randolph - several sections US 2
- Whitefield - stretch of NH 116 toward Jefferson near Old East Road

A closer look is needed at the nature and cause of these accidents to identify appropriate mitigation. It is expected that many were due to winter driving conditions, drivers unfamiliar with the roads, and some due to roadway geometry.



## Road Condition

The Presidential Range Trail suffers from the typical wintertime pothole and splitting. This natural and cyclical erosion of the Presidential Range 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. Currently, there are no highway projects on the TYP on the Presidential Range Trail, however several improvements were either recently completed or are upcoming. These include resurfacing or reconstructing NH 16 from US 302 in Bartlett to US 2 in Gorham, and upgrading guardrails; safety improvements at the US 2/NH 16 intersection in Gorham; constructing 5 foot shoulders along US 2 in Gorham and Shelburne; rehabilitation and upgrade to US 302 in Hart's Location; reconstruction and safety improvements on US 2 and NH 115 in Jefferson and Randolph; and reconstruction of US 3 in Whitefield.

## Traffic Volumes

Current seasonally adjusted average daily traffic (AADT) volumes for several locations along the Presidential Range Trail are shown in the maps in **Appendix C**. As shown, the highest traffic volumes experienced along the Presidential Range Trail are:

- Gorham's Main Street (AADT 12,000)
- the busy tourist areas - NH 16 just south of turnoff to Jackson Village (6,800), US 302 in Bartlett west of Glen (6,800) and NH 16 north of Glen (6,800)
- the US 2 corridor between Gorham and Lancaster (4,272-5,100)
- and US 3 North just above the US 302 intersection in Twin Mountain (6,400)

Traffic volumes are not a concern. As shown in the traffic volume trend data shown on the following pages (**Table 4**), volumes are not increasing significantly at any of the locations documented, and at some sites have decreased slightly. Isolated local congestion sometimes occurs during special events.

Table 4 - Traffic Volume Trends

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Bartlett - US 302 west of NH 16			7500			6800				
Carroll - US 3 north of Fieldstone Lane				5600			5300			6400
Carroll - US 302 east of US 3				3500			4200			4200
Gorham - US 2 at Randolph Town Line	6400			6100			5900			5000
Gorham - US 2/NH 16 east of Dublin Street				14000			12000			12000
Gorham - NH 16 at Martin's Location Town Line					3200		3300			2900
Green's Grant - NH 16 at Pinkham's Grant Town Line	3200			3600			3600			3000
Hart's Location - US 302 at Carroll Town Line		2100			2200			2700		
Jackson - NH 16 at Bartlett Town Line		5400	6700					6800		



	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Jefferson - NH 116 south of US 2		1400				1300		1100		
Jefferson - US 2 west of Randolph Town Line	4626	4614	4637	4600	4361	4467	4326	4300	4322	4272
Randolph - US 2 at Jefferson Town Line		5400			4900			5100		
Shelburne - US 2 at Gorham Town Line		6300		6700			6400			4100
Shelburne - US 2 East of North rd.	3200			5200			3200			3500
Shelburne - US 2 at Maine State Line		6300		6700			2800			3100
Whitefield - US 3 at Carroll Town Line			2800			2500			2300	
Whitefield - NH 116 at Jefferson Town Line	1300	1300			1100			1200		

## Bicycle and Pedestrian Safety

Organized bicycle club rides and events are growing in popularity in the region. A detailed inventory and analysis of the byway segments relative to bicycle safety is needed with implementation through a combination of improvements and identification of the level of experience various segments are best suited for.

Similarly, pedestrian safety in village and resort areas, where visitors may wish to walk from one business or recreation site to another, needs to be examined. For example, in Carroll's Twin Mountain village area, sidewalks lead to the US 3/US 302 intersection, but there are no crosswalks at the intersection.



# Presidential Range Trail

## Implementation Strategy

Development of the North Country Scenic Byways Council's goals and implementation strategies for the Presidential Range 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. However there needs to be committed and continued follow-up by the surrounding communities and the other participants in the North Country Scenic Byways Council to ensure long-term stewardship of these intrinsic qualities of the byway.

### Strengthen the Presidential Range Theme by Making Some Changes to the Route - Goal 1

As discussed earlier, the North Country Scenic Byways Council proposes that several changes be made to the Presidential Range Trail to strengthen the connection with the Presidential Range itself. These include adding NH 116 from the intersection with US 3 in downtown Whitefield to US 2 in Jefferson, and removing US 2 from Lancaster to US 2/NH 116 intersection in Jefferson, NH 135 from Littleton to Lancaster, US 3 from downtown Whitefield to Lancaster, and US 302 from Littleton to Twin Mountain. In addition, the Council recommends a change for

the segment of US 2 from the Maine stateline to the intersection with NH 16 - from Moose Path to Presidential Range Trail. Establishing the route described herein as the Presidential Range Trail will require the following actions by the NH Scenic & Cultural Byways Council:

- Designation of NH 116 as a state scenic byway from the intersection with US 3 in downtown Whitefield to US 2 in Jefferson.
- Change the designation of US 2 from the Maine stateline through Shelburne to the intersection with NH 16 in Gorham from Moose Path to Presidential Range Trail. This roadway is a gateway from Maine to the Presidentials.
- Removal of US 2 from Lancaster to US 2/NH 116 intersection in Jefferson from Presidential Range Trail; this segment will remain a state scenic byway as part of the Woodlands Heritage Trail.
- Removal of NH 135 from Littleton to Lancaster from Presidential Trail; this segment will remain a National Scenic Byway as part of the Connecticut River Byway.
- Conduct discussions with the North Country Scenic Byways Council and affected communities to determine whether or not the remaining segments should be de-designated. These are US 3 from downtown Whitefield to Lancaster, and US 302 from Littleton to Twin Mountain. The North Country Scenic Byways Council deemed these segments to be too far removed from the Presidentials to logically remain part of the Presidential Range

Trail. In other words, they were felt to weaken the integrity of this byway rather than support it.

## 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 Presidential Range Trail makes its way through nine different communities and three 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, others are very basic. Regardless of the way a community regulates 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 Presidential Range 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 Presidential Range Trail. To make this effective, a centralized database of the

Presidential Range Trail'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. Several communities have local inventories that 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 NCSBC 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 Presidential Range 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 Presidential Range 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 Presidential Range Trail covers approximately 101 miles of federal and state highway across the central 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 Presidential Range Trail that are in need of improvement to increase safety or to facilitate safer or increased alternative transportation modes. More information is needed about both bicycle and pedestrian safety.

Road safety audits (RSA) provide one tool for assessing alternative approaches to intersections or highway segments becoming a safety concern for communities. A RSA is a formal safety report designed to provide an independent, multi-disciplinary approach to discovering and proposing solutions to improving the safety of proposed and existing roads and intersections. Typically NCC assists NHDOT in conducting the RSA. A recent RSA performed on a stretch of US 3 in Carroll's Bretton Woods area considered causes and alternative solutions to address growing concerns about accidents. One of the issues discussed in the report was the changes between undeveloped areas and village or resort areas encountered by drivers without warning. This is a common situation on the Presidential Range Trail. Access management and traffic calming approaches should be explored for these situations.

Road safety audits should continue to be used as tools to bring together teams of experts to identify safety issues and solutions. In addition, corridor management studies provide an interdisciplinary look at transportation and land use issues and provide recommendations for access management, traffic calming, and other approaches. The NCSBC should work with NCC, NHDOT and the TAC to identify future locations for RSAs and corridor studies in the North Country Region.

## 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 region 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 Presidential Range 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 via email and phone contact, attendance and invitations of the same to meetings and events, and 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 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 on the following page. The timing will depend on available resources.

<b>Task</b>	<b>Responsible Party</b>
Appoint a marketing subcommittee	NCSBC
Develop relationships with other regional and/or state organizations	Marketing Subcommittee
Recruit volunteer expertise and interns	Marketing Subcommittee
Develop marketing campaign	Marketing Subcommittee/Volunteers / Intern

<b>Task</b>	<b>Responsible Party</b>
Approve marketing campaign	NCSBC
Seek funding for the marketing campaign and develop materials as approved by the NCSBC in the marketing campaign	Marketing Subcommittee / Volunteers/ Intern
Publish media	NCSBC / Marketing Subcommittee

Table 5. Goals and Implementation Matrix for the Presidential Range Trail

Presidential Range Trail Goals	Partners / Responsible Parties	Action Timeline
<b>Goal 1 - Strengthen the Presidential Range theme by making some changes to the route</b>		
1.A - Designate NH 116 as a state scenic byway from the intersection with US 3 in downtown Whitefield to US 2 in Jefferson.	North Country Scenic Byways Council, Town of Whitefield, Town of Jefferson, NH Scenic & Cultural Byways Council, NCC	Short Term
1.B - Change the designation of US 2 from the Maine stateline through Shelburne to the intersection with NH 16 in Gorham from Moose Path to Presidential Trail.	NH Scenic & Cultural Byways Council	Short Term
1.C - Remove US 2 from Lancaster to US2/NH 116 intersection in Jefferson from Presidential Trail; maintain state scenic byway designation as part of Woodlands Heritage Trail.	NH Scenic & Cultural Byways Council	Short Term
1.D - Remove NH 135 from Littleton to Lancaster from Presidential Trail; maintain as part of Connecticut River Byway.	NH Scenic & Cultural Byways Council	Short Term
1.E. - Consider de-designating US 3 from downtown Whitefield to Lancaster.	NH Scenic & Cultural Byways Council, Municipalities	Medium Term
1.F. - Consider de-designating US 302 from Littleton to Twin Mountain.	NH Scenic & Cultural Byways Council, Municipalities	Medium Term
<b>Goal 2 - Ensure that communities remain engaged</b>		
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



Presidential Range Trail Goals	Partners / Responsible Parties	Action Timeline
2.C - Ensure that active communication is maintained with local officials and other interested parties in every community along the Presidential Range Trail.	North Country Scenic Byways Council, NCC	Ongoing
<b>Goal 3 - Preserve and enhance the Presidential Range 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.	North Country Scenic Byways Council	Ongoing
3.B - Establish Stewardship Committee.	North Country Scenic Byways Council	Medium Term
3.C - Work with Towns to develop a mechanism, such as an online tool, for identifying additional significant cultural, historic, natural, scenic and recreational resources.	Towns, NCSBC, NCC, WMNF	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 that the intrinsic qualities of the Byway; and on sign regulations consistent with the byway.	Towns, 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, Towns, WMNF	Ongoing
3.G - Ensure that pull-offs/waysides are maintained in a clean and appealing manner.	NHDOT, Towns, Chambers of Commerce, WMNF, DRED	Ongoing

<b>Presidential Range Trail Goals</b>	<b>Partners / Responsible Parties</b>	<b>Action Timeline</b>
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.	NHDOT, Towns, WMNF	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, Towns	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, Towns, 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, Towns	Medium Term
<b>Goal 4 - Maintain and improve the transportation infrastructure along the Presidential Range Trail.</b>		
4.A - Work with the NHDOT and the North Country Council to seek funding to maintain and improve the transportation infrastructure along the Presidential Range Trail.	Towns, 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

Presidential Range Trail Goals	Partners / Responsible Parties	Action Timeline
4.C - Work with Towns, 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.	Towns, North Country Scenic Byways Council, NCC, NHDOT, DRED, WMNF, TAC	Long Term
4.D - Reopen or replace the Shelburne visitors center, or identify a suitable alternative, such as a public/private partnership with an existing business, to serve as a welcome center on this traveler gateway.	North Country Scenic Byways Council, NHDOT, DRED, Chambers of Commerce	Short Term
<b>Goal 5 - Improve/maintain the safety of all users along the Presidential Range Trail</b>		
5.A - Work with Towns to identify areas of safety concern, for vehicles, bicycles and pedestrians, located in and around the Presidential Range Trail.	Towns, 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.	Towns, North Country Scenic Byways Council, NCC, NHDOT, TAC	Medium Term/Ongoing
5.C. - Examine the suitability of each segment of the byway for bicycles.	Towns, North Country Scenic Byways Council, NCC, NHDOT, TAC	Medium Term
5.D - Examine the needs of pedestrians in village and resort areas.	Towns, North Country Scenic Byways Council, NCC, NHDOT, TAC	Medium Term
5.E - Consider and monitor the implications of increasing visitor use of the Presidential Range Trail on safety.	North Country Scenic Byways Council, NCC, NHDOT	Long Term
<b>Goal 6 - Promote the Presidential Range Trail collaboratively through the creative use of media.</b>		

Presidential Range Trail Goals	Partners / Responsible Parties	Action Timeline
6.A - Establish Marketing Committee.	North Country Scenic Byways Council	Medium Term
6.B - Build partnerships with private and public entities to promote the Presidential Range 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 Presidential Range 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

