

# Lakes Region Tour Scenic Byway

September 30,

# 2015



America the Beautiful celebrates an iconic  
view of Mt. Chocorua.

This plan articulates the vision for the Lakes Region  
Tour Scenic Byway and identifies implementation  
strategies that corridor communities can use to  
retain and enhance characteristics of the byway that  
make it attractive to visitors and residents.

## Corridor Management Plan

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## 1. INTRODUCTION

The purpose of a Scenic and Cultural Byway Corridor Management Plan (CMP) is to outline a byway's important features, and provide guidance for their protection and future enhancement. The New Hampshire Scenic and Cultural Byways Program was established in 1992 by state statute (RSA 238:19) to provide residents and visitors opportunity to travel on existing highways that represent unique elements of the state's beauty, culture and history. The Lakes Region Tour Scenic Byway (Lakes Tour) was formally designated in 1994 by the Scenic Byway Council as a result of local and regional interest in the program. A Lakes Tour CMP was established in 1999 through guidance provided by the Lakes Region Planning Commission.

The need for an updated Lakes Tour CMP was initially explored by the Lakes Region Transportation Technical Advisory Committee (TAC). The enthusiasm of TAC members led to the creation of an Exploratory Committee that ultimately assisted Lakes Region Planning Commission staff in the development of a successful application for funding through the Federal Highway Administration's National Scenic Byway Program. Lakes Tour communities with professional planning staff have dedicated a portion of their time to assist in the development of this CMP.

Today, the CMP is one of two important prerequisites for maintaining byway designation. The other requirement to maintain designation status is an active corridor advisory committee comprised of representatives from each byway community with the responsibility of adopting the CMP. An expected outcome of the CMP is an implementation schedule for recommendations designed to enhance the travel experience. For the Lakes Tour, the Scenic Byway Advisory Committee (SBAC) is currently comprised of community representatives appointed by their Board of Selectmen to serve as a subcommittee of the TAC.

This plan represents a unique opportunity to boost and strengthen community connections centered on encouraging tourism, historic preservation, arts, culture and local economy, and natural resource protection. This plan addresses the required federal criteria for nominating a byway for national recognition through the National Scenic Byway Program. For state-designated byways, the federal criteria provide useful guidance to local byway committees for a comprehensive approach to planning a byway's future. A description of the 14 Federal Highway Administration (FHWA) elements that must be in a corridor management plan seeking national recognition is in Appendix A.<sup>1</sup> The 14 points are cross referenced with this plan.

Over-time a host of organizations have shared and distributed information about the state's 16 cultural and scenic byways.<sup>2</sup> For the Lakes Region, this information in its various forms has limited cohesion and in some cases contains conflicting figures and facts about the Lakes Tour. As this document was prepared with the assistance of byway community representatives, it is hoped the information contained within is viewed as the definitive source of information about the Lakes Tour. As such, a goal

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<sup>1</sup> Adapted from: National Scenic Byways Program, Federal Register, Vol. 60, No. 96, Thursday, May 18, 1995

<sup>2</sup> Source: <http://www.nh.gov/dot/programs/scbp/tours/index.htm>, viewed July 2, 2015.

of the Corridor Advisory Committee to engage others in marketing the Lakes Tour should begin with outreach to area organizations that currently display dated information about the byway.

## **2. BYWAY VISION**

An enhanced travel experience resulting from: community character and prized resources preservation; shared stewardship values with users; and increased awareness of the byway and its role in local and regional economic opportunity.

## **3. HISTORY OF BYWAY PROGRAM and LAKES TOUR BYWAY**

The National Scenic Byways Program was created 1991 as a federal law outlined in the Intermodal Surface Transportation Equity Act (ISTEA – pronounced Ice-Tea). This federal legislation authorized both the designation of national scenic byways and competitive funding for eligible projects involving designated byways. The national program spurred the start of the NH Scenic & Cultural Byways program in 1992. From the start of the state program until 2012, NH benefitted from an annual average of approximately \$550,000 awarded for byway projects or approximately \$11 million in total.

The most recent federal transportation legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century or MAP-21, has largely ended the Scenic Byways program. Byways and several other programs such as Safe Routes to Schools and Transportation Enhancements now compete, at the discretion of each state, as part of the newly created Transportation Alternatives Program (TAP). In New Hampshire, the Department of Transportation (NHDOT) has determined that scenic byways activities, along with several other federally eligible activities under the TAP, will not be considered for funding in favor of promoting and funding non-motorized transportation improvements. The Federal Highway Administration (FHWA) guidance does not speak to the issue of whether the use of TAP funds for planning projects such as Corridor Management Plans remains an eligible activity for funding. However, it is important to note that the New Hampshire Department of Transportation's TAP program will focus on infrastructure improvements only.

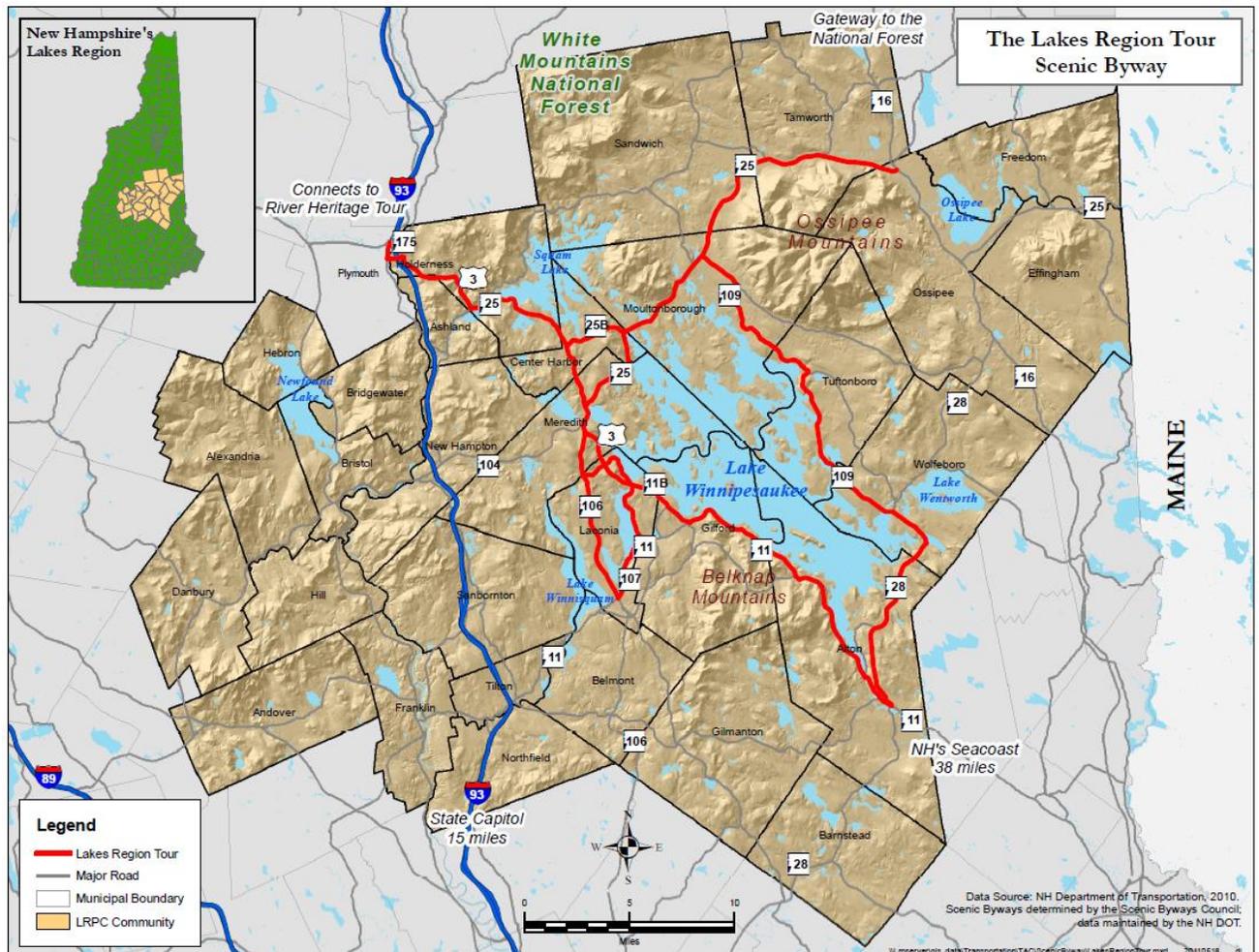
Historic records and supporting documentation about the designation of the Lakes Region Tour Scenic Byway is challenging to find. Typically, designations result from a community request for formal designation which is confirmed through a public hearing and ultimately acknowledged by the state byway committee. Where not all sections of the Lake Tour could be substantiated through documentation and where fewer than thirteen of the byway communities participated in the development of a 1999 Corridor Management Plan, the Lakes Region Planning Commission and NH Byway Program reached out to Selectmen in non-participating communities to inquire about interest in engaging representatives in the development of this Corridor Management Plan. The result of this outreach was that five of the thirteen communities on the Lakes Tour Byway: Ashland, Holderness, Moultonborough, Ossipee and Sandwich opted not to participate in the development of this Plan due to timing and lack of available representatives.

The future of the Lakes Region Tour Scenic Byway in the absence of a defined national or state byway program is highly dependent on community support and participation. This commitment is consistent with the grassroots design of the byway program. For Lakes Region communities, an ardent environmental ethic and commitment to resources protection combined with tourism based economies, may provide incentive to market the byway and an opportunity to further share resource protection initiatives with byway visitors. Ongoing community participation is facilitated by the formation of Scenic Byway Advisory Committee which is a standing subcommittee of the Lakes Region Transportation Technical Advisory Committee (TAC).

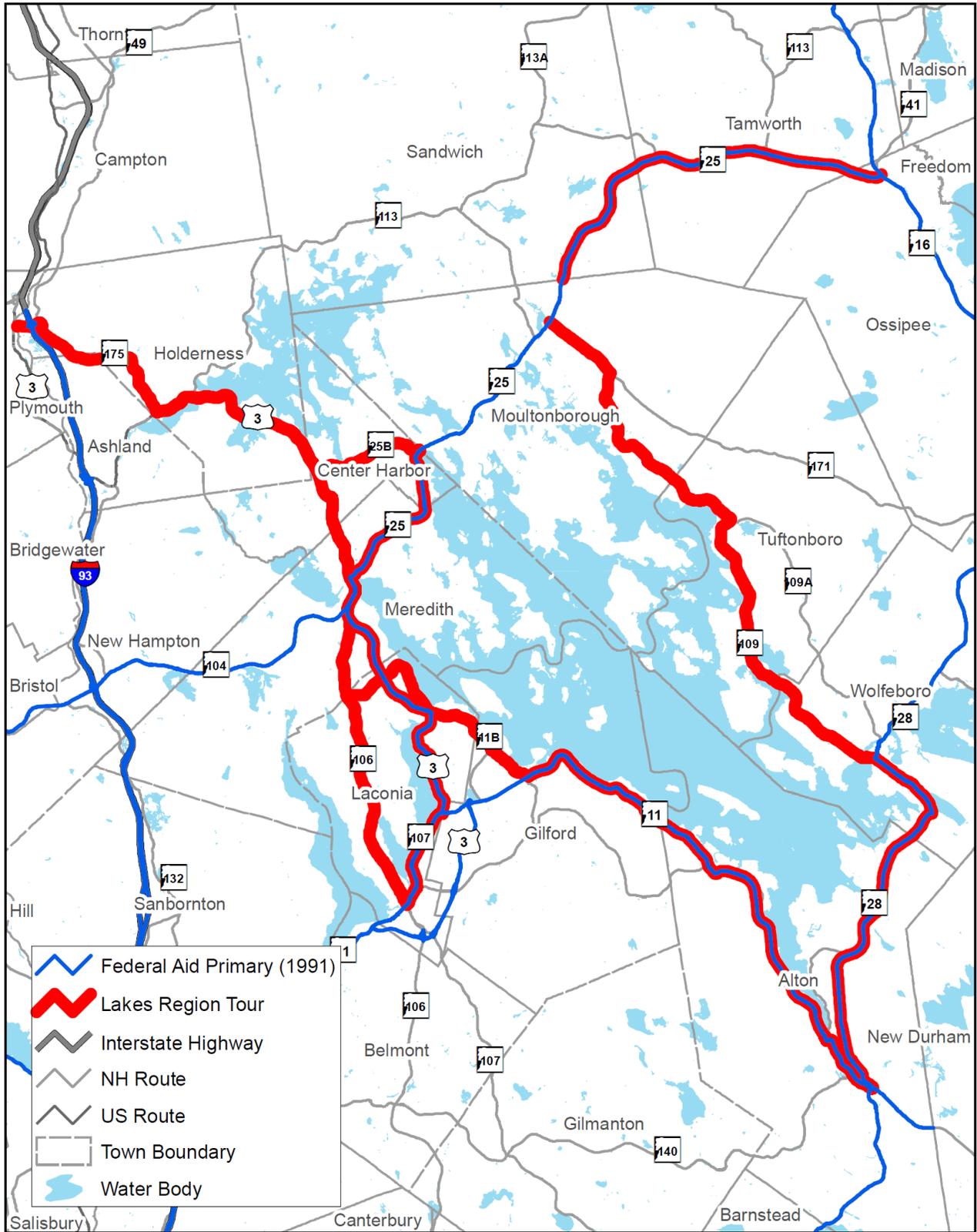
#### 4. THE BYWAY CORRIDOR DEFINED

The Lakes Region Tour Scenic Byway as established in 1994 is illustrated in Map 1. Since the establishment of the Lakes Tour, the town of Moultonborough petitioned for the removal of the byway designation on the segment of NH Route 25 that passes through Moultonborough. The 2002 request for de-designation was granted by the NH Scenic and Cultural Byway Council; Map 2 illustrates the byway which reflects this change.

**Map 1: The Lakes Region Tour Scenic Byway – 1994**



Map 2: The Lakes Region Tour Scenic Byway - 2002



Lakes Region Tour Scenic Byway

## 5. BYWAY RESOURCES

### A. Resources Inventory

A Lakes Tour Scenic Byway Working Group prepared an inventory of scenic, historic, cultural, recreational and natural features for each of the participating communities. The following matrix illustrates the resource name, proximity to the byway, characteristics in terms of architectural, cultural, historic, natural, recreational, scenic and if the resource has a view and a brief description. Where available, a location and GPS coordinates have been added for use on an interactive webpage. See Appendix E for Lakes Tour Resources Map.

**Lakes Tour Resources Inventory**

	Resource Name	Byway Proximity	Characteristics	Description
Alton	Alton Bay - East Side	on byway/ off byway (450')	H, N, R, S	NH Fish & Game boat launch, adjacent Alton Bay Town Beach, scenic views of Alton Bay Bandstand and mountains
	Alton Bay - West Side	on byway	C, H, N, S	M/S Mount Washington port-of-call, scenic views, swim dock, boat ramp, picnic tables, restrooms, information kiosk and parking
	B&M Railroad Park	off byway (450')	C, H, R	Freight House c.1885, B&M Railroad Station c.1891, Caboose c.1925, Veteran's Memorial, playground, picnic tables, trails
	Levey Park	on byway	N, R, S	Marked trails, picnic tables, a scenic view and spring drinking water
	Mt. Major Trailhead	on byway	N, S	Mt. Major and Belknap Range trailhead, Scenic Views over Lake Winnepesaukee - Sandwich Range - Ossipee Mountains, parking
	Picnic Area	on byway	R	Picnic area with tables immediately off the byway
	Scenic Overlook	on byway	S	Scenic Views over Lake Winnepesaukee to the Sandwich Range and Ossipee Mountains
	Scenic Overlook	on byway	N, S	Scenic views over Lake Winnepesaukee, the White Mountains to the north and the Ossipee Mountains to northeast
Center Harbor	Belknap Woods	on byway	R, S	90 acres, carry in boat access for canoes/kayaks, trails for hiking, mountain biking, snowshoeing, and XC skiing
	Center Harbor Bicentennial Bandstand	on byway	C, H, S	Overlooking bay, home of Town Band est. 1878 - one of the oldest continually playing ensembles in NH, concerts Friday's, Jul-Aug
	Center Harbor Memorial Graveyard	on byway	H	Present town cemetery
	Center Harbor Town Docks	off byway (450')	C, N, R, S	Boat docks and launch (fee), adjacent M/S Mount Washington port-of-call, pedestrian access to local shops
	Center Harbor Walking Tour	on byway	H	Leavitt House c.1790, Longwood Barn c. 1876, Dearborn Place c.1867, Sutton House c.1869
	Center Harbor Walking Tour	off byway (<500')	H	William Sheafe House c. 1837, Congregational Church c. 1837, US Post Office c.1969, Coe House c.1820, (Lavinias), Municipal Building
	Center Harbor Walking Tour	on byway	H, R	Center Harbor Village School c.1886, Dr. Leonard B. Morrill Memorial Park c.1952, Kona Fountain c.1907
	Center Harbor Woods	off byway (1 mile)	N, R, S	224 acres, conserved in 2010, hiking trails, wildlife viewing, connections to additional 168 acres of conservation land
	Chamberlain-Reynolds Memorial Forest	off byway (1,500')	N, R, S	157-acre, beaches, a swamp board walk, 4 mile hiking trails, New England Forestry Foundation donation c.1953, parking
	James E Nichols Memorial Library	on byway	H	National Registry of Historic Places
	Lakes Region Conservation Trust	on byway	C, N, S	Preeminent conservation organization, 22,000 acres conserved, mission to help preserve the unique character of the Lakes Region
	Lasalette Mansion and Grounds	on byway	C	Garden of Our Lady accessible to public, parking off road,
	Pleasant View Graveyard	on byway	H	By Congregational church, grave of original minister
	Proctor Wildlife Sanctuary	off byway (1 mile)	N, R, S	Access across from Center Harbor Woods - look for ASNH sign
	Senter-Coe Cemetery	off byway (1,800')	H	c.1813
	Town Ball field and Tennis Court	on byway	R	Town owned recreational facility, open to public, Recreation Department approval for use of ball diamond
	Town Pound	on byway	H	Stone structure historically used to corral stray cattle and other farm animals

A = Architectural; C = Cultural; H = Historic; N = Natural; R = Recreational; S = Scenic; V = Views

	Resource Name	Byway Proximity	Characteristics	Description
Gilford	Ames Farm and Cemetery	on byway	H	Ames Farm Inn c.1890
	Ellacoya State Park	on byway	R, S	RV park, 600' sandy beach, views of Sandwich and Ossipee Mountains, no pets allowed, picnic, swimming, car top launch
	Glendale Docks	off byway (1,800')	R	Public town docks, 3 hour limit, restrooms, launch and parking for Gilford residents only
	Lincoln Park	off byway (< 1 mile)		1 acre, scenic waterfront on Lake Winnepesaukee, picnic area, and parking
	Lockes Hill/Kimball Wildlife Forest	on byway	H, R, S	260 acres, hiking trails, interpretive wildlife and habitats signs, trail passes stone quarry used in building Kimball Castle c.1895
Laconia	Ahern State Park	on byway	N, R, S	128 acres, 3,500 feet of shoreline on Lake Winnisquam, renamed Ahern State Park by statute in 1998.
	Laconia Parks & Recreation Department	on byway	C, H, R	Former State Armory c. 1900s, English Revival Style, offering services and classes to the community
	Bartlett Beach	off byway (< .25 mile)	N, R, S	3.7 acres, 600 feet of shoreline on Lake Winnisquam, beach, lifeguard, fishing, playground, picnic facilities and restrooms
	Belknap Mill & Busiel Mill	off byway (< .25 mile)	C, H, R	Historic mill structures, representative of Laconia industrial economy, National Register of Historic Places
	Belknap County Superior Courthouse	on byway	C, H	Built in 1893 in the Italianate/Romanesque revival style
	Bolduc Park	off byway (< 1mile)	R, S	22 acre community recreation facility, 9 hole par 3 golf course, XC skiing
	Dam, Gatehouse, & Perley Canal	off byway (< .25 mile)	H	Winnepesaukee River dam and gatehouse, under downtown Perley Canal, early industry infrastructure, walking paths
	Eager Island	off byway (< .25 mile)	N, S	Sightings include beaver, ducks, sandpipers and songbirds, winter feeding habitat for waterfowl and bald eagles
	Endicott Rock Park	off byway (< .25 mile)	C, H, N, R, S	State Park adjacent to Weirs Public Beach, site of Massachusetts Bay Colony border c. 1629, National Register of Historic Places
	Funspot	on byway	H, R	Founded in 1952, billed as the Largest Arcade in the World by the Guinness Book of World Records
	Goss Reading Room	off byway (< .25 mile)	C, H, R	Site of Great Lakeport Fire of 1903, Reading Room c. 1907-1908, eclectic period-revival style, Register of Historic Places
	Hamel State Forest	off byway (< .5 mile)	N, R, S	41 acres, managed by NH Department of Resources & Economic Development
	Historic Downtown Laconia	located on byway	C, H, N, R, S	Multiple churches, train station, majestic theatre, civic buildings, parks, River walk, and trails, National Register of Historic Places
	Huston - Morgan State Forest	off byway (< .25 mile)	N, R, S	156 acres
	Laconia river walk	on byway	N, R, S	Winnepesaukee River through downtown, historic buildings, industrial infrastructure, scenic parks and local businesses
	Laconia State School	on byway	H, S	c. 1901, first and only state-run residential facility in NH. Closed in 1991, remnant structures, controversial history
	Lakeport Dam & Gatehouse	off byway (< .25 mile)	H, S	Gateway from Lake Winnepesaukee to the Winnepesaukee River, played part in Laconia's prolific role in the Industrial Revolution
	Lakeport Freight house	located directly off the byway	H	Historic boxcar, museum and community space, featuring artifacts and history about Lakeport and the Boston & Maine Railroad
	Leavitt Park	off byway (< .5 mile)	R	
	MS Mount Washington	off byway (< .25 mile)	C, H, R	M.S. Mount Washington port of call, Weirs Beach is a top spot for boarding for one of her many day or evening cruises.

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	Resource Name	Byway Proximity	Characteristics	Description
Laconia (continued)	NH Veterans' Association	off byway (< .25 mile)	C, H, R	Historic District
	Opechee Bay State Forest	on byway	N, R, S	48 acres
	Opechee Park	on byway	N, R, S	20 acres, 2,800' beaches with Life lifeguards, fishing, field hockey, soccer, 400M rubberized track, ball fields, picnic tables, restrooms.
	Paugus Bay State Forest	on byway	N, R, S	242 acres
	Perley Oak Site & Perley Pond	on byway	C, H, R	The site of this local landmark, the white oak Perley Oak is believed to be over 400 years old
	Pleasant Street Historic Residential Homes	off byway (< .25 mile)	H, S	Pleasant Street offers views of a variety of residential architectural styles throughout various periods on the edge of Downtown
	Prescott State Forest	on byway	N, R, S	116 acres
	Rotary Park	off byway (< .25 mile)		Adjacent to historic Belknap Mill, small park with gazebo, free public performances and events.
	Sanborn Park	off byway (< .25 mile)	N, R, S	4 acres, new playground, two basketball courts, and one 60-foot baseball diamond.
	Stewart Park	on byway	R, S	Located at the corner of Union Ave and Main Street, this small park offers a welcoming invitation at the gateway to Downtown.
	Stone Bridge at Weirs	on byway	H, S	Stone Arch Bridge a reminder of the long history of tourism and recreational activities in the area
	Veterans' Square Memorial	on byway	C	Memorials to Veterans of various wars, welcoming gateway to the Downtown when traveling on the byway.
	Weirs Beach	off byway (< .25 mile)	C, H, R	2.5 acre waterfront park, playground and picnic facilities, 450 feet of life-guarded beach, changing-room facility with rest rooms
	Weirs Beach Community Park	on byway	C, R, S	27-acres, walking trails, naturalistic playground, picnic pavilion, bathrooms, and an amphitheater
	Weirs Boardwalk	off byway (< .25 mile)	H, N, R, S	A place to "be seen" in hub of vacation activity, rebuilt 2008, new lighting, benches, planters, and other decorative touches
	Weirs Public Docks	off byway (< .25 mile)	R, S	39 boat slips for boats on an average of 20-25 ft.
	Weirs Waterfront Area	off byway (< .25 mile)	C, H, N, R, S	Mixed-use area, arcades, restaurants, private residences, vacation rentals and activities, Victorian-era structures and drive-in theater
	White Oaks Road	located directly off the byway	N, S	White Oaks Road offers scenic views and a rural bucolic feel.
WOW Trail	located directly off the byway	N, R, S	Winnepesaukee Opechee Winnisquam Trail, Lakeport to Downtown complete, 2014 construction - Downtown to the Belmont town line	
Meredith	Community Park/Waukewan Canal	off byway (530')	R	Small park, on Waukewan Canal, pony truss bridge crosses canal
	Historical Society Museum	off byway (666')	C, H	Former 1800s house, cotton mill, and carriage manufacture, serves as museum housing a portion of Meredith's historical collection
	town docks, ramp, boardwalk, gazebo	on byway	S, R	Continuous 2,800' public waterfront
	Hesky Park	on byway	S, C	part of 2800' of continuous public waterfront, includes state-designated POW/MIA memorial
	Scenic Park	on byway	S	part of 2800' of continuous public waterfront
	Clough Park	on byway	S	part of 2800' of continuous public waterfront
	Indian Island	on byway	C, H, S	Bronze statue of Chief Chocorua

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	Resource Name	Byway Proximity	Characteristics	Description
Meredith (continued)	Interlakes Summer Theatre	on byway	C	
	Leavitt Park	off byway (2,371')	R, S	Located on Lake Winnepesaukee - Leavitt Park Road. off Route 25. Beach, picnic area, barbeque grills, playground, public restrooms
	Meredith Bay Public Waterfront	on byway	C, R, S	Continuous 2,800' public waterfront includes: Hesky, Scenic, and Clough Parks, POW/MIA memorial, town docks, and boardwalk
	Meredith Community Center	on byway	R	Recreational programs, climbing wall, connected with Prescott Park
	Meredith Community Forest	off byway (2,226')	R	185 acre conservation land, 5 miles of recreational trails, map
	Meredith Public Library	off byway (530')	C, H	National Register building, site also includes: All-America Selections (AAS) Display Flower Garden, Civil War Monument
	Moulton Farm	on byway	C, N, R	Working agricultural landscape, farm stand, conservation easement, on Lakes Region Farm Tour
	Page Pond and Forest	off byway (2,212')	H, N, R	600 acre conservation land, 7 miles of trails, mill site, Leavitt Cemetery, pond frontage, map
	Picnic Rock Farm	on byway	C, H, S	Formerly Longridge Farm, working agricultural landscape, farm stand, conservation easement, on Lakes Region Farm Tour
	Prescott Park	on byway	R	Ball fields, skate park, tennis courts, playground, restrooms
	Storer Memorial Forest	on byway	R	88 acre conservation land (New England Forestry Foundation)
	Swasey Park	off byway (1,465')	R	Waterfront park on Waukegan canal, side street off Main Street
	The Winnepesaukee Playhouse	off byway (2,628')	C	Non-profit performing arts venue, year round
	Visitor Information Center	on byway	C	Information about Winnepesaukee, Squam and Newfound Regions of NH provided by Meredith Area Chamber of Commerce
	Waterfall	on byway	H, S	Located at Mill Falls Marketplace
Waukegan Highlands Park	on byway	R, S	190 acre conservation land, 3 miles of recreational trails, map	
Tamworth	Bearcamp Covered Bridge	.10 mile	H	AKA Whittier Bridge, c. 1879, NH covered bridge 46, World Guide of Covered bridges #29-02-08, 2008 - present restoration
	Remick Farm Museum	2 miles	C, H	Historic working farm and museum
	Ordination Rock	2.10 miles	H	Glacial bolder, c.1792 Samuel Hidden ordained as first settled minister of Tamworth, monument on rock c.1862
	Grover Cleveland Summer Home	off byway (2 miles)	H	Private residence, viewable from Cleveland Hill Road.
	Barnstormers Summer Theatre	off byway (2 miles)	C, H	Longest-running professional summer theatres in the country, 282 seats, air-conditioning, non-profit operated, community events
	Cook Memorial Library	2 miles	C, H	Founded by Parson Samuel Hidden 1796 , current building in 1895, two-story clock tower, National Register of Historic Places
	Tamworth Town House	2 miles	H	Historic site of town business c.1794
	Tamworth Village	2 miles	A, C, H	Historic village center with services and gathering spaces.
	Tamworth Village School	2 miles	H, C	Now the site of the Unitarian Church - weekly, local Farmer's Market.
	Chocorua Public Library	4 miles	H	c. 1897, founded by Boston educators and businessmen, one of few private funded libraries for public use, new construction 1968

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	Resource Name	Byway Proximity	Characteristics	Description
Tamworth (cont.)	Chocorua Village Park and Dam	4.29 miles	N, R, V	Walking pathway to dam.
	Chocorua Lake and Mountain	5 miles (<2 mi. N of Chocorua Village)	R, S	222 acre lake, fishing, swimming, "grove area" canoe/kayak access, picnic, hiking trails, summit trail, 3,490' bare, rocky summit, views
	Chinook Kennels	6 miles	C	Working kennel, origin of Chinook breed, road sign picture of a harnessed "Chinook" along the westbound side of NH Route 113A
Tuftonboro	Abenaki Hill Tower	on byway	R, S	Built c. 1929, 80' tower was used for spotting fires and aircraft, open to public, short walk from parking.
	Beach - 20 Mile Bay	on byway	N, R, S	Scenic waterfront with access to nature preserve and limited bathing
	Bean (Sodom) Road Cemetery	off byway (1.3 miles)	A, H	Four generations of Bean family, circa 1845
	Bennett Cemetery	off byway (.8 mile)	A, H	Circa 1862
	Chandler Easement	on byway	N, R, S	2.5 mile, easy level hike marked with blue flashes
	Ederly-Blake Cemetery	on byway	A, H	Circa 1815
	Grave by the Lake	on byway	C, H	Former burial mound of 7' Indian and inspiration for John G. Whittier's poem " <i>The Grave by the Lake</i> "
	Hoyt-Ladd-Remick Cemetery	on byway	A, H	Two Revolutionary War soldiers, eight Veterans, circa 1817
	Launching Ramp - 19 Mile Bay	on byway	R, S	Public launching ramp, off-site trailer parking, Public Wharf has boat docking (no overnight docking)
	Melvin Beach	on byway	C, R, S	Scenic waterfront, limited bathing
	Melvin Village Cemetery	on byway	A, H	Circa 1838.
	Melvin Village Church	on byway	C, H	
	Melvin Village Wharf	on byway	H, R, S	Public waterfront, launching ramp and docking for small craft
	Mirror Lake	on byway	N, R, S	Scenic waterfront with boat access and limited bathing
	Mirror Lake Church	on byway	C, H	
	Moses Copp Cemetery	off byway (500')	A, H	Circa 1854
	Nathaniel Caverly Cemetery	on byway	A, H	Circa 1827
	Piper Cemetery	on byway	A, H	Circa 1813
	Samuel Caverly Cemetery	off byway (1,500')	A, H	Circa 1865
	Stevens Cemetery	off byway (2 miles)	A, H	Circa 1847
Swett Cemetery	off byway (1 mile)	A, H	Circa 1835	
Town Beach - 19 Mile Bay	on byway	C, R, S	Public waterfront with seasonal restrooms, swimming programs and access to island conservation land	

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	Resource Name	Byway Proximity	Characteristics	Description
Tuftonboro (cont.)	Town Hall Cemetery	off byway (1.7 mi.)	A, H	Largest cemetery in Tuftonboro, circa 1826
	Tuftonboro Historical Society	on byway	H	Local society preserving history of town
	Whitney Glidden Cemetery	off byway (.5 miles)	A, H	c.1839
	Willing Workers Hall	on byway	C, H	Local community gathering hall
Wolfeboro	Abenaki Ski Area	off byway (1 mile)	H, R, S	Oldest small ski area in the USA
	Back Bay Public Launch	off byway (300')	R	Boat launch, parking, and docks for small water craft, no fee (4' bridge clearance to access Lake Winnepesaukee)
	Brewster Academy	on byway	C, H, R	Open campus with views across Wolfeboro Bay, host to many public events including international music and arts festivals.
	Brewster Beach	off byway (1,800')	R	Public beach, parking, bathhouse, picnic tables, no fee, sunrise to sunset year round
	Brewster Memorial Hall	on byway	H	Town Hall, National Historic Registry
	Bridge Falls Path	off byway (300')	C, R, S	1/2 mile multi-use path connects to regional trail network. Access to Cotton Valley Trail to Wakefield and beyond
	Carpenter School Playground	on byway	R	Children's playground
	Carry Beach	off byway (1 mile)	R	Public beach, parking and bathhouse, no fee
	Cate Park	on byway	R, S	Wolfeboro Community Bandstand, venue for community events on the shores of Lake Winnepesaukee
	Information Kiosk	on byway	C	
	Information Kiosk	off byway (300')	C	
	Information Kiosk	off byway (300')	C	
	Kingswood Golfcourse	on byway	R	18 hole golf course, open to the public
	Kingswood Art Facility	on byway		900 seat performing arts theatre used by non-profit organizations to host year round music events
	Lake View Cemetery	on byway	C, S, H	
	Libby Museum	on byway	A, C, H, N, R, S	Historic building contains archeology and natural history, founded in 1912, summer education programs offered
	Pop Whalen Ice Arena	off byway (1 mile)	R	Host to many area hockey leagues, offers public skating hours for a fee, summer roller skating and roller blading
	Sewall Woods Conservation Area	off byway (300')	R	176 acres, extensive walking, running, bicycle and XC ski trails, owned by LRCT, peaceful woodland setting
	Sue Glen Playground	off byway (300')	R	Children's playground
	The Carry	off byway (1 mile)	C, H, R	The Native American canoe carry is an old Indian portage used centuries ago
Village Players Theatre	off byway (200')	C, H	Non-profit performing arts venue, year round	

A = Architectural; C = Cultural; H = Historic; N = Natural; R= Recreational; S = Scenic; V = Views

	Resource Name	Byway Proximity	Characteristics	Description
Wolfeboro (cont.)	Wolfeboro Area Chamber of Commerce	off byway (300')	C	Information for tourists and relocation
	Wolfeboro Public Library	on byway	C	
	Wolfeboro Town Docks	on byway	R, S	Public waterfront, information kiosk, launching ramp and docking for water craft
	Wolfeboro XC Ski	off byway (1 mile)	R	10 miles of cross country ski trails
	Wright Museum	off byway (1,800')	C, H	World War II museum, period family life and cultural displays, dozens of military vehicles, non-profit
Holderness	Swainey's Marsh and Brook	on byway	N	A major wetland tributary to Squam Lake.
	Camp Deerwood	on byway	C, R	Established in 1946, one of many summer camps on the Squam Lakes
	White Oak Pond Launch	on byway	H, R, V	View of White Oak Pond, once mill site now public launch
	Mill Brook	on byway	H, N	Believed site of first settlers in Holderness, Susannah and William Piper 1763.
	Squam Lakes Association	on byway	C,N,R,V	Formerly Karsten's Motel now SLA - launch (hp restriction) rentals, maps and camping.
	Squam Lake	on byway	V	Great view of Squam Lake and panorama of mountains behind
	Manor on Golden Pond	on byway	H	Former photo academy built in 1904
	Holderness Historical Society	on byway	H, V	Former Holderness Free Will Baptist, c.1847, moved in 1970, open summers, view of Squam River.
	Squam Boat Livery	on byway	H	Site of filming of On Golden Pond
	Native American Site	on byway	A	Site of numerous Native American artifacts and remains dating back 4,500 years - investigation ongoing
	Holderness Free Library	on byway	H	First library c. 1893
	Little Squam View	on byway	V	Spectacular panoramic view of Little Squam Lake looking south
	Holderness Town and Grange Hall	on byway	H	Built in 1820 - still in service.

A = Architectural; C = Cultural; H = Historic; N = Natural; R= Recreational; S = Scenic; V = Views

## B. Scenic Views Inventory

In addition to the resources inventory, Working Group members identified the scenic views of greatest importance along the byway in their community. The following matrix summarizes the location, orientation, accessibility and characteristics of the priority views. Also noted are the views with photographs. Where available, the photos are georeferenced for use in an interactive website. See Appendix F for Lakes Tour Scenic Views Map.

### Lakes Tour Scenic Views Inventory

	Location	Facing	Accessibility	Characteristics	Photo
Alton	Route 11 Scenic Overlook	Northeast	Pull-off with parking	Scenic views over Lake Winnepesaukee to the Sandwich Range and Ossipee Mountains to the northeast	✓
	Mount Major	All Directions	Trailhead parking area, plowed in winter	Scenic views over Lake Winnepesaukee to Sandwich Range, Ossipee Mountains and White Mountains to the northeast and surrounding Belknap Range	✓
	Alton Bay - West Side	Northeast	Pull-off parking area, ADA sidewalks, plowed in winter	Scenic views of Alton Bay Bandstand in the bay and the mountains to the northeast	✓
	Levey Park	North	Small pull-off parking area at trailhead	From top, scenic view to north overlooking Alton Bay and the mountains to the north	
	NH 28 near Traffic Circle	North & South	None	Scenic views overlooking the Merrymeeting River and Marsh looking both north and south	
	NH 28 north of NH 28A	Southeast	Small pull-off area	Scenic Views of wetlands and mountains in background looking to the southeast	
	NH 28 Scenic Overlook	N & NW	Parking area, not plowed in winter	Outstanding scenic views looking to the north and northwest over Lake Winnepesaukee, the White Mountains to the north and the Ossipee Mountains to the northeast	
	NH 28 Picnic Area	North	Parking area with picnic tables, not plowed in winter	Scenic views of Lake Winnepesaukee and the mountains to the north	
Center Harbor	NH 25, Downtown	Southeast	Adjacent parking on Main Street and Town Docks	View of lake, mountains, docks and structures	✓
	NH 25B	Southeast	Eastbound view from vehicle; possible to park at Lakes Region Conservation Trust	View to Red Hill and Ossipee Mountains	✓
	NH 25B	Southwest	Westbound view from vehicle; limited shoulder	View of rolling hills and farm field	✓
	Waukewan Road	South	View from vehicle; limited shoulder	View of rolling hills and Lake Waukewan	✓
	Winnona Road	Southwest	View from vehicle; limited shoulder	View of Winona Lake	✓
Glifford	NH 11	North	Pull-off with parking	Scenic overlook and information kiosk	✓
	NH 11, 280 Scenic Drive	North	Picnic area, parking, fee	Ellacoya State Park	
Laconia			View from vehicle; limited shoulder	Historic Ames Farm, adjacent cemetery, lake view	✓
	Endicott Park, Weirs Beach	North/Northeast	Parking, ADA sidewalks, closes at dark, public restrooms, not plowed in winter.	Meredith Bay, Eagle Island, Governors Island, historic stone bridge over the Weirs Channel. Great views and many public amenities including a public beach.	✓
	View from US Route 3 at Meredith TL	Northeast/East/Southeast	No parking pull-off. View from the road as driving only.	View of Lake Winnepesaukee, mountains, Laconia and other areas	✓
	Lake Winnepesaukee View from Petal Pushers	South/Southwest	No parking pull-off. View from the road as driving only.	View of mountains, lakes, forest.	✓
	Weirs view from White Oaks Campground	North/Northwest	No public parking pull-off. View from the road as driving only.	View of mountains, Lake Winnepesaukee	✓
	Public Docks, Weirs Beach	North/Northwest/Northeast	Parking, ADA sidewalks and ramp to boat docks, public restrooms.	Wide vista views of parts of Meredith Bay, Eagle Island, Governors Island, Pitchwood Island, Stonedam Island, Spindle Point, etc., and mountains in the background. Can also see all the boating activity in the area.	✓
Meredith	85 Daniel Webster Hwy (aka US Route 3)	East/Southeast	View from vehicle. Farmstand parking	Working agricultural landscape at Picnic Rock Farm, 1769 Farmhouse, continuous family ownership since 1801, farm stand, conserved in 2004, Pinnacle Hill in background (el. 900')	✓
	Daniel Webster Hwy	Southeast	View from vehicle (traveling southbound)	Distant view of Lake Winnepesaukee islands, Belknap Mtns.	✓
	Town docks on Daniel Webster Hwy	East	Public docks and wharf, year round public parking on-site, benches	Wide angle view from public docks and Hesky Park across Meredith Bay	✓
	Scenic Park on NH Route 25	South	Nearby public parking, paved path thru park, benches	Unique view facing down the length Meredith Bay, Indian Island in foreground, Belknap Mountain Range behind	✓
	Main Street	North/South	On street parking, public parking lots, sidewalks, public restroom,	Picturesque Main Street village setting; public parks, historic library, Historical Society Museum, sculpture walk, historic walking tour, new England architecture	✓
	NH Route 25	West/Southwest	View from vehicle (traveling westbound)	Gateway view overlooking iconic Meredith Village landscape	✓
	Meredith Bay	North/Northwest	View from boat, kayak, etc.	Wide angle view of Meredith Village waterfront and architecture	✓
	Main Street	North	Streetscape view from vehicle or sidewalks. Public restroom	View of Main Street in the heart of Meredith Village, Community Park	✓
	Main Street and Daniel Webster Hwy	West	View of waterfall from marketplace courtyard, walkways, year round	View of 40' waterfall, remnant of Meredith's mill town roots	✓
	NH Route 25	East	View from vehicle	View of working agricultural landscape at Moulton Farm, Ossipee Mountains in background	✓
	NH Route 25	South/Southwest	View from vehicle	View of working agricultural landscape at Moulton Farm, farmhouse	✓
	Quarry Road	East	View from vehicle and farm stand, parking	View of working agricultural landscape at Moulton Farm, 1811 farmhouse, actively farmed since 1883, conserved in 1990, Ossipee Mountains in background	✓
	Quarry Road/ Page Pond	West	Trailhead parking & information kiosk at end of road (.4 mi from NH Route 25)	View of 19-ac Page Pond off the Yellow Trail within a 600-ac designated Town Forest. Conserved in 2010. View of historic mill site off Yellow Trail. View of Page Brook prime wetlands from Red Trail. Seven miles of trails.	✓

	Location	Facing	Accessibility	Characteristics	Photo
Meredith (cont.)	NH Route 106 (aka Parade Road)	North/Northeast	View from vehicle	View of Lake Waukegan, Squam Mountain Range	✓
	NH Route 106 (aka Parade Road)	North/Northeast	View from trail, trailhead parking	View of Lake Waukegan, Squam Mountain Range from challenging 1.1 mi. Blue Trail within 190-ac designated Town Forest. Three miles of trails.	✓
	Waukegan Street	North	View from vehicle, sidewalk, boat ramp or public beach, public parking, seasonal public restrooms at beach	View facing the length of 953-ac Lake Waukegan and surrounding watershed, Beech Hill, Chapman Island, Fogg Hill, McCrillis Hill	✓
Moultonborough	NH109 northwest of Tuftonboro town line	Northeast	View from vehicle, limited shoulder space	View of the Ossipee Range	
	NH109 (south of NH171)	East	View from vehicle, limited shoulder space	View of farm fields and Ossipee Range	
	NH109 at NH25 intersection	Northeast	Shoulder	View of Sandwich Range	
	NH109 (near Ossipee Mountain Road)	West	View from vehicle, limited shoulder space	View of orchard and Sandwich Range	
	NH25	Northeast	Shoulder	View of airport and Sandwich Range	✓
	NH25	North	Sutherland Park - gravel pull-off with picnic tables	View of Berry Pond, marsh, and Sandwich Range	✓
	NH25	North	Small, gravel NHDES pull-off with car top launch	View of Lake Kanasatka and Mountains beyond	✓
Tamworth	NH171 to Ossipee Park Road (< .5 miles from byway)	South	Access to hiking trails.	Multiple views of Lake Winnepesaukee and the islands	
	NH 25	North & South	Views from vehicle	multiple views of Bearcamp River, farm fields, Ossipee and Sandwich Ranges	
	NH 25	North	Iconic view has no parking, adjacent parking and roadway walk.	View of Mt. Chocorua	✓
	Main Street	Northwest	One of several downtown historic buildings	Period architecture	✓
	Main Street	Southeast	One of several downtown historic buildings	Period architecture	✓

### C. Additional Inventory

The town of Sandwich participated in the identification of Byway resources in the 1999 Corridor Management Plan. The Sandwich views are listed below. It should be noted that if proposed changes to the Lakes Tour are supported locally, the addition of NH113 would include significant natural resources and views in Sandwich. The inventories should be updated with a revision to the existing route.

Town	Facing	Description
Sandwich	East	View from NH25 of marsh, farm land and Ossipee Range
Sandwich	West	View of marsh and forest from NH25

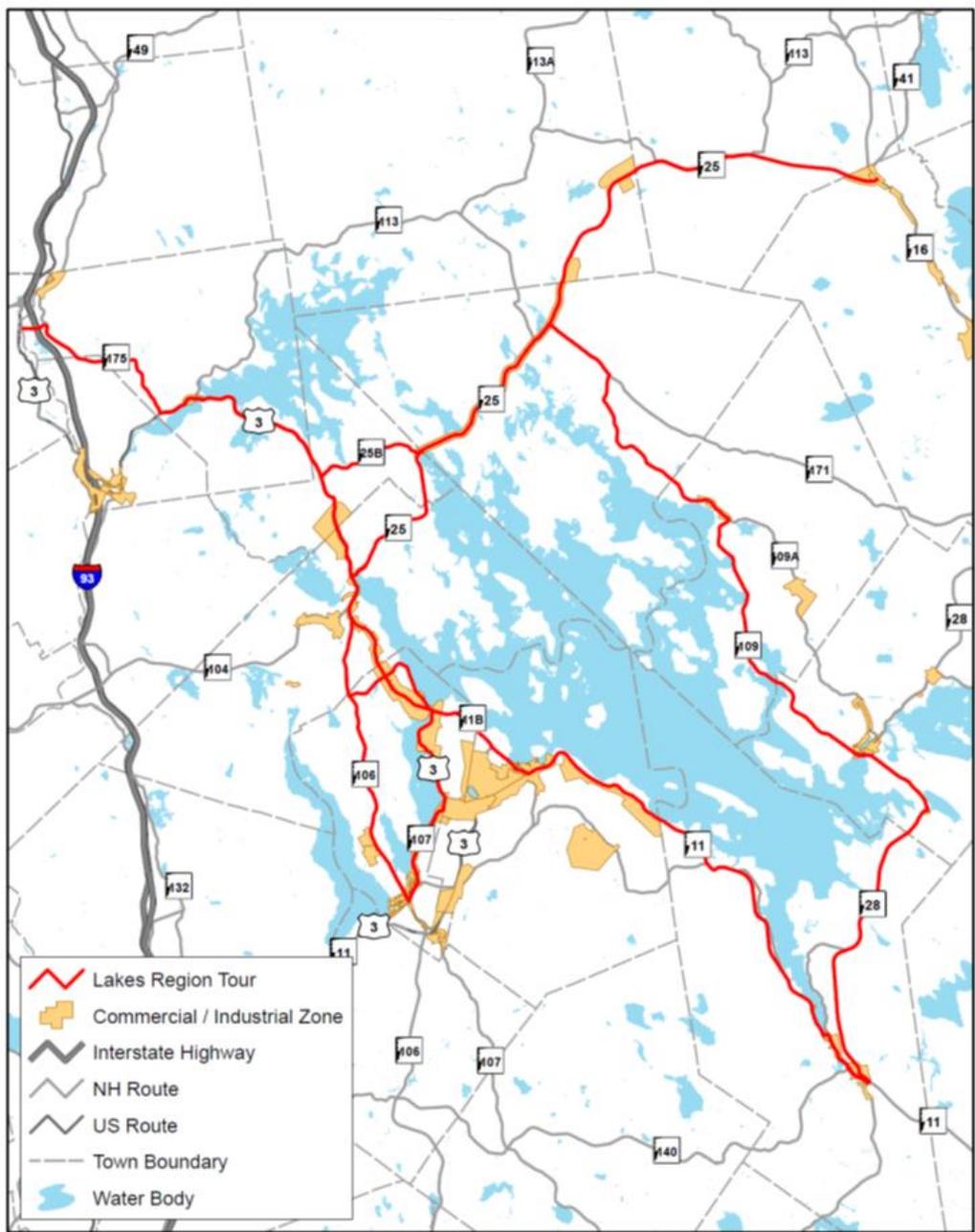
Both the towns of Ashland and Ossipee have covered bridges on or in very close proximity to the Lakes Tour. Built in 1990 by Milton Graton and Sons to replicate the traditional style of covered bridges, the Squam River Bridge replaces a steel and concrete bridge condemned by the state. In Ossipee, the Whittier Bridge over the Bearcamp River has a history dating back to 1791 and is on the National Register of Historic Places. Currently under restoration, when reopened the bridge will carry light vehicle traffic and is byway 'must see'. Both Ashland and Ossipee provide connectivity to adjacent scenic byways. In Ashland, US3 provides access to the River Heritage Trail, a 120 mile loop that includes a portion of downtown Plymouth. Approximately 15 mile north of West Ossipee on NH16 is the Kancamagus Scenic Byway which traverses the White Mountains from Conway to North Woodstock.

## 6. EXISING CONDITIONS

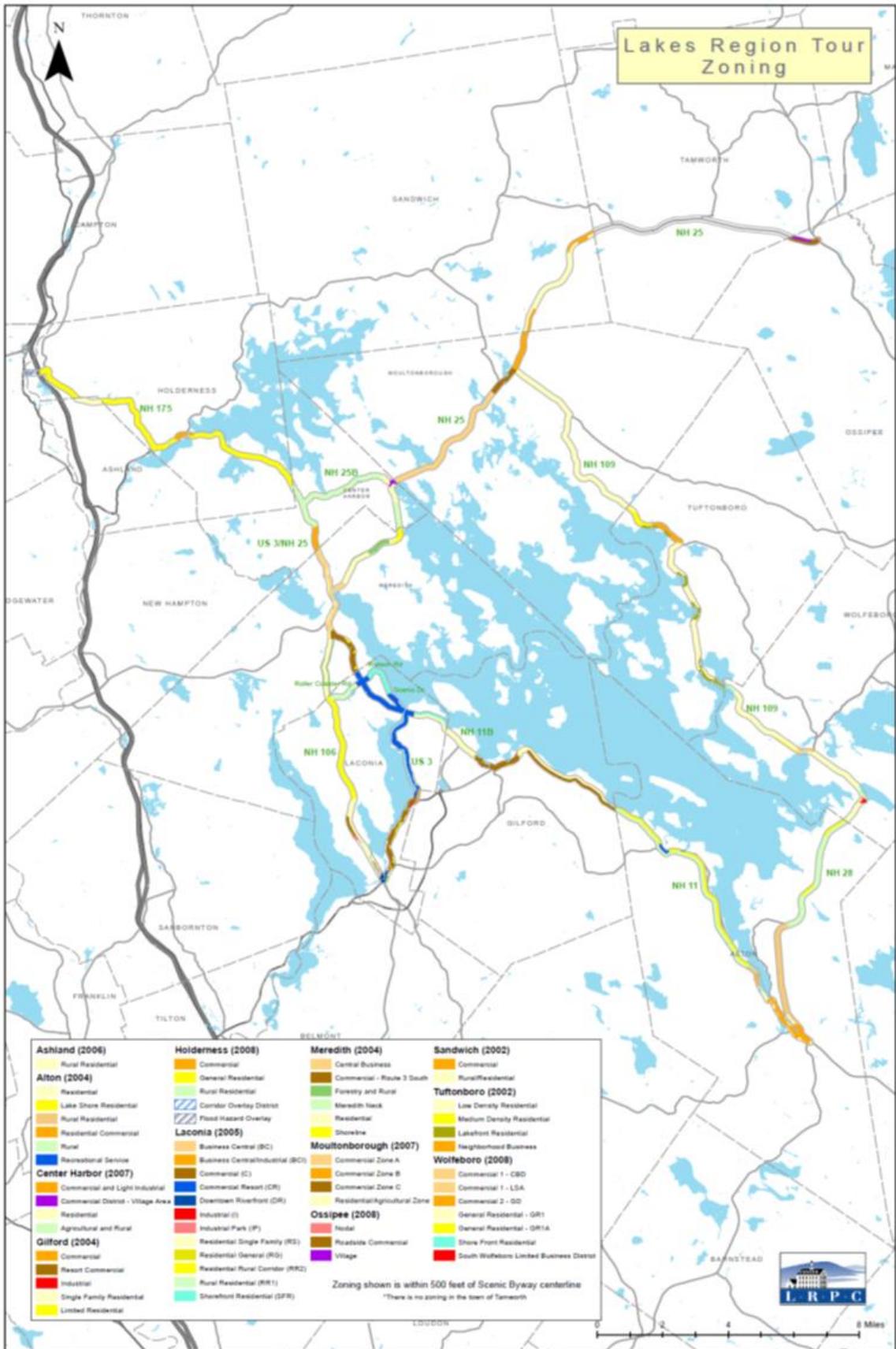
### A. Economic Centers and Land Use

The Lakes Tour is comprised of a series of nodal centers (areas of concentrated economic activity) connected by rural highways. This pattern of development is largely consistent with historic settlement patterns when development concentrated around water power and the outlying areas were farmed. As illustrated in the maps series that follows: 1) Commercial/Industrial Zones clearly shows pockets of commercially zoned land; 2) Zoning Map - further describes the types of uses allowed between the commercial nodes; and 3) Existing Land Use - depicts the prevalence of brush, forest, and agriculture between developed areas.

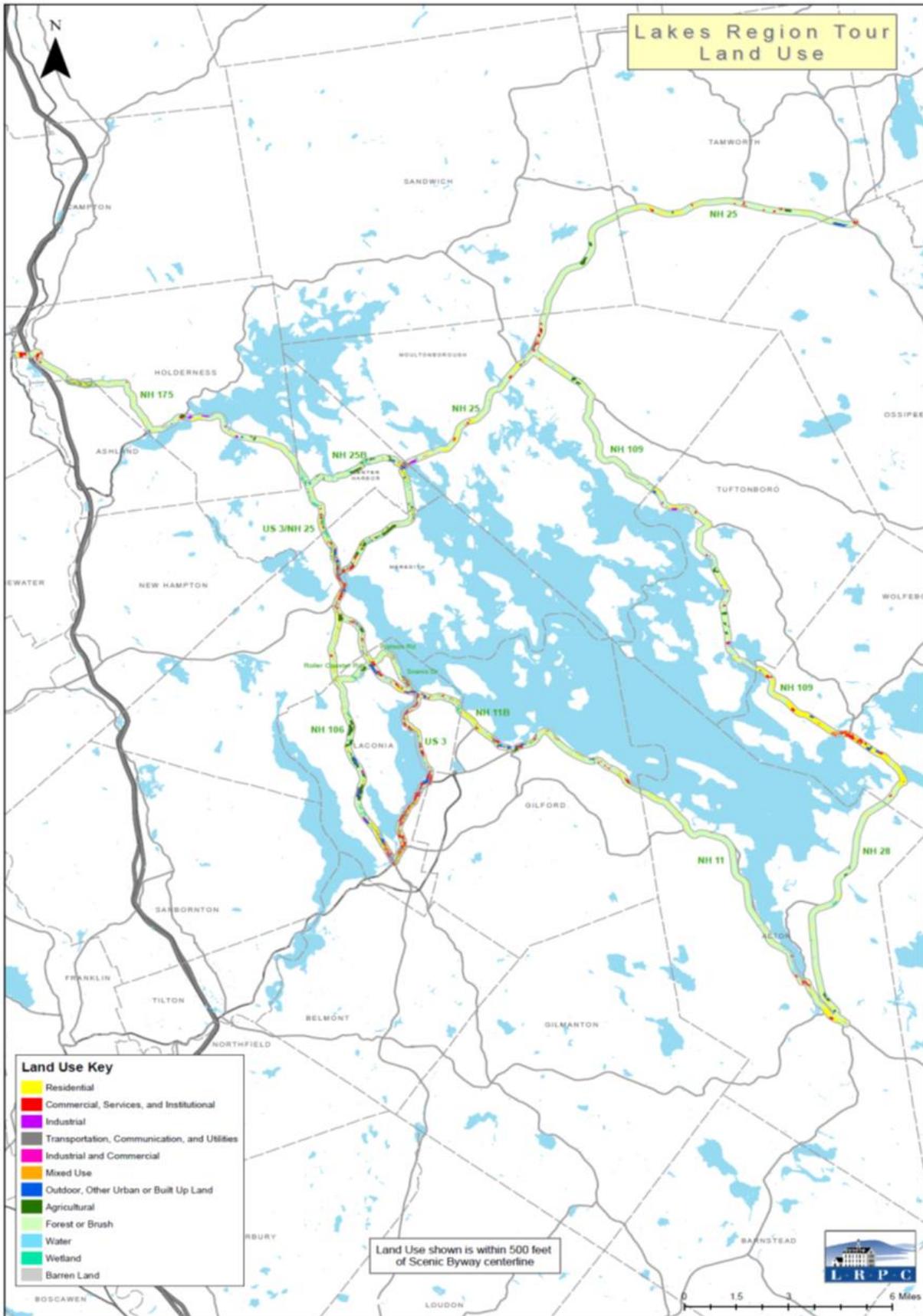
**Map 3: Lakes Tour Commercial and Industrial Zones**



Map 4: Lakes Tour Community Zoning



Map 5: Lakes Tour Existing Land Use



## B. Transportation

The Lakes Region Tour Scenic Byway extends over 111 miles in length through 13 communities. While the majority of the byway (97 percent) is state-maintained highway, the remaining three percent is locally maintained by the city of Laconia. The national highway system comprises roughly 28 percent of the byway's length. Much of the byway is kept clean of litter through the "Adopt a Highway" program sponsored by a wide range of local groups, clubs, and businesses. According to data provided by the NH Department of Transportation District 3 Office in Gilford, 18 organizations currently maintain almost 40 miles of the Lakes Tour. Information about sections maintained was mapped by LRPC staff to better assess gaps and opportunities for future involvement.

### 'Adopt a Highway' Organizations Maintaining the Lakes Tour

Organization	Municipality Served	Route	Miles
Legion Riders Ch.8 Post 72 Alton	Alton	NH11	2
Metzger Family at Deb's Cove	Center Harbor	NH25B	3.2
Town of Gilford	Gilford	NH11B	2
Winnepesaukee Yacht Club	Gilford	NH11	2.5
Squam Lakes Association	Holderness	NH3	1.9
HPER Club	Holderness	NH175	2.6
Zimmer Family	Holderness	NH176	2.6
Family of Ben & Mike	Laconia	NH106	1.6
Inter-Lakes HS Girls Varsity Soccer	Meredith	NH106	2
Shirley Ballou	Meredith	US3	1
MA Boys Varsity Soccer	Moultonborough	NH25	2
Moultonborough Boys Basketball	Moultonborough	NH25	1.5
Bald Peak Colony Club	Moultonborough	NH109	1.95
Lamprey Septic Service	Moultonborough	NH109	2.4
Royal Order of WAH	Moultonborough	NH109	2.2
South Tamworth United Methodist Church	Tamworth	NH25	2.3
Wolfeboro Rotary Club	Wolfeboro	NH28	3.2
Olympia Gym, Inc.	Wolfeboro/Tuftonboro	NH109	4.3
<b>Total Miles</b>			<b>38.65</b>

### Vehicle and Pedestrian Safety

Traffic volumes are recorded regularly at various locations along the byway. The table below displays annual average daily traffic (AADT) published by the NH Department of Transportation, and paints a picture of the range of traffic volumes experienced along various segments of the Lakes Tour. The portions of the byway that experience the highest volumes of traffic (average daily traffic in excess of 10,000 vehicles) are NH25 between Moultonborough and Meredith, US3 in Meredith between NH25 - NH106, US3 at Weirs Beach in Laconia, NH107 (Union Avenue) in Laconia, and NH106 (North Main Street) in Laconia. The volume of traffic is of greatest a concern in the seasonal peaks such as the

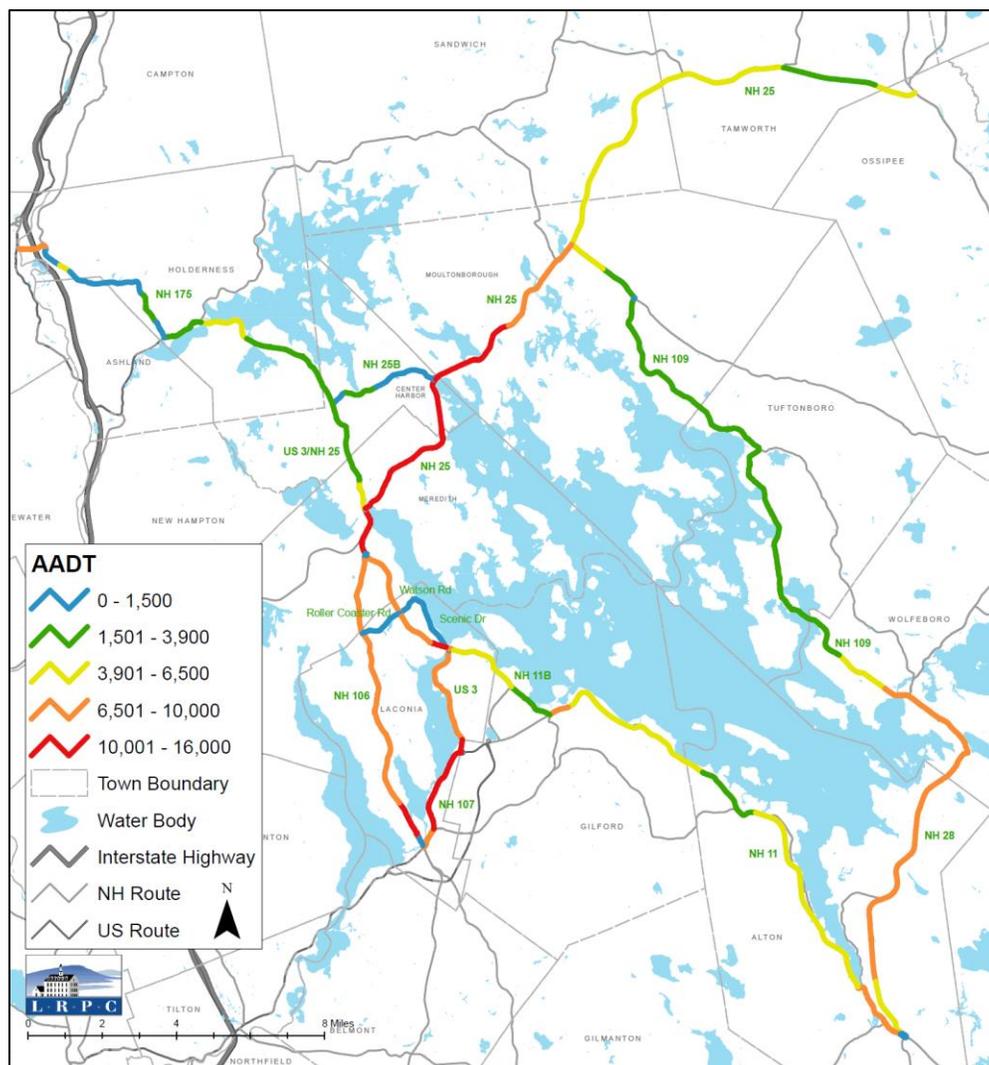
### Lakes Tour Traffic Counts 2011 - 2013

Roadway	Highest AADT	Number of Count Locations	Collection Year(s)
NH 11	8,300	4	2011, 2012, 2013
NH 11B	4,900	1	2013
NH 25	13,000	11	2011, 2012, 2013
NH 25B	3,400	1	2011
NH 28	8,700	4	2012, 2013
NH 106	13,000	3	2012, 2013
NH 107	16,000	4	2011, 2012, 2013
NH 109	8,000	7	2011, 2012, 2013
NH 175	4,000	2	2012
US 3	13,000	8	2011, 2012, 2013

summer, when roadway capacities are exceeded leading to traffic back-ups and delays. Traffic on US3 a in through Meredith is impacted during the summers typically on week-ends. Map 6 shows the range of average daily traffic counts on the byway. While not greater than 10,000 vehicles per day, the season traffic congestion in Wolfeboro on NH28 rivals that in Meredith.

Week-ends throughout the summer months can produce traffic and pedestrian activity that exceeds current highway capacity, especially in downtown Meredith and Wolfeboro. Both community traffic and pedestrian congestion issues are slated to be addressed in projects currently identified as regional priorities and included in the state transportation plan.

**Map 6: Range of Average Daily Traffic on the Lakes Tour**

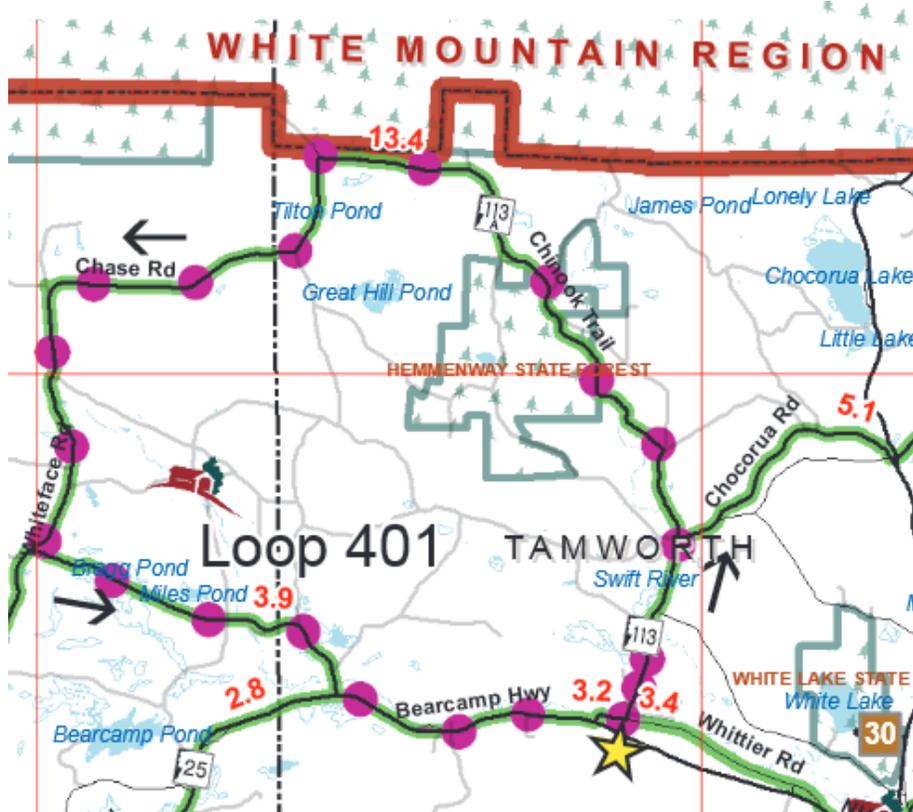


## Multimodal Opportunities

Most visitors to the byway use personal automobiles as a primary source of transportation. However, infrastructure also supports travel such as walking, bicycling, boating, and rail. A host of hiking trails of various lengths and difficulty levels can be accessed throughout the byway, and the Lakes Region is a popular area for recreational bicycling.

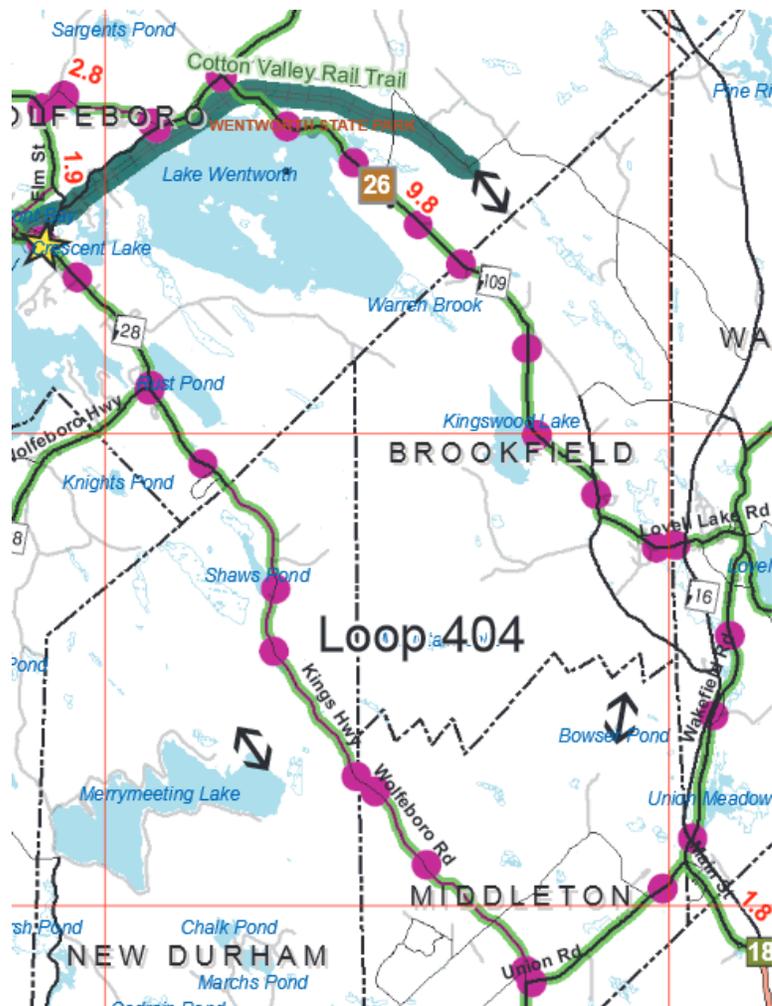
The New Hampshire Department of Transportation maintains a statewide Bicycle Map. Many sections of the Lakes Region Tour Scenic Byway are identified as bicycle routes with the exception of Rollercoaster Road, Watson Road, Scenic Drive, and portions of US Route 3 and NH Route 107 in Laconia. Advanced bicycle skills are recommended between Moultonborough and Alton along US Route 3 and NH Routes 25, 11A, and 11. Intersecting the byway are a number of multi-use trails including the Winnepesaukee-Opechee-Winnisquam (WOW) Trail in Laconia and the Cotton Valley Trail in Wolfeboro. The multi-use trails are open to non-motorized uses such as walking, running, jogging, bicycle riding and cross country skiing.

The byway shares the highway with Recreational Bicycle Loops 401 and 404, published on the *New Hampshire Bicycle Map – Lakes Region, March 2008*. The map was prepared by the NH Department of Transportation in consultation with the regional planning commissions. The bike loops were an addition when the statewide map was updated and show elevation gain, suggested direction of travel and recommended experience level. Loop 401 in Tamworth is a 22.2 mile beginner's on road ride featuring Miles and Brag Ponds, Hemenway State Forest and the Swift River. The loop begins .41 miles from the byway on NH Route 113 and joins the byway for 2.74 miles on NH Route 25/113. Hemenway State Forest has a network of walking trails, many of which are maintained for winter use by the Tamworth Outing Club, and boasts views into Maine from the fire tower on the summit of Great Hill.



Recreational Loop 404 in Wolfeboro is a 33 mile intermediate level ride in either direction of travel. The recommended starting point, Academy Drive at the Brewster Academy campus, provides direct access to the NH Route 28 portion of the byway through the downtown of the “Oldest Resort in America.” The loop highlights are numerous and could take several days of exploration to truly appreciate all it has to offer and the connections provided to other recreational, cultural and historic opportunities.

Many bicycle around Lake Winnepesaukee every season since it is such an attractive destination and convenient distance for event training, offering hill climbs, descents, and rewarding vistas.<sup>3</sup> To help protect bicyclists on the road, state law requires drivers to leave a prudent distance between the vehicle and bicycle.<sup>4</sup> This distance is defined as at least three feet when the vehicle is traveling at 30 miles per hour or less – and increase by one for every 10 miles per hour increase in vehicle speed (40mph = 4’, 50mph = 5’, etc.).

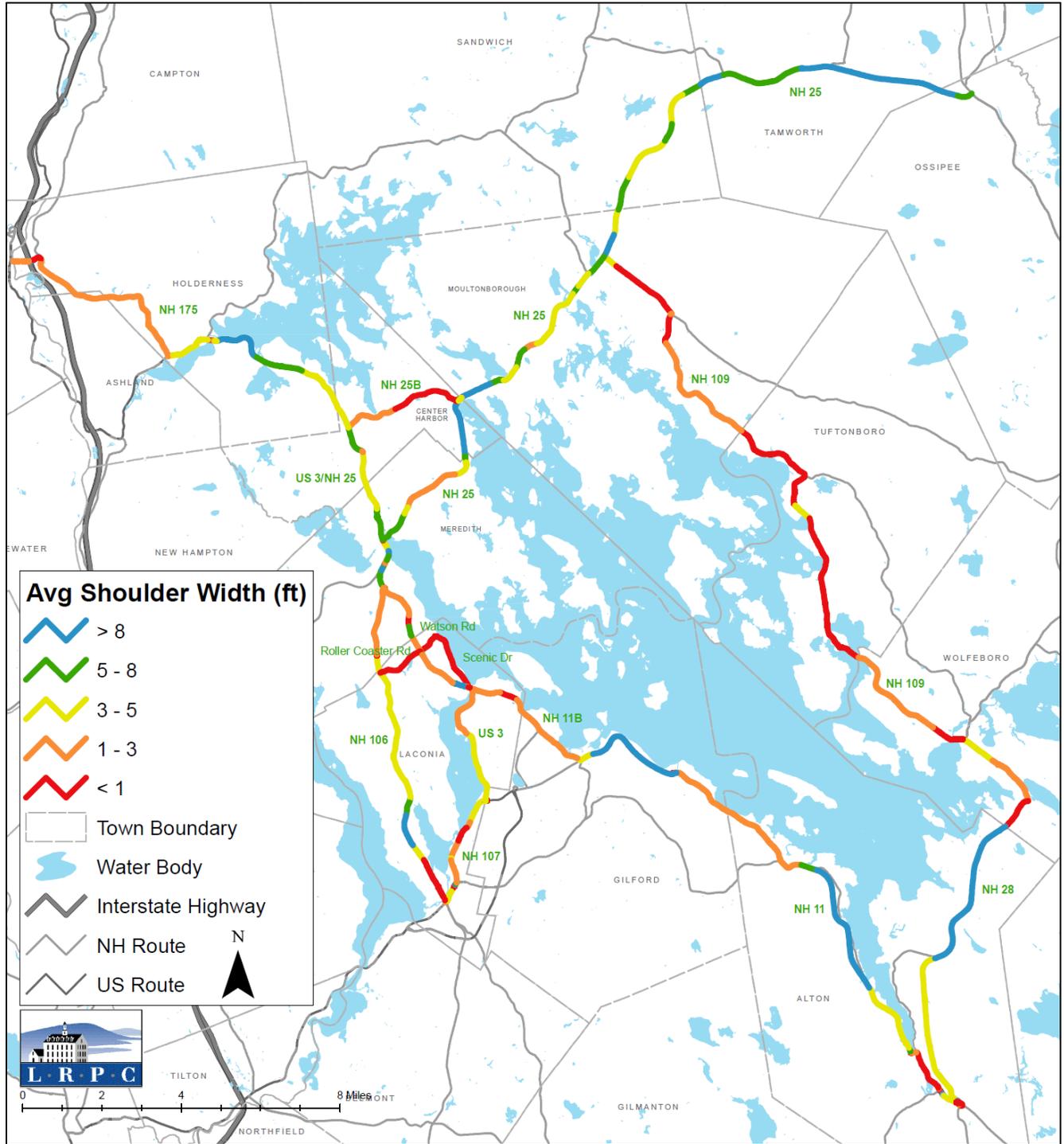


A majority (70 percent) of the Lakes Region Tour provides paved roadway shoulders of three feet or greater in width (see Map 2). NHDOT recognizes four feet as the minimum width of an on-road bicycle lane without curbing – the same width shoulder (at least 4’) would suffice for bicyclists on the majority of the byway. Unfortunately, the way the shoulder width data is collected, it is impossible to specify where the 4 foot standard deficiencies exist to achieve the regional goal of at least four foot shoulders on the highest volume roads. Research has shown that low traffic volumes and sufficient shoulder width are two critical factors in determining the perceived comfort and safety of bicyclists on the roadway<sup>5</sup>. Many sections of the byway provide comfortable shoulder widths along lengths with relatively low traffic volumes. Among these are NH 25/US 3 between NH 175 in Holderness and Main Street in Meredith, NH 25 between NH 109 in Moultonborough and NH 16 in Ossipee, NH 109 in the vicinity of 20-Mile Bay in Tuftonboro, NH 28 between Bay Hill Road and NH 11 in Alton, NH 11 between NH 28A and NH 11A in Alton, and NH 11 between Ellacoya State Park and NH 11B in Gilford.

<sup>3</sup> *Bicycling and Walking: Transportation Choices for New Hampshire’s Lakes Region*, Lakes Region Planning Commission, March 2012.

<sup>4</sup> NH RSA 265:143-A

Map 7: Average Shoulder Width along the Lakes Region Tour



## Tourist Amenities

A drive-thru inventory was conducted along the byway in one direction. The purpose of the inventory was to document signage and other indicators that facilitate way-finding to public facilities and resources, and the presence of multimodal opportunities and tourist amenities. The table below - Transportation Assessment from a Traveler's Perspective, represents a summary of the observed inventory. Because items that were not clearly visible or that have signage facing only one direction of travel may not have been documented during the drive through. The summary matrix was reviewed and revised by the regional Transportation Technical Advisory Committee (TAC). An 'x' indicates that at least one such item was observed along the scenic byway in that community by those conducting the inventory; shaded entries indicate items added to the inventory by Technical Advisory Committee (TAC) members.

Transportation Assessment from Traveler's Perspective

		Alton	Center Harbor	Gilford	Laconia	Meredith	Moultonborough	Sandwich	Tamworth	Tuftonboro	Wolfeboro
Checklist											
Way Finding	Scenic Bxwax Signage						X	X			
	Services Info (Blue) Signage	X		X	X	X	X		X	X	X
	Recreation/Culture (Brown) Signage	X		X	X	X	X		X		X
	Informational Kiosks	X	X	X	X	X	X				X
	Map Available/Displaced	X		X		X					X
	"Welcome To..."	X	X	X	X	X	X		X	X	X
Multimodal Opportunities	Hiking/Walking Trail	X		X	X	X	X			X	
	Multi-use Trail	X			X	X				X	X
	Bicycle Racks				X						X
	Public Parking	X	X		X	X				X	X
Tourist Amenities	Public Restroom	X	X			X				X	X
	Scenic Pullover	X		X		X					
	Public Beach	X	X	X	X	X				X	X
	Boat Launch/Town Docks	X	X	X		X	X			X	X
	Park	X	X		X	X					X
	Playground				X	X					X
	Picnic Area	X	X	X	X	X				X	X
	Public Golf Course				X		X				X
	Public Skiing			X	X						
	Camping	X	X	X							
	Historical Marker	X	X		X					X	X
	Unique Natural Feature	X									
	Wildlife Management Area			X	X	X	X				
Chamber of Commerce	X	X		X	X					X	

While most of the byway communities have excellent amenities that are attractive to tourists such as benches, tables, bike racks, shopping, public restrooms, etc., they are not always clearly marked or visible from the byway. As the results of this inventory were presented to representatives from the byway communities it became apparent that efforts to increase awareness of amenities may prove beneficial in promoting the byway and its resources. The local Chambers of Commerce are an excellent resource for area maps and other visitor information, although some of these are closed during the winter months.

### **Potential Impacts of Future Roadway Improvements**

A number of improvements have been recommended to increase safety along the Lakes Region Tour Scenic Byway. Noteworthy is that three of top five projects in the 2015 Lakes Region Transportation Improvement Plan (TIP) are located on the byway including safety improvements on NH25 at multiple locations in Meredith and Moultonborough and NH11 in Alton and Gilford. In addition, a number of recent publications have identified specific projects or recommendations for improvement, including the NHDOT Ten Year Plan, the 2012 Bicycling and Walking Plan, the 2008 NH Route 25 Corridor Study, the 2008 Lakes Region Transportation Plan, and others. Specific areas and concerns on the Lakes Tour are outlined below:

Center Harbor – Village Core: Sidewalk from library to Chase Street with crosswalk over NH 25B, sidewalks from Lake Street to Bean Road and to shopping center. Reconstruct sidewalks, curbing, drainage, and on-street parking at the corner of Main and Lake Streets. New pedestrian crossing of NH 25 connecting village green/bandstand to waterfront, and a new crosswalk and pedestrian signal equipment at the NH 25/Bean Road intersection. *Source: Biking and Walking Plan 2012, NH Route 25 Corridor Study 2008*

Gilford/Alton – NH 11: Roadway safety improvements from Ellacoya State Park to NH 11D. *Source: LRPC Transportation Improvement Program 2013*

Holderness – NH 175: Restripe to create a wider shoulder for bicyclists and pedestrians, and add “Share the Road” signs. *Source: Biking and Walking Plan 2012*

Laconia – US 3: Rehabilitation of bridge over NH Railroad at Weirs Beach. *Source: NHDOT Ten Year Plan 2015 - 2024*

Laconia – US 3/NH 107 at Lake Street Intersection: New crosswalks and pedestrian signal heads, new 5-foot concrete sidewalks, provide bicycle lane striping through right-turn lanes. *Source: Biking and Walking Plan 2012*

Meredith – US 3/NH 25: Adding left turn lane, landscaped median, sidewalks along US 3 and from downtown to Barnard Ridge Road, bike shoulders along corridor, well defined crosswalks, improved geometry at Pleasant street intersection to make it safer and more efficient for left turning vehicles, and managed crosswalk during peak periods. *Source: LRPC Transportation Improvement Program 2013, NHDOT Ten Year Plan 2015 - 2024*

Meredith – NH 25: Traffic signal enhancements and pedestrian improvements.

Moultonborough – NH 25/NH 109 Intersection: Streetscape, sidewalk, parking, traffic calming, and pedestrian crossing improvements in the Village area. New sidewalk and curbing from Post Office to Moultonborough Central School. New 6 – 8 foot path from NH 25 to Moultonborough Academy. New 5 foot concrete sidewalk and curbing on south side of NH 25 from NH 109 to Old Route 109. *Source: LRPC Transportation Improvement Program 2013, Biking and Walking Plan 2012, NH Route 25 Corridor Study 2008*

Moultonborough – NH 25: Advanced warning signs in both directions with possible LED alternating flashing yellow signals at Glidden Road. Install crash avoidance system with advance warning signs, and creation of an eastbound exclusive left or bypass lane with shoulder widening at Sheridan Road. Widen shoulders on north side of NH 25 and install overhead street sign facing both directions with a “slow turning traffic” warning at Redding Lane. Safety improvements at Sawmill Way intersection. *Source: LRPC Transportation Improvement Program 2013, NH Route 25 Corridor Study 2008*

Moultonborough Village – NH 25: the recently published vision for the village includes the addition of gateway signage, shared parking, a gazebo and restrooms, improved scenic views, and park enhancements (picnic tables, grills, parking, and trailhead). Safety improvements being considered include: travel lane width reduction to share travel way with non-motorized users and promote traffic calming; improved shoulders/sidewalks, and crosswalks at pedestrian pathway. *Source: Town of Moultonborough, NH, Village Vision Report, February 19, 2015*

Ossipee – NH 16/NH 25/NH 41: Intersection improvements. *Source: NHDOT Ten Year Plan 2015 - 2024*

Wolfeboro – NH 28: Reconstruction of NH 28, streetscape improvements including sidewalks, crosswalks, bicycle lane marking, lighting, site amenities, signage and lighting. *Source: LRPC Transportation Improvement Program 2013, NHDOT Ten Year Plan 2015 – 2024, Biking and Walking Plan 2012*

The intersection of NH 109 and NH 109A in Tuftonboro presents a potential safety concern due to the steep topography and skewed angle of the intersection. Identified locally as an intersection of concern, design improvements may reduce the risk of collisions and make the intersection more comfortable for all modes of travel.

Other recommendations include ensuring that no parking exists within 20 feet of a crosswalk (in compliance with State law) since it obscures pedestrian visibility to drivers and places pedestrians in the roadway at close proximity to turning and parking vehicles.<sup>6</sup> Additionally, crosswalks and intersections benefit greatly from intersection corner bulb-outs that protect pedestrians from cars pulling out of parking spaces, make pedestrians visible to oncoming traffic, allow pedestrians to see on-coming traffic more easily, reduce crossing distances, and calm traffic approaching intersections.

These improvements will serve to increase safety for all modes of travel along the byway and help to enhance the traveler’s experience through the Lakes Region of New Hampshire.

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<sup>6</sup> NHDOT Supplemental Design Criteria. 6.3.14 Parking.

### C. Signage and Wayfinding

The requirements for off-premise signs are confusing and contained in variety of state policies and statutes. The Lakes Tour Working Group members hosted a meeting with staff members from the NH Department of Transportation Bureau of Traffic that are responsible for enforcing the off-premise sign regulations. The result of the meeting was a concise summary of under what authority and circumstances are signs are permitted on the Lakes Tour. In part, the restriction of off-premise signs on Federal Aid Primary byway routes led to the 2002 request for the de-designation of NH25. Where businesses are allowed on local routes adjacent to NH25, the inability to have a sign on NH25 to direct travelers to their location was considered too limiting, even given the ability for a tourist oriented sign for a fee. Tourist Oriented Directional Signs (TODS) are standardized in terms of location, font, layout, size, color (blue prismatic reflective background with white lettering), and allowable service symbols.

#### Allowable Service Symbols on Tourist Oriented Directional Signs



A noted challenge with TODS is the inability to guide travelers to off-byway seasonal resources and events. Consider the example of a local farm that provides pick-your-own fruits which come in and out season rapidly. The cost and oversight required to inform travelers of individual crops in succession when available to pick limits the practicality of using TODS.

## Issuers of Permits for Outdoor Advertising Devices on State and Federal Routes in NH

	State Routes (Class I, II, III)	Designated Scenic Byways (not Federal Aid Primary)	Designated Scenic Byways (is Federal Aid Primary)
On Premise	Local Permit	Local Permit	Local Permit
Off Premise	Local Permit	Local Permit	State Permit Existing Signs Only, No New Signs Allowed

Source: LRPC Summary; *Outdoor Advertising Control: Tra 601 Administrative Rules*, November 21, 2011

### RSA 236:70 Definitions:

I. The words "advertising device" shall include billboard, outdoor sign, notice, poster, display figure, painting, message, placard or any other device which is designated or intended to attract or which does attract the attention of operators of motor vehicles on the interstate, federal aid primary system, and turnpike system and shall include a structure erected or used in connection with the display of any such device and all lighting or other attachments used in conjunction therewith.

V. The words "federal aid primary system" shall mean all highways which are a part of the national system of interstate and defense highways described in subsection (b) of section 103 of Title 23, United States Code, and such highways as may be so reclassified from time to time as provided in subsection (f) of section 103 of Title 23, United States Code that were in existence on June 1, 1991, and any highway which was not on the system but was included in the National Highway System as defined in section 1046(c) of the Intermodal Surface Transportation Equity Act of 1991.

### Tra 601.04 Restrictions on Outdoor Advertising Devices

- (a) Pursuant to RSA 236:72, no advertising device other than on premise signs, directional signs, informational signs, or political signs, as described in RSA 236:73, III, IV and V shall be erected or maintained in a federal highway, turnpike adjacent area without a permit issued by the commissioner of transportation.
- (b) Pursuant to RSA 236:88 and RSA 236:88-a, no advertising device may be placed in the right of way of a Class I, II, or III highway without a permit issued by the commissioner of transportation.

### Tra 601.13 Criteria for Location of Off Premise Advertising Devices

- (a) No off-premise advertising device shall be granted a permit or renewal in a location that has been designated a scenic and cultural byway pursuant to RSA 238:19-24 (***unless location of sign is de-designated or device was erected prior to designation***).

**Note:** Refer to Map 2 on Page 4 for delineation of Lakes Tour Byway and Federal Aid Primary designations.

## 7. BYWAY LINKAGES, GOALS AND IMPLEMENTATION PLANS

This section is divided into two parts. The first is the result of community byway representative's reflections on the following questions:

- In what ways can local distractions to the visitor experience be reduced or enhanced by new development?
- How will byway intrinsic qualities be maintained?
- Any recommendations for sign compliance?
- How will byway resources be interpreted and explained to visitors?

This element contains both local efforts to maintain community character generally and byway specific considerations. Future considerations that are byway specific are summarized and included in an implementation strategies matrix in appendices of this report. The section also provides an opportunity to share ideas and approaches between byway communities who each maintain a unique identity and characteristics.

The second part of this section is the result of the Lakes Region Scenic Byway Advisory Committee (SBAC) consensus on approaches to advance this plan in consideration of the following questions:

- How will the Lakes Tour be publicized and marketed?

For example: The few standard byway signs that exist are faded and should be replaced. What about the development of a Lakes Tour specific logo such as those developed for other byways to promote identity (see examples in Appendix C). Would the state signage and a rocker work best? Communities that value the byway as a resource to share with the traveling public should consider the placement of additional byway signs.

- What are the strategies for ongoing public participation?

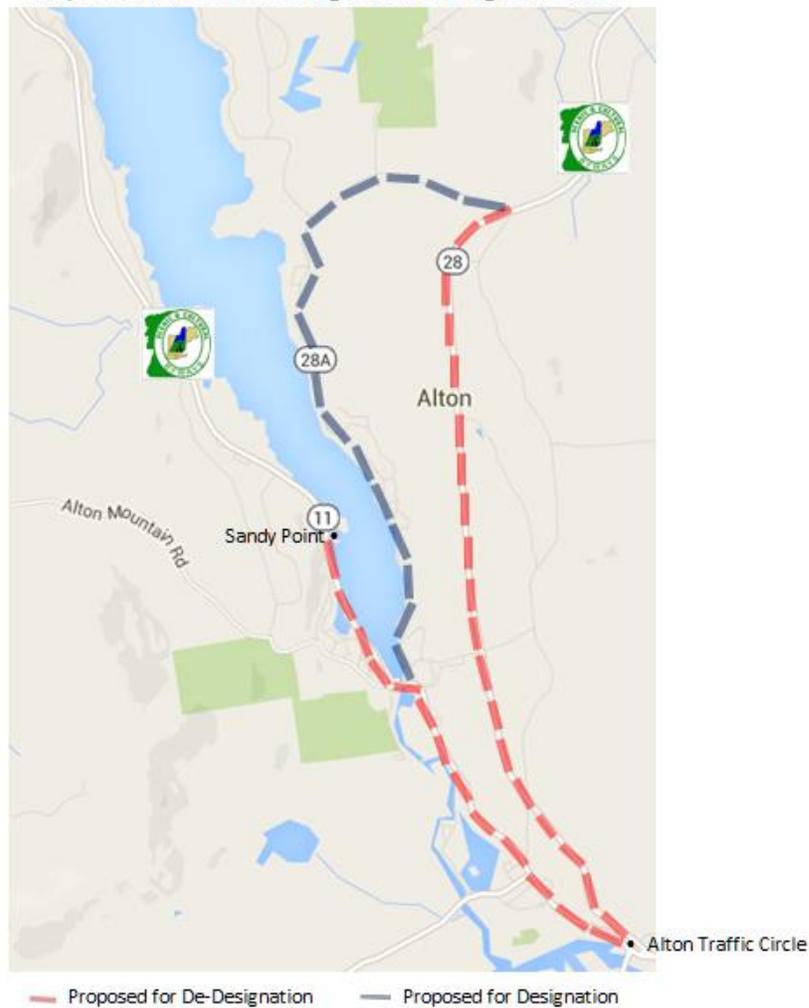
Early in the plan develop process it was acknowledge by the Working Group that a shortcoming of the 1999 management plan was in the area of marketing. See Appendix D for notes from the meetings held in preparation of this plan. A leading recommendation is for the SBAC to foster a byway relationship with existing marketing and business organizations. This and other recommendations and strategies discussed during the plan development process were reviewed and organized by SBAC in the form of Implementation Plans outlined in *Sections 7B - Scenic Byway Advisory Community Recommendations* and *7C - Scenic Byway Advisory Committee Recommendations*.

## A. Local Resources Protection and Interpretation

### Alton

More than 18 miles of state highway in Alton is part of the Lakes Tour, all of which is classified as Federal Aid Primary highway. As previously noted, this classification of highway prohibits the erection of any new off premise signs on designated byways. The Alton Zoning Ordinance conflicts with this standard, where two off-premise signs are currently allowed for commercial businesses. A preferred local resolution to the conflicting standards is to de-designate the commercially zoned portions of the byway on NH Routes 11 and 28. Specifically, the area of concern spans approximately 3.5 miles from Sandy Point on NH11 through the Alton traffic circle, and north on NH28 to Old Wolfeboro Road. The section of byway north of Old Wolfeboro Road is limited access, meaning only a limited number of pre-defined access points (driveways) are permitted.

Proposed Lakes Tour Designation Changes in Alton



The process for changing the byway designation is outlined in the *New Hampshire Scenic and Cultural Byway Council Rules of Procedure –May 2014* (pages 7-8). For designating a state or local road, nominations must demonstrate local support in the form of endorsement letters from boards of selectmen, planning department, conservation groups, etc. Municipalities may request a section of a byway for de-designation by submitting a written request to the Scenic Byway Coordinator outlining: the reason; official governing body minutes where action was taken on the matter; and governing body signatures on the written request.

A long standing transportation improvement identified and supported by the towns of Alton and Gilford is the section of NH Route 11 between Minge Cove Road and Ellacoya State Park. Envisioned as a project to construct an alternative route around this section of highway, this project was in the state Ten Year Plan and in-corridor improvements remain a priority today in the regional Transportation Improvement Plan (TIP). Community officials are encouraged to follow-up with NHDOT on a recently conducted survey of right-of-way which will aid in defining feasible solutions to: drainage, lane width, expanded paved shoulders, and guardrail replacement.

While not as restricted as the scenic view on NH11 in Gilford, the Alton NH11 Scenic View would benefit from some vegetation clearing to enhance the view. Both locations are heavily used by motorists. It is not uncommon to see a person standing on the guardrail with arms outstretched overhead, camera in hand, attempting to capture a better photograph than a ground stance allows. Past requests to the NHDOT District 2 Office for vegetation management have been acted on. The challenges for ongoing maintenance that have been conveyed include: Shoreland Protection Act cutting restrictions, private ownership of land, very steep access and limited funding. Cooperation is needed to establish a functional, ongoing and routine maintenance plan which may require the purchase of timber cutting easements. The construction of an elevated viewing platform may provide a practical alternative.

NH Route 11 Scenic View – Gilford



NH Route 11 Scenic View – Alton



The scenic view pull-off and picnic area on NH28 appear to be well maintained. Neither area provides restrooms and both close fairly early in the fall season. Restrooms or portable facilities and an extended season would enhance the experience.

The town of Alton has made a series of roadway and sidewalk improvements in recent years including enhancements to Monument Square, the reconfiguration of Old Wolfeboro Road at NH11, and the removing of power lines at the intersection of NH140 at NH 11. The power pole removal will aid the future town plans for improvements at the NH140/NH11 intersection to better accommodate large truck traffic.

### Center Harbor

The town is working on pedestrian connectivity with the addition of a dog friendly park behind the library and town hall buildings. Envisioned are: stone pathways connecting the park, municipal services and existing sidewalk network; a wooded picnic area; underground utilities (behind library); lighting and

a dedicated handicap accessible parking space off Chase Circle. The park will provide direct access from the byway on NH25B.

Home to one of the oldest continuous town bands in the state of New Hampshire (136 years), Friday evening concerts at the bandstand are a long standing tradition. Recently, the Center Harbor Community Development Association was formed with a goal of town beautification and community building. The Association was responsible for a first annual skating event this past winter. Open to the public, this event and others provide a draw for visitors and residents alike.

Adopted in 2012, the town master plan has goals related to



the preservation and promotion of local resources including: conducting a scenic resources inventory that evaluates vistas, view sheds and points of interest; the development of stormwater management plan for the village area; and upgrading the town walking tour.

### **Gilford**

The Gilford Zoning Ordinance contains in Article 8, a sign ordinance that allows limited amounts of on-site signage throughout town. Off-premise signs are prohibited with specific exceptions for Special Outdoor Event, Directory, Real Estate, Farm Produce and Charitable/Non-Profit Organizational Event signs. These signs are all temporary in nature and closely regulated in size, number and placement. The sign regulations apply to all areas throughout town whether on the Scenic Byway or not. There are no billboards or other off-premise signs within the byway corridor.

Along the scenic byway in Gilford the views of the lake were once commonplace and expansive. Over time, trees have grown to obscure these views. Ideally, view easements could be obtained from property owners abutting the Scenic Byway so the trees in a few key locations could be cut to re-establish the views. This is particularly true at the Route 11 Scenic Overlook in Gilford which is signed on NH11 as a scenic view. Trees and scrub are cut on the state owned parcel of land surrounding the paved overlook periodically, but timber cutting on additional private property would be required to fully restore the view. Coordination is required with NHDOT District 3 office to better understand their overlook maintenance schedule and opportunities that may exist to collaborate with private land owners. In the absence of state funding for maintaining this resource, is it feasible to organize volunteer maintainers?

Generally, the Byway through Gilford continues to be an attractive drive. Consideration should be given to creating a Scenic Byway map layer which would serve to illustrate a town goal of protecting the resource when future development is proposed.

### **Laconia**

The City maintains a defined set of criteria for evaluating off-premise sign requests in the zoning ordinance through special exception administered by the Zoning Board of Adjustment. The vintage Weirs Beach lighted sign, erected in 1956, and most likely not allowed under today's ordinances, was restored in 2002 by the Weirs Action Committee and relocated out of the state right of way. The sign is unique, in that it is designed to attract and direct visitors, however it doesn't advertise an individual business, but a broader sense of place including lake access, recreation and scenic views and complementary businesses, that form an overall attraction.



Currently under development, the city master plan has identified nine core values that will guide land use practices in minimizing unwanted consequences of development and aid in resource protection. A leading value identified, which is common among most Lakes Region communities is the preservation of 'community character'. Examples of land use practices designed to minimize adverse development impacts include the recently adopted architectural design guidelines with point based evaluation system and the lighting regulations which were designed to minimize impacts on the night sky.

Protecting water quality is an ongoing concern. Weirs Beach water quality advisories that distract visitors are being rigorously explored. The city Public Works Department has completed a stormwater project on Weirs Boulevard which filters pollutants and sediment before discharging stormwater into Paugus Bay. Currently, the City is working under a \$70,000 DES Watershed Protection grant to upgrade the series of culverts on the Boulevard and Endicott Street (part of the byway) which provide drainage for the roadway and hillside and currently outlet directly into Lake Winnepesaukee. A series of best management practices, including bio-retention basins and rain gardens will be designed and installed over the next several years as well as testing for illicit hookups.

Grassroots efforts to expand the rail trail envisioned to span from Franklin to Meredith have made significant advances. Paralleling the Byway on Union Avenue, the Winnepesaukee-Opechee-Winnisquam (WOW) trail is a 1.3 mile, ten foot wide paved trail along an existing, active scenic railroad. Future expansion will connect to a section of trail in Belmont. In conjunction with a defined downtown redevelopment district, the city is able to reinvest new property tax revenues for improvements within the district. A pedestrian and bicycle project has been selected and approved for grant funding through the NH Department of Transportation administered Transportation Alternatives Program. Combined, the grant and reinvestment funds will construct improved and safer pathways and sidewalk to the school, hospital campus, river walk and WOW Trail.

Other current initiatives include the recent completion of a historic and cultural resources inventory and a partnership between the city and Belknap Economic Development Council to rehabilitate the 101 year old, downtown Colonial Theatre.

### **Meredith**

The byway and adjacent Main Street in Meredith are lined with 32 sculptures by 22 New England artists through an initiative by the Greater Meredith Program. In its second year, the "Meredith Sculpture Walk" has grown in number of art works and adds a new dimension to an established historic walking tour that covers much of the same area in the downtown. A volunteer Village Pathway Committee continues efforts in the identification and expansion of walking and bicycling connectivity around town. Wayfinding for these walks and pathways is provided through maps available on the town website and at various locations in town in paper format. Each map provides the location of municipal parking and public restrooms. These efforts build upon the 2,800 feet of continuous public waterfront in Meredith Village. Future considerations include the exploration of an eco-trail through the Hawkins Brook wetland complex which may provide an educational opportunity in addition to providing connectivity to existing pathways and municipal services. Collectively, the pathways and walks entice and inform

visitors of varying interests of opportunities to enjoy the community. A consideration for the future is the identification of the scenic byway on these and other maps.



The architectural character of Meredith is guided by a non-prescriptive architectural review for new non-residential development and for alterations to existing commercial buildings. Adopted in 2001, the Architectural Design Review Ordinance acknowledges that our New England village, surrounded by lakes, ponds and rural countryside, is complete with colorful history, exemplary architecture and visual appeal. The citizens of Meredith have concluded that these settings comprise our landscape character and help to define our community. Management of future development is guided to encourage building design that is functional, aesthetically pleasing and compatible with the architectural heritage of our community. The ordinance recognizes that the architecture of Meredith is varied and necessarily will evolve as the community grows allowing for flexibility, creativity and innovation within the context of a general framework. The ordinance is supported by a reference guide to Meredith's historic architecture, a visual resource inventory and assessment and illustrated design guidelines. The process acknowledges that care is required in the consideration of proposed development in proximity to community gateways, historic, cultural and scenic resources. The Lakes Tour Scenic Byway corridor is a contextual resource considered in architectural design review and site planning processes.

In the development stages, the update to the town's long range master plan identifies the need to assess community sign regulations. Like other byway communities, Meredith is faced with a proliferation of temporary and directional signs as a means to advertise activities, goods and services. The number of temporary and directional signs alone can present a management challenge in a compact downtown with a concentration of businesses. A current trend has been the unregulated use of sandwich board style signs. Temporary and portable, this type of sign typically occupies the public space along the roadway or sidewalk. Currently under review by town planners, the Meredith sign ordinance will ultimately achieve an appropriate balance between the communication needs of the business community and the collective need to be good stewards of the very qualities of Meredith that make it an attractive place to live, work and enjoy.

Other resource protection measures the town taken is the conservation of land through the use of conservation easements to protect agricultural landscapes and scenic views. One example is the conservation of Longridge Farm (now Picnic Rock Farm) located directly the byway on US Route 3 south

of Meredith Village. Another example is the acquisition of a view easement along NH Route 25 negotiated by the Planning Board during the subdivision and site plan review process for Meredith Bay Village, an 80-unit condominium. This easement preserves the gateway view for westbound motorists overlooking Meredith Village, a scenic resource previously identified in town visual resources inventory.

### **Moultonborough**

Moultonborough has recently completed a village visioning review. Many of the recommendations and conclusions are consistent with a byway characteristics and goals. The village area reviewed includes two schools, several businesses, and a host of historic buildings. The area includes portions of NH 25 and NH 109 and represents a commercial zone. Included in the vision are: lane width changes for traffic calming and sharing the travel way with vehicles, walkers and bikers, wayfinding signage, enhanced Berry Pond and Sandwich Mountain views, improved pedestrian and bicycle connectivity and park with public restrooms.

A past concern with the byways program, is the off premise sign restriction on Federal Aid Primary Routes such as NH Route 25. Where businesses exist off NH Route 25, consideration for their ability to have a sign on NH 25 has been a local concern. As the Village Vision is implemented, it may be an opportune time for the community to revisit NH Route 25 byway designation considering the commonality of local and byway goals.

Outside of the Village area may exist opportunity to share local resources and amenities with travelers. Examples include recreational and services signs for: the Red Hill hiking trails accessed from NH Route 25 via Sheridan Road, the Sutherland Park and Scenic Area on NH Route 25 and State's Landing beach and boat launch accessed from NH Route 109. Challenges to views protection have led to ongoing dialog where maintenance within a state right-of-way is required to protect locally important scenic views. This is not an uncommon concern with recent highway maintenance budget cuts.

Currently Scenic Byway signs exist on NH Route 25 and NH 109. The signs are dated and should be removed or replaced as appropriate in coordination with the New Hampshire Scenic and Cultural Byways Council.

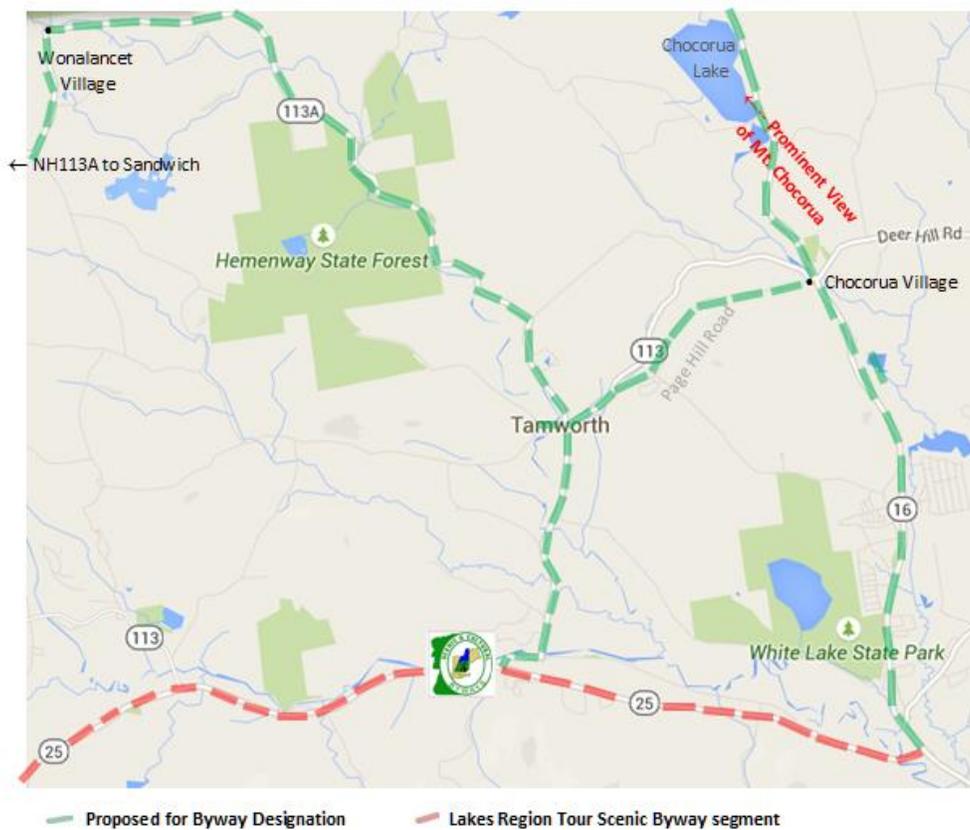
### **Tamworth**

As defined today, the Lakes Tour does not provide the best or most scenic route in Tamworth. Currently the byway traverses NH25 just 2.5 miles south of Tamworth village. While the existing route includes a glimpse of Chocorua Mountain near the Tamworth town line, the Sandwich Range and Ossipee mountains, these views by automobile are not representative of Tamworth. From historic records of the byway it is not fully understood why NH25 was selected as the byway route with its easterly terminus at NH16. The *Lakes Region Tour Scenic Byway Corridor Management Plan – June 1999* provides an indication that NH Route 16 was established as a state scenic byway in 1976. The plan indicates: "NH16, a designated scenic byway northerly of its intersection with NH25 west, was excluded from this report because an extensive study of that route was underway. The *Route 16 Corridor Protection Study*

included many of the aspects of a scenic byway management plan.” NH16 provides the linkage to both the Kancamagus and White Mountain Trail Scenic Byways.

The Tamworth Board of Selectmen encourages an expansion of the Lakes Tour to include Tamworth villages and sites. Suggested additions include: NH 16 to connect with byways to the north; NH113 from NH25 to Tamworth Village (including Main Street) and continuing on Page Hill Road to Chocorua Village; and a loop through Wonalancet Village on NH113A, through Sandwich and connecting back to the Lakes Tour on NH25 in Holderness. The addition of Tamworth, Chocorua, and Wonalancet Villages is consistent with the byway intrinsic qualities inventory develop for this report, of which most identified features are off the existing byway. The proposed byway changes are also consistent with many of the characteristics of a leisure travelway including opportunities to experience: culture, recreation, shopping, social interaction, historic sites and structures and solitude (see full list in Appendix B).

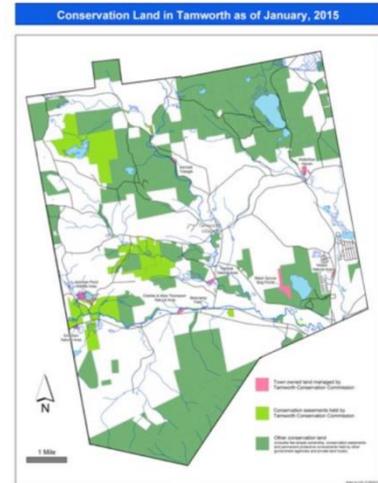
Proposed Lakes Tour Designation Changes in Tamworth



The merit and practicality of including NH16 would need to be explored in greater detail. This should be coordinated with North Country Council if Albany, Conway and Madison sections of NH16 are to be included. Also, consideration should be given to a safety concerns noted in the *NH Route 16 Corridor Safety Study, 2015*. Notable in this report is the absence of a formalized pull-off at the prominent view of Chocorua Mountain with Chocorua Lake in the foreground. This view is considered by many as one of

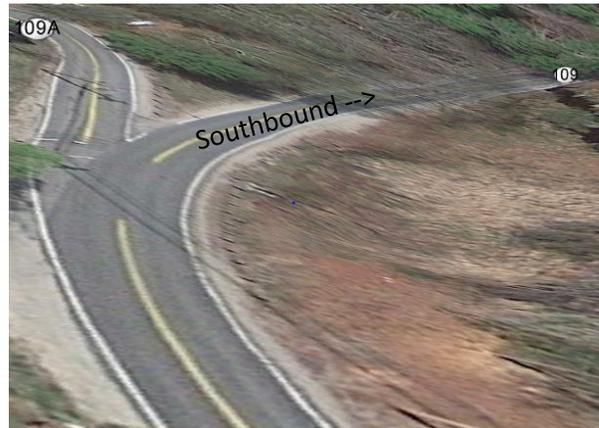
the most photographed in New England and the iconic scene is the subject of a 2013 America the Beautiful quarter.

The state *Wildlife Action Plan* identifies the western part of Tamworth and the eastern part of Sandwich as highest ranked wildlife habitat by ecological condition in the entire state. This "corridor" of fields and forests, rivers, and marshes supports large and wide-ranging mammals - moose, bear, deer, bobcat, otter, fisher and mink - some roaming and interbreeding between the Sandwich Range of the White Mountain National Forest to the north and the Ossipee Mountains to the south. In 2009, recognizing the value of the corridor and the extent of the progress already made in keeping it wild, the Tamworth Conservation Commission refocused its land conservation efforts in this area. The Conservation Land in Tamworth maps shows protected lands in town through a variety of methods including fee ownership and easements. The town dedicates up to \$5,000 annually from the Currenty Use Change Tax to a Conservation Fund.



### Tuftonboro

Tuftonboro has a host of recreational hiking trails throughout the community. The trails which are accessed by Byway may be better shared with the travelling public with additional signage and in some areas defined parking. The community is exploring several opportunities. Additional signage the town would like to add includes: Scenic Byway sign(s) and one for the Grave by the Lake. Currently there is a marker for the grave site which located behind the Melvin Village Church, but the existing sign can go unnoticed. The town is interested in the possibility of an historic highway marker through the NH Division of Historical Resources. Alternatively, consideration would be given to a tourist oriented directional sign through the NH Department of Transportation, Bureau of Traffic. Dependent on the cost of the signs, local associations may be asked about their interest in participating in the purchase.



Previously discussed with the NH Department of Transportation - a seasonal crosswalk at Nineteen Mile Bay on NH Route 109 is desirable for the town and the concept viewed favorably by NHDOT staff. A formal request to NHDOT is needed from the town to advance the request to implementation. In some communities the cost of maintaining locally requested crosswalks on state routes is borne by the municipality after initial construction. The area serves private dock owners, a public boat launch, and town docks across the highway from a seasonally operated supermarket with take-out foods and ice cream counter/window. People that travel this section of NH Route 109 frequently are familiar with the foot traffic and often stop allowing pedestrians to cross. A formal crosswalk would enhance safety.

Other transportation areas of concern include: the skewed intersection of NH Route 109 at NH Route 109A and inadequate drainage in the area locally known as the “Mirror Lake Narrows” on NH Route 109 which extends approximately from Tuftonboro Neck Road to the Libby Museum. The topography at the NH109/109A intersection makes for a challenging solution to vertical alignment issue. Headed southbound, NH109 turns and falls away from NH 109A which enters on the left at the apex of the curve. While line of site is generally clear, NH109A motorists have a challenging vantage point to view northbound traffic on NH109 from the intersection. Motorists not familiar with the intersection are at a disadvantage, as are large trucks which experience a very tight turning radius from NH109A onto NH109 southbound. The intersection has been reviewed by the regional Transportation Advisory Committee and municipal officials are encouraged to continue to seek improvements through coordinated efforts with the NH Department of Transportation. In the absence of funding to realign the intersection, improved signage to guide motorists safely through the intersection may prove beneficial.

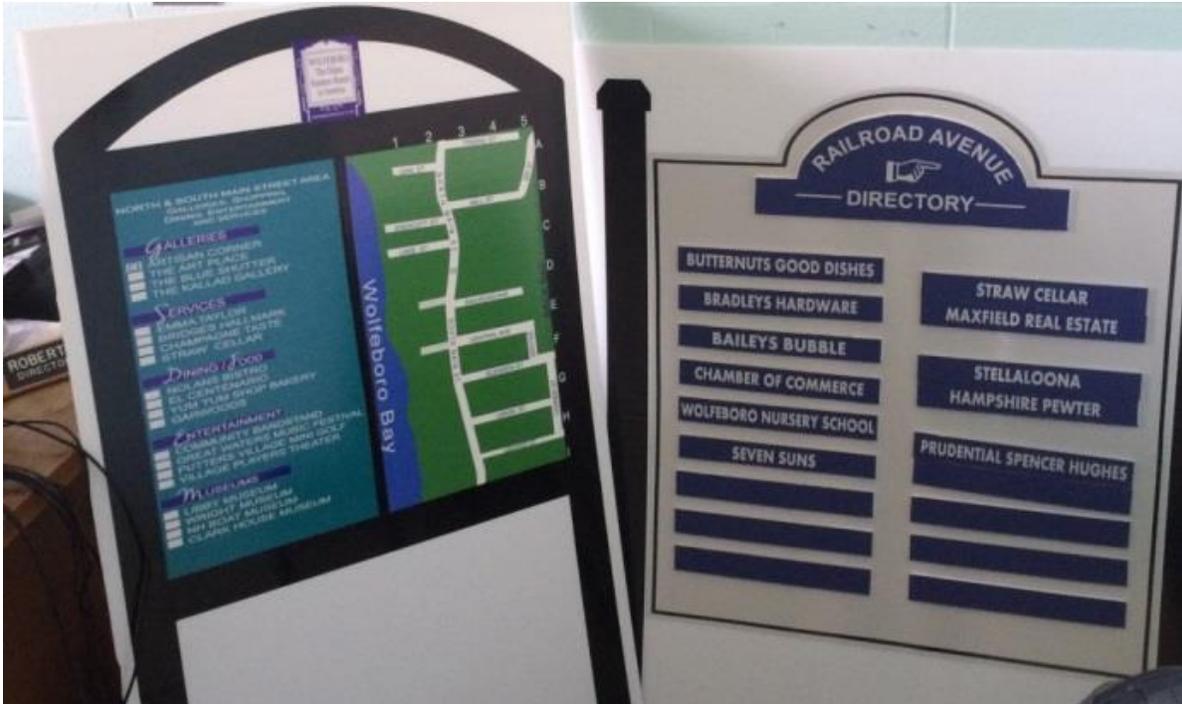
The section of NH Route 109 by Mirror Lake ‘narrows’ is subject to a continual flow of water in the travel way. Local officials are monitoring the situation which appears to originate from the ground under the highway. In the absence of improved drainage, the pavement can be wet throughout the year which creates a challenge to maintain especially in the winter months. The application of road salts keep the roadway free of ice creates a potential water quality issue for both Mirror and Winnepesaukee Lakes.

There are a number of organized events hosted each year that use state routes to circumvent Lake Winnepesaukee or portions of the Byway. One such event is the Granite Man Triathlon, the proceeds of which support the Al Dow Memorial Scholarship, which includes NH Route 109 as part of the race course. Tuftonboro municipal officials are supportive of the race, but have concerns for participant safety on NH109 as the roadway is narrow and windy with limited shoulders. There is local support from lakefront byway officials for wider and paved shoulders.

### **Wolfeboro**

The town of Wolfeboro acknowledges water quality is integral to the town’s economic engine. People visit the pristine lakes with a high expectation that they stay that way. The town has completed and planned a series of stormwater improvements that include: centrifugal treatment of Main Street stormwater in municipal system prior to discharge in Back Bay, the recent construction of stormwater infiltration basin at Bean Park on Back Bay; impervious center lane pavement at the High School with stormwater collection and a 33,000 gallon storage capacity used for ballfield irrigation; and preliminary design for South Main Street stormwater management. The concern for water quality is supported by encouraging (non-prescriptive) green infrastructure (use of vegetation, soils and natural processes to manage stormwater) in local regulations. While it is acknowledged that additional education is needed, examples of ‘Clean Boats Clean Waters’ signs and boat ramp stencils instructing on preventing the spread of milfoil and polices posted in municipal parks for pet clean up and ‘carry-in carry-out’ waste. The town is currently exploring stormwater education with the Brewster Ecology Program which may be modeled after ‘Think Blue Maine’ approach.

Planned are improvements for Main Street and adjacent waterfront linkages. The volume of pedestrian traffic overwhelms vehicle traffic. In part, the plan to address the pedestrian/vehicular conflict is through improved street lighting at crosswalks and pedestrian scale directional signage (prototype illustrated below). Traditional street signs can distract and in concentration in areas such as the compact



downtown, can overwhelm motorists. The goal is to provide clear signage for parking which helps transition the motorist to a pedestrian, who is then further guided to attractions and services by pedestrian scale maps and signs. Because on-street parking is considered a premium, opportunities to remove existing parking spaces is extremely challenging. Many Lakes Region communities have parking spaces delineated in close proximity to pedestrian crosswalks. Opportunities to increase the distance of parking spaces to 20' from a crosswalk would aid in the motorist line of sight to pedestrians and reduce conflict points.

## B. Scenic Byway Advisory Community Recommendations

Based on input from Working Group members, LRPC staff prepared a list of potential recommendations. Each recommendation was reviewed at the SBAC meeting held on September 24. Where possible, the SBAC reached consensus on responsible party(s), timeframe and approach to achieve desired results. As indicated in the following Implementation Plan, the timeframe for several recommendations was left to be determined at a later. The recommendations are prioritized by the implementation date; recommendation numbers are provided for reference only.

	Corridor Management Plan: Recommendations/Strategies	Responsible Party(s)	Timeframe	Approach to Achieve Desired Results
1	Re-designate portions of the byway in Alton for consistency with local development goals. Proposed changes identified in this plan are endorsed by the community and the process to achieve the changes is outlined.	Alton Board of Selectmen	2016	Prepare a written request and submit to the State Scenic Byway Advisory Committee as outlined in this report on page 30.
2	Monitor Scenic Byway projects in state Ten Year Plan to see byway intrinsic qualities are being addressed.	Scenic Byway Advisory Committee, Local TAC Representative	Ongoing	Monitor projects from initiation through development process at biannual Ten Year Plan updates and public hearings as appropriate.
3	In cooperation with NHDOT District 3 establish functional maintenance plan for tree trimming at formal scenic overlooks on the byway by: a) assessing what can be maintained within the existing right-of-way; and b) evaluating need and potential for easements on private property to restore view as needed.	a) NHDOT District 3 b) SBAC, municipal officials, District 3	2015 / 2016	A request to restore views has been made and acknowledged by District 3 Assistant Engineer and TAC representative.
4	Dependent on satisfactory views restoration (maintenance is preferred as outlined in #3 above) explore potential public/private partnerships to construct an elevated view platform for Gilford scenic overlook.	SBAC	TBD	Options need to be explored.
5	Explore potential for improvements to the Route 28 picnic area, considerations to include: restroom facilities and extended season.	SBAC, community representatives	2016	Determine resource ownership and management responsibilities; implementation is a mid-term priority.
6	Create a Byway maps/map layers and share Arc View Reader (or other appropriate software) with each Byway community for land use decision making process to provide opportunity for Byway resources consideration in local planning processes when appropriate.	LRPC Staff	FY16- FY17	Seek NHDOT Planning and Community Assistance approval to include staff hours for task in 2016-2017 UPWP.
7	Consider opportunities to identify the byway on local walking and biking maps.	SBAC Representatives	Near-term outreach	SBAC representatives to interact with local walk and bike committee where they exist; changes dependent on map update schedules.
8	Consider additional resources signage as Moultonborough and Tuftonboro identified Tourist Oriented Directional Sign (TODS) possibilities.	SBAC Representative	Ongoing	Review byway resources inventory for potential TODS needs; implementation requires local support.
9	Reach out to Ossipee, Sandwich and North Country Council as appropriate regarding potential byway route changes. Re-designate portions of Byway in Tamworth.	LRPC Staff- outreach; Tamworth Representative/Municipal Officials	2016	Initial contact with municipalities/ NCC by phone and email; route changes require written request to State Scenic Byway Advisory Committee
10	Coordinate Tuftonboro safety concerns with NHDOT for: Priority 1) Nineteen Mile Bay pedestrian safety improvements; and Priority 2) NH109/NH109A intersection safety improvements/signage for increased traveler awareness.	Tuftonboro Board of Selectmen	Communications have been established; implementation is a mid/long-term priority	Priority 1) subject of an ongoing discussion with NHDOT Bureau of Traffic; Priority 2) identification of funding source is required, currently included in regional TIP.
11	Review and discuss pedestrian safety best practices.	TAC	2016 - 2017	Include on upcoming TAC agenda(s); discussion of pedestrian safety, challenging areas and best management practices.
12	Implement interactive byway map on Winnepesaukee Gateway website.	LRPC Staff or local volunteer	ASAP - as funding permits	LRPC to seek funding source/interns/volunteers.
13	Identification and addition of local walking and biking loops on the web based interactive map.	SBAC Representatives	TBD	Local review and assessment should be conducted in cooperation with walk an bike committees where they exist.

**C. Scenic Byway Advisory Committee Recommendations**

Scenic Byway Advisory Committee Priority Strategies	Responsible Party(s)	Timeframe	Approach to Achieve Desired Results
<p>Committee members to initiate local outreach/meetings with stakeholders. Candidates include:</p> <ul style="list-style-type: none"> <li>Lakes Region Chamber of Commerce</li> <li>Lakes Region Tourism Association</li> <li>Meredith Area Chamber of Commerce</li> <li>Greater Meredith Program</li> <li>Squam Lakes Area Chamber of Commerce</li> <li>Greater Ossipee Area Chamber of Commerce</li> <li>Wolfeboro Area Chamber of Commerce</li> <li>Wolfeboro Economic Development Committee</li> <li>Laconia Main Street Program</li> <li>Weirs Action Committee</li> <li>Alton Business Association</li> <li>Laconia Main Street Program</li> <li>Weirs Action Committee</li> <li>Alton Business Association</li> <li>Plymouth Regional Chamber of Commerce</li> <li>Belknap Economic Development Council</li> <li>Jayne O’Conner, White Mountain Attractions, Outdoor Advertising Association of NH, Scenic Byway Council</li> </ul>	SBAC	2016	Refine a stakeholder list as appropriate; identify SBAC members to conduct initial stakeholder outreach; engage stakeholders.
LRPC to convene meeting with stakeholders after initial SBAC contact.	SBAC, LRPC staff support	2016	Convene SBAC/Stakeholders meeting to explore opportunities and approaches for increased business awareness of byway, planning efforts, and byway advantages.

Scenic Byway Advisory Committee Secondary Recommendations	Responsible Party(s)	Timeframe	Approach to Achieve Desired Results
Byway presentations to Boards of Selectmen/City Council by local representative or SBAC member in other communities.	SBAC Members	TBD	Revisit this recommendation at a future SBAC meeting.
Consider creation of a consistent byway logo to replace state byway signage.	SBAC	TBD	Revisit this recommendation at a future SBAC meeting.

Scenic Byway Advisory Committee Secondary Recommendations	Responsible Party(s)	Timeframe	Approach to Achieve Desired Results
Distribute Byway overview information to organizations with dated web information about Lakes Tour.	SBAC	TBD	Prepare and distribute outreach correspondence and Lakes Tour overview information.
Explore opportunities for sign administrative rules with other byway committees in NH.	SBAC	TBD	Prepare and distribute inquiry letter to gauge interest of other byway committees to explore administrative sign rule limitations and enforcement challenges.

#### D. Implementation

The Scenic Byway Advisory Committee is responsible for advancing the implementation plans outlined in Sections 7B and 7C in cooperation with other identified agencies, organizations and municipal officials. The SBAC will review and revise the implementation plans as appropriate, but not less than every two years. As a standing subcommittee of the Lakes Region Transportation Technical Advisory Committee (TAC), SBAC progress will be reviewed by the TAC on an annual basis at a regularly scheduled meeting. Currently, representation on the SBAC consists of the following scenic byway community representatives and LRPC staff:

- John Edgar, Chairman – Meredith Community Development Director
- Brad Harriman, Ossipee Public Works Director
- Bruce Woodruff, Moultonborough Town Planner
- Dave Farley, Tamworth Resident
- David Ford, Wolfeboro Public Works Director
- David Hughes, Center Harbor Resident
- John Ayer, Gilford Town Planner
- Macolm ‘Tink’ Taylor, Holderness Resident
- Mark Howard, Tuftonboro Resident
- Norman DeWolfe, Ashland Selectman
- Shanna Saunders – Laconia City Planner
- Thomas Hoopes, Alton Planning Board
- Dan Peaslee, Sandwich (pending community confirmation)
- Michael Izard, LRPC Principal Planner

# Appendices

## Appendix A: Federal Highway Administration – Corridor Management Plan Requirements for National Byway Recognition with Cross References to Lake Tour Scenic Byway CMP

### The 14 Federal Highway Administration (FHWA) requirements for a Corridor Management Plan (CMP) are:

Lakes Tour CMP  
Plan Reference  
(page)

1	A map identifying the corridor boundaries, location of intrinsic qualities, and land uses in the corridor. U. S. Geological Survey maps of your corridor region are ideal and inexpensive base maps for your corridor management planning group.	4, 5-13, 14-16
2	An assessment of the byway's intrinsic qualities and their context (the area surrounding them). The end product is typically a catalogue of the byway's scenic, historic, natural, archeological, cultural, and recreational qualities. A community visual assessment is an ideal way to involve a large number of local residents in evaluating the byway's resources. O Say Can You See: A Visual Awareness Toolkit for Communities, available from Scenic America, is a good way to start.	5-13
3	A strategy for maintaining and enhancing each of the byway's intrinsic qualities. Ask what you want the byway corridor to look like in 10-15 years and develop goals and strategies to help you get there.	29-39
4	A list of the agencies, groups, and individuals who are part of the team that will carry out the plan. Be sure to include a description of each individual's responsibilities and a schedule of when and how you will review their progress.	1
5	A strategy for how existing development along the corridor might be enhanced and how to accommodate new development while preserving the byway's intrinsic qualities. Many communities have long-term land use plans that can be adapted for this purpose.	29-39
6	A plan for on-going public participation. This might include forming a CMP steering committee made up of local citizens, a schedule of regular public meetings, or a byway management planning forum.	2
7	A general review of the road's safety record to locate hazards and poor design, and identify possible corrections. Identify ways to balance safety with context-sensitive highway design practices that accommodate safety needs while preserving the road's character.	17-31
8	A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers, and pedestrians. Some CMP's incorporate plans to apply for Federal Transportation Enhancement funds to pay for the installation of special bicycle lanes along the byway or the creation of hiking trails.	24-25
9	A listing and discussion of efforts to minimize anomalous intrusions on the visitor's experience of the byway. This might include landscaping to screen an industrial site, relocating utility wires and poles, or planning for the sensitive location of wireless telecommunications towers along the byway.	39-40
10	Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising. Federal regulations prohibit all new billboards along designated scenic byways that are classified as federal-aid primary, national highway system, or interstate roads. States are free to impose stricter controls on billboards along scenic byways. Your CMP should also address the continuous designation of the road to ensure that billboard companies will not be able to find a loophole in your byway designation that would allow them to erect billboards along the corridor.	25-27
11	A plan to make sure that the number and placement of highway signs will not get in the way of scenery, but still be sufficient to help tourists find their way. This includes, where appropriate, signs for international tourists who may not speak English fluently. Two popular and effective ways of addressing this issue are logo signs and tourist-oriented directional signs (TODS). Logo signs are located on interstate highway rights-of-way and advertise gas, food, camping, and lodging at nearby exits. Highway-oriented businesses can advertise their company's symbol, name, trademark, or a combination of these things on a logo sign. A few states, like Utah and Maine, provide TODS primarily on non-interstate rural highways to help motorists find local businesses. TODS indicate only the name of local attractions, mileage to the establishment, and direction.	25-27
12	Plans for how to market and publicize the byway. Most marketing plans highlight the area's intrinsic qualities and promote interest in the byway that is consistent with resource protection efforts and maintenance of the byway's desired character.	40
13	Any proposals for modifying the roadway, including an evaluation of design standards and how proposed changes may affect the byway's intrinsic qualities. Byway groups should work with their state department of transportation to adopt context-sensitive highway design standards for the byway. Context-sensitive design takes into account the area's built and natural environment; the environmental, scenic, aesthetic, historic, community, and preservation impacts of a road project; and provides access for other modes of transportation.	39
14	A description of what you plan to do to explain and interpret your byway's significant resources to visitors. Interpretation can include visitor centers, leaflets, audio tours, information panels, and special events. In this category, creativity makes a big difference.	29-39

## Appendix B: The Twenty Attributes of a Leisure Travelway

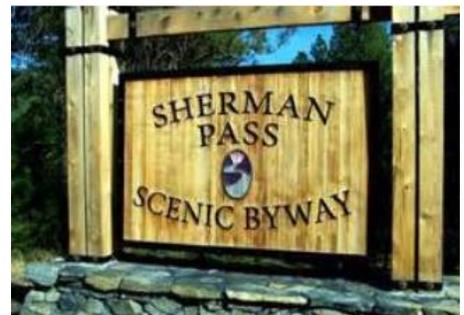
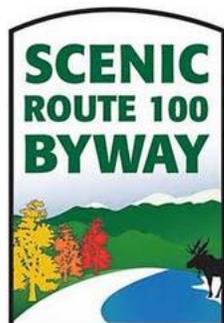
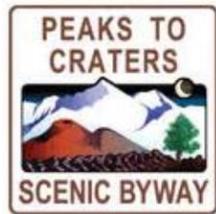
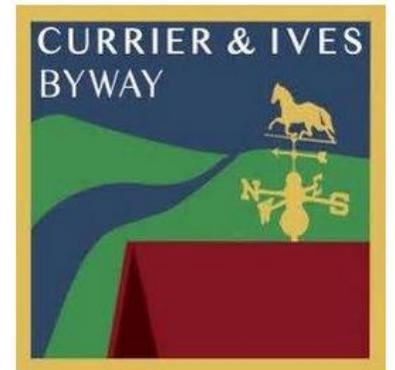
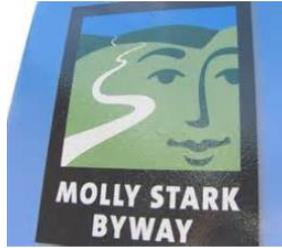
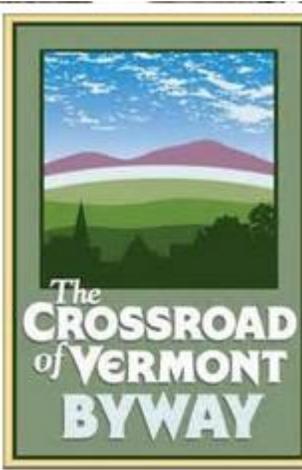
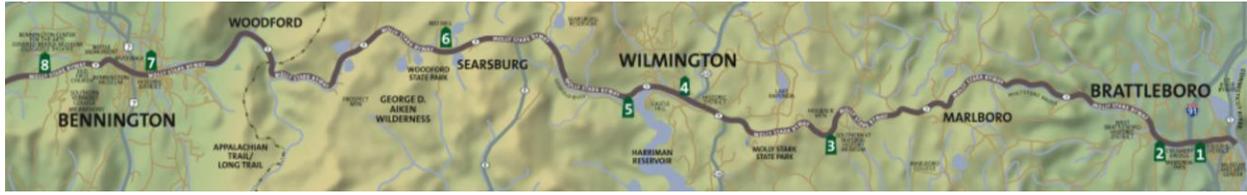
### THE TWENTY ATTRIBUTES OF A LEISURE TRAVELWAY

When addressing the definition of what a Scenic Byway is, it is important to note what a scenic and cultural byway does. The following list was used during the Lakes Tour Scenic Byway public participation program to help participants develop an understanding of how to design their byway.

1. **A consistent theme or themes:** Themes shall be reflected in the signs, architecture and the road or pathway structures.
2. **Rest areas** with toilets and picnicking structures. These facilities, with dumping sites for motor coaches and RV's, should be placed at least every hour of travel.
3. **Road or pathway design that separates** slow moving leisure traffic from the destination-focused traffic.
4. **Sight-seeing opportunities.** Protected viewsheds with pull-offs. The pull-offs should be large enough to accommodate motor coaches.
5. **Coordinated and effective information systems.** The range of information systems from signs to Intelligent Systems must be considered.
6. **Opportunities for multi-modal travel.** Examples of multi-modal opportunities are shoulders for bicycles and pedestrians, and adjacent paths for horseback riding and snowmobiling.
7. **Opportunities for inter-modal travel.** Parking lots, available transit, rent-a-car facilities, and bicycle racks are examples of facilities supporting inter-modal travel.
8. **Recreation opportunities.** Boat launch locations, trailheads, and beaches are examples of recreation opportunities.
9. **Cultural opportunities.** Cultural opportunities would include community fairs, art shows, museums, and bean suppers.
10. **Shopping opportunities.** The more diverse the range of shops the better. Craft shops having works of local artisans, gifts shops, specialty shops, and shops responding to basic necessities are all needed.
11. **Available and diverse opportunities for lodging.** Having a range in the travel system from budget motels, to bed and breakfasts, to high quality inns, is important.
12. **Available and diverse dining establishments.** If the traveler has the opportunity to select from family diners, ethnic restaurants, and high end eateries, the journey will be more satisfying.

13. **Well maintained and landscaped road or pathway.** The rights-of-way of the highways are maintained and have plantings representing the typical species of the area. Residential and commercial properties are maintained and designed to provide a pleasing and interesting visual experience.
14. **Opportunities to encourage social interaction.** Locations with benches, gazebos, or places to sit on the grass are just some examples of locations promoting social interaction.
15. **An aesthetically pleasing environment.** Public art, landscaping, and highway structure design matching the community character are examples of aesthetics in pathway and highway design.
16. **Opportunity for the traveler to discover solitude.** A place to sit by a waterfall or a stream would be ideal for being alone to meditate or just to rest.
17. **Available drinking water.** Drinking fountains and public springs along the route are important, and must be tested periodically.
18. **Historic sites and structures.** There should be signage and pull-offs that allow the traveler to view, or visit, the sites and structures.
19. **Visual harmony of the view-from-the-road.** Adjacent land uses should not conflict with each other. Gravel pits should be reclaimed and timber clear cutting should not be obvious from the roadway.
20. **Diversity in the visual environment.** If a pathway or road travels from a seascape to a New England village, to the mountains, its diversity adds greatly to the traveler's experience.

Appendix C: Example Byway Signage



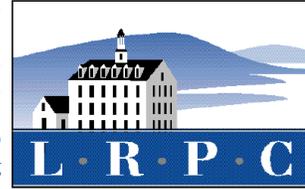
Lakes Region Tour Scenic Byway

## Appendix D: Lakes Tour Corridor Management Plan - Meeting Information

- Organizational Meeting: December 9, 2013
- Working Group Meeting: April 17, 2014
- Working Group Meeting: November 19, 2014
- Scenic Byway Advisory Committee Formation Letter: September 24, 2014
- Scenic Byway Advisory Committee Meeting: March 4, 2015
- Individual Work Group Member Meetings Schedule
- Scenic Byway Advisory Committee Meeting: September 24, 2015

## LAKES REGION PLANNING COMMISSION

103 Main Street, Suite #3  
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### Lakes Region Tour Scenic Byway Corridor Management Plan Organizational Meeting with Municipal Planners

Monday, December 9, 2013

Humiston Building, Meredith, New Hampshire

#### PRESENT

Rob Houseman, Wolfeboro	John Edgar, Meredith
Ken McWilliams, Alton	John Ayer, Gilford
Shanna Saunders, Laconia	Mike Izard, LRPC
Brandee Loughlin, Laconia	Dan Callister, LRPC

#### Meeting Summary

The focus of the initial organizational meeting was review and discussion of the six areas outlined in the scope of services for professional planner's project involvement:

1. Views Assessment - identify, describe, photograph, and map priority local in-corridor views. Several communities with planners have an in-corridor views inventory in the 1999 Lakes Tour Scenic Byway Corridor Management Plan (Alton, Meredith, Wolfeboro) to work with as a starting point. LRPC will coordinate with those communities as needed where an in-corridor view inventory does not exist in the 1999 plan (Belmont, Gilford, and Laconia).
2. Review/Refine Assets Map: LRPC will prepare prominent features and zoning maps based on existing data and a review of relevant local, regional and state documents. Planners will be asked to review the maps and refine by providing supporting information about prominent features.
3. Signs Compliance: FHWA requires Corridor Managements document compliance with all existing local, state, and federal laws about the control of outdoor advertising. Planners will assess signs locally.
4. Planners are asked to provide a written description of the ways that are or could be used to reduce local distractions from the visitor experience.
5. Engage Community Groups as appropriate - a goal is establish an Advisory Committee that continues to exist beyond the plan development process.
6. Participation at Committee Meetings:

The discussion of each task led to the following to be provided by LRPC staff:

- An at-a-glance summary description of the project and what will be expected of Advisory Committee members;

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- Resource list from the Resources and Environmental Protection Program project previously completed by LRPC;
- A format for the asset matrix;
- An overview of the transportation assessment to be conducted by LRPC and TAC.
- An overview of signs requirements affecting the byway program.

LRPC staff will reach out to LRPC Commissioners in communities without planning staff to participate in the project. All agreed to consider candidates for an Advisory Committee to be established by LRPC. The next meeting should be scheduled for a date to be determined in March.

## Lakes Region Tour- Scenic Byway

### Corridor Management Plan

Tuftonboro Public Library

Thursday, April 17, 2014

#### Present:

Rob Houseman, Wolfeboro  
Susan Colton, Tamworth  
Ellie Griffin, Tamworth  
Brandee Loughlin, Laconia  
Mark Howard, Tuftonboro  
Llyod Wood, Tuftonboro

David Hughes, Center Harbor  
Steve Wingate, Tuftonboro  
John Edgar, Meredith  
Ken McWilliams, Alton  
Matthew LaBrake, NHDOT Bureau of Traffic  
Mike Izard, LRPC

#### Meeting Notes:

The meeting began at approximately 2:00PM. M. Izard asked participants to introduce themselves noting several new representatives and reviewed a list of project tasks. A summary of sign requirements on Federal Aid Primary (FAP) and Scenic Byways was distributed for discussion. Matt LaBrake discussed several aspects and examples of sign control and responded to questions. He pointed out that the map on the summary page should be revised to include scenic and cultural designated routes which do not cover the full extent of the Lakes Region Tour – Scenic Byway. Matt has the only known map of these routes on the wall of his office. LRPC had requested and received an electronic shape file of the FAP routes from the DOT Bureau of Planning and Community Assistance. The same request will be made for scenic and cultural designated routes.

R. Houseman asked about a specific case in Wolfeboro where a farm sign was not allowed. Matt provided details about the case and concluded with reasons for the sign being illegal. Rob indicated that farm signs are the one type of off-premise sign that the town would like to allow. M. Izard reflected on the purpose of the sign task for this project which is designed to understand signing requirements for the byway and how local sign regulations fit with state and federal requirements. J. Edgar suggested a revised sign summary to show FAP requirements as a separate category from scenic and cultural. It was noted that local zoning verification is required when a state sign permit is applied for. E. Griffin asked about instances where local zoning does not exist? A clear answer was not provided, but it was suggested that signs might be addressed outside of a zoning ordinance and this should be reviewed locally.

Discussion centered on Tourist Oriented Directional Signs (TODS), which are allowed in the state right of way on all state routes including FAP and those designated as scenic and cultural. Matt referenced a

scenic and cultural reference guide and indicated he would provide a copy. It was noted that NHDOT District 3 conducted a sign survey within the past ten years. The offer from NHDOT Bureau of Traffic to provide a sign inventory to LRPC was revisited. It was noted that the links from NHDOT's Scenic Byways webpage to sign regulations is not functional. LRPC staff will notify NHDOT of the web issues.

The group briefly discussed the byway intrinsic qualities inventory being developed by community representatives. Examples of drafted inventories from Meredith and Wolfeboro were discussed. There was discussion about whether private businesses should be included and the distinction was made that the inventory should be public. Committee members indicated generally when they thought a draft inventory would be completed. The next meeting date was left to be determined based on the inventory progress. The next task to be discussed will be the views assessment.

Adjourn: 4:35 PM

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### Lakes Region Tour Scenic Byway Corridor Management Plan Working Group Meeting

Wednesday November 19, 2014  
Center Harbor Town Hall, Center Harbor, NH

#### PRESENT

Brandy Loughlin, Laconia	John Edgar, Meredith
David Hughes, Center Harbor	John Ayer, Gilford
Dan Callister, LRPC	Mike Izard, LRPC

#### Meeting Summary

The Working Group discussed possibilities concerning an online interactive map to be posted on the Lake Winnepesaukee Gateway website, similar in nature to the existing lake monitoring maps. The interactive map would identify and describe the items included in the byway resources inventory and could display them categorically by clicking radial buttons on an associated table of contents. Lake Winnepesaukee Watershed Association (LWWA) who maintains the website in partnership with LRPC has some say in how the byway is ultimately presented on the website. It may make the most sense to have the byway listed on the homepage menu under the “Lake Recreation” tab.

Feedback from the Working Group about the resources inventory included: street addresses should be added where possible and GPS coordinates should be proofed to ensure accuracy. The Working Group members agreed to provide street addresses where possible for the resource inventory items in their communities, and to assist in proofing the mapped locations for accuracy. LRPC is currently working with Lake Winnepesaukee Watershed Association (LWWA) on details about how the Scenic Byway resources can be populated on the Winnepesaukee Gateway website. Work will continue to populate the website in the next couple of months. The Working Group reviewed the Gateway site and discussed preferred pathways to the Scenic Byway information.

Methodology was distributed to the Working Group for identifying and providing information for the scenic views element of the plan. The goal is to identify the “Kodak Moment” views associated with the byway. One way to think of this and the resource inventory might be to ask yourself where you would take family or friends who were visiting the area. The views identified by community representatives will be the byway’s “priority views”. Planners are responsible for identifying threats that may exist to protecting these views. Revisions to the methodology include differentiating between driving, pull-over, hiking, or other views, to remove the requirement for breadth of view, and remove the requirement for prioritization within community. D. Callister will revise the methodology and provide Working Group members with a spreadsheet format to use in completing the exercise. The completed spreadsheets will be due back in three weeks.

It was decided to put the signage discussion on the next meeting agenda and discuss it when more communities are in attendance. M. Izard will send refresher information in advance of the next meeting.

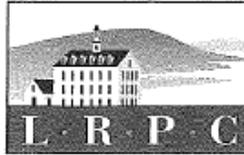
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A letter has been sent to each of the byway communities asking them to provide an appointee to the Scenic Byways Advisory Committee, which will be a standing sub-committee of the Transportation Technical Advisory Committee that will have the responsibility of adopting the Corridor Management Plan. NHDOT requires that this group meet at least annually. It would be good for Working Group members to attend this meeting, which will probably take place February 2015. The next Working Group meeting will tentatively be January 2015.

LAKES REGION PLANNING COMMISSION

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September 24, 2014

Mr. Paul Branscombe, Town Administrator  
Town of Ashland  
P. O. Box 517  
Ashland, NH 03217

Re: TAC Scenic Byway Subcommittee

Dear Paul:

The Lakes Region Planning Commission has a responsibility to assist in the preparation of a corridor management plan for the Lakes Region Tour Scenic Byway. On September 10, 2014 the transportation Technical Advisory Committee (TAC) approved the formation of a Scenic Byway Advisory Subcommittee (SBAS) to assist the Commission. State guidance provides that a byway committee has representation from all communities and interests and meets at least annually to discuss the byway and review current and future plans. The state byway committee also intends a SBAS should be responsible for the development, adoption, revision and implementation of adopted management plans; and serve as a central point of communication to all interested parties regarding the byway.

On behalf of the TAC, your assistance is requested to appoint a representative from your community to the Lakes Region Scenic Byway Advisory Subcommittee (SBAS). The purpose of the SBAS is to encourage byway community collaboration and promote the adoption of a corridor management plan for the scenic byway. The responsibility of SBAS members includes attending up to two meetings per year. Ideal candidates are existing members of the Scenic Byway Working Group or TAC members or anyone who has interest in resources preservation and economic development. The decision is yours.

Please submit the name(s) and contact information of your SBAS representative(s) to the LRPC as soon as practicable. If you have any questions regarding this request, please contact Michael IZARD at 279-5337.

We look forward to your community's participation in this process. Thank you.

Sincerely,

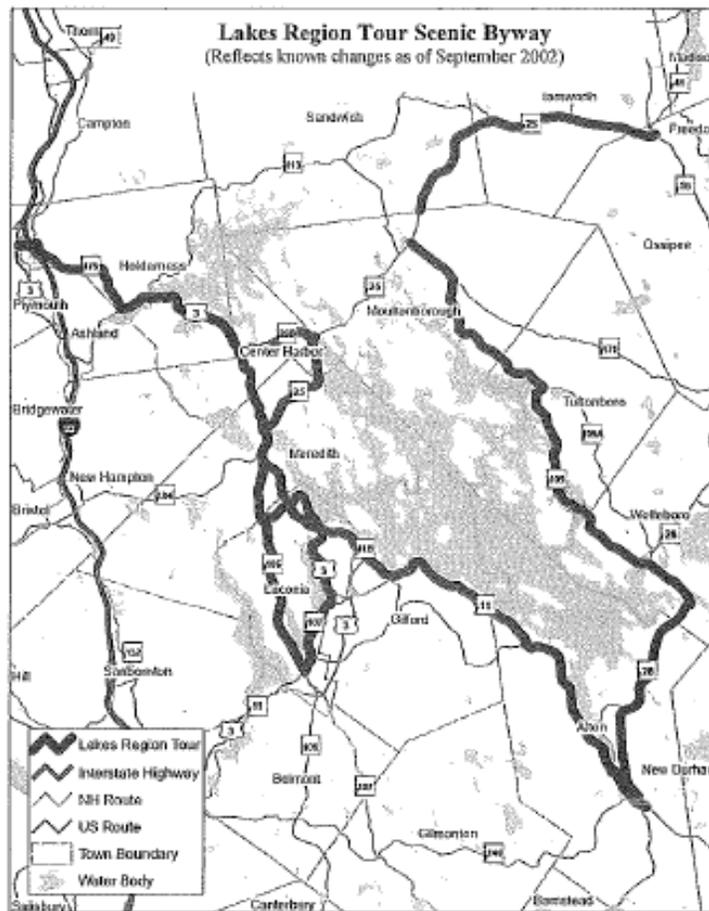
Michael IZARD  
Principal Planner

Cc: LRPC Commissioners  
Sheldon Morgan, LRPC TAC Chairman

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Lakes Region Tour Scenic Byway Communities - Current TAC and Scenic Byway Working Group Status

Community	Scenic Byway Working Group	Transportation Technical Advisory Committee
Alton	Ken McWilliams	Ken McWilliams
Ashland	-	Vacant
Center Harbor	David Hughes	Jeff Haines
Gilford	John Ayer	Sheldon Morgan
Holderness	-	Malcolm Taylor
Iaconia	Brandee Loughlin	Shanna Saunders
Meredith	John Edgar	John Edgar
Moultonborough	-	Bruce Woodruff
Ossipee	-	Brad Hariman
Sandwich	-	Vacant
Tamworth	Ellie Griffin and Sue Colten	John Gotjen
Tuftonboro	Mark Howard	Lloyd Wood
Wolfboro	Robert Houseman	Dave Ford



## Scenic Byway Advisory Committee Members

John Edgar, Chairman – Meredith  
Brad Harriman, Ossipee Public Works Director  
Dan Peasley, Sandwich  
Dave Farley, Tamworth  
David Ford, Wolfeboro Public Works Director  
David Hughes, Center Harbor  
John Ayer, Gilford Town Planner

Macolm 'Tink' Taylor, Holderness  
Mark Howard, Tuftonboro  
Norman DeWolfe, Ashland Selectman  
Shanna Saunders – Laconia City Planner  
Thomas Hoopes, Alton Planning Board  
Bruce Woodruff, Moultonborough Town Planner  
Michael Izard, LRPC Principal Planner

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## Meeting of the Lakes Region Tour Scenic Byway

### Advisory Subcommittee to the TAC

Wednesday, March 4, 2015

Humiston Building First Floor Conference Room  
103 Main Street, Meredith, NH 03253

12:00 – 1:30 PM

### AGENDA

**12:00 Introductions & Overview**  
Overview of Subcommittee Purpose and Responsibilities

**Corridor Management Plan**  
Review of Completed Work  
Discussion of Remaining Content  
Timeline

**Committee Administration**  
Establish Committee Chair  
Review Draft Bylaws  
Next Meeting Date

**1:30 Adjourn**

Lakes Region Planning Commission staff conducted individual meetings with Working Group and Advisory Committee representatives to develop the narrative for Section 7 - Byway Linkages, Goals and Strategies. Following the meeting schedule outlined below, the text summary of each meeting was reviewed and revised.

### July 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	
	6	7	8 Moultonborough 10:00-11:30	9	10	
	13	14 Tuftonboro 10:00-11:30	15 Alton 2:30-4:00	16	17 Center Harbor 9:30-11:00	
	20 Tamworth 2:30-4:00	21 Wolfeboro 9:30-11:00	22 Gilford 2:30-4:00	23	24	
	27	28 Laconia 10:00-11:30 Meredith 2:00-3:30	29	30	31	

**Scenic Byway Advisory Committee Meeting: September 24, 2015**

**Humiston Building, 103 Main Street, Meredith, NH**

1:00PM – 3:00PM

**Attendees:**

Normand DeWolfe, Ashland  
Brandee Loughlin, Laconia  
Michael IZard, LRPC  
John Edgar, Chairman, Meredith  
Brad Harriman, Ossipee  
David Farley, Tamworth  
Mark Howard, Tuftonboro  
William Rollins, NHDOT District 3

**Absent:**

Thomas Hoopes, Alton  
David Hughes, Center Harbor  
John Ayer, Gilford  
Malcolm Taylor, Holderness  
Dan Peaslee, Sandwich

**Excused:**

Robert Houseman, Wolfeboro  
Bruce Woodruff, Moultonborough

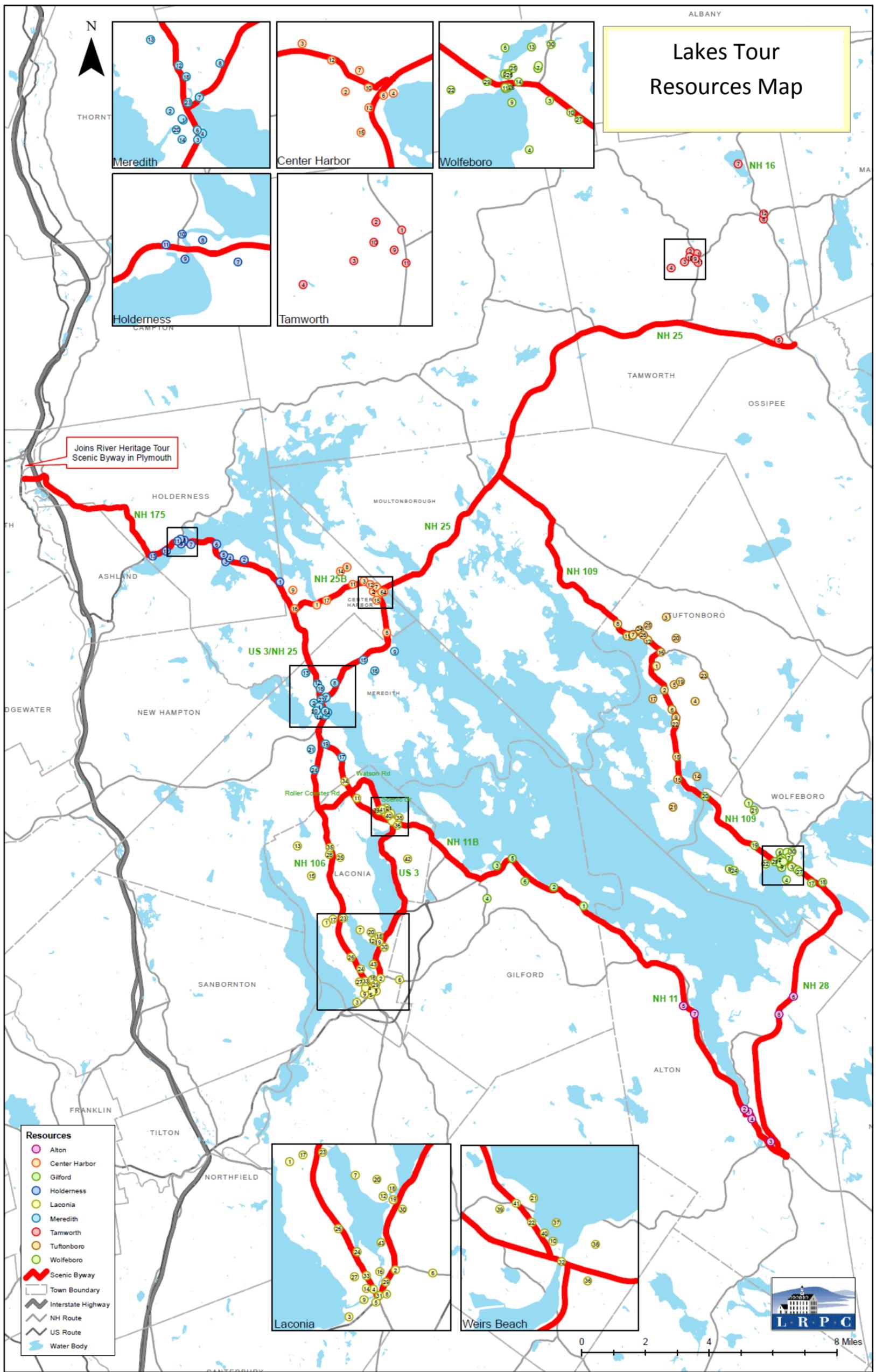
Chairman Edgar opened the meeting at 1:06PM. Members present discussed and revised each recommendation in the draft Corridor Management Plan and established a working timeframe for implementation, identified responsible parties, and established guidance on how each recommendation might be approached. LRPC staff agreed to revise and distribute the resulting Implementation Plan for final comment by SBAC members.

The group discussed the potential need for quarterly meetings to address priority SBAC recommendations which focus near-term on stakeholder outreach. A next meeting date was not determined pending review of Implementation Plan.

The meeting adjourned at 4:00PM.

m/s/p Loughlin/Howard

Appendix E: Lakes Tour Resources Map



Appendix F: Lakes Tour Scenic Views Map

