

# Corridor Management Plan

For the

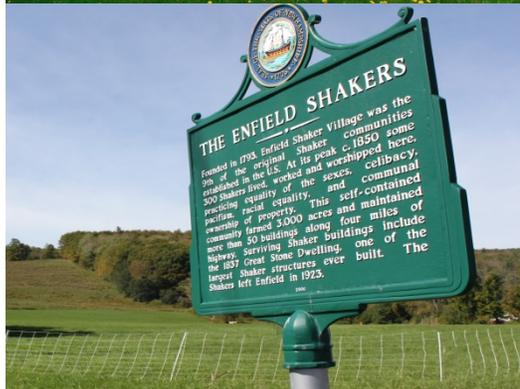
## Enfield Shaker Village Scenic Byway

*Adopted  
December 19, 2017*

**Prepared by the  
Enfield Shaker Village Scenic Byway  
Committee**

With technical assistance from  
Upper Valley Lake Sunapee Regional Planning  
Commission

With funding from the New Hampshire Department  
of Transportation's Unified Planning Work  
Program.



## EXECUTIVE SUMMARY

The Enfield Shaker Village Scenic Byway is a driving route along the south side of Mascoma Lake and ending at the historic Enfield Shaker Museum. The byway travels through the City of Lebanon and the Town of Enfield, New Hampshire. The Enfield Shaker Village Scenic Byway is one of twenty-one designated routes in the New Hampshire Scenic and Cultural Byways Program, consisting of roadways that exemplify unique cultural, historical, recreational, scenic and natural features in the State.

The goal of the Enfield Shaker Village Scenic Byway Corridor Management Plan is to recognize, preserve, and enhance the character of the Byway and its resources. The Enfield Shaker Village Scenic Byway Committee is tasked with preparing a vision for the Byway and creating and implementing a Corridor Management Plan to achieve that vision.

The vision for the Enfield Shaker Village Scenic Byway is as follows:

*The Enfield Shaker Village Scenic Byway invites travelers to experience the path taken by the Enfield Shakers, passing by Mascoma Lake and onward towards Shaker Bridge, La Salette Shrine and the buildings and lands which once made up the Shaker Community. The 3.2 mile route along Mascoma Lake connects visitors to cultural communities and natural scenery. Conservation areas around the lake, mountains, and forests along the corridor offer an ecological richness and diversity to be enjoyed by current and future generations. The diversity of the natural and cultural landscape provides visitors with a multitude of recreational opportunities.*

*The byway reflects the best of New England tradition, recognizing and protecting the qualities that make this region unique. The byway will develop and strengthen connections between the communities along the lake, encouraging tourism, historic preservation, arts, culture, and natural resources protection.*

The plan identifies the varied and unique characteristics, sites and resources of the Byway and specifies a plan to continue and improve management and protection efforts. The plan addresses 1) protection and preservation of the Byway's resources, 2) existing land use and new development, 3) traffic safety, 4) scenic roadway corridors, 5) visitor experience and 6) community involvement in Byway stewardship.

The Corridor Management Plan identifies the work that the Byway Committee will do over the next ten years to work towards the vision for the Byway. The Plan includes immediate, short, intermediate and long-term goals as well as ongoing processes that are vital to building a strong Byway and a well-represented, multi-town, multi-interest Byway Committee to guide the Byway's future.

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## **I. Introduction to the Corridor Management Plan**

The Enfield Shaker Village Scenic Byway is a driving route through Lebanon and Enfield along the south side of Mascoma Lake and ending at the historic Enfield Shaker Museum. The Byway is recognized as a unique and important destination and thoroughfare in the State of New Hampshire.

The Enfield Shaker Village Scenic Byway is one of twenty-one designated routes in the New Hampshire Scenic and Cultural Byways Program. Established in 1992 by an Act of the Legislature (RSA 238:19), the State Byways Program was designed “to provide the opportunity for residents and visitors to travel a system of byways which feature the scenic and cultural qualities of the state within the existing highway system, promote retention of rural and urban scenic byways, support the cultural, recreational and historic attributes along these byways and expose the unique elements of the state's beauty, culture and history.”

New Hampshire’s Scenic Byways are designated at the state level, but the management of each Byway is done on a local level. There are also national Scenic Byways that are designated through the National Scenic Byways Program of the Federal Highway Administration; these too are managed on a local level by a community-based organization. A Byway Council or Committee is an active local group that works to recognize, preserve, and enhance the character of the Byway and its resources. For the Enfield Shaker Village Scenic Byway, the committee is composed of residents, business owners, and town staff of Lebanon and Enfield, with support from the Upper Valley Lake Sunapee Regional Planning Commission and the New Hampshire Department of Transportation.

The Corridor Management Plan addresses the required federal criteria for nominating a Byway for national recognition through the National Scenic Byways Program (included as Appendix A). For state-designated byways, the federal criteria provide useful guidance to a local byway committee on how to take a comprehensive approach to planning for the byway’s future.

The Enfield Shaker Village Scenic Byway Committee has prepared this Corridor Management Plan to serve as the guiding document for its current and future work. The plan enumerates a shared vision for the Byway, inventories the important sites and resources found along the Byway route, documents past and current efforts to protect and enhance the Byway, and specifies a plan to continue and improve management and protection efforts in the future.

This plan was drafted by Committee members from the input of local residents and businesses with assistance from NHDOT and the Upper Valley Lake Sunapee Regional Planning Commission. The Committee held two public information sessions to inform the public of the Byway and the Corridor Management Plan and to receive public input for the plan. The first meeting was held on April 11, 2017 at the Enfield Shaker Museum

in Enfield and there were 10 attendees. At this meeting, the Committee described the State Scenic Byway Program, the Enfield Shaker Village Scenic Byway's status and brief history, and the intrinsic qualities found along the Byway. Public comments were centered on the importance of the Byway and ways to expand it beyond its current length to include other intrinsic qualities in Lebanon and Enfield. These comments are addressed in the plan. The second meeting was held November 28, 2017 at City Hall in Lebanon and there were 9 attendees. At this meeting, the Committee described the Corridor Management Plan's goals and prioritized strategies. Public comments were centered on safety, public transit, and expansion of the Byway to connect travelers to the Rail Trail and other intrinsic qualities of the surrounding region. These comments are addressed in the plan.

### **Committee Members**

Meredith Smith (Chair) – Selectboard and Heritage Commission, Enfield

Ryan Aylesworth – Town Manager, Enfield

David Brooks – Director of Planning and Zoning, Lebanon

Marjorie Carr – Town Historian, Enfield

Mary Ann Haagen – Shaker Historian

Scott Osgood – Town Planner, Enfield

Kimberley Quirk – Enfield Village Association

John Roe – Upper Valley Land Trust

Dolores Struckhoff – Enfield Shaker Museum

Fr. John Sullivan – LaSalette Shrine

Robert Taylor – Lebanon Area Chamber of Commerce

William Rose – NH Department of Transportation

Meghan Butts – Upper Valley Lake Sunapee Regional Planning Commission

## **II. Vision for the Enfield Shaker Village Scenic Byway**

The Enfield Shaker Village Scenic Byway invites travelers to experience the path taken by the Enfield Shakers, passing by Mascoma Lake and onward towards Shaker Bridge, La Salette Shrine and the buildings and lands which once made up the Shaker Community. The 3.2 mile route along Mascoma Lake connects visitors to cultural communities and natural scenery. Conservation areas around the lake, mountains, and forests along the corridor offer an ecological richness and diversity to be enjoyed by current and future generations. The diversity of the natural and cultural landscape provides visitors with a multitude of recreational opportunities.

The byway reflects the best of New England tradition, recognizing and protecting the qualities that make this region unique. The byway will develop and strengthen connections between the communities along the lake, encouraging tourism, historic preservation, arts, culture, and natural resources protection.

## **III. History of the Enfield Shaker Village Scenic Byway**

The National Scenic Byway Program was established in 1991, allowing the designation of special roadways that serve as a destination as well as a travelling route. The following year, the New Hampshire Scenic and Cultural Byway Program was set up.

In 1999, the Enfield Shaker Village Scenic Byway Advisory Committee was formed to steward the byway and undertake projects to enhance the byway. At that time, the Byway was designated as a State Scenic and Cultural Byway, with the route covering Route 4A from its intersection with Route 4 in Lebanon to the Enfield Shaker Museum in Enfield.

The Byway Committee became inactive for a period of time, but by 2016, there was renewed interest in the Byway and the potential expansion of the Byway. In 2017, the Enfield Shaker Village Scenic Byway Committee was re-established with the participation both Lebanon and Enfield and the support of the Upper Valley Lake Sunapee Regional Planning Commission.

## **IV. The Enfield Shaker Village Scenic Byway and its Corridor**

The Enfield Shaker Village Scenic Byway follows state highway 4A for 3.2 miles. This roadway is a rural two-lane road.

Route 4A is also known as the 4<sup>th</sup> New Hampshire Turnpike and connects the busy Route 4 in Lebanon through Enfield Center and connecting towns along the way to Andover, NH where the road ends at Route 11. The first 3.2 miles of Route 4A starting in Lebanon is the Enfield Shaker Village Scenic Byway.

The general definition of a byway's corridor is the area visible from the roadway. The Enfield Shaker Village Scenic Byway offers outstanding views of Mascoma Lake and the surrounding hills and mountains. The views to these natural features combined with the history and culture of the people define the unique beauty and attraction of this region and form the basis for the outstanding scenic character of the Enfield Shaker Village Scenic Byway.

There are several important destinations that tell the Byway story but that are not directly on the Byway route such as:

- Historic Downtown Lebanon
- Historic Enfield Center
- Lower Shaker Village

In addition to the Byway there are many scenic spur routes connected to the Byway including:

- Route 4 on the north side of Mascoma Lake and connection to downtown Lebanon
- Main Street, Enfield across Mascoma Lake
- Shaker Boulevard along the east side of Mascoma Lake

Map IV-1. The Enfield Shaker Village Scenic Byway



## **V. Resource Inventory of the Enfield Shaker Village Scenic Byway**

The Enfield Shaker Village Scenic Byway was designated as a New Hampshire Scenic and Cultural Byway because the route contains “unique elements of the state's beauty, culture and history.” The federal criteria for a National Scenic Byway define the unique elements of a byway route into six “intrinsic qualities” or types of resources: historic, cultural, archaeological, recreational, natural, and scenic. Intrinsic qualities are the resources that make a byway attractive to travelers and set the byway apart from other travel ways.

A summary of each “intrinsic quality” found on the Enfield Shaker Village Scenic Byway is provided below. A detailed map can be found in Appendix B.

### ***Scenic Resources***

The Enfield Shaker Village Scenic Byway travels through a rural New England landscape with forested hills and meadows with slight glimpses of the Mascoma River. The panoramic views encompassing Mascoma Lake and the undeveloped mountainsides of Moose Mountain, Shaker Mountain, and the Henry Laramie Wildlife Management Area are of true scenic beauty. These scenic views, combined with the deep history of the area distinguish the Byway from other scenic drives in New England.

The proximity of the Byway to Mascoma Lake opens up many chances to view its natural beauty. Good views of Mascoma Lake and surrounding landscape can be seen on Route 4A in Lebanon and Enfield between seasonal residences and openings in the trees. The best view of the Lake from the car is on the Shaker Bridge just off the byway. Out of the car, views of Mascoma Lake can be seen from a boat on the Lake, or the Shaker Bridge and the Shakoma beach and boat launch, or via hiking the surrounding trails and the Northern Rail Trail on the North Side of the Lake.

### ***Cultural Resources***

The Enfield Shaker Village Scenic Byway passes through several centers of cultural activity: the Enfield Shaker Villages, La Salette Shrine campus, the Mascoma Lake Community in Lebanon and Enfield. These locations offer a wide variety of community events, drawing in the local population as well as visitors from farther afield. Each community has its own unique local flavor and character.

The Enfield Shaker Museum offers a number of cultural experiences throughout the year including daily tours of the buildings and grounds, educational courses and camps for local youth, events with live music, and workshops on how to craft Shaker artifacts and learn Shaker lifestyle.

Music, theater, and the arts are the focus of many cultural events along the Byway as well as a variety of family-oriented activities:

- Patriotic Sing-along and Pie Sale on July Fourth
- Fourth of July Boat Parade around the Lake
- Shaker Harvest Festival
- Festival of Trees
- Cider Festivals
- Enfield Old Home Days
- Farmer's Markets
- Holidays Displays and Events at La Salette Shrine.

### ***Historic Resources***

The history of the region is tied to Mascoma Lake and the settling of the Enfield Shakers.

- The Enfield Shaker site has been cherished for over 200 years. At its peak in the mid 19<sup>th</sup> century, the community was home to three “Families” of Shakers. After 130 years of worship, communal living, farming, and manufacturing, declining membership forced the Shakers to close their village and put it up for sale. Today the Enfield Shaker Village hosts a number of events and museum tours of the site teaching the history of the Enfield Shakers.
- The buildings and site of LaSalette Shrine in Enfield were built by the Enfield Shakers. The buildings are now owned by the LaSalette Community which is enriched with history. Visitors can learn about this historic site and explore its history.
- Mascoma Lake is a main focal point for people to settle in this area of the Upper Valley with the Enfield Shaker Great Stone Dwelling being built in 1937 and the first cottage on the lake being built in 1883 by Frank C. Churchill of Lebanon.
- The Shaker Bridge, said to be the only one of its kind across a lake, was originally built in 1848-1849 by the Enfield Shakers. The bridge was destroyed in a hurricane in 1938 and rebuilt. This bridge lasted until 2010 and was rebuilt and dedicated as the Shaker Bridge in 2012.
- Slightly off the byway is the Sartwell-Small House that was constructed in the late 1700's. The house served for years as the Post Office in East Lebanon. It was built in “Colonial” style with a “Saltbox” addition. Mrs. Sartwell is buried behind the house. Her headstone was moved to make a hearth for an outdoor fireplace.
- In the conservation lands that can be viewed from the byway is Smith Pond. Smith Pond is the historic water resource that the Enfield Shakers used. They build aqueducts to bring water down the mountains and to the village. Visitors can hike to Smith Pond and view these historic aqueducts that are still standing today.

Residents are proud of their local history and work to protect old buildings and create museums of historical collections. Many cultural events also have some historical

context or event associated with it, such as Old Home Days and the 4<sup>th</sup> of July Boat Parade.

### ***Recreational Resources***

The Enfield Shaker Village Scenic Byway offers a variety of recreational opportunities throughout the four-seasons.

Mascoma Lake provides an abundance of recreational opportunities including swimming at the Shakoma Town Beach, fishing from the Shaker Bridge and Mascoma Dam, ice fishing on the lake in the winter, and boating from the Mascoma Lake boat launch or Enfield Town Dock.

The Northern Rail Trail along the north side of the lake is a major recreation destination in the region following Mascoma Lake and Mascoma River. The trail provides opportunities for many recreational activities including walking, running, biking, snowmobiling, and cross country skiing. Other hiking opportunities along the Byway include Shaker Mountain and the New Hampshire Fish and Game Conservation Lands Lower Shaker Wildlife Management Area.

Other recreational opportunities for the whole family include camping at Mascoma Lake Campground, exploring the Enfield Shaker Museum, and dining at the Baited Hook.

### ***Natural Resources***

Driving along the byway, riders will experience a natural, rural setting with views of the lake, the mountains, and a vast landscape with a small village tucked in along the way. Mascoma Lake itself provides a resource to the communities as both a natural sight and a water resource for the Mascoma River which is the City of Lebanon's drinking water source. The quality of the water is monitored by the Mascoma Lake Association.

Large sections of the Byway are filled with forested areas including conservation lands providing a quiet and peaceful environment. Currently 5800 acres of land are conserved along the byway by New Hampshire Fish and Game (4154 acres) and the Upper Valley Land Trust (1646 acres). In these conservation areas are a number of wildlife habitats that are thriving in the rural landscape of the Byway corridor.

### ***Archaeological Resources***

The Enfield Shaker Village Scenic Byway is unique as there are many opportunities for archaeological discoveries. Conserved lands in both Lebanon and Enfield have been sites of archaeological research. The Enfield Shaker land has been a site of ongoing archaeological research, discoveries, and education about the Enfield Shakers.

## VI. Existing Conditions in the Byway Corridor

### *Transportation*

The Enfield Shaker Village Scenic Byway follows state highway 4A for 3.2 miles. This roadway is rural two-lane road.

Route 4A is also known as the 4<sup>th</sup> New Hampshire Turnpike and connects the busy Route 4 in Lebanon through Enfield Center and connecting towns along the way to Andover, NH where the road ends at Route 11. The first 3.2 miles of Route 4A starting in Lebanon is the Enfield Shaker Village Scenic Byway. The Average Annual Daily Traffic computed from recent traffic counts is reported in Table VI-1 for 2 locations on Route 4A reflecting traffic volume on the Enfield Shaker Village Scenic Byway.

**Table VI-1. Traffic Volumes on the Enfield Shaker Village Scenic Byway**

Roadway	AADT	Year(s)
NH 4A (Lebanon/Enfield town line)	3500	2015
NH 4A (east of Cogswell Way)	2700	2015

The Byway route experiences between 2700 and 3500 cars a day (NH DOT 2015 Annual Average Daily Traffic) as Route 4A is a main East/West Corridor between Andover, NH and Lebanon, NH.

Most intersections along the Byway are simple, with stop signs on the secondary road. Major intersections have defined turning lanes or other structures to direct traffic. There are no signalized traffic lights on the Byway. Speed limits on the Enfield Shaker Village Scenic Byway range from 40 mph on rural and relatively straight stretches to 30 mph along the residential portion of the lake.

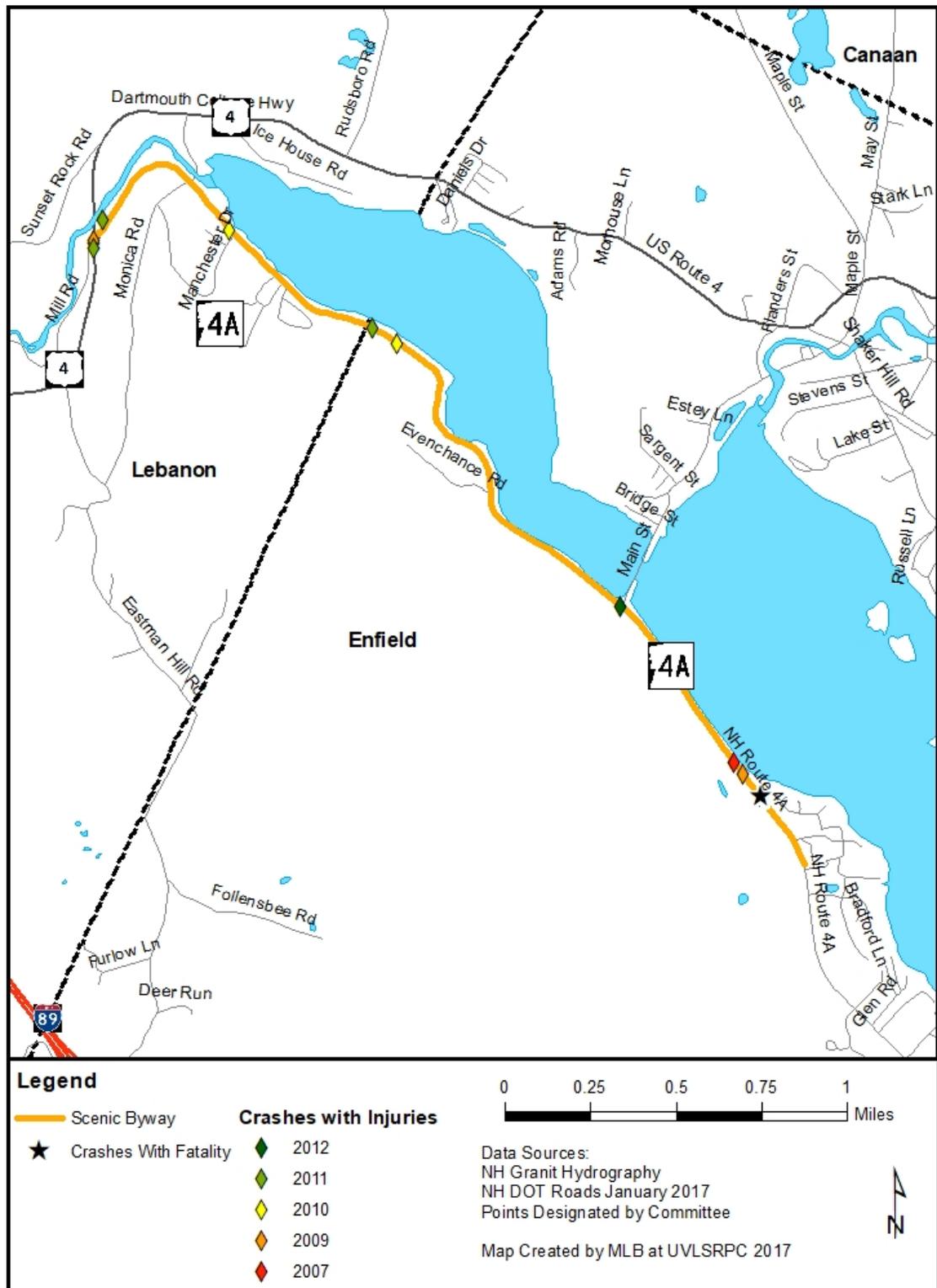
Reconstruction of the intersection of Route 4 and Route 4A (start of the byway) was completed in the spring of 2016 by NHDOT.

Route 4A in Enfield along the byway had improvements of rehabilitation pavements, added shoulders, and improved drainage along Mascoma Lake.

Sidewalks and crosswalks for pedestrians are limited to the area near Shaker Bridge where there is a public beach and boat launch.

The portion of state Route 4A that includes the Byway is listed as a bicycle route on the State's bicycle map. Portions of the byway have very narrow shoulders with blind curves that can be a safety concern for bicyclists.

## Map V-1. Crash Records, 2007-2012, showing accidents resulting in injury



## ***Land Uses and Existing Development***

The Enfield Shaker Village Scenic Byway corridor travels through a sparsely developed area surrounded by the Lake and forests.

The dominant land use zoning is residential, with some commercial and mixed use development in Lebanon (Map V-2).

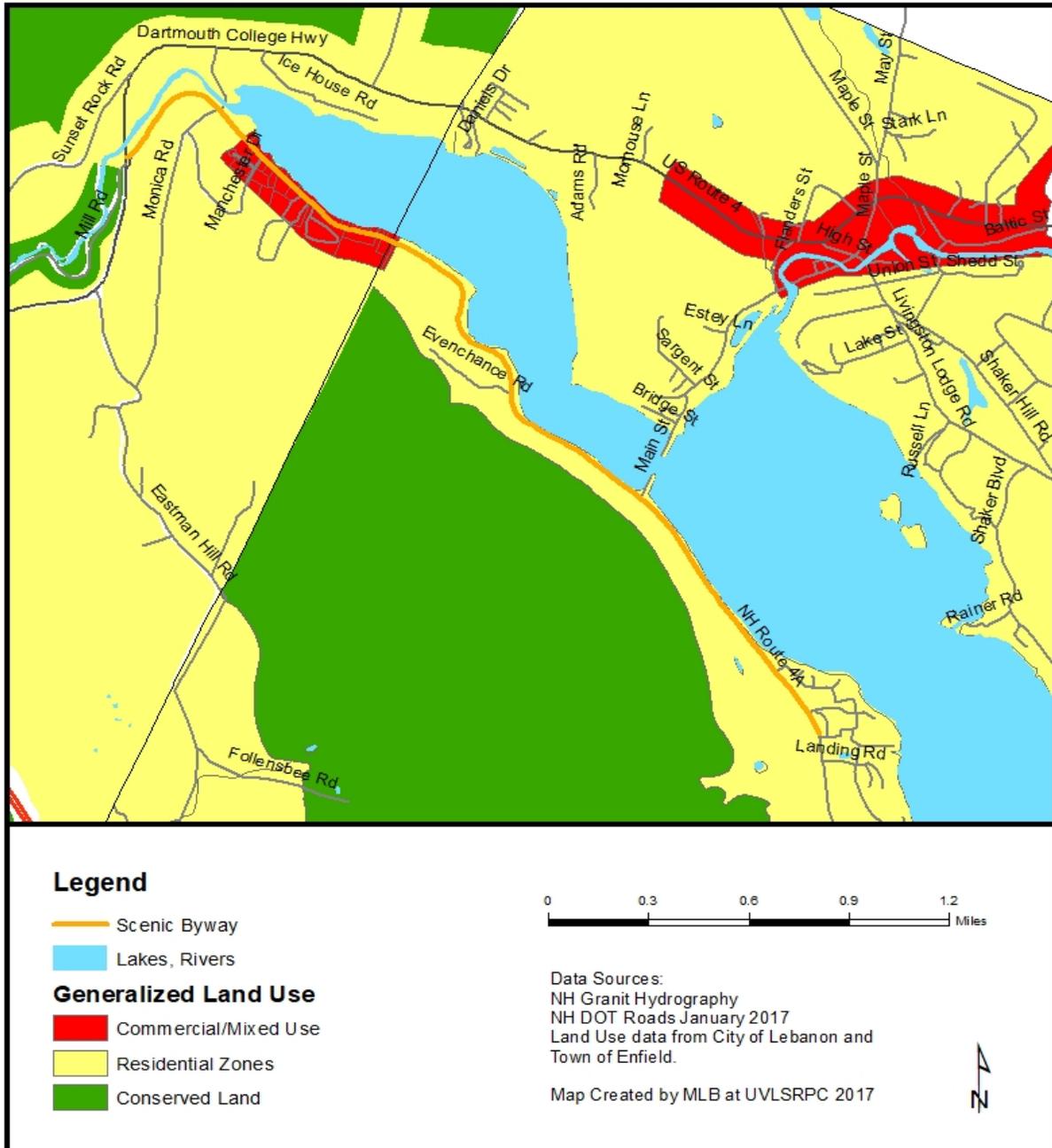
Land protected from development is important to the scenic, natural, and recreational character of the Byway and surrounding area. The Upper Valley Land Trust assists in protecting many pieces along the Byway including: the Mill Parcel in Lebanon 2.12 acres, Emerson Edge Tool Mill 5.18 acres, Lebrun Meadow in Lebanon 21.13 acres, the Baker Parcel 52 acres, and the Smith Pond Shaker Forest Conservation Area in Enfield 995 acres. The New Hampshire Department of Fish and Game assists in protecting 4154 acres in Enfield.

## ***Roadway Signage***

National and State Scenic Byways must conform to applicable local, State, and Federal Laws regarding the control of outdoor advertising. As a state designated Scenic and Cultural Byway, the Enfield Shaker Village Scenic Byway can allow no new billboards along the route, per federal and state law. State designation also eliminates the option of off-premise advertising devices along the Byway.

The City of Lebanon and the Town of Enfield regulate the size, type, placement and illumination of signs and other outdoor advertising through Zoning Ordinances. Under municipal regulations, no new billboards are permitted, reinforcing the federal and state signage requirement for scenic byways.

## Map V-2. Land Use in the Byway Corridor



## **VII. Management Plan for the Enfield Shaker Village Scenic Byway**

The Enfield Shaker Village Scenic Byway Committee developed six goals for the management and enhancement of the Enfield Shaker Village Byway, in order to achieve the vision for the future of the Byway. Goals and strategies were formulated based on feedback from public presentations conducted in the two municipalities and the local knowledge of the Committee members.

The Committee identified existing or ongoing plans, projects, or activities that support each goal, and developed specific strategies to achieve these goals in the future.

### ***GOAL 1: Preserve, protect, and enhance the scenic, natural, cultural, historical, and recreational resources of the Enfield Shaker Village Scenic Byway corridor***

#### **Actions Currently in Place:**

- The City of Lebanon and the Town of Enfield each have active Heritage Commissions.
- The Enfield Shaker Museum is on the National Historic Registry.
- Both Lebanon and Enfield have worked with local Historical Societies and community groups to preserve historic properties and buildings.
- Upper Valley Land Trust and New Hampshire Department of Fish and Game with the support of local Conservation Commissions have conserved 5800 acres of land along the Byway.
- Mascoma Lake is protected by State regulations and shoreland protection regulations.
- The Mascoma Lake Association provides water quality testing and monitoring of protections to the lake.
- The Upper Valley Trails Alliance and the New Hampshire Bureau of Trails establish and maintain trails such as the Northern Rail Trail for recreation.
- The City of Lebanon and the Town of Enfield have extended sewer lines to lessen failed septic systems by the lake.

#### **Future Strategies:**

- Work with the Chamber of Commerce, businesses, non-profit organizations, and local groups to organize and offer a wide variety of cultural and social events along the Byway.
- Collaborate with local organizations and identify historic sites and buildings, natural and scenic areas and recreational resources year-round.
- Inventory community partners that support the cultural life of towns along the Byway (concerts, lectures, fairs and festivals, farmer's markets, etc.).

- Work with community partners and seek grant funding to protect important historic sites and buildings, natural and scenic areas, and recreational resources.
- Raise awareness of historic sites and buildings; consider signs or placards for historic buildings through the Historic Marker Program.
- Address maintenance, access, and capacity concerns for Byway sites.
- Consider Adopt a Highway or Town Greenup Day to help clean trash that can accumulate along the corridor.
- Raise awareness and educate the public of preservation and conservation Tips and Techniques.
- Encourage local garden clubs to add and maintain plantings along the Byway route.
- Work with NHDOT to reduce winter salt use along the Byway.

***GOAL 2: Enhance existing development and accommodate new development while maintaining or enhancing the unique character of the Enfield Shaker Village Scenic Byway***

**Actions Currently in Place:**

- Local zoning ordinances define commercial, village, and residential areas.
- Local zoning ordinances control roadway signage for businesses.

**Future Strategies:**

- Identify rehabilitation priorities for existing sites and buildings.
- Seek grant funding to rehabilitate or redevelop priority areas.
- Meld local planning goals from Town Master Plans and Byway corridor management goals.
- Work with local boards to consider the impact of development projects on the character of the Byway.
- Support restoration of historic buildings.

***GOAL 3: Improve traffic safety for motorists, bicyclists, and pedestrians***

**Actions Currently in Place:**

- Traffic signs for state routes visible at intersections.

**Future Strategies:**

- Encourage NHDOT to preserve and maintain quality road conditions.
- Place signage to direct visitors to the Byway.
- Encourage State and Municipalities to require adequate safety precautions in the event of the Byway being used as a temporary detour.

- Identify bike/ped needs, improvement areas, and access points.
- Seek grant funding for improvements to bike/ped; bike lanes and paths, sidewalks and crosswalks.
- Encourage City of Lebanon and Town of Enfield to adopt Complete Streets Policies.
- Encourage the use of access management to accommodate commerce while maintaining a safe and efficient level of highway service.
- Conduct a transit needs assessment along the Byway.
- Work with Advanced Transit and municipalities to have public transit along the Byway to allow bike/ped travelers to get to the Byway safely.
- Identify and prioritize safety issues and encourage NHDOT to address local road safety concerns, such as:
  - Pedestrian crossing by Town beach, boat launch, and parking area in Enfield.
  - Traffic calming techniques through signage and blinking lights at the various recreational crossings: beach and boat launch; at the Mascoma Lake Campground; the Baited Hook; Shaker Museum; LaSalette Shrine.
  - Lowering the speed limit along Byway.

***GOAL 4: Maintain and enhance the scenic character of the roadways of the Enfield Shaker Village Scenic Byway***

**Actions Currently in Place:**

- Upper Valley Land Trust and New Hampshire Department of Fish and Game with the support of local Conservation Commissions have conserved thousands of acres of land along the Byway where there will be no development of those lands.
- LaSalette Shrine and Shaker Museum host historic buildings and grounds that will not see future development.
- The Enfield Village Association does plantings and beautification projects around the Town of Enfield and will encourage more along Byway.

**Future Strategies:**

- Discuss opportunities for streetscaping improvements with municipalities, NHDOT, and UVLSRPC that fit the character of the intrinsic qualities along the Byway.
- Identify locations and landowners that can improve scenic views through selective cutting and mowing.
- Work with NHDOT to undertake a community-based planning process for future roadway projects on the Byway.
- Identify locations for roadside pullovers at scenic vistas.
- Seek grant funding for development of scenic viewing areas.

## ***GOAL 5: Promote a fun and educational visitor experience for tourists of all ages and interests.***

### **Actions Currently in Place:**

- Attractions that are well-marketed by individual businesses, such as Enfield Shaker Village Museum, Mascoma Lake, and LaSalette Shrine.
- Cultural events that are popular with year-round and seasonal residents.
- Several ways to learn about the region's history and culture: museums, cultural events, and local knowledge.

### **Future Strategies:**

- Publish an annual pamphlet listing events and things to do along the Byway.
- Develop a mobile app for interest locations and check-ins that are user-based.
- Create a marketing plan to address ways to emphasize four seasons of visitation, ways to extend the stay for visitors, and the diverse resources of the Byway.
- Develop a website to help with trip planning, including maps and driving directions.
- Market the Byway as an attraction in itself: Create an interpretive driving tour to link the important Byway sites among the two municipalities.
- Coordinate efforts with the Chamber of Commerce and other community partners to enhance cultural events and activities.
- Develop and improve links between historic, cultural, recreational, scenic, and natural sites and resources, such as:
  - making connections between the Northern Rail Trail and hiking trails to cultural activities along the Byway
  - linking the historic and scenic resources of Mascoma Lake and Enfield Shaker Village.

This may be accomplished through a variety of methods, including physical signage or maps, cross-promotion between sites, website links, and working with the Chamber of Commerce.

- Consider a Scenic Byway-sponsored or co-sponsored event, such as a bike race, a 10K road race, or a holiday tour.
- Educate schools about the Enfield Shaker Village Scenic Byway, potentially through a field trip program.
- Work with NH Department of Travel and Tourism to host a webpage about the Byway and provide the web link for municipal websites.
- Identify Statewide tourist attractions (i.e. ice cream trail, brewery trail, cider and cheese trail, etc.) and work with groups to promote the Byway as an alternative route along these trails.
- Identify locations and feasibility of information kiosks allowing visitors to stop for information about the Byway and region.
- Encourage redevelopment of rest stop on I-89 in Lebanon to welcome travelers to the Region and advertise the Byway as an alternative route.

***GOAL 6: Ensure continued community involvement and public participation in Scenic Byway projects and decision-making.***

**Actions Currently in Place:**

- Diverse membership on the Byway Committee representing town staff, businesses, non-profit organizations, and local residents.

**Future Strategies:**

- Encourage local groups such as the Heritage Commissions to promote the Byway.
- Create an outreach campaign to municipalities and local schools.
- Work with NHDOT and UVLSRPC on applications to expand Byway.
- Set up a schedule of quarterly meetings of the Enfield Shaker Village Scenic Byway Committee that are open and advertised to the public.
- Expand membership to the Committee to more businesses and organizations.
- Seek grant funding for projects that are important to the community and to the enhancement of the Enfield Shaker Village Scenic Byway.
- Elevate local awareness of the Byway and develop regional community pride through Byway-sponsored events and support of community events.
- Build connections to other byways and byway organizations in the state and around the country through participation in forums, training sessions, and conferences.

## VIII. Strategy for Implementation

The Committee established a prioritized schedule for implementing the plan, identified important tasks that should be ongoing efforts, and identified key partnerships necessary to accomplish each task. The Enfield Shaker Village Scenic Byway Committee will be the primary driving force to achieve the goals outlined in the Management Plan, but working with other agencies, boards, committees, businesses, organizations, and groups as well as the general public will be crucial to the successful implementation of this management plan.

### *Prioritized Implementation Schedule*

Immediate Goals (within 1 year)

Goal	Action Item	Responsible Parties
1	Collaborate with local organizations and identify historic sites and buildings, natural and scenic areas and recreational resources year-round.	Byway Committee, municipalities, local organizations
1	Raise awareness and educate the public of preservation and conservation Tips and Techniques	Byway Committee, municipalities, Conservation Commissions, Town meetings
1	Encourage local garden clubs to add and maintain plantings along the Byway route	Byway Committee, Local garden clubs, municipalities
3	Research Byway signage process and requirements.	Byway Committee, NHDOT
3	Collect traffic data (speed, volume, direction of travel, accidents) on Byway to prioritize safety issues and encourage NHDOT to address local road safety concerns including pedestrian crossings at marked locations and near events	Byway Committee, UVLSRPC, municipalities
5	Work with NH Department of Travel and Tourism to host a webpage about the Byway and provide the web link for municipal websites	Byway Committee, UVLSRPC, NH Department of Travel and Tourism
6	Encourage local groups such as the Heritage Commissions to promote the Byway	Byway Committee, Heritage Commissions, local groups

6	Set up of schedule of quarterly meetings of the Byway Committee that are open and advertised to the public	Byway Committee, UVLSRPC

Short-Term Goals (within 2-3 years)

Goal	Action Item	Responsible Parties
1	Inventory community partners that support the cultural life of towns along the Byway (concerts, lectures, fairs and festivals, farmer's markets, etc.)	Byway Committee
1	Research winter road salt use on Mascoma Lake and impacts on City of Lebanon drinking water quality. Discuss finding with NHDOT	Byway Committee, Municipalities, Lebanon Water Department
2	Meld local planning goals from Town Master Plans and Byway corridor management goals	Byway Committee, Planning Boards
3	Collect bike/ped data to identify bike/ped needs, improvement areas, and access points	Byway Committee, UVLSRPC, bike/ped committees
4	Discuss opportunities for streetscaping improvements with municipalities, NHDOT, and UVLSRPC that fit the character of the intrinsic qualities along the Byway. Research grant funding opportunities.	Byway Committee, municipalities, UVLSRPC
4	Identify locations and landowners that can improve scenic views through selective cutting and mowing.	Byway Committee, municipalities
4	Identify locations for roadside pullovers at scenic vistas	Byway Committee
5	Create a marketing plan to address ways to emphasize four seasons of visitation, ways to extend the stay for visitors, and the diverse resources of the byway	Byway Committee, Chamber of Commerce, NH Division of Travel and Tourism
5	Identify links to develop and improve between historic, cultural, recreational, scenic, and natural sites and resources, such as: <ul style="list-style-type: none"> <li>o making connections between the Northern Rail Trail and hiking trails to cultural activities along the Byway</li> <li>o linking the historic and scenic resources of Mascoma Lake and Enfield Shaker Village.</li> </ul>	Byway Committee, Community groups, municipalities

	This may be accomplished through a variety of methods, including physical signage or maps, cross-promotion between sites, website links, and working with the Chamber of Commerce.	
5	Consider a Scenic Byway-sponsored or co-sponsored event, such as a bike or foot race, holiday tour, photo contest	Byway Committee, Chamber of Commerce, local non-profits, local businesses
6	Create an outreach campaign to municipalities and local schools.	Byway Committee, Municipalities, School Districts
6	Work with NHDOT and UVLSRPC on applications to expand the Byway	Byway Committee, NHDOT, UVLSRPC
6	Expand membership of the Committee to more businesses and organizations	Byway Committee

Intermediate Goals (within 4-5 years)

Goal	Action Item	Responsible Parties
1	Raise awareness of historic sites and buildings; consider signs or placards for historic buildings	Byway Committee, Historical Societies, NH Division of Historical Resources
1	Address maintenance, access, and capacity concerns for Byway sites	Byway Committee, Selectboards, NH Division of State Parks
3	Conduct a transit needs assessment along the Byway	Byway Committee, UVLSRPC
3	If needs assessment indicates a gap, seek grant funding for improvements to bicycle and pedestrian infrastructure	Byway Committee, bike/ped committees
3	Encourage municipalities to adopt Complete Streets Policies	Byway Committee, Municipal Officials and Boards
5	Publish an annual pamphlet listing events and things to do along the Byway	Byway Committee
5	Market the Byway as an attraction in itself: Create an interpretive driving tour to link the important Byway sites among the two municipalities.	Byway Committee, Heritage Commissions

5	Educate schools about the Enfield Shaker Village Scenic Byway, potentially through enlarging the current school field trip program	Byway Committee, School Districts
5	Identify Statewide tourist attractions (i.e. ice cream trail, brewery trail, cider and cheese trail, etc.) and work with groups to promote the Byway as an alternative route along these trails	Byway Committee
5	Identify locations and feasibility of information kiosks allowing visitors to stop for information about the Byway and region	Byway Committee

#### Long-Term Goals (Within 5 - 10 years)

Goal	Action Item	Responsible Parties
3	If needs assessment indicates a gap, work with Advanced Transit, other transit providers, and municipalities to have public transit along the Byway to allow bike/ped travelers to get to the Byway safely	Byway Committee, Advanced Transit, Municipalities
4	Seek grant funding for development of scenic viewing areas	Byway Committee
5	Develop and maintain a website to help with trip planning, including maps and driving directions	Byway Committee, Municipalities
5	Encourage redevelopment of rest stop on I-89 in Lebanon, through a letter of support, to welcome travelers to the Region and advertise the Byway as an alternative route	Byway Committee, Chamber of Commerce
5	Develop a mobile app for points of interest and check-ins that are user-based	Byway Committee

### ***Ongoing Priorities for Implementation***

Goal	Action Item	Responsible Parties
1	Work with the Chamber of Commerce, businesses, non-profit organizations, and local groups to organize and offer a wide variety of cultural and social events along the Byway	Byway Committee, Chamber of Commerce
1	Work with community partners and seek grant funding to protect important historic sites and buildings, natural and scenic areas, and recreational resources	Byway Committee
1	Consider adopt a highway or Town Greenup Day to help clean trash that can accumulate along the corridor	Byway Committee
2	Work with local boards to consider the impact of development projects on the character of the Byway	Byway Committee, Planning Boards
2	Support restoration of historic buildings with letters of support	Byway Committee
3	Encourage the use of access management to accommodate commerce while maintaining a safe and efficient level of highway service (as needed)	Byway Committee, Chamber of Commerce
3	Encourage NHDOT to preserve and maintain quality road conditions	Byway Committee
3	Encourage State and Municipalities to require adequate safety precautions in the event of the Byway being used as a temporary detour	Byway Committee, NHDOT, Municipalities
4	Work with NHDOT to undertake a community-based planning process for future roadway projects on the Byway (as needed)	Byway Committee, NHDOT
5	Coordinate efforts with the Chamber of Commerce and other community partners to enhance cultural events and activities	Byway Committee, Chamber of Commerce
6	Elevate local awareness of the Byway and develop regional community pride through Byway- sponsored events and support of community events	Byway Committee
6	Build connections to other byways and byway organizations in the state and around the country through participation in forums, training sessions, and conferences.	Byway Committee, UVLSRPC

## ***Responsibilities for Implementation***

The Enfield Shaker Village Scenic Byway Committee holds responsibility for the successful implementation of this plan. The Byway Committee will partner with other agencies, organizations, boards, committees, and groups, in order to accomplish specific strategies (as listed in the above tables). Furthermore, the Byway Committee will form partnership agreements as needed to accomplish joint projects undertaken by more than one entity.

The Enfield Shaker Village Scenic Byway Committee will review its progress towards implementing the management plan goals on a yearly basis, and the goals and strategies will be reviewed and amended periodically to reflect both accomplishments and new challenges. An evaluation and assessment of progress will be reported annually to the City Council and Town Selectboard and to the State Scenic Byways Coordinator.

## Appendix A

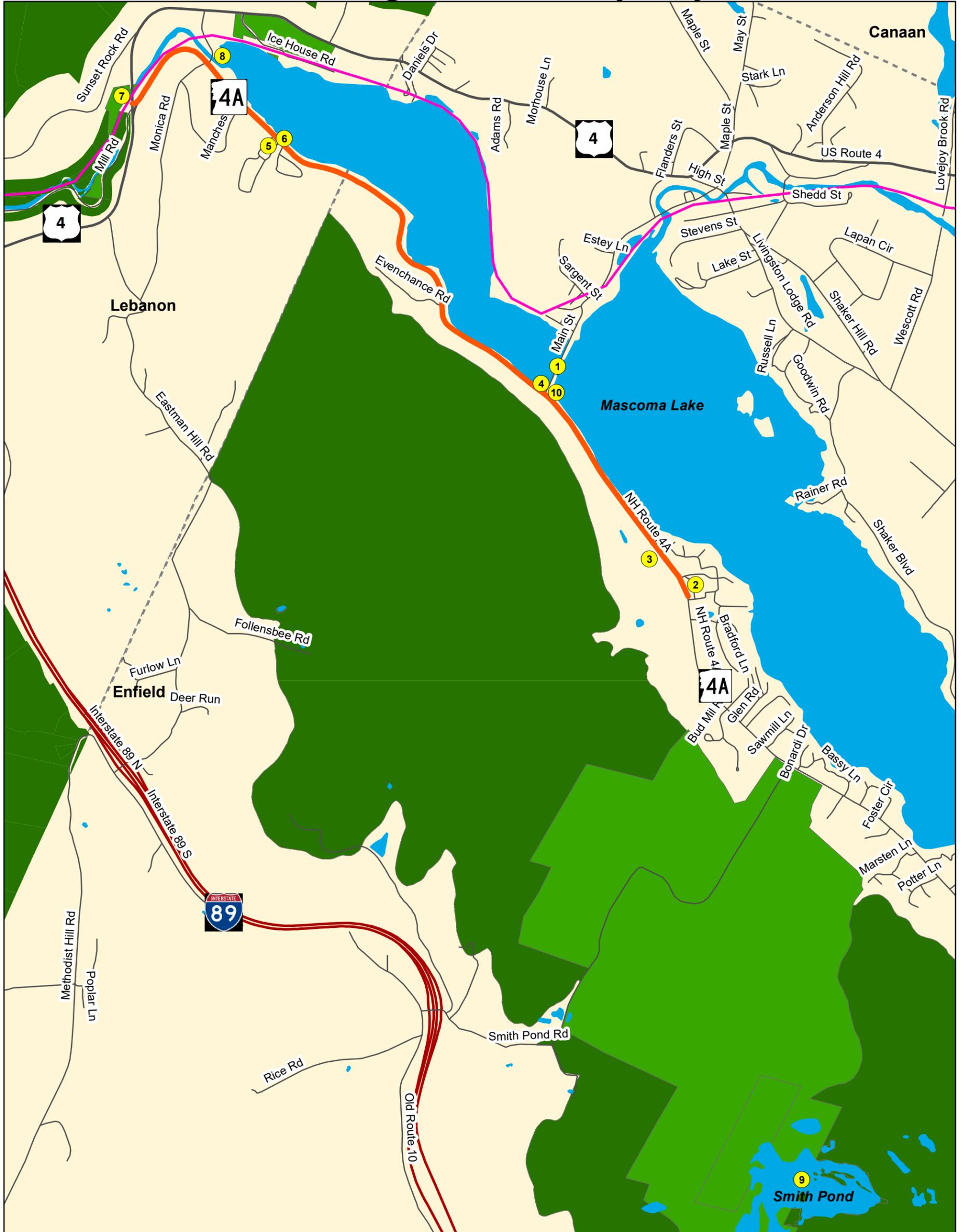
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The Corridor Management Plan for the Enfield Shaker Village Scenic Byway has been developed using the criteria outlined by the National Scenic Byways Program in 1995. This table outlines the 14 points required for National Scenic Byways, and the location of this information in the Enfield Shaker Village Scenic Byway plan.

<b>Federal Register Requirement ( "The 14 Points" )</b>	<b>Location in Plan</b>
A map identifying the corridor boundaries and the location of intrinsic qualities and different land uses within the corridor	Section IV; Section VI
An assessment of such intrinsic qualities and of their context	Section V
A strategy for maintaining and enhancing those intrinsic qualities	Section VII, Goal 1
A schedule and listing of all agency, group, and individual responsibilities in the implementation of the corridor management plan, and a description of enforcement and review mechanisms, including a schedule for the continuing review of how well those responsibilities are being met	Section VIII
A strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor	Section VII, Goal 2
A plan to assure on-going public participation in the implementation of corridor management objectives	Section VII, Goal 6
A general review of the road's or highway's safety and accident record to identify any correctable faults in highway design, maintenance, or operation	Section VI
A plan to accommodate commerce while maintain a safe and efficient level of highway service, including convenient user facilities	Section VII, Goal 3/5
A demonstration that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for making improvements to enhance that experience	Section V Section VII, Goal 2
A demonstration of compliance with all existing local, State, and Federal laws on the control of outdoor advertising	Section V
A signage plan that demonstrates how the State will insure and make the number and placement of signs more supportive of the visitor experience	Section VII, Goal 3
A narrative describing how the Scenic Byway will be positioned for marketing	Section VII, Goal 5
A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect on the intrinsic qualities of the corridor	Section VII, Goal 4
A description of plans to interpret the significant resources of the scenic byway	Section VII, Goal 5

## **Appendix B**

# Enfield Shaker Village Scenic Byway



## Legend

- Intrinsic Qualities
- Northern Rail Trail
- Scenic Byway Route
- UVLTL Conserved Lands
- Conservation Land

ID	Destination Point
1	Shaker Bridge
2	Enfield Shaker Museum
3	La Salette Shrine
4	Shakoma Public Beach
5	Mascoma Lake Campground
6	The Baited Hook Restaurant
7	Mill Parcel
8	Mascoma Dam
9	Smith Pond
10	Public Boat Launch

0 0.25 0.5 1 Miles



Data Sources:  
 NH Grant Hydrography  
 NH DOT Roads January 2017  
 Intrinsic Points Designated by Committee  
 Conservation Lands, UVLTL, Lebanon, Enfield  
 Map Created by UVLSRPC 2017