
Off Road Trails Strategic Plan

**Mount Washington Valley Trails Association
and the White Mountains Chapter of the
New England Mountain Bike Association**

June 2023



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Introduction

This plan was prepared by the The Mount Washington Valley Trails Association (MWVTA) and the White Mountains Chapter of the New England Mountain Bike Association (WM NEMBA).

MWVTA is a non-profit organization 501 (c)(3) formed in 2011. It is dedicated to the creation of a sustainable off-road non-motorized trail network in the Mount Washington Valley of New Hampshire. Its focus is on non-fee public use trails designed for mountain biking, trail running, winter fat biking, and backcountry (non-groomed) cross-country skiing.

WM NEMBA is also a 501 (c)(3), non-profit community of mountain bikers committed to creating epic riding experiences, preserving open space, and guiding the future of mountain biking in the White Mountains of New Hampshire.

MWVTA and WM NEMBA work cooperatively with other local stakeholders to provide, and ensure the ongoing existence of a comprehensive and cohesive system of trails within the Mount Washington Valley. This system will continue to provide unparalleled recreational opportunities and a variety of trail use experiences for different skill levels and interests. It will be an amenity that will be appreciated and used by locals as well as visitors.

This system has developed over the last 30 years through the cooperative efforts of local land owners and land management agencies including:

- The Town of Conway
- White Mountain National Forest
- Mount Washington Valley Trails Association
- State of New Hampshire
- New England Mountain Bike Association (WM NEMBA)
- Ride NoCo
- Nature Conservancy
- White Mountains Chapter of the NEMBA
- Upper Saco Valley Land Trust
- Tin Mountain Conservation Center

Most importantly, this system has been created and maintained through the countless hours devoted to trail construction and maintenance by numerous individual volunteers.

Plan Preparation

The plan was prepared by a committee that included representatives from the MWVTA, WM NEMBA, Town of Conway staff, the Chair of the Conway Conservation Commission, a member of the Albany Conservation Commission, Ride NoCo and the White Mountain Milers

During the preparation of the plan, other organizations including the Upper Saco Valley Land Trust, Tin Mountain Conservation Center, the Nature Conservancy, the U. S. Forest Service (White Mountain National Forest) and the State of New Hampshire, were consulted on issues that affect property that they own/administer or on issues of



concern to their organizations. Draft copies of the plan were distributed to these organizations for review and input. Based on suggestions and input from these other organizations, the plan was amended and finalized. It was then adopted by the Board of Directors of the MWVTA and WM NEMBA. The information and data contained in the plan is available to any organization that wishes to use it.

Project Scope and Goals

The geographic scope of the plan is the Mount Washington Valley (“the Valley”) which includes the Towns of Bartlett, Conway, and Albany. The plan focuses on non-fee, public, off-road recreational trails used by mountain bikers, hikers, runners, walkers, XC skiers, and winter fat bike riders. However, it is acknowledged that the range of uses for local trails is determined by land owner regulations.

This document is a 10 year action plan for MWVTA and WM NEMBA and it provides information and guidance for the cooperating organizations involved in its preparation.

The plan seeks to:

- Improve the overall Valley Trail System
- Ensure and expand legal access to recreational trails
- Create a sustainable trail system through proper maintenance and trail design
- Minimize environmental impact through sustainable trail design and construction
- Minimize potential conflicts between trail users and land managers
- Provide a high quality recreational experience for local users and visitors alike

The plan provides a description of the current trail system and an inventory and map of all trail networks, trails and trailheads. To achieve the goals of the plan, a variety of trail and trailhead projects and improvements are recommended. In addition, the development of a cooperative trail maintenance and construction plan, efforts aimed at securing use rights for all trails, and a review of trailhead capacity and needs are proposed.

Cost estimates for proposed projects are not included in the plan. Project budgets and funding sources will be developed on a project specific basis.

The Existing Trail System

For the purposes of this plan, the term “System” is used to define the entire set of trails in the Valley and “Network” is used to describe geographically distinct areas with contiguous



trails. The Valley has a well developed trail system (Map 1) with some 15WM NEMBA9 miles of trails of varying construction types and difficulty levels (see below). The trail system flanks the developed areas of the Mount Washington Valley and is located primarily on the lower slopes of the Green Hills and Moat Mountains although some trails extend into higher terrain.

Consequently, the Valley trail system provides an excellent mix of trail types that can be enjoyed by riders of all skill levels.

These include beginner friendly and intermediate level cross-country, downhill, enduro and winter fat-tire trails.

Table 1. Trail Designations and Total Miles:

Designation	Type	Miles
Green	Easier	64
Blue	More Difficult	77
Black	Very difficult	14
Red / Black	Extremely difficult	04
	Total	159

Note: These include all trails as shown on Map 1. Private lift served trails at Cranmore Mountain and Attitash Mountain Resort are included but not addressed in this plan.

The most popular trails are located along the east and west sides of the Valley. Consequently, these areas are referred to as the “Eastside” and the “Westside”. Each of these areas has several discrete trail networks and other associated trails. In addition, several other mostly smaller trail networks are distributed around and adjacent to the Valley.

Eastside Trails

The Hurricane Zone (Map 2) is located at the north end of the East Side and consists of a variety of downhill oriented trails and access trails. Whitaker Woods is located nearby and contains Green trails that are heavily used by riders, hikers, and runners.

The southern half of the Eastside extends from the Puddin’ Pond property into Redstone. It includes a variety of Green and Blue cross-country trails with some Black trails at the southern end of the Green Hills. These networks are connected by several trails including the Fisherman's Trail and the Kearsarge Brook Trail.



Westside Trails

The West Side (Map3) includes the Marshall Conservation Area, with an extensive network of cross- country Green and Blue Trails. To the north is the Cedar Creek area which includes the Electric Loop and Ultimate Singletrack Networks which are comprised of beginner friendly Green trails. On the flanks of the lower Moat Mountains are a series of Blue and Black linear trails that include the High School Loop, Mineral Site Trail, Tent Boulder and Lower Stony Ridge.

Table 2. Other Networks (See Map 1 for network locations).

Network	Trail Types	Landowner
Mt. Surprise	Green/Blue	Private/USVLT
Bartlett Exp. Forest	Green	WMNF
Rob Brook	Green/Blue	WMNF
Rogers Crossing-Thorne Pond	Green	Berry family, AMSCO, Attitash Mtn Village
East Bear Paw	Green	Tin Mountain Conservation Center
Albany Town Forest	Green/Blue	Town of Albany
Echo Lake	Green	State of New Hampshire
Whitaker Woods	Green	Town of Conway
Pine Hill Trails	Green/Blue	Upper Saco Valley Land Trust

While many of these discrete valley networks are interconnected by off road trails, in other areas such interconnections are lacking.

In addition to its extensive trail system, the Valley is fortunate to have some twenty-three trailheads distributed relatively evenly around the populated areas of the community (see Map 7). Some serve large networks while others serve smaller geographically discrete networks. While these trailheads generally provide excellent access to riding areas, some areas currently lack adequate access.

Recommended Projects and Programs

Trail Improvement and Construction Projects

Thirteen trail projects are recommended throughout the Valley (see Map 4). The trail projects listed in Attachment 1 are “Connector Trails”. When completed these trails will connect adjacent networks or connect individual networks to populated areas.

The projects listed in Attachment 2 are designed to improve the internal design of individual trail networks. These projects will add trails to create internal trail connections or create trails designed to increase the variety of trail types at a given network.

Trail Easements and Land Acquisition Program

As shown on Maps 5 and 6, many existing trails are located on properties for which there is no formal or long term approval for use from the landowner. This situation is the most significant issue facing trail planning and the future availability of local trails. Lack of formal use agreements underlies current connectivity problems and could well result in the future loss of important individual trails and sections of entire trail networks. In addition, the continued investment of labor and funds on these trails may be unwise. The trails listed in Attachment 3 do not currently have secure use rights. As can be seen in Map 5, and as discussed in Attachment 3 (Sections 6 and 7), the most significant area without secure legal status is located on the Eastside, south of Puddin' Pond and extending into Redstone.

A committee of local advocacy groups should work to secure the continued use of all Valley trails through a combination of purchase, donation, easements or other landowner agreements. This will also justify the continued investment in labor, materials and funding, and will mitigate landowner vs. user conflicts.

Trail Maintenance Program

The long term viability of the Valley Trail System is dependent on proper and regular maintenance. Currently, trails are built and maintained through the cooperative efforts of local advocacy organizations including NEMBA and Ride NoCo. These groups have



agreements with landowners to maintain specific areas. MWVTA has an MOA with the Town of Conway that allows it to construct and maintain trails on properties under the jurisdiction of the Town. Local groups should develop a maintenance plan that will ensure that existing and future trails are maintained regularly and appropriately. This effort should also define construction and maintenance practices that will ensure trail sustainability and minimize environmental impact.

Trailhead Projects

There is a total of twenty six trailheads currently serving valley trails. These provide convenient access to almost all trail networks (Map 7). Six new trailheads are recommended for networks that lack formal or convenient access (See Attachment 4). The committee also identified needed upgrades and/or access issues that need to be addressed at seven existing trailheads (See Attachment 5). Thirteen trailheads are not considered to need improvements at this time (see Attachment 6).

Trailhead Improvement Program

In addition to the specific projects listed in this plan, an additional study of all trailheads is recommended. This study should address such issues as 1) user/neighbor conflicts, 2) traffic safety, 3) parking capacity, 4) amenities 5) appropriate design and user experience. All trailheads should be surveyed and inventoried and the issues identified above should be examined in detail.

To the degree feasible, each trailhead should have sufficient parking to suit the level of use as well as some green space adjacent to parking, a picnic table, a kiosk and bathrooms facilities. A report should be prepared that includes proposed improvements needed at particular trailheads.

Other System Projects

In addition to trails and trailhead projects, the need for a pump track and skills park was identified (Attachment 7).

Plan Summary

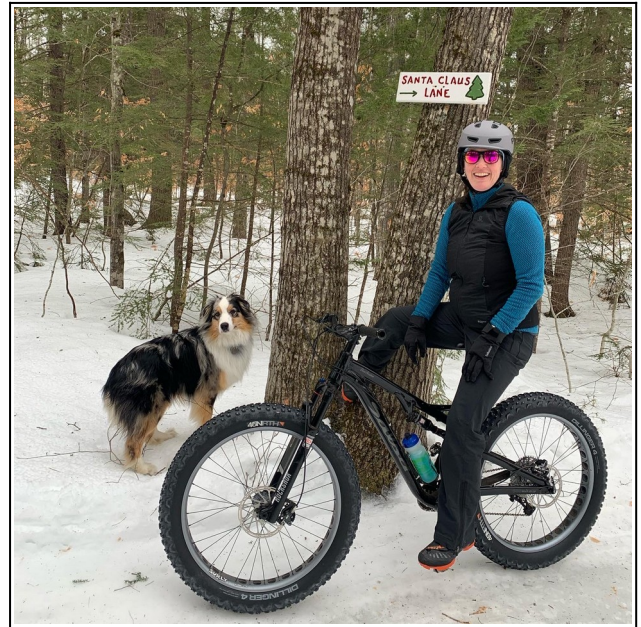
While all of the projects and programs discussed in this plan are considered vital to the future of the Valley Trail System, two issues stand out as priorities. The first is the Easements and Land Acquisition Program. As discussed, a significant number of important trails do not have secure and ongoing use agreements with landowners. It is critical to the future of Valley Trail System that an effort be undertaken to secure such rights to as many trails as possible. The second is the Maintenance and Construction Program. With the improvement and expansion of the system, the need for organized and consistent maintenance has increased. A committee of local outdoor advocacy organizations should work to establish a cooperative and sustainable maintenance program for the future.

Acknowledgments

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Attachments

Attachment 1 Connector Trail Projects

C-1. Conway Rec Trail to Davis Park

This would be an important link between the Eastside Trail Network and Trails on the West Side of Conway. Currently the Conway Rec Trail ends at Poliquin Drive within the Evergreens on the Saco subdivision. Creating an off-road connection between the Conway Rec Trail and Davis Park (Town of Conway) would enhance the ability of riders to move from the Eastside trails to the trails on the West Side. (See Map 4: C1).

Action: Identify viable route, acquire easements and create construction plan.

C-2. Cedar Creek Area to Marshall Conservation Area

This project would provide a singletrack connection between the Cedar Creek Network and Marshall Conservation area. Both areas contain significant trail networks. Currently the only connection is FR 379, a long climb which is a disincentive to many riders. Currently the only permitted access to Cedar Creek is either Marshall Parking Lot, Mineral Site or Shooting Range all of which require use of FR 379 or Sherwood Forest section of the Mineral Site Trail (another long uphill climb). (See Map 4: C2).

Action: Identify viable route, acquire easements and create construction plan.

C-3. High Street Parking Area (Old Shooting Range) to Mineral Site Trailhead (WMNF)

This project would construct approximately 1.25 miles of machine built singletrack from the High Street Parking Area to the Mineral Site Trailhead. It would provide a safer, singletrack connection between the Marshall Conservation Area Trails and the WMNF Mineral Site trails. Currently users must use FR 380 at the end of High St. which has experienced vehicle bicycle conflicts in the past. The proposed trail is flagged and WMNF has the GPS track. (See Map 4: C3).

Action: Secure approval for construction from WMNF. Provide input to WMNF during review process. Create construction plan.

C-4. Trail in Evergreen Rd. Area (Access to Cedar Creek)

There is currently only one viable Trailhead providing access to the extensive West Side Trail networks. This is located at the southern end of these networks at Marshall Conservation Area. An additional access trail in the Evergreen Dr. area is recommended along with a Trailhead is recommended for this area. (See Map 4: C4).

Action: Identify viable route, negotiate easements and create construction plan.

C-5. Bartlett Village to Thorne Pond/Rogers Crossing Trails

There is a need to connect the Bartlett elementary school and the Morrell community complex to the Thorne Pond and Rogers Crossing trail networks. This would provide a 3 mile safe corridor instead of using US RT 302. (See Map 4: C5).

Action: Identify viable route, negotiate easements and create construction plan.

Attachment 2. Network Improvement Projects

N-1. Hurricane/Red Tail to Sendero Knob Connection (Town of Conway)

This project is proposed to construct a new section of trail that links Hurricane/Red Tail Trail with Kettle Ridge at the top of Tornado/Sendero Trails. It is proposed to be a machine built trail and allow for two-way riding. The estimated length of the trail is 3,500-4,000 feet. (See Map 4: N-1).

Action: Secure owner approval and create construction plan.

N-2. Commuter Trail Extension (Upper Saco Valley Land Trust)

This project will extend the current Commuter Trail in the Pine Hill Community Forest approximately .4 miles to the north. The Commuter rail provides an alternative to those traveling from North Conway to Conway that is physically separated from busy Rt. 16. This segment will provide approximately .5 miles of additional trail and terminate at the Mineral Spring Assisted Living Center driveway. (See Map 4: N2).

Action: Construct trail.

N-3. Pine Hill Community Forest (Upper Saco Valley land Trust)

This trail network is administered by the Upper Saco Valley Land Trust (USVLT). It includes approximately 3.5 miles of beginner friendly singletrack and improved doubletrack trails that extend from the Kennett High School area to the Saco River and then along the banks of the river. It also includes the Ravine Trail, and the Commuter Trail popular among walkers and runners.

A 1.25 mile hiking trail/uphill biking trail to the Pine Hill summit is currently being constructed by volunteers. USVLT has contracted with Recon Trail Design to build a trail on the southern end of Pine Hill to the summit. Additional contour trails are included in the approved network plan. (See Map 4: N-3).

Action: Support continued trail planning and construction.

N-4. Albany Town Forest (Town of Albany)

Albany Town Forest is located at the southern end of the project area. It consists of approximately 8 miles of hand built singletrack and two track forest roads. It is an ideal location for hiking and running and is a popular mountain biking area offering mostly beginner terrain with some intermediate climbs as well. Future plans include the extension of the Uphill Both Ways trail on south side of Kancamagus Highway. This longer loop will increase trails on the south side of the “Kanc” to a total 3 miles. There may be a need to acquire approval from SAU 9 as it is hoped that a portion of this trail will cross the Kennett Ski Jump Property. (See Map 4: N-4).

Action: Support future planning efforts.

N-5. High School Loop (WMNF)

This project will be designed to meet modern sustainability standards and address significant erosion that currently occurs on steep sections of this two track trail. It would also improve the climb to High Street on the final section of the High School Loop Trail. Two proposed trail re-locations have been flagged. (See Map 4: N-5).

Action: Provide input to WMNF during review process. Once approved, create construction plan.

N-6. Half Day Trail (State of New Hampshire and WMNF)

1. This is an approximately one mile long downhill trail that runs north from the top of Cathedral Ledge north to join Cathedral Ledge Rd. It was previously known as Ray’s Trail. This trail is mostly on USFS land, however, the entrance and exit are on State land. An approximately .3 mile reroute is planned on the lower section in order to create a more sustainable route. (See Map 4: N-6).

Action: Secure approval for construction from New Hampshire State Parks and WMNF. Create construction plan.

N-7. Rob Brook/Nanamocomuck Area (WMNF)

This area is six miles west of the Valley on the White Mountain National Forest. It includes forty-one miles of mostly raw backcountry singletrack. There is also doubletrack for gravel biking, trail running, and cross country skiing. Needed improvements include a trailhead kiosk, signage, trail marking and trail improvements / maintenance (See Map 4: N-7).

Action: Discuss an improvement plan with WMNF.

N-8. Bartlett Experimental Forest (WMNF)

This area is located on Bear Notch Road just west of the Town of Bartlett. It is owned by the White Mountain National Forest and consists of thirteen miles of easier double track, nordic ski trails and gravel roads. Needed improvements include trailhead upgrades, a kiosk, signage and trail improvements/maintenance(See Map 4: N-8).

Action: Discuss an improvement plan with WMNF.

Attachment 3. Trails Without Legal Status

1. Mt. Surprise

In this area, there are several short social trails that access local neighborhoods as well as the Mt. Surprise Trail, an approximately one mile long downhill trail. (See Map 5:1)

Action: Discuss options with landowners.

2. Whitaker Woods Trails on NHDOT State Land

There are trails within the Whitaker Woods Recreation Area (Town of Conway) that are located on State Land that was originally intended as right-of way for the now defunct Conway Bypass. These include Perimeter and Gradual Trails. These popular multi-use trails are used year round by hikers, runners, bikers, skiers, etc. (See Map 5:2)

Action: Discuss options with the NHDOT.

3. Whitaker Woods Perimeter Trail

A short segment (.25 miles) of the Perimeter Trail within Whitaker Woods is located on a parcel of private land without an easement. This segment begins at the Whitaker Woods, Kearsarge Rd. Parking Lot and follows along the east side of a small pond after which it rejoins Whitaker Woods Town property. (See Map 5:3).

Action: Pursue easement from the property owner.

4. Fisherman's Trail (Cranmore Mountain to Whitaker Woods)

This is a social trail commonly referred to as the Fisherman's Trail. It is a, hand built, beginner friendly, singletrack trail located on private land. It begins on Skimobile Rd. near the entrance to Cranmore Mountain Resort. It runs for approximately .6 miles following the west side of Kearsarge Brook to a power line easement where it turns to the west and ends at Kearsarge Rd. across from the Whitaker Woods Trailhead. This trail provides a crucial connection between the Eastside Trails Network to the south and the trails in Whitaker Woods and points north. The is located mainly of property owned by a single landowner although it crosses several other smaller parcels. (See Map 5:4)

Action: Pursue easement from the property owner.

5. Kearsarge Brook Trail (Cranmore Mountain Trailhead to Thompson Rd. Trailhead)

The Kearsarge Brook Trail extends from the Cranmore Mountain Trailhead for approximately 1.5 miles south where it connects to Hawk Rd. and subsequently the Thompson Rd. Trailhead. This social trail provides an important link in the continuity of the Eastside Trails Network as Thompson Rd. in turn connects to a variety of trails to the South. There are also access trails that connect directly to neighborhoods in North Conway.

The trail crosses two privately owned parcels. The MWVTA holds an easement for the northern section located on Cranmore Mountain property but the southern section has no legal status.

This property may soon be developed for housing. (See Map 5:5)

Action: Advise Town of Conway staff of importance of maintaining these trails.
Acquire easements from the property owners for the southern section.

6. Eastside Network and Trails on NHDOT Parcels

The Eastside Network is a popular area that contains singletrack suited to a variety of skill levels. Much of the Eastside Trail network south of the Town of Conway Puddin Pond property is located on land owned by NHDOT (See Map 5:6). Some of the well known trails on these parcels include sections of Pillar to Pond, Muffler, and Swamp.

The State land is divided into five parcels totaling 496 acres (See Map 5). Currently, the trails on these properties are managed by the Town of Conway under a renewable management agreement with the NHDOT. Because of the renewable nature of the agreement, the future use and availability for recreational use of these parcels is uncertain.

Action: Develop a plan to establish legal trail use on these properties by in fee acquisition, easements, gift, or long term management agreement.

7. Eastside Trails on Private Land

Critical sections of the Cheater, Outer Limits, and Twilight Zone trails cross private land. These trails are located in the southeast of the Eastside Network (See Map 5:7) are heavily used and provide more advanced and expert level riding.

Action: Negotiate easements with the property owners.

8. High School Loop

High School Loop is a 2.5 mile long hand built singletrack trail and double-track trail. While the great majority of this popular trail is located on WMNF land, a short (.15 mile) section at its southernmost point is on private land. (See Map 6: 8)

Action: Acquire easements from the property owners.

9. Joe's Alibi-Cedar Creek Access

Access to the Cedar Creek Trail Network and other trails on the northern end of the West Side area is from private subdivision roads in Hales Location and across private property on the golf course and another private parcel known as Joe's Alibi. A connection needs to be established between a public access point and these trails which are located on WMNF land. (See Map 6:9)

Action: Identify route and negotiate easements from landowners.

10. Rogers Crossing-Thorne Pond Network

The Thorne Pond section of this network is owned by Vail Resorts which has placed a conservation easement on the property. These trails are maintained to some degree by Vail Resorts although most have been washed away by flooding over the years. The Rogers Crossing network adjoins Thorne Pond and was established by and is maintained by volunteers with the permission of the landowner. In all there are some 7 miles of hand built, beginner friendly singletrack with some double-track at this network. These trails are owned by the Berry family, AMSCO, and Attitash Mountain Village. (See Map 6:10).

Action: Pursue easement from the property owner.

Attachment 4. Proposed and Planned Trailheads

P-1. Mount Surprise/Kearsarge North Trailhead

There is currently an undeveloped access point located at the end of Mr. Surprise Road that serves the trails in the Mt. Surprise area of Bartlett. (See Map 7: P1)

Action: Identify suitable location, negotiate easements, create construction plan.

P-2. Cranmore Mountain North Trailhead

An additional trailhead is recommended towards the northern end of the Mt. Cranmore property. This trailhead would provide access to the Hurricane Zone which includes a variety of technical downhill trails. It should include designated parking and an informational kiosk. (See Map 7-P2)

Action: Identify suitable location, negotiate easements, create construction plan.

P-3. Pine Hill Community Forest Trailheads (Upper Saco Valley Land Trust)

Two trailheads and parking area will be constructed on Eagle's Way as part of the Pine Hill Community development. These will provide access to a trail network on Pine Hill that will serve in part as the High School Competitive MTB Race Course. (See Map 7: P3)

Action: Support planning and construction.

P-4. Continuum Housing Development Project Parking (Continuum Development)

A gravel parking area will be constructed along Bonita's Way and a new private access road will be constructed by the developer as part of this private sector project. This will provide access to the Pine Hill Network. (See Map 7: P4)

Action: Support planning and construction.

P-5. Cedar Creek Trailhead

In general, The West Side trails lack trailheads that are easily accessible from the developed areas of the Valley. Marshall Conservation Area trailhead is located towards the southern end of the west side trails, and Echo Lake and Cathedral ledge Trailheads are located at the northern end.

An additional; trailhead is needed at the midpoint of the west side trails in the Cedar Creek. The recommended location is the vicinity of Evergreen Dr. and West Side Rd. This trailhead should service approximately 12 vehicles. (See Map 7: P5)

Action: Identify suitable location, negotiate easements, create construction plan.

P-6. Roger's Crossing/Thorne Pond

A formal trailhead is needed for this network located in Bartlett. (See Map 7: P-6)

Action: Identify suitable location, negotiate easements, create construction plan.

Attachment 5. Trailhead Improvement Projects

I-1. Hurricane Mountain Road Trailhead (North Conway Water Precinct)

This informal dirt lot is used primarily by bikers ascending the trails in the Hurricane Zone. The popularity of this area has caused traffic congestion and parking problems along Hurricane Mountain Rd. This has become a serious concern to motorists and neighbors. While the construction of access trails from the Cranmore area has alleviated this problem somewhat, there still exists a need for improvements at this location. (See Map 7: I-1)

Action: Discuss possible improvements with the North Conway Water Precinct.

I-2. Black Cap Trailhead (State of New Hampshire)

This trailhead is owned by the State of New Hampshire and serves as an access point to the trails in the Green Hills that are enjoyed by hikers and runners. It also provides access to the popular Hurricane Zone which includes hand built and machine made downhill trails. This trailhead needs to be expanded with the addition of 12 parking spaces and a designated one-way entrance and exit. (See Map 7: I-2)

Action: Discuss needed improvements with NH Department of Forestry and Lands.

I-3. Cranmore Mountain South Trailhead (Cranmore Mountain Resort?)

The Kearsarge Brook singletrack and the north end of the Rec Path are accessed from this trailhead. It is also an access point for the Cranmore-Hurricane zone of popular downhill mountain bike trails. In addition, it will be an important access point for the northward extension of the Rec Path to Intervale. It is anticipated that needed improvements will occur as part of the Mount Washington Valley Rec Path Project. (See Map 7: I-3)

Action: Monitor MWVTA Rec Path design process.

I-4. Thompson Road Trailhead (Town of Conway)

Thompson Road is a heavily used access for the Eastside Singletrack network as well as hiking trails in the Green Hills. As part of the Rec Path project, a committee of the MWVTA is currently working on the improvement of this trailhead. (See Map 7: I-4)

Action: Monitor MWVTA Rec Path design process.

I-5. Hemlock Lane Trailhead (State of New Hampshire)

This is a primary access to the Eastside Trails Network and as such it is heavily used by a wide range of recreational users. It also provides entry to the Redstone Quarry historic site and a skate park has been proposed for this location as well. The existing trailhead will be reconstructed as part of the MWVTA Rec Path project. A committee of the MWVTA is currently working on the improvement of this trailhead. (See Map 7: I-5)

Action: Monitor MWVTA Rec Path design process.

I-6. Marshall Conservation Area Trailhead (Town of Conway)

The Marshall Conservation Area is probably the most heavily used network on the West side of the Valley. The Town of Conway Conservation Commission has constructed a trailhead there that includes parking, an informational sign and a donated repair stand for bicycles. Currently there are approximately 15-20 parking spaces. (See Map 7: I-6)

Action: Expand the existing parking lot to accommodate another 10 vehicles add a picnic table and consider seasonal portable toilets. This expansion has been reviewed and approved by the MCA trails committee.

I-7. Cathedral Ledge Trailhead (State of New Hampshire)

This trailhead contains two small parking areas with informational kiosks. Each parking area has space for 4-6 vehicles. One of these contains a self pay fee station. In addition, there are several one to two car pull outs and evidence of substantial roadside parking along Cathedral ledge Rd. This location is very popular with hikers and bikers and provides access to Cathedral Ledge for rock climbers. Parking appears to be insufficient for the level of use. A larger single parking area is needed. (See Map 7:I-7).

Action: Discuss needed improvements with New Hampshire State Parks.

Attachment 6.**Trailheads Not Recommended for Improvement**

These trailheads are considered sufficient to serve the current demand. As noted, a survey of these trailheads should be made to determine what amenities currently exist and what and when additional upgrades will be needed.

N-1. Whitaker Woods Rt. 16 (Town of Conway)

This trailhead is owned by the Town of Conway and is adjacent to the downtown area of North Conway. As such it provides convenient access to To Whitaker woods which is a popular location for hikers, bikers as well as baseball and softball field users. Winter use includes cross-country skiing and fat biking. It includes paved parking for 34 vehicles and a kiosk. Enclosed bathrooms and a changing area are seasonally available. (See Map 7: N-1).

N-2. Whitaker Woods Kearsarge Rd. (Town of Conway)

The Town of Conway also owns this smaller parking area on the east side of Whitaker Woods off of Kearsarge Rd. It is a dirt lot with space for 12 vehicles. (See Map 7: N-2).

N-3. Smith Eastman Park Trailhead (Town of Conway)

This trailhead is owned by the Town of Conway. With the improvements by USVLT to the existing Conway Rec Path and the Pine Hill Community Forest, it is anticipated that this access point will see increased use however, parking here seems to be sufficient to meet any increased demand. The trailhead is adjacent to a small town park that has a picnic table, seasonal portable toilets and a kiosk. (See Map 7: N-3).

N-4. East Bear Paw (Tin Mountain Conservation Center)

East Bear Paw trail network is accessed through a trailhead located on Rt. 302 just west of the New Hampshire state line. The network is owned by the Tin Mountain Conservation Center property. It includes some 10-12 parking spaces and a kiosk. (See Map 7: N-4).

N-5. Albany Town Forest Trailhead (Town of Albany)

This trailhead, owned by the Town of Albany, is located off of the Kancamagus highway and serves a small network of hiking and biking trails. It contains approximately 10-12 parking spaces. It has a packed gravel surface and an informational kiosk. (See Map 7: N-5).

N-6. High Street Trailhead (Old Shooting Range) (WMNF)

This trailhead is located on White Mountain National Forest Land on Forest Rd. 379. It contains approximately 25 parking spaces and limited trail signage. It serves the trails in the Moat Mountain areas of the WMNF as well as providing access to Marshall Conservation Area. (See Map 7: N-6).

N-7. Moat Mineral Site (WMNF)

This trailhead is located on White Mountain National Forest Land and provides access to the Moat Mountain Trails as well as the Moat Mountain Mineral Site, a recreational mineral hunting area. It contains approximately 15 parking spaces and a kiosk. (See Map 7: N-7).

N-8. Echo Lake Trailhead (State of New Hampshire)

Echo Lake Trailhead serves the Echo Lake trail network within Echo Lake State Park. There is a large paid parking area for those entering the lake area of the State Park. There is also a small parking area outside of the park gate that is used by hikers and bikers not wishing to enter the park. This area is currently reserved for mountain bikers. (See Map 7: N-8)

N-9. Rob Brook (WMNF)

The Rob Brook Trailhead is located on Bear Notch Rd. just under a mile north of its intersection with the Kancamagus Highway. It is an unimproved lot with parking for 6-8 vehicles See Map 7: N-9).

N-10. Bartlett Experimental Forest (WMNF)

Located south of Bartlett off of Bear Notch Rd., this is an unimproved dirt lot accessed by a paved road. It includes parking for 10-12 vehicles (See Map 7: N-10).

“Urban” Parking Areas

In addition to trailheads located immediately adjacent to trails and trail networks there are three parking lots within North Conway that can be used by off road riders, runners and hikers.

N-11. Depot St. Public Parking (Town of Conway)

This lot is located at the intersection of NH Rt. 16 and Depot St. it contains 30 paved and striped parking spaces (See Map 7: N-11).

N-12. Downtown Public Parking (Town of Conway)

This public lot is located off of NH Rt. 16 across from the North Conway Community Center. It consists of 65 paved and striped parking spaces (See Map 7: N-12).

N-13. Eastern Slope Inn Public Parking (Town of Conway)

This public lot is located near the intersection of River Rd. and N.H. Route 16 behind the Eastern Slope Inn. It contains some 20 paved and striped parking spaces (See Map 7: N-13).

Attachment 7. Other System Projects

Pump Track

A pump track is needed to supplement the existing trail system. A pump track is a continuous circuit of banked turns with sequential rollers and other features that can be ridden without pedaling. Most commonly constructed from soil, riders create momentum through up and down body movements called pumping. Pump tracks are beginner friendly, with riders of all ages and skill levels able to safely navigate the course. As riders learn and acquire bike control, they are able to generate and maintain increased momentum, flow through the track at higher speeds and eventually learn to connect features by utilizing advanced techniques such as manualing and jumping. (Definition from Bermstyle, Inc.).

Action: Identify location and create construction plan.

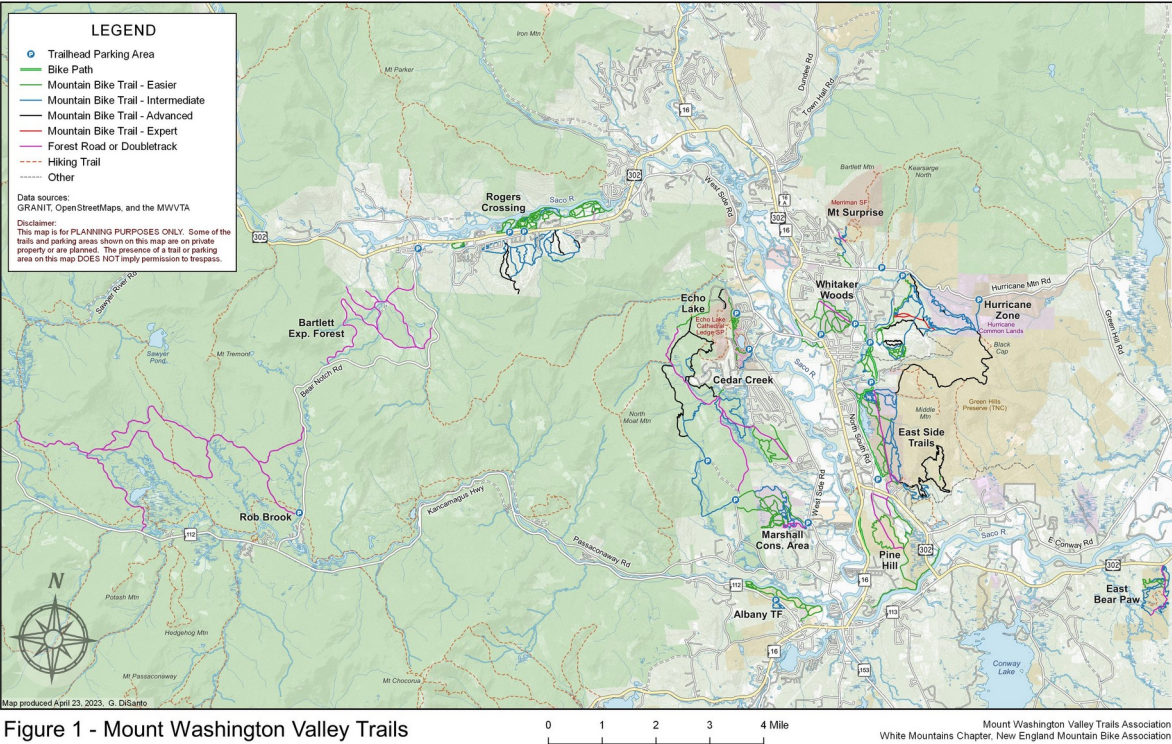
Skills Park

A Skills Bike Park would also be an important addition to the system. Such parks offer an opportunity for children, teens or adults who want to learn essential bicycle riding skills in safe and fun conditions. They are purposely designed areas with a gravel/dirt surface and various technical and challenging elements. (Definition from Velosolutions, Inc.)

Action: Identify location and create construction plan.

Maps

Map 1. Mount Washington Valley Trails



Map 2. Eastside Trails

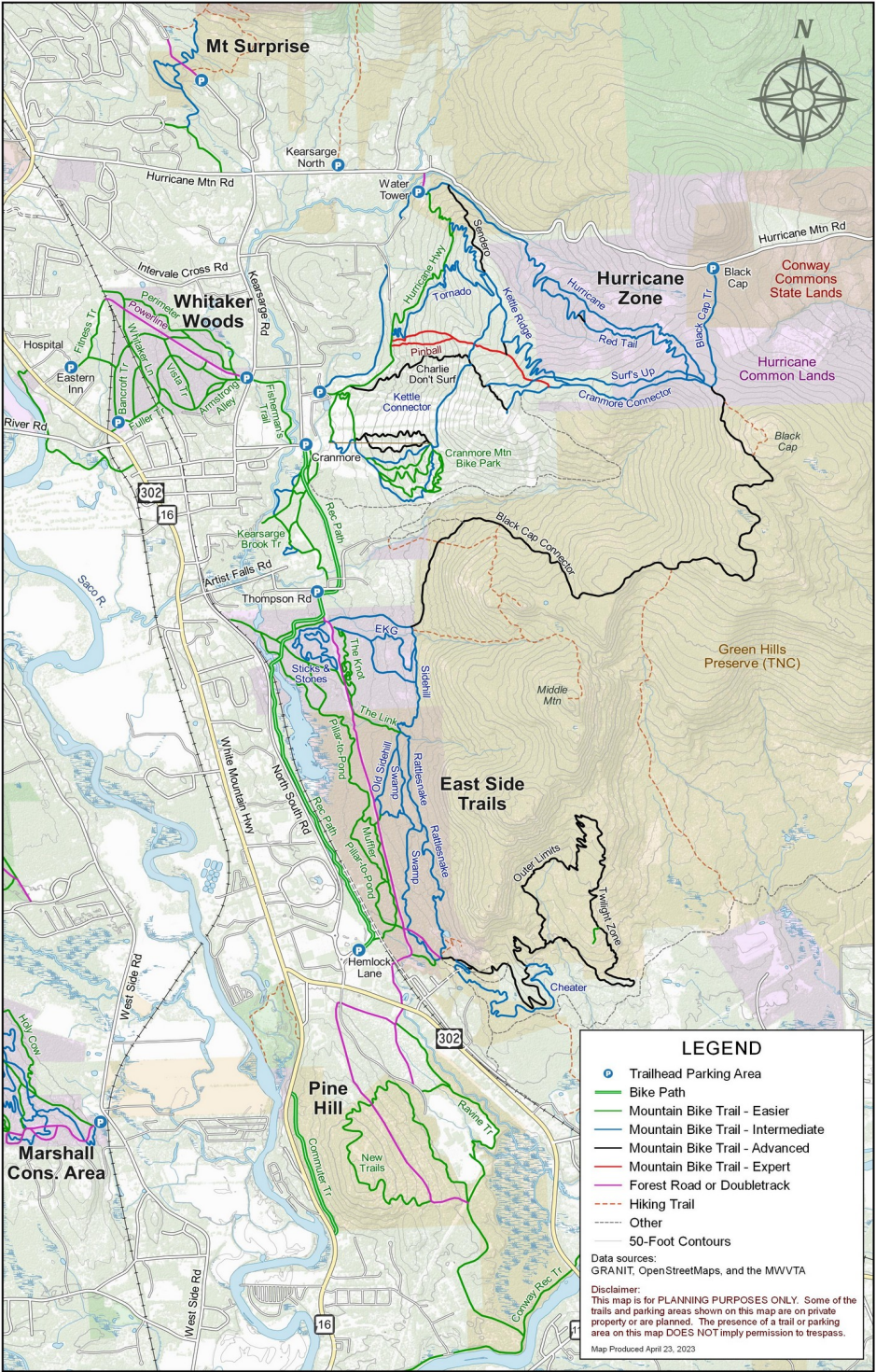


Figure 2 - East Side Trails

Map 3. Westside Trails

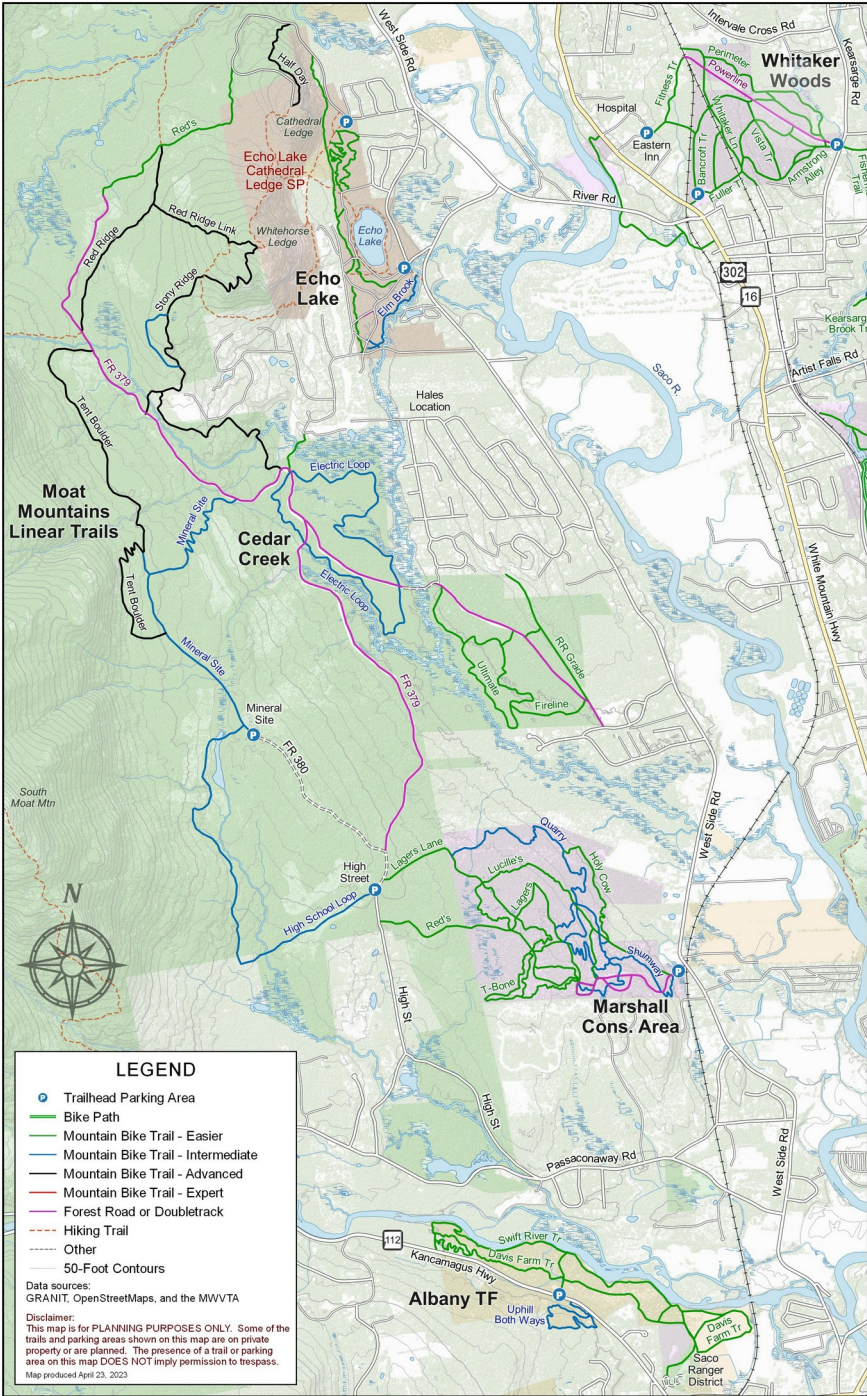
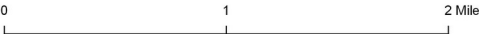
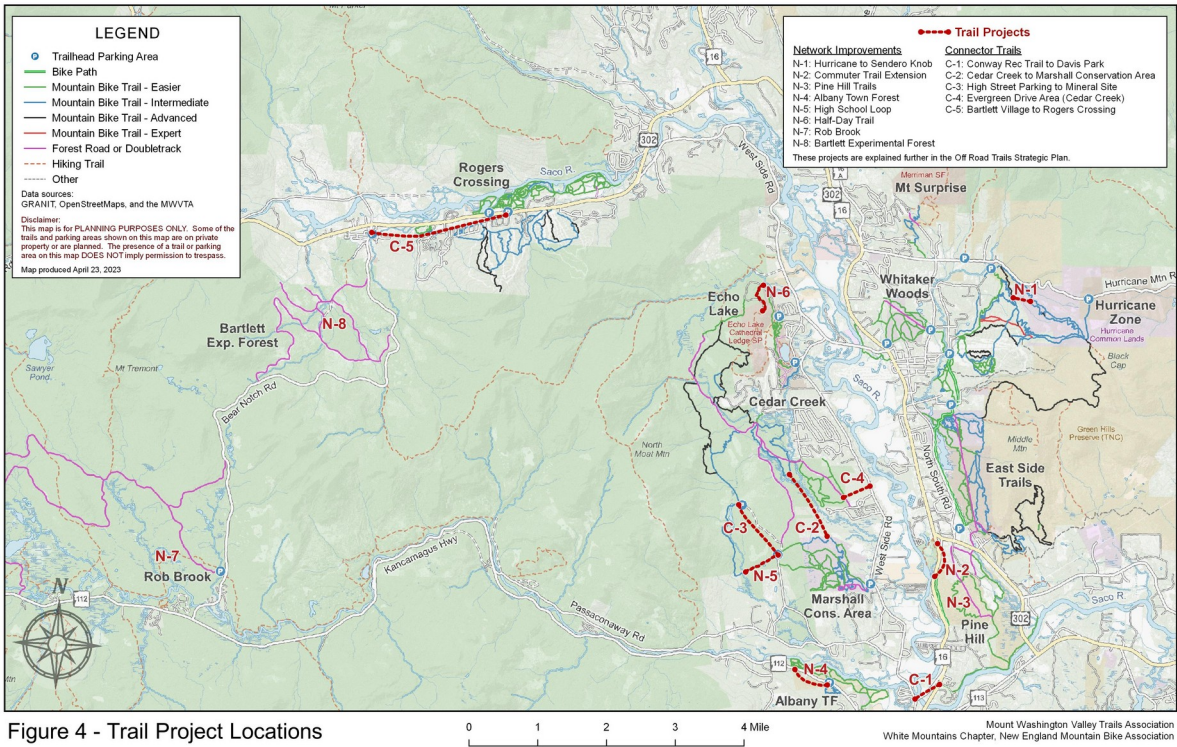


Figure 3 - West Side Trails



Map 4. Trail Project Locations



Map 5. East Side Trails Needing Formal Use Agreements

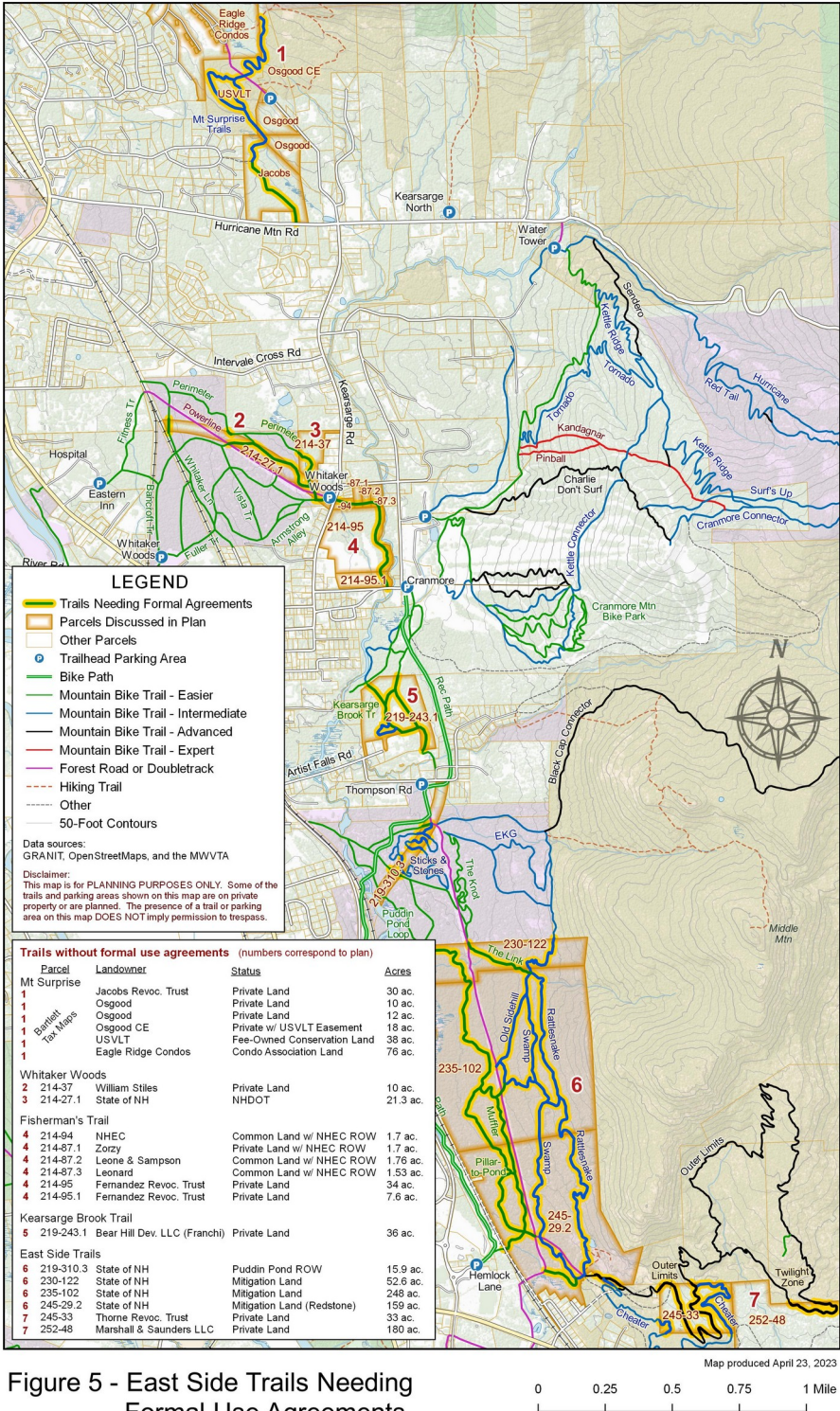


Figure 5 - East Side Trails Needing Formal Use Agreements

Map 6. West Side Trails Needing Formal Use Agreements

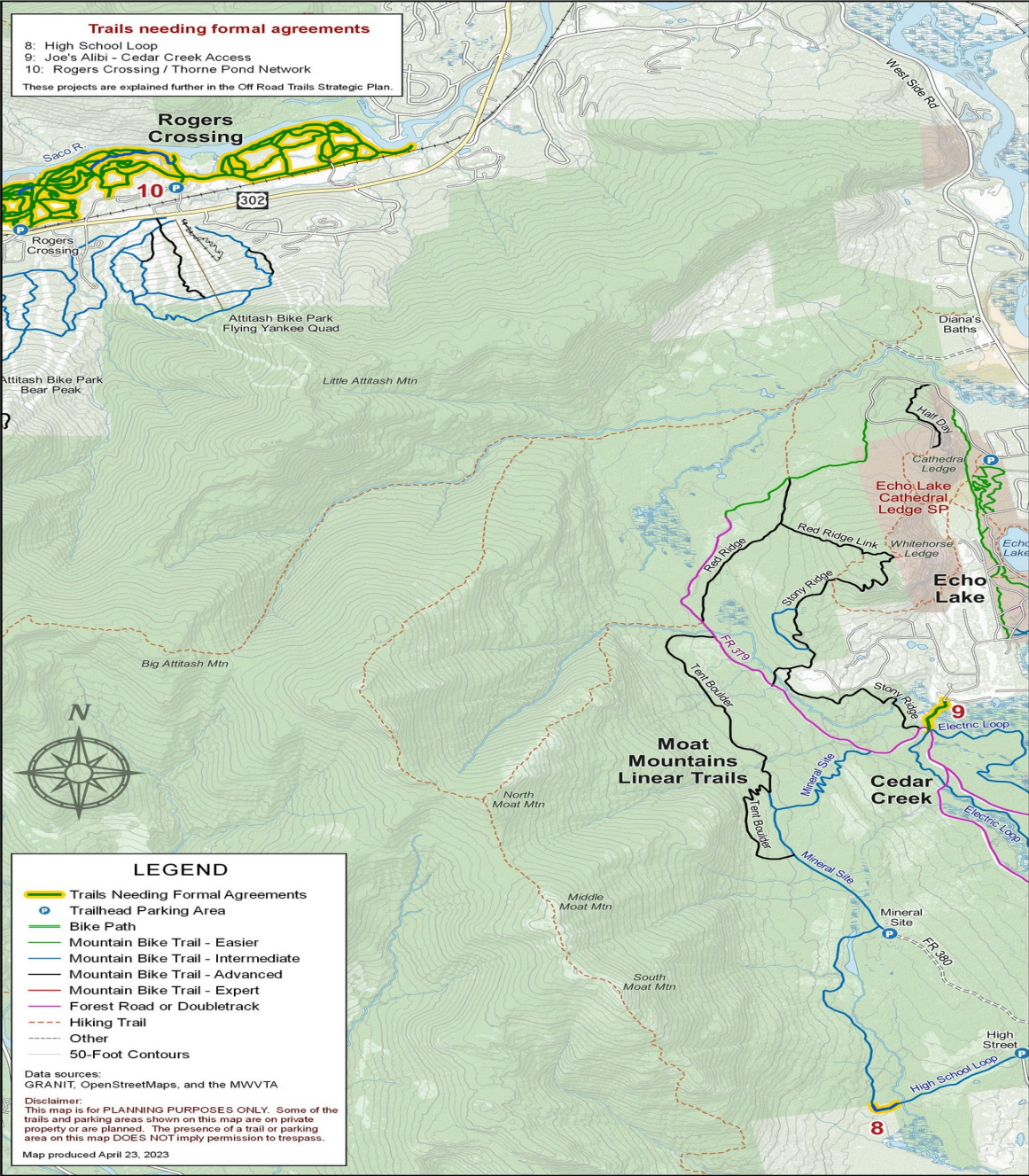


Figure 6 - West Side Trails Needing Formal Use Agreements

Map 7. Trailhead Locations

