

Town of Conway Master Plan Update: Chapter 6-A Trails Plan



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INTRODUCTION

The Town of Conway Trails Plan is a supplement to the Town of Conway Master Plan and is intended for the use of decision makers and advisory boards, such as, the Board of Selectmen, Planning Board, Conservation Commission, Town Departments; trail oriented groups and the general public. The Trails Plan is intended to facilitate the development of a recreation and transportation system with alternatives for cycling, pedestrian and other forms of on and off road transportation and to enhance the pedestrian and cycling facilities that exist in the existing transportation network. While this plan focuses on non-motorized trails it is acknowledged that snowmobiles are in many cases compatible with other non-motorized uses and cooperative efforts between the snowmobile community and non-motorized users will be encouraged.

This plan is a reference document for planning and securing a town-wide trail system. It is not intended to set forth strict standards. Rather, this plan is intended to be a resource for decision makers to consider when: developing a policy for trail acquisition, development and maintenance; give direction regarding priorities for trail funding; provide ideas and options for trail funding; and set policy guidelines for trail implementation priorities, and direction on special projects such as: community volunteer projects, community information materials, user information materials, and user conflicts management.

As the Town of Conway continues to grow, develop and redevelop there is an increasing need and demand for recreational hiking and biking trails, trail-head parking, neighborhood trails and connections, sidewalks, bicycle lanes, signs, and maps. There is a desire in the community to better identify, develop and preserve pedestrian and bicycle access as the land is developed or redeveloped. In addition to encouraging recreation, the development of an off-road trail system is intended to help reduce vehicle trips and traffic congestion. The result will be a community resource providing transportation alternatives, recreational opportunities, environmental aesthetics, open space preservation and increased property values. It has been well demonstrated that a sophisticated trail network can also be a valuable economic resource for enhancing tourism economies.

1. Trails Plan Vision Statement

"Non-motorized travel is a viable transportation alternative to the automobile and off road trails and facilities will enhance the current transportation system. Off road trails and facilities will also enhance recreation opportunities. They improve our community aesthetic, our environment and our quality of life."

VISION:

In the year 2025, a coordinated trail system linking Conway' s housing, shopping, education, medical, recreation and government resources should be realized. This network of paths and trails should provide safe, visible routes between destinations that encourage modes of transportation that are an alternative to the automobile. The trail network enhances the quality of life for residents and visitors and supplements the viability of the Valley's tourism economy.

2. Goals and Objectives

GOAL 1 To develop policies, standards, and an updated trails plan and map which will provide direction for the community to develop an area-wide multi-use trails network. This goal can be achieved by providing a more bicycle/pedestrian friendly transportation network that will:

- Objective 1)** Create a seamless network of off-road improvements that allows bicycles and pedestrians to reach important destinations easily.
- Objective 2)** Encourage relevant, convenient and safe bicycle and pedestrian elements in all transportation projects.
- Objective 3)** Create a network of road improvements that complement and connect off-road improvements where impediments hinder continuity of the off-road network.

GOAL 2 Provide the following benefits and opportunities to the Town of Conway Community:

Transportation: Trails can increase the transportation mode split of bicycling and walking trips, and they can also improve safety and increase access. The trail system should include a commuter system for employees and students that will encourage off-road travel by connecting residential areas with major destinations. This system may ultimately reduce or avoid traffic congestion and air pollution in future years.

Recreation: Trails provide an easily accessible outdoor resource for many forms of recreation, most notably bicycling and walking. Trails greatly increase community access to physical activity and fitness opportunities by providing more miles of safe, attractive bicycling and hiking facilities.

Reduction of Pedestrian/Bicycle/Auto Accidents: Town of Conway should target and eliminate key behaviors that cause accidents resulting in injuries and/or loss of property (e.g., wrong-way riding, motorist failure to yield, speeding, and jaywalking).

Economic: Walkable communities can produce income from shared utility leases, increase the value of real estate, and generate income from tourist, special events, and other users. Improved walking conditions improve the quality of life by making an area more attractive for business relocations and in-migration. Costs of developing and maintaining the road access infrastructure can also be reduced.

Land Use Planning: Trails and other green way corridors promote park and recreation development, wet land preservation, and buffered environmental protection. Trails preserve undeveloped lands in urban areas and serve to separate and buffer contradicting land uses.

Environment: Environmental benefits include wildlife preservation, water quality protection, storm water management, preservation of vegetation, and other benefits, such as firebreaks. They may also reduce noise and visual pollution.

Education: A trail corridor often encompasses several different environments along its route and can be thought of as an outdoor classroom full of educational materials. The

scientific community, educators and students can realize the value of trails through a wide range of studies, such as biology, geography, history, recreation management, and art.

History and Culture: Trails can educate and increase awareness about the history and culture of a region. Preserved historical sites provide unique locations for cultural, local and social events. Methods, such as on site interpretive material and promotional literature, aid in the community's effort to preserve historic sites.

Quality of Life: Increases in the quality of life associated with off-road trails are realized through expressions of community character and pride, aesthetics of the local environment, economic revitalization of the community, access to the outdoors, opportunities for socialization, and easy increase of mobility.

Disability Access: Provide persons with disabilities access to and within the trail system with the level of access provided at posted trail-heads. Physical barriers and hazards that obstruct access should be removed from streets, sidewalks and accessible trails designated as part of the trail system. Trails should be ranked by their level of disability access.

3. Policies

To achieve the above stated goals, public policy should support the construction of this integrated system, just as public policy has created the local road network or our national highway system.

As the community grows and changes, and user preferences change, the specific recommendations of these policies may also change. However, the more general policies should remain constant to provide continuity of the trail system within and between communities.

A. A Trail System Increases Pedestrian Access and is an Asset to Town of Conway

As the town grows, trails can mitigate traffic congestion and other aspects of development. Non-motorized travel is non-polluting. The Town of Conway trail system should be safe, easily accessible, aesthetically pleasing and contribute to the general quality of life in the community.

The trails should connect residential areas to schools and commercial and business areas. Other amenities to consider are: White Mountain National Forest, State Parks, community parks, resorts, dedicated open space parcels, golf courses, and other private recreational facilities.

Where feasible, trails that are separated from vehicle traffic (shared use paths) should be provided. Snow removal and general maintenance are less costly for this type of trail, users are generally safer, and the overall experience is enhanced and preferred when traveling on paths that are separate from the roadway. Where traffic separation is not possible then striping of bicycle lanes, sidewalks and signage, should be provided. Trails consisting of signs only (See American Association of State Highway and Transportation Officials (AASHTO) 1999 Guide for Development of Bike Facilities) should be provided only after all other options are considered infeasible. As portions of the trail system are developed, uniform materials, surfacing, and way finding signage should be installed.

The trail system will also include pathways which are often informal links between houses or businesses. They usually cover short distances connecting residential neighborhoods to trails,

shopping areas or schools. Paths are especially needed in cul-de-sacs where through access is limited. In cul-de-sacs, strategically placed paths (10' between two lots) can provide links for bicyclists and pedestrians to shopping malls, transit stops, parks, and other neighborhoods so that a busy street can be avoided.

Being a critical element of an off-road system, paths should be encouraged to ensure access for pedestrians and bicyclists. A path allows people to shorten an otherwise roundabout trip through a maze of subdivision streets on their way to schools, or neighborhood shopping. Their existence and maintenance are sometimes granted by private homeowners. However, future development and redevelopment can institutionalize these facilities by providing narrow (10') public rights-of-way. Incentives that encourage voluntary easements and rights-of-way should be emphasized.

B. Development of a Comprehensive Pedestrian and Bicycle Network

Town of Conway desires to develop a comprehensive network for public access. The network should coordinate existing and future trail connections with pedestrian friendly zones. It should ensure a continuous system between commercial centers, neighborhoods, and varying land uses throughout the region.

The Town of Conway's trail network should provide safe off-road access along key transportation corridors, to schools, recreation and fitness centers, major retail and service centers. Trails should be constructed to accommodate maintenance and pedestrian and/or bicycle access year-round. To obtain rights-of-way in developed areas, Town of Conway should work with landowners to obtain public access to important existing and desired off-road corridors. New residential and commercial development and redevelopment should include off-road access, trail connections and public easements

C. Development Regulations

Subdivision and Site Plan Review Regulations should incorporate incentives that foster trail improvements in accordance with the Trails Plan. Encouraging trail improvements can help insure the preservation of a proposed trail route. These regulations should also provide incentives for developing the trail network and associated infrastructure. Considerations should include:

- a. Sidewalks should be included within the dedicated right-of-way of all roads unless an appropriate alternate location has been identified. In many cases pedestrian paths separate from the road right of way may be preferable due to snow removal concerns. Existing sidewalks should be improved to the specifications prescribed for new developments.
- b. Trails, pedestrian paths and bike paths should be related appropriately to topography, require a minimum of site disturbance, permit efficient drainage and provide safe access.
- c. Incentives should be provided that encourage developers to incorporate trails, pedestrian paths and bike paths as integral parts of their developments. Trails should connect traffic generators such as, schools, recreation facilities, commercial areas, parks, and other significant natural features. Such trails should be built to Town specifications and easements should be dedicated for such trails. The trails should be constructed at the time of road construction and/or site development.

Regulations should require that developers consider the Trails Plan, and the plan's relationship to proposed developments and redevelopments. This includes the consideration and possible connection of any trail concepts within the proposed development to the town-wide trail system.

D. Master Plan Map Updates

Future needs, generated by new residential and commercial development, may not be anticipated in the Plan. The Master Plan Map should be updated as development occurs with trails and pedestrian friendly zones developing according to the master plan's intention. Public access could be promoted in new developments by providing incentives for public trail easements and other zoning, subdivision and site plan provisions.

E. Funding and Acquisition

The Town of Conway should examine alternatives for the acquisition of trail. Trail easement acquisition and development can be accomplished in a variety of ways including, but not limited to: purchase, donation, prescriptive use, easements, leases or other possessory interests. Town of Conway should explore a variety of local and national funding sources and mechanisms for the development of trails. Real Estate Transfer Tax, grants, special service districts, transportation funds, Conservation Commission funds, joint-funding with other jurisdictions or agencies, exactions, bonding, developer dedication, state parks and recreation funds, private donations, fund raising rides and events, and various taxing mechanisms are a few of the funding mechanisms that are now available. National funding sources for bicycles and pedestrian projects are available through several programs under the federal Moving Ahead for Progress in the 21st Century Act (MAP-21).

4. Liabilities on Trails, Pathways or Sidewalks

Town of Conway can implement the Off-road Trails Plan, in part, by providing incentives that encourage developers and landowners to include trails internal to and connecting through the developer's property as part of the development review process. Developers and owners of undeveloped property adjacent to trail development have voiced concerns about landowners' liability. No activity is entirely free from exposure to liability, but the dedication, construction, and operation of public trails can be at the low end of the landowner liability spectrum.

To address liability concerns, New Hampshire has adopted the following statutes:

NH RSA 508:14 Limitation of Actions

- I. An owner, occupant, or lessee of land, including the state or any political subdivision, who without charge permits any person to use land for recreational purposes or as a spectator of recreational activity, shall not be liable for personal injury or property damage in the absence of intentionally caused injury or damage.
- II. Any individual, corporation, or other nonprofit legal entity, or any individual who performs services for a nonprofit entity, that constructs, maintains, or improves trails for public recreational use shall not be liable for personal injury or property damage in the absence of gross negligence or willful or wanton misconduct.
- III. An owner of land who permits another person to gather the produce of the land under pick-your-

own or cut-your-own arrangements, provided said person is not an employee of the landowner and notwithstanding that the person picking or cutting the produce may make remuneration for the produce to the landowner, shall not be liable for personal injury or property damage to any person in the absence of willful, wanton, or reckless conduct by such owner.

NH RSA 212:34 Duty of Care

I. In this section:

(a) "Charge" means a payment or fee paid by a person to the landowner for entry upon, or use of the premises, for outdoor recreational activity.

(b) "Landowner" means an owner, lessee, holder of an easement, occupant of the premises, or person managing, controlling, or overseeing the premises on behalf of such owner, lessee, holder of an easement, or occupant of the premises.

(c) "Outdoor recreational activity" means outdoor recreational pursuits including, but not limited to, hunting, fishing, trapping, camping, horseback riding, bicycling, water sports, winter sports, snowmobiling as defined in RSA 215-C:1, XV, operating an OHRV as defined in RSA 215-A:1, V, hiking, ice and rock climbing or bouldering, or sightseeing upon or removing fuel wood from the premises.

(d) "Premises" means the land owned, managed, controlled, or overseen by the landowner upon which the outdoor recreational activity subject to this section occurs.

II. A landowner owes no duty of care to keep the premises safe for entry or use by others for outdoor recreational activity or to give any warning of hazardous conditions, uses of, structures, or activities on such premises to persons entering for such purposes, except as provided in paragraph V.

III. A landowner who gives permission to another to enter or use the premises for outdoor recreational activity does not thereby:

(a) Extend any assurance that the premises are safe for such purpose;

(b) Confer to the person to whom permission has been granted the legal status of an invitee to whom a duty of care is owed; or

(c) Assume responsibility for or incur liability for an injury to person or property caused by any act of such person to whom permission has been granted, except as provided in paragraph V.

IV. Any warning given by a landowner, whether oral or by sign, guard, or issued by other means, shall not be the basis of liability for a claim that such warning was inadequate or insufficient unless otherwise required under subparagraph V(a).

V. This section does not limit the liability which otherwise exists:

(a) For willful or malicious failure to guard or warn against a dangerous condition, use, structure or activity;

(b) For injury suffered in any case where permission to enter or use the premises for outdoor recreational activity was granted for a charge other than the consideration if any, paid to said landowner by the state;

(c) When the injury was caused by acts of persons to whom permission to enter or use the premises for

outdoor recreational activity was granted, to third persons as to whom the landowner owed a duty to keep the premises safe or to warn of danger; or

(d) When the injury suffered was caused by the intentional act of the landowner.

VI. Except as provided in paragraph V, no cause of action shall exist for a person injured using the premises as provided in paragraph II or given permission as provided in paragraph III.

VII. If, as to any action against a landowner, the court finds against the claimant because of the application of this section, it shall determine whether the claimant had a reasonable basis for bringing the action, and if no reasonable basis is found, shall order the claimant to pay for the reasonable attorneys' fees and costs incurred by the landowner in defending against the action.

5. Trail System Benefits and Safety

There are two purposes of this section: first, to present some concluding evidence that trails, and other parts of the off-road transportation system, will benefit the overall quality of life in the Town of Conway; and second, to address the issues of safety and community involvement.

A. Ten Economic Benefits of Greenways and Trails

There are many ways in which a trail system, designed with greenway corridors and easy accessibility can benefit a community. The following information discusses ten different economic benefits a community can enjoy from a trail system.

- **Real Property Values**--Many studies demonstrate that parks, greenways and trails increase nearby property values. In turn, increased property values can increase local tax revenues and help offset greenway acquisition costs.
- **Increased Property Tax Revenues**--An increase in property values generally results in increased property tax revenues for local governments. Many arguments made for investments in trails, parks and open spaces claim that these acquisitions pay for themselves in a short period of time, due in part to increased property tax revenues from higher values of nearby property. Locally and national, bicycle and pedestrian facilities have proven to be a cost effective use of public funds. Maryland's Northern Central Rail-Trail found that while the trail's cost to the public in 1993 was \$191,893, it generated State tax revenue of \$303,750 in the same year. This revenue was a direct result of a growing economy's sales, property and income taxes.
- **Construction/Development Perspectives**--Proximity to greenways, rivers and trails can increase sales price, increase the marketability of adjacent properties, and promote faster sales. Clustering the residential development to allow for establishment of a trail corridor or greenway can also decrease overall development costs and result in greater profits for the developer. For example, a land developer from Front Royal, Virginia, donated a 50 foot wide, seven mile easement, for the Big Blue Trail in Northern Virginia. This easement provided a critical trail link along the perimeter of his subdivision. The developer recognized the amenity value of the trail and advertised that the trail would cross approximately 50 parcels. All tracts were sold within four months.
- **Expenditure by Residents**--Spending by local residents on greenway related activities helps support recreation oriented businesses and employment, as well as other businesses that are patronized by greenway and trail users.
- **Commercial Uses**--Greenways and trails often provide business opportunities, locations and resources for commercial activities, such as recreation equipment rentals and sales, lessons, and other related businesses. The following are two examples of how trails have helped

local commercial areas across the nation:

- The downtown area of Dunedin, Florida was suffering a 35 percent storefront vacancy rate in the early 1990's until the Pinellas Trail came into town. Now, storefront occupancy is 100 percent and business is booming.
- A study of the Oil Creek Bike Trail, in Pennsylvania (Pennsylvania State University, 1992) revealed that the average visitor spends \$25.85 per day. This was broken down into \$9.09 for food, \$6.27 for transportation, \$2.56 for lodging (many visitors camp) and \$7.94 for equipment and other activities.
- **Tourism**--Trails are often major tourist attractions that generate expenditures on lodging, food, and recreation oriented services. Greenways along trails can also help improve the overall appeal of a community to perspective tourists and new residents. Many Americans prefer to visit places, such as greenways and trails that offer safe, scenic recreation and transportation for the whole family. The U.S. Department of Transportation, in its recreation and transportation for the whole family. The U.S. Department of Transportation, in its National Bicycling and Walking Study (NBWS) final report, estimates that 131 million Americans regularly bicycle, walk, skate or jog for exercise, sport or recreation. For example, peak-season hotel rooms along Wisconsin's Elroy-Sparta State Park Trail are booked up to one year in advance. A study revealed that the average visitor travels 228 miles to experience the trail.
- **Agency Expenditures**--The agency responsible for managing a trail can help support local businesses by purchasing supplies and services. Jobs created by the managing agency may also help increase local employment opportunities.
- **Corporate Relocation**--Evidence shows that the quality of life of a community is an increasingly important factor in corporate relocation decisions. Greenways and trails are often cited as important contributors to quality of life. In a June 8, 1989 article, the San Francisco Chronicle noted that when corporations are relocating, the number one factor was a location that would attract and retain key personnel. Corporate real estate executives now say that employee 'quality of life' issues are as important as cost when deciding where to locate a new factory or office. Bicycle and pedestrian trails also attract high quality businesses by providing community options for employees, scenic places for stress-free strolls at lunchtime, and safe, convenient sites for family recreation. The Provo Parkway Trail and the Riverwoods Business Park are a local example of this interaction. Furthermore, natural open space, greenways, and trails are prime attractions for potential homebuyers. According to research conducted in 1995 by American Lives, Inc. for the real estate industry, 77.7% of all home buyers and shoppers in the study rated natural open space as either 'essential' or 'very important' in planned communities. Walking or biking paths ranked third. A community design that offers quiet and low traffic was the top ranked feature.
- **Public Cost Reduction**--The conservation of rivers, trails, and greenways can help local government and other public agencies reduce costs resulting from congested roadways, environmental degradation, and other natural hazards, such as flooding. The construction of multi-use trails allows more Americans to replace automobile trips with non- motorized trips. According to the NBWS report, the American public saves from 5 to 22 cents for every automobile mile replaced by walking and bicycling, due to reduced pollution, oil import costs, and costs due to congestion, such as lost wages, and lost time on the job.
- **Intrinsic Value**--With all of the previously mentioned benefits of trails it is important to remember the intrinsic environmental value of preserving rivers, trails and other open space corridors.

B. Four Social Benefits of Trails

- **Community Character**--Not only do bicycle and pedestrian facilities enhance the quality of life for many individuals, but trails and pathways can also be an expression of community pride and character. In many cases it means preserving the natural and historical resources of a region.
- **Close to Home Recreation**--An explosion in the number of people who participate in outdoor recreation has led to an increased demand for bicycle and pedestrian facilities. Participation in trail uses, such as hiking, walking, mountain biking, and in-line skating have experienced phenomenal growth in recent years. Multi-use trails provide convenient access to the outdoors while promoting health and fitness activities. These trails are becoming especially popular among people living in cities and suburban areas, where recreation opportunities close to home are scarce.
- **Convenient Transportation**--Nearly half of all trips people make within their communities can be made easily on foot or bicycle. Fifty percent of all personal travel trips are less than 3 miles long. Personal business trips, like doctor visits, household errands, and visits to friends account for 415% of all trips. Such personal short distance trips are well suited to travel by walking or bicycling. Public rail-trails, multi-use pathways, and on-road bicycle facilities offer communities a means of safe convenient transportation and keep the essential links within a community open to all. They can connect neighborhoods to schools, work places, commercial and cultural centers, historic sights, and transit stations.
- **Health and Fitness**--The health benefits of exercise derived from recreational activities, such as bicycling and walking lessen health-related problems and reduce health care costs. Trails, spacious sidewalks, and greenway trails offer adults and children alike the opportunity to integrate moderate, individualized exercise with their daily trips to work, school, the library or shopping. Regular, moderate exercise has been proven to reduce the risk of many health problems, such as coronary heart disease, diabetes, certain kinds of cancers, and obesity. Regular exercise can also protect against injury and disability because it build muscular strength and flexibility. In addition to the health benefits that bicycling and walking offer, consider also the improvement of physical health reduces health care costs. People who exercise regularly have 14% lower claims against their medical insurance and spend 30% fewer days in the hospital than people who do not exercise regularly.

C. Community Safety

Conway can take several steps in reducing accidents that can occur between automobiles, pedestrians, and bicyclists. The following are suggestions on how to create a safer environment for all modes of travel:

- **Encourage schools, safety organizations, and law enforcement agencies to deal with bicycle and pedestrian safety issues and to focus on the most important safety problems.** The development of public education campaigns should be keyed to the most important causes of accidents, injuries, and deaths. For example, the leading cause of bicycle accidents occurs when cyclists ride on the wrong (left) side of the street. By educating bicyclists to obey traffic rules and to ride safely with motor vehicles most accidents can be prevented.
- **Promote the use of safety equipment among bicyclists (e.g., lights, helmets, reflectors) and encourage safety groups to develop programs promoting the purchase and use of safety equipment among the bicycling public.** Ideas for public involvement include community 'safety days' centered on trails or group presentations to local clubs and schools. It is recommended that safety presentations are more effective when the information is tailored

to the particular audience. A good example, for school-aged children is to set up a mock street or trail on the school grounds with lines, obstructions and signs. Children who make up a large percentage of bicycle traffic can then practice safe bike riding habits on the course.

- **Discourage agencies' placing marked (painted) crosswalks at uncontrolled locations, i.e. no stop or traffic signal control.** Marked crosswalks on busy streets give pedestrians a false sense of security and are a leading cause of auto/pedestrian accidents.
- **Encourage neighborhood designs for both pedestrians and autos.** Local streets can be designed to induce lower vehicle speeds. Discourage school districts from placing elementary schools along major streets and thus limit children's exposure to traffic and speeding vehicles. Employment centers can contribute to reducing the number of crashes, injuries, and deaths among agency staff. Provide training and awareness programs for employees. Encourage staff to use bicycle safety equipment.

D. Crime Control and Emergency Vehicle Access

A well-designed trail prevents many security problems. Although crime is a common concern many studies have proven that crime does not increase at trail locations or on adjacent properties. If problems will occur they will most likely happen in parking lots. Parking Lot Design (fencing, lighting, one entrance point to trail) can solve most safety concerns. Night security lights installed at trailheads and other activity areas can also solve many problems at these locations. Trails should always be planned to accommodate security, safety and emergency equipment (fire engines and ambulances). Construct bollards at access points that can be removed or folded over in the event an emergency vehicle needs to enter onto the trail.

Other safety considerations should include landscaping. Landscaping along trails should consist of low shrubs and tree branches should be 'cropped close to the trunk, at least 10 feet from the ground,' so that potential offenders will not have an easy place to hide.

E. Cooperation and Community Involvement

The following are ideas adapted from Trails in the Twenty-First Century, by the Rails-to-Trails Conservancy (1993):

To maintain and develop relationships with adjacent landowners:

- Adjacent Landowners need to know who to contact about specific problems.
- Maintain trail on regular basis and consider involving citizens in trail upkeep with volunteer work groups and 'adopt-a-trail' programs.
- Promptly respond to problems, such as unauthorized motorized vehicles use, vandalism, theft of trail signs, and graffiti. Consistent quality upkeep of the trail will build community confidence in the ability to manage the trail.
- Consider scheduling regular meetings to receive input from users, residents and landowners.
- Invite landowners on a trail tour led by a park ranger or someone who is involved with trail management or planning.
- To win support of landowners, consider writing personal letters testifying of the benefits of trails.
- Make sure adequate facilities, such as restrooms and drinking fountains are provided so that adjacent landowners are assured that trail users will stay on the trail.

The Town should consider community trail events and public education programs such as the following:

- Trail Corridor Tours
- Trail Work Day
- Photo Competition
- Trail-athon or Walk-athon
- Poster/Logo Contests “Name the Trail”
- Decorative Bicycle Parade
- Nature Walks
- Newspaper Column

6. Action Items

The Town of Conway should compile an inventory of pedestrian, cycling and recreational trails, as well as, associated infrastructure. This would supplement the current [Map 6-2 Recreation Trails and Bike Routes](#).

The Town of Conway should engage the public for input into setting priorities and preferences relative to designated bike routes, streetscape design and infrastructure improvements.

The Town of Conway should establish and designate bike routes on the existing road network and identify infrastructure improvements (bike lane widening, pavement markings, signage, etc.) that would improve safety and the cycling experience along those routes. This would supplement the current [Map 6-3 Bike Routes and Conceptual Greenways](#).

The Town of Conway should develop village streetscape plans that would give NH DOT guidance for incorporating bicycle and pedestrian facilities into future State highway projects.

The Town of Conway should continue to partner with other agencies, utility companies, organizations and private property owners to enhance the existing trail network as well as establishing agreements to secure voluntary easements that facilitate connectivity among the segments of the existing trail system.