

# CARIBOU RECREATIONAL TRAILS PLAN



## **Caribou Recreational Trails Development & Expansion Feasibility Study**

Prepared for the City of Caribou  
By Kent Associates Planning & Design  
In association with Wright-Pierce Engineers

November 2004

## ACKNOWLEDGMENTS

This plan was prepared by Kent Associates Planning & Design Consultants of Gardiner, Maine, in association with Wright-Pierce, consulting engineers, of Topsham, Maine.

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The Trails Advisory Committee, who provided guidance to the consultant team and overall project administration, included:

Steve Buck – City Manager  
Lucinda Herbert – City Councilor  
Gary Marquis – Director of Maintenance, Parks & Recreation  
Kathy Mazzuchelli – Superintendent, Parks & Recreation  
William Schofield – Chairman, Parks & Recreation Commission  
Mary Walton – Community Development Director

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# 1 Introduction

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Caribou can be justifiably proud of its existing recreational trails – they are a proven success. They contribute to the economy of the City and the region, they add to the quality of life of residents, and they promote healthy living. For these reasons, it makes sense to build on successes and expand the existing network by developing a **comprehensive, long-term trails development plan**.

This Caribou Recreational Trails Plan builds upon Caribou’s existing trail infrastructure. The intent is to: improve connectivity and access; meet multiple user group needs; address landowner concerns; and enhance economic development potential associated with recreational trails.

The planning process included:

- Undertaking an assessment of existing and potential trail routes;
- Mapping trails (existing and proposed);
- Working closely with the Trails Advisory Committee, including City staff and key stakeholders; and
- Reaching out for feedback from residents and interest groups at a public workshop.

This plan provides:

- A set of goals and priorities for expanding and improving the Caribou Trails Network;
- Strategies & phasing for expanding and improving the Caribou Trails Network;
- Cost estimates for implementation of proposed trails;
- A list of funding sources & deadlines;
- An overview of economic development opportunities and impacts associated with trail development;
- Ideas for public/private partnerships, including the landowner participation program;
- A set of GIS maps that can be used for on-going trail mapping;
- Documentation which will help the City negotiate agreements and easements with landowners, and will serve as important supporting documentation for grants and other funding.

# 2 Trails Network Goals

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The goals for Caribou's Trails Network address four planning areas:

## **Connectivity & Access**

Improve the overall trail connectivity and access throughout Caribou (with particular emphasis on multi-use trails), by expanding on the existing trail system

## **User Group Needs**

Establish a trails network that serves a range of user groups, including both motorized (ATV & snowmobile) and non-motorized (pedestrian, bike, etc.) recreational users

## **Landowner Concerns**

Continue to improve landowner relations for trails that are on private land; provide incentives to encourage/maintain landowner participation and to obtain easement agreements

## **Economic Development**

Develop a trails plan that enhances economic development opportunities, promotes local trails, supports local business, and results in the distribution of more information (e.g. promoting Caribou businesses/services) to trail users

### **Connectivity & Access**

- Focus on improving connections between existing trail routes (particularly for year-round, multi-use trails); key linkages include:
  - ∧ Connecting downtown to the riverfront
  - ∧ Providing a trail link across the river for motorized recreational vehicles
  - ∧ Improving connections between multi-use trails to the north (B&A) and to the west (AVT) of downtown
- Identify key access points for multi-use trails, including access to/from downtown Caribou neighborhoods
- Identify bicycle & pedestrian trail/route expansion options in the downtown vicinity (with consideration of promoting non-motorized recreational tourism and healthy community activities)

### **User Group Needs**

- Expand the multi-use trails network to better serve both local residents and visitors (either accessing trails from Caribou or coming into the City via trail)
- Continue to work with user groups (e.g. ATV & snowmobile clubs, Healthy Maine Partnership, etc.) to ensure user group needs are met and to establish partnerships in trail development
- Acknowledge/highlight the need for bicycle routes/lanes in the downtown

### **Landowner Concerns**

- Acknowledge and show appreciation to owners who allow trails on their land
- Address enforcement concerns and options

### **Economic Development**

- Complete efforts to bring multi-use trail access into the Bennett Drive/Route 1 commercial area
- Identify potential access and destination points to local businesses and services, for ATV & snowmobile riders
- Develop promotional materials, maps and signage to market/increase recreational tourism and to encourage trail users to patronize local businesses
- Work to establish Caribou as a County-wide trails service center and recreational destination

# 3 Summary of Findings

The existing trails network was assessed to identify issues and help establish project goals and strategies. This analysis of findings is broken down by trail type/use:

## ATV/MULTI-USE TRAILS

- Existing multi-use (ATV) trails – including the B&A trail, AVT, and trail to Presque Isle – lack connectivity; connecting multi-use trails would better serve recreational vehicle users (both residents and visitors).
- There is no existing, safe, recreational trail crossing over the Arroostook River; allowing recreational vehicles to cross using the Fort Street Bridge presents safety and liability issues.
- There needs to be better access to multi-use trails from downtown Caribou neighborhoods (so that all neighborhoods have access to the trails network). Multi-use trails present an important economic development opportunity in Caribou; efforts are underway to bring trail access to certain in-town businesses; further, Caribou’s Trails Network Plan needs to address the enhancement/expansion of recreational tourism opportunities.
- However, there are some conflicts of interest: while some interest groups want to give recreational vehicle trail access to in-town businesses, other interest groups would like to keep them out of downtown neighborhoods – a balance needs to be found
- Instances of ATV mis-use on private land, including use on unauthorized trails (not City maintained) and property damage, need to be addressed; improving and expanding Caribou’s trail network to better meet trail users’ needs will likely reduce many ATV problems.
- The use of recreational vehicles on public roads should be discouraged – it introduces issues of City liability (unlicensed/uninsured riders)
- New laws addressing ATV use on private property & enforcement offer some solutions to Caribou’s ATV issues; the recommendations of the Governor’s ATV Task Force are a source of further guidance and ideas.



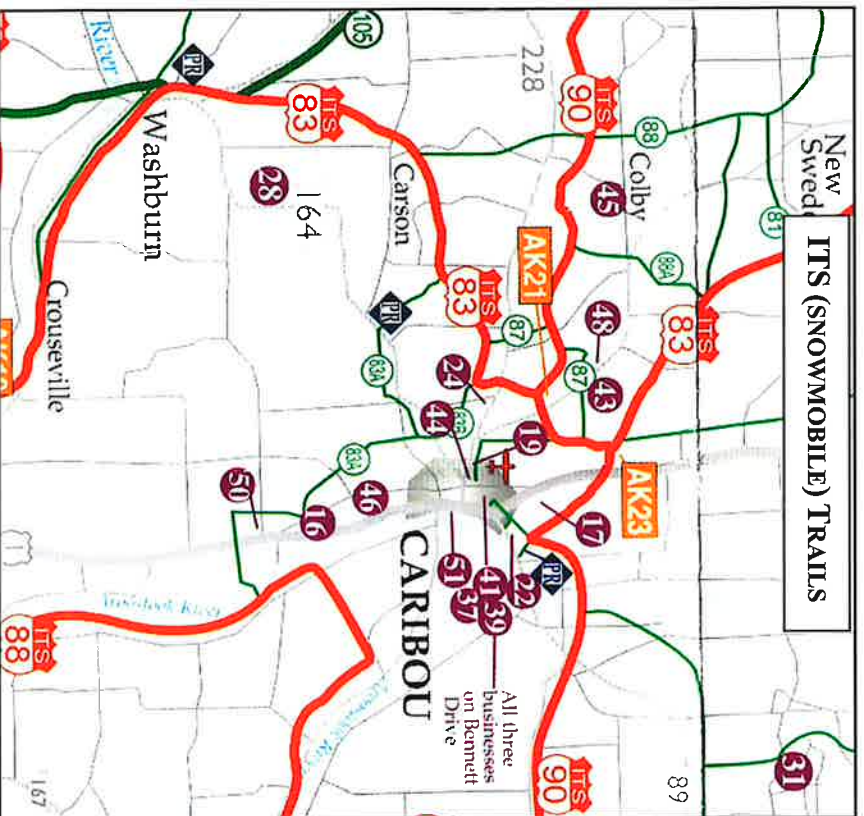


Above, left: an unauthorized (not City-maintained) ATV trail – trail users are likely to use such trails when adequate trail connections are not available, or users may be unaware that such trails are unauthorized. Above, right: existing trail signage – such informational signage is critical to trail education and awareness. Below, left: unauthorized ATV use along active railroad lines (private property) – again, when trail connections and access needs are not served, trail users will use unauthorized routes. Below, right: ATV damage – property damage on authorized and unauthorized trails must be addressed in the plan.



## SNOWMOBILE TRAILS

- The existing snowmobile trail system serves Caribou well (see map, below left), though these trails do not allow ATV use; trails are maintained by Caribou Parks & Recreation
- As noted above, there is no existing safe recreational vehicle crossing over the Aroostook River; 3 miles south of the Fort Street Bridge.
- Options for expanding and improving Caribou's trails network may include converting/upgrading existing snowmobile trail segments for future use as year-round, multi-use trails.



## NON-MOTORIZED (PEDESTRIAN, BIKE, SKI) TRAILS

- Many cross-country skiing opportunities exist in Caribou (Country Club, 10 km of trails; Caribou High School, 6 km of trails) and the region (see map on previous page). Overall, there is a need to offer more non-motorized trail opportunities; though multi-use trails serve non-motorized trail users, Collins Pond Trail is the only dedicated non-motorized trail in Caribou.
- The City should address the need for in-town bike lanes and sidewalk/crosswalk improvements, including changes to existing ordinance language that bans bicycles from downtown bicycle (further study required).
- The City should expand on economic development opportunities associated with non-motorized/pedestrian/bike trails (recreational tourism)

These photographs show portions of the highly successful Collins Pond Trail loop (non-motorized). The Plan recommends extending the trail to the riverfront.



## 4 Economic Development Summary

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Recreational tourism, and trails in particular, make a significant and important contribution to Caribou's and Aroostook County's economy. In 2001, a Maine Commission dealing with snowmobile, ATV and watercraft use issues<sup>1</sup> concluded that "snowmobiling, boating and ATV use have all increased significantly over recent years and now constitute a significant and important part of the economies of many regions of the State... These [outdoor recreational tourism] opportunities offer a substantial potential for continued economic growth in Maine, particularly in the more rural parts of the State."

### **How does recreational tourism (including trails) contribute to Aroostook County & Caribou's economy?**

- Tourism is one of (the top five) most significant economic clusters in Aroostook County, based on impact on regional economy and potential for generating future job growth.
- There are about a half million pleasure trips taken to Aroostook County each year. Over half come for outdoor activities, including snowmobiling and cross country skiing in the winter, and bicycling, fishing and hunting in the summer and fall.
- Of the total tourists to Aroostook County, over half came for outdoor activities. This is three times higher than the percentage for outdoor tourists in the rest of Maine, and four times higher than the national average.
- The principal outdoor activities people come to Aroostook to participate in include snowmobiling, hunting and fishing, and the emerging activities of cross country skiing, bicycle touring, and ATV (All-Terrain Vehicle) riding.

### Bicycle tourism vs. ATV/snowmobile tourism in the County

- Aroostook County has a variety of attractions, but it is probable that they are attracting two fundamentally different types of outdoor visitors. They may be characterized by the kinds of equipment they use – one group using snowmobiles, ATVs, powerboats, motorcycles, and jet skis; the other using cross country skis, backpacks, canoes, bicycles, and kayaks.
- These two types of tourist generally differ in their values and the types of experiences sought; marketing strategies generally reflect these different audiences; land use and regulatory policies also need to support their mutual coexistence.

### Snowmobile Use in Maine

- In 2001 there were about 9,000 snowmobiles registered in Aroostook County – about 1 in 9 in the state.
- The University of Maine found that snowmobiling expenditures totaled \$176 million in Maine in 1997. Applying this ratio to Aroostook County, this is a \$20 million a year business.

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<sup>1</sup> The Commission to Study Equity in the Distribution of Gas Tax Revenues Attributable to Snowmobiles, All-terrain Vehicles, and Watercraft

- The average owner uses his or her snowmobile for 23 days in a winter.
- The average ride is 73 miles.
- A little more than half took a weekend or longer trip for snowmobile riding; of these, two-thirds stayed in commercial lodging.
- Most snowmobile households have more than one sled; the average is 2.3.
- About half (48%) of snowmobile households also have gas-powered boats, and 39% own one or more all-terrain vehicles (ATVs).

All-Terrain Vehicle (ATV) use in Maine & The County

- All-Terrain Vehicle (ATV) use is one of the fastest-growing sports in Maine.
- Maine registrations have more than doubled in the seven years from 1995 to 2002.
- As with snowmobiles, about 1 in 9 ATVs are registered in Aroostook County, a rate well higher than relative population density. As of 2000, there were 4,264 ATVs registered in Aroostook County; by 2002 the number had grown to 5,551, a 30% increase.
- Half of ATV owners also own a snowmobile.
- Although 1 in 8 vehicles are used for commercial purposes, most are used for recreation or pleasure.
- Most riding is in the summer and fall.
- Owners went out 67 times on average, on trips averaging 3 hours. More than a quarter

**Tourism Economy**

The tourism “cluster” is composed of those businesses, government agencies, and nonprofit organizations that attract and serve tourists including:

**Those who create or enhance attractions**

- Snowmobile clubs who support trails
- Maine guides (15 services listed)
- Maine Winter Sports Center (skiing)
- Museums for Acadian Culture (4)
- Other historical and art museums (29)
- Golf courses (10)
- Festival and fair organizers (19)
- Bicycle and hiking trail maintainers
- Chambers of Commerce
- Aroostook County Tourism (and the Northern Maine Development Commission)

**Those who provide lodging**

- Hotels and motels (around 25)
- Bed & Breakfast places (around 5)
- Recreational vehicle campgrounds (3)
- Vacation camps (3)
- Sporting camps (38)
- Seasonal homes (5,236) and associated realtors and builders

**Those who provide food**

- Full service restaurants (55)
- Limited service eating establishments (48)
- Bars (6)

**Those who provide goods and services**

- Aroostook Centre Mall (45 stores)
- Crafts and souvenir makers and sellers
- Gas stations, marinas, bait suppliers
- Equipment sellers/renters – snowmobiles, skis, fishing gear

*(From the 2003 Aroostook County Economic Cluster Report, Planning Decisions, Inc.)*

- take weekend or longer trips primarily to ride ATVs.
- Most ATV riders use designated trails; desirable trail characteristics include good maintenance, wide paths, scenery, signs and markers, rest and picnic areas, varied terrain, snack bars, and good bridges.
- There is no data on the economic impact of ATV riding.

#### Non-motorized Outdoor Recreation (Bicycling, Skiing)

- Communities that embrace and encourage bicycle- and pedestrian-based tourism can expect positive benefits for the local economy and an improvement in public health (by providing opportunities for physical activity), among other benefits.
- Locally and nationally bicycle and pedestrian facilities have proven to be a cost-effective use of public funds – communities that invest and promote bicycle and pedestrian tourism see significant benefits for the local economy.
- In 1999, direct spending in Maine by over 2 million bicycle tourists was estimated to have totaled \$36.3 million. Of these 2 million tourists, the vast majority (98%) were day trip cyclists (vs. multi-day bicycling trips) spending \$30 million. Alternatively, using a regional economic model to include direct and indirect spending, the total impact of bicycle tourism in Maine is estimated at over \$66.8 million per year.
- Bicycle tourists in Maine are likely to travel long distances to use shared-use pathways or take bike tours over 4 days.
- Bicycle tourists tend to select destinations based on scenery, bike paths or bicycle-friendly roads, services & accommodations (mostly B&Bs and Inns), and culture and uniqueness of an area.
- It is estimated that on average bicycle tourists spend (per person) \$25 per day on day trips, \$55 per day on self-guided tours, and \$115 per day on guided tours.
- The recent World Cup events in Fort Kent, the success of the Maine Winter Sports Center program and the growing interest in cross-country skiing programs in local schools suggest that cross-country skiing is a growth industry.

#### Sources:

- “Aroostook County Economic Cluster Report, Part 1: Analysis”, Planning Decisions, Inc., September 2003 (Aroostook County Empowerment Zone website, <http://www.aroostokez.org>)
- “Gasoline Consumption Attributable to Gasoline Powered Watercraft Use in Maine”, The Commission to Study Equity in the Distribution of Gas Tax Revenues Attributable to Snowmobiles, All-Terrain Vehicles and Watercraft, November 2001
- “Bicycle Tourism in Maine: Economic Impacts and Marketing Recommendations”, Maine Department of Transportation, 2001 (<http://www.maine.gov/mdot/opb/pdf/biketourismexecsummm.pdf>)
- “The Economic Benefits of Bicycle- and Pedestrian-based Tourism, and the Economic Impacts of Trail Development”, The National Center for Bicycling & Walking, 2000 ([www.bikewalk.org](http://www.bikewalk.org))

Other Resources:

“Off-Highway Vehicle Economic Impacts in New Hampshire”, The Institute for New Hampshire Studies, Plymouth State University, 2003 ([www.americantrails.org](http://www.americantrails.org))

“Economic Benefits of Bicycling”, Hubert H. Humphrey Institute of Public Affairs, University of Minnesota ([http://www.hhh.umn.edu/centers/slp/bike\\_bib\\_econ\\_benefits.htm](http://www.hhh.umn.edu/centers/slp/bike_bib_econ_benefits.htm))

Argys, L and N. Mocan (2000). Bicycling and Walking in Colorado: Economic Impact and Household Survey Results. Colorado Department of Transportation. (<http://bicyclecolo.org/site/page.cfm?PageID=64>)

Schutt, Alicia M. (1998). Trails for Economic Development: A Case Study. Journal of Applied Recreation Research, 23, 2: 127 - 145.

# 5 Caribou Trails Network: Trails Development Plan

## THE VISION

Caribou's Trails Network must:

- Be comprehensive, multi-use and interconnected
- Serve diverse user groups
- Be well designed and safe
- Be well sign-posted
- Provide Caribou residents with good access to recreational trail opportunities
- Promote Caribou as a recreational tourism destination
- Highlight Caribou's scenic, cultural, and recreational resources

## CARIBOU TRAILS NETWORK (GENERAL DESCRIPTION)

The existing and proposed recreational trails together provide a trails network that is well-connected, multi-use, and improves opportunities for access to trails from downtown neighborhoods. This trails network also meets the needs of multiple user groups, expanding trail opportunities in Caribou to serve a range of motorized and non-motorized trail users.

The City's existing B&A and AVT multi-use trails are limited by their lack of connectivity and their lack of access to the downtown area. The proposed trail segments build upon these existing trails and expand opportunities for other trail types (i.e. non-motorized use trails), for a more comprehensive and interconnected system of trails.

The existing and proposed trail segments, described below, fall under three trail type categories:

## TRAIL DESIGN

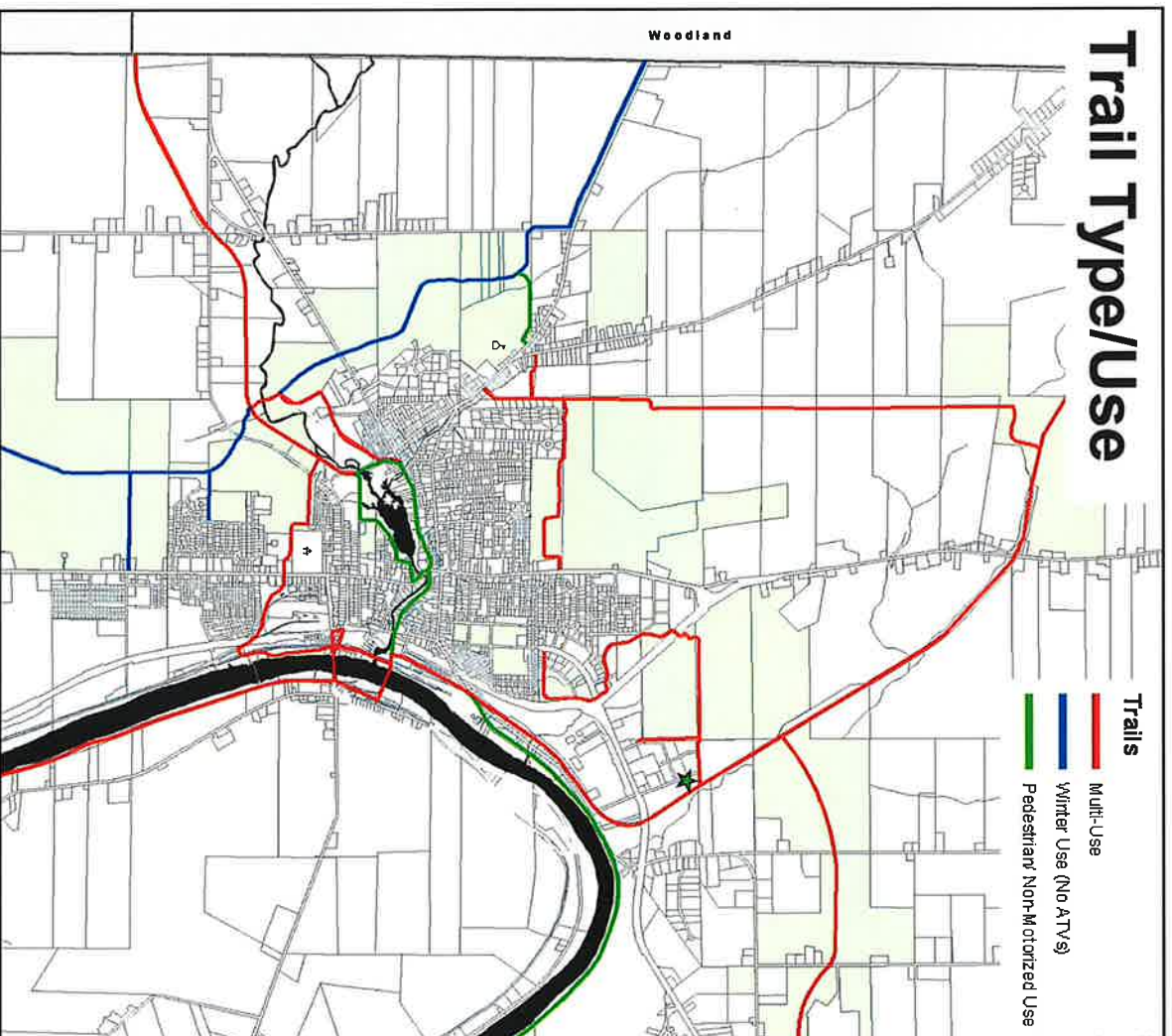
New trails must:

- Use public rights-of-way and public land where possible
- Be supported by user groups and neighbors
- Be protected with access easements when on private land
- Interconnect with neighborhoods, schools, recreational areas, businesses, and the downtown, where appropriate
- Preserve and enhance scenic, cultural and historic features
- Avoid wetlands, steep slopes and difficult terrain
- Be designed to conform with shoreland regulations
- Be accessible to emergency personnel
- Be adequately lighted (where necessary)
- Be well sign-posted
- Be designed in accordance with accepted, quality standards
- Serve handicapped users
- Incorporate trailheads that are easily accessible & provide parking, where needed
- Help enhance and revitalize Caribou's riverfront

- Year-round **multi-use** (motorized & non-motorized) trails
- **Winter only** multi-use trails (i.e. snowmobile & non-motorized trails)
- Year-round **non-motorized** use only trails

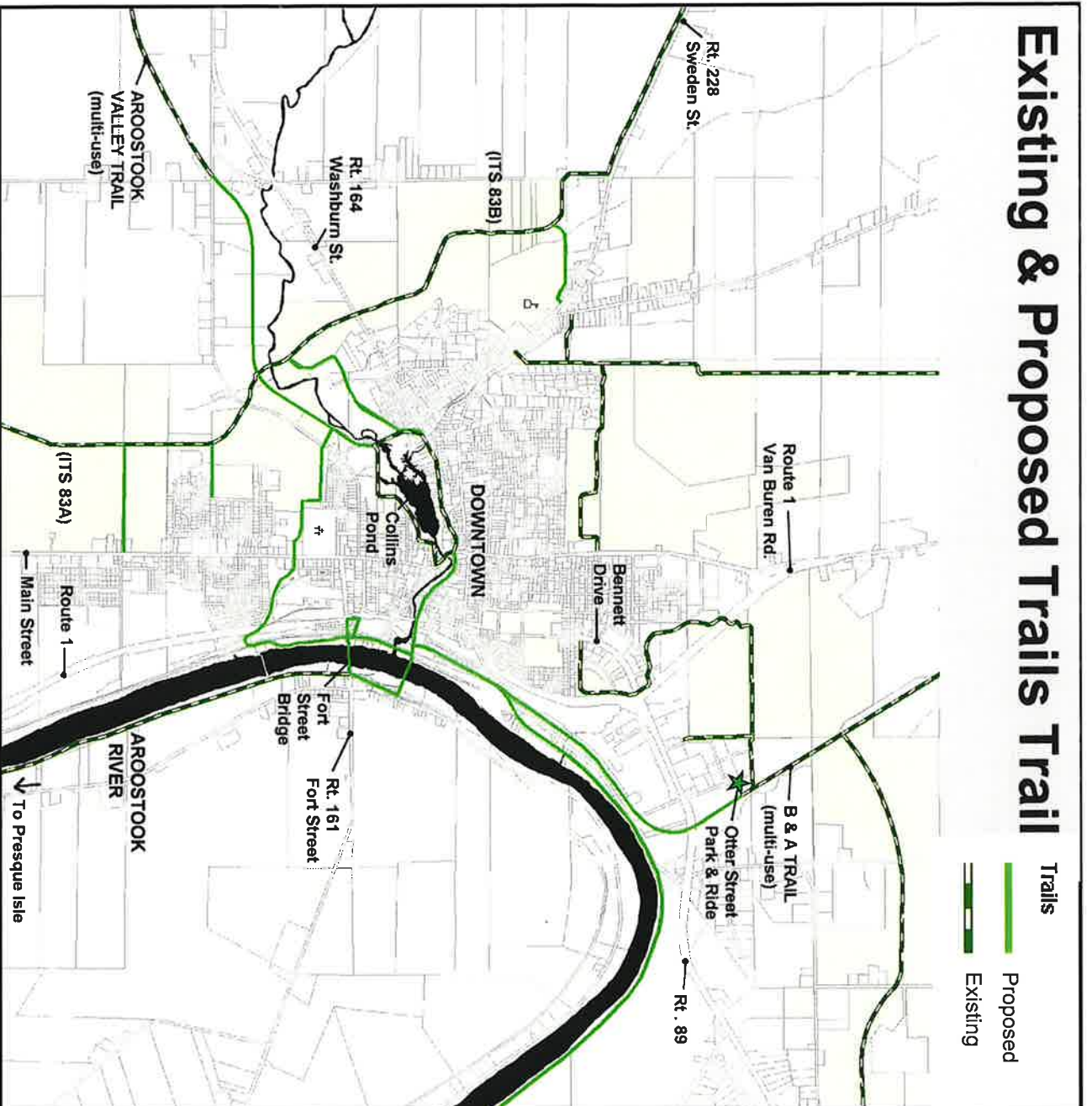
The future trail segments proposed in this plan are located in abandoned railroad ROWs, public road ROWs, or City-owned land where possible. Where trails must cross private land, the plan identifies suggested parcels to cross and indicates the need for landowner agreements or purchase of easements.

Further, the plan sets priorities, based on Committee input and public feedback, which provide direction towards establishing a comprehensive Caribou Trails Network. The proposed trail development and the trails program (Section 6), when combined, provide a plan for an expanded Caribou Trails Network that will better serve Caribou residents (by improving their quality of life, expanding recreational opportunities, and promoting a healthy community), as well as better serving visitors to the City (by creating a recreational tourism destination, and increasing business/economic development opportunities).



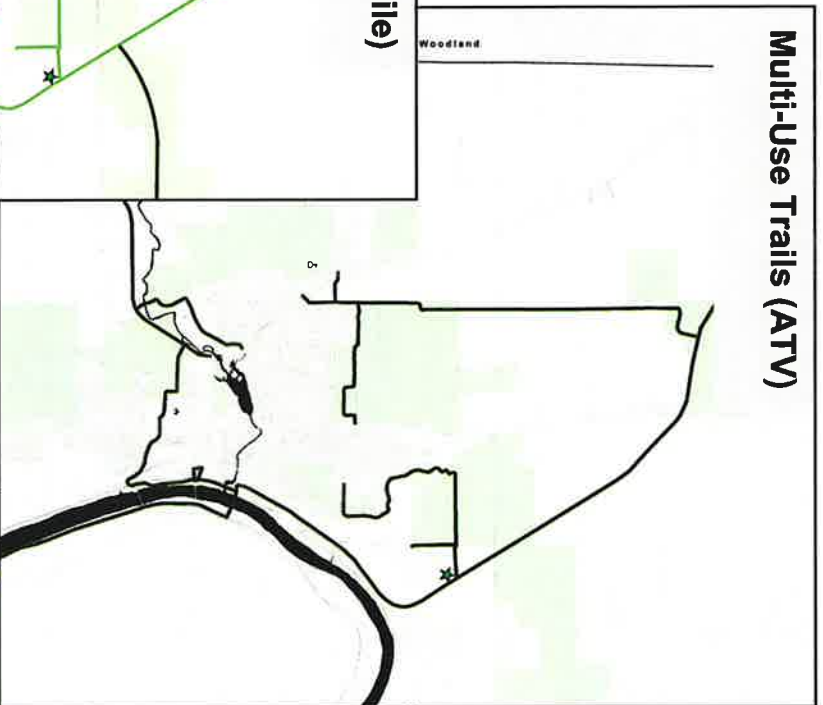


# Existing & Proposed Trails Trail



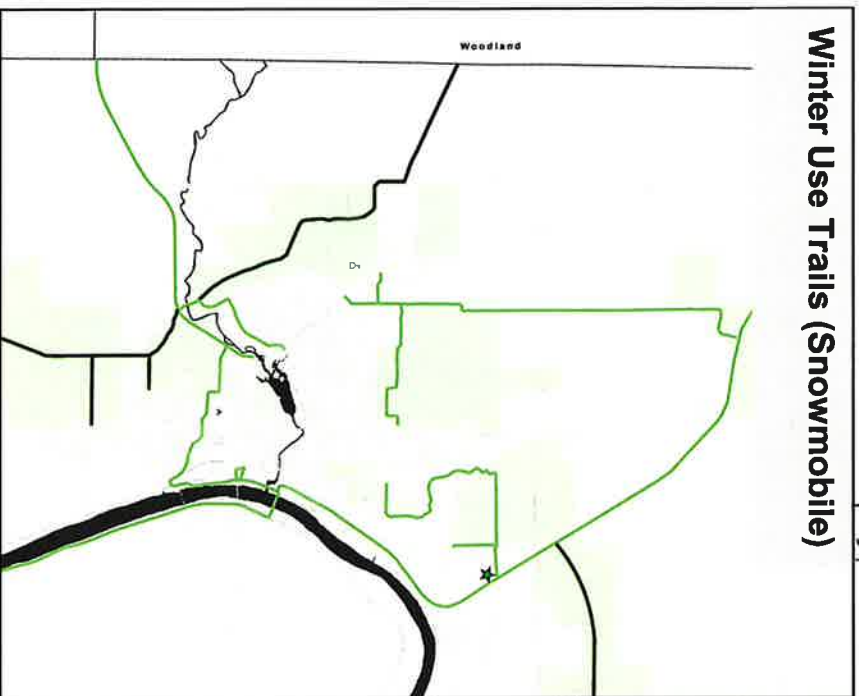
These maps highlight trail use: the multi-use trail map (center) shows trails that allow ATVs in dark green; the winter-use trail map shows snowmobile trails that don't allow ATVs in dark green, with other multi-use trails that are available to snowmobiles in light green; and the non-motorized trail map shows trails

**Multi-Use Trails (ATV)**

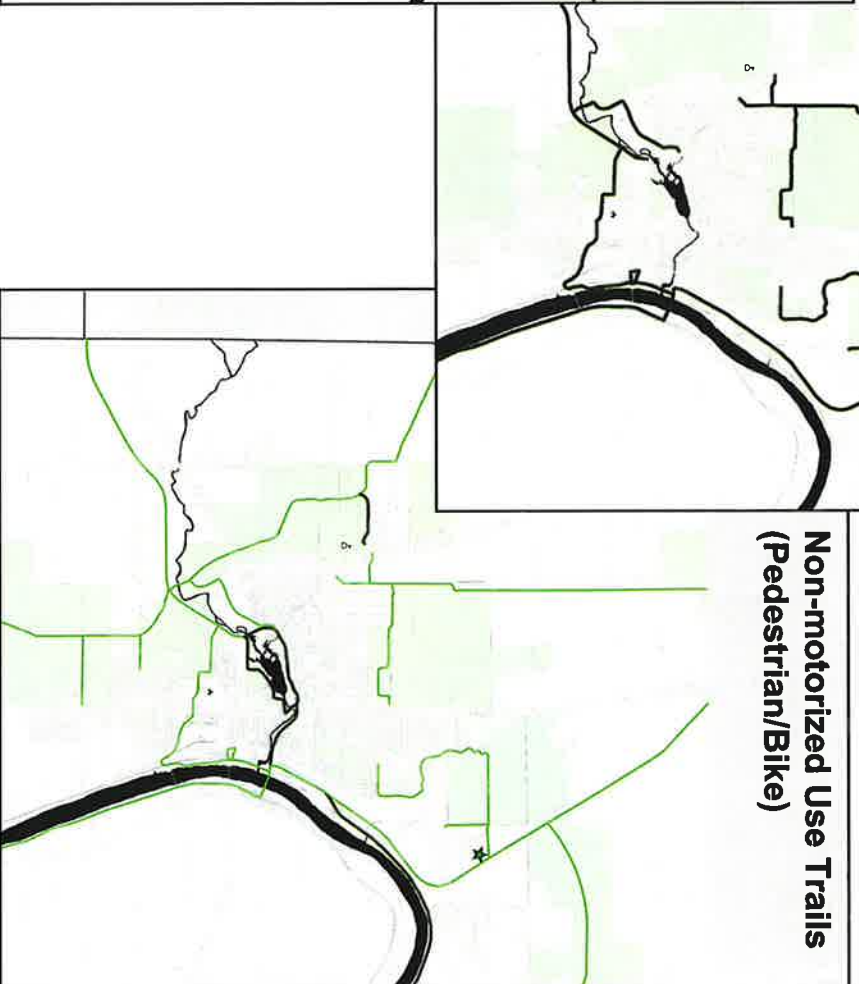


that don't allow motorized vehicles in dark green, and other multi-use trails available to non-motorized use in light green.

**Winter Use Trails (Snowmobile)**



**Non-motorized Use Trails (Pedestrian/Bike)**

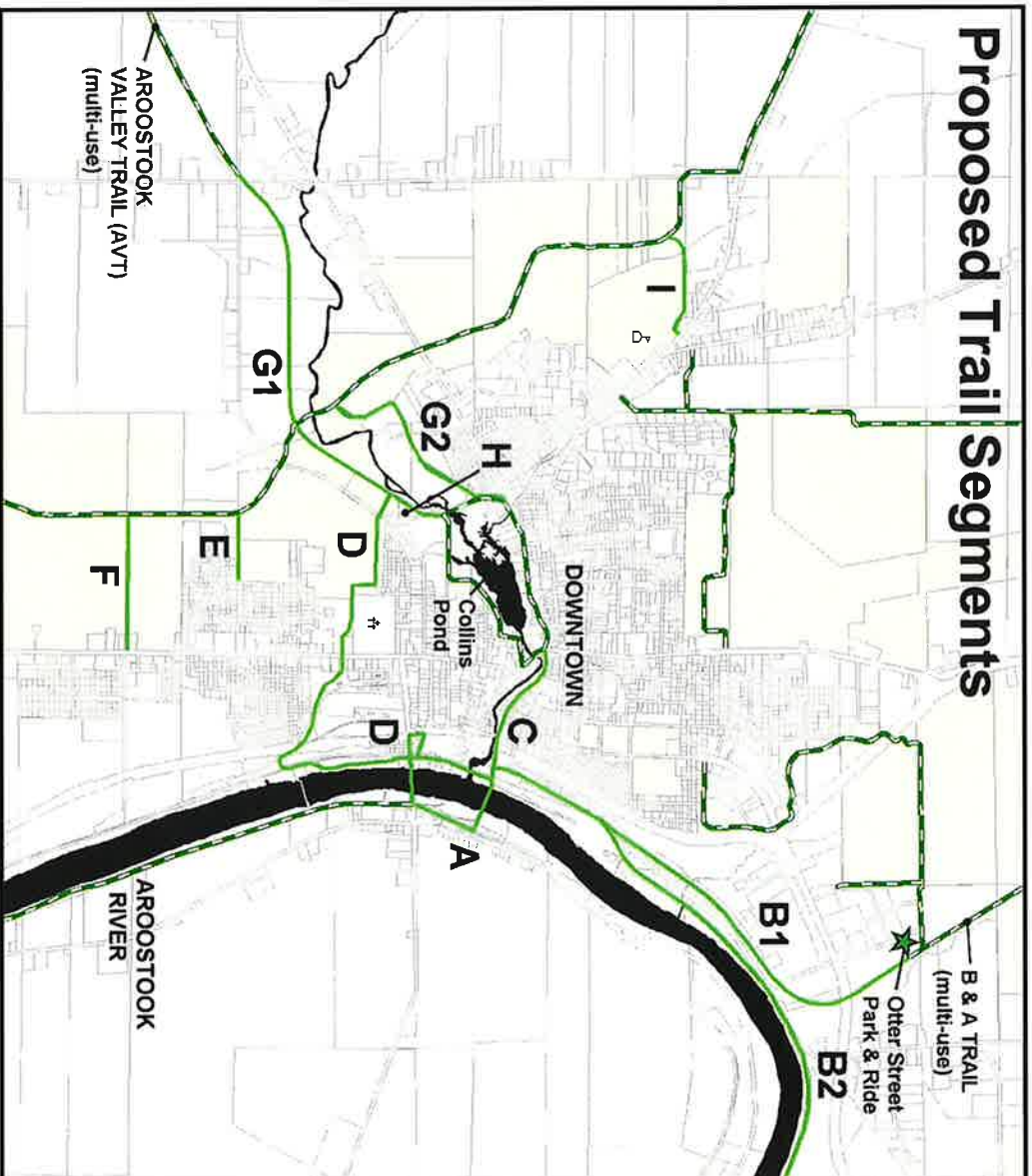


**PROPOSED TRAIL SEGMENTS**

*See trail segment descriptions for further details.*

**Segment**

- A – Recreational trail bridge (Aroostook River crossing)
- B1 – Riverfront multi-use trail
- B2 – Riverfront pedestrian/bike trail
- C – Collins Pond/Riverfront connector (non-motorized)
- D – West-side/riverfront connector
- E – Hilltop connector
- F – Main Street connector (winter only)
- G1 – Collins Pond/AVT connector
- G2 – Alternative Collins Pond/AVT connector
- H – Secondary Park & Ride (or other recreational/trail use)
- I – High School connector (non-motorized)



## PRIORITIES & TRAIL SEGMENT DESCRIPTIONS

The table below summarizes the trail type, priority and phase for each of the proposed trail segments. Descriptions and images of each segment follow, along with cost estimates.

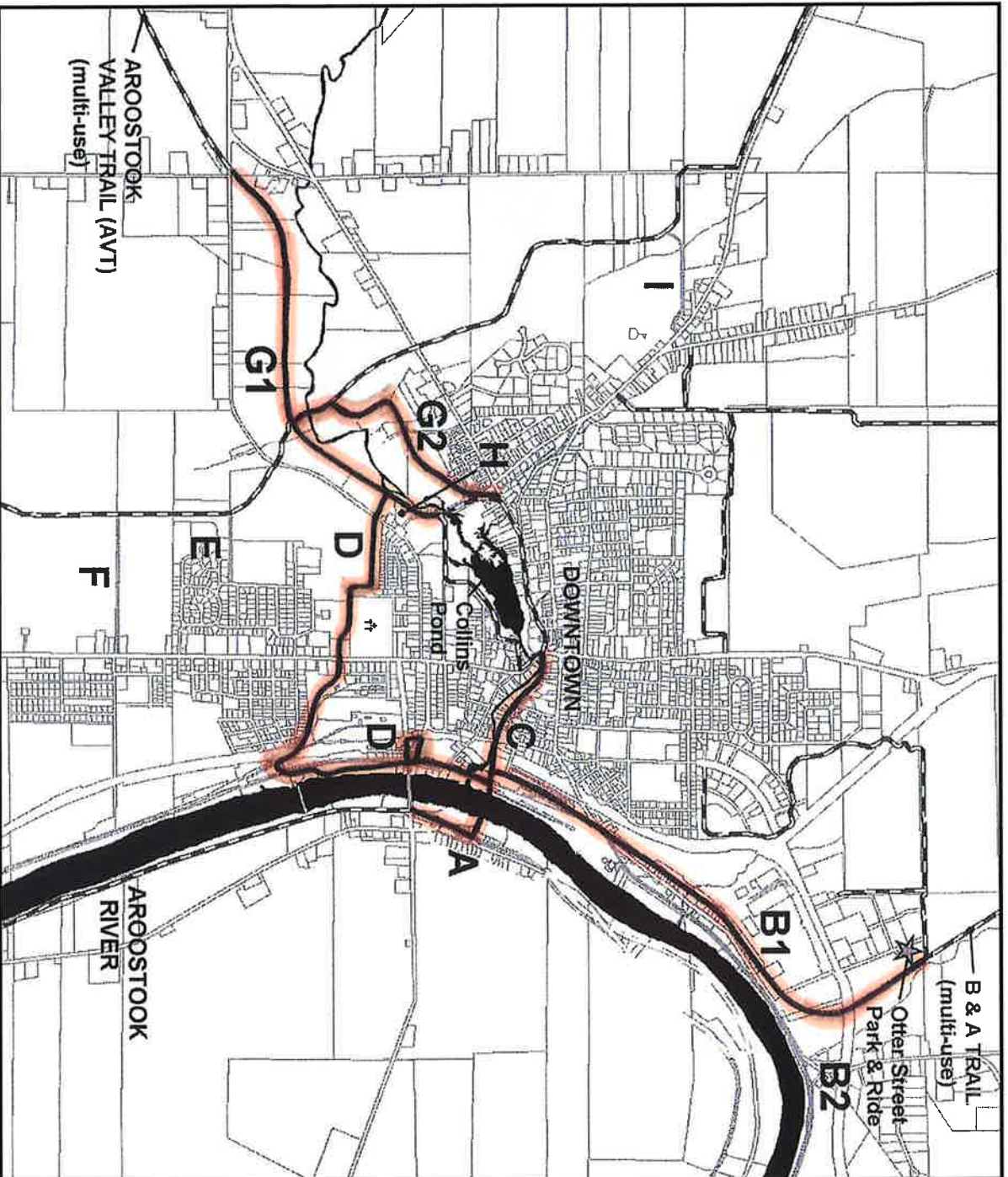
*Trail Segment Priorities Table*

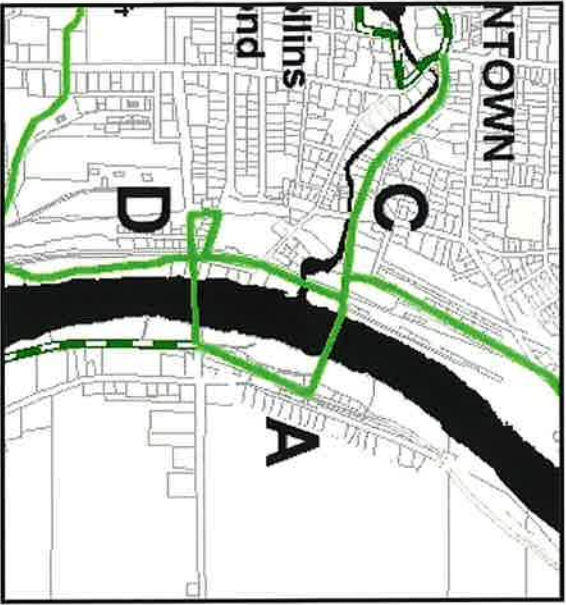
SEGMENT	TRAIL TYPE	PRIORITY <sup>1</sup>	PHASE/TIMING <sup>2</sup>	NOTES
A – Recreational trail bridge (Aroostook River crossing)	Year-round Multi-use	1	Intermediate	Big price tag likely to lengthen timeframe
B1 – Riverfront multi-use trail	Year-round Multi-use	1	Short-term	
B2 – Riverfront pedestrian/bike trail	Non-motorized	2	Intermediate/Long-term	If rail line re-activates, not enough room for trail with trail
C – Collins Pond/Riverfront connector	Non-motorized	1	Short-term	
D – West-side/riverfront connector	Year-round Multi-use	1	Short-term	Additional planning needed may lengthen timeframe
E – Hilltop connector	Year-round Multi-use	2	Intermediate	
F – Main Street connector	Winter-only Multi-use	2	Intermediate	
G1 – Collins Pond/AVT connector	Year-round Multi-use & Non-motorized	1	Short-term	
G2 – Alternative Collins Pond/AVT connector	Year-round Multi-use	2	Short-term/Intermediate	
H – Secondary Park & Ride (or other recreational/trail use)	--	3	Long-term	G1 trail is greater priority, but this undeveloped site could become an asset to the trails system in the future
I – High School connector	Non-motorized	3	Intermediate/long-term	Could be a student/community project (?)

<sup>1</sup> Priority: a factor of “vulnerability” (timing critical/land availability), committee/P&R input, public feedback

<sup>2</sup> Phase/Timing: a factor of both project priority and how “doable” the project is (i.e. if few obstacles and lower cost, project is more “doable”)

# PRIORITY TRAIL SEGMENTS





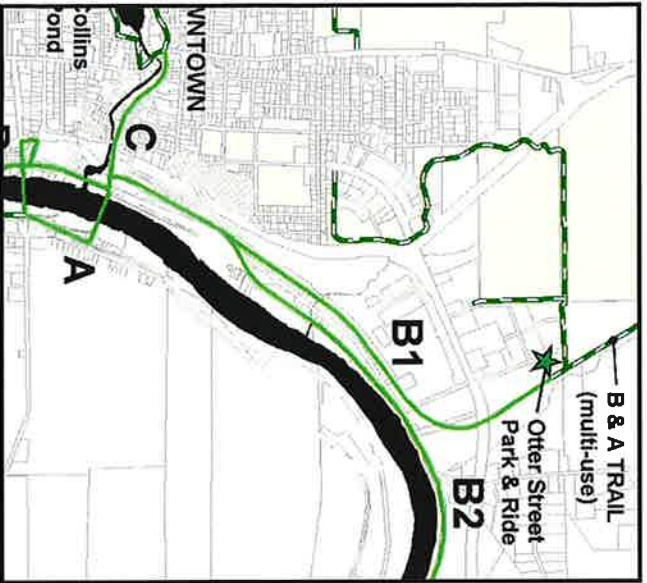
<b>A – Recreational trail bridge (Aroostook River crossing)</b>	
Trail Type:	Multi-use (trail & bridge)
Location/Route:	From Fort Street (current end of the multi-use trail from Presque Isle, east side of the river) across the Aroostook River, ~1,000 ft. north of the Fort Street Bridge, to Water Street (west side of the river)
Trail Length:	1,900 ft. including bridge (~ 1,300 ft. of trail without bridge)
Notes:	<ul style="list-style-type: none"> <li>^ bridge over Aroostook River</li> <li>^ utilizes an existing informal trail on abandoned RR ROW (east side of the river), and existing road ROW from historic bridge location</li> <li>^ road crossing (Fort Street)</li> </ul>



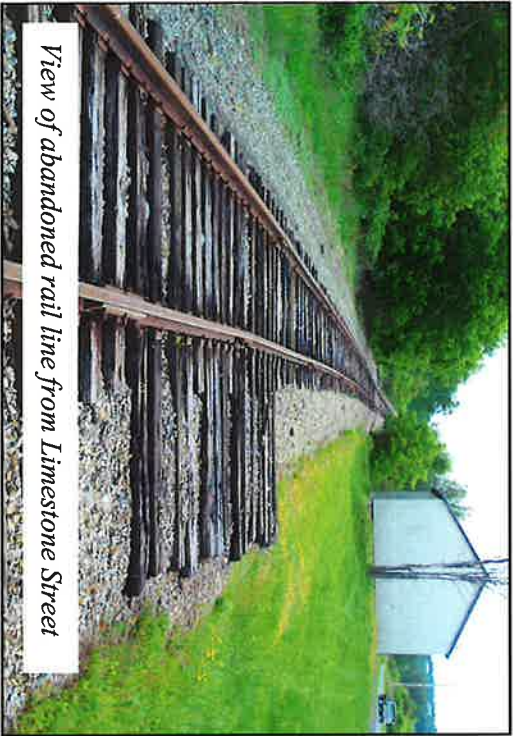
*Left: view of the Aroostook River, looking north, from the Fort Street Bridge*

*Below: conceptual sketch of a trail bridge as seen from the Fort Street Bridge (see Riverfront Concepts for more)*





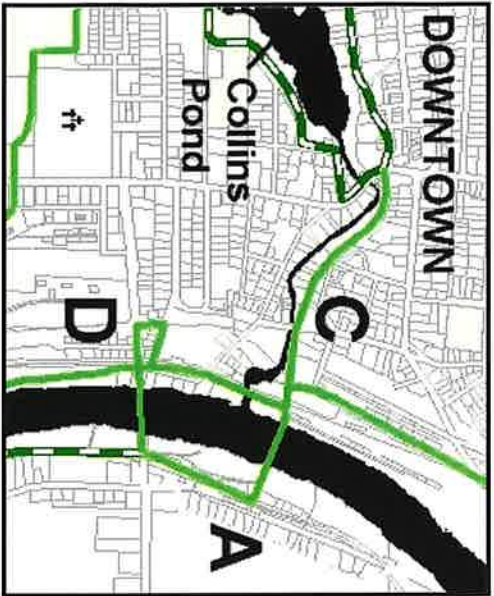
<b>B1 – Riverfront multi-use trail</b>	
Trail Type:	Multi-use
Location/Route:	Between Water Street, along Broadway/Limestone Street, along existing abandoned RR ROW, to the B&A trail and existing Park & Ride (Other Street)
Trail Length:	9,000 ft. multiuse trail <ul style="list-style-type: none"> <li>• (1) 2,000 ft. along Broadway Street between Water Street &amp; where RR tracks cross road (which becomes Limestone Street), trail will be alongside road</li> <li>• (2) 7,000 ft. between where RR tracks cross Limestone St. and the existing B&amp;A trail, along abandoned RR ROW</li> </ul>
Notes:	∧ bridge: trail crosses Route 89 via existing overpass (needs to be rehabilitated for trail use)



*View of abandoned rail line from Limestone Street*



*Broadway Street, looking north*



<b>C – Collins Pond/Riverfront connector</b>	
Trail Type:	Non-motorized (Pedestrian/Bicycle)
Location/Route:	Along Water Street between downtown (Main Street) and Broadway Ave./the riverfront
Trail Length:	2,250 ft. (sidewalk & bike lane)
Notes:	existing sidewalk along Water Street in poor condition, replace and add bike lane opportunity for picnic/park space along Water Street on City-owned land

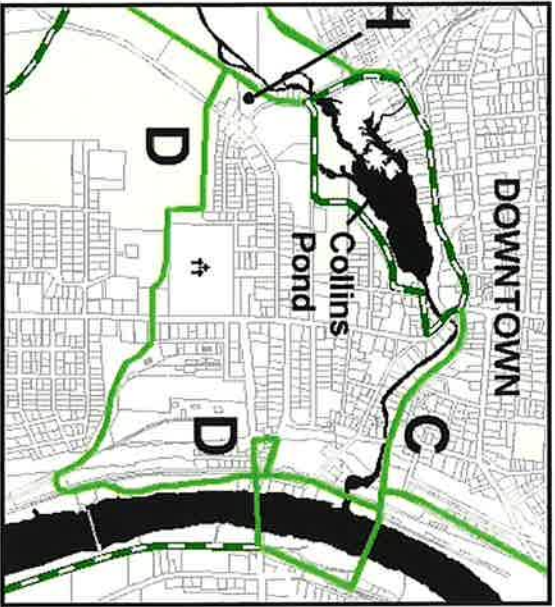


*Water Street, near Bridge Street, looking towards downtown*

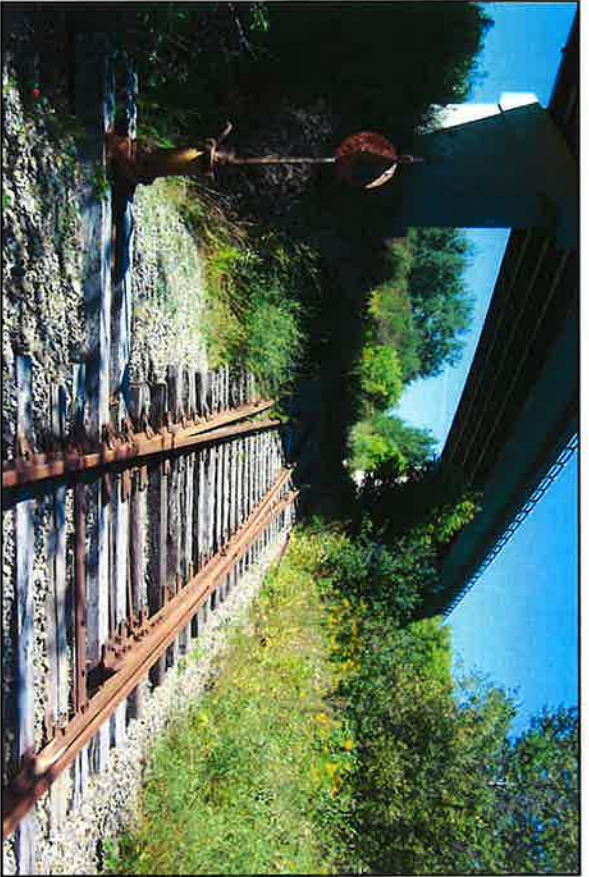


*Water Street and Rt. 1 Bypass (overpass)*





<b>D – West-side/riverfront connector</b>	
Trail Type:	Multi-use (includes a short non-motorized connector trail)
Location/Route:	Between Water Street/riverfront (connecting to B1), across Caribou Stream, along Lower Lyndon Street, west along abandoned RR ROW, across Main Street, across York Street, connecting to the proposed G1 trail segment (further connecting to the AVT)
Trail Length:	8,350 ft. <ul style="list-style-type: none"> <li>(1) 3,000 ft. between Caribou Stream (where trail hits Lower Lyndon Street) and WPS Energy, trail will either be alongside road or alongside RR line...</li> <li>(2) 2,000 ft. between WPS Energy and Armco Ave., utilize abandoned RR ROW</li> <li>(3) 250 ft. along Armco Ave., to Main Street crossing, is all pavement – striped trail?? see photo...</li> <li>(4) 3,100 ft. between Main Street crossing and connection to G1 (crossing York Street), utilize existing informal trail (not City maintained)</li> </ul> <p>Additional 650 ft. of sidewalk (&amp; bike lane?) from Fort St. down Lower Washington St. to proposed trail</p> <ul style="list-style-type: none"> <li>300 ft. sidewalk (not pre-existing), 600 ft. trail (utilizing existing trail)</li> </ul>
Notes:	<ul style="list-style-type: none"> <li>bridge over Caribou Stream (at same level as existing RR bridge)</li> </ul>



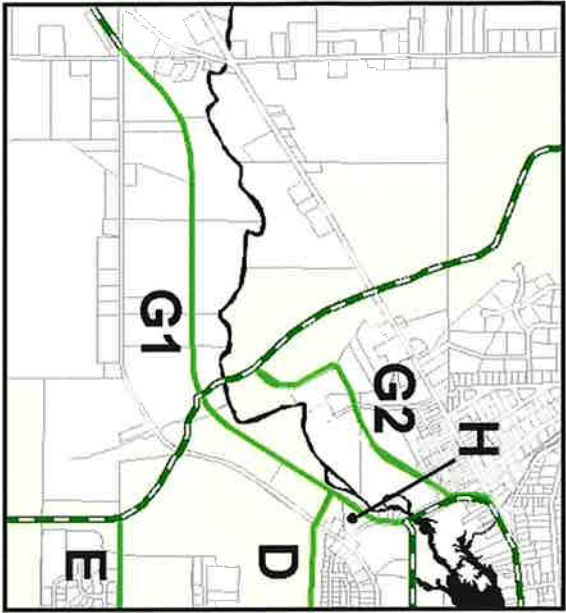
**D – West-side/riverfront connector**

*Above, left: proposed trail route would run under Rt. 1 Bypass along abandoned rail line*

*Above, right: trail route would parallel Lower Lyndon Street and the rail line*

*Below, left: trail route would cross Main Street at Armo Ave*

*Below, right: trail route would follow the powerlines (and an existing, unauthorized trail) between Main Street and York Street*



**G1 – Collins Pond/AVT connector**

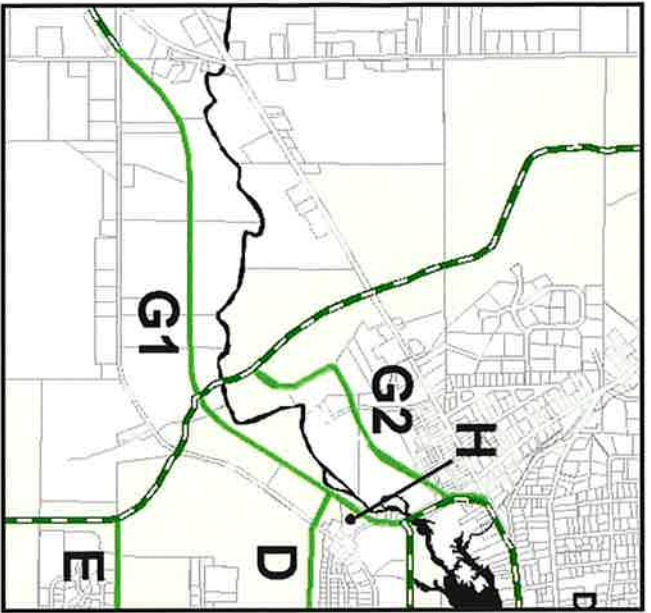
Trail Type:	Multi-use (includes short non-motorized connector trail)
Location/Route:	Between Collins Pond Trail (Sincock Street) and the AVT at the York Street crossing
Trail Length:	<ul style="list-style-type: none"> <li>• 7,300 ft. multi-use with pedestrian/bike segment</li> <li>• 6,400 ft. multi-use trail</li> <li>• 900 ft. pedestrian/bike trail</li> </ul>
Notes:	<ul style="list-style-type: none"> <li>∧ utilize existing informal/unauthorized trail on abandoned RR ROW (primarily City-owned), between Sincock Street and the AVT/York Street</li> <li>∧ bollards/gate where pedestrian/bike trail intersects multi-use trail (at intersection of segment G1 &amp; D)</li> </ul>



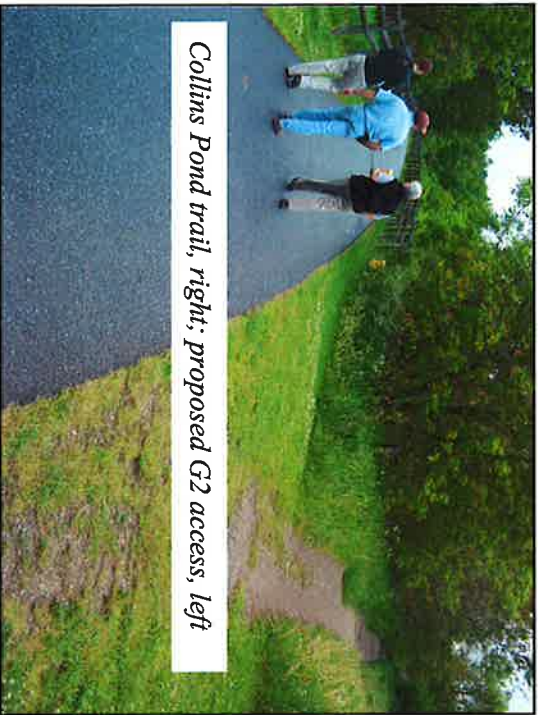
*AVT trail access, off York Street*



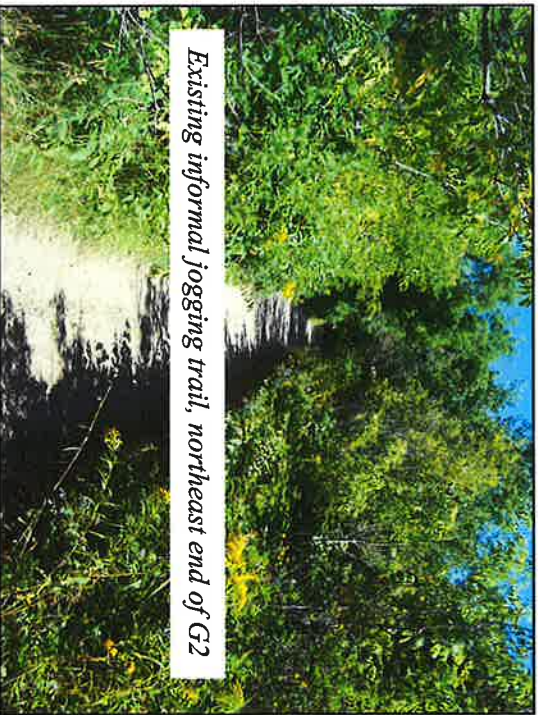
*Privately property at the western end of proposed G1*



<b>G2 – Alternative Collins Pond/AVT connector</b>	
Trail Type:	Multi-use
Location/Route:	Between Collins Pond Trail/Washburn Street and existing snowmobile trail (RT 83A), connecting to proposed G1 trail to AVT/York Street
Trail Length:	4,050 ft. multi-use trail <ul style="list-style-type: none"> <li>• (1) trail to parallel existing Collins Pond paved trail for ~400 ft. before splitting off</li> <li>• (2) 2,900 ft. from Collins Pond Trail to existing snowmobile trail; follows existing informal jogging trail</li> <li>• (3) 750 ft. along existing snowmobile trail</li> </ul>
Notes:	∧ Part of snowmobile trail, connecting to G1, would need to be converted to a year-round multi-use trail



*Collins Pond trail, right; proposed G2 access, left*

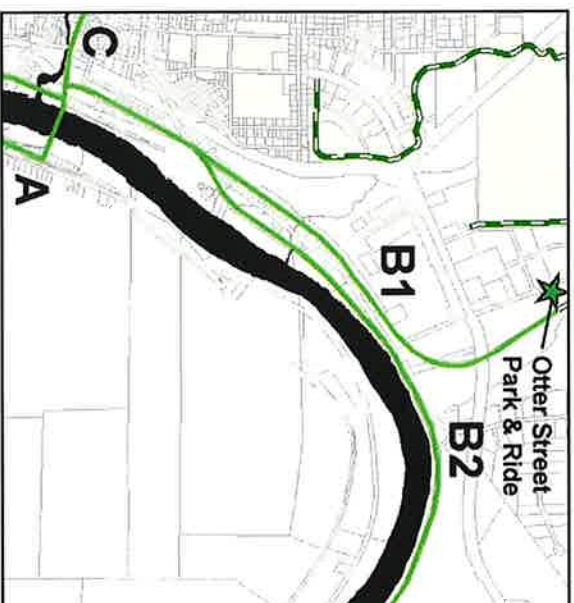


*Existing informal jogging trail, northeast end of G2*

**Other trail segments (non-priority)**

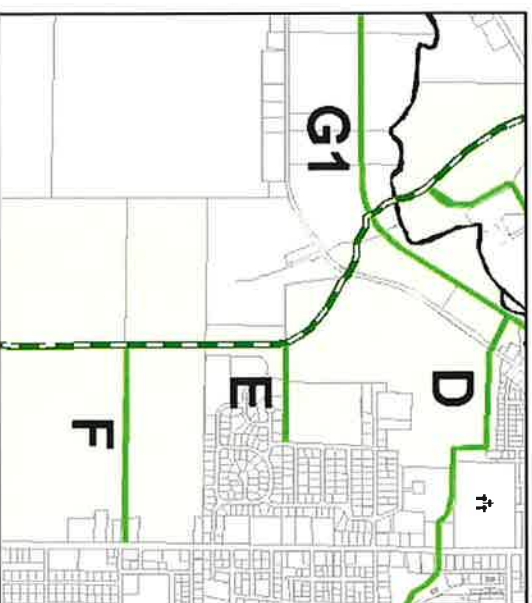
**B2 – Riverfront pedestrian/bike trail**

- 15,000 ft. between B1 and Grimes Road, on existing RR ROW; the final trail length is undetermined  
(See description and image, page 28.)



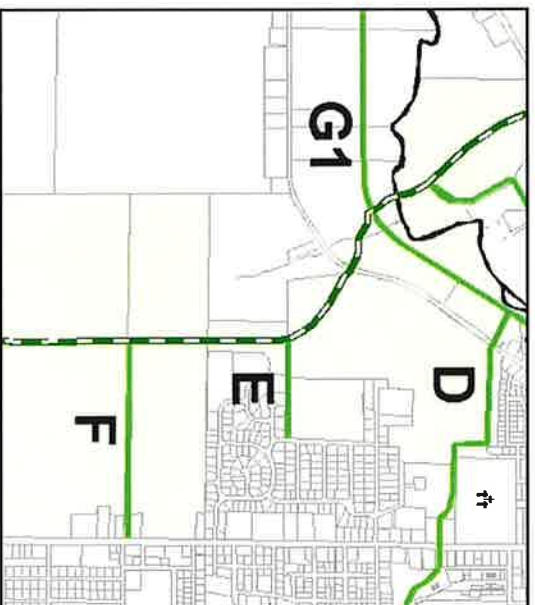
**E – Hilltop connector (multi-use)**

- 1,500 ft. new multiuse trail, plus 1,800 ft. converted snowmobile to multiuse/year-round trail



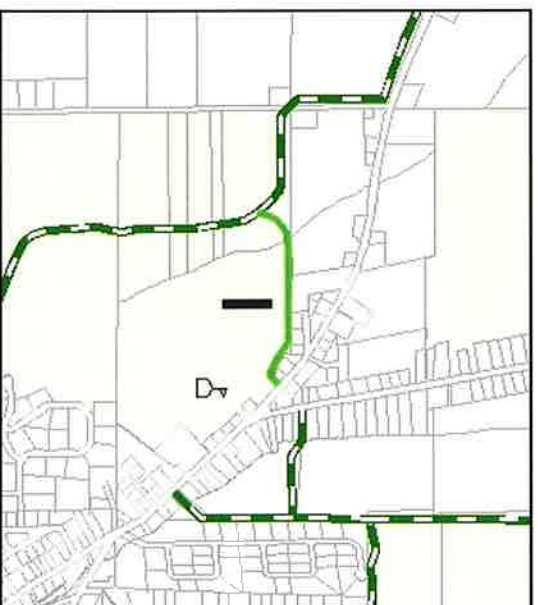
**F – Main Street connector (winter only)**

- 2,250 ft. new snowmobile trail between Main Street & existing snowmobile trail



**I – High School connector (non-motorized)**

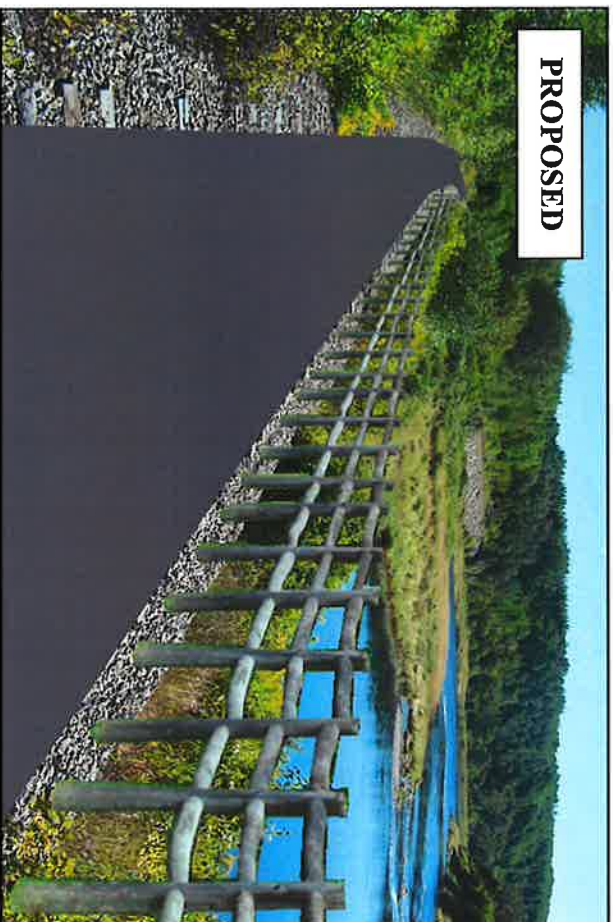
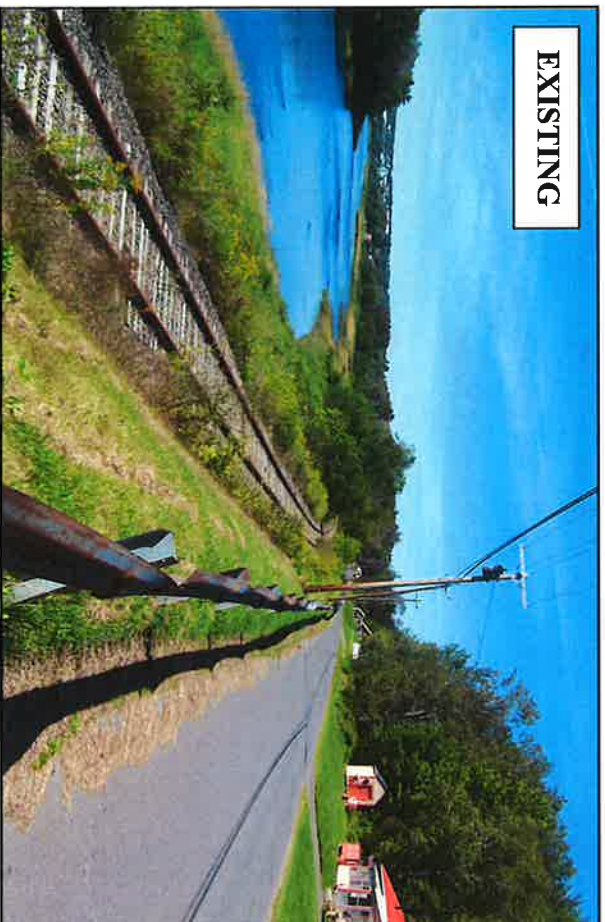
- 1,800 ft. new pedestrian/bike trail from Woodland Road/Rt. 228 to the existing snowmobile trail



## B2 – Riverfront pedestrian/bike trail

The abandoned railroad line that runs from Broadway Street north along the river could be developed into a wonderful, scenic, pedestrian & bike trail which could attract visitors throughout the state and beyond, as well as promote a healthy community locally.

This segment is proposed as a non-motorized trail because (1) there is a need to expand non-motorized trail opportunities in Caribou, and (2) there are no critical motorized/ATV connections that require the trail be both non-motorized and motorized use.



## H – Proposed Secondary Park & Ride

The proposed park & ride off Sincock & York Streets is a logical location for trailhead amenities such as parking, maps/signage, picnic area, etc. This undeveloped site has good access to the AVT (via proposed trail segment G1) and to the Collins Pond Trail.





## **Acquisitions, Easements, & Landowner Agreements for Priority Trail Segments**

*Highest priority acquisitions/easements in bold text.*

### **A1**

- Acquire RR ROW up to Tracy's Plumbing & Heating/future trail bridge location (east side of the river)
- Acquire Resource Recovery lot (west side of the river) for trail/riverfront development purposes (Map 30 Lot 39)

### **B1**

- Acquire RR ROW (north/west of Limestone Street)

### **D**

- Easement or acquisition of Resource Recovery lot for bridge over Caribou Stream (see above)
- Probable need for landowner agreement with B&A Railroad and landowners (Map 27 Lot 47, Map 25 Lot 151) along Lower Lyndon Street (south of Fort Street) to bring trail alongside the road to WPS Energy
- Agreement and/or easement from WPS Energy
- Agreement with B&A Railroad to cross active RR line
- Acquisition of abandoned RR ROW (and easement/acquisition up to Armco Ave. – Map 25 Lot 2)
- Probable for need landowner agreement with property owner along Armco Ave. (Map 25 Lot 1 or Map 25 Lot 2A)
- Agreement or easement from Sam's Market or adjacent business (Map 26 Lot 79 or 48)
- Agreement or easement from Apartments behind Sam's (Map 26 Lot 60)
- Amended agreement or easement from landowner off York Street behind Hilltop (Map 7 Lot 1)
- Agreement or easement from landowner off York Street adjacent to City-owned RR ROW (Map 7 Lot 26B)

### **G1**

- Easement from National Guard lot (Map 29 Lot 13B)
- Easement from Irving (Map 7 Lot 18C)

### **G2**

- Easement or agreement from landowner (Map 10 Lot 1) (and possibly landowners Map 7 Lot 29 or 30?)
- Amended agreement with landowners (Map 7 Lot 32 & Lot 26)

## COST ESTIMATES

Cost estimates were provided for the proposed segments described on the previous pages. For more detail, see the full spreadsheet tables provided in the appendix.

### Summary Table

Segment	Type	Length	Priority	Phasing/Timeframe	Construction Cost	Comments
A	M	1,300 ft.	1	Intermediate-Long Term	\$2,797,000	Includes new bridge: \$2.1 million
B1	M	9,000 ft.	1	Short-term	\$703,406	Overpass alterations
B2	NM	15,000 ft.*	2	Intermediate-Long Term	\$480,344	Walking/bike trail along railroad
C	NM	2,250 ft.	1	Short-term	\$184,141	Sidewalk & bike lane
D	M	8,350 ft.	1	Short-term	\$701,219	Includes new bridge: \$225,000
E	M	1,500 ft.	2	Intermediate	\$91,109	Neighborhood connector
F	M-W	2,250 ft.	2	Intermediate	\$127,938	TTS/Main Street
G1	M/N M	6,400 ft. + 900 ft.	1	Short-term	\$320,156	Multi-use + pedestrian segments
G2	M	4,050 ft.	2	Short-term-Intermediate	\$198,813	Alternative to G1
I	NM	1,800 ft.	3	Intermediate-Long Term	\$102,109	Bike & pedestrian link

Type: *M=multi-use, NM=non-motorized, M-W=multi-use, winter only (no ATV)*

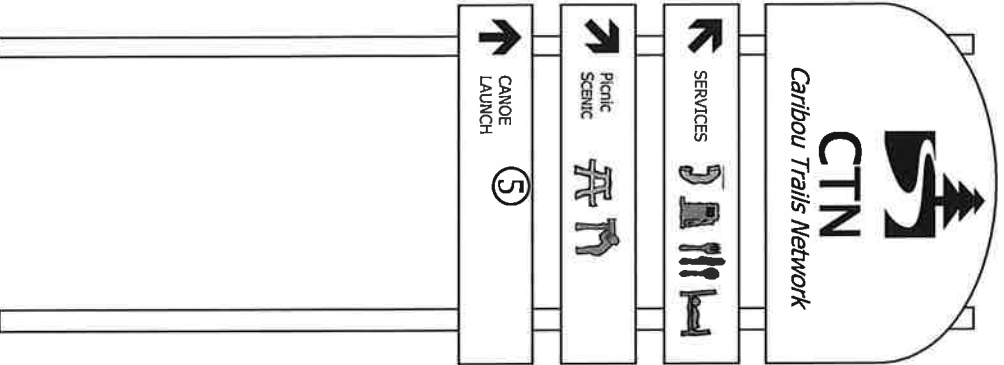
\* The final length of trail segment B2 is undetermined, linear feet provided for reference/planning purposes.

## TRAIL SIGNAGE & AMENITIES

### Signage

Establishing signage for Caribou's Trails Network that is both consistent in design and user-friendly enhances the user satisfaction and safety, and can support economic development associated with the trails network. Existing trail signage is limited, and does not include maps or adequate directional information.

Trailside maps and directional information can help keep trail users on authorized/publicly maintained trails as well as direct them to points of interest, picnic/rest areas, or local business accessed via trail (e.g. Bennett Drive, or future potential riverfront development). On the next page are examples of trail signage and trail markers from other communities.

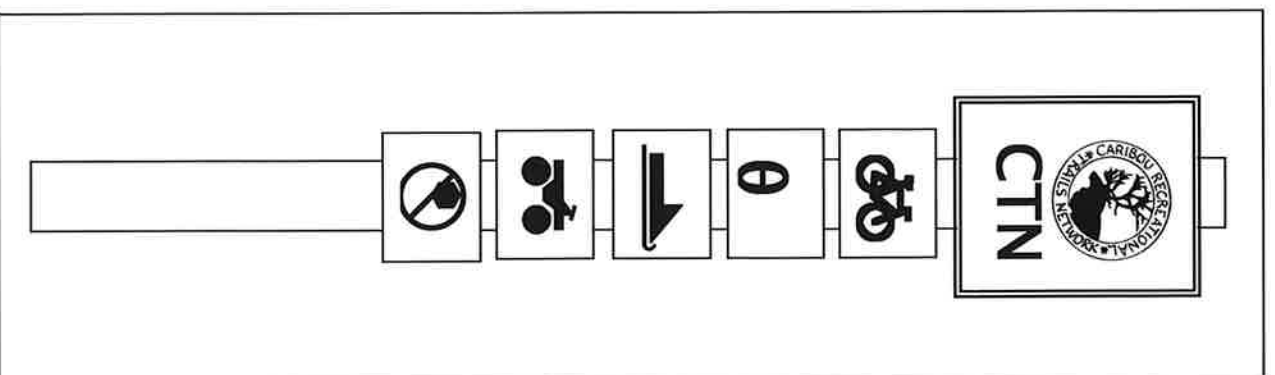


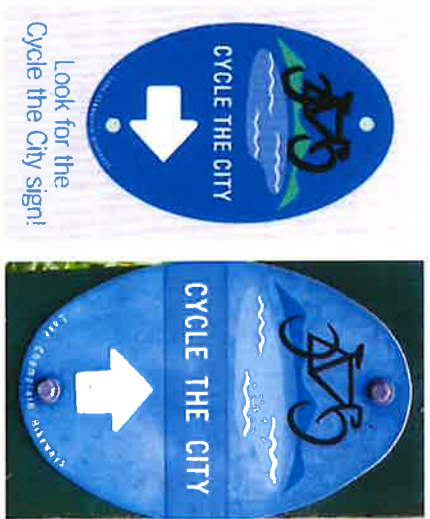
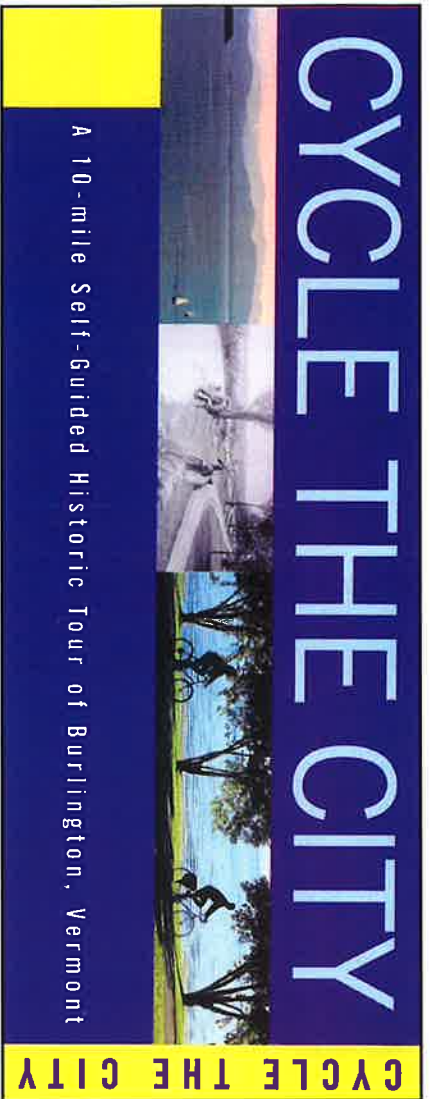
### Other Trail Amenities

- Rest stations: locate rest areas along longer multi-use trail segments and/or signage to direct trail users to public facilities; provide restroom facilities at the Otter Street Park & Ride, and at other future trailhead locations (e.g. the riverfront or off Sincok/York Street at the proposed secondary park & ride, H).
- Park/Picnic areas: provide picnic tables or benches at rest stops, scenic viewpoints or natural areas, etc. along trails; suggested locations include along Water Street/Caribou Stream (Collins Pond/Riverfront connector, C), and at the riverfront.

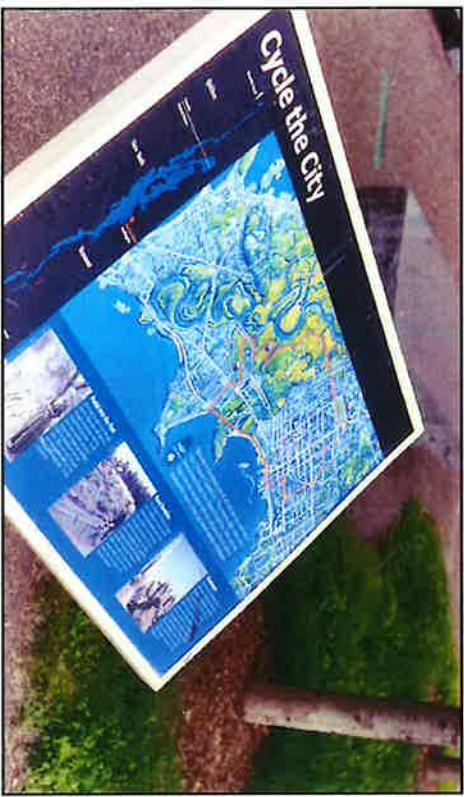
### Caribou Trail Signage

The sign to the left illustrates a possible Caribou Trails Network (CTN) directional & informational sign. Such a sign might be located along the trail at the Park & Ride or riverfront to guide trail users to services, local businesses, or points of interest. The sign to the right is an example of a trail post to indicate what uses are allowed (or not allowed) on the trail.



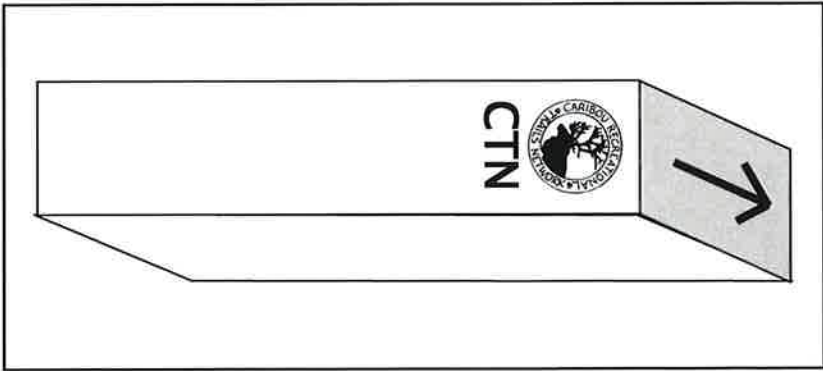


Look for the Cycle the City sign!



The City of Burlington, Vermont, provides trail users with brochures/maps (top left) as well as trail signage including markers (right) and maps with area information (above). The sketch to the far right illustrates a simple post trail marker that could be used in Caribou to encourage trail users to keep on authorized trails.

*Note: while better/more signage can improve the trail experience, too much signage can take away from the trail experience; signage should be well-designed and prudently placed at access points and trail intersections as necessary.*



## RIVERFRONT CONCEPTS

### Background

Five proposed trail segments come together on Caribou's riverfront to the north of the Fort Street bridge. Clearly, the riverfront is vital to the success of the improved trail network, but it also presents an unparalleled opportunity for the City to reclaim and revitalize the riverfront, as a center for trail users from across the State and beyond, and as a commercial center off Route 1.

Trail related facilities on the riverfront can re-energize the local economy by catering to trail-users' needs. An active, attractive riverfront can put Caribou "on the map" for tourists and residents, and it can attract new business.

### A Strategy for Success

Successful redevelopment of waterfront land is occurring across Maine. Towns and cities that turned their backs on their once active waterfront areas are rediscovering the value of these areas for recreation, housing, and commerce.

Caribou's riverfront area stands ready for redevelopment. It has many built-in advantages:

- it's easily accessible off the Route 1 Bypass;
- it ties directly to downtown (via Water Street);
- it has infrastructure in place (roads, sewer, water);
- it's served by rail;
- much of the land is undeveloped;
- it's outside the 100-year floodplain; and
- it's located on a beautiful river with scenic views.

Caribou's Comprehensive Plan recognizes the value and potential of the riverfront for trails, overlooks, picnicking, outdoor festivals, and concerts; it also points out the historic, cultural, and educational value of this stretch of the Aroostook River and recommends that a river interpretive center be built.



Above: view along Broadway Street.

Below: view down Elm Street towards the river.

Given these existing, built-in, advantages, and the trail recommendations for this area under this plan, it is recommended that:

- the City Council endorse the concept of a revitalized riverfront and seek funding for the preparation of a riverfront redevelopment plan based on the preliminary ideas presented in this report;
- the City should create a riverfront redevelopment entity to work with landowners to achieve a plan that benefits all;
- the five trail segments (described previously) become major components of the riverfront plan; and
- the City establish a special taskforce to promote and find funds for constructing a superb, internationally acclaimed, recreational bridge across the Aroostook River – that anchors and launches the revitalization of the riverfront.

Two conceptual riverfront plans are described below. One envisions redevelopment without a rail-line; the other incorporates the existing rail-line. Both plans feature a new recreational bridge located where Caribou's first major bridge was located. (See the bridge design ideas that follow.)

### **Concept Plans for Caribou's Riverfront**

Plans A and B illustrate two approaches to riverfront redevelopment.

- Plan A eliminates the rail-line and emphasizes recreational trails with limited commercial development. In winter the area could become a focal point for snowmobilers. It features an inn or hotel, restaurants, snowmobile storage facilities, large parking lots, and, of course, links to the ITS network (see the plan drawing).



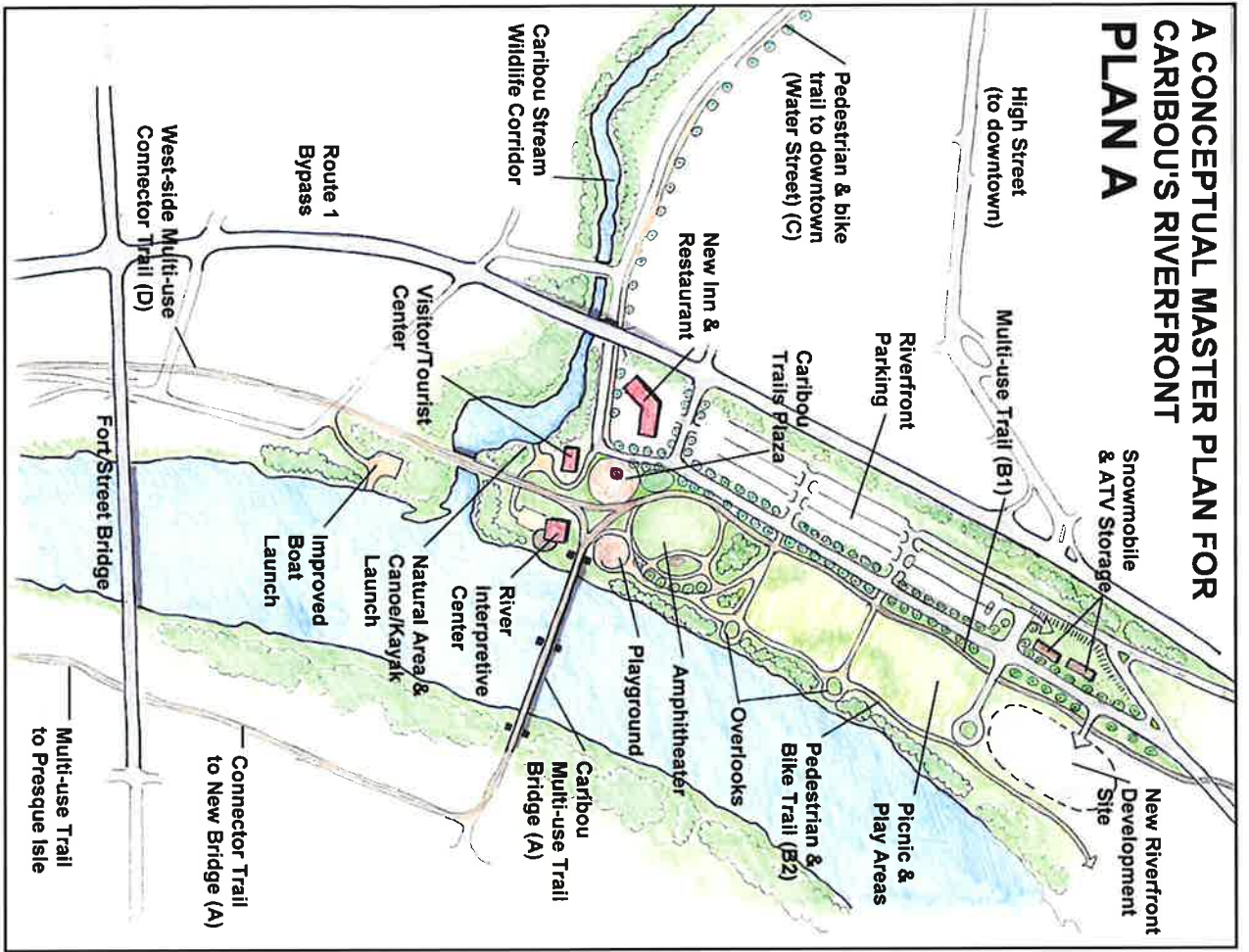
The historic image above shows the old bridge over the Aroostook River; the existing Fort Street bridge is now located south (to the left) on the other side of Caribou Stream. The proposed recreational trail bridge would be located where this historic bridge once was.

- Plan B retains rail service, provides for year-round recreation trails, and anticipates a mix of new commercial and residential development. A new bridge next to the present railroad bridge across Caribou Stream would be needed for trail segment “D.”
- Common Features: Both Plans A and B share many common features:
  - ✓ Caribou Recreational Trail Bridge “A1.?” This bridge should be visible from miles around and will be a prominent feature that symbolizes Caribou’s commitment to trails and the City’s importance as a trail center.
  - ✓ Interconnecting Trails: The following trail segments are located on the riverfront:
    - B1 – Riverfront multi-use trail
    - B2 – Riverfront pedestrian/bike trail
    - C – Collins Pond/Riverfront, non-motorized connector
    - D – Westside/Riverfront multi-use connector
  - ✓ Route 1 Bypass Access: Both plans enjoy convenient access off the bypass.
  - ✓ Internal Road Grid: Traffic movement and access to individual lots is simplified with an easy-to-comprehend street grid, and Broadway becomes an attractive avenue.
  - ✓ Plentiful Parking: Parking for commercial businesses and for riverfront events is provided.
  - ✓ Recreational Facilities: Both plans incorporate:
    - an amphitheater;
    - picnic areas;
    - an improved boat launch;
    - a visitor center;
    - a river interpretative center;
    - natural areas;
    - a wildlife corridor along Caribou Stream; and
    - riverside overlooks.



Above: image of a waterfront trail overlook in Westbrook, ME.

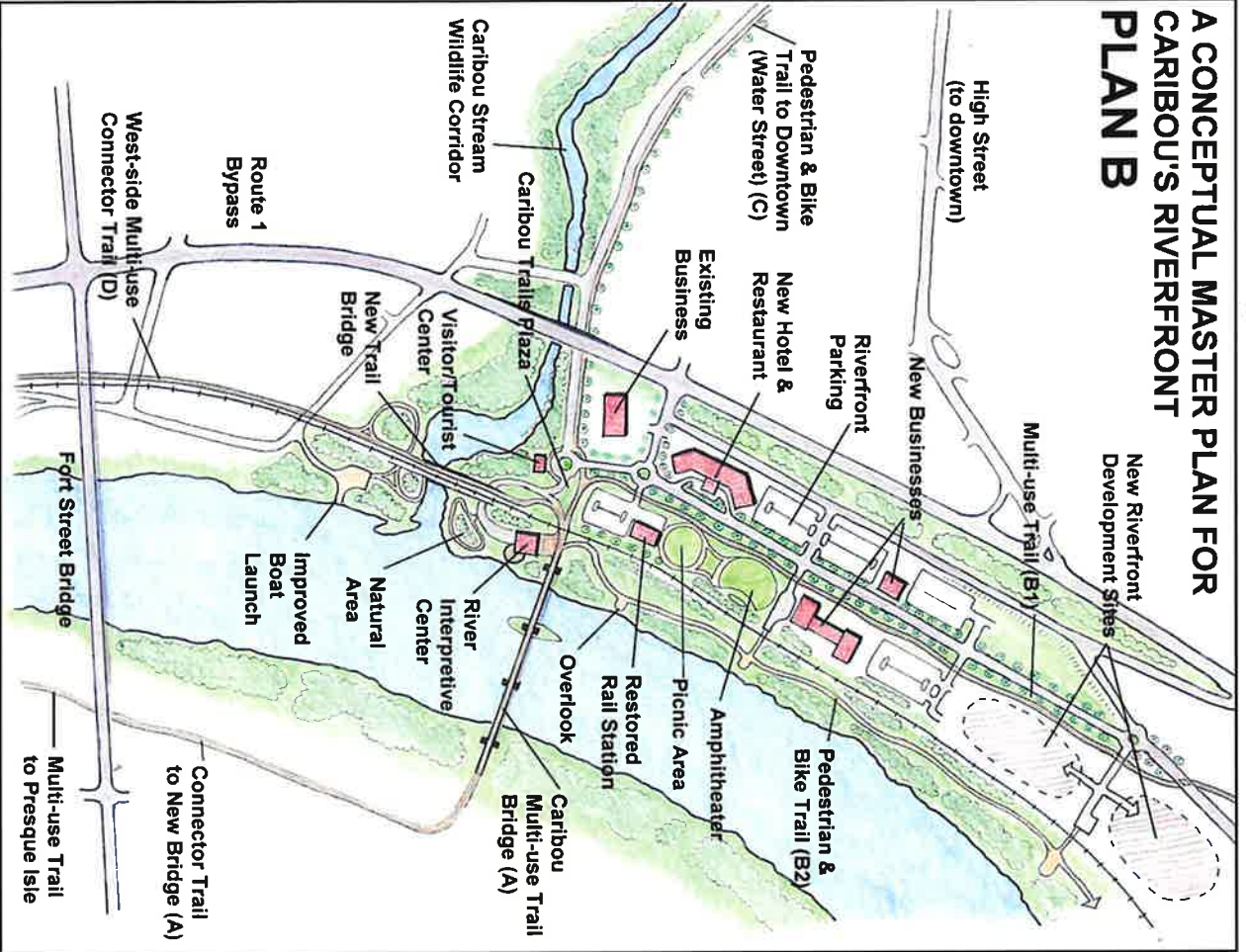
# A CONCEPTUAL MASTER PLAN FOR CARIBOU'S RIVERFRONT PLAN A



Plan A eliminates the rail-line and emphasizes recreational trails with limited commercial development. In winter the area could become a focal point for snowmobilers. It features an inn or hotel, restaurants, snowmobile storage facilities, large parking lots, and, of course, links to the ITS network.



# A CONCEPTUAL MASTER PLAN FOR CARIBOU'S RIVERFRONT PLAN B



*Plan B retains rail service, provides for year-round recreation trails, and anticipates a mix of new commercial and residential development. A new bridge next to the present railroad bridge across Caribou Stream would be needed for trail segment "D."*

## **The Caribou Trail Bridge**

The new Aroostook River trail bridge is intended to become a symbol of Caribou's importance as the center of the County's extensive trails network. It is also a sensible, practical, and much needed connection between county-wide trails.

### **□ Why a new bridge?**

At present ATV's and snowmobiles vie with cars and trucks to cross the river on the Fort Street bridge. This is unsatisfactory and, because the bridge is of historic importance, it cannot be reconfigured to accommodate separate, motorized machines. Further, the alternative snowmobile crossing – on ice, upriver – is dangerous. Clearly, a new bridge located within the old (long demolished) bridge right-of-way is needed.

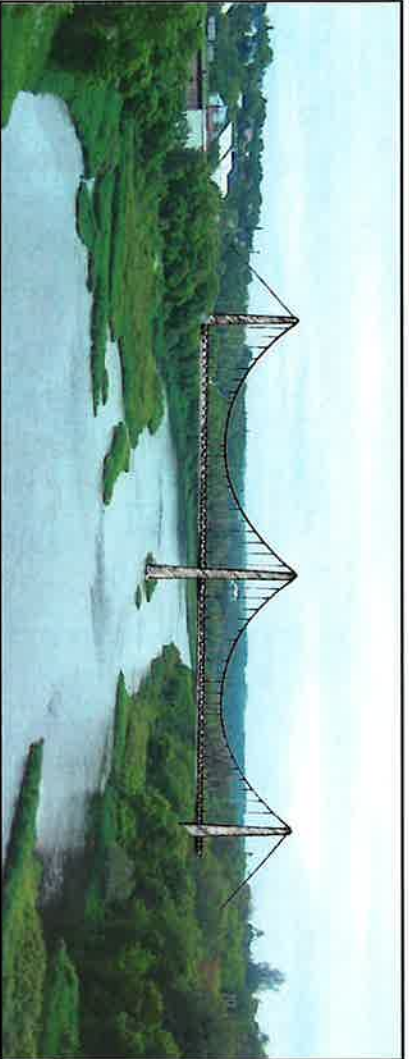
### **□ What kind of bridge?**

Given the spans involved, the history of the old bridge, and the need to stay above the 100-year flood level, preliminary engineering studies suggest using a suspension or cable-stayed type bridge. As the illustrations show, these types of bridges feature tall supporting towers and cable systems holding up a broad travel-way, wide enough to accommodate snowmobiles going in each direction.

### **□ How would it be constructed?**

It appears that a four-span cable-stayed bridge, constructed primarily from composite wood and carbon fiber is feasible. Such a design would generate international interest and would demonstrate the practicality of techniques being advanced by the UMaine's composite wood laboratory. The director of the lab, Habib Dagher is enthusiastic about the concept.

A four-span bridge is advocated because of the geography of the river and the existence of islands on which to build the towers.



These three trail bridge illustrations show a view from the existing Fort Street bridge. The top illustration shows a four-span bridge, while the middle illustration is also a four-span bridge and the lower image is a single span bridge. These are not based on site engineering but are simple photo-simulations to help give the trail bridge vision.

# 6 Trails Program Development

## PROMOTION & ADVERTISING

A critical component of building the economic development aspect of Caribou's trails network is promoting and advertising Caribou for recreational tourism.

Under this Recreational Trails Plan, the Economic Development Goal for Caribou's Trails Network is to develop a trails plan that enhances economic development opportunities, promotes local trails, and results in the distribution of more information (e.g. promoting Caribou businesses/services) to trail users.

There are many ways to get the word out to visitors as well as local residents, including:

- Brochures & maps
- Local/regional advertising
- Website development (an internet presence is essential!)
- Continued coordination with Maine Office of Tourism & Aroostook County Tourism, and State and area chambers of commerce (i.e. the Caribou Chamber of Commerce & Industry)
- Good informational trail signage, including signs along the roadways to direct people to trail access points

### Trail Logo

To build a following and to market its product – i.e. a superb year-round trail system – Caribou should adopt a logo that “brands” its trails network (similar to the trail markers/logos shown in the previous section). A sample idea for a logo is shown here (below).

A logo would be used on all signs, maps, promotional materials, and stationary. Businesses connected to the trail network could also use it in advertisements. And it could be used on T-shirts, coasters and/or brochures.



The *Aroostook County Economic Cluster Report*, produced in 2003 by Planning Decisions, Inc., provides an analysis of Aroostook's tourism, and suggests strategies for further developing the County's recreational tourism, including:

- Develop new tourist destination attractions. Currently snowmobiling and outdoor activities are the major destinations for visitors to Aroostook County. Cross-country skiing and ATV riding are developing rapidly into a new destination attractions. One possible strategy is to develop a new destination attraction that will attract people from long distances.

- Cross-market to existing tourists to come back in other seasons. One half of snowmobilers also own powerboats, and many own ATVs. They could be presented with summer vacation packages when they show up in February. Likewise, many cross country skiers also bicycle in the summer. Summer ATV users and campers can be presented with incentives to try activities in the winter.

These recommendations are a good fit with Caribou's developing trail program, and make sense in the context of Aroostook's economic outlook.

## **PARTNERSHIPS**

The City's ability to partner with public and private entities, non-profit groups, and other important interest groups is vital to the success of its trail system. The City must continue to work closely with ATV and snowmobile clubs, as well as Healthy Maine Partnerships. (Note: the City is already committed to its trail maintenance/trail grooming program, with a plan to replace one of its tractors every 5 years.) There are many opportunities for public-private cooperation to benefit the trails network (for example, future riverfront development); partnering with landowners and/or business owners can create win-win situations with the City. Private businesses & individuals can also contribute significantly to the trails network, financially and in other ways (e.g. in-kind donations, trail sponsorship, local advertising).

### **Landowner Program**

Landowners have a central role in Caribou's trails program; most of the existing trails are dependent upon landowner agreements and cooperation. Therefore, building upon the City's success in developing a strong landowner program will help ensure continued and new participation. Strategies include:

- Make special efforts to acknowledge and thank participating landowners, perhaps at a public trails promotional event

- Address landowner concerns over mis-use and damage by motorized trail vehicles; for example, closing trails as needed during mud season, or establishing a local damage mitigation fund for landowners, to repair environmental damage or reimburse landowners for damage to crops, trees, or orchards caused by ATV riders (when those riders cannot be identified or held accountable)
- Work with local and state law enforcement to improve enforcement of ATV and other regulations

The better the trails network meets the needs of motorized vehicle users, the less likely it is for the City to have problems; if the City can expand on its multi-use trails network to improve connectivity and accessibility, riders may be less likely to use “unauthorized” trails on private property or ride on public roads. Area ATV and snowmobile clubs are an additional source for improving awareness, safety and stewardship on trails.

(On the recently passed ATV state legislation)

“The new law also includes a law-enforcement grant program to help fund local police that want to get involved. It substantially increases the fine for running or attempting to run from an officer, makes it illegal to drive through streams and ponds and outlaws snorkel kits designed to allow underwater operation. And it changes the exhaust sound-level test to one that can be done in the field easily.”

“... with the new and much harsher penalties and funding available to help more enforcement agencies get outfitted to do some of this enforcement, and clubs increasing available trails, most of the problems should go away. We want to improve the image of the sport. With 3,000 miles of trail already available and over 100 clubs now working hard locally to change the image of the sport and having money available from our department to build or improve trails, there will be little need to be on roads that are not open for that use.”

Scott D. Ramsay, Department of Conservation, Director of off-road vehicles division of the Bureau of Parks & Land

**From “Parks administrator explains new ATV rules”**  
 Kennebec Journal, Sunday, October 24, 2004

# 7 Funding, Phasing, & Action Strategies

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## FUNDING OPPORTUNITIES

The following is a list of possible funding sources. The table following the funding sources descriptions identifies trail segments that could be supported from these sources. The best combination of funds for any particular segment will depend on many factors, including priority and timeframes.

### Funding Sources

1. ME Dept. of Transportation (MDOT) – Enhancement Program and Safe Routes to School Program
2. ME Dept. of Conservation (MDOC) – Recreational Trails Program, Snowmobile/ATV Programs
3. City Capital Improvements Budget
4. Trail Bond Package (proposed)
5. Special Congressional Appropriations
6. Healthy Maine Partnerships
7. Private Contributions/Capital Campaign
8. Foundation Grants/Government Grants
9. Land For Maine's Future
10. Maine Outdoor Heritage Fund
11. CDBG Program (ME Dept. of Economic & Community Development, DECD)
12. TIF (Tax Increment Financing)
13. Gifts, Trades & In-kind Contributions
14. Existing City Funds

### Funding Source Descriptions

1. MDOT is a major source of funds for bike & pedestrian trails, through the Enhancement and Safe Routes to School Programs. Enhancement funds can also be used for the restoration of historic transportation structures such as the rail station or the old railroad turntable.

Deadlines

Enhancement Program: August 2005  
Safe Routes to School Program: Anticipated availability of funds Fall 2005 (January deadline)

2. The DOC ATV & snowmobile trail programs continue to provide basic funding for trail building and maintenance. The DOC also funds some hiking trail construction costs, which require matching funds.

Deadlines

Recreational Trails Program: December 6, 2004

ATV Program: May 30, 2005

Snowmobile: November 1, 2005 (though applications should be submitted as soon after July 1st as possible)

3. The City can contribute significantly to local economic development by investing in an on-going trail program, an annual set-aside for sidewalks, bike lanes and trail signage would allow for sensible, long-term trail planning. Trails should, ideally, be a line-item in the annual budget.
4. This Statewide Trail Bond is a new initiative that has yet to be worked out and put out for legislative consideration (or as a referendum). The idea, however, is enticing. Caribou should consider supporting it.
5. Given the influential positions Maine's Congressional members hold (Snowe & Collins in the Senate, Michaud on the House Transportation Committee), Caribou should carefully explore ways to obtain special funding allocations to support trail infrastructure construction.
6. Partnering health concerns with trail building to grow healthy communities makes sense. Caribou should explore these options with Healthy Maine Partnerships.
7. When local matching funds are needed to make a grant viable, private dollars can leverage results. Better still is the formation of a "friends and supporters" group that can actively seek out private donations and/or head up a capital campaign. If businesses see the benefit of a trails network, they'll participate.



8. A limited number of private foundations (especially in the community health and quality-of-life-fields) may help fund walking and biking trails.

Scientific research and development funds may also be available (through the AEWCC Center at UMO, for example) to help fund the Caribou Trail bridge.

9. The Land for Maine's Future Program provides funding to protect lands that have exceptional natural or recreational value through conservation easements or acquisition. Proposals are submitted to the state LMF board, and are expected to have a match greater than or equal to 1/3 of the total eligible project costs. Additional criteria for trails:

- a. Includes a variety of landscapes,
- b. Provides connections to existing trail routes or trail facilities,
- c. Provides connections to other public recreation areas or community facilities, and
- d. Provides connections to needed services (parking, food, water, shelter, fuel, repair services).

Currently the program has no funds, and needs to be reauthorized by the legislature.

10. Each year, about \$1.5 million are distributed to innovative projects that directly benefit Maine's outdoor heritage. Grants are awarded in four different categories: fisheries and wildlife enhancement, public land acquisition, endangered species protection and natural resources law enforcement. (Unlike the Land For Maine's Future Program, the State must hold title to, or an easement on, any parcel of land acquired with ME Outdoor Heritage Funds.) Any entity interested in obtaining funding for a conservation or recreation project from the Maine Outdoor Heritage Fund must apply through one of 16 designated state Natural Resource Agencies.

Deadline: March 1 and September 1 of each year<sup>2</sup>

11. Community Development Block Grants are available for sidewalk improvements – especially if tied to a downtown or riverfront plan.

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<sup>2</sup> The City must apply through one of 16 designated state Natural Resource Agencies; Summary Information Forms should be submitted to sponsoring Natural Resource Agencies one month before the application deadline (February 1st and August 1st).

Deadline: (Public Infrastructure Grant) December 10, 2004 (once a year, December deadline)

12. Some Maine towns have successfully shifted portions of their TIF funds to downtown improvements. In Caribou, the riverfront could become a TIF district and some of the tax gains could be committed to trail development. The Council should be encouraged to explore this option.
13. Caribou continues to benefit from generous landowner agreements. Commitments to lease, sell, or sell conservation easements, by willing landowners, can count as match dollars and help improve the trail network. Likewise, so can in-kind contributions.
14. The Caribou Recreation Department has some limited funds ( $\pm$  \$50,000) available to purchase trail easements.

**Matching Funds with Trails: Options to Consider**

Funding Source	Trail Segment Where Funds Could Apply*										
	A	B1	B2	C	D	E	F	G1	G2	H	I
1. MDOT	A	B1	B2	C	D	E	F	G1	G2	H	I
2. MDOC	A	B1	B2		D	E	F	G1	G2	H	I
3. City Capital Improvements	A	B1	B2	C	D	E	F	G1	G2	H	
4. Trail Bond Package	A	B1			D						
5. Special Congressional Appropriations	A	B1			D						
6. Healthy Maine Partnerships			B2	C							I
7. Private Contributions/Capital Campaign	A				D	E	F	G1	G2	H	I
8. Foundation Grants/Government Grants	A	B1	B2		D						I
9. Land for Maine's Future	A	B1	B2		D	E	F	G1	G2	H	I
10. Maine Outdoor Heritage Fund		B1	B2		D			G1	G2	H	
11. CDBG				C							
12. TIF	A	B1	B2		D						
13. Gifts, Trades & In-kind Contributions	A	B1	B2		D	E	F	G1	G2	H	I
14. Existing City Funds	(to be decided)										

\* This is a first-cut. To maximize available funds, the priorities, time-frames (for trail construction and funding cycles) and local politics must be considered.

**Summary Table: PRIORITIES, Cost Estimates & Grant Application Deadlines**  
*Only funding sources with deadlines are listed, other funding still applies.*

Segment	Type	Priority	Phasing/Timeframe	Construction Cost	Upcoming Grant Deadlines
A	Multi-use	1	Intermediate-Long Term	\$2,797,000	MDOT – August 2005
B1	Multi-use	1	Short-term	\$703,406	MDOT – August 2005 MDOC – Dec. 6, 2004 MDOC – May 30, 2005 MOHF – March 1, 2005
B2	Non-Motorized	2	Intermediate-Long Term	(\$480,344)	MDOT – August 2005 MDOC – Dec. 6, 2004 MDOC – May 30, 2005 MOHF – March 1, 2005
C	Non-Motorized	1	Short-term	\$184,141	MDOT – August 2005 CDBG – December 2004/ 2005
D	Multi-use	1	Short-term	\$701,219	MDOC – Dec. 6, 2004 MDOC – May 30, 2005 MOHF – March 1, 2005
E	Multi-use	2	Intermediate	\$91,109	MDOC – Dec. 6, 2004 MDOC – May 30, 2005
F	Multi-use, Winter	2	Intermediate	\$127,938	MDOC – Dec. 6, 2004 MDOC – July 1 (Nov. 1)
G1	Multi-use/Non-Motorized	1	Short-term	\$320,156	MDOC – Dec. 6, 2004 MDOC – May 30, 2005 MOHF – March 1, 2005
G2	Multi-use	2	Short-term-Intermediate	\$198,813	MDOC – Dec. 6, 2004 MDOC – May 30, 2005 MOHF – March 1, 2005
I	Non-Motorized	3	Intermediate-Long Term	\$102,109	MDOT – Fall/winter 2005

## **ACTION STRATEGIES: NEXT STEPS**

Once this Recreational Trail Plan is approved, the City will need to keep the momentum going through trails promotion and producing a few “early successes” projects. Three courses of action are recommended:

### **Promote the Plan Locally**

Advertising the new Trails Plan, through news releases, posters, trails events, etc., will help the City gain public support. The success of the trails network is dependent on residents’ awareness of, and involvement in, trails development. Keep them informed of progress and successes, big or small. The establishment of a “friends of” citizen support group could help the City accomplish promotion and fundraising goals.

### **Focus on “Jump-starter” Projects**

The City could stimulate public interest and support in trails development (and future City funding for trails) by implementing a few of the smaller proposed trail projects, including the Collins Pond/Riverfront connector (C), connectors to existing trails (E, F), and the design and posting of trail signage. Such projects have relatively few obstacles and lower costs compared to other trail segments.

### **Start Fundraising & Grant Writing**

This Recreational Trails Plan identifies priorities and funding sources for the City to target. For larger and more involved projects, such as the proposed Aroostook River trail bridge, a fundraising strategy and timeline should be outlined for each project. Establishing a capital campaign for the Trails Network or specific projects can go a long way to providing match funds for grants.

# 8 Appendix

## COST ESTIMATES TABLE

### City of Caribou

#### Multi Use Trail Master Planning CONSTRUCTION COST ESTIMATE - October 29, 2004

*Wright-Pierce Engineering*

TRAIL SEGMENT A1 - Aroostook River trail bridge & multi-use trail connection to Fort Street  
Approximately 1300 foot multi-use trail and bridge over the Aroostook River

NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1	EXCAVATION	1	LS	\$8,450.00	\$8,450
2	CLEARING & GRUBBING	1	LS	\$6,500.00	\$6,500
3	STONE DUST SURFACING (6" DEPTH)	300	CY	\$21.00	\$6,300
4	AGGREGATE BASE (12" DEPTH)	600	CY	\$16.50	\$9,900
5	LOAMING & SEEDING	1450	SY	\$8.00	\$11,600
6	SLOPE STABILIZATION (FABRIC)	600	SY	\$6.00	\$3,600
7	DRAINAGE IMPROVEMENTS/CULVERTS	1	LS	\$2,200.00	\$2,200
8	STONE/RIPRAP	10	CY	\$55.00	\$550
9	LANDSCAPING / TRIMMING	1	LS	\$4,000.00	\$4,000
10	HOT BIT. PAVEMENT (BRIDGE APPROACHES)	50	TON	\$110.00	\$5,500
11	AROOSTOOK RIVER BRIDGE	1	ALL	\$2,100,000.00	\$2,100,000
12	TRAIL SIGNAGE	1	LS	\$4,000.00	\$4,000
13	MOBILIZATION / EROSION CONTROL	1	LS	\$75,000.00	\$75,000
				SUBTOTAL:	\$2,237,600
				DESIGN, PERMITTING AND CONTINGENCY:	\$559,400
				TOTAL:	\$2,797,000

TRAIL SEGMENT B1 - Riverfront multi-use trail from Water Street/proposed trail bridge up to RR  
 Approximately 9000 foot multi-use trail, incl. modifications to overpass over Route 89

NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1	EXCAVATION	1	LS	\$58,500.00	\$58,500
2	CLEARING & GRUBBING	1	LS	\$11,000.00	\$11,000
3	STONE DUST SURFACING (6" DEPTH)	2100	CY	\$21.00	\$44,100
4	AGGREGATE BASE (12" DEPTH)	4200	CY	\$16.50	\$69,300
5	LOAMING & SEEDING	8000	SY	\$8.00	\$64,000
6	SLOPE STABILIZATION (FABRIC)	550	SY	\$6.00	\$3,300
7	DRAINAGE IMPROVEMENTS/CULVERTS	1	LS	\$4,500.00	\$4,500
8	STONE/RIPRAP	25	CY	\$55.00	\$1,375
9	LANDSCAPING / TRIMMING	1	LS	\$2,500.00	\$2,500
10	HOT BIT. PAVEMENT	15	TON	\$110.00	\$1,650
11	ALTERATIONS TO OVERPASS	1	ALL	\$250,000.00	\$250,000
12	TRAIL SIGNAGE	1	LS	\$2,500.00	\$2,500
13	MOBILIZATION / EROSION CONTROL	1	LS	\$50,000.00	\$50,000
				SUBTOTAL:	\$562,725
				DESIGN, PERMITTING AND CONTINGENCY:	\$140,681
				TOTAL:	\$703,406

TRAIL SEGMENT C - Collins Pond non-motorized connector (Main Street to Broadway Street)  
 Approximately 2250 foot sidewalk and bike lane

NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1	EXCAVATION	1	LS	\$14,750.00	\$14,750
2	BITUMINOUS CURBING	2000	LF	\$8.00	\$16,000
3	AGGREGATE BASE (12" DEPTH)	725	CY	\$16.50	\$11,963
4	LOAMING & SEEDING	1500	SY	\$11.00	\$16,500
5	SLOPE STABILIZATION (FABRIC)	100	SY	\$6.00	\$600
6	DRAINAGE IMPROVEMENTS	1	LS	\$14,000.00	\$14,000
7	CMU RETAINING WALLS	300	SF	\$45.00	\$13,500





**TRAIL SEGMENT G1 - Multi-use & pedestrian trail from Collins Pond to the AVT (parallel to York St)**  
 Approximately 6400 foot multi-use trail and 900 foot pedestrian/bike trail

NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1	EXCAVATION	1	LS	\$44,200.00	\$44,200
2	CLEARING & GRUBBING	1	LS	\$14,500.00	\$14,500
3	STONE DUST SURFACING (6" DEPTH)	1700	CY	\$21.00	\$35,700
4	AGGREGATE BASE (12" DEPTH)	3350	CY	\$16.50	\$55,275
5	LOAMING & SEEDING	6500	SY	\$8.00	\$52,000
6	SLOPE STABILIZATION (FABRIC)	800	SY	\$6.00	\$4,800
7	DRAINAGE IMPROVEMENTS/CULVERTS	1	LS	\$7,800.00	\$7,800
8	STONE/RIPRAP	50	CY	\$55.00	\$2,750
9	LANDSCAPING / TRIMMING	1	LS	\$8,000.00	\$8,000
10	HOT BIT. PAVEMENT	10	TON	\$110.00	\$1,100
11	TRAIL SIGNAGE	1	LS	\$2,000.00	\$2,000
12	MOBILIZATION / EROSION CONTROL	1	LS	\$28,000.00	\$28,000
				SUBTOTAL:	\$256,125
				DESIGN, PERMITTING AND CONTINGENCY:	\$64,031
				TOTAL:	\$320,156

**TRAIL SEGMENT G2 - Alternative multi-use trail from Washburn Road to the AVT**  
 Approximately 4050 foot multi-use trail

NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1	EXCAVATION	1	LS	\$25,000.00	\$25,000
2	CLEARING & GRUBBING	1	LS	\$12,000.00	\$12,000
3	STONE DUST SURFACING (6" DEPTH)	950	CY	\$21.00	\$19,950
4	AGGREGATE BASE (12" DEPTH)	1900	CY	\$16.50	\$31,350
5	LOAMING & SEEDING	3750	SY	\$8.00	\$30,000
6	SLOPE STABILIZATION (FABRIC)	400	SY	\$6.00	\$2,400
7	DRAINAGE IMPROVEMENTS/CULVERTS	1	LS	\$6,500.00	\$6,500

8	STONE/RIPRAP	50	CY		\$55.00	\$2,750
9	LANDSCAPING / TRIMMING	1	LS		\$7,500.00	\$7,500
10	HOT BIT. PAVEMENT	10	TON		\$110.00	\$1,100
11	TRAIL SIGNAGE	1	LS		\$2,500.00	\$2,500
12	MOBILIZATION / EROSION CONTROL	1	LS		\$18,000.00	\$18,000
					<b>SUBTOTAL:</b>	<b>\$159,050</b>
					<b>DESIGN, PERMITTING AND CONTINGENCY:</b>	<b>\$39,763</b>
					<b>TOTAL:</b>	<b>\$198,813</b>

**LOWER PRIORITY TRAIL SEGMENTS**

TRAIL SEGMENT B2 - Connector between segment B1 ands Grimes Road along RR right-of-way  
 Approximately 15,000 foot multi-use trail

NO.	DESCRIPTION	QUANTITY	UNIT		UNIT PRICE	COST
1	EXCAVATION	1	LS		\$20,000.00	\$20,000
2	STONE DUST SURFACING (6" DEPTH)	3400	CY		\$21.00	\$71,400
3	AGGREGATE BASE (12" DEPTH)	6750	CY		\$16.50	\$111,375
4	LOAMING & SEEDING	13250	SY		\$8.00	\$106,000
5	SLOPE STABILIZATION (FABRIC)	750	SY		\$6.00	\$4,500
6	DRAINAGE IMPROVEMENTS/CULVERTS	1	LS		\$2,500.00	\$2,500
7	STONE/RIPRAP	50	CY		\$55.00	\$2,750
8	LANDSCAPING / TRIMMING	1	LS		\$18,500.00	\$18,500
9	HOT BIT. PAVEMENT	25	TON		\$110.00	\$2,750
10	TRAIL SIGNAGE	1	LS		\$4,500.00	\$4,500
11	MOBILIZATION / EROSION CONTROL	1	LS		\$40,000.00	\$40,000
					<b>SUBTOTAL:</b>	<b>\$384,275</b>
					<b>DESIGN, PERMITTING AND CONTINGENCY:</b>	<b>\$96,069</b>
					<b>TOTAL:</b>	<b>\$480,344</b>

TRAIL SEGMENT E - Connector from ITS to neighborhood  
Approximately 1500 foot multi-use trail

NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1	EXCAVATION	1	LS	\$9,800.00	\$9,800
2	CLEARING & GRUBBING	1	LS	\$8,000.00	\$8,000
3	STONE DUST SURFACING (6" DEPTH)	350	CY	\$21.00	\$7,350
4	AGGREGATE BASE (12" DEPTH)	675	CY	\$16.50	\$11,138
5	LOAMING & SEEDING	1700	SY	\$8.00	\$13,600
6	SLOPE STABILIZATION (FABRIC)	225	SY	\$6.00	\$1,350
7	DRAINAGE IMPROVEMENTS/CULVERTS	1	LS	\$4,500.00	\$4,500
8	STONE/RIPRAP	10	CY	\$55.00	\$550
9	LANDSCAPING / TRIMMING	1	LS	\$5,500.00	\$5,500
10	HOT BIT. PAVEMENT	10	TON	\$110.00	\$1,100
11	TRAIL SIGNAGE	1	LS	\$2,000.00	\$2,000
12	MOBILIZATION / EROSION CONTROL	1	LS	\$8,000.00	\$8,000
				SUBTOTAL:	\$72,888
				DESIGN, PERMITTING AND CONTINGENCY:	\$18,222
				TOTAL:	\$91,109

TRAIL SEGMENT F - New snowmobile trail connection between ITS and Main Street  
Approximately 2250 foot multi-use trail

NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1	EXCAVATION	1	LS	\$14,500.00	\$14,500
2	CLEARING & GRUBBING	1	LS	\$11,000.00	\$11,000
3	STONE DUST SURFACING (6" DEPTH)	525	CY	\$21.00	\$11,025
4	AGGREGATE BASE (12" DEPTH)	1050	CY	\$16.50	\$17,325
5	LOAMING & SEEDING	2500	SY	\$8.00	\$20,000
6	SLOPE STABILIZATION (FABRIC)	300	SY	\$6.00	\$1,800
7	DRAINAGE IMPROVEMENTS/CULVERTS	1	LS	\$5,500.00	\$5,500

8	STONE/RIPRAP	20	CY		\$55.00	\$1,100
9	LANDSCAPING / TRIMMING	1	LS		\$6,000.00	\$6,000
10	HOT BIT. PAVEMENT	10	TON		\$110.00	\$1,100
11	TRAIL SIGNAGE	1	LS		\$2,000.00	\$2,000
12	MOBILIZATION / EROSION CONTROL	1	LS		\$11,000.00	\$11,000
					SUBTOTAL:	\$102,350
					DESIGN, PERMITTING AND CONTINGENCY:	\$25,588
					TOTAL:	\$127,938

**TRAIL SEGMENT I - New bike and pedestrian trail connection between ITS and Woodland Rd/Rte. 228**

Approximately 1800 foot bike and pedestrian trail

NO.	DESCRIPTION	QUANTITY	UNIT		UNIT PRICE	COST
1	EXCAVATION	1	LS		\$10,000.00	\$10,000
2	CLEARING & GRUBBING	1	LS		\$9,000.00	\$9,000
3	STONE DUST SURFACING (6" DEPTH)	375	CY		\$21.00	\$7,875
4	AGGREGATE BASE (12" DEPTH)	725	CY		\$16.50	\$11,963
5	LOAMING & SEEDING	1800	SY		\$8.00	\$14,400
6	SLOPE STABILIZATION (FABRIC)	300	SY		\$6.00	\$1,800
7	DRAINAGE IMPROVEMENTS/CULVERTS	1	LS		\$6,000.00	\$6,000
8	STONE/RIPRAP	10	CY		\$55.00	\$550
9	LANDSCAPING / TRIMMING	1	LS		\$8,000.00	\$8,000
10	HOT BIT. PAVEMENT	10	TON		\$110.00	\$1,100
11	TRAIL SIGNAGE	1	LS		\$2,000.00	\$2,000
12	MOBILIZATION / EROSION CONTROL	1	LS		\$9,000.00	\$9,000
					SUBTOTAL:	\$81,688
					DESIGN, PERMITTING AND CONTINGENCY:	\$20,422
					TOTAL:	\$102,109

**PUBLIC WORKSHOP SURVEY & SUMMARY**

**Survey Questions**

**1) Please rate the importance of each of the items listed below.**

1=very important, 2=somewhat important, 3=neutral, 4=not so important, 5=not at all important, X=unsure/undecided

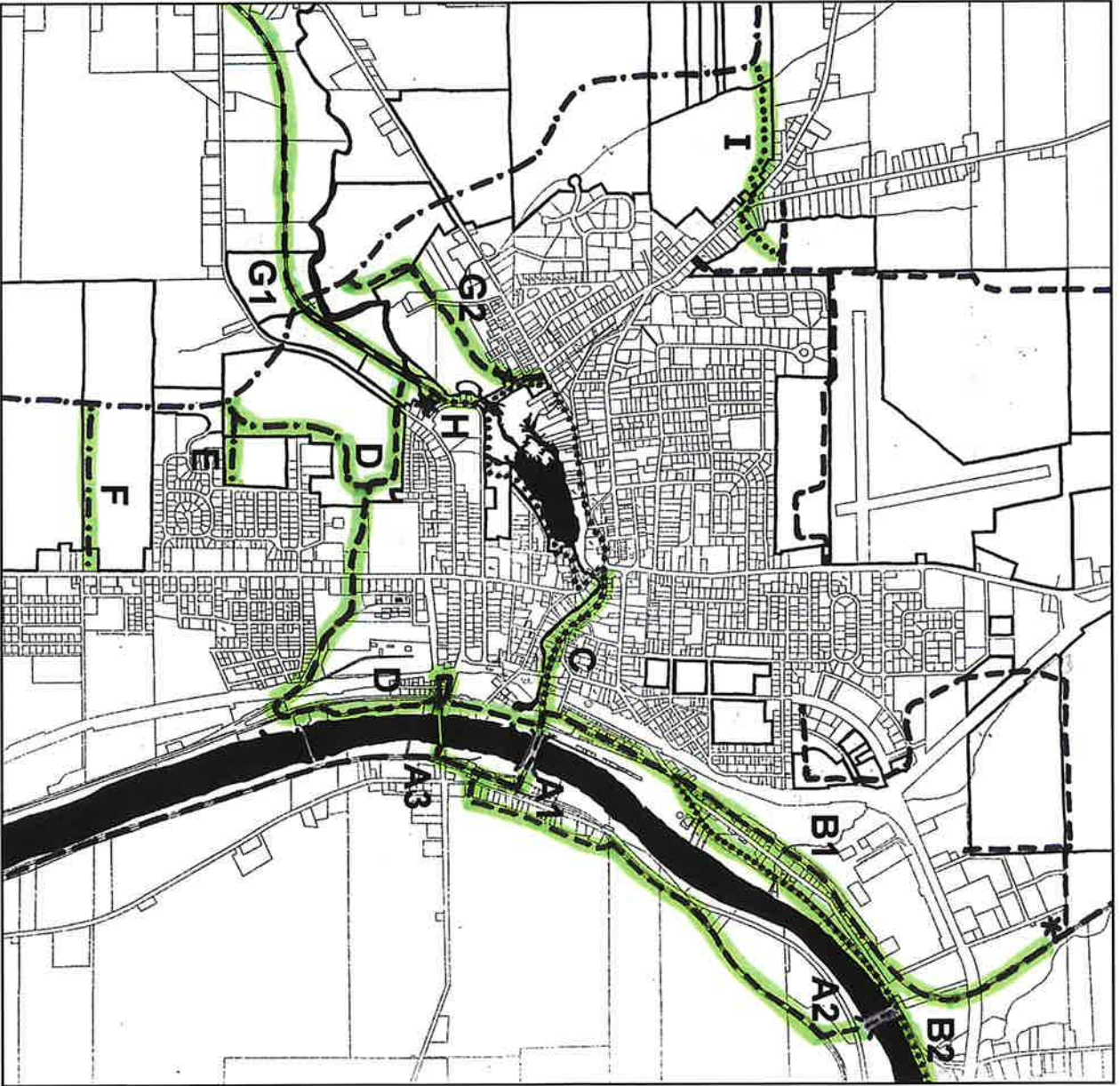
Rating	Top 3
<ul style="list-style-type: none"> <li>Expand the motorized trail network (ATV &amp; snowmobile) in Caribou</li> </ul>	
<ul style="list-style-type: none"> <li>Expand the non-motorized trail network (pedestrian &amp; bicycle) in Caribou</li> </ul>	
<ul style="list-style-type: none"> <li>Improve access to motorized trails from downtown neighborhoods</li> </ul>	
<ul style="list-style-type: none"> <li>Establish other trail “park &amp; ride” sites</li> </ul>	
<ul style="list-style-type: none"> <li>Promote/invest in Caribou trails network as an economic development initiative (tourism/recreation)</li> </ul>	
<ul style="list-style-type: none"> <li>Improve informational trail signage to include maps, trail markers, and a directory of Caribou businesses/services/attractions</li> </ul>	
<ul style="list-style-type: none"> <li>Improve sidewalks and add bike lanes in the downtown &amp; surrounding neighborhoods</li> </ul>	
<ul style="list-style-type: none"> <li>Develop riverfront trails (motorized and non-motorized)</li> </ul>	
<ul style="list-style-type: none"> <li>Construct a recreational bridge across the Aroostook River for trail users (motorized and non-motorized)</li> </ul>	
<ul style="list-style-type: none"> <li>Develop a master plan for the Riverfront, including recreational uses</li> </ul>	
<ul style="list-style-type: none"> <li>Other:</li> </ul>	

**2) Go back to the list above and number the top 3 priorities (select 3 only) that you would like to see the City engage in.** (1=top priority, 2=second priority, 3=third priority)

3) The enclosed map shows existing and proposed trail routes and features/facilities in Caribou. For each proposed item/segment listed below, please rate your level of support. (See map, over.)

1=strongly support, 2=somewhat support, 3=neutral, 4=little support, 5=don't support, X=unsure/undecided

Rating	
A1	Recreational river crossing (trail bridge), option 1, just north of the Fort Street bridge, connecting the multi-use trail to Presque Isle from the south to the Broadway/Limestone Street riverfront area
A2	Alternative location for a recreational river crossing (trail bridge), option 2, including trail extension along the River Road and the railroad right-of-way
A3	Alternative river crossing (using the Fort Street Bridge), option 3, connecting the Presque Isle trail (east side of river) to Caribou center (west side of river)
B1	Multi-use, riverfront trail (west side of river), along Broadway/Limestone Streets and the railroad right-of-way, north to the B&A trail and Otter Street Park & Ride
B2	Pedestrian/bike, riverfront trail (west side of river), using the railroad right-of-way along the river
C	Pedestrian/bike connector from Collins Pond Trail to the riverfront
D	Multi-use trail extending from the riverfront area north to Broadway/ Limestone St. and west across Main Street to existing trails (and to AVT)
E	Multi-use trail access connector from Hilltop Elementary School to existing snowmobile trail
F	Multi-use trail access connector from Main Street to existing snowmobile trail
G1	Multi-use trail connector between Collins Pond/Sincock Street and existing AVT route (at the York Street crossing) using old railroad right-of-way and private land
G2	Alternative trail connector from Collins Pond/Washburn Street to proposed trail (F) that connects to AVT (York Street crossing)
H	Proposed "park & ride" location off Sincock Street
I	Pedestrian/bike trail connector at High School, from Sweden Street and existing multi-use trail (by the airport) to the existing snowmobile trail behind the High School



Recreational Trails Survey Results

	#1	#2	#3	#4	#5	X	P #1	P #2	P #3						
Expand motorized trail network in Caribou	47	1	3	1	6	1	16	7	5						
Expand non-motorized trail network in Caribou	23	14	8	8	4	3	9	6	5						
Improve access to motorized trails from downtown neighborhoods	29	16	6	1	6	1	4	7	6						
Establish other park & ride sites	8	19	14	12	5	0	0	2	2						
Promote/invest as trails as ED initiative (tourism/recreation)	35	13	7	2	0	1	5	4	11						
Improve informational trail signage/maps/directory	32	17	7	2	1	0	0	5	7						
Improve sidewalks and add bike lanes in downtown & neighborhoods	17	11	13	11	6	2	3	5	3						
Develop riverfront trails	28	16	10	1	2	0	4	3	5						
Construct recreational bridge crossing for trail users	36	11	4	1	3	1	6	6	3						
Develop a master plan for the waterfront (22 surveys)	13	5	3					2							
Other															
Develop an authorized trail system around Caribou area from B&A railroad bed to all other points without upsetting landowners 1 - very important, Priority 2															
Skateboard park for teens 1 - very important, Priority 1															
Skateboard park for kids 1 - very important															
Skate Park 1 very important															
Multi-use trails to include skiers, horses, sled dogs - Not rated															
Paved Bike Paths 1- very important, Priority 3															
Develop a summer & winter route around Caribou High School ski trails to connect system to Quillette's Variety north of Caribou 1-very important, Priority 1															
Cross country ski trails connecting between local areas 2 - somewhat important															
Skate Park 1 very important															
61 Surveys returned															



Survey Results – Page 2

Trail Segment	Level of Support					X
	#1	#2	#3	#4	#5	
B1	23	4	-	-	-	-
A1	20	5	-	1	1	-
D	16	6	5	-	-	-
G1	15	7	2	-	1	1
E	13	6	4	-	1	1
F	8	12	3	-	2	1
B2	11	5	1	5	4	-
G2	7	10	2	4	1	2
C	8	3	7	1	4	1
H	6	6	7	2	3	2
I	4	3	9	1	6	1
A2	4	6	6	4	5	-
A3	7	4	3	2	9	-

29 surveys returned; 1 not used

Trail Segment	Level of Support
A1	High level of support; nearly no opposition
A2	Neutral support, some opposition
A3	Nearly equal but lower levels of both strong support and strong opposition
B1	Strongest support, no opposition
B2	Good support, some opposition (likely due to desire for multitrail instead)
C	Some support, leaning towards neutral, some opposition (why???)
D	Good support, no opposition
E	Good support, no opposition
F	Relatively good support, nearly no opposition
G1	Good support, no opposition
G2	Relatively good support, a little opposition
H	Some support, leaning towards neutral, little opposition
I	Mostly neutral, nearly equal levels of both support and opposition