

A Statewide System of Multi-Use Trails

Preliminary Findings:

- 1. Work is well underway towards a statewide system of trails.** Grass roots groups have initiated a wide range of local market and tourist market trails. These trails are in various stages of completion. Charts on the back of this page give a partial listing trail building efforts.
- 2. In order to develop and plan a statewide trail system, a comprehensive inventory and a map of trails is needed.** An inventory and mapping effort would identify gaps and needed connections in the current trail system. To do this well is a significant effort, similar to the effort now underway for mapping conserved lands in Maine, which is now in its third year of work.
- 3. State funding for trail building and amenities comes from the Department of Conservation for recreational trails, and the Department of Transportation for local market trails.** These two agencies have cooperated on a number of projects, and both work with stakeholder groups, but they do not have an integrated state trail plan.
- 4. Funding for trail building and amenities does not meet the current demand.** In addition to state funds, successful trail projects have received funds from foundations, corporate sponsors and private donations. Despite the considerable fundraising skills of local and regional groups however, many miles of trails are waiting to be funded before they can be built or completed. (still waiting for exact numbers)
- 5. Amenities are an important factor in attracting trail users, and more could be done to improve amenities on or adjacent to Maine trails.** Restrooms or privies, signage, benches, potable water, overnight huts, trail access points, scenic turnouts, and food and lodging in adjacent towns are all important features for attracting trail use. Bicycle, bus and walking tour companies make destination decisions based on the presence of these amenities. Planning for and funding trail amenities is as important as funding trails themselves, but amenities are sometimes left out or left to last in developing trails.
- 6. Mixing motorized and non-motorized uses on the same trails is problematic.** Interviews done for this project indicate that cyclists, hikers, equestrians and cross country skiers tend to avoid trails where there is active motorized use. Ideally, separate trails should be designed for motorized and non-motorized uses. Where that is not possible, signage, law enforcement, use by permit and limiting uses to scheduled times are ways to manage mixed uses on busy trails.
- 7. Non-motorized trails could benefit from more coordination among trail organizers and user groups.** While the snowmobile and ATV users appear to be fairly well organized, those who support non-motorized trails could benefit from a planning summit, an annual conference, a website and a more coordinated marketing and outreach effort.

Trail Name	Length	Start Trail Head	End Trail Head	Permitted Uses*
Aroostook Valley Multi-Use Trail	75 miles	Washburn	Van Buren	Motorized Non-motorized
Aroostook Valley Rail Multi-Use Trail	10 miles	Presque Isle	Washburn	Motorized Non-motorized
Four Season Adventure Trail	27 miles	Newport	Dover-Foxcroft	Motorized Non-motorized
Greenville Junction to Derby Rail Trail	60 miles	Greenville	Derby	Motorized Non-motorized
Jay to Farmington Multi-Use Trail	14 miles	Jay	Farmington	Motorized Non-motorized
Lagrange Rail Trail	11 miles	Lagrange	Medford	Motorized Non-motorized
Saint John Valley Heritage Trail	17 miles	Saint Francis	Fort Kent	Motorized Non-motorized
* Motorized use may consist of snowmobiles, ATV's or both.				

Path Name (Location)	Approximate Length
Auburn Riverwalk	0.35 mile
Androscoggin River Bicycle Path (Brunswick)	2.6 miles
Bar Harbor Shore Path	0.75 mile
Back Cove (Portland)	3.5 miles
Bethel Path	0.5 mile
Bucksport Riverfront Walk	0.66 mile
Calais Waterfront Walkway	1.0 mile
Eastern Prom Trail (Portland)	1.0 mile
Kennebec River Trail	6.5 miles
Paper Mill Trail (Lisbon)	0.75 mile
Westbrook River Walk	0.66 mile

Tourist market trails in early planning and development:

Sunrise Trail, Washington County

Mountain Division Trail

Eastern Trail