

Sunrise Trail Management Plan Meeting
August 23, 2005
Management Subcommittee MINUTES

Present: John and Pam Ashmore, Wayde Carter, Bill Ceckler, John DeLeo, Bill Clark, Julie Isbill, Yogi Jones

This subcommittee is charged with creating the part of the plan for the Sunrise Trail that addresses rules and enforcement. This includes:

- Rules that insure safety and access.
- Law enforcement on different sections.
- How to minimize impacts on abutting landowners.
- How to provide authority, location information, and access for emergency response.
- Grants and funding for enforcement and management.

Check our assumptions – things we think will be problems, may not be. Regarding safety – safe from what?

Look at how other trails have addressed rules and enforcement.

Figure out who receives calls about rules, enforcement and emergencies.

How to minimize hazards at road crossings?

Who will do the **law enforcement** on each section?

- Ellsworth – Ellsworth Police Dept.
- Hancock – Hancock Fire Dept.
- Franklin – Franklin Fire Dept.
- Sullivan and part of Township 7 – Sullivan Fire Dept.
- Steuben and part of Township 7 – Steuben Fire Dept.
- The Clubs can help by getting the word out about the rules and etiquette.
- Some presence of law enforcement is important.

How to control trail users from encroaching on **abutters**?

- Inland Fisheries & Wildlife has a landowner relations officer, Chris Simmons. Ask Chris about these issues. Need to have someone, like Chris, talking with the public and working with abutters to resolve any issues.
- Invite all abutters to any town meetings we hold.

How to address **emergencies**:

- Make sure we have mileage signs, for reference in responding to emergencies. There are already mileage markers for the railroad.
- Designate places along trail where emergency helicopters can land.
- Emergency responders need keys to any gates.

- The trail, especially at bridges/trestles, is too narrow for emergency vehicles. Emergency response on the trail needs to be via ATV or snowmobile.

Rules:

- Carry in-carry out. Littering is a violation.
- No carrying or discharge of a loaded firearm on the trail.
- When passing an equestrian, ask if it is ok to pass.

Consider using the **ATV Exception Criteria**, that a committee and DOT created for Federal Highways, so that we might use federal Enhancements monies to build our shared use trail (Enhancement funded trails normally don't allow ATV's). See attached document.

Consider **speed limits**:

- Speed limits just in towns (Fort Kent has successfully posted speed limits – Yogi will find out more about this).
- Speed limits just for passing another user.
- Select speed limit based on trail design and width.
- The Maine Snowmobile Assoc. may oppose speed limits (talk to them).
- Will need some enforcement if have speed limits. Law enforcement will need funding for the extra time and radar guns.
- Currently cannot legally enforce a trail speed limit, but can enforce against imprudent speed.

Rules vs. Laws:

- In order for local police to enforce county and state laws, the legislature must pass new laws.
- Consider posting rules without making them laws. Users may well obey the rules. If it becomes an enforcement problem, consider making some of the rules into laws.
- If the trail is well maintained and used, users will tend to use it with respect and care.

Invite Dennis Damon to join the committee or attend some meetings.

Issues for other subcommittees:

- Need to have adequate parking.
- Need standard sign at all trailheads and intersections, showing trail system, amenities, parking, rules, etc. The trail from Portage to Presque Isle is a great example. Walker Siding(?), a contractor, does the maintenance on that trail.

Commissioner Cole was asked where the endpoint will be on the west end. He responded that that depends somewhat on the currently proposed excursion rail. If necessary, DOT would also consider building the trail beside the rail, for short distances, acknowledging trail users' desire to reach services in Ellsworth.