

March 1, 2026



MOUNTAIN BIKE TRAIL SYSTEM
DEVELOPMENT PLAN

Carrabassett Valley Trails Committee

INTRODUCTION AND CONTEXT

The 2026 Carrabassett Valley Trails (CVTrails) Mountain Bike Trail System Development Plan represents a continuation of the plan first published in 2018. It builds on the progress and experience of the 2018 plan, accounts for changing rider expectations and preferences, and seeks to embody the community’s vision for the network and the CVTrails riding experience over the next five to ten years.

The 2018 Plan was commissioned by the Carrabassett Valley Trails Committee (CVTC), which is comprised of representatives from four Carrabassett regional organizations: the Town of Carrabassett Valley, the Carrabassett Region Chapter of the New England Mountain Bike Association (CRNEMBA), Maine Huts & Trails (MH&T), and Sugarloaf¹.

Member organizations of the CVTC are committed to creating a mountain bike trail system of exceptional quality, sustainability, and diversity for the enjoyment of residents, property owners and riders that travel to our area. The CVTC memorandum of understanding (MOU) establishes long-term planning goals to:

- *Continue construction of new trails and maintain the extraordinary trails we have in place in order to remain at the forefront of regional and national trail systems.*
- *Promote the trail system and the unique riding experience we offer in order to foster a vibrant community and economic activity aligned with the interests of each partner organization.*
- *Seek input from the community and ridership to guide us in the planning process.*
- *Recognize the importance of planning for the sustainability of our efforts.*
- *Acknowledge that the interests among the partner organizations may not always entirely align and pledge to work together openly and respectfully for the benefit of all.*

The 2018 Plan challenged the CVTC member organizations to focus efforts in two key areas.

2018 Plan Goals	
1	<p>Significantly Increase Trail Mileage</p> <ul style="list-style-type: none"> • Construct purpose-built sustainable trail • Improve connectivity • Align trail ability level with our ridership and provide for a progression of skill level • Explore lower-cost trail construction techniques where appropriate • Add existing backcountry options to our official network where possible
2	<p>Improve Trail-Head Kiosks and Signage</p>

¹ www.carrabassettvalley.gov, www.carrabassettnemba.org, <https://mainehuts.org/>, www.sugarloaf.com

By any reasonable measure, the efforts stemming from the 2018 plan have been a success. The collaborative efforts of the CVTC partners have resulted in a network that offers something for the CV resident, second home-owner, and area guest alike. The CVTrails network receives accolades from riders near and far and provides some of the highest quality trails and most varied terrain in the Northeast. Among the notable accomplishments since 2018 are:

- Almost thirty miles of trail have been added to the network.
- The recent opening of the Sugarloaf Bike Park adds a new dimension to the CV experience.
- Significant and reliable winter riding options have been developed.
- The perimeter of the network itself has been increased with the addition of Stoney Brook.
- Trail signage and trail-head kiosks have been installed throughout most of the network.

These expansions and improvements, coupled with the varied local amenities and the remarkable community that is Carrabassett Valley, have all combined to create a remarkable riding experience with over 100 named trails totaling nearly 90 miles in length.

As with the execution of any plan, progress has not come without its challenges and setbacks. The flooding in December of 2023 required the diversion of significant resources away from new construction to trail relocation and repair. Also, a significant length of trail mileage is no longer open to riders due to mileage lost to temporary resort or other construction and/or access permissions.

In addition to impactful stand-alone projects, there have been two phases to the effort to improve trail signage. The first phase rationalized trail naming, developed sign standards, and installed signs on trails primarily at the Outdoor Center. The second phase installed signs in several areas beyond the Outdoor Center including the single track along the Narrow Gauge pathway. In addition, significant upgrades to trailhead kiosks and facilities were made at virtually every trailhead.



The substantial success of the past handful of years notwithstanding, there is more work to be done in order for Carrabassett Valley to realize its full potential and to solidify its position as a leading mountain bike destination. It is just that work that the CVTC commissioned the Planning Subcommittee to capture and prioritize. In the collaborative community spirit represented by the Carrabassett Valley Trails Committee, we therefore offer the updated plan that follows.

SUMMARY

The Planning Subcommittee planned and followed a multi-step process over the course of almost two years in order to best utilize available data and resources, and to account for as wide a range of stakeholder perspectives as possible. The process included steps to:

- Confirm stakeholders.
 - Cross-country and downhill Mountain bike riders of all types, abilities and ages.
 - The full and part-time residents of Carrabassett Valley, many of whom are currently users of the trail system.
 - Guests of Sugarloaf and Maine Huts & Trails, for whom the trail system can be a unique and positive part of their experience.
 - Local and regional businesses who benefit from the increase in recreational activity in the area.
- Review of existing data (e.g. from CRNEMBA) around current ridership preferences.
- Benchmark trail usage data collection (see appendix C).
- Analyze competitive strengths and weaknesses.
- Assess trail project inventory and options.

This work culminated in a “future state” exercise where representatives of each of the CVTC partners guided their organizations through a process of listing characteristics that represent the ideal future state of CVTrails. These independently generated lists were reviewed by the Planning Subcommittee for commonality and alignment. Several themes quickly emerged that demonstrate a common vision for future development:

CVTrails offers the most complete, all-season riding experience in the Northeast for cyclists of all types and abilities.

In order to support this vision, efforts shall be focused in the following areas.

CVTrails Future State Focus	
3	Integrated and comprehensive signage
4	Significantly enhanced connectivity
5	Vibrant riding activity hubs at the Outdoor Center, Resort Base, and surrounding communities
6	Rider safety that is “second to none”
7	Expanded programming and skills progression options
8	Continued trail construction
9	Diligent execution of maintenance activities

The balance of this plan outlines the detailed initiatives, actions and projects needed to realize this common vision.

SIGNAGE

CVTC recognizes the importance of signage for a safe and enjoyable riding experience, especially for riders not familiar with the network. The CVTC Signage Subcommittee has begun planning the next phase of network-wide signage improvements which will include adding new signs where needed, updating out-of-date signs, replacing old signs, and providing more detailed trail difficulty rating information. CVTrails is utilized by many people of various abilities, and CVTC will strive to employ industry best practices to ensure that all users are aware of their location, trail difficulty, and trail status.

CONNECTIVITY

Riders (and other trail users) have consistently identified connectivity within CVTrails as an important characteristic of the network. As the Town continues to grow and develop, we must seize the opportunity for pedestrian and bike connectivity among residential communities and activity hubs, as well as between trail pods. Not only does connectivity enhance the riding experience, but in the age of e-bikes, commuting within the Town and beyond without the use of an automobile can be a reality. Connectivity will promote activity. Outdoor activity provides the social and economic benefits that are vital to supporting our recreation based economy.

ACTIVITY HUBS

Among the key activity hubs that should be the focus of enhanced connectivity are the following:

- The Outdoor Center
- Sugarloaf Resort Base
- West Mountain
- Town Office
- Mountainside Grocers and other businesses
- Maine Huts and Trails

Activity at these locations will of course be driven by social preference. Nonetheless, CVTC can play a role to support these hubs and ensure pedestrian and bike access.

RIDER SAFETY

CVTrails is fortunate to already have a world-class emergency service infrastructure in place as a consequence of the region's long history of motorized and non-motorized outdoor activity. Local and regional emergency service organizations, MH&T, Sugarloaf Ski Patrol, and volunteer first responders all play a role to ensure the best outcome in an emergency situation.

In addition to interfacing with these reactive resources, CVTC will continue to identify opportunities to proactively improve safety, not only on the trails themselves but also where they intersect roadways. CVTC will work with the Maine DOT and its Bicycle and Pedestrian Program Manager as well as with other regional and State resources.

CVTC currently relies on an informal group of trail monitors for assessing trail conditions for closure or hazard notification. A more formal trail monitor program will be considered to more directly engage with riders to proactively mitigate risks and offer help when needed.

EXPANDED PROGRAMMING

Formal and informal programming has been a growing dimension to the CVTrails riding experience in recent years with CRNEMBA group rides, the Carrabassett Valley Mountain Bike Camp, and events delivered by MH&T as examples.

With four strong partners, each with skills and resources to support expanded programming we are uniquely positioned to distinguish CVTrails from many other regional riding destinations. CVTC partner organizations will continue to seek opportunities amongst themselves, and in collaboration with other organizations, to deliver programming that may include:

- Additional weekly rides.
- Skills clinics for x-country and gravity riders.
- Additional programming for younger riders.
- Singular or annual multi-partner events such as Ride the Region.

TRAIL PLANNING MAINTENANCE & CONSTRUCTION

The vision for CVTrails can be summarized as providing a true destination riding experience with enough terrain to satisfy riders over a week-long vacation. As we work to achieve this goal, we shall continue to:

- Construct purpose-built sustainable trail.
- Explore lower-cost trail construction techniques where appropriate.
- Continue to improve connectivity.
- Expand access for adaptive riders with input from the adaptive riding community.
- Provide a progression of skill level for all types of riders.
- Add existing backcountry options to our official network where possible.

On the one hand, we are blessed with large tracts of open space for potential trail development. On the other we are cursed by extremely rocky and rugged terrain, significant wet areas, active logging and in some cases limited landowner permission.

Trail development has, and will likely remain, a somewhat opportunistic endeavor, influenced by the intersection of permission and funding. Nonetheless, *luck favors the prepared*² so we must lay plans and contingencies to develop an integrated trail system with the connectivity, terrain, and difficulty level desired by our ridership.

Our planning and construction priorities generally lie within the current trail map perimeter with focus on:

- Areas surrounding the Maine Huts & Trails huts.
- Options for improved connectivity both within our own network as well as with adjacent networks.
- Providing a progression of skill level with additional beginner and lower-intermediate trail options close to the center of the network and/or trailheads as well as intermediate and expert options to keep advancing riders satisfied.

² A common variant on “Fortune favors a prepared mind” ~Louis Pasteur

However, plans shall also be developed for leveraging the more remote areas we have available for trail construction. While the costs and logistics of such development need to be considered, the beauty of surrounding forest, the Carrabassett River and its tributary streams, and mountain vistas provide a unique dimension to the riding experience we can offer.

In sum, the trail construction outlined in this plan will represent an appreciable increase in trail mileage over the coming years.

The table below shows the trail mileage documented in the 2018 Plan, additional trail added by year's end 2025, and the current total. All mileage figures are less trail mileage lost to temporary resort or other construction and/or access permissions for an "apples-to-apples" comparison.

Difficulty	Type	2018	2025	Total
Easiest	Double-Track	7.9	3.4	11.3
	Single-Track	3.8	1.4	5.2
	Single-Track, Gravity		3.6	3.6
	Skills	0.1		0.1
More Difficult	Double-Track	24.7	5.7	30.4
	Single-Track	18.9	4.8	23.7
	Single-Track, Gravity		4.0	4.0
	Skills		0.1	0.1
Most Difficult	Double-Track		0.8	0.8
	Single-Track	3.0	2.0	5.0
	Single-Track, Gravity		1.3	1.3
Experts Only	Single-Track, Gravity		2.6	2.6
Totals		58.4	29.7	88.1

Trail Mileage by Ability Level & Type

Any new trail progresses through several stages of planning and construction: concept, rough survey, permissions, corridor survey, corridor clearing, tread pin flagging and finally tread construction. This process can take several years in some cases. For planning purposes, we have designated three stages for trail projects. Projects for which there are no significant remaining obstacles to construction are designated as "A". Projects which have been rough surveyed and are actively being pursued for construction are designated "B". And finally, those which are still in a concept stage are designated "C".

Note that stage of development does not necessarily translate to priority -i.e. a stage C trail may be vitally important to the network but lacking permission, funding, etc.

Proposed trail projects are described on the following pages and are keyed to the map in Appendix D.

Status A Projects: Near Shovel Ready

The following trails have corridors identified, landowner permissions secured and are ready for construction. The projects are listed in the general order of priority and will be completed as resources allow and subsequently added to the trail map. Without doubt, there will be last minute reprioritization as challenges and opportunities arise during the upcoming construction seasons.

Actions & Priorities

- 1 Crommett’s Overlook Trail Rebuild: This important connector trail has degraded significantly in recent years from unmanaged runoff and general use. The trail provides a direct link to the southeastern end of the network from the Stratton Brook Hut area and offers a wide-corridor, single track-experience through an open wooded area with engaging views. This project will significantly enhance the riding experience and offer practical access to a wider range of riders.
- 2 Snowbrook Trail Resurface: Improved connection between the Outdoor Center and the base area of Sugarloaf Resort has long been recognized as an important development goal and a good first step to improving connectivity between these two critical activity hubs in the network. The Project would include raising, widening, and hardening the tread to improve drainage and make year-round use possible and improve emergency equipment access to the network.
- 3 Whiffletree Gravity Trail Development: Sugarloaf is mid-way through construction of a lift-served bike park providing gravity riding for all ability levels. Upcoming phases of construction will add further skill progression for beginner, intermediate and advanced riders and then continue to construct infill trails to provide more diverse options. Total trail mileage will be approximately 15 when complete.
- 4 Skills Progression Areas³: To complement the existing singletrack trails, a selection of skills areas are needed to provide new and experienced riders opportunity to improve and diversify their skills. These resources can be self-contained at or near activity hubs or can be integrated within the existing trail network as directional trails with concentrated features, ideally near trailheads and with a convenient loop option for riders to repeat the section.
- 5 Stoney Brook Upper Loop: This 2026 project will provide an approximately 3-mile advanced rated loop offering a unique remote riding experience through a mature hardwood forest.

³ Since skills areas may developed in multiple locations, there is no key on the map Appendix D.

Status B Projects: Active Trail Plans

There are several trail concepts for which initial survey work has been completed and which have been identified as beneficial additions to our network. These potential trail projects will require additional work in order to clear the way for construction.

Actions & Priorities	
1	<u>New Intermediate Trail Providing an Alternate to the Real Deal:</u> This addition to the offerings above the Warming Hut at the ODC seeks to provide an intermediate level descending corridor close to the existing Real Deal that can provide a skill progression option when riding loops that may include Buckshot and/or Hurricane.
2	<u>Improve Network Connector to Stoney Brook POD via Mountain Trail to Stratton Brook Hiking Parking Lot:</u> This trail concept will include collaboration with area motorized user groups to execute improvements along Mountain Trail and Dead Moose Cutoff for a more desirable connector experience.
3	<u>A New Directional Intermediate or Advanced Trail Starting at the End of Real Deal and Ending Near Toad:</u> First identified in the original 2009 plan, this project will add a new directional intermediate or advanced level offering close to existing TOAD trail.
4	<u>Continuation of Newton's Revenge Reroutes Where Possible.</u> These additional reroutes will focus on the lower and middle sections of Newton's to alleviate steeper grades and enhance the riding experience. Taken together, the existing and planned reroutes will transform this option to Crommett's and Stratton Brook Hut from just a climb into a desirable ride in its own right.
5	<u>Caribou Pond Loop:</u> Rehabilitation of existing but decommissioned forestry roads to create a loop around the Caribou Pond valley. This would give riders a unique high-elevation loop option to complement the out-and-back ride to Caribou Pond.
6	<u>Continued Development of Planned Trail on the Jones Lot:</u> Trail planned for this area will form a component of a comprehensive plan for the Town owned 'Jones Lot' that will ultimately also provide experiences for Nordic skiers and hikers/walkers and extend the existing rail-trail experience offered by the Narrow Gauge Pathway.
7	<u>Directional Flow/Progression Loop Trail Above Grassy Loops:</u> Using the south-facing hillside north of the Narrow Gauge and West of Newton's trail, this loop would offer a gentle, directional climb and directional descent options with skills features such as jumps, drops and rock or wooden structures to give riders and families a place to challenge and inspire themselves within close proximity of the existing Grassy Loops area. Sunny aspect could extend open season of these trails.

Status C Projects: Future Trail Concepts

There are a number of potential trail concepts in various stages of development. Each will require additional work to determine their value and viability.

Actions & Priorities	
1	<u>Two-Way Contouring Connector Trail from Outdoor Center to Sugarloaf Base Area:</u> This connection would be new corridor following a rolling contour between the two points, allowing a gentle, pleasant climb or a fun, mellow descent with introductory skills feature options along the way. Wide enough for two-way traffic and adaptive riders, this trail would anchor the two activity hubs.
2	<u>Directional Downhill below Sugarloaf Base Area:</u> Taking advantage of the continued gentle fall-line in the Dog Walk/West Branch area, this beginner ability flow trail with alternate skills features would provide an introductory gravity experience to riders in the area. Combined with Snowbrook improvements it would also provide a great connection for riders traveling from the base area to the Outdoor Center.
3	<u>High Traverse Connector from Sugarloaf Base Area to Hurricane Knoll Area Pod:</u> This two-way trail roughly following the V2 Nordic trail corridor would enable riders to travel from the base area to the heart of the Outdoor Center singletrack network. The trail would avoid or improve the wet and poor conditions on V2 that currently prevent reliable use.
4	<u>Connector from bottom of Bigelow Hill to Caribou Pond Road:</u> Providing a safe option to Rt. 27 for riders to access gravel road riding near the core network. A two-way trail would depart near/across from Bigelow Station and meet Caribou Pond Road near mile marker 1. The recent acquisition of land for Town of CV workforce housing in this area creates potential for an all-season pedestrian path as a portion of this connection.
5	<u>Directional Advanced Trail off Oak Knoll Trail to Narrow Gauge:</u> This one-way, downhill-specific trail will start on Oak Knoll and connect to the Narrow Gauge Pathway and will offer a new option for getting down the knoll without concern for uphill riders. Plans are for the trail to meet aMTB guidelines and to allow winter grooming for a unique downhill fat biking option.
6	<u>Reroutes off Fifty:</u> These reroute sections will be similar in character to those associated with Newtons Revenge and focus on the upper elevations to allow for more desirable climbing grades and improved access to Shuttle Trail and Hurricane Knoll.
7	<u>Improved Access to Jones Lot:</u> The Trails Committee recognizes the importance of improved access to the Town owned parcel which could serve as the southeast anchor for CVTrails. There are trails already constructed on this property with ample opportunity for additional development. Exploring opportunities for improved access will be a priority.

MAINTENANCE

As expected, there is a growing need for maintenance within the system now that many trails have been in service for several years. All CVTC partners recognize and agree that diligent maintenance is vitally important to ensure the best possible riding experience.

The CVTC Maintenance Subcommittee is focused on planning maintenance efforts which will rely on paid and volunteer crews to implement. Specific maintenance plans will be generated annually and will continue to be based on guidelines developed by the subcommittee for the 2018 Plan -refer to Appendix A. In addition to ongoing maintenance efforts such as vegetation trimming (at both tread and tree levels), more significant projects will need to be undertaken as well. A few typical examples from the past few years are as follows:

- **General Upgrade:** As trails are ridden year over year, their condition can degrade and require an end-to-end assessment and rebuild (e.g., select Narrow Gauge single track corridors, Caboose, Sargent, Mikes, Grassy Loops).
- **Trail Rerouting:** Our mountain environment is a dynamic one. Storm events and long-term shifts in surface water movement occasionally require a trail to be rerouted as was the case with Mike's Mile after the December flood of 2023.
- **Wet-Spot Mitigation.** In certain areas, existing topology precludes the implementation of effective drainage. In these cases, tread elevation is the only practical solution. Sections of Newton's Revenge and Snowbrook Trail are examples.
- **Turn Reconstruction and Reshaping:** As turns degrade over time with use and the preferred ride line becomes clearer, turns need to be rebuilt and reshaped. This was the case with the Buckshot in 2024.
- **Tread Resurfacing:** Highly used trails and trails with steeper grades require periodic tread resurfacing projects like those recently completed on Real Deal and Toad.

SUPPORTING AMENITIES AND COMMUNITY DEVELOPMENT

Supporting amenities such as a camping option, full-service bike shop, social hub(s), bathroom facilities etc. can play a key role in differentiating our network.

Events such as festivals, races, group rides, etc. can build community and add an important dimension to the riding experience.

CVTC and its partner organizations have contributed to the expansion and improvement of such amenities and events with:

- Improved and expanded trail head kiosks and bathroom facilities at several trail heads.
- Expansion of the iconic Carrabassett Back Country Challenge Race.
- Addition of Downhill and Enduro races at Sugarloaf.
- Collaborative events like Ride the Region and the MH&T winter rides.

CVTC shall continue to promote and facilitate such amenities and events where practical but shall rely on the initiative of the individual partners and the private sector for their development.

RESOURCES

All four CVTC partners have generously contributed financial and other resources to the trail system. Funding for mountain bike specific trail construction has thus far come primarily from the Town of Carrabassett Valley and CRNEMBA. MH&T has also made meaningful funding contributions and of course invests significantly in their own adjoining complementary trail network. Sugarloaf has provided generous access to their land, contributed meaningful monetary donations, and invested heavily in the Sugarloaf Bike Park.

In addition to financial resources, expanded human resources will also be needed to fully realize the vision for CVTrails.

Actions & Priorities	
1	<u>Develop a Comprehensive Funding Plan:</u> The CVTC will develop a plan to ensure that local, regional, and federal grant opportunities are identified and pursued effectively.
2	<u>Invest in Professional and Volunteer Staff:</u> <ul style="list-style-type: none"> • Formalize trail crew employee development. • Continue recruitment and retention initiatives. • Improve volunteer development with trail construction and maintenance training, crew leader training/development, and trail schools such as that offered by the International Mountain Biking Association (IMBA).
3	<u>Increase Trail Construction Capacity:</u> <ul style="list-style-type: none"> • Consider use of third-Party trail building organizations. • Increase the volunteer pool and improve coordination of work with professional trail crews.

APPENDIX A: MAINTENANCE PLANNING GUIDELINES

February 1, 2026

Carrabassett Valley Trails Committee

Maintenance Sub Committee: Seth Page, Adam Craig, Sterling Smith, Valerie Lavanos, Joshua Tauses (Chair)

Seasonal Opening/Closing Recommendations

Trails will be 'Open', 'Closed', or 'Caution'

Spring Season:

- Trails open when snowpack and seasonal runoff are melted, drainages are active
- Frost is out of ground, 'trouble' spots relatively dry
- Surface of tread is able to handle its anticipated level of user traffic
- Generally lower elevation trails open sooner than higher elevation
- Generally, some trails open by May 15

Mid-Season:

- Rain amounts in excess of 3 inches over 24 hour period puts trails in 'caution' status
- Capacity of the tread and drainages assessed for managing water flow
- Potential for higher traffic trails to be damaged results in 'caution' or 'closed' status
- Unsafe conditions identified may result in 'caution' or 'closed' status

Fall Season:

- November 1 hunting season close riding at Outdoor Center
- Start of freeze and thaw cycles can result in 'caution' or 'closed' status
 - Generally accounting for tread surface damage, anticipated level of user traffic
 - As well as trail location and elevation
- Early snow/Late fall heavy rains can result in 'closed' status at higher elevations
 - Relative to snow/rain fall totals 3 inches may be tipping point
- Cold, Frozen ground trails 'open' following freeze thaw period, without snowpack
 - Possible for trails to be frozen, non-snow covered and 'open' later in the season

A group of local volunteer 'Monitor' riders and Town, MHT, and Sugarloaf Trail Crew staff update Trails Managers of conditions changes and need for capital improvements. Conditions are updated regularly, hosted on CRNEMBA website.

February 1, 2026

Carrabassett Valley Trails Committee

Maintenance Sub Committee: Seth Page, Adam Craig, Sterling Smith, Valerie Lavanos, Joshua Tauses (Chair)

General Maintenance Recommendations:

Shared Responsibilities between volunteers and professionals managed by Town and MHT crew leaders

Yearly:

- Corridors managed to allow safe travel including height, width, blowdowns
- Drainages maintained on xc ski and single-track trails (including growing # of culverts)
- Mowing/Brushing where needed approx. mid to late season
- Fall assessment of capital maintenance projects, producing following year plans

1st year following construction:

- Assessment of completion of construction including tread, corridor, drainages
- Assessment of hardening tread in non-anticipated hydrologic ‘trouble’ spots (armoring)

3rd year following construction:

- Assessment of naturalization – is the landscape returning following construction
- Tread, and ‘line’ maintaining original integrity
- Wood Structures Assessed for degradation of hard wear, transition w/ natural tread surface

5th year following construction

- Assessment of completion of naturalization
- Assessment of condition of tread degradation
- Wood Structures Assessed for degradation of material, est. time of replacement

APPENDIX B: 2025 TRAIL INVENTORY

Name	Difficulty	Type	Season	Length
355	Experts Only	Single-Track, Gravity	Non-Winter	0.70
Airport Trail	More Difficult	Double-Track	Non-Winter & Winter	1.10
Andy's Moto (Grassy Loops)	Easiest	Single-Track	Non-Winter & Winter	0.30
Ash	More Difficult	Single-Track	Non-Winter	0.30
Bear Trail	More Difficult	Single-Track	Non-Winter	0.80
Beech	More Difficult	Single-Track	Non-Winter	0.30
Bigelow Approach	More Difficult	Single-Track	Non-Winter	1.80
Birthday Hill	More Difficult	Double-Track	Non-Winter	3.30
Bob's Backyard Boogie	Most Difficult	Single-Track	Non-Winter	0.30
Bob's Bruiser	Most Difficult	Single-Track	Non-Winter	0.30
Bobcat Alley	More Difficult	Double-Track	Non-Winter	0.60
Boulderdash	More Difficult	Single-Track, Gravity	Non-Winter	0.80
Bracket Brook Trail	More Difficult	Single-Track	Non-Winter	0.70
Buckshot	More Difficult	Single-Track	Non-Winter	1.10
Caboose	More Difficult	Single-Track	Non-Winter	1.00
Camel Humps	Most Difficult	Single-Track	Non-Winter	0.20
Carriage Trail	More Difficult	Double-Track	Non-Winter	1.10
China Cat	Most Difficult	Single-Track	Non-Winter	0.40
Cinderella	Most Difficult	Single-Track	Non-Winter	0.70
Cook's Corner	More Difficult	Single-Track	Non-Winter & Winter	0.30
Crockertown	More Difficult	Single-Track	Non-Winter & Winter	0.20
Crommett's Connector	More Difficult	Double-Track	Non-Winter	0.40
Crommett's Overlook	More Difficult	Double-Track	Non-Winter & Winter	3.10
Crusher DH	Experts Only	Single-Track, Gravity	Non-Winter	1.00
Currie Street	More Difficult	Double-Track	Non-Winter	5.00
Dead Moose Cutoff	More Difficult	Double-Track	Non-Winter	0.80
Diel's Dogs (Grassy Loops)	Easiest	Single-Track	Non-Winter & Winter	0.30
Dog Walk	More Difficult	Double-Track	Non-Winter	0.90
East Branch	More Difficult	Single-Track	Non-Winter	0.70
Emerald	Easiest	Single-Track, Gravity	Non-Winter	0.70
Esker Trail	More Difficult	Single-Track	Non-Winter	2.20
Floating Pine	Easiest	Single-Track	Non-Winter	0.30
F.O.R.D.	More Difficult	Single-Track	Non-Winter	0.20
Fifty Cents	Most Difficult	Double-Track	Non-Winter	0.80
Fifty	More Difficult	Double-Track	Non-Winter	1.80
First Tracks	More Difficult	Single-Track	Non-Winter	0.20
Goldenrod	Easiest	Single-Track	Non-Winter & Winter	0.30

Name	Difficulty	Type	Season	Length
Grassy Loops (East)	Easiest	Single-Track	Non-Winter & Winter	0.20
Grassy Loops (West)	Easiest	Single-Track	Non-Winter & Winter	0.10
Havana's (Grassy Loops)	Easiest	Single-Track	Non-Winter & Winter	0.20
Highland Trail	More Difficult	Double-Track	Non-Winter	0.80
Hurricane Knoll	Most Difficult	Single-Track	Non-Winter	0.80
Hurricane Trail	More Difficult	Single-Track	Non-Winter	0.80
Inferno	More Difficult	Double-Track	Non-Winter	1.40
Jabba The Hut	More Difficult	Single-Track	Non-Winter	1.90
Jackpot	Most Difficult	Single-Track, Gravity	Non-Winter	0.30
Jackpot, Upper	Experts Only	Single-Track, Gravity	Non-Winter	0.50
Jerusalem Town	More Difficult	Single-Track	Non-Winter	0.50
Kittyhawk	More Difficult	Single-Track	Non-Winter	0.80
Low Land Trail	More Difficult	Single-Track	Non-Winter	0.90
Lower Stubs	More Difficult	Double-Track	Non-Winter	0.20
Meade Trail	Easiest	Single-Track	Non-Winter & Winter	0.60
Mike's Mile 59	More Difficult	Single-Track	Non-Winter & Winter	0.50
Moose Dip	More Difficult	Single-Track	Non-Winter	0.30
Moose Pond Loop	Easiest	Double-Track	Non-Winter	1.00
Moose Tracks	More Difficult	Single-Track	Non-Winter	0.30
Mountain Trail	More Difficult	Double-Track	Non-Winter	1.40
Narrow Gauge Pathway	Easiest	Double-Track	Non-Winter & Winter	6.00
Narrow Gauge Trail	Easiest	Double-Track	Non-Winter	2.00
Newton's Revenge	More Difficult	Double-Track	Non-Winter & Winter	2.50
Newton's Singletrack	More Difficult	Single-Track	Non-Winter	0.60
North Redington Trail	More Difficult	Single-Track	Non-Winter	0.40
Northern Forest	More Difficult	Single-Track	Non-Winter	1.00
Oak Knoll	More Difficult	Single-Track	Non-Winter & Winter	2.30
Oh My Gosh Loop	More Difficult	Double-Track	Non-Winter	0.20
Old Gauge	Easiest	Single-Track	Non-Winter & Winter	0.20
Old Race Trail	More Difficult	Double-Track	Non-Winter	0.50
Par 3	Easiest	Single-Track	Non-Winter	0.80
Penny Candy (Grassy Loops)	Easiest	Single-Track	Non-Winter & Winter	0.30
Poplar Bypass	Most Difficult	Double-Track	Non-Winter	0.90
Poplar Stream Trail	More Difficult	Double-Track	Non-Winter	1.90
Pretty Bog	Easiest	Double-Track	Non-Winter	0.40
Pump Track	Easiest	Skills	Non-Winter	0.10
Redington Connector	Easiest	Double-Track	Non-Winter	0.80
Redington Pond Loop	More Difficult	Double-Track	Non-Winter	2.40
Rock Lobster, M & L	More Difficult	Single-Track, Gravity	Non-Winter	1.00
Rock Lobster, Upper	Experts Only	Single-Track, Gravity	Non-Winter	0.30

Name	Difficulty	Type	Season	Length
Rookie River	Most Difficult	Single-Track, Gravity	Non-Winter	0.60
Rookie River, Lower	Most Difficult	Single-Track, Gravity	Non-Winter	0.40
Rookie River, Upper	Experts Only	Single-Track, Gravity	Non-Winter	0.30
Rt 27 Connector	Easiest	Single-Track	Non-Winter	0.70
Sam's Ski (Grassy Loops)	Easiest	Single-Track	Non-Winter & Winter	0.30
Sargent Trail	More Difficult	Single-Track	Non-Winter & Winter	0.40
Seven Bridges	More Difficult	Double-Track	Non-Winter	0.90
Shuttle	More Difficult	Double-Track	Non-Winter	0.10
Snail Trail	Easiest	Single-Track	Non-Winter	0.30
Snoop's Loop (Grassy Loops)	Easiest	Single-Track	Non-Winter & Winter	0.30
Snowbrook Trail	More Difficult	Double-Track	Non-Winter	1.20
Snowy Loops	Most Difficult	Single-Track	Winter	0.70
Snubber	Easiest	Double-Track	Non-Winter	1.00
Soft Landing	Intermediate	Double-Track	Non-Winter	0.30
Spare Time	More Difficult	Skills	Non-Winter	0.10
Spike	More Difficult	Single-Track	Non-Winter	0.10
Sticky Trail	More Difficult	Double-Track	Non-Winter	2.70
Stony Brook Trail	More Difficult	Single-Track	Non-Winter	0.60
Sunny Breeze	Easiest	Double-Track	Non-Winter	0.90
Syncline	Easiest	Single-Track, Gravity	Non-Winter	2.90
T.O.A.D.	More Difficult	Single-Track	Non-Winter	0.80
The Caboose	More Difficult	Single-Track	Non-Winter	0.80
The Real Deal	Most Difficult	Single-Track	Non-Winter	0.70
Tiger Eye	More Difficult	Single-Track, Gravity	Non-Winter	1.40
Treadwell	More Difficult	Single-Track	Winter	0.70
V2	More Difficult	Double-Track	Non-Winter	0.90
Warming Hut	More Difficult	Double-Track	Non-Winter	1.80
West Branch	More Difficult	Double-Track	Non-Winter	1.10
Widowmaker Extension	Experts Only	Single-Track, Gravity	Non-Winter	0.50
Widowmaker	More Difficult	Single-Track	Non-Winter	0.60
Widowmaker, Middle	More Difficult	Single-Track, Gravity	Non-Winter	0.80
Yellow Jacket/Birch	Most Difficult	Single-Track	Non-Winter	0.85

APPENDIX C: 2024 TRAIL USAGE SURVEY

At the start of the 2024 riding season, the CVTrails Subcommittee embarked on a vehicle counting project to better understand trail usage patterns. Bruce Malmer, Mike Spurrier, and Tom Cromwell did the lion's share of data collection with Ed and Valerie submitting occasional counts. There were 240 counts over the course of the season with more than 1,500 cars counted. The data are summarized in Table 1 with average counts for each day and location enumerated. In order to estimate the number of riders using CVTrails on any given day, the observed average daily counts were scaled as follows based on the Subcommittee's judgement:

- The count was multiplied by an estimate of 1.5 riders per vehicle.
- The count was multiplied by 2 to capture vehicle turnover during the day (i.e. since the count was taken at a specific time, vehicles may have come and gone before the observation was made).
- The count was multiplied by 1.5 to account for riders not using the parking areas under study (e.g., riders starting at the base area or their homes).

The data and subsequent analysis lead to the following observations:

- On any given weekday there are close to 100 riders using CVTrails with perhaps as many as 150 on a weekend day.
- The majority of vehicles, 78%, were from Maine, with all others in the single digits only.
- The data were remarkably consistent over the season with only a slight peak during later summer and early fall. Ridership did fall off in October as would be expected.
- There was no detectable pattern with regard to weather, although the weather was so good this season there was not a lot of variation to work with.

While this analysis is certainly somewhat rudimentary, the results provide a reasonable picture of daily ridership. Perhaps more importantly, the same methodology can be used in the future to detect changes resulting from general trends in the sport of mountain biking or improvements to the riding experience in Carrabassett Valley and surrounding region.

Trail counters may be used to augment the vehicle count data in the future in order to improve our understanding of trail usage.

Table C1. Summary Data from

	Airport	Campbell Field	Stratton Brook	Sugarloaf OC	Daily Total	Riders per Vehicle	Vehicle Turnover	Factor for Other Riders not Parking	Total Daily Riders
Sunday	6.1	6	2.1	12.5	26.7	1.5	2	1.5	120
Monday	2.8	6	4	7.1	19.9	1.5	2	1.5	90
Tuesday	2.8	3	3	10.8	19.6	1.5	2	1.5	88
Wednesday	2.8	3.1	2	11	18.9	1.5	2	1.5	85
Thursday	2.8	6.4	3.8	12.3	25.3	1.5	2	1.5	114
Friday	2.8	9.5	3.8	10.1	26.2	1.5	2	1.5	118
Saturday	6.2	6.6	4.6	19.1	36.5	1.5	2	1.5	164

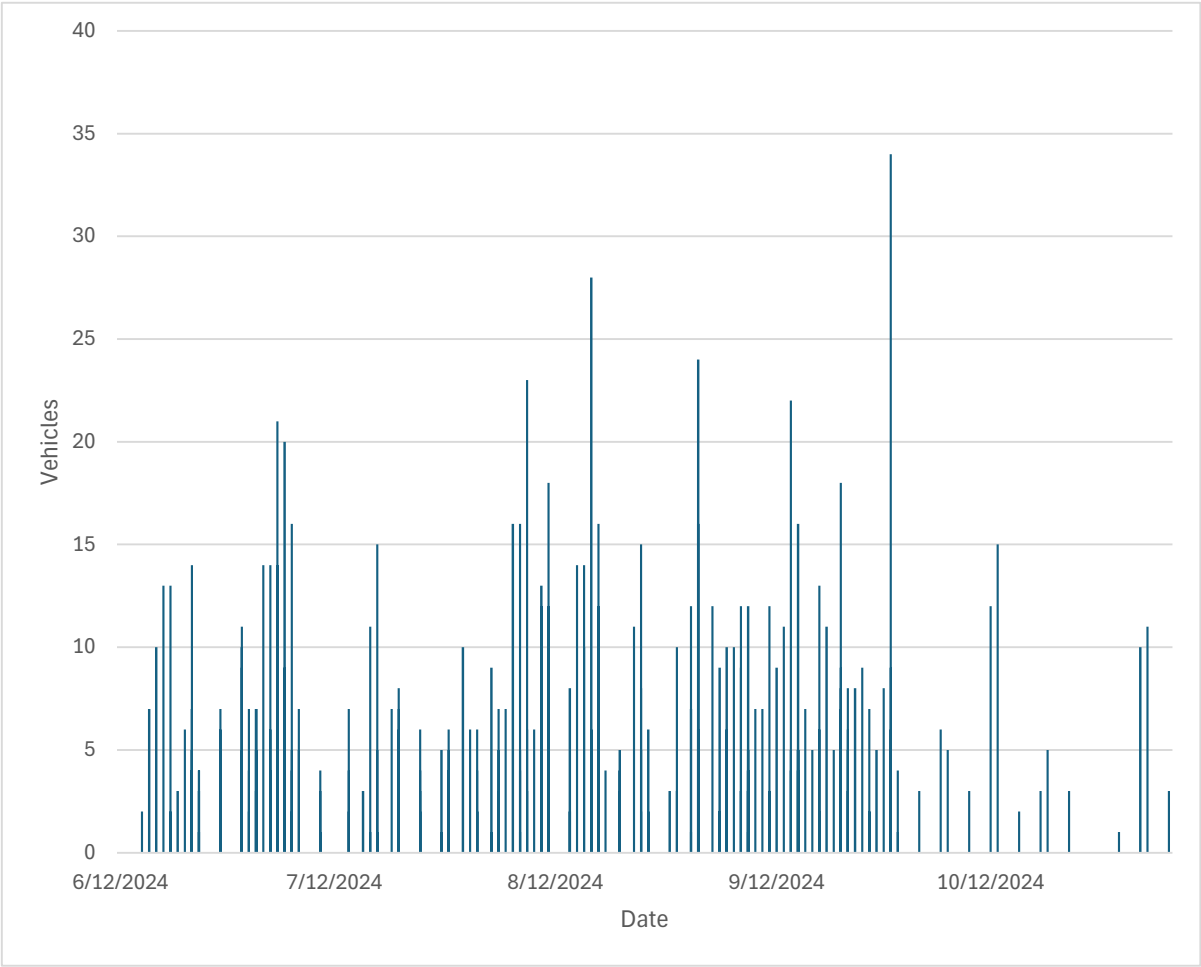
Notes:

1. Total number of observations: 240.
2. Observations were made at the Airport Parking Lot on Sundays, Wednesdays, and Saturdays only (as planned). Counts were approximated in Table 1 for the balance of the weekdays by using the Wednesday count data. Coincidentally, there were no observations made at the Statton Brook Parking Lot for Tuesday or Friday. The average of Monday and Wednesday was used for Tuesday, and the Friday count was used for Thursday. These approximated counts are highlighted grey in Table 1.
3. Airport and Sugarloaf Outdoor Center counts were always made at 12:00 PM

Table C2. Vehicles by State

State	Count	Percent
Maine	1208	78%
Massachusetts	77	5%
New Hampshire	67	4%
Vermont	22	1%
Connecticut	11	1%
Canada	33	2%
Other	135	9%
Total	1553	100%

Figure C3. Vehicle Count by Date



APPENDIX D: TRAIL PROJECT KEY

