

STATE GOAL

To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.

INTRODUCTION

Recreation is defined as a means of enjoyable relaxation. Recreation can take place either indoors or outdoors. Outdoor recreation is related to open space and consequently to undeveloped land. Open spaces include agricultural and forest lands, wetlands, mountains, lakeshores, and river corridors. While not all open space is accessible to the public, areas such as parks, ball fields, snowmobile trails, and areas for hunting are all part of open space and are used for recreation. Many Mainers feel that, since the state is largely rural, there will always be plenty of open space. As the area's population increases, request for recreational areas and opportunities on undeveloped land will also increase. Much of Clifton's land is privately owned and people using this land should be respectful to ensure such right will not be revoked. Map D-1 shows the location of Clifton's recreation facilities.

NATURAL FEATURES AND RECREATION

Residents of Clifton live in the Town by choice to enjoy the beauty of the "enchanted environment" and the lifestyle that goes with it. The Town strictly enforces Shoreland Zoning as to protect that resource. Survey results from the 1980s and again in 2001 show that residents of Clifton identified improving recreational facilities as a priority. Clifton residents also have a strong desire to protect the rural lifestyle and all the natural resources and beauty that make the Town so "enchanted."

Because of the hilly landscape of the Town, with elevations between 140 and 1,152 feet above sea level, development and economic enterprises that are able to be located in portions of the Town are limited. This same limiting feature is also the most naturally attractive feature of the Town. The topography and natural resources of the Town draw many tourists in to enjoy the essence of Clifton.

Appropriately cultivated recreation opportunities and facilities can allow an appropriate and viable economic base for the community. It is the hope of the Town to create an economy based on these very recreational opportunities.

CLIMBING/HIKING

The Town of Clifton has a wealth of natural recreational resources, starting with the cliffs for which it was named. Within the town boundaries are 10 sheer granite bluffs ranging from 40 feet to almost 400 feet. Map D-2 illustrates the topography of Clifton. Rock climbers from all over eastern Maine -- including a large contingent from the University of Maine, 30 miles northwest -- come to Clifton to scale these cliffs, the most popular of which are Eagle Bluff, Parks Pond Bluff, Fletcher Bluff, and Peaked Mountain (often called Chick Hill, although the real Chick Hill is located one ridge to the north).

While these peaks have served as attractive destinations for generations of hikers, the number of rock climbers increased dramatically in 1991 after the National Park Service enforced a seasonal closing of the Precipice Trail at Acadia National Park to protect nesting peregrine falcons. This happened at approximately the same time that the University expanded its rock-climbing program and began using Eagle Bluff for student instruction and field trips. Many alumni from those classes have returned to the area to climb on their own.

Multiple vehicles now occupy the trailheads on almost every fair-weather afternoon and weekend during the spring, summer, and fall. Some hardy souls even brave the winter elements to test their skills against the icy rock faces. While most of the hikers and rock-climbers are day-trippers, some bring backpacking equipment and camp on the summits or along the trail. Popular hiking trails can also be found on Woodchuck Hill, Pisgah Mountain, and Little Peaked Mountain (a.k.a. Little Chick Hill).

The highest point, Peaked Mountain, is located on the eastern border with Amherst. Most elevations above 700 feet are located along the Town's southern and eastern borders.

Table D-1

Mountain	Elevation	Location
Woodchuck Hill	834	SW
Pisgah Mountain	791	S
Eagle Bluff	700	E
Parks Pond Bluff	660	E
Little Peaked Mountain	900	E
Peaked Mountain	1152	E

Source: United States Geological Survey Topo Maps

PUBLIC ACCESS TO WATER

Clifton also has numerous streams and ponds that provide motorized and non-motorized boating and open-water fishing from spring through fall, swimming in summer, and ice fishing during the winter. Parks Pond Campground rents out canoes, paddles, and life jackets to the general public, which may be taken offsite, or launched right from the campground beach. Years ago, there was a quasi-public swimming beach off the Scotts Point Road on Chemo Pond; however,

when the property changed hands in the 1960s and public access was no longer permitted and has not been in recent years.

Eleven of Clifton's ponds (Chemo, Hopkins, Burnt, Little Burnt, Snowshoe, Fitts, Parks, Cranberry, Cedar Swamp, Upper/Middle Springy, and Lower Springy) are Great Ponds covering over 10 acres. Seasonal and year-round camps and single-family homes occupy the shorelines of the larger ponds, primarily clustered around areas with road access.

There is no publicly owned access to any lake frontage in Clifton for swimming, fishing, boating or snowmobiling. There are a few locations in Town where the public makes use of privately owned land to cross to the water. Landowners vary in their receptiveness to this practice. Lack of parking facilities at these locations (and other recreational use locations in Town) creates problems with roads and driveways congested with parked trailers and vehicles hindering snow removal, limiting site distance and increasing safety hazards.

RECREATIONAL BOATING

Many residents and visitors of Clifton enjoy recreational boating. This may include motorized boating, canoe and/or kayaking, paddle boating, sailing, jet skiing, tubing, etc. With boating as an interest, and an area with potential economic impact, several other issues should be mentioned. The Town recognizes a need for enforcement of water and boating safety regulations and adequate staff and equipment for rescue calls that may increase with increased use of the Town's water resources for recreation.

Boating and Water Safety

Each year lives are lost, people are injured, and a lot of money is spent on property damage that occurs because of preventable recreational boating accidents. Too often pleasure outings turn tragic. The Coast Guard periodically publishes important notices for the boating public in publications called "Boating Safety Circulars." Content includes advisories about newly identified boating hazards, information on boat defects and recalls, rules and regulations for recreational boats, and other news and information of interest to the boating community. The publications are a valuable source of information on established or proposed regulations and standards as well as other safety topics.

Basic Boating Safety Course

The State of Maine offers the Basic Boating Safety course which is approved by the National Association of State Boating Law Administrators (NASBLA) and recognized as acceptable to the United States Coast Guard Recreational Boating Program.

This course covers basic boating safety concepts that one needs to know if intending to participate in water sport activities. The course has been designed by marine educators to provide information to people who might not otherwise have the opportunity to receive it. This course can be taken online, by downloadable file or by workbook.

Maine Boating Regulations include:

- **Age Restrictions** - Persons less than 12 years of age shall not operate a motor boat having power in excess of 10 HP unless he or she is under the immediate supervision of a person in the boat who is at least 16 years of age. No person less than 16 years old may operate a Personal Water Craft (PWC) in the State of Maine, including jet-skis.
- **Personal Flotation Devices (PFD)** – Every person 10 years of age or under must wear a USCG approved PFD at all times in all watercraft. PWC operators and passengers must wear an approved Type I or II PFD. Watercraft less than 16 feet in length (including canoes & kayaks regardless of length) must carry a Type I, II, or II (wearable) PFD for each person on board in coastal or tidal waters within U.S. Coast Guard jurisdiction and upon the inland waters of Maine.
- **Speed Limits and Reckless Operation** - No vessel shall be operated within Maine in a reckless or negligent manner. Examples of reckless or careless operation include:
 - Excessive speed in regulated or congested areas
 - Operating in a manner that may cause an accident
 - Operating in a swimming area with bathers present
 - Bow riding or riding on the gunwale or transom where no seating is provided
 - Operation of a personal watercraft which endangers life or property

When operating within water safety zones (200 feet of any shoreline), around marinas, approved anchorages, swimmers, rafts, shore, docks, or mooring fields, you must maintain only headway speed. (That speed at which you can maintain steerage and control of the watercraft.)

- **Navigation Rules** - The State of Maine adopts and enforces all Federally mandated boating safety laws. Every vessel operating in the State of Maine shall carry and use safety equipment in accordance with U. S. Coast Guard requirements as specified in the Code of Federal Regulations. Additionally, every vessel shall display the lights and shapes required by the navigation rules. In addition to the Federal requirements, in the

State of Maine boats less than 16 feet in length must carry an oar or paddle. All vessels should also carry an anchor and anchor line.

- **Personal Watercraft** - In Maine, the parent or guardian of a minor under 18 years of age is responsible for the minor's actions while operating a personal watercraft. Personal watercraft means any motorized watercraft or private boat which is less than 13 feet in length as manufactured, is capable of exceeding a speed of 20 miles per hour, and has the capacity to carry not more than the operator and one other person while in operation. The term includes jet skis, wet bike and other similar devices. ***Persons less than 16 years of age shall not operate a Personal Watercraft.*** Each person on a Personal Watercraft (PWC) must wear a Coast Guard approved type I or II PFD. Personal Watercraft may only be operated between sunrise and sunset. PWCs have been prohibited in over 250 bodies of water in the state of Maine. The operator of a Personal Watercraft should operate in a reasonable and prudent manner. This includes being aware of other boats in the operating area, awareness of environmental concerns and respecting the rights of shoreline property owners. The PWC operator should not follow other boats closely and should not jump the wake of other boats.
- **Water Skiing** - No person shall tow a person on water skis, aquaplane or similar device without an observer aboard who is at least 12 years of age. This does not apply to devices actually operated by the person being towed and incapable of carrying the operator in or on the devices. In addition each person engaged in water skiing or aquaplaning should wear a U. S. Coast Guard approved PFD. The towboat operator and skier are responsible for ensuring that they operate in a manner that does not threaten or harm or strike another person or vessel. One may not operate a vessel or ski within 200 feet of any shoreline except to pick up or drop off a skier. In doing so it is the watercraft operator's responsibility not to endanger any persons, other boats or property. Water skiing is only permitted between one half hour after sunrise and one half hour before sunset.
- **Accident Reporting** - Any accident involving death, disappearance or personal injury, or damage greater than \$300 must be reported. A "boating accident" includes, but is not limited to, capsizing, collision, foundering, flooding, fire, explosion and the disappearance of a vessel other than by theft. Accidents should be reported by the quickest means of communication, to the nearest available law enforcement officer. An official written report should be submitted within 24 hours if the occurrence includes a death, disappearance, loss of consciousness, requirement of medical treatment, or if someone is disabled for more than 24 hours. The accident must be reported within 5 days if the occurrence involved only property damage.
- **Boating While Intoxicated** - No person may operate a boat or water ski under the influence of alcohol or drugs. The operator of any watercraft must complete a blood alcohol test when requested to do so by a law enforcement officer. A person is considered intoxicated when their blood alcohol level is .08 or greater.

- **Registration/Documentation** - All motorboats regardless of length, including airmobiles and personal watercraft, must be registered to be used on the waters of Maine. Exceptions are as follows:
 - Documented vessels
 - Watercraft with valid registration in another state or country and being used in Maine for not more than 60 consecutive days
 - Military watercraft or watercraft owned by the government, except recreational type watercraft
 - A ship's lifeboat
 - Motorboats used exclusively for racing purposes and displaying a valid boat number issued by a recognized racing association

Upon registration, a certificate of number and a validation decal is issued. The certificate must be on board whenever the boat is used. Registrations expire on the last day of the 12th month after the month of issuance. The number awarded to a motorboat or registered vessel must be displayed on both sides of the bow of the boat in such position as to provide easy identification. The number shall read from left to right, must be in block characters of good proportion not less than three inches in height, and must be of a color that contrasts with the background. The numerals must be separated from the prefix and the suffix by hyphens or equivalent spaces such as the following example: ME 0123 AB and ME-0123-AB. Federal and State law prohibits any other number from being displayed on either side of the bow of a boat.

- **Environmental Concerns** - The commissioner of Inland Fisheries & Wildlife may adopt and amend rules governing the horsepower of motors used on watercraft on all inland waters of the State. For information on areas which do not allow motorized vessels or which limit maximum horsepower, contact the Department's office in Augusta at (207) 287-5201.

POLLUTION CAUSED WITH INCREASED RECREATIONAL BOATING

Invasive Aquatic Plants

Invasive aquatic plants are a real and serious threat to Maine's lakes, ponds, rivers, and streams. These alien plants are not native to Maine waters. When introduced, they out-compete beneficial native plants, spread rapidly, and interfere with navigation. Boating activity is the primary way in which plants spread from one waterbody to another. Plant parts carried on boats, motors, trailers, and fishing gear from an infested water body to one that is not, can lead to disaster.

Plants can survive out of the water for days. Once introduced to a water body they can spread rapidly and become a major nuisance. There is NO known METHOD of eradicating invasive aquatic plants once they have become established. Under Maine law, it is now illegal to transport ANY aquatic plant on the outside of a vehicle. It is illegal to sell, propagate, or

introduce to Maine waters any of the eleven invasive aquatic plants. **Violation of this law can result in fines up to \$500.**

Invasive Aquatic Plants include the following:

Eurasian water milfoil (<i>Myriophyllum spicatum</i>)	Variable-leaf water milfoil (<i>Myriophyllum heterophyllum</i>)
Parrot feather (<i>Myriophyllum aquaticum</i>)	Water Chestnut (<i>Trapa natans</i>)
Hydrilla (<i>Hydrilla verticillata</i>)	Fanwort (<i>Cabomba caroliniana</i>)
Curly-leaf pondweed (<i>Potamogeton crispus</i>)	European naiad (<i>Najas minor</i>)
Brazilian elodea (<i>Egeria densa</i>)	Frogbit (<i>Hydrocharis morsus-ranae</i>)
Yellow floating heart (<i>Nymphoides peltata</i>)	

Noise Pollution

Section 1. 12 MRSA §7801, sub-§33, as amended by PL 1999, c. 436, §1, indicates outlines that a person may not operate an airmobile or motorboat in such a manner as to exceed:

- A noise level of 90 decibels when subjected to a stationary sound level test with and without cutouts engaged and as prescribed by the commissioner; or
- A noise level of 75 decibels when subjected to an operational test measured with and without cutouts engaged and as prescribed by the commissioner.

A person who violates this commits a civil violation for which a fine of not less than \$300 nor more than \$500 may be adjudged. (This does not apply to motorboats that are operating in a regatta or race approved by the commissioner.)

Discharges

No person, firm, corporation or other legal entity may discharge, spill or permit to be discharged sewage, septic fluids, garbage or other pollutants from watercraft, as defined in Title 12, Section 7791, subsection 14 MRSA, and including houseboats, into inland waters of this State, or on the ice thereof, or on the banks thereof in such a manner that the same may fall or be washed into such waters, or in such manner that the drainage there from may flow into such waters.

FISHING

The most common fish taken from Clifton ponds are pickerel, white perch, smallmouth bass, lake trout (togue), and brook trout, while the streams produce wild splake.. Both Fitts Pond and Lower Springy Pond are stocked annually with spring yearling (9-11”) splake, and Hopkins Pond is stocked each year with fall fingerling (6-8”) brook trout.

THREATS TO EXISTING FISHERIES

Illegal introductions of new fish species present a continuing threat to native stock in Maine waters. Irresponsible “bucket biologists” who may bring exotic fish into the Town’s lakes and streams are a danger to this treasured resource. The MDIFW’s green \$2,000 REWARD wallet card highlights the following 5 key points: 1) it is illegal to stock any species of fish, even

baitfish, in any Maine water; 2) penalties for illegal fish stocking can be very severe; 3) illegal fish stockings are equivalent to environmental pollution and ruin fishing opportunities for everyone; 4) illegal fish stockings are forever; and 5) illegally stocked fish can move into other waters, thus polluting an entire drainage. The Town should consider measures that will educate the public and prevent the introduction of exotic fish species.

SNOWMOBILING, SKIING, SNOWSHOEING

Snowmobiles provide both recreation and transportation during winter months, traveling over logging roads, power lines, and trails on private land. No mileage on the international trail system (ITS) is located in Clifton, although several local trails tie into larger trails which eventually connect to the ITS. Snowmobile clubs in the area include the Clifton Area Snowmobile Club in Clifton, the Eastern Maine Snowmobile Club in East Holden and the Milford Snowmobile Club in Milford. Map D-3 shows the snowmobile trails in Clifton.

There are no trails specifically designated for cross-country skiers and snowshoers, but the snowmobile trails are courteously shared with them allowing many people to enjoy hills and lakes in the area.

CLIFTON AREA SNOWMOBILE CLUB

The Clifton Area Snowmobile Club was established in February 2001. The club began with the mandatory 15 members for Club designation. Since inception, the Club has grown to 90 members. The Clifton Area Snowmobile Club has accomplished many things. One of the proud accomplishments of the Club is the bridge that was built to allow snowmobile riders access to trails while staying off Chemo Pond. The Club has 30 miles of trails to maintain in the Clifton Area. The Clifton Area Snowmobile Club also does more than maintain trails. The Club has offered charitable services the Clifton Historical Society by performing the wiring work that needs to be done to Historical "Museum" Building. This will be done in the spring of 2003.

The goal of the Clifton Area Snowmobile club is to reach over 100 members for the start of the next season which begins in September 2003.

HUNTING

Clifton straddles Wildlife Management Districts (WMD) 18 and 27 and similarly straddles the North and South zones for waterfowl. In both cases, Route 9 forms the zone boundary. Hunters can take advantage of Clifton's many acres of quasi-public managed woodlands to pursue deer, moose, bear, snowshoe hare, fox, coyote, bobcat, raccoon, woodchuck, red and gray squirrel, skunk, porcupine, upland birds, crows, and migratory waterfowl. Turkeys are starting to turn up around town, justifying the extensive restocking efforts by Inland Fisheries and Wildlife during the past decade. However, the turkey-hunting zone does not include WMD 18, the part of

Clifton north of Route 9. Conversely, the moose-hunting zone excludes WMD 27, south of Route 9. Trappers will find an abundance of bear, coyote, fox, beaver, snowshoe hare, muskrat, fisher, skunk, raccoon, red squirrel, and weasel. Mink and otter are also found in Clifton, but are less commonly encountered.

A Hunter's Supper is sponsored by Clifton United Baptist Church on an annual basis.

BICYCLING

Although many residents enjoy the activity, Clifton is not particularly hospitable for bicycling. Most of the town's roads are narrow, without shoulders, and steep; approximately half are unpaved. Route 9 has wide paved shoulders, but the fast-moving traffic and heavy trucking can make it an unpleasant biking experience. Route 180 has very steep grades and blind curves, unpaved shoulders, and numerous gravel and logging trucks passing along a narrow roadway. On the plus side, traffic volumes (other than on Route 9) are relatively low, permitting bicyclists to use the travel lane much of the time. So, despite the drawbacks, many children and some adults bicycle at least occasionally, either on-road or off-road on logging roads and ATV trails. (The same comments apply to walking and jogging for recreation.)

PARKS POND CAMPGROUND

Parks Pond Campground, located on Route 9, is open from late May to mid-September and offers 55 electric and water hook-ups for campers. The Campground provides tourists and residents alike many recreational opportunities. Parks Pond Campground rents out canoes, paddles, and life jackets to the general public, which may be taken offsite, or launched right from the campground beach.

SAWMILL WOODS GOLF COURSE

This nine-hole, par 36, public golf course, located across from Parks Pond Campground on Route 9, is expected to open the summer of 2004. The Moore family who also operates the Parks Pond Campground will operate it. There are plans to expand the golf course to 18-holes.

CLIFTON PLAYGROUNDS

There are no public parks and/or playgrounds in the Town of Clifton. Currently, the closest playground is at the elementary school in Eddington. Residents have expressed an interest in creating a town park/playground or recreation complex.

CAMP MOLLY MOLASSES

The Bangor-Brewer YWCA operates Camp Molly Molasses, located on Chemo Pond. Although the camp is located in Bradley, the only access road passes through Clifton from Route 9.

Children from throughout the Bangor area participate in the summer day-camp sessions. Camp Molly Molasses also offers a fee for service trust/team-building outdoors class to the public.

KATAHDIN SCOUT RESERVATION (CAMP ROOSEVELT)

The Katahdin Scout Reservation (KSR), owned by the Katahdin Area Council of the Boy Scouts of America, surrounds Fitts Pond and the buildings on the reservation are referred to as Camp Roosevelt. Although the Reservation is accessed off of Route 46 in Eddington, the majority of the land is located in Clifton. KSR is available for Boy Scouts to use year round with the exception of November; although hunting is not allowed on the reservation, it is closed throughout deer season for safety reasons. During the summer Camp Roosevelt comes alive with scouts attending resident summer camp. Boy Scouts utilize the camp for four weeks in June and July, and then in late July and August the Cub Scouts enjoy the facility for four weeks. The reservation is used year-round for scout camping and training sessions as well as for camporees. SAD #63 also utilizes the reservation in its fourth grade education curriculum.

BOY SCOUTS

Boys in Clifton can join Cub Scout Pack #23 if they are in grades 1 – 5 or Boy Scout Troop #23 if they are older. Both units are sponsored jointly by East Eddington Grange and Peavey Manufacturing. The Cub Scouts usually hold their monthly pack meeting at the Eddington School, and Troop #23 meets every Monday evening at Comins Hall. In 2001, there were 15 boys enrolled in Pack #23 and 22 boys in Troop 23. This troop is comprised of boys from both Eddington and Clifton.

GIRL SCOUTS

Clifton girls can join one of the six Girl Scout troops in the Eddington/Clifton area. In 2001, there were 11 girls enrolled: 7 Brownies, 2 Juniors, and 2 Cadettes.

EAST EDDINGTON GRANGE

East Eddington Grange (which includes Clifton residents in its membership) meets at Comins Hall in Eddington on the first Saturday of every month at 7 p.m. preceded by a potluck supper. The grange remains true to its agricultural roots and traditional community values, although most of its members do not earn their living by farming.

EDDINGTON CLIFTON CIVIC CENTER

The Eddington-Clifton Civic Center (ECCC) was formed in 1983 as a non-profit corporation whose purpose was to maintain and manage the East Eddington Public Hall. A local farmers group built the three-story hall in 1879. Also in 1983, the East Eddington Public Hall was renamed Comins Hall to thank the members of the Comins family for more than four generations of civic service to the Eddington Clifton area. Residents of Clifton and Eddington may become members of ECCC and support the preservation of this area landmark.

The ECCC ensures that historic Comins Hall is available to Clifton residents for public and private functions by advance reservation. For several years in the mid-1990s, prior to construction of the new town offices, Comins Hall served as the town meeting hall and voting site for Clifton residents. It is the hope of members and area residents that the building will be able to meet fire codes in order to be able to use the upstairs, with plans for a possible summer theater.

In July 2003, Comins Hall was accepted for placement on the Maine and National Register of Historic Places.

HOLBROOK REGIONAL RECREATION BOARD

There are no public facilities designated for organized recreational activities or sports within the Town of Clifton. Public recreational opportunities and facilities are provided through School Administrative District (SAD) 63 at the Holbrook School in Holden for the communities of Clifton, Eddington, Holden, and Dedham. The Holbrook Regional Recreation Board is a four-member board, with one member from each town in the consortium, and has over 100 volunteers who donate countless hours coaching the teams, instructing youngsters, maintaining facilities and providing concession services.

Recreation opportunities offered to Clifton's youngsters include Saturday soccer, Dribbling Devils (basketball fundamentals), and baseball at the little league and farm league levels. In addition to programs for the youth, there is also a Tuesday night open gym for adults wishing to play pickup basketball. During the winter months, adults also have organized basketball. The women play at the Eddington School and the men play at the Dedham School.

REGIONAL FACILITIES

In addition, to recreational facilities within Clifton, there are numerous facilities and activities in close proximity to the town, accessible to Clifton residents. Bangor/Brewer and Old Town/Orono offer a multitude of parks, pools, ice skating rinks, as well as a great variety of programs. The University of Maine offers trails for biking/in-line skating/running/walking and indoor activities. The Maine Audubon Society's Fields Pond Nature Center located in Holden and Orrington offers a number of programs and activities and maintains nature trails throughout the year for nature enthusiasts. Finally, within a 60 miles radius are several State and National Parks.

OPEN SPACE

The value of recreation and open space within the community is a powerful incentive to draw people to Clifton for extended periods. A golf course, boat launch facility, playground, tennis courts, biking trails, hiking trails, snowmobiling trails and nature observation are prime reasons

to go to an area for a visit. It is the intent of the Town to use the natural resources of the town to create a recreation based driving force for the town's economy.

The definition of open space is broad and inclusive. The following can be categorized as open space:

- Undeveloped land, lakes, rivers, oceans, mountains, wetlands, beaches, scenic vistas, etc.
- Developed land available for either active or passive uses; including highway rights-of-way, trails, landscaped areas, farms, forests, etc.
- Public land or public rights to land, including parks, recreation areas, schoolyards, coastal and other waterfront access; vacant lots owned by the town, state or federal governments; sewer pump stations; public rights-of-way; town forests; nature areas; boat access sites; game management areas, etc.
- Private lands, such as backyards, commonly owned spaces at developments, floodplains and other sensitive areas where development is not permitted by zoning, etc.
- Greenways composed of linked parcels of varied ownership, preferably with guaranteed public access, or adjacent to public access.

POLICY AND IMPLEMENTATION PLAN

In order to promote and protect the availability of outdoor recreation opportunities in Clifton, the Town shall:

D1. Policy

The Town will explore options for acquiring public access to recreational areas.

Long-term Implementation Strategy

A. The Board of Selectmen, or their designee(s), will explore possible sites and grant opportunities, research the cost, legal implications, and liability of acquiring public ownership of cliff access points.

B. The Board of Selectmen, or their designee(s), will inventory town owned-property to explore possible sites and grant opportunities to fund designing and building of a municipal recreation complex to include a park, playground, ballfield and nature trail.

C. The Board of Selectmen, or their designee(s), will explore possible sites and grant opportunities, and research the cost and liability to acquire or build municipally owned public boat landing(s)/launch(es).

D. The Board of Selectmen, or their designee(s), will explore possible sites and grant opportunities, and research the cost and liability to acquire municipally owned public beach area(s).

E. The Board of Selectmen, or their designee(s), will ensure that any municipally acquired and designated recreational area public access point has appropriate and adequate public parking.

D2. Policy

The Town will foster recreational opportunities within the Town.

Near-term Implementation Strategy

A. The Board of Selectmen, or their designee(s), will prepare, and make available to the public, media on the water quality issues associated with invasive aquatic plants, introduction of exotic fish species, boating safety, noise pollution with suggestions for mitigating the dangers associated with water recreation.

B. The Board of Selectmen, or their designee(s), will provide residents with information regarding state administered boating safety courses and sponsor local boating safety classes.

C. The Board of Selectmen, or their designee(s), will solicit volunteers to monitor lake quality and work with the State to obtain and document phosphorus data.

Short-term Implementation Strategy

D. The Board of Selectmen will encourage the creation of a local committee to research and develop and cultivate outdoor recreational opportunities (hiking, skiing, climbing, fishing, hunting, etc.) within Clifton, along with the impact cultivation of these opportunities will have on the quality of life.

Long-term Implementation Strategy

E. The Board of Selectmen, or their designee(s), will provide in-state and out-of-state entrepreneurs with appropriate information about recreation development opportunities; including the development of lodging facilities, natural resource education, guide services, flight seeing, and other special programs such as retreat and day adventure excursions.

F. The Board of Selectmen, or their designee(s), will investigate possible funding sources and geographical sites to implement a public information center, which will designate all recreation areas and opportunities within Clifton.

D3. Policy

The Town will assist in protecting the system of privately maintained snowmobile trails within the Town.

Short-term Implementation Strategy

- A. The Town Office staff will provide the snowmobile and ATV clubs with an area in the municipal building to display educational materials, maps and other information about the trail systems within the Town.
- B. The Town will assist the Snowmobile Club and other local organizations to obtain funds; such as, Department of Conservation grants or other sources, to support the development and maintenance of snowmobile and hiking trails.

D4. Policy

A. The Town will assist the State in maintaining an accurate database of all recreational facilities located within the Town.

Short-term Implementation Strategy

B. The Administrative Assistant will provide the Department of Conservation with an official listing of all recreational facilities within the Town to be included in the State's PARKALL database.

D5. Policy

The Town will provide all residents with organized recreation opportunities.

Short-term Implementation Strategy

A. The Board of Selectmen will support the expansion of the current Holbrook Recreation Board to include organized sports leagues for softball, basketball and soccer for adults and teenagers.

D6. Policy

The Town will provide for and protect open spaces to the highest extent possible.

Short-term Implementation Strategy

A. The Board of Selectmen and Planning Board will investigate the possibility of implementing impact fees on new development to help the Town pay for acquisition and creation of public recreation facilities such as municipal parks, walking trails, and other recreation facility developments.

B. The land use section of this plan and the future land use ordinance will provide for Resource Protection Districts which will limit development activities within sensitive areas such as wetlands, critical and unique areas, floodplains, aquifers and steep slopes.

C. The land use section of this plan and the future land use ordinance will provide for Cluster Zoning, where multi-occupant development will be allowed, requiring larger amounts of open space to be dedicated.

Study Goal

The goal of this study is to develop a transportation solution that: (1) improves regional system linkage, (2) improves safety, (3) improves the current and future flow of traffic and the shipment of goods between I-395 and Route 9, (4) adheres to the Maine Department of Transportation's budget, and (5) minimizes environmental and social impacts.

NEPA and STPA Process

NEPA

The National Environmental Policy Act (NEPA) is the nation's broadest environmental law and our nation's basic environmental charter. NEPA applies to all federal agencies and most of the activities that they fund or manage that affect the environment. It requires federal agencies to consider the environmental, social, and economic impacts of their actions and disclose them in a public decision-making document.

NEPA requires the preparation of environmental documents to ensure that federal agencies accomplish the purpose and intent of the law. Individual federal agencies and the President's Council of Environmental Quality (CEQ) have adopted regulations, policy, and other guidance to ensure that they follow the law to implement NEPA.

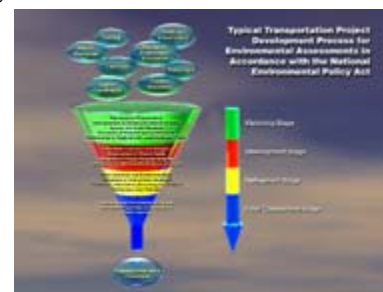
For this study, the FHWA with the assistance of the Maine Department of Transportation, will produce an environmental assessment (EA) as the public decision-making document. The purpose of the EA is to provide the FHWA and the Maine Department of Transportation with a full accounting of the impacts from the alternatives developed for meeting the project's purpose and needs. It is intended to help public officials make decisions based upon an understanding of the environmental consequences of the project and take actions that protect, restore, and enhance the environment.

For more information, you can go to the Council on Environmental Quality's [web site](#) on NEPA.

STPA

The decisions made in the transportation sector are of critical importance to the people of Maine. The field of transportation is diverse, ranging from pedestrian, to motorized vehicles, to telecommunications. The Sensible Transportation Policy Act (STPA) reflects that diversity in the decision-making that occurs in the planning and development of Maine's transportation network.

STPA provides a framework for examining a range of choices. It recognizes there are benefits and costs (financial, energy, and environmental) to transportation. Mobility is no longer treated



Source: <http://www.i395-rt9-study.com>

as an inexhaustible resource but rather as a resource that needs to be both supplied and conserved. STPA identifies policies and management strategies for the analysis of these diverse issues.

Study Participants

Although NEPA (the law governing environmental assessments) applies only to U.S. federal agencies, its implementation involves a variety of participants. These include state agencies, local governments, Native American tribes, special interest groups, and interested citizens. The role of these participants is described in this section and throughout this web site.

Study Team -- A team has been assembled to guide and develop the planning of this study. This study team consists of:

- the Maine Department of Transportation as the state proponent of the study, and
- the Federal Highway Administration as the lead agency for the study

The point of contact for the public for this study is **Mr. Raymond E. Faucher, P.E.** He can be reached at:

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Throughout the planning of this project and during the study, the study team will coordinate with a variety of U.S. federal agencies, state agencies, local agencies, and the public.

Federal Agencies -- many US federal agencies are involved in this study. Some of these are the US Army Corps of Engineers, the US Fish and Wildlife Service, the US Environmental Protection Agency, the National Marine Fisheries Commission, the US Geologic Survey, the Federal Emergency Management Agency, and the US Department of Agriculture's Natural Resources Conservation Service.

State Agencies -- state agencies include the Department of Conservation, the Department of Environmental Protection, the State Planning Office, the Department of Inland Fisheries and Wildlife, the Department of Marine Resources, the Maine Historic and Preservation Commission, and the Maine Geologic Survey.

Local Agencies -- local entities being consulted include the towns of Brewer, Holden, and Eddington; the city of Bangor; and the Bangor Area Comprehensive Transportation System (BACTS).

Public Advisory Committee -- a public advisory committee (PAC) has been established to help guide the planning of this project. Contact any PAC member for more information about this study. Go to this page for more information on the PAC.

The Public -- the public will have several informal and formal opportunities to provide input and get involved with this important transportation study:

- *Public Meetings* -- Check this web site and your newspaper for notices of future public meetings.
- *PAC Meetings* -- While PAC meetings are working sessions between the study team and PAC, they are open to the public to listen and there is an opportunity for questions from the public at the end and following the meeting.
- *Feedback Form!* -- the 'Public Involvement' section of this web site has an online comment form for you to submit your comments or questions as well as contact information for the study team.
- *Public Hearing* -- The draft environmental assessment will be circulated for public review and comment. During the comment period, a public hearing will be held in the local area. Come to the public hearing and offer your comments for the record.

Study Background

I-395 was designed and constructed in the early 1980s. When opened to traffic, it greatly altered the traffic patterns not only through the local area but also across the entire region. I-395 provides motorists an opportunity to travel from Route 9 to the interstate system, without having to travel through downtown Bangor. Roadways commonly used to travel between Route 9 and I-395 are Route 46 and Route 1A. Click on the **thumbnail at right** to see a larger view of the area roadways and the primary traffic pattern for through-traffic.



Route 9 is a principal arterial roadway providing a connection between downeast Maine, the Maritime Provinces, and the interstate system. Route 1A provides a direct connection between the interstate system and the Ellsworth, Bar Harbor areas, including Acadia National Park. Route 46 provides a connection between Route 9 and Route 1A. Overtime, traffic volumes, particularly heavy trucks, traveling these roadways near I-395 have increased substantially.

Because of the increase in overall traffic volumes and the number of heavy trucks traveling the area, the number of vehicle crashes has also increased. There are several high crash locations in the area.

There is one other noteworthy item. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 established the National Highway System (NHS). The purpose of the NHS is to

Source: <http://www.i395-rt9-study.com>

provide an interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities and destinations; meet national defense requirements; and serve interstate and interregional travel. The NHS consists of approximately 159,000 miles of the most important roads in the U.S., but represents only 4% of the total roadway mileage in the country. Nevertheless, the NHS is expected to carry 40% of our nation's highway traffic, 75% of heavy truck traffic and 80% of tourist traffic. The NHS is not a system consisting of new roads or construction, but the completion and improvement of a network that is 98% complete (USDOT 1994).

The major roadways in the area are listed on the NHS; an opportunity exists to improve the NHS and regional flow of traffic and shipment of goods.

Clifton Comprehensive Plan

Recreation Facilities

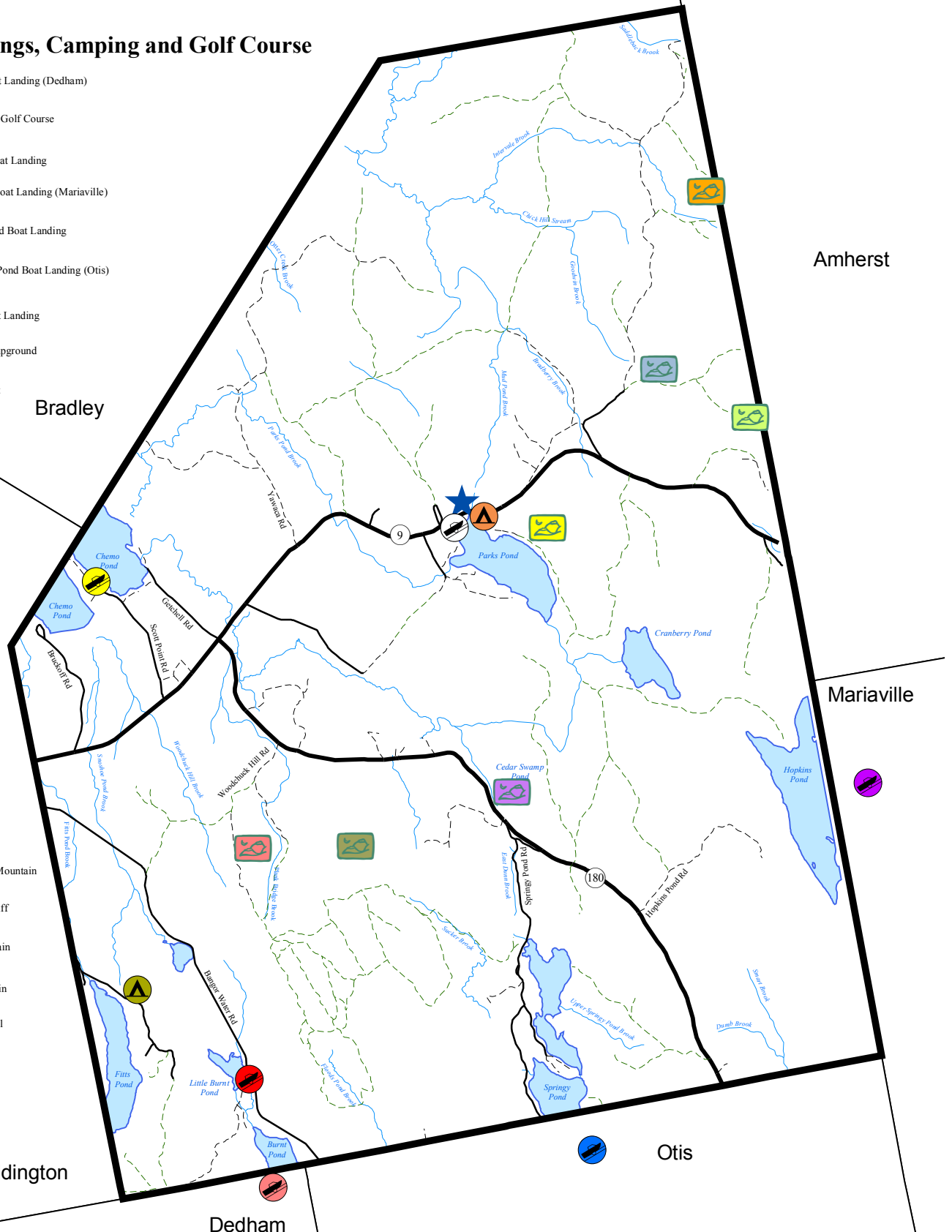


Boat Landings, Camping and Golf Course

- Burnt Pond Boat Landing (Dedham)
- Sawmill Woods Golf Course
- Chemo Pond Boat Landing
- Hopkins Pond Boat Landing (Mariaville)
- Little Burnt Pond Boat Landing
- Lower Springy Pond Boat Landing (Otis)
- Parks Pond Boat Landing
- Parks Pond Campground
- Camp Roosevelt

Climbing

- Eagle Bluff
- Fletcher Bluff
- Little Peaked Mountain
- Parks Pond Bluff
- Peaked Mountain
- Pisgah Mountain
- Woodchuck Hill



Clifton Comprehensive Plan

Topography



LEGEND

- Primary roads
- Secondary roads
- - - Private roads/trails
- Streams
- Water
- Wetland

Contour Elevation (feet)

- 0 - 300
- 300 - 600
- 600 - 900
- 900 - 1200

Twenty foot contour intervals.

