

Ad Hoc Recreation Pathways Committee Evaluation Report

October 15, 2009

Background:

The Ad Hoc Recreation Pathways Committee (Committee) was established by resolution of the Town of Milton Selectboard on November 5, 2007. The Committee's charge was amended for clarification purposes by the Selectboard on April 7, 2008. Since that time the Committee has been diligently working on evaluating potential recreational pathways with the intent of providing the Selectboard with a prioritized list of future pathways for the Town of Milton.

The Committee has arrived at a Prioritized List of Pathways through the following process. Each step is described in detail in this report:

1. Composite Pathways Map established;
2. Ranking criteria and evaluation form established;
3. Pathways evaluated;
4. Evaluation process was run through a quality assurance/quality control (QA/QC) process; and
5. Pathway scores were totaled and sorted according to score.

Composite Pathway Map:

Prior to the establishment of the Committee, there was a public input meeting held to gather feedback from the public on Ancient Roads and an Official Map on September 18, 2007. At this meeting residents and interested persons began to draw up potential pathway locations throughout Town.

The Committee started with this map and continued to make note of numerous recreation pathway connections throughout the entire Town. The Committee also put the map up in the library on Town Meeting day (2008) in hopes of gathering public input on where they would like paths to go. This exercise was met with limited success as there were not many voters who came through the library, however there were more potential pathways added to the map.

The results of the public input meeting in 2007, the Committee's own brainstorming exercise and election day were put together on a composite map, and the Committee numbered the pathways and began the evaluation process. Through the evaluation process some of the pathways were eliminated due to redundancy and some were re-routed along more logical routes. On the final map the original pathways are still displayed as a dashed line, while the evaluated pathways are displayed in a solid line. For the pathways that have been found irrelevant, there is documentation citing the reasons why. **The map is attached to this report.**

This map does not show existing trails within Town, however the map does include recreational properties that contain existing trails. The scope of this evaluation process was Town wide and did not include small scale proposals to existing trail networks. Finally, this map is a working map in which the proposed pathways are merely concepts. If other

additional or more viable options come about in the future (as a result of more information, or easement dedications to the Town, etc.) the map should be added to or modified.

Pathway Evaluation:

Through a brainstorming session, the Committee established a list of criteria/topics to evaluate the pathways with. The Committee looked to the *Town of Milton Cheekerberrry Village Route 7 Bicycle/Pedestrian Path Feasibility Study* done by Wilbur Smith Associates during this session as a reference of what types of criteria would normally be used for this type of process. The following list is the end result of this process. The list was established and vetted to group similar criteria together:

1. Safety – whether or not the pathway would be separate from vehicular traveled roadways or not; ability level; comfort level and handicap accessible.
2. Cost
3. Number of Users/ Accessibility by Users
4. Feasibility – ease of acquisitions (number of landowners, public ROWs or not); physical characteristics (is the topography workable, or are there natural features that would be impediments); obstacles such as infrastructure or hazardous waste sites;
5. Destinations/Connectivity – classified as either local or regional
6. Type of Pathway – classified as recreation/fitness, or transportation (or both)
7. Aesthetics
8. Cultural Resources
9. Maintenance/Stewardship
10. Length of Path

In vetting the list the Committee realized that some of these topics may be used for ranking purposes while other topics were merely descriptive. On June 19, 2008 the Committee presented this list and the composite pathways map to the Selectboard.

It is important to note that the Committee purposefully did not consider recreational path uses in this evaluation process. Each pathway could conceivably be used for every type of recreational use depending on how you engineer the pathway. Without site analysis and engineered designs at this stage the Committee evaluated each pathway on the criteria in the evaluation form regardless of recreational path uses. While it was sometimes difficult to evaluate a particular pathway without having some idea of what type of recreational use each pathway would afford; the process would not have been consistent if uses were considered.

The Committee then put this list into a form to be used to evaluate each pathway. The Committee ran pathway # 1 (High School to Bombardier Park) through the process. As the Committee moved through this trial evaluation they made a variety of changes to the form, including establishing a scale (from 1 to 5) for the answers for most of the criteria. The decision was made that 1 would represent a positive situation and 5 would represent a negative situation. Therefore, an evaluated pathway with a low score would be ranked as a high priority pathway, while a high score would be ranked as a low priority pathway. The Committee also decided to establish a methodology key to accompany the evaluation form, to ensure that all pathways were evaluated in a uniform fashion (**evaluation form and key are attached**).

The Committee then proceeded to evaluate and fill out a Pathway Prioritization Form for each pathway. Through the process the Committee decided that some of the pathways on

the map were not relevant because of the existence of another pathway on the map that suited the same purpose in a more efficient and logical manner. In addition, the pathways that were put on the map to connect two locations “as the crow flies” were redefined prior to evaluation, and sometimes re-routed along a roadway. As the Committee worked through each pathway evaluation, they made note of the pathways that were eliminated (these are still shown on the composite pathway map as a dashed line to capture the original concept). It was also determined if the pathway ended at a Town Boundary or in the Town Forest which abuts Westford that the path would be identified as a regional path, as opposed to a local path.

The Pathway Prioritization Forms for each pathway are attached to this report. Each form has a revision date on the bottom because the form was revised a few times as the Committee moved through the process. These forms include each pathways evaluation prior to the QA/QC process; therefore some of the scores may be different than what is recorded on the final Prioritized List of Pathways.

Quality Assurance/Quality Control:

Once each of the pathways was evaluated the Committee compared the evaluations to ensure that the process was consistent from the beginning to the end (especially because it took about a year to get through all of the pathways). Mark Hitchcox entered the ‘scores’ for each pathway into a spreadsheet so that each criteria could be easily compared from pathway to pathway to make sure that the scores were consistent. As a result of this process:

- Some of the scores were amended for consistent rank of the pathways.
- The ‘handicap accessible’ criterion was eliminated because of difficulty of assigning a score to this category. It became clear to the Committee that handicap accessibility is more of a type of use, and not a basis for ranking each path. As explained in the Pathway Evaluation section above, uses were not considered in this process in order to keep the process consistent. By no means is the elimination of this as an evaluation criteria an indication that the Committee does not find handicap accessibility an important goal for future pathways in Milton; it simply means that it is not an appropriate consideration in this stage of the process.
- The ‘number of landowners’ criteria was more accurately described by scoring each pathway based on actual numbers of parcels the pathway crossed. For pathways that are along a utility ROW (not public ROW) the number of parcels were counted because the Town would still need to secure a right of access from all of the landowners along the way.
- There were some discussions that either, better options, or additional pathways could be added to the map. For example, perhaps # 8 is better routed along Lake Road, rather than West Milton. Also, there could be a path directly from Poor Farm Road to the Pond along the west side of Route 7 (by Arrowhead Lake). The Committee decided that it was too late within this process to add more pathways to the map; however, the pathways are merely concepts and the routes are flexible.

Prioritization of Pathways:

As described earlier in the Pathway Evaluation section the Pathway Evaluation Forms include a scale (from 1 to 5; 1 is best and 5 is worst) for a majority of the criteria. The score awarded to each criterion were added up to determine a total score for each pathway. Those pathways with a low score rise to the top of the list as a high priority pathway, while a high score is at the bottom of the list and represents the lowest priority.

The Committee did discuss whether some of the criteria should be given more weight than other criteria. However, the Committee ultimately decided that any reasons for favoring one criteria over another are likely to be more subjective than objective, and it is best to let the base 'score' speak for itself.

The attached spreadsheet lists all of the pathways in order of their final score. The pathway numbers are also listed on the composite pathways map for easy reference.

Each proposed pathway is merely a concept. If other additional or more viable options come about in the future (as a result of more information, or easement dedications to the Town, etc.) these pathways should be added to or modified.

The Committee finds value in each of the pathways presented; however the score and ultimate rank speaks to the feasibility of developing each pathway in relation to the others.
Pathway Summaries presented in order of their score:

1. **Pathway 1** – The intent of this pathway is to connect the High School to Bombardier Park. The thought is that most of this pathway would be along public roads, however it may be possible to connect through the shopping center as it redevelops. The pathway also intends to cross Route 7 at a future traffic light that has been proposed on the Milton Shopping Center plans. This pathway would provide a much needed connection for the students to the library and recreational facilities at Bombardier Park.
2. **Pathway 24** – The intent of this pathway is to connect the Poor Farm Road neighborhoods with the Town Core. This pathway would be through Milton Fall's Court common land and some potential water utility right-of-ways to Howard Drive to the Route 7 sidewalk. There has not been any research into the availability of the water right-of-way for public use. This level of site review will be a next step if the Selectboard agrees to move forward with this pathway. This pathway is known to the Committee as "Sara's Pathway" because it was Sara Harding's idea (the Committee's High School member).
3. **Pathway 14** – The intent of this pathway is an off-road connection from the Town Forest to Hardscrabble or Devino Road. This pathway could begin to provide connections from the Town Forest to other recreational areas in our region (for example Indian Brook Park in Essex). There are other pathways on the map that could extend this concept (Pathway 13 for example) or pathways in other Towns could be explored for connections. In addition this pathway could provide residents in east Milton with a connection to the Town Forest.
4. **Pathway 16** – The intent of this pathway is to provide a recreational network along the east side of Arrowhead Lake. There are already existing pathways in this area on the Quarry Lane common land (Town owned property), Maplewood Common Land

and the Husky property. While these trails exist the Maplewood common land and the Husky property is not open to the public.

5. **Pathway 21** – The intent of this pathway is an off-road connection that would highlight the beauty and working landscape of west Milton. There is no public land along this pathway, although there are very few landowners.
6. **Pathway 5B** – This pathway provides a connection from West Milton Road to Gonyeau Road along the gas line adjacent to I-89. This pathway was originally part of pathway # 5. The Committee split pathway 5 into two (5A & 5B) because they each accomplish two separate goals; however, the Committee anticipates that 5B would get much more usage if 5A is put into place. VT Gas has an easement from the various property owners along this stretch to run the gas line. While this easement is currently used for recreational purposes, the easements from the property owners do not include public recreation use.
7. **Pathway 10** – The intent of this pathway is to connect the Town center to the Municipal Forest. The pathway was originally drawn ‘as the crow flies’. The Committee redirected the pathway along Reynolds Road and Hardscrabble Road as there are other off-road pathways to the Municipal Forest (# 11 and # 15); although there is still an off-road portion from the end of Reynolds Road to the Forest. This pathway connects to East Road, and from there it could connect with # 6 for a final connection into the Town Center.
8. **Pathway 13** – The intent of this pathway is to provide a north-south pathway in the east side of Milton that could link with # 14 to the Municipal Forest; and possibly to other recreation areas in other Towns (ie. Indian Brook in Essex via Rollin Irish Road to Old Stage Road). There is a significant amount of open space (although not permanently protected or public) within Milton, Westford, Colchester and Essex that could lend itself to an excellent trail system.
9. **Pathway 18-20** – In evaluating pathway #'s 18, 19 and 20 the Committee decided that it made sense if they were linked together as one pathway system. Combined with # 8 this could become a West Milton loop. The thought is to keep this trail entirely off-road and to take advantage of legal trails and Class 4 roads under Town ownership. The Town may have discontinued the old road along Stone Bridge Road, therefore ownership of that right-of-way will need to be researched.
10. **Pathway 22** – The intent of this pathway is to provide a pathway along the Lamoille River west of the highway to the West Milton Road bridge. The terrain may be too steep to establish a pathway here; however it would likely be beautiful if possible. Currently the Lamoille River Walk ends right on the other side of the highway, and a lot of ATV activity occurs in the area as well; therefore this pathway could potentially see a lot of use.
11. **Pathway 4** – The intent of this pathway is a connection from the Town Center/Bombardier Park to Colchester via Middle Road. This would be an on-road pathway, that has the potential of a good number of users if it is designed in a safe way.
12. **Pathway 15** – The intent of this pathway is to connect the Town’s Quarry Lane property with the Municipal Forest via an off-road trail network. This pathway is potentially less steep than the other Municipal Forest pathways, however there is no publically owned land between the two points.
13. **Pathway 23** – Originally this pathway skirted along the Lamoille River from the West Milton Bridge, under/ over Route 2 and ended at Sand Bar. Due to an active

farm, floodplains and a poorly suited end point the Committee relocated this pathway along Bear Trap Road as an on-road pathway. If safe, this pathway would likely see a lot of use and probably already does.

14. **Pathway 5A** – The intent of this pathway is to connect the Poor Farm Road neighborhoods with the other side of the river via a bridge. This concept has been listed in previous studies and would likely be very popular, although very expensive. For that reason this pathway received the highest score in the cost category of the evaluation.
15. **Pathway 8** – The intent of this pathway is a connection from the Town Center to Eagle Mountain Natural Area. This pathway was originally drawn ‘as the crow flies’ so the Committee relocated it as an on-road pathway that follows portions of the Lake Champlain Bikeway.
16. **Pathway 2** – The intent of this pathway is to connect the Town Center to the Colchester Town line and the Colchester Park & Ride. The Committee finds this to potentially be one of the most useful routes; however the number of landowners along the pathway is great and the length and terrain renders it costly.
17. **Pathway 17** – The intent of this pathway is to connect Georgia, and Lake Road residents to the Town Center. The pathway was originally drawn along Arrowhead Lake; however, due to the steepness and number of landowners the Committee found that to be infeasible and relocated the pathway along Route 7. The pathway includes a boardwalk out onto Arrowhead Lake as Route 7 traverses it north of the dam. As a result of the boardwalk this pathway received a high score in the cost category. It would likely see a great deal of use if it is designed in a safe way.
18. **Pathway 6** – The intent of this pathway is to provide a connection from the east side of Arrowhead Lake, along Mallet’s Creek to Bombardier Rec Park. The pathway could also provide a connection from the Elementary School to Bombardier. This pathway was combined with the original # 7 and is largely off road. The stretch beside Mallet’s Creek could be very interesting, but costly to establish.
19. **Pathway 11** – The intent of this pathway is to connect the Town Forest to the Town Center via East Road or Pathway # 6 via the electric utility line ROW. However, this ROW is not public so public recreation easements would still be needed. The pathway is also quite steep.

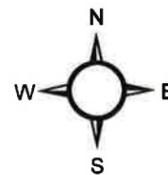
Proposed Recreation Pathways

Originated from Three Public Input Sessions
Evaluated & Refined by the
Ad Hoc Recreation Pathways Committee

- Evaluated Pathways
- - - Re-routed Pathways
- - - Eliminated Pathways
- * - Pathways 6 & 7 were combined into Pathway 6.

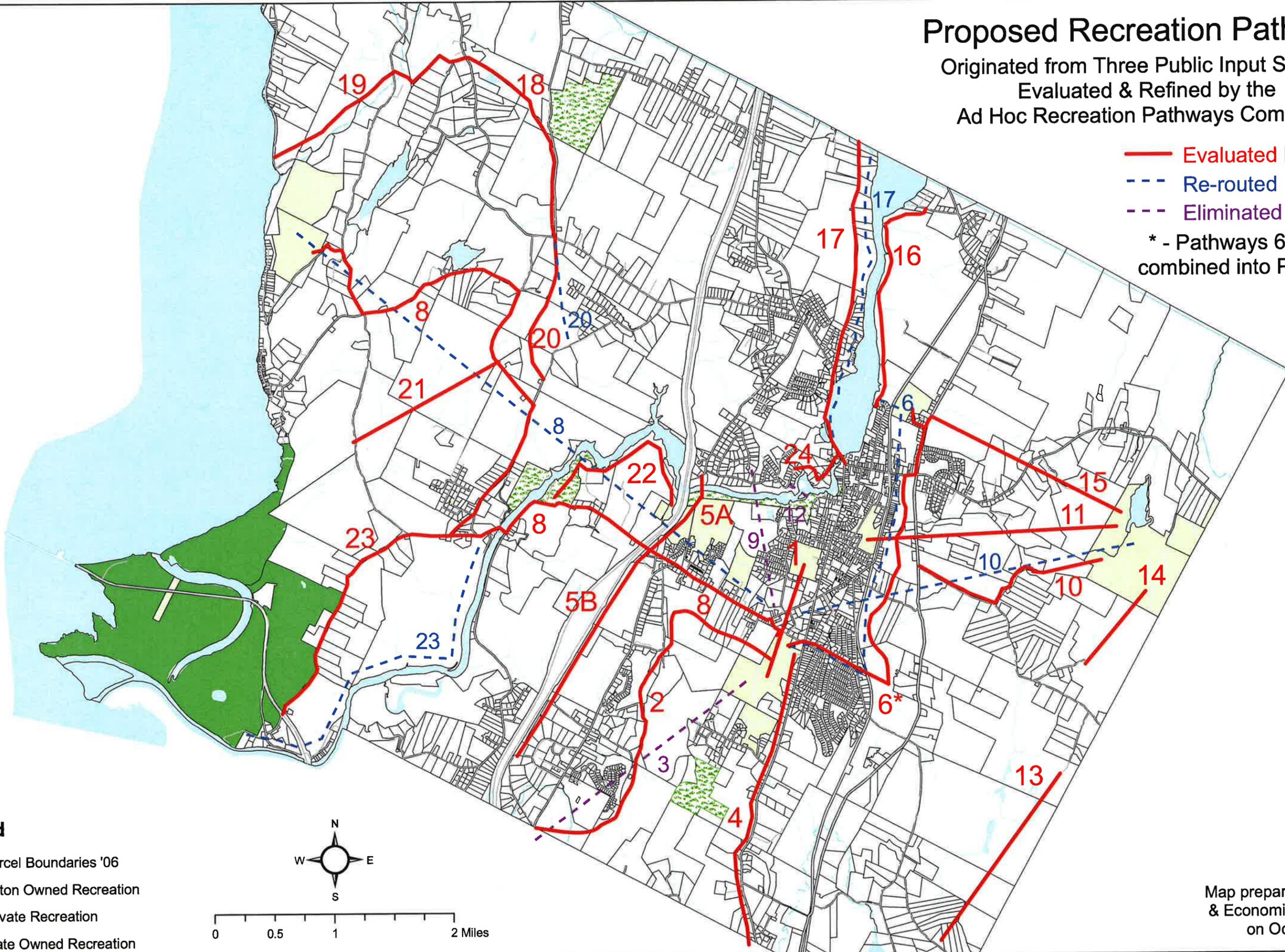
Legend

- Parcel Boundaries '06
- Milton Owned Recreation
- Private Recreation
- State Owned Recreation



0 0.5 1 2 Miles

Map prepared by Planning
& Economic Development
on October 26, 2009.



Pathway Evaluation Results
Refined through QA/QC Process and Sorted by Final Score

Pathway No.	Pathway Name	Evaluation Date	SAFETY*			VOLUME	Feasibility/Ease of Acquisition				DESTINATIONS /CONNECTIVITY	TYPE	AESTHETICS	MAINTENANCE	PATH LENGTH** in miles	COST	Total Score
			Separation	Ability Level	Comfort		Landowners	Public ROW	Physical Constraints	Other Constraints							
Pathway 1	High School to Rec Park	7/7/2008	3	Basic	2	1	2	2	1	2	Local	Transportation	3	1	1.0	1	18
Pathway 24	Sara's Pathway - Milton Fall's Court to Rte 7 Sidewalk	8/21/2008	2	Variable	1	2	2	3	2	2	Local	Both	2	1	0.7	2	19
Pathway 14	Town Forest to Hardscrabble Road/Devino Road	2/19/2009	1	Advanced	2	4	1	4	2	1	Regional	Rec/Fitness	1	2	0.8	2	20
Pathway 16	East Side of Arrowhead Lake, Maplewood/Quarry Lane to Cooper Road	2/19/2009	1	Basic	1	2	1	5	3	1	Local	Rec/Fitness	1	3	1.9	3	21
Pathway 21	Cadreact to Mears - Offroad	3/19/2009	1	Variable	2	4	1	5	3	1	Local	Rec/Fitness	1	2	1.4	2	22
Pathway 5b	Gas line adjacent to Rte 89	11/20/2008	1	Basic	1	3	4	5	1	1	Regional	Both	4	1	2.0	2	23
Pathway 10	Town Forest to East Road (or Path #6)	1/15/2009	3	Advanced	4	2	1	3	3	1	Regional	Rec/Fitness	1	3	1.8	3	24
Pathway 13	Devino Rd to Rollin Irish Road	2/19/2009	1	Advanced	2	4	3	5	2	2	Local	Rec/Fitness	1	2	1.7	2	24
Pathway #18-20	West Milton (Sanderson to Stone Bridge Brook)	4/16/2009	2	Variable	1	4	3	2	3	2	Local	Rec/Fitness	1	3	5.1	3	24
Pathway 22	Lamoille River - I89 to West Milton Road	3/19/2009	1	Advanced	3	3	2	3	3	2	Local	Rec/Fitness	2	3	1.7	2	24
Pathway 4	Middle Rd. /Bombardier Park to Colchester	10/16/2008	5	Advanced	5	2	1	1	3	1	Regional	Both	2	2	2.5	3	25
Pathway 15	Town Forest to Quarry Lane/Pathway #6 - Off-Road	1/15/2009	2	Variable	2	2	3	5	2	2	Regional	Rec/Fitness	1	3	1.8	3	25
Pathway 23	Bear Trap On-road - West Milton Road to Route 2	3/19/2009	5	Advanced	4	3	1	1	3	1	Regional	Both	2	2	2.8	3	25
Pathway 5a	Bridge over Lamoille, Adjacent to Rte 89	11/20/2008	1	Variable	3	2	1	2	5	1	Local	Both	2	4	0.8	5	26
Pathway 8	Town Core to Eagle Mountain On-Road	12/18/2008	5	Advanced	4	4	1	1	2	2	Local	Both	2	2	8.2	3	26
Pathway 2	Town Core to Colchester Park and Ride	9/18/2008	2	Basic	2	1	5	3	3	2	Regional	Both	2	3	3.5	4	27
Pathway 17	West Side of Arrowhead Lake, w/n Route 7 ROW	2/19/2009	5	Advanced	5	2	1	1	4	1	Regional	Both	2	3	2.9	4	28
Pathway 6	Arrowhead Lake to Bombardier Park	11/20/2008	3	Variable	2	2	3	4	3	3	Local	Both	2	3	3.6	4	29
Pathway 11	Town Forest to East Road (or Path #6)	1/15/2009	1	Advanced	4	4	3	3	4	1	Regional	Rec/Fitness	2	4	2.1	3	29

* = Through the QA/QC process the Committee decided that handicap accessible was not a basis for ranking each pathway as described in the Evaluation Report, therefore this criteria was removed from this ranking sheet.

** = The distances of each pathway were finalized during the QA/QC process so there may be some discrepancies between the lengths indicated on this spreadsheet and the lengths listed on each Pathway Prioritization Form.

Pathway Prioritization Form

Trail Name/Number: _____

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 - Yes 2 - Almost Always 3 - Sometimes 4 - Not Very Often 5 - No

B. Ability Level: Advanced Basic Children Variable

C. Comfort Level: 1 - Comfortable 2 - Almost Always 3 - Somewhat 4 - Not Very 5 - Uncomfortable

D. Handicap Accessible: 1 - Yes 2 - Almost Always 3 - Some 4 - Not Very Often 5 - No

2. Number of Users/Accessibility by Users: 1 - High 2 - Med-High 3 - Medium 4 - Med-Low 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 - Low 2 - Med-Low 3 - Medium 4 - Med-High 5 - High

ii. Public ROW: 1 - Yes 2 - Almost Always 3 - Sometimes 4 - Not Very Often 5 - No

B. Physical Constraints: 1 - No 2 - Not Very Often 3 - Sometimes 4 - Almost Always 5 - Yes

C. Other Constraints: 1 - No 2 - Not Very Often 3 - Sometimes 4 - Almost Always 5 - Yes

4. Destinations/Connectivity: Local Regional

What does it connect: _____

5. Highlights: _____

6. Type of Pathway: Recreation/Fitness Transportation Both

7. Aesthetics: 1 - Scenic 2 - Almost Always 3 - Somewhat 4 - Not Very 5 - Unremarkable

8. Maintenance/Stewardship: 1 - Easy 2 - Somewhat Easy 3 - More Difficult 4 - Very Difficult 5 - Impossible

9. Length of Path: _____ miles

10. Cost: 1 - \$ 2 - \$\$ 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

11. Comments: _____

Evaluation Methods/Key:

For the ranked criteria a score of 1 is considered best, while a score of 5 is considered to be the worst. Therefore when each of the trails are scored, the lowest score will likely be the highest priority trail. There are a few categories in which the responses are not scored (there is no number assigned to the answer); these are included for descriptive purposes.

1. Safety

A. Separated from vehicular travelled roadways: This refers to whether the path is a painted lane along the travelled portion of a roadway or whether the path is separated by a grass strip or curb, or whether the path is not associated with a roadway at all, or some variation in between.

B. Ability Level: This refers to the accessibility of the pathway in terms of difficulty (steep slopes, etc).

C. Comfort Level: This refers to the accessibility of the pathway in terms of safety.

D. Handicap Accessible: This refers to whether or not the pathway could be handicap accessible or not.

2. Number of Users/Accessibility by Users: This refers to the potential amount of users that are likely to use the pathway relative to the other pathways the Committee is reviewing. This does not refer to actual numbers of users per pathway.

3. Feasibility

A. Ease of Acquisitions: This refers to the how easily the ROW for the pathway can be obtained. The assumption is that a significant amount of landowners along the path would make it more difficult to obtain the ROW. Also, public ROWs already in place would likely make it easier to establish the pathway.

B. Physical Impediments: This refers to natural features that may be along the pathway that would make it difficult to layout out the pathway (ie. would require permitting and more complex engineering).

C. Infrastructure Obstacles: This refers to infrastructure features (ie. roads, utilities) that may be along the pathway that would make it difficult to layout out the pathway.

4. Destinations/Connectivity: This refers to whether the path would connect local areas within Town; or whether the pathway would connect regional areas (from in Town to areas outside of Town).

5. Highlights: The intention of this category is to simply keep a list of the amenities that the pathway would serve.

6. Type of Pathway: This refers to the primary purpose of the pathway.

7. Aesthetics: This refers to the aesthetics of the pathway relative to the other pathways the Committee is reviewing.

8. Maintenance/Stewardship: This refers to the potential maintenance requirements of the pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual maintenance costs or needs.

9. Length of Path: This is an estimate of the approximate length of the proposed pathway.

10. Cost: This refers to the potential cost of a pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual cost of construction; instead \$ would equate to very little infrastructure or obstacles that would be required to cross, while \$\$\$\$\$ would mean something like a very large bridge would need to be built.

RESULTS – Pathway Prioritization Form

Trail Name/Number: #1 - H.S. to Bombardier (evaluated on July 17, 2008)

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Ability Level: Advanced **Basic** Children Variable

C. Comfort Level: 1 – Comfortable **2 – Almost Always** 3 – Somewhat 4 – Not Very 5 - Uncomfortable

D. Handicap Accessible: 1 – **Yes** 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

2. Cost: 1- \$ 2- \$\$ 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

3. Number of Users/Accessibility by Users: 1 – **High** 2 – Med-High 3 – Medium 4 – Med-Low 5 - Low

4. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – **Low** 2 – Med-Low 3 – Medium 4 – Med-High 5 - High

ii. Public ROW: 1 – Yes **2 – Almost Always** 3 – Sometimes 4 – Not Very Often 5 – No

B. Physical Impediments: 1 – **No** 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

C. Infrastructure Obstacles: 1 – No **2 – Not Very Often** 3 – Sometimes 4 – Almost Always 5 – Yes

5. Destinations/Connectivity: **Local** Regional

What does it connect: **High School, Bombardier Park, Shopping**

6. Highlights: **High School, Municipal Facilities (incl. Library), Playing Fields**

7. Type of Pathway: Recreation/Fitness **Transportation** Both

8. Aesthetics: 1 – Pristine 2 – Almost Always 3 – Somewhat 4 – **Not Very** 5 - Soiled

9. Maintenance/Stewardship: 1- **Easy** 2 – Somewhat Easy 3 - More Difficult 4 – Very Difficult 5 - Impossible

10. Length of Path: **1.5** miles

11. Comments: **This evaluation assumes that there will be a traffic light in place to cross Route 7 at Centre Drive.**

RESULTS – Pathway Prioritization Form

Trail Name/Number: #2 – Town Core to Colchester Park and Ride (evaluated 9.18.08)

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – **Almost Always** 3 – Sometimes 4 – Not Very Often 5 – No

B. Ability Level: **Advanced** **Basic** Children Variable

C. Comfort Level: 1 – Comfortable 2 – **Almost Always** 3 – Somewhat 4 – Not Very 5 - Uncomfortable

D. Handicap Accessible: 1 – Yes 2 – **Almost Always** 3 – **Sometimes** 4 – Not Very Often 5 – No

2. Number of Users/Accessibility by Users: 1 – **High** 2 – Med-High 3 – Medium 4 – Med-Low 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – **Low** 2 – Med-Low 3 – Medium 4 – Med-High 5 - High

ii. Public ROW: 1 – Yes 2 – **Almost Always** 3 – **Sometimes** 4 – Not Very Often 5 – No

B. Physical Constraints: 1 – No 2 – Not Very Often 3 – **Sometimes** 4 – **Almost Always** 5 – Yes

C. Other Constraints: 1 – No 2 – **Not Very Often** 3 – Sometimes 4 – **Almost Always** 5 – Yes

4. Destinations/Connectivity: **Local** **Regional**

What does it connect: Bombardier Park to Colchester Park and Ride

5. Highlights: scenic, pastoral, quiet

6. Type of Pathway: Recreation/Fitness Transportation **Both**

7. Aesthetics: 1 – Pristine 2 – **Almost Always** 3 – Somewhat 4 – Not Very 5 – Soiled

8. Maintenance/Stewardship: 1- Easy 2 – **Somewhat Easy** 3 - More Difficult 4 –Very Difficult 5 - Impossible

9. Length of Path: 3.75 miles

10. Cost: 1- \$ 2- \$\$ 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

11. Comments: Potentially one of the most useful routes, could be expensive, connects Recreation Park to Colchester, could be link to larger regional element.

Evaluation Methods/Key:

For the ranked criteria a score of 1 is considered best, while a score of 5 is considered to be the worst. Therefore when each of the trails are scored, the lowest score will likely be the highest priority trail. There are a few categories in which the responses are not scored (there is no number assigned to the answer); these are included for descriptive purposes.

1. Safety

A. Separated from vehicular travelled roadways: This refers to whether the path is a painted lane along the travelled portion of a roadway or whether the path is separated by a grass strip or curb, or whether the path is not associated with a roadway at all, or some variation in between.

B. Ability Level: This refers to the accessibility of the pathway in terms of difficulty (steep slopes, etc).

C. Comfort Level: This refers to the accessibility of the pathway in terms of safety.

D. Handicap Accessible: This refers to whether or not the pathway could be handicap accessible or not.

2. Number of Users/Accessibility by Users: This refers to the potential amount of users that are likely to use the pathway relative to the other pathways the Committee is reviewing. This does not refer to actual numbers of users per pathway.

3. Feasibility

A. Ease of Acquisitions: This refers to the how easily the ROW for the pathway can be obtained. The assumption is that a significant amount of landowners along the path would make it more difficult to obtain the ROW. Also, public ROWs already in place would likely make it easier to establish the pathway.

B. Physical Impediments: This refers to natural features that may be along the pathway that would make it difficult to layout out the pathway (ie. would require permitting and more complex engineering).

C. Infrastructure Obstacles: This refers to infrastructure features (ie. roads, utilities) that may be along the pathway that would make it difficult to layout out the pathway.

4. Destinations/Connectivity: This refers to whether the path would connect local areas within Town; or whether the pathway would connect regional areas (from in Town to areas outside of Town).

5. Highlights: The intention of this category is to simply keep a list of the amenities that the pathway would serve.

6. Type of Pathway: This refers to the primary purpose of the pathway.

7. Aesthetics: This refers to the aesthetics of the pathway relative to the other pathways the Committee is reviewing.

8. Maintenance/Stewardship: This refers to the potential maintenance requirements of the pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual maintenance costs or needs.

9. Length of Path: This is an estimate of the approximate length of the proposed pathway.

10. Cost: This refers to the potential cost of a pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual cost of construction; instead \$ would equate to very little infrastructure or obstacles that would be required to cross, while \$\$\$\$\$ would mean something like a very large bridge would need to be built.

RESULTS – Pathway Prioritization Form

Trail Name/Number: #3 – Town Core to Colchester Park and Ride – As the Crow Flies
(evaluated 9.18.08)

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Ability Level: Advanced Basic Children Variable (don't know where it will go)

C. Comfort Level: 1 – Comfortable 2 – Almost Always 3 – Somewhat 4 – Not Very 5 - Uncomfortable

D. Handicap Accessible: 1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

2. Number of Users/Accessibility by Users: 1 – High 2 – Med-High 3 – Medium 4 – Med-Low 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – Low 2 – Med-Low 3 – Medium 4 – Med-High 5 - High

ii. Public ROW: 1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Physical Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

C. Other Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

4. Destinations/Connectivity: Local Regional

What does it connect: _____

5. Highlights: _____

6. Type of Pathway: Recreation/Fitness Transportation Both

7. Acsthetics: 1 – Pristine 2 – Almost Always 3 – Somewhat 4 – Not Very 5 – Soiled

8. Maintenance/Stewardship: 1- Easy 2 – Somewhat Easy 3 - More Difficult 4 –Very Difficult 5 - Impossible

9. Length of Path: _____ miles

10. Cost: 1- \$ 2- \$\$ 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

11. Comments: Evaluated until the Committee came to a consensus that it would be logical to consolidate this pathway with pathway #2 because #2 is more accessible to a greater number of users, more practical and the beginning and end points of this trail are the same as #2.

Evaluation Methods/Key:

For the ranked criteria a score of 1 is considered best, while a score of 5 is considered to be the worst. Therefore when each of the trails are scored, the lowest score will likely be the highest priority trail. There are a few categories in which the responses are not scored (there is no number assigned to the answer); these are included for descriptive purposes.

1. Safety

A. Separated from vehicular travelled roadways: This refers to whether the path is a painted lane along the travelled portion of a roadway or whether the path is separated by a grass strip or curb, or whether the path is not associated with a roadway at all, or some variation in between.

B. Ability Level: This refers to the accessibility of the pathway in terms of difficulty (steep slopes, etc).

C. Comfort Level: This refers to the accessibility of the pathway in terms of safety.

D. Handicap Accessible: This refers to whether or not the pathway could be handicap accessible or not.

2. Number of Users/Accessibility by Users: This refers to the potential amount of users that are likely to use the pathway relative to the other pathways the Committee is reviewing. This does not refer to actual numbers of users per pathway.

3. Feasibility

A. Ease of Acquisitions: This refers to the how easily the ROW for the pathway can be obtained. The assumption is that a significant amount of landowners along the path would make it more difficult to obtain the ROW. Also, public ROWs already in place would likely make it easier to establish the pathway.

B. Physical Impediments: This refers to natural features that may be along the pathway that would make it difficult to layout out the pathway (ie. would require permitting and more complex engineering).

C. Infrastructure Obstacles: This refers to infrastructure features (ie. roads, utilities) that may be along the pathway that would make it difficult to layout out the pathway.

4. Destinations/Connectivity: This refers to whether the path would connect local areas within Town; or whether the pathway would connect regional areas (from in Town to areas outside of Town).

5. Highlights: The intention of this category is to simply keep a list of the amenities that the pathway would serve.

6. Type of Pathway: This refers to the primary purpose of the pathway.

7. Aesthetics: This refers to the aesthetics of the pathway relative to the other pathways the Committee is reviewing.

8. Maintenance/Stewardship: This refers to the potential maintenance requirements of the pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual maintenance costs or needs.

9. Length of Path: This is an estimate of the approximate length of the proposed pathway.

10. Cost: This refers to the potential cost of a pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual cost of construction; instead \$ would equate to very little infrastructure or obstacles that would be required to cross, while \$\$\$\$\$ would mean something like a very large bridge would need to be built.

RESULTS – Pathway Prioritization Form

Trail Name/Number: #4 – Middle Rd/Bombardier Park to Colchester (evaluated on 10.16.08)

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Ability Level: **Advanced** Basic Children Variable

C. Comfort Level: 1 – Comfortable 2 – Almost Always 3 – Somewhat 4 – Not Very 5 - Uncomfortable

D. Handicap Accessible: 1 – Yes 2 – Almost Always 3 – Some 4 – Not Very Often 5 – No

2. Number of Users/Accessibility by Users: 1 – High 2 – **Med-High** 3 – Medium 4 – Med-Low 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – **Low** 2 – Med-Low 3 – Medium 4 – Med-High 5 - High

ii. Public ROW: 1 – **Yes** 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Physical Constraints: 1 – No 2 – Not Very Often 3 – **Sometimes** 4 – Almost Always 5 – Yes

C. Other Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

4. Destinations/Connectivity: Local **Regional**

What does it connect: Town Core to Colchester Village and Paintball

5. Highlights: Rolling hills; view of farms and Cobble Hill; aesthetically pleasing

6. Type of Pathway: Recreation/Fitness Transportation **Both**

7. Aesthetics: 1 – Scenic 2 – **Almost Always** 3 – Somewhat 4 – Not Very 5 – Unremarkable

8. Maintenance/Stewardship: 1- Easy 2 – **Somewhat Easy** 3 - More Difficult 4 –Very Difficult 5 - Impossible

9. Length of Path: 3.0 miles

10. Cost: 1- \$ 2- \$\$ 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

11. Comments: Evaluation is based on the assumption that a lane would be put along the road within the ROW. There are some safety concerns because of how fast vehicles travel this road.

Evaluation Methods/Key:

For the ranked criteria a score of 1 is considered best, while a score of 5 is considered to be the worst. Therefore when each of the trails are scored, the lowest score will likely be the highest priority trail. There are a few categories in which the responses are not scored (there is no number assigned to the answer); these are included for descriptive purposes.

1. Safety

A. Separated from vehicular travelled roadways: This refers to whether the path is a painted lane along the travelled portion of a roadway or whether the path is separated by a grass strip or curb, or whether the path is not associated with a roadway at all, or some variation in between.

B. Ability Level: This refers to the accessibility of the pathway in terms of difficulty (steep slopes, etc).

C. Comfort Level: This refers to the accessibility of the pathway in terms of safety.

D. Handicap Accessible: This refers to whether or not the pathway could be handicap accessible or not.

2. Number of Users/Accessibility by Users: This refers to the potential amount of users that are likely to use the pathway relative to the other pathways the Committee is reviewing. This does not refer to actual numbers of users per pathway.

3. Feasibility

A. Ease of Acquisitions: This refers to the how easily the ROW for the pathway can be obtained. The assumption is that a significant amount of landowners along the path would make it more difficult to obtain the ROW. Also, public ROWs already in place would likely make it easier to establish the pathway.

B. Physical Impediments: This refers to natural features that may be along the pathway that would make it difficult to layout out the pathway (ie. would require permitting and more complex engineering).

C. Infrastructure Obstacles: This refers to infrastructure features (ie. roads, utilities) that may be along the pathway that would make it difficult to layout out the pathway.

4. Destinations/Connectivity: This refers to whether the path would connect local areas within Town; or whether the pathway would connect regional areas (from in Town to areas outside of Town).

5. Highlights: The intention of this category is to simply keep a list of the amenities that the pathway would serve.

6. Type of Pathway: This refers to the primary purpose of the pathway.

7. Aesthetics: This refers to the aesthetics of the pathway relative to the other pathways the Committee is reviewing.

8. Maintenance/Stewardship: This refers to the potential maintenance requirements of the pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual maintenance costs or needs.

9. Length of Path: This is an estimate of the approximate length of the proposed pathway.

10. Cost: This refers to the potential cost of a pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual cost of construction; instead \$ would equate to very little infrastructure or obstacles that would be required to cross, while \$\$\$\$ would mean something like a very large bridge would need to be built.

RESULTS – Pathway Prioritization Form

Trail Name/Number: #5A - Bridge over Lamoille Adjacent to I-89 (evaluated on 11.20.08)

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Ability Level: Advanced Basic Children Variable

C. Comfort Level: 1 – Comfortable 2 – Almost Always 3 – Somewhat 4 – Not Very 5 - Uncomfortable

D. Handicap Accessible: 1 – Yes 2 – Almost Always 3 – Some 4 – Not Very Often 5 – No

2. Number of Users/Accessibility by Users: 1 – High 2 – **Med-High** 3 – Medium 4 – Med-Low 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – Low 2 – Med-Low 3 – Medium 4 – Med-High 5 - High

ii. Public ROW: 1 – Yes 2 – **Almost Always** 3 – Sometimes 4 – Not Very Often 5 – No

B. Physical Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

C. Other Constraints: 1 – **No** 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

4. Destinations/Connectivity: **Local** Regional

What does it connect: Poor Farm Road area to Town Core. If 5B is built could be regional.

5. Highlights: Lamoille River

6. Type of Pathway: Recreation/Fitness Transportation **Both**

7. Aesthetics: 1 – **Scenic** 2 – Almost Always 3 – Somewhat 4 – Not Very 5 – Unremarkable

8. Maintenance/Stewardship: 1- Easy 2 – Somewhat Easy 3 - More Difficult 4 – **Very Difficult** 5 - Impossible

9. Length of Path: 2.3 miles WITH 5B

10. Cost: 1- \$ 2- \$\$ 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

11. Comments: Destination would be regional if 5B is built also. This would be extraordinarily scenic and would be a great connection; but may be very difficult to build.

Evaluation Methods/Key:

For the ranked criteria a score of 1 is considered best, while a score of 5 is considered to be the worst. Therefore when each of the trails are scored, the lowest score will likely be the highest priority trail. There are a few categories in which the responses are not scored (there is no number assigned to the answer); these are included for descriptive purposes.

1. Safety

A. Separated from vehicular travelled roadways: This refers to whether the path is a painted lane along the travelled portion of a roadway or whether the path is separated by a grass strip or curb, or whether the path is not associated with a roadway at all, or some variation in between.

B. Ability Level: This refers to the accessibility of the pathway in terms of difficulty (steep slopes, etc).

C. Comfort Level: This refers to the accessibility of the pathway in terms of safety.

D. Handicap Accessible: This refers to whether or not the pathway could be handicap accessible or not.

2. Number of Users/Accessibility by Users: This refers to the potential amount of users that are likely to use the pathway relative to the other pathways the Committee is reviewing. This does not refer to actual numbers of users per pathway.

3. Feasibility

A. Ease of Acquisitions: This refers to the how easily the ROW for the pathway can be obtained. The assumption is that a significant amount of landowners along the path would make it more difficult to obtain the ROW. Also, public ROWs already in place would likely make it easier to establish the pathway.

B. Physical Impediments: This refers to natural features that may be along the pathway that would make it difficult to layout out the pathway (ie. would require permitting and more complex engineering).

C. Infrastructure Obstacles: This refers to infrastructure features (ie. roads, utilities) that may be along the pathway that would make it difficult to layout out the pathway.

4. Destinations/Connectivity: This refers to whether the path would connect local areas within Town; or whether the pathway would connect regional areas (from in Town to areas outside of Town).

5. Highlights: The intention of this category is to simply keep a list of the amenities that the pathway would serve.

6. Type of Pathway: This refers to the primary purpose of the pathway.

7. Aesthetics: This refers to the aesthetics of the pathway relative to the other pathways the Committee is reviewing.

8. Maintenance/Stewardship: This refers to the potential maintenance requirements of the pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual maintenance costs or needs.

9. Length of Path: This is an estimate of the approximate length of the proposed pathway.

10. Cost: This refers to the potential cost of a pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual cost of construction; instead \$ would equate to very little infrastructure or obstacles that would be required to cross, while \$\$\$\$ would mean something like a very large bridge would need to be built.

RESULTS – Pathway Prioritization Form

Trail Name/Number: #5B- Gasline Adjacent to I-89 (evaluated on 11.20.08)

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Ability Level: Advanced Basic Children Variable

C. Comfort Level: 1 – Comfortable 2 – Almost Always 3 – Somewhat 4 – Not Very 5 - Uncomfortable

D. Handicap Accessible: 1 – Yes 2 – Almost Always 3 – Some 4 – Not Very Often 5 – No

2. Number of Users/Accessibility by Users: 1 – High 2 – Med-High 3 – Medium 4 – Med-Low 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – Low 2 – Med-Low 3 – Medium 4 – Med-High 5 - High

ii. Public ROW: 1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Physical Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

C. Other Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

4. Destinations/Connectivity: Local Regional

What does it connect: Gets you to Gonyeau Road, right across Route 7 from the Cochester Park & Ride.

5. Highlights: There are not many highlights along this potential pathway.

6. Type of Pathway: Recreation/Fitness Transportation Both

7. Aesthetics: 1 – Scenic 2 – Almost Always 3 – Somewhat 4 – Not Very 5 – Unremarkable

8. Maintenance/Stewardship: 1- Easy 2 – Somewhat Easy 3 - More Difficult 4 –Very Difficult 5 - Impossible

9. Length of Path: 2.3 miles WITH 5A

10. Cost: 1- \$ 2- \$\$ 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

11. Comments: Fairly easy but not very pretty. Usage would be much higher if 5A is built. Because there is already ATV use in this area, a shared or separation of different types of uses may be needed.

Evaluation Methods/Key:

For the ranked criteria a score of 1 is considered best, while a score of 5 is considered to be the worst. Therefore when each of the trails are scored, the lowest score will likely be the highest priority trail. There are a few categories in which the responses are not scored (there is no number assigned to the answer); these are included for descriptive purposes.

1. Safety

A. Separated from vehicular travelled roadways: This refers to whether the path is a painted lane along the travelled portion of a roadway or whether the path is separated by a grass strip or curb, or whether the path is not associated with a roadway at all, or some variation in between.

B. Ability Level: This refers to the accessibility of the pathway in terms of difficulty (steep slopes, etc).

C. Comfort Level: This refers to the accessibility of the pathway in terms of safety.

D. Handicap Accessible: This refers to whether or not the pathway could be handicap accessible or not.

2. Number of Users/Accessibility by Users: This refers to the potential amount of users that are likely to use the pathway relative to the other pathways the Committee is reviewing. This does not refer to actual numbers of users per pathway.

3. Feasibility

A. Ease of Acquisitions: This refers to the how easily the ROW for the pathway can be obtained. The assumption is that a significant amount of landowners along the path would make it more difficult to obtain the ROW. Also, public ROWs already in place would likely make it easier to establish the pathway.

B. Physical Impediments: This refers to natural features that may be along the pathway that would make it difficult to layout out the pathway (ie. would require permitting and more complex engineering).

C. Infrastructure Obstacles: This refers to infrastructure features (ie. roads, utilities) that may be along the pathway that would make it difficult to layout out the pathway.

4. Destinations/Connectivity: This refers to whether the path would connect local areas within Town; or whether the pathway would connect regional areas (from in Town to areas outside of Town).

5. Highlights: The intention of this category is to simply keep a list of the amenities that the pathway would serve.

6. Type of Pathway: This refers to the primary purpose of the pathway.

7. Aesthetics: This refers to the aesthetics of the pathway relative to the other pathways the Committee is reviewing.

8. Maintenance/Stewardship: This refers to the potential maintenance requirements of the pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual maintenance costs or needs.

9. Length of Path: This is an estimate of the approximate length of the proposed pathway.

10. Cost: This refers to the potential cost of a pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual cost of construction; instead \$ would equate to very little infrastructure or obstacles that would be required to cross, while \$\$\$\$ would mean something like a very large bridge would need to be built.

RESULTS – Pathway Prioritization Form

**Trail Name/Number: #6 – Arrowhead Lake, along Mallets Creek to Bombardier Park
(evaluated on 11.20.08)**

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – Almost Always 3 – **Sometimes** 4 – Not Very Often 5 – No

B. Ability Level: Advanced Basic Children **Variable**

C. Comfort Level: 1 – Comfortable 2 – **Almost Always** 3 – Somewhat 4 – Not Very 5 - Uncomfortable

D. Handicap Accessible: 1 – Yes 2 – Almost Always 3 – **Some** 4 – Not Very Often 5 – No

2. Number of Users/Accessibility by Users: 1 – High 2 – **Med-High** 3 – Medium 4 – Med-Low 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – Low 2 – Med-Low 3 – Medium 4 – Med-High 5 - **High**

ii. Public ROW: 1 – Yes 2 – Almost Always 3 – Sometimes 4 – **Not Very Often** 5 – No

B. Physical Constraints: 1 – No 2 – Not Very Often 3 – **Sometimes** 4 – Almost Always 5 – Yes

C. Other Constraints: 1 – No 2 – Not Very Often 3 – **Sometimes** 4 – Almost Always 5 – Yes

4. Destinations/Connectivity: **Local** Regional

What does it connect: Arrowhead Mtn Lake to North Road to Mallet's Creek to Bombardier Rec Park via Hobbs Road.

5. Highlights: All of the above with possible cross connections to the Elementary School and Town Forest.

6. Type of Pathway: Recreation/Fitness Transportation **Both**

7. Aesthetics: 1 – Scenic 2 – **Almost Always** 3 – Somewhat 4 – Not Very 5 – Unremarkable

8. Maintenance/Stewardship: 1- Easy 2 – Somewhat Easy 3 - **More Difficult** 4 --Very Difficult 5 - Impossible

9. Length of Path: _____ miles (been re-worked so don't know this yet)

10. Cost: 1- \$ 2- \$\$ 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

11. Comments: Combined with Pathway #7 and reworked along a more realistic route. Potential to be a very useful trail with cross sections to school and Town Forest.

Evaluation Methods/Key:

For the ranked criteria a score of 1 is considered best, while a score of 5 is considered to be the worst. Therefore when each of the trails are scored, the lowest score will likely be the highest priority trail. There are a few categories in which the responses are not scored (there is no number assigned to the answer); these are included for descriptive purposes.

1. Safety

A. Separated from vehicular travelled roadways: This refers to whether the path is a painted lane along the travelled portion of a roadway or whether the path is separated by a grass strip or curb, or whether the path is not associated with a roadway at all, or some variation in between.

B. Ability Level: This refers to the accessibility of the pathway in terms of difficulty (steep slopes, etc).

C. Comfort Level: This refers to the accessibility of the pathway in terms of safety.

D. Handicap Accessible: This refers to whether or not the pathway could be handicap accessible or not.

2. Number of Users/Accessibility by Users: This refers to the potential amount of users that are likely to use the pathway relative to the other pathways the Committee is reviewing. This does not refer to actual numbers of users per pathway.

3. Feasibility

A. Ease of Acquisitions: This refers to the how easily the ROW for the pathway can be obtained. The assumption is that a significant amount of landowners along the path would make it more difficult to obtain the ROW. Also, public ROWs already in place would likely make it easier to establish the pathway.

B. Physical Impediments: This refers to natural features that may be along the pathway that would make it difficult to layout out the pathway (ie. would require permitting and more complex engineering).

C. Infrastructure Obstacles: This refers to infrastructure features (ie. roads, utilities) that may be along the pathway that would make it difficult to layout out the pathway.

4. Destinations/Connectivity: This refers to whether the path would connect local areas within Town; or whether the pathway would connect regional areas (from in Town to areas outside of Town).

5. Highlights: The intention of this category is to simply keep a list of the amenities that the pathway would serve.

6. Type of Pathway: This refers to the primary purpose of the pathway.

7. Aesthetics: This refers to the aesthetics of the pathway relative to the other pathways the Committee is reviewing.

8. Maintenance/Stewardship: This refers to the potential maintenance requirements of the pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual maintenance costs or needs.

9. Length of Path: This is an estimate of the approximate length of the proposed pathway.

10. Cost: This refers to the potential cost of a pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual cost of construction; instead \$ would equate to very little infrastructure or obstacles that would be required to cross, while \$\$\$\$\$ would mean something like a very large bridge would need to be built.

RESULTS – Pathway Prioritization Form

Trail Name/Number: #7 – Along Mallets Creek (evaluated on 11.20.08)

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Ability Level: Advanced Basic Children Variable

C. Comfort Level: 1 – Comfortable 2 – Almost Always 3 – Somewhat 4 – Not Very 5 - Uncomfortable

D. Handicap Accessible: 1 – Yes 2 – Almost Always 3 – Some 4 – Not Very Often 5 – No

2. Number of Users/Accessibility by Users: 1 – High 2 – Med-High 3 – Medium 4 – Med-Low 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – Low 2 – Med-Low 3 – Medium 4 – Med-High 5 - High

ii. Public ROW: 1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Physical Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

C. Other Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

4. Destinations/Connectivity: Local Regional

What does it connect: _____

5. Highlights: _____

6. Type of Pathway: Recreation/Fitness Transportation Both

7. Aesthetics: 1 – Scenic 2 – Almost Always 3 – Somewhat 4 – Not Very 5 – Unremarkable

8. Maintenance/Stewardship: 1- Easy 2 – Somewhat Easy 3 - More Difficult 4 –Very Difficult 5 - Impossible

9. Length of Path: _____ miles

10. Cost: 1- \$ 2- \$\$ 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

11. Comments: This pathway was combined with #6 into a much more realistic pathway; therefore #7 will not be evaluated on its own. _____

Evaluation Methods/Key:

For the ranked criteria a score of 1 is considered best, while a score of 5 is considered to be the worst. Therefore when each of the trails are scored, the lowest score will likely be the highest priority trail. There are a few categories in which the responses are not scored (there is no number assigned to the answer); these are included for descriptive purposes.

1. Safety

A. Separated from vehicular travelled roadways: This refers to whether the path is a painted lane along the travelled portion of a roadway or whether the path is separated by a grass strip or curb, or whether the path is not associated with a roadway at all, or some variation in between.

B. Ability Level: This refers to the accessibility of the pathway in terms of difficulty (steep slopes, etc).

C. Comfort Level: This refers to the accessibility of the pathway in terms of safety.

D. Handicap Accessible: This refers to whether or not the pathway could be handicap accessible or not.

2. Number of Users/Accessibility by Users: This refers to the potential amount of users that are likely to use the pathway relative to the other pathways the Committee is reviewing. This does not refer to actual numbers of users per pathway.

3. Feasibility

A. Ease of Acquisitions: This refers to the how easily the ROW for the pathway can be obtained. The assumption is that a significant amount of landowners along the path would make it more difficult to obtain the ROW. Also, public ROWs already in place would likely make it easier to establish the pathway.

B. Physical Impediments: This refers to natural features that may be along the pathway that would make it difficult to layout out the pathway (ie. would require permitting and more complex engineering).

C. Infrastructure Obstacles: This refers to infrastructure features (ie. roads, utilities) that may be along the pathway that would make it difficult to layout out the pathway.

4. Destinations/Connectivity: This refers to whether the path would connect local areas within Town; or whether the pathway would connect regional areas (from in Town to areas outside of Town).

5. Highlights: The intention of this category is to simply keep a list of the amenities that the pathway would serve.

6. Type of Pathway: This refers to the primary purpose of the pathway.

7. Aesthetics: This refers to the aesthetics of the pathway relative to the other pathways the Committee is reviewing.

8. Maintenance/Stewardship: This refers to the potential maintenance requirements of the pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual maintenance costs or needs.

9. Length of Path: This is an estimate of the approximate length of the proposed pathway.

10. Cost: This refers to the potential cost of a pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual cost of construction; instead \$ would equate to very little infrastructure or obstacles that would be required to cross, while \$\$\$\$\$ would mean something like a very large bridge would need to be built.

RESULTS – Pathway Prioritization Form

Trail Name/Number: #8 – Town Core to Eagle Mountain On-Road (evaluated on 12.18.08)

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Ability Level: **Advanced** Basic Children Variable

C. Comfort Level: 1 – Comfortable 2 – Almost Always 3 – Somewhat 4 – Not Very 5 – Uncomfortable

D. Handicap Accessible: 1 – Yes 2 – Almost Always 3 – Some 4 – Not Very Often 5 – No

2. Number of Users/Accessibility by Users: 1 – High 2 – Med-High 3 – Medium 4 – **Med-Low** 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – Low 2 – Med-Low 3 – Medium 4 – Med-High 5 - High

ii. Public ROW: 1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Physical Constraints: 1 – No 2 – **Not Very Often** 3 – Sometimes 4 – Almost Always 5 – Yes

C. Other Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

4. Destinations/Connectivity: **Local** Regional

What does it connect: Town Core to Eagle Mountain and the neighborhoods of Oglewood and Birchwood that lie in between; Lake Champlain Bikeway

5. Highlights: Lamoille River and Peterson Dam; Old Cemetary; Earth Sheltered Home; Everest Rd Views and Eagle Mtn

6. Type of Pathway: Recreation/Fitness Transportation **Both**

7. Aesthetics: 1 – Scenic 2 – **Almost Always** 3 – Somewhat 4 – Not Very 5 – Unremarkable

8. Maintenance/Stewardship: 1- Easy 2 – **Somewhat Easy** 3 - More Difficult 4 –Very Difficult 5 - Impossible

9. Length of Path: approx 7.5 miles

10. Cost: 1- \$ 2- \$\$ 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

11. Comments: This pathway was drawn on the map as the 'crow flies'. The Comm decided to route this as an on-road pathway as there are other off-road pathways on the map that will be evaluated in the future. This path will connect with portions of the Lake Champlain Byway at points.

Evaluation Methods/Key:

For the ranked criteria a score of 1 is considered best, while a score of 5 is considered to be the worst. Therefore when each of the trails are scored, the lowest score will likely be the highest priority trail. There are a few categories in which the responses are not scored (there is no number assigned to the answer); these are included for descriptive purposes.

1. Safety

A. Separated from vehicular travelled roadways: This refers to whether the path is a painted lane along the travelled portion of a roadway or whether the path is separated by a grass strip or curb, or whether the path is not associated with a roadway at all, or some variation in between.

B. Ability Level: This refers to the accessibility of the pathway in terms of difficulty (steep slopes, etc).

C. Comfort Level: This refers to the accessibility of the pathway in terms of safety.

D. Handicap Accessible: This refers to whether or not the pathway could be handicap accessible or not.

2. Number of Users/Accessibility by Users: This refers to the potential amount of users that are likely to use the pathway relative to the other pathways the Committee is reviewing. This does not refer to actual numbers of users per pathway.

3. Feasibility

A. Ease of Acquisitions: This refers to the how easily the ROW for the pathway can be obtained. The assumption is that a significant amount of landowners along the path would make it more difficult to obtain the ROW. Also, public ROWs already in place would likely make it easier to establish the pathway.

B. Physical Impediments: This refers to natural features that may be along the pathway that would make it difficult to layout out the pathway (ie. would require permitting and more complex engineering).

C. Infrastructure Obstacles: This refers to infrastructure features (ie. roads, utilities) that may be along the pathway that would make it difficult to layout out the pathway.

4. Destinations/Connectivity: This refers to whether the path would connect local areas within Town; or whether the pathway would connect regional areas (from in Town to areas outside of Town).

5. Highlights: The intention of this category is to simply keep a list of the amenities that the pathway would serve.

6. Type of Pathway: This refers to the primary purpose of the pathway.

7. Aesthetics: This refers to the aesthetics of the pathway relative to the other pathways the Committee is reviewing.

8. Maintenance/Stewardship: This refers to the potential maintenance requirements of the pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual maintenance costs or needs.

9. Length of Path: This is an estimate of the approximate length of the proposed pathway.

10. Cost: This refers to the potential cost of a pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual cost of construction; instead \$ would equate to very little infrastructure or obstacles that would be required to cross, while \$\$\$\$ would mean something like a very large bridge would need to be built.

RESULTS – Pathway Prioritization Form

Trail Name/Number: #9– Poor Farm Road to Town Core over the Lamoille (12.18.08)

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Ability Level: Advanced Basic Children Variable

C. Comfort Level: 1 – Comfortable 2 – Almost Always 3 – Somewhat 4 – Not Very 5 - Uncomfortable

D. Handicap Accessible: 1 – Yes 2 – Almost Always 3 – Some 4 – Not Very Often 5 – No

2. Number of Users/Accessibility by Users: 1 – High 2 – Med-High 3 – Medium 4 – Med-Low 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – Low 2 – Med-Low 3 – Medium 4 – Med-High 5 - High

ii. Public ROW: 1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Physical Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

C. Other Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

4. Destinations/Connectivity: Local Regional

What does it connect: _____

5. Highlights: _____

6. Type of Pathway: Recreation/Fitness Transportation Both

7. Aesthetics: 1 – Scenic 2 – Almost Always 3 – Somewhat 4 – Not Very 5 – Unremarkable

8. Maintenance/Stewardship: 1- Easy 2 – Somewhat Easy 3 - More Difficult 4 –Very Difficult 5 - Impossible

9. Length of Path: _____ miles

10. Cost: 1- \$ 2- \$\$ 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

11. Comments: The Comm.determined that the purpose of this Pathway is more feasible through pathway options 5A and 24; and therefore did not evaluate this pathway to the full extent.

Evaluation Methods/Key:

For the ranked criteria a score of 1 is considered best, while a score of 5 is considered to be the worst. Therefore when each of the trails are scored, the lowest score will likely be the highest priority trail. There are a few categories in which the responses are not scored (there is no number assigned to the answer); these are included for descriptive purposes.

1. Safety

A. Separated from vehicular travelled roadways: This refers to whether the path is a painted lane along the travelled portion of a roadway or whether the path is separated by a grass strip or curb, or whether the path is not associated with a roadway at all, or some variation in between.

B. Ability Level: This refers to the accessibility of the pathway in terms of difficulty (steep slopes, etc).

C. Comfort Level: This refers to the accessibility of the pathway in terms of safety.

D. Handicap Accessible: This refers to whether or not the pathway could be handicap accessible or not.

2. Number of Users/Accessibility by Users: This refers to the potential amount of users that are likely to use the pathway relative to the other pathways the Committee is reviewing. This does not refer to actual numbers of users per pathway.

3. Feasibility

A. Ease of Acquisitions: This refers to the how easily the ROW for the pathway can be obtained. The assumption is that a significant amount of landowners along the path would make it more difficult to obtain the ROW. Also, public ROWs already in place would likely make it easier to establish the pathway.

B. Physical Impediments: This refers to natural features that may be along the pathway that would make it difficult to layout out the pathway (ie. would require permitting and more complex engineering).

C. Infrastructure Obstacles: This refers to infrastructure features (ie. roads, utilities) that may be along the pathway that would make it difficult to layout out the pathway.

4. Destinations/Connectivity: This refers to whether the path would connect local areas within Town; or whether the pathway would connect regional areas (from in Town to areas outside of Town).

5. Highlights: The intention of this category is to simply keep a list of the amenities that the pathway would serve.

6. Type of Pathway: This refers to the primary purpose of the pathway.

7. Aesthetics: This refers to the aesthetics of the pathway relative to the other pathways the Committee is reviewing.

8. Maintenance/Stewardship: This refers to the potential maintenance requirements of the pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual maintenance costs or needs.

9. Length of Path: This is an estimate of the approximate length of the proposed pathway.

10. Cost: This refers to the potential cost of a pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual cost of construction; instead \$ would equate to very little infrastructure or obstacles that would be required to cross, while \$\$\$\$\$ would mean something like a very large bridge would need to be built.

RESULTS – Pathway Prioritization Form

Trail Name/Number: #10 – Town Forest to East Road or Pathway #6 (evaluated on 1.15.09)

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Ability Level: **Advanced** Basic Children Variable

C. Comfort Level: 1 – Comfortable 2 – Almost Always 3 – Somewhat 4 – Not Very 5 - Uncomfortable

D. Handicap Accessible: 1 – Yes 2 – Almost Always 3 – Some 4 – Not Very Often 5 – No

2. Number of Users/Accessibility by Users: 1 – High 2 – **Med-High** 3 – Medium 4 – Med-Low 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – Low 2 – **Med-Low** 3 – Medium 4 – Med-High 5 - High

ii. Public ROW: 1 – Yes 2 – Almost Always 3 – **Sometimes** 4 – Not Very Often 5 – No

B. Physical Constraints: 1 – No 2 – Not Very Often 3 – **Sometimes** 4 – Almost Always 5 – Yes

C. Other Constraints: 1 – **No** 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

4. Destinations/Connectivity: Local **Regional**

What does it connect: Westford and Town Forest to the Town Center via Pathway #6

5. Highlights: Town Forest, Great views

6. Type of Pathway: **Recreation/Fitness** Transportation Both

7. Aesthetics: 1 – **Scenic** 2 – Almost Always 3 – Somewhat 4 – Not Very 5 – Unremarkable

8. Maintenance/Stewardship: 1- Easy 2 – Somewhat Easy 3 - **More Difficult** 4 –Very Difficult 5 - Impossible

9. Length of Path: _____ miles

10. Cost: 1 - \$ 2 - \$\$ 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

11. Comments: Good scenic value. Potentially a lot of traffic with connection to the Town Forest and possibly Westford.

Evaluation Methods/Key:

For the ranked criteria a score of 1 is considered best, while a score of 5 is considered to be the worst. Therefore when each of the trails are scored, the lowest score will likely be the highest priority trail. There are a few categories in which the responses are not scored (there is no number assigned to the answer); these are included for descriptive purposes.

1. Safety

A. Separated from vehicular travelled roadways: This refers to whether the path is a painted lane along the travelled portion of a roadway or whether the path is separated by a grass strip or curb, or whether the path is not associated with a roadway at all, or some variation in between.

B. Ability Level: This refers to the accessibility of the pathway in terms of difficulty (steep slopes, etc).

C. Comfort Level: This refers to the accessibility of the pathway in terms of safety.

D. Handicap Accessible: This refers to whether or not the pathway could be handicap accessible or not.

2. Number of Users/Accessibility by Users: This refers to the potential amount of users that are likely to use the pathway relative to the other pathways the Committee is reviewing. This does not refer to actual numbers of users per pathway.

3. Feasibility

A. Ease of Acquisitions: This refers to the how easily the ROW for the pathway can be obtained. The assumption is that a significant amount of landowners along the path would make it more difficult to obtain the ROW. Also, public ROWs already in place would likely make it easier to establish the pathway.

B. Physical Impediments: This refers to natural features that may be along the pathway that would make it difficult to layout out the pathway (ie. would require permitting and more complex engineering).

C. Infrastructure Obstacles: This refers to infrastructure features (ie. roads, utilities) that may be along the pathway that would make it difficult to layout out the pathway.

4. Destinations/Connectivity: This refers to whether the path would connect local areas within Town; or whether the pathway would connect regional areas (from in Town to areas outside of Town).

5. Highlights: The intention of this category is to simply keep a list of the amenities that the pathway would serve.

6. Type of Pathway: This refers to the primary purpose of the pathway.

7. Aesthetics: This refers to the aesthetics of the pathway relative to the other pathways the Committee is reviewing.

8. Maintenance/Stewardship: This refers to the potential maintenance requirements of the pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual maintenance costs or needs.

9. Length of Path: This is an estimate of the approximate length of the proposed pathway.

10. Cost: This refers to the potential cost of a pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual cost of construction; instead \$ would equate to very little infrastructure or obstacles that would be required to cross, while \$\$\$\$\$ would mean something like a very large bridge would need to be built.

RESULTS – Pathway Prioritization Form

Trail Name/Number: #11– Town Forest to East Road or Pathway #6 via Utility Line (Evaluated on 1.15.09)

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Ability Level: **Advanced** Basic Children Variable

C. Comfort Level: 1 – Comfortable 2 – Almost Always 3 – Somewhat 4 – **Not Very** 5 - Uncomfortable

D. Handicap Accessible: 1 – Yes 2 – Almost Always 3 – Some 4 – Not Very Often 5 – No

2. Number of Users/Accessibility by Users: 1 – High 2 – Med-High 3 – Medium 4 – **Med-Low** 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – Low 2 – **Med-Low** 3 – Medium 4 – Med-High 5 - High

ii. Public ROW: 1 – Yes 2 – **Almost Always** 3 – Sometimes 4 – Not Very Often 5 – No

B. Physical Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – **Almost Always** 5 – Yes

C. Other Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

4. Destinations/Connectivity: Local **Regional**

What does it connect: Westford and Town Forest to the Town Center via Pathway #6

5. Highlights: Town Forest, Scenic

6. Type of Pathway: **Recreation/Fitness** Transportation Both

7. Aesthetics: 1 – Scenic 2 – **Almost Always** 3 – Somewhat 4 – Not Very 5 – Unremarkable

8. Maintenance/Stewardship: 1- Easy 2 – Somewhat Easy 3 - More Difficult 4 – **Very Difficult** 5 - Impossible

9. Length of Path: _____ miles

10. Cost: 1- \$ 2- \$\$ 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

11. Comments: 3.A.ii – route is within the utility easement which is probably used for recreation purposes now; however the land is privately owned and the Town would like need to get the appropriate use easements but they may be easier to get because the land can't be used by the owners. Significant ledge and very steep so uses may be limited.

Evaluation Methods/Key:

For the ranked criteria a score of 1 is considered best, while a score of 5 is considered to be the worst. Therefore when each of the trails are scored, the lowest score will likely be the highest priority trail. There are a few categories in which the responses are not scored (there is no number assigned to the answer); these are included for descriptive purposes.

1. Safety

A. Separated from vehicular travelled roadways: This refers to whether the path is a painted lane along the travelled portion of a roadway or whether the path is separated by a grass strip or curb, or whether the path is not associated with a roadway at all, or some variation in between.

B. Ability Level: This refers to the accessibility of the pathway in terms of difficulty (steep slopes, etc).

C. Comfort Level: This refers to the accessibility of the pathway in terms of safety.

D. Handicap Accessible: This refers to whether or not the pathway could be handicap accessible or not.

2. Number of Users/Accessibility by Users: This refers to the potential amount of users that are likely to use the pathway relative to the other pathways the Committee is reviewing. This does not refer to actual numbers of users per pathway.

3. Feasibility

A. Ease of Acquisitions: This refers to the how easily the ROW for the pathway can be obtained. The assumption is that a significant amount of landowners along the path would make it more difficult to obtain the ROW. Also, public ROWs already in place would likely make it easier to establish the pathway.

B. Physical Impediments: This refers to natural features that may be along the pathway that would make it difficult to layout out the pathway (ie. would require permitting and more complex engineering).

C. Infrastructure Obstacles: This refers to infrastructure features (ie. roads, utilities) that may be along the pathway that would make it difficult to layout out the pathway.

4. Destinations/Connectivity: This refers to whether the path would connect local areas within Town; or whether the pathway would connect regional areas (from in Town to areas outside of Town).

5. Highlights: The intention of this category is to simply keep a list of the amenities that the pathway would serve.

6. Type of Pathway: This refers to the primary purpose of the pathway.

7. Aesthetics: This refers to the aesthetics of the pathway relative to the other pathways the Committee is reviewing.

8. Maintenance/Stewardship: This refers to the potential maintenance requirements of the pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual maintenance costs or needs.

9. Length of Path: This is an estimate of the approximate length of the proposed pathway.

10. Cost: This refers to the potential cost of a pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual cost of construction; instead \$ would equate to very little infrastructure or obstacles that would be required to cross, while \$\$\$\$\$ would mean something like a very large bridge would need to be built.

RESULTS – Pathway Prioritization Form

Trail Name/Number: #12– Lamoille River Crossing to CVPS Route 7 Park (2.19.09)

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Ability Level: Advanced Basic Children Variable

C. Comfort Level: 1 – Comfortable 2 – Almost Always 3 – Somewhat 4 – Not Very 5 - Uncomfortable

D. Handicap Accessible: 1 – Yes 2 – Almost Always 3 – Some 4 – Not Very Often 5 – No

2. Number of Users/Accessibility by Users: 1 – High 2 – Med-High 3 – Medium 4 – Med-Low 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – Low 2 – Med-Low 3 – Medium 4 – Med-High 5 - High

ii. Public ROW: 1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Physical Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

C. Other Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

4. Destinations/Connectivity: Local Regional

What does it connect: _____

5. Highlights: _____

6. Type of Pathway: Recreation/Fitness Transportation Both

7. Aesthetics: 1 – Scenic 2 – Almost Always 3 – Somewhat 4 – Not Very 5 – Unremarkable

8. Maintenance/Stewardship: 1- Easy 2 – Somewhat Easy 3 - More Difficult 4 –Very Difficult 5 - Impossible

9. Length of Path: _____ miles

10. Cost: 1- \$ 2- \$\$ 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

11. Comments: The Comm. determined that the purpose of this Pathway is more feasible through pathway options 5A and 24; and therefore did not evaluate this pathway to the full extent.

Evaluation Methods/Key:

For the ranked criteria a score of 1 is considered best, while a score of 5 is considered to be the worst. Therefore when each of the trails are scored, the lowest score will likely be the highest priority trail. There are a few categories in which the responses are not scored (there is no number assigned to the answer); these are included for descriptive purposes.

1. Safety

A. Separated from vehicular travelled roadways: This refers to whether the path is a painted lane along the travelled portion of a roadway or whether the path is separated by a grass strip or curb, or whether the path is not associated with a roadway at all, or some variation in between.

B. Ability Level: This refers to the accessibility of the pathway in terms of difficulty (steep slopes, etc).

C. Comfort Level: This refers to the accessibility of the pathway in terms of safety.

D. Handicap Accessible: This refers to whether or not the pathway could be handicap accessible or not.

2. Number of Users/Accessibility by Users: This refers to the potential amount of users that are likely to use the pathway relative to the other pathways the Committee is reviewing. This does not refer to actual numbers of users per pathway.

3. Feasibility

A. Ease of Acquisitions: This refers to the how easily the ROW for the pathway can be obtained. The assumption is that a significant amount of landowners along the path would make it more difficult to obtain the ROW. Also, public ROWs already in place would likely make it easier to establish the pathway.

B. Physical Impediments: This refers to natural features that may be along the pathway that would make it difficult to layout out the pathway (ie. would require permitting and more complex engineering).

C. Infrastructure Obstacles: This refers to infrastructure features (ie. roads, utilities) that may be along the pathway that would make it difficult to layout out the pathway.

4. Destinations/Connectivity: This refers to whether the path would connect local areas within Town; or whether the pathway would connect regional areas (from in Town to areas outside of Town).

5. Highlights: The intention of this category is to simply keep a list of the amenities that the pathway would serve.

6. Type of Pathway: This refers to the primary purpose of the pathway.

7. Aesthetics: This refers to the aesthetics of the pathway relative to the other pathways the Committee is reviewing.

8. Maintenance/Stewardship: This refers to the potential maintenance requirements of the pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual maintenance costs or needs.

9. Length of Path: This is an estimate of the approximate length of the proposed pathway.

10. Cost: This refers to the potential cost of a pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual cost of construction; instead \$ would equate to very little infrastructure or obstacles that would be required to cross, while \$\$\$\$\$ would mean something like a very large bridge would need to be built.

RESULTS – Pathway Prioritization Form

Trail Name/Number: #13 – Devino Road to Rollin Irish Road (evaluated on 2.19.09)

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Ability Level: **Advanced** Basic Children Variable

C. Comfort Level: 1 – Comfortable **2 – Almost Always** 3 – Somewhat 4 – Not Very 5 - Uncomfortable

D. Handicap Accessible: 1 – Yes 2 – Almost Always 3 – Some 4 – Not Very Often **5 – No**

2. Number of Users/Accessibility by Users: 1 – High 2 – Med-High 3 -- Medium 4 – **Med-Low** 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – **Low** 2 – Med-Low 3 – Medium 4 – Med-High 5 - High

ii. Public ROW: 1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often **5 – No**

B. Physical Constraints: 1 – No **2 – Not Very Often** 3 – Sometimes 4 – Almost Always 5 – Yes

C. Other Constraints: 1 – No **2 – Not Very Often** 3 – Sometimes 4 – Almost Always 5 – Yes

4. Destinations/Connectivity: **Local** Regional

What does it connect: There is some potential for regional connections, if you take Rollin Irish Road into Westford.

5. Highlights: Great views, wildlife, peaceful

6. Type of Pathway: **Recreation/Fitness** Transportation Both

7. Aesthetics: 1 – **Scenic** 2 – Almost Always 3 – Somewhat 4 – Not Very 5 -- Unremarkable

8. Maintenance/Stewardship: 1- Easy **2 – Somewhat Easy** 3 - More Difficult 4 – Very Difficult 5 - Impossible

9. Length of Path: 1.5 miles

10. Cost: 1- \$ **2- \$\$** 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

11. Comments: There is the potential to go from Rollin Irish Rd to Old State Rd to Indian Brook Park in Essex. If and when this pathway is laid out it may make more sense to connect to Rollin Irish either further east or north-west through less property owners. This could be used a great deal if there is a loop established b/n the Town Forest and the Town Core, or through Essex. There is some difficulty in connecting through Devino Road (physical constraints and Class IV Rd.).

Evaluation Methods/Key:

For the ranked criteria a score of 1 is considered best, while a score of 5 is considered to be the worst. Therefore when each of the trails are scored, the lowest score will likely be the highest priority trail. There are a few categories in which the responses are not scored (there is no number assigned to the answer); these are included for descriptive purposes.

1. Safety

A. Separated from vehicular travelled roadways: This refers to whether the path is a painted lane along the travelled portion of a roadway or whether the path is separated by a grass strip or curb, or whether the path is not associated with a roadway at all, or some variation in between.

B. Ability Level: This refers to the accessibility of the pathway in terms of difficulty (steep slopes, etc).

C. Comfort Level: This refers to the accessibility of the pathway in terms of safety.

D. Handicap Accessible: This refers to whether or not the pathway could be handicap accessible or not.

2. Number of Users/Accessibility by Users: This refers to the potential amount of users that are likely to use the pathway relative to the other pathways the Committee is reviewing. This does not refer to actual numbers of users per pathway.

3. Feasibility

A. Ease of Acquisitions: This refers to the how easily the ROW for the pathway can be obtained. The assumption is that a significant amount of landowners along the path would make it more difficult to obtain the ROW. Also, public ROWs already in place would likely make it easier to establish the pathway.

B. Physical Impediments: This refers to natural features that may be along the pathway that would make it difficult to layout out the pathway (ie. would require permitting and more complex engineering).

C. Infrastructure Obstacles: This refers to infrastructure features (ie. roads, utilities) that may be along the pathway that would make it difficult to layout out the pathway.

4. Destinations/Connectivity: This refers to whether the path would connect local areas within Town; or whether the pathway would connect regional areas (from in Town to areas outside of Town).

5. Highlights: The intention of this category is to simply keep a list of the amenities that the pathway would serve.

6. Type of Pathway: This refers to the primary purpose of the pathway.

7. Aesthetics: This refers to the aesthetics of the pathway relative to the other pathways the Committee is reviewing.

8. Maintenance/Stewardship: This refers to the potential maintenance requirements of the pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual maintenance costs or needs.

9. Length of Path: This is an estimate of the approximate length of the proposed pathway.

10. Cost: This refers to the potential cost of a pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual cost of construction; instead \$ would equate to very little infrastructure or obstacles that would be required to cross, while \$\$\$\$ would mean something like a very large bridge would need to be built.

RESULTS – Pathway Prioritization Form

Trail Name/Number: #14– Town Forest to Hardscrabble Road/Devino Road (evaluated on 2.19.09)

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Ability Level: **Advanced** Basic Children Variable

C. Comfort Level: 1 – Comfortable **2 – Almost Always** 3 – Somewhat 4 – Not Very 5 - Uncomfortable

D. Handicap Accessible: 1 – Yes 2 – Almost Always 3 – Some 4 – Not Very Often **5 – No**

2. Number of Users/Accessibility by Users: 1 – High 2 – Med-High 3 – Medium 4 – **Med-Low** 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – **Low** 2 – Med-Low 3 – Medium 4 – Med-High 5 - High

ii. Public ROW: 1 – Yes 2 – Almost Always 3 – Sometimes 4 – **Not Very Often** 5 – No

B. Physical Constraints: 1 – No **2 – Not Very Often** 3 – Sometimes 4 – Almost Always 5 – Yes

C. Other Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

4. Destinations/Connectivity: Local **Regional**

What does it connect: Some potential for regional connections, since the Town Forest is on the Town boundary.

5. Highlights: Town Forest, Great views

6. Type of Pathway: **Recreation/Fitness** Transportation Both

7. Aesthetics: 1 – **Scenic** 2 – Almost Always 3 – Somewhat 4 – Not Very 5 – Unremarkable

8. Maintenance/Stewardship: 1- Easy **2 – Somewhat Easy** 3 - More Difficult 4 –Very Difficult 5 - Impossible

9. Length of Path: 1.0 miles

10. Cost: 1 - \$ **2 - \$\$** 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

11. Comments: There was a good amount of discussion over whether getting to the Town Forest really opens up a regional network or not. Ultimately the Committee decided to count it as a regional opportunity.

Evaluation Methods/Key:

For the ranked criteria a score of 1 is considered best, while a score of 5 is considered to be the worst. Therefore when each of the trails are scored, the lowest score will likely be the highest priority trail. There are a few categories in which the responses are not scored (there is no number assigned to the answer); these are included for descriptive purposes.

1. Safety

A. Separated from vehicular travelled roadways: This refers to whether the path is a painted lane along the travelled portion of a roadway or whether the path is separated by a grass strip or curb, or whether the path is not associated with a roadway at all, or some variation in between.

B. Ability Level: This refers to the accessibility of the pathway in terms of difficulty (steep slopes, etc).

C. Comfort Level: This refers to the accessibility of the pathway in terms of safety.

D. Handicap Accessible: This refers to whether or not the pathway could be handicap accessible or not.

2. Number of Users/Accessibility by Users: This refers to the potential amount of users that are likely to use the pathway relative to the other pathways the Committee is reviewing. This does not refer to actual numbers of users per pathway.

3. Feasibility

A. Ease of Acquisitions: This refers to the how easily the ROW for the pathway can be obtained. The assumption is that a significant amount of landowners along the path would make it more difficult to obtain the ROW. Also, public ROWs already in place would likely make it easier to establish the pathway.

B. Physical Impediments: This refers to natural features that may be along the pathway that would make it difficult to layout out the pathway (ie. would require permitting and more complex engineering).

C. Infrastructure Obstacles: This refers to infrastructure features (ie. roads, utilities) that may be along the pathway that would make it difficult to layout out the pathway.

4. Destinations/Connectivity: This refers to whether the path would connect local areas within Town; or whether the pathway would connect regional areas (from in Town to areas outside of Town).

5. Highlights: The intention of this category is to simply keep a list of the amenities that the pathway would serve.

6. Type of Pathway: This refers to the primary purpose of the pathway.

7. Aesthetics: This refers to the aesthetics of the pathway relative to the other pathways the Committee is reviewing.

8. Maintenance/Stewardship: This refers to the potential maintenance requirements of the pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual maintenance costs or needs.

9. Length of Path: This is an estimate of the approximate length of the proposed pathway.

10. Cost: This refers to the potential cost of a pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual cost of construction; instead \$ would equate to very little infrastructure or obstacles that would be required to cross, while \$\$\$\$ would mean something like a very large bridge would need to be built.

RESULTS – Pathway Prioritization Form

Trail Name/Number: #15 – Town Forest to Quarry Lane/Pathway #6 – Off-road (Evaluated on 1.15.09)

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Ability Level: Advanced Basic Children Variable

C. Comfort Level: 1 – Comfortable 2 – Almost Always 3 – Somewhat 4 – Not Very 5 - Uncomfortable

D. Handicap Accessible: 1 – Yes 2 – Almost Always 3 – Some 4 – Not Very Often 5 – No

2. Number of Users/Accessibility by Users: 1 – High 2 – Med-High 3 – Medium 4 – Med-Low 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – Low 2 – Med-Low 3 – Medium 4 – Med-High 5 - High

ii. Public ROW: 1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Physical Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

C. Other Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

4. Destinations/Connectivity: Local Regional

What does it connect: Westford and Town Forest to the Town owned Quarry Lane common land

5. Highlights: Town Forest, Views

6. Type of Pathway: Recreation/Fitness Transportation Both

7. Aesthetics: 1 – Scenic 2 – Almost Always 3 – Somewhat 4 – Not Very 5 – Unremarkable

8. Maintenance/Stewardship: 1- Easy 2 – Somewhat Easy 3 - More Difficult 4 – Very Difficult 5 - Impossible

9. Length of Path: _____ miles

10. Cost: 1- \$ 2- \$\$ 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

11. Comments: Potentially flatter than other Town Forest connections, but not publically owned.

Evaluation Methods/Key:

For the ranked criteria a score of 1 is considered best, while a score of 5 is considered to be the worst. Therefore when each of the trails are scored, the lowest score will likely be the highest priority trail. There are a few categories in which the responses are not scored (there is no number assigned to the answer); these are included for descriptive purposes.

1. Safety

A. Separated from vehicular travelled roadways: This refers to whether the path is a painted lane along the travelled portion of a roadway or whether the path is separated by a grass strip or curb, or whether the path is not associated with a roadway at all, or some variation in between.

B. Ability Level: This refers to the accessibility of the pathway in terms of difficulty (steep slopes, etc).

C. Comfort Level: This refers to the accessibility of the pathway in terms of safety.

D. Handicap Accessible: This refers to whether or not the pathway could be handicap accessible or not.

2. Number of Users/Accessibility by Users: This refers to the potential amount of users that are likely to use the pathway relative to the other pathways the Committee is reviewing. This does not refer to actual numbers of users per pathway.

3. Feasibility

A. Ease of Acquisitions: This refers to the how easily the ROW for the pathway can be obtained. The assumption is that a significant amount of landowners along the path would make it more difficult to obtain the ROW. Also, public ROWs already in place would likely make it easier to establish the pathway.

B. Physical Impediments: This refers to natural features that may be along the pathway that would make it difficult to layout out the pathway (ie. would require permitting and more complex engineering).

C. Infrastructure Obstacles: This refers to infrastructure features (ie. roads, utilities) that may be along the pathway that would make it difficult to layout out the pathway.

4. Destinations/Connectivity: This refers to whether the path would connect local areas within Town; or whether the pathway would connect regional areas (from in Town to areas outside of Town).

5. Highlights: The intention of this category is to simply keep a list of the amenities that the pathway would serve.

6. Type of Pathway: This refers to the primary purpose of the pathway.

7. Aesthetics: This refers to the aesthetics of the pathway relative to the other pathways the Committee is reviewing.

8. Maintenance/Stewardship: This refers to the potential maintenance requirements of the pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual maintenance costs or needs.

9. Length of Path: This is an estimate of the approximate length of the proposed pathway.

10. Cost: This refers to the potential cost of a pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual cost of construction; instead \$ would equate to very little infrastructure or obstacles that would be required to cross, while \$\$\$\$ would mean something like a very large bridge would need to be built.

RESULTS – Pathway Prioritization Form

Trail Name/Number: #16– East side of Arrowhead Lake, Maplewood/Quarry Lane to Cooper Road (evaluated on 2.19.09)

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Ability Level: Advanced **Basic** Children Variable

C. Comfort Level: 1 – **Comfortable** 2 – Almost Always 3 – Somewhat 4 – Not Very 5 - Uncomfortable

D. Handicap Accessible: 1 – Yes 2 – Almost Always 3 – **Some** 4 – Not Very Often 5 – No

2. Number of Users/Accessibility by Users: 1 – High 2 – **Med-High** 3 – Medium 4 – Med-Low 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – **Low** 2 – Med-Low 3 – Medium 4 – Med-High 5 - High

ii. Public ROW: 1 – Yes 2 – Almost Always 3 – Sometimes 4 – **Not Very Often** 5 – No

B. Physical Constraints: 1 – No 2 – Not Very Often 3 – **Sometimes** 4 – Almost Always 5 – Yes

C. Other Constraints: 1 – **No** 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

4. Destinations/Connectivity: **Local** Regional

What does it connect: Cooper Road to Maplewood/Quarry Lane.

5. Highlights: Arrowhead Lake, Views

6. Type of Pathway: **Recreation/Fitness** Transportation Both

7. Aesthetics: 1 – **Scenic** 2 – Almost Always 3 – Somewhat 4 – Not Very 5 – Unremarkable

8. Maintenance/Stewardship: 1- Easy 2 – **Somewhat Easy** 3 - More Difficult 4 –Very Difficult 5 - Impossible

9. Length of Path: 3.0 miles

10. Cost: 1- \$ 2- \$\$ 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

11. Comments: May be able to connect this pathway to pathway #6. Most of the actual trails may already be in place along this pathway.

Evaluation Methods/Key:

For the ranked criteria a score of 1 is considered best, while a score of 5 is considered to be the worst. Therefore when each of the trails are scored, the lowest score will likely be the highest priority trail. There are a few categories in which the responses are not scored (there is no number assigned to the answer); these are included for descriptive purposes.

1. Safety

A. Separated from vehicular travelled roadways: This refers to whether the path is a painted lane along the travelled portion of a roadway or whether the path is separated by a grass strip or curb, or whether the path is not associated with a roadway at all, or some variation in between.

B. Ability Level: This refers to the accessibility of the pathway in terms of difficulty (steep slopes, etc).

C. Comfort Level: This refers to the accessibility of the pathway in terms of safety.

D. Handicap Accessible: This refers to whether or not the pathway could be handicap accessible or not.

2. Number of Users/Accessibility by Users: This refers to the potential amount of users that are likely to use the pathway relative to the other pathways the Committee is reviewing. This does not refer to actual numbers of users per pathway.

3. Feasibility

A. Ease of Acquisitions: This refers to the how easily the ROW for the pathway can be obtained. The assumption is that a significant amount of landowners along the path would make it more difficult to obtain the ROW. Also, public ROWs already in place would likely make it easier to establish the pathway.

B. Physical Impediments: This refers to natural features that may be along the pathway that would make it difficult to layout out the pathway (ie. would require permitting and more complex engineering).

C. Infrastructure Obstacles: This refers to infrastructure features (ie. roads, utilities) that may be along the pathway that would make it difficult to layout out the pathway.

4. Destinations/Connectivity: This refers to whether the path would connect local areas within Town; or whether the pathway would connect regional areas (from in Town to areas outside of Town).

5. Highlights: The intention of this category is to simply keep a list of the amenities that the pathway would serve.

6. Type of Pathway: This refers to the primary purpose of the pathway.

7. Aesthetics: This refers to the aesthetics of the pathway relative to the other pathways the Committee is reviewing.

8. Maintenance/Stewardship: This refers to the potential maintenance requirements of the pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual maintenance costs or needs.

9. Length of Path: This is an estimate of the approximate length of the proposed pathway.

10. Cost: This refers to the potential cost of a pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual cost of construction; instead \$ would equate to very little infrastructure or obstacles that would be required to cross, while \$\$\$\$\$ would mean something like a very large bridge would need to be built.

RESULTS – Pathway Prioritization Form

Trail Name/Number: #17– West Side of Arrowhead Lake, w/n Route 7 ROW (evaluated on 2.19.09)

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Ability Level: **Advanced** Basic Children Variable

C. Comfort Level: 1 – Comfortable 2 – Almost Always 3 – Somewhat 4 – Not Very 5 - Uncomfortable

D. Handicap Accessible: 1 – Yes 2 – Almost Always 3 – Some 4 – Not Very Often 5 – No

2. Number of Users/Accessibility by Users: 1 – High 2 – **Med-High** 3 – Medium 4 – Med-Low 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – **Low** 2 – Med-Low 3 – Medium 4 – Med-High 5 - High

ii. Public ROW: 1 – **Yes** 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Physical Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – **Almost Always** 5 – Yes

C. Other Constraints: 1 – **No** 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

4. Destinations/Connectivity: Local **Regional**

What does it connect: Clark Falls Dam to Georgia.

5. Highlights: Arrowhead Lake, Views, Commuter Route

6. Type of Pathway: Recreation/Fitness Transportation **Both**

7. Aesthetics: 1 – Scenic 2 – **Almost Always** 3 – Somewhat 4 – Not Very 5 – Unremarkable

8. Maintenance/Stewardship: 1- Easy 2 – Somewhat Easy 3 - **More Difficult** 4 – Very Difficult 5 - Impossible

9. Length of Path: 2.5 miles

10. Cost: 1- \$ 2- \$\$ 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

11. Comments: The Committee determined that this pathway would not be feasible along the lake, therefore it makes sense to put it within or along the Route 7 ROW. This pathway concept includes a potential boardwalk, dock or cement patio out and over Arrowhead Lake between the dam and Kilburn Road.

Evaluation Methods/Key:

For the ranked criteria a score of 1 is considered best, while a score of 5 is considered to be the worst. Therefore when each of the trails are scored, the lowest score will likely be the highest priority trail. There are a few categories in which the responses are not scored (there is no number assigned to the answer); these are included for descriptive purposes.

1. Safety

- A. Separated from vehicular travelled roadways: This refers to whether the path is a painted lane along the travelled portion of a roadway or whether the path is separated by a grass strip or curb, or whether the path is not associated with a roadway at all, or some variation in between.
- B. Ability Level: This refers to the accessibility of the pathway in terms of difficulty (steep slopes, etc).
- C. Comfort Level: This refers to the accessibility of the pathway in terms of safety.
- D. Handicap Accessible: This refers to whether or not the pathway could be handicap accessible or not.

2. Number of Users/Accessibility by Users: This refers to the potential amount of users that are likely to use the pathway relative to the other pathways the Committee is reviewing. This does not refer to actual numbers of users per pathway.

3. Feasibility

- A. Ease of Acquisitions: This refers to the how easily the ROW for the pathway can be obtained. The assumption is that a significant amount of landowners along the path would make it more difficult to obtain the ROW. Also, public ROWs already in place would likely make it easier to establish the pathway.
- B. Physical Impediments: This refers to natural features that may be along the pathway that would make it difficult to layout out the pathway (ie. would require permitting and more complex engineering).
- C. Infrastructure Obstacles: This refers to infrastructure features (ie. roads, utilities) that may be along the pathway that would make it difficult to layout out the pathway.

4. Destinations/Connectivity: This refers to whether the path would connect local areas within Town; or whether the pathway would connect regional areas (from in Town to areas outside of Town).

5. Highlights: The intention of this category is to simply keep a list of the amenities that the pathway would serve.

6. Type of Pathway: This refers to the primary purpose of the pathway.

7. Aesthetics: This refers to the aesthetics of the pathway relative to the other pathways the Committee is reviewing.

8. Maintenance/Stewardship: This refers to the potential maintenance requirements of the pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual maintenance costs or needs.

9. Length of Path: This is an estimate of the approximate length of the proposed pathway.

10. Cost: This refers to the potential cost of a pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual cost of construction; instead \$ would equate to very little infrastructure or obstacles that would be required to cross, while \$\$\$\$ would mean something like a very large bridge would need to be built.

RESULTS – Pathway Prioritization Form

Trail Name/Number: #18, 19 & 20 – West Milton (Sanderson to Stone Bridge Brook) Off-road (evaluated on 4.16.09)

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – **Almost Always** 3 – Sometimes 4 – Not Very Often 5 – No

B. Ability Level: Advanced Basic Children Variable

C. Comfort Level: 1 – **Comfortable** 2 – Almost Always 3 – Somewhat 4 – Not Very 5 - Uncomfortable

D. Handicap Accessible: 1 – Yes 2 – Almost Always 3 – Some 4 – Not Very Often 5 – No

2. Number of Users/Accessibility by Users: 1 – High 2 – Med-High 3 – Medium 4 – **Med-Low** 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – Low 2 – **Med-Low** 3 – Medium 4 – Med-High 5 - High

ii. Public ROW: 1 – Yes 2 – **Almost Always** 3 – Sometimes 4 – Not Very Often 5 – No

B. Physical Constraints: 1 – No 2 – Not Very Often 3 – **Sometimes** 4 – Almost Always 5 – Yes

C. Other Constraints: 1 – No 2 – **Not Very Often** 3 – Sometimes 4 – Almost Always 5 – Yes

4. Destinations/Connectivity: **Local** Regional

What does it connect: Sanderson Road to Stone Bridge Brook; connection to Pathway #8 and Town Core; potential connection to Eagle Mountain Natural Area

5. Highlights: Scenic, off-road

6. Type of Pathway: **Recreation/Fitness** Transportation Both

7. Aesthetics: 1 – **Scenic** 2 – Almost Always 3 – Somewhat 4 – Not Very 5 – Unremarkable

8. Maintenance/Stewardship: 1- Easy 2 – **Somewhat Easy** 3 - More Difficult 4 –Very Difficult 5 - Impossible

9. Length of Path: ~4.0 miles

10. Cost: 1- \$ 2- \$\$ 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

11. Comments: The thought is to keep this pathway entirely off-road, including the connection between 18 and 20. These three paths were combined into one as it makes a logical off-road pathway in West Milton. There is the potential of a lot of use if it is well established. Although there are some wetlands, streams and steep slopes along the way.

Evaluation Methods/Key:

For the ranked criteria a score of 1 is considered best, while a score of 5 is considered to be the worst. Therefore when each of the trails are scored, the lowest score will likely be the highest priority trail. There are a few categories in which the responses are not scored (there is no number assigned to the answer); these are included for descriptive purposes.

1. Safety

A. Separated from vehicular travelled roadways: This refers to whether the path is a painted lane along the travelled portion of a roadway or whether the path is separated by a grass strip or curb, or whether the path is not associated with a roadway at all, or some variation in between.

B. Ability Level: This refers to the accessibility of the pathway in terms of difficulty (steep slopes, etc).

C. Comfort Level: This refers to the accessibility of the pathway in terms of safety.

D. Handicap Accessible: This refers to whether or not the pathway could be handicap accessible or not.

2. Number of Users/Accessibility by Users: This refers to the potential amount of users that are likely to use the pathway relative to the other pathways the Committee is reviewing. This does not refer to actual numbers of users per pathway.

3. Feasibility

A. Ease of Acquisitions: This refers to the how easily the ROW for the pathway can be obtained. The assumption is that a significant amount of landowners along the path would make it more difficult to obtain the ROW. Also, public ROWs already in place would likely make it easier to establish the pathway.

B. Physical Impediments: This refers to natural features that may be along the pathway that would make it difficult to layout out the pathway (ie. would require permitting and more complex engineering).

C. Infrastructure Obstacles: This refers to infrastructure features (ie. roads, utilities) that may be along the pathway that would make it difficult to layout out the pathway.

4. Destinations/Connectivity: This refers to whether the path would connect local areas within Town; or whether the pathway would connect regional areas (from in Town to areas outside of Town).

5. Highlights: The intention of this category is to simply keep a list of the amenities that the pathway would serve.

6. Type of Pathway: This refers to the primary purpose of the pathway.

7. Aesthetics: This refers to the aesthetics of the pathway relative to the other pathways the Committee is reviewing.

8. Maintenance/Stewardship: This refers to the potential maintenance requirements of the pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual maintenance costs or needs.

9. Length of Path: This is an estimate of the approximate length of the proposed pathway.

10. Cost: This refers to the potential cost of a pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual cost of construction; instead \$ would equate to very little infrastructure or obstacles that would be required to cross, while \$\$\$\$\$ would mean something like a very large bridge would need to be built.

RESULTS – Pathway Prioritization Form

Trail Name/Number: #21– Cadreact to Mears - Offroad (evaluated on 3.19.09)

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Ability Level: Advanced Basic Children Variable

C. Comfort Level: 1 – Comfortable 2 – Almost Always 3 – Somewhat 4 – Not Very 5 - Uncomfortable

D. Handicap Accessible: 1 – Yes 2 – Almost Always 3 – Some 4 – Not Very Often 5 – No

2. Number of Users/Accessibility by Users: 1 – High 2 – Med-High 3 – Medium 4 – Med-Low 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – Low 2 – Med-Low 3 – Medium 4 – Med-High 5 - High

ii. Public ROW: 1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Physical Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

C. Other Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

4. Destinations/Connectivity: Local Regional

What does it connect: Cadreact Road to Mears Road; connection to Pathway #8 and Town Core

5. Highlights: Potential scenic vistas to Lake Champlain, Adirondacks and maybe the Green Mountains

6. Type of Pathway: Recreation/Fitness Transportation Both

7. Aesthetics: 1 – Scenic 2 – Almost Always 3 – Somewhat 4 – Not Very 5 – Unremarkable

8. Maintenance/Stewardship: 1- Easy 2 – Somewhat Easy 3 - More Difficult 4 –Very Difficult 5 - Impossible

9. Length of Path: 1.0 miles

10. Cost: 1- \$ 2- \$\$ 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

11. Comments: The physical constraints include some streams and potential wetlands; also steep slopes. A dirt path could be relatively easy to maintain however there may be some stream crossings. Potential to connect to Pathway #8 and into Town Core.

Evaluation Methods/Key:

For the ranked criteria a score of 1 is considered best, while a score of 5 is considered to be the worst. Therefore when each of the trails are scored, the lowest score will likely be the highest priority trail. There are a few categories in which the responses are not scored (there is no number assigned to the answer); these are included for descriptive purposes.

1. Safety

A. Separated from vehicular travelled roadways: This refers to whether the path is a painted lane along the travelled portion of a roadway or whether the path is separated by a grass strip or curb, or whether the path is not associated with a roadway at all, or some variation in between.

B. Ability Level: This refers to the accessibility of the pathway in terms of difficulty (steep slopes, etc).

C. Comfort Level: This refers to the accessibility of the pathway in terms of safety.

D. Handicap Accessible: This refers to whether or not the pathway could be handicap accessible or not.

2. Number of Users/Accessibility by Users: This refers to the potential amount of users that are likely to use the pathway relative to the other pathways the Committee is reviewing. This does not refer to actual numbers of users per pathway.

3. Feasibility

A. Ease of Acquisitions: This refers to the how easily the ROW for the pathway can be obtained. The assumption is that a significant amount of landowners along the path would make it more difficult to obtain the ROW. Also, public ROWs already in place would likely make it easier to establish the pathway.

B. Physical Impediments: This refers to natural features that may be along the pathway that would make it difficult to layout out the pathway (ie. would require permitting and more complex engineering).

C. Infrastructure Obstacles: This refers to infrastructure features (ie. roads, utilities) that may be along the pathway that would make it difficult to layout out the pathway.

4. Destinations/Connectivity: This refers to whether the path would connect local areas within Town; or whether the pathway would connect regional areas (from in Town to areas outside of Town).

5. Highlights: The intention of this category is to simply keep a list of the amenities that the pathway would serve.

6. Type of Pathway: This refers to the primary purpose of the pathway.

7. Aesthetics: This refers to the aesthetics of the pathway relative to the other pathways the Committee is reviewing.

8. Maintenance/Stewardship: This refers to the potential maintenance requirements of the pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual maintenance costs or needs.

9. Length of Path: This is an estimate of the approximate length of the proposed pathway.

10. Cost: This refers to the potential cost of a pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual cost of construction; instead \$ would equate to very little infrastructure or obstacles that would be required to cross, while \$\$\$\$ would mean something like a very large bridge would need to be built.

RESULTS – Pathway Prioritization Form

Trail Name/Number: #22– Lamoille River – I89 to West Milton Road (evaluated on 3.19.09)

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Ability Level: **Advanced** Basic Children Variable

C. Comfort Level: 1 – Comfortable 2 – Almost Always 3 – Somewhat 4 – Not Very 5 - Uncomfortable

D. Handicap Accessible: 1 – Yes 2 – Almost Always 3 – Some 4 – Not Very Often 5 – No

2. Number of Users/Accessibility by Users: 1 – High 2 – Med-High 3 – Medium 4 – Med-Low 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – Low 2 – Med-Low 3 – Medium 4 – Med-High 5 - High

ii. Public ROW: 1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Physical Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

C. Other Constraints: 1 – No 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

4. Destinations/Connectivity: **Local** Regional

What does it connect: Peterson Dam with Lamoille River Walk. Also potential for Birchwood to Town Core connection if this trail connects to the Lamoille River Walk on the other side of the highway.

5. Highlights: Proximity to the Lamoille River and views.

6. Type of Pathway: **Recreation/Fitness** Transportation Both

7. Aesthetics: 1 – Scenic 2 – Almost Always 3 – Somewhat 4 – Not Very 5 – Unremarkable

8. Maintenance/Stewardship: 1- Easy 2 – Somewhat Easy 3 - More Difficult 4 –Very Difficult 5 - Impossible

9. Length of Path: 0.75 - 1.0 miles

10. Cost: 1- \$ 2- \$\$ 3- \$\$\$ 4- \$\$\$\$ 5- \$\$\$\$\$

11. Comments: Potential high volume of ATV use in this area. There is some public land owned by the Town, State and private land owned by CVPS. Could have potential of connecting to the Lamoille River Walk under I-89.

Evaluation Methods/Key:

For the ranked criteria a score of 1 is considered best, while a score of 5 is considered to be the worst. Therefore when each of the trails are scored, the lowest score will likely be the highest priority trail. There are a few categories in which the responses are not scored (there is no number assigned to the answer); these are included for descriptive purposes.

1. Safety

A. Separated from vehicular travelled roadways: This refers to whether the path is a painted lane along the travelled portion of a roadway or whether the path is separated by a grass strip or curb, or whether the path is not associated with a roadway at all, or some variation in between.

B. Ability Level: This refers to the accessibility of the pathway in terms of difficulty (steep slopes, etc).

C. Comfort Level: This refers to the accessibility of the pathway in terms of safety.

D. Handicap Accessible: This refers to whether or not the pathway could be handicap accessible or not.

2. Number of Users/Accessibility by Users: This refers to the potential amount of users that are likely to use the pathway relative to the other pathways the Committee is reviewing. This does not refer to actual numbers of users per pathway.

3. Feasibility

A. Ease of Acquisitions: This refers to the how easily the ROW for the pathway can be obtained. The assumption is that a significant amount of landowners along the path would make it more difficult to obtain the ROW. Also, public ROWs already in place would likely make it easier to establish the pathway.

B. Physical Impediments: This refers to natural features that may be along the pathway that would make it difficult to layout out the pathway (ie. would require permitting and more complex engineering).

C. Infrastructure Obstacles: This refers to infrastructure features (ie. roads, utilities) that may be along the pathway that would make it difficult to layout out the pathway.

4. Destinations/Connectivity: This refers to whether the path would connect local areas within Town; or whether the pathway would connect regional areas (from in Town to areas outside of Town).

5. Highlights: The intention of this category is to simply keep a list of the amenities that the pathway would serve.

6. Type of Pathway: This refers to the primary purpose of the pathway.

7. Aesthetics: This refers to the aesthetics of the pathway relative to the other pathways the Committee is reviewing.

8. Maintenance/Stewardship: This refers to the potential maintenance requirements of the pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual maintenance costs or needs.

9. Length of Path: This is an estimate of the approximate length of the proposed pathway.

10. Cost: This refers to the potential cost of a pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual cost of construction; instead \$ would equate to very little infrastructure or obstacles that would be required to cross, while \$\$\$\$ would mean something like a very large bridge would need to be built.

RESULTS – Pathway Prioritization Form

Trail Name/Number: #23 Bear Trap On-road - West Milton Road to Route 2 (evaluated on 3.19.09)

Review Criteria:

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Ability Level: **Advanced** Basic Children Variable

C. Comfort Level: 1 – Comfortable 2 – Almost Always 3 – Somewhat 4 – **Not Very** 5 - Uncomfortable

D. Handicap Accessible: 1 – Yes 2 – Almost Always 3 – Some 4 – **Not Very Often** 5 – No

2. Number of Users/Accessibility by Users: 1 – High 2 – Med-High 3 – **Medium** 4 – Med-Low 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – **Low** 2 – Med-Low 3 – Medium 4 – Med-High 5 - High

ii. Public ROW: 1 – **Yes** 2 – Almost Always 3 – Sometimes 4 – Not Very Often 5 – No

B. Physical Constraints: 1 – No 2 – Not Very Often 3 – **Sometimes** 4 – Almost Always 5 – Yes

C. Other Constraints: 1 – **No** 2 – Not Very Often 3 – Sometimes 4 – Almost Always 5 – Yes

4. Destinations/Connectivity: Local **Regional**

What does it connect: West Milton Road to Route 2 and on to the Islands. Lake Champlain Byway is also along Route 2.

5. Highlights: Sand Bar State Park, connector to Lake Champlain Byways.

6. Type of Pathway: Recreation/Fitness Transportation **Both**

7. Aesthetics: 1 – Scenic 2 – **Almost Always** 3 – Somewhat 4 – Not Very 5 – Unremarkable

8. Maintenance/Stewardship: 1- Easy 2 – **Somewhat Easy** 3 - More Difficult 4 – Very Difficult 5 - Impossible

9. Length of Path: _____ miles

10. Cost: 1- \$ 2- \$\$ 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

11. Comments: This trail was not practical as originally drawn due to an active farm, floodplains and a poorly suited end point.

Evaluation Methods/Key:

For the ranked criteria a score of 1 is considered best, while a score of 5 is considered to be the worst. Therefore when each of the trails are scored, the lowest score will likely be the highest priority trail. There are a few categories in which the responses are not scored (there is no number assigned to the answer); these are included for descriptive purposes.

1. Safety

A. Separated from vehicular travelled roadways: This refers to whether the path is a painted lane along the travelled portion of a roadway or whether the path is separated by a grass strip or curb, or whether the path is not associated with a roadway at all, or some variation in between.

B. Ability Level: This refers to the accessibility of the pathway in terms of difficulty (steep slopes, etc).

C. Comfort Level: This refers to the accessibility of the pathway in terms of safety.

D. Handicap Accessible: This refers to whether or not the pathway could be handicap accessible or not.

2. Number of Users/Accessibility by Users: This refers to the potential amount of users that are likely to use the pathway relative to the other pathways the Committee is reviewing. This does not refer to actual numbers of users per pathway.

3. Feasibility

A. Ease of Acquisitions: This refers to the how easily the ROW for the pathway can be obtained. The assumption is that a significant amount of landowners along the path would make it more difficult to obtain the ROW. Also, public ROWs already in place would likely make it easier to establish the pathway.

B. Physical Impediments: This refers to natural features that may be along the pathway that would make it difficult to layout out the pathway (ie. would require permitting and more complex engineering).

C. Infrastructure Obstacles: This refers to infrastructure features (ie. roads, utilities) that may be along the pathway that would make it difficult to layout out the pathway.

4. Destinations/Connectivity: This refers to whether the path would connect local areas within Town; or whether the pathway would connect regional areas (from in Town to areas outside of Town).

5. Highlights: The intention of this category is to simply keep a list of the amenities that the pathway would serve.

6. Type of Pathway: This refers to the primary purpose of the pathway.

7. Aesthetics: This refers to the aesthetics of the pathway relative to the other pathways the Committee is reviewing.

8. Maintenance/Stewardship: This refers to the potential maintenance requirements of the pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual maintenance costs or needs.

9. Length of Path: This is an estimate of the approximate length of the proposed pathway.

10. Cost: This refers to the potential cost of a pathway relative to the other pathways that the Committee is reviewing. This does not refer to actual cost of construction; instead \$ would equate to very little infrastructure or obstacles that would be required to cross, while \$\$\$\$\$ would mean something like a very large bridge would need to be built.

RESULTS – Pathway Prioritization Form

Trail Name/Number: # 24 - Milton Fall's Court to Rte 7 Bridge Sidewalk – aka 'Sara's Route'

Review Criteria: (evaluated on August 21, 2008)

1. Safety

A. Separated from vehicular travelled roadways:

1 – Yes 2 – **Almost Always** 3 – Sometimes 4 – Not Very Often 5 – No

B. Ability Level: Advanced Basic Children **Variable**

C. Comfort Level: 1 – **Comfortable** 2 – Almost Always 3 – Somewhat 4 – Not Very 5 - Uncomfortable

D. Handicap Accessible: 1 – Yes 2 – Almost Always 3 – **Sometimes** 4 – Not Very Often 5 – No

2. Number of Users/Accessibility by Users: 1 – High 2 – **Med-High** 3 – Medium 4 – Med-Low 5 - Low

3. Feasibility

A. Ease of Acquisitions:

i. Number of Landowners: 1 – Low 2 – **Med-Low** 3 – Medium 4 – Med-High 5 - High

ii. Public ROW: 1 – Yes 2 – Almost Always 3 – **Sometimes** 4 – Not Very Often 5 – No

B. Physical Constraints: 1 – No 2 – **Not Very Often** 3 – Sometimes 4 – Almost Always 5 – Yes

C. Other Constraints: 1 – No 2 – **Not Very Often** 3 – Sometimes 4 – Almost Always 5 – Yes

4. Destinations/Connectivity: **Local** Regional

What does it connect: A very remote neighborhood with the Town Core

5. Highlights: View of the Lamoille River

6. Type of Pathway: Recreation/Fitness Transportation **Both**

7. Aesthetics: 1 – Pristine 2 – **Almost Always** 3 – Somewhat 4 – Not Very 5 - Soiled

8. Maintenance/Stewardship: 1- **Easy** 2 – Somewhat Easy 3 - More Difficult 4 –Very Difficult 5 - Impossible

9. Length of Path: 1.43 miles (approx. .6 on Town Streets) GIS system says .67 miles in total

10. Cost: 1- \$ 2- \$\$ 3 - \$\$\$ 4 - \$\$\$\$ 5 - \$\$\$\$\$

11. Comments: This could provide a second emergency (ATV) entrance into the Poor Farm Road developments (there was a big accident a recently that closed the road for a long time.) As a transportation route this could save a lot in costs. I.B. is identified as variable as there are some hills; 4.C. – there are septic fields and water lines that may be an issue.

