

North of Portland Area Bicycle + Pedestrian Connectivity Workshop #3



Mike Lydon
Principal

Workshop Agenda

- 1. Welcome + Introduction**
- 2. What We Found: A Review of Regional Connectivity**
- 3. Draft Recommendations**
 - Infrastructure (Long and Short-term)**
 - Policy, Programs, + Planning**
 - Regional Collaboration**
- 4. How'd We Do? Collaborative Review**
- 5. Report Out and Discussion**

STREETPLANS

MIAMI

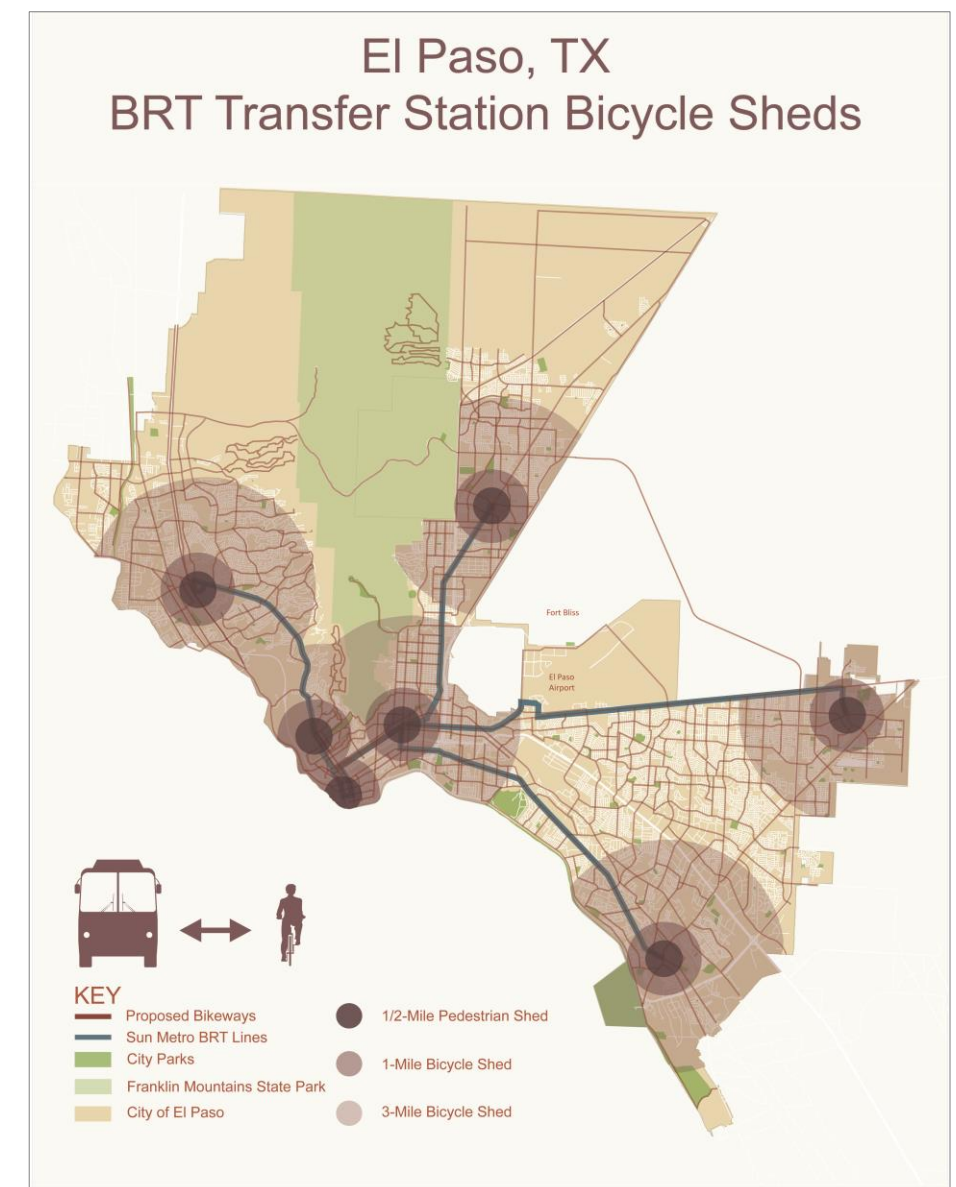
NEW YORK

We're a planning, design, and Research-advocacy firm

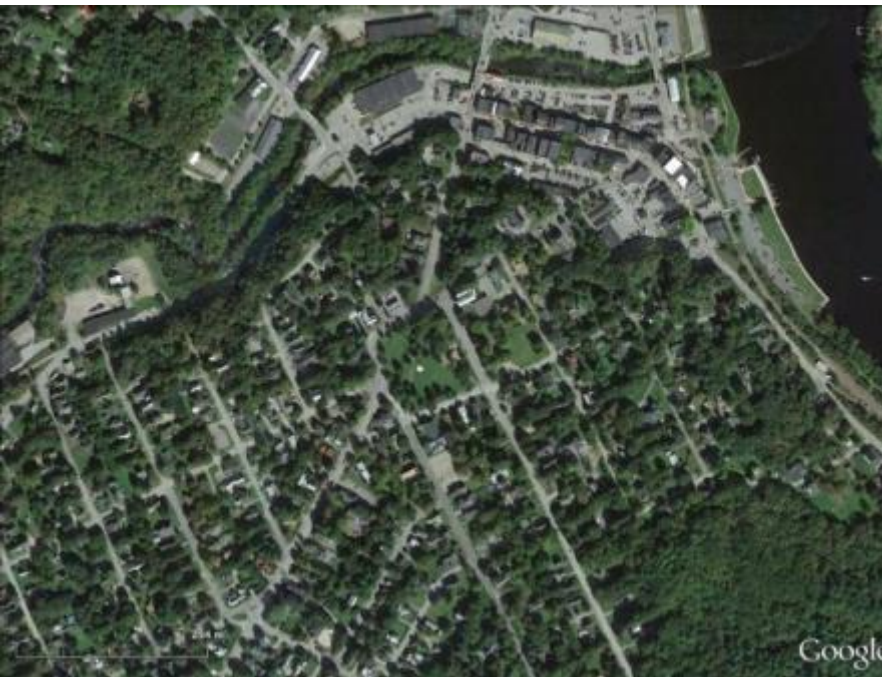
WE Build Better Streets, Better Places

What We Do

- **Bicycle/Pedestrian Planning + Design**
- Placemaking + Tactical Urbanism
- Urban Policy Development
- Urban + Architectural Design
- Public Outreach + Web Design
- Education + Training
- Research-Advocacy



I Grew Up Biking, Walking and Hiking in Maine



Gardiner



Damariscotta/Newcastle



Lewiston

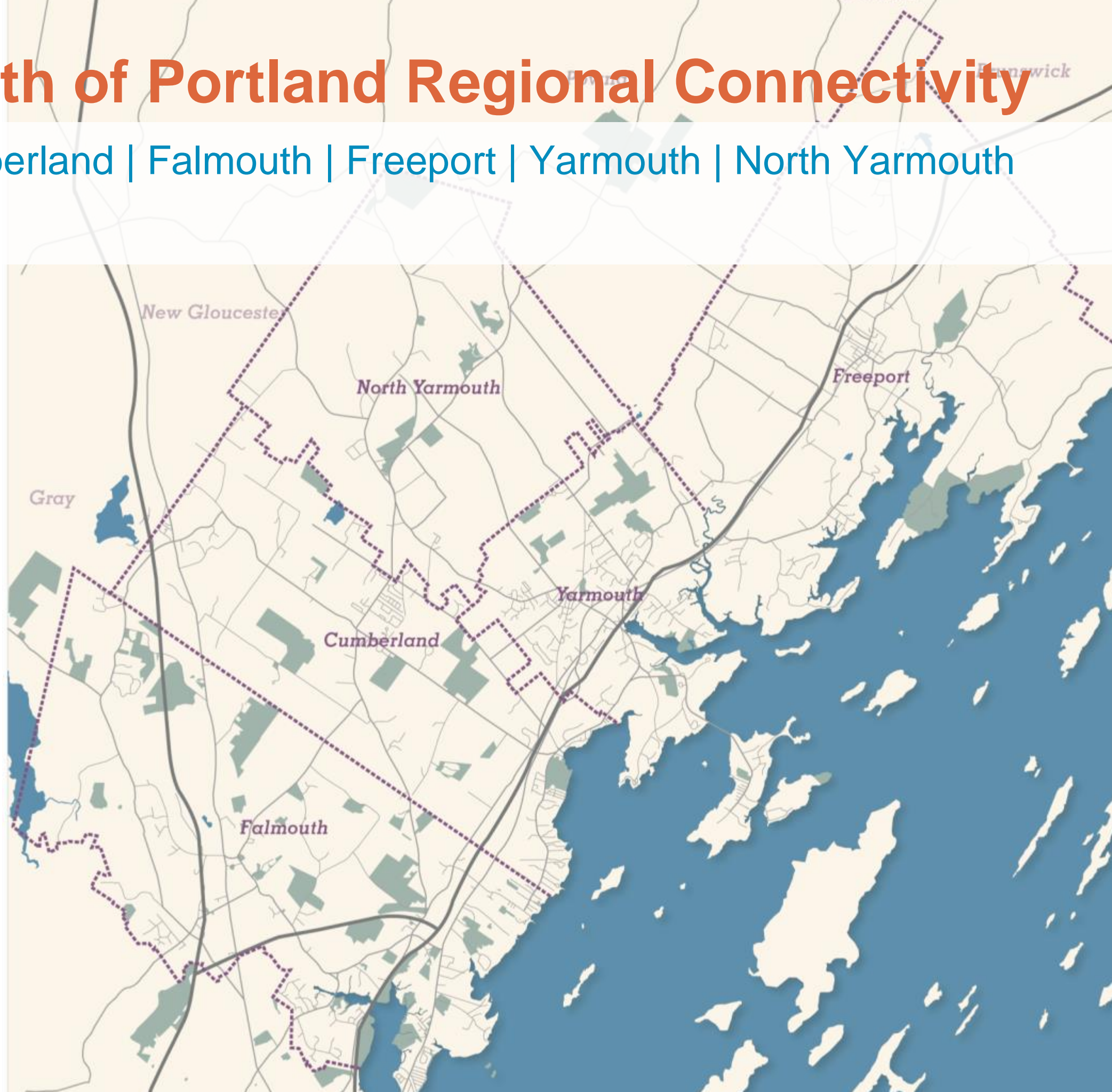
Planning Process Overview

- 2.5 month process (Oct – Dec. 31st)
- Emphasis on regional connectivity
- Assess existing challenges/opportunities for regional collaboration
- Create a regionally coordinated approach through infrastructure prioritization, policy development and regional collaboration



North of Portland Regional Connectivity

Cumberland | Falmouth | Freeport | Yarmouth | North Yarmouth



What would make bicycling and walking
better in your community?

COME OUT AND TELL US!



NORTH PORTLAND AREA CONNECTIVITY WORKSHOPS

Cumberland | Falmouth | Freeport | Yarmouth | North Yarmouth

Join us for a series of public workshops to improve connectivity
for people biking and walking in the north Portland area.

WORKSHOP #1:

PORTLAND NORTH BICYCLE AND PEDESTRIAN PLAN

NOVEMBER 12TH, 7:00 - 8:30 PM

Falmouth Town Hall, 271 Falmouth Road

WORKSHOP #2:

PORTLAND NORTH BICYCLE AND PEDESTRIAN PLAN

NOVEMBER 18TH, 6:30 - 8:00 PM

Yarmouth Town Hall, 200 Main Street

WORKSHOP #3:

PORTLAND NORTH BICYCLE AND PEDESTRIAN PLAN

FINAL DRAFT PRESENTATION

DECEMBER 10TH, 6:30 - 8:30 PM

Yarmouth Log Cabin, 196 Main Street

PACTS Light refreshments will be served at each Workshop.

STREETPLANS Brought to you by the Portland Area Comprehensive Transportation System + Street Plans

For More Information, contact Carl Eppich, Senior Transportation Planner, 774-9891, ceppich@gpcog.org

Workshop #1 - Falmouth



Workshop #2 - Yarmouth



Can Regional Roads Be Made More Appealing?



Can We Protect A Strong Built + Natural Interface



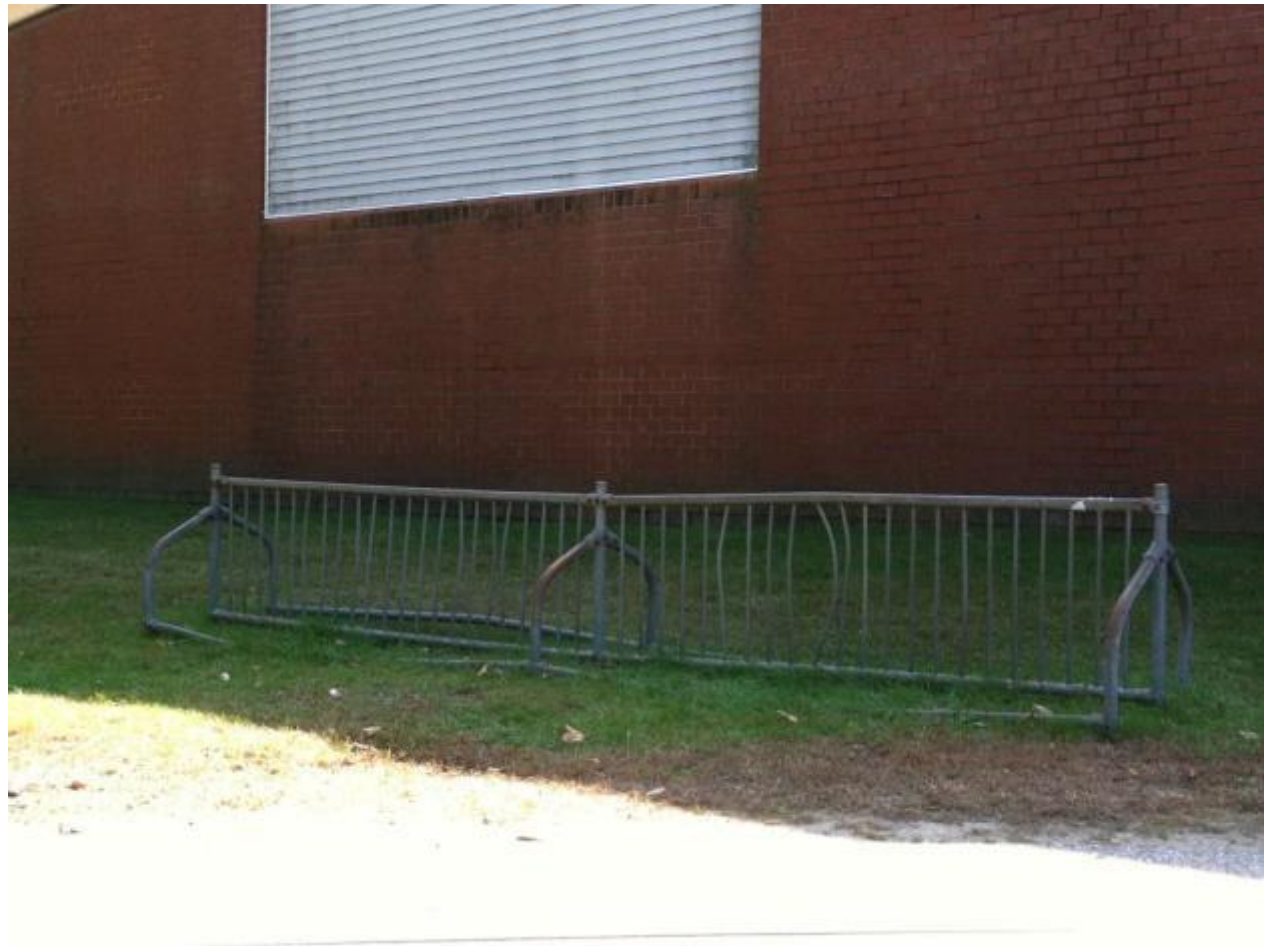
How To Best Continue Building Awareness?



And To Create a Culture of Slow?



Where To Provide Visible Bike Parking?



How To Create Streets Serving All Users?



KEY

 Highway	 Drive	 Residential Avenue	 Destination Street	 Slow-Flow Street
 Commercial Arterial	 Commercial Avenue	 Community Street	 Residential Street	 Shared Use Path

Handlebar Survey – One Day in Each Town



What We
Found >>

Falmouth

Falmouth Handlebar Survey



Map Source:
Town of Falmouth
Map Date: 4/10/12
Map Prepared by:
S. J. [Logo]
Map Produced: January 2012
Map Scale: 1" = 0.5 Miles
Map Projection: NAD 83
Map Contour Interval: 10'



Town of Falmouth Pedestrian and Bicycle Transport 2013 Comprehensive Plan

- Existing Bicycle Route
- Proposed Bicycle Route
- River Trail



Town Line



Johnson Road



Safe Routes to School



On and Off-Street Connectivity



[Save This Story](#) | [E-mail This Story](#) | [Print This Story](#) | [Large Type](#)

1:00 AM

In Falmouth, a modern network of bike paths beckons

The mountain bike community pitches in to build and maintain 45 miles of trails.

By Deirdre Fleming dfleming@pressherald.com
Staff Writer

FALMOUTH — Six years ago there were just 10 miles of mountain bike trails in Falmouth; now there are 45. And half of that dirt tread has been built in the past two years.

These are not typical suburban trails that weave in and out of housing developments and paved roads. The recently built trails in Falmouth are in thickly wooded, quiet forestlands, or “community forests” as the town calls them.

“Fifteen percent of the community is now protected,” said Bob Shafto, the town’s open-space ombudsman who identifies and acquires land for trails ... and also has about the coolest title around.

And to anyone reading this from outside Maine: Falmouth is next door to Portland.

“We are the last generation who has the opportunity to protect this land,” said Shafto, who served as the Falmouth Land Trust’s president in the 1990s and taught school in the 1970s in Aroostook County — so he knows something about open space and Maine’s forestland.



Mountain bikers can now utilize 45 miles of mountain bike trails on land preserved against development in Falmouth. The town has managed to protect more than 1,400 acres so far — representing about 15 percent of the town’s total acreage.

Photos by Carl D. Walsh/Staff Photographer



North
Yarmouth

Route 9 Bicycle and Pedestrian Links



Recreational Riding



Shoulder/Edge Conditions



Freeport

Safe, Attractive Bicycling + Walking In Town



Safe + Attractive Walking Out of Town?



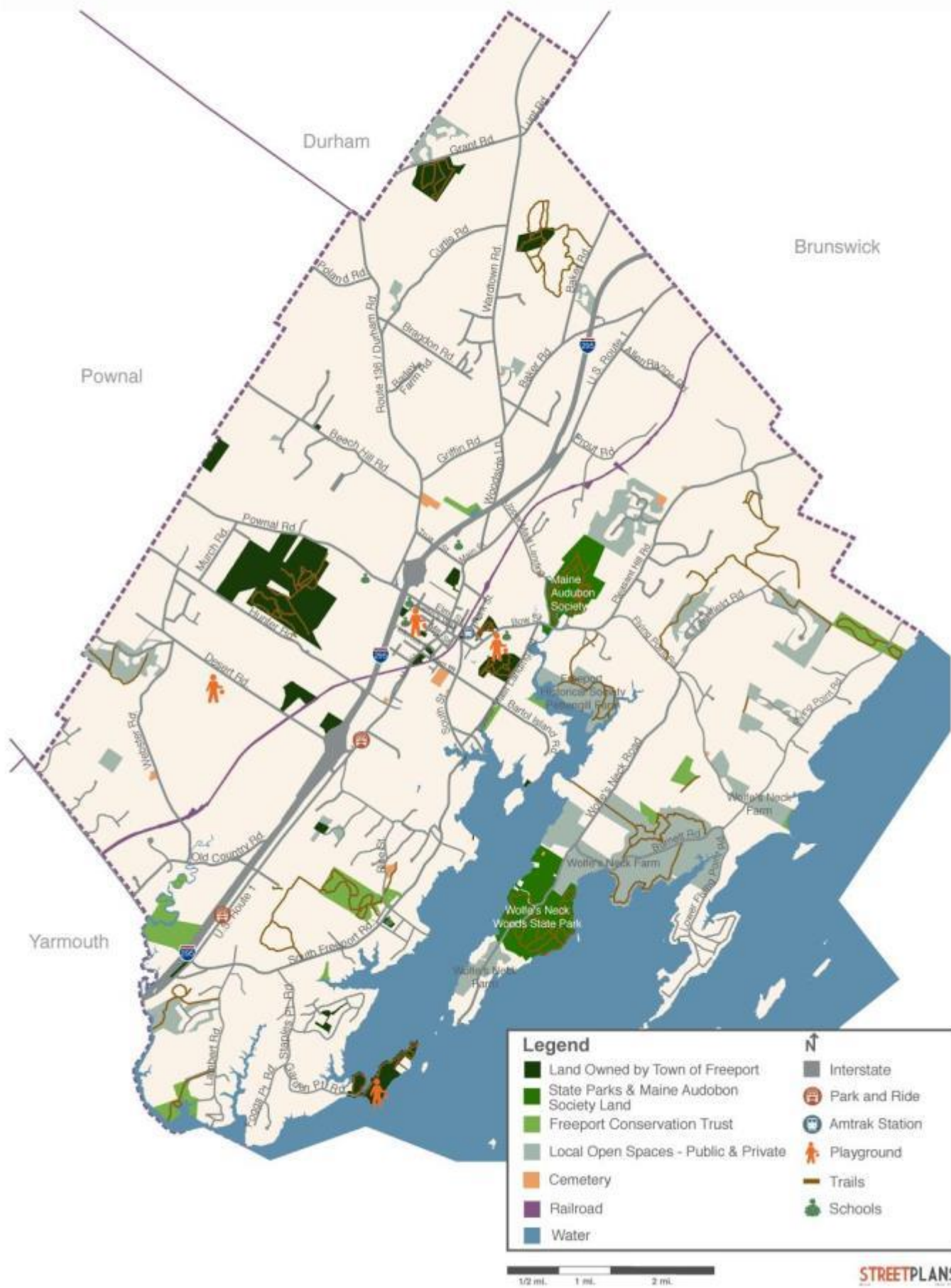
Walking Where Sidewalks/Shoulders Don't Exist



Freeport Active Living Plan



FREEPORT, MAINE ACTIVE LIVING PLAN



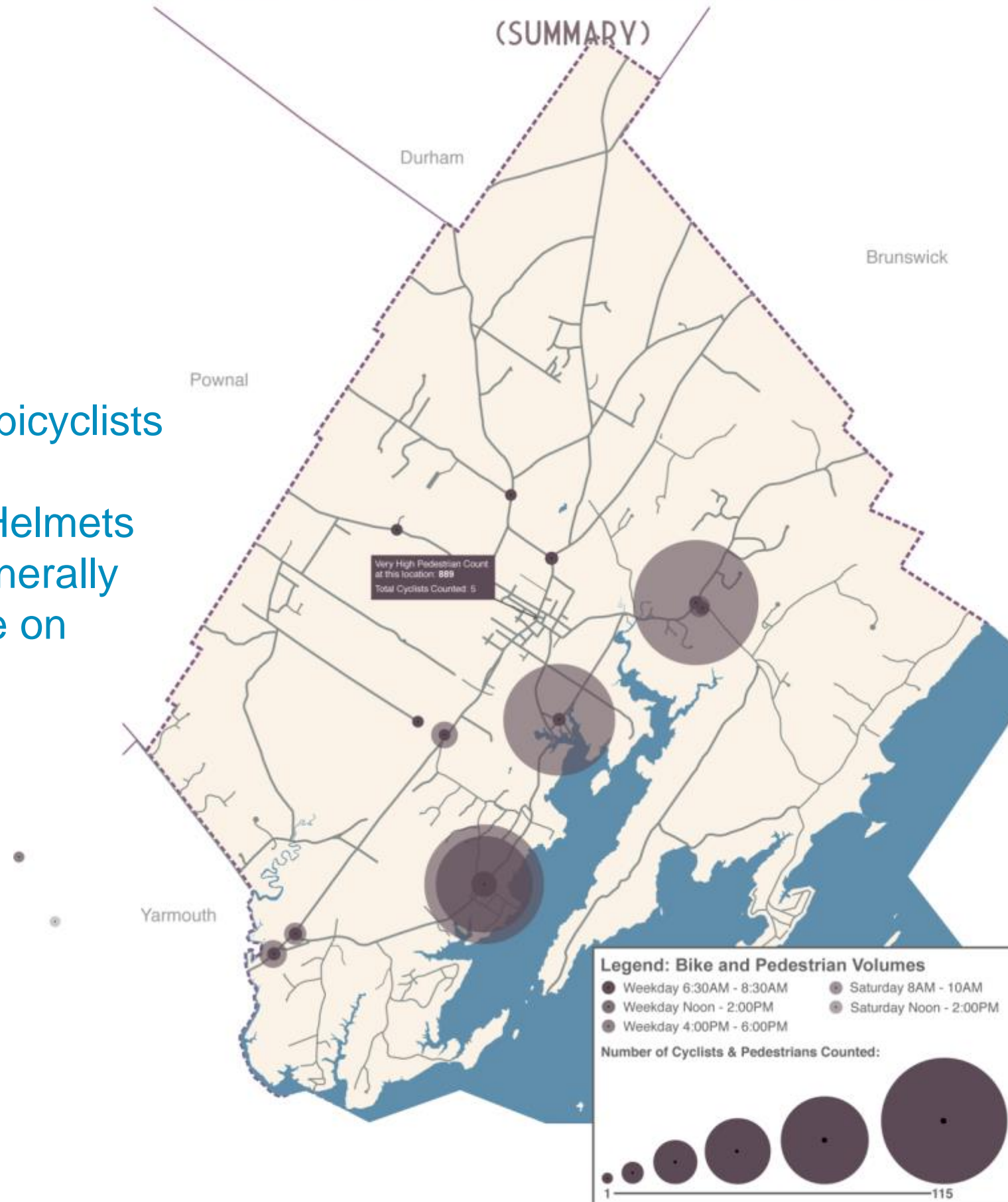
The map displays the Town of Yarmouth, Nova Scotia, with its boundary indicated by a dashed line. Surrounding municipalities are labeled: Durham to the north, Brunswick to the northeast, Pownal to the west, and Yarmouth to the southwest. The Yarmouth River flows through the town, and the Yarmouth Harbour is located to the east. The proposed Yarmouth Water Treatment Plant (YWTWP) is marked with a red dot near the intersection of Route 136 and the Yarmouth River. Major roads shown include Route 136, Route 1, and various local roads such as Grant Rd, Curtis Rd, Wardtown Rd, Baker Rd, Allen Rd, Griffin Rd, Woodside Ln, Pownal Rd, March Rd, Hunter Rd, Devere Rd, Wild Country Rd, South Crescent Rd, Staples Rd, and Burnet Rd. The map also shows the Yarmouth Peninsula and the Yarmouth Harbour.

FREEPORT, MAINE BICYCLE + PEDESTRIAN COUNTS

(SUMMARY)

Key Trends

- Counts mostly bicyclists
- 74% Men
- 99% Wearing Helmets
- Group rides generally account for spike on weekends



Yarmouth

Main Street



West Elm Street



Yarmouth Middle School



Built / Natural Interface



Beth Condon Pathway

East Coast



Greenway

LINKING CITIES
MAINE TO FLORIDA
GREENWAY.ORG



A Culture of Volunteerism



Cumberland

Existing Sidewalks in Cumberland Center



New Sidewalk Development: Tuttle Road

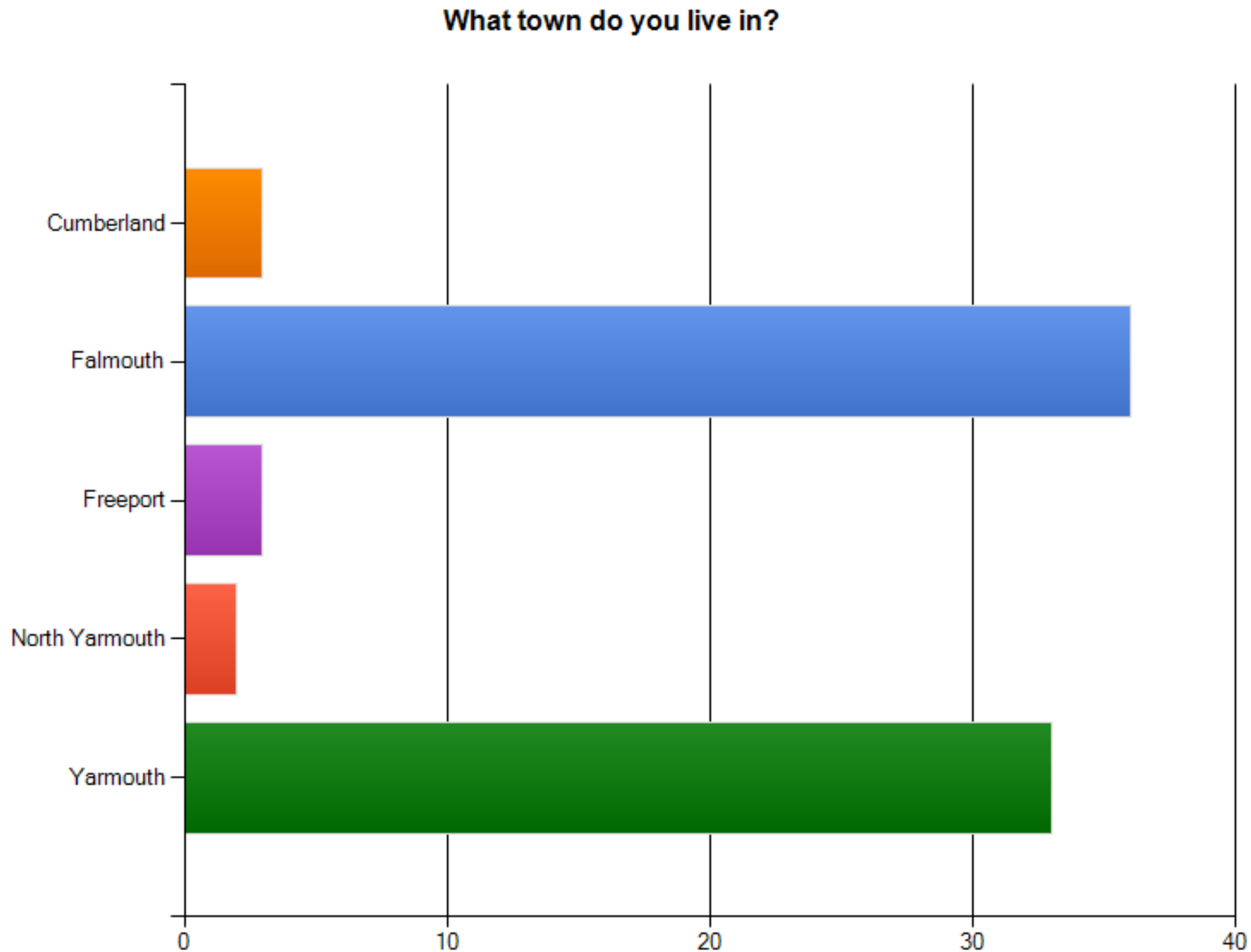


Blanchard Road



Survey Findings >>

Survey Results Thus Far (83 Responses)



Destinations

- Portland (17)
- Freeport (10)
- Falmouth Town Center (9)
- Falmouth Town Lands (7)
- Cumberland (6)



Corridors

- **Route 1 (21)**
- **Middle Road (19)**
- **Route 88 / Foreside Road / Lafayette St. (18)**
- **Route 9 (15)**
- **Blackstrap Road (9)**



Desired Enhancements

- **Route 88 / Foreside Road / Lafayette St. (13)**
- **Route 1 (12)**
- **Route 9 (6)**
- **Blackstrap Road (4)**
- **Falmouth Road (4)**

Challenges

- **Lack of Shoulders / Narrow Shoulders (23)**
- **Driver Hostility (14)**
- **Motor Vehicle Speeds (11)**
- **Lack of Bike Lanes / Paths (10)**
- **Pavement Quality (7)**

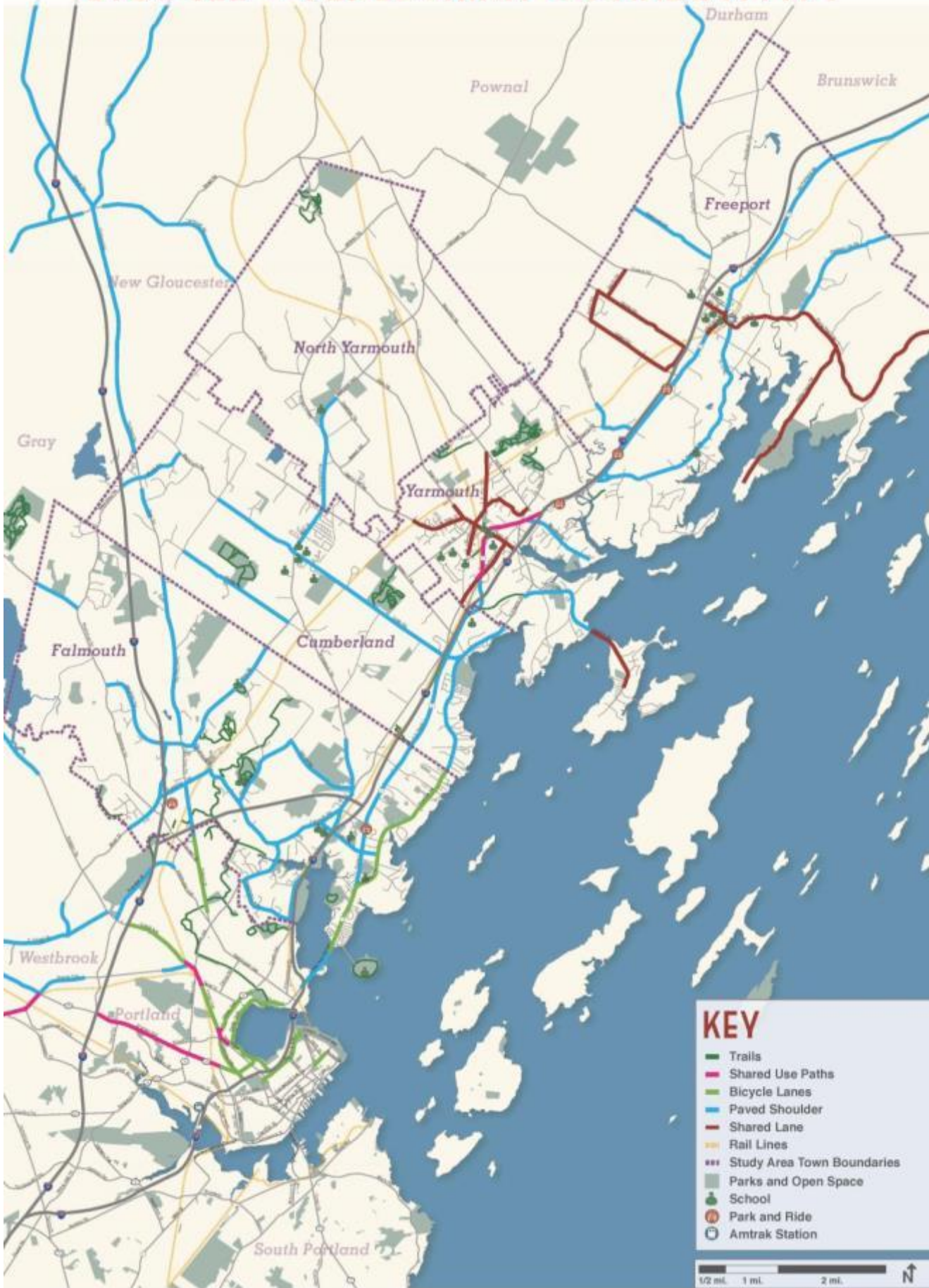


Priorities

- **Driver Education About Sharing The Road (8)**
- **Improve Shoulders (8) – Example: Route 88 (Yarmouth)**
- **Off-Road, Multi-Use Paths (8)**
- **Build More Bike Lanes / Paths (5)**
- **Pavement Maintenance / Debris Removal (5)**

Moving Forward Infrastructure >>

PACTS - NORTH OF PORTLAND BICYCLE + PEDESTRIAN CONNECTIVITY



Existing Facilities

Shared Lanes = 23.2 miles

Shared Use Paths = 2.01 miles

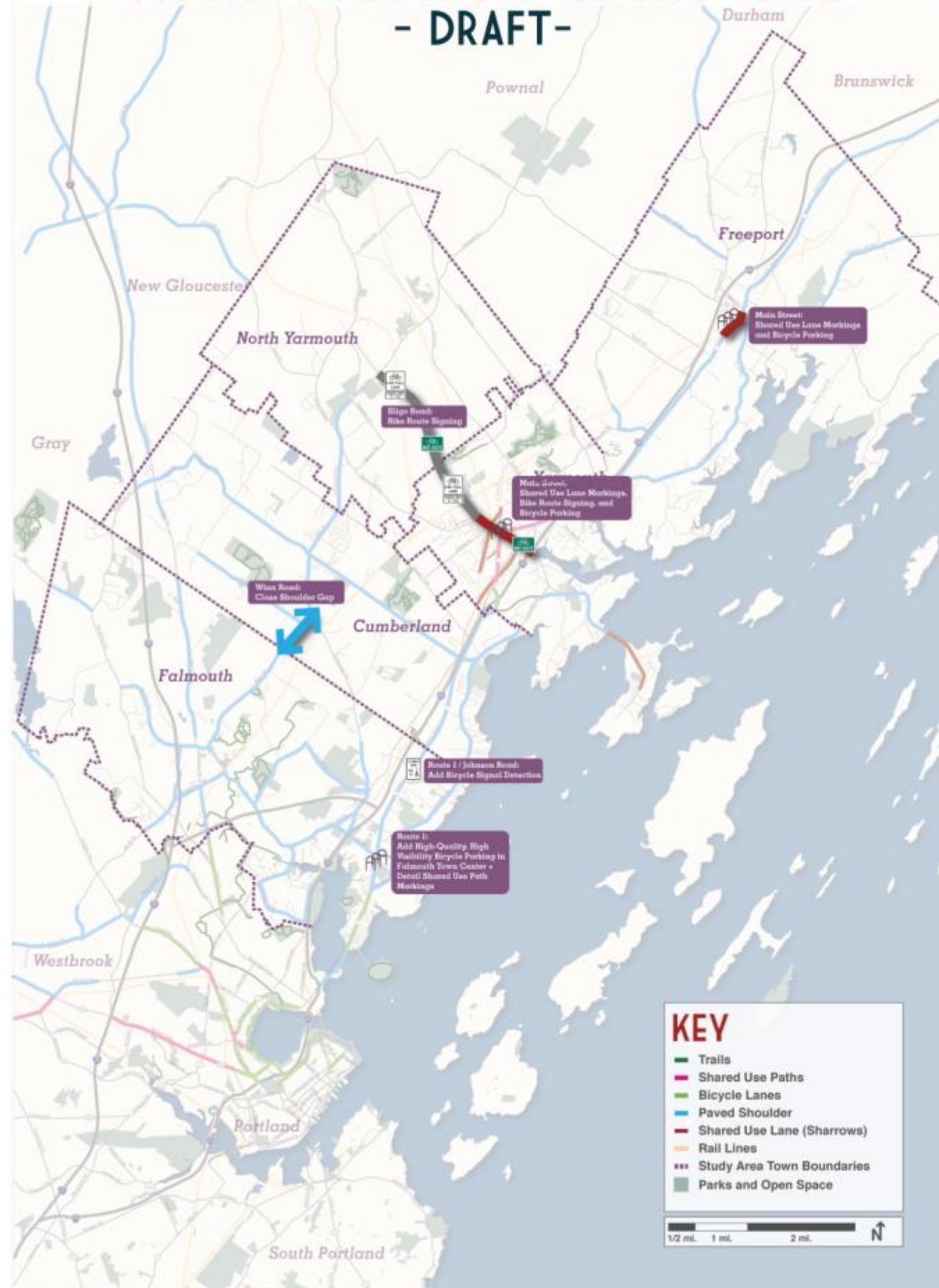
Bike Lanes = 3.6 miles

Paved Shoulders = 66.53 miles

Weighted Decision Matrix – 11 Factors

- Improves Safety
- Safe Access to Schools
- Town Center/Community Destination Access
- “Completing the Street”
- Increase in Connectivity
- Access to Transit
- Public Input
- Traffic Impact
- Ease of Implementation
- Cost
- “Curb Appeal”

PACTS - NORTH OF PORTLAND AREA PRIORITY PROJECTS (SHORT-TERM) - DRAFT -



Short-term Scores: 31 Maximum Points

- Main Street/Sligo Road Corridor Upgrades: 25 / 21
- Main Street Freeport Upgrades: 24
- Route 1 Falmouth Upgrades: 22
- Winn Road Shoulders: 19
- Johnson Road Signal: 16

Main Street/ Sligo Road Corridor Upgrades (25)



Shared Use Lane Markings



Extend Visible, Well-Designed Bicycle Parking



Main Street/ Sligo Road Upgrades



Pilot Signing / Wayfinding



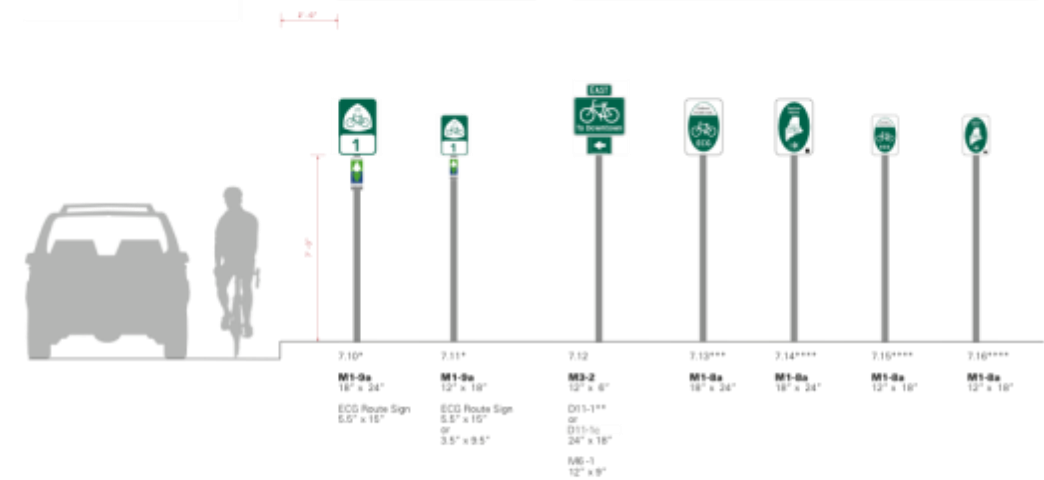


Bicycle Sign Types

Bicycle Routes,
On-Road and Shared-Use Paths

Guide Signs - Bicycle Route

U.S. Route		State, Regional, or Local Route	
On-Road	Shared-Use Paths	On-Road	Shared-Use Paths



Note:
Signs 7.14, 7.16, and 7.17
require permission
to experiment from the FHWA.
Width precedes height.

*For use where USBR1 and ECG are
co-located
**For use where no
unique designation of
routes exists
***For use where a route
has received a unique
designation
***For use on
State approved
routes included in "Explore Maine
by Bike"
***For use on
State approved
routes included in "Explore Maine
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Bicycle Sign Types

Bicycle Routes,
On-Road and Shared-Use Paths

Guide Signs - Destination and Street Name Signs

U.S. State, Regional, or Local Route	
On-Road	Shared-Use Paths



Note:
Signs 7.14, 7.16, and 7.17
require permission
to experiment from the FHWA.
Width precedes height.

Top panel may include
municipal or regional branding
Top panel may include
municipal or regional branding
Top panel may include
municipal or regional branding
Top panel may include
municipal or regional branding

Freeport Main Street Upgrades (24)





SCHOOL

SPEED
LIMIT
25

WHEN
CHILDREN
ARE PRESENT

BIKE ROUTE

MANHATTAN
RESTAURANT

Sole Haan

ST
NINE
WEST

Falmouth Town Center Upgrades (22)



It's Good to Share, But...



...Do It Safely!



Rumble Stripes



Vertical Signing



Horizontal Signing



Vertical Signalization



Winn Road Shoulder Extension (19)



Route 1 / Johnson Road (16)



R10-22

Sign image from the Manual of Traffic Signs <<http://www.traffic-sign.us/>>
This sign image copyright Richard C. Moeur. All rights reserved.



PACTS - NORTH OF PORTLAND AREA PRIORITY PROJECTS (LONG-TERM) - DRAFT -

The map displays the North of Portland area, including towns such as North Yarmouth, Cumberland, Falmouth, and Portland. It highlights several priority projects for PACTS, including:

- Route 1:** Extend Beth Cordon Path to Intersection of Old County Road.
- Route 2:** Shoulder Extension / Signing.
- Route 3:** Extend Paved Shoulder / Add Shared Use Lane Markings / Signs to Route 1.
- Trail with Trail Spot (Separate ROW):** Feasibility Connecting Downtown Freeport with Yarmouth.
- Trail with Trail Feasibility:** Start in Yarmouth Town Center - E. Elm St. to Portland St.
- Backstop Road:** Add Shoulder/Signing.
- Bicycle and Pedestrian Tunnel:** Located near Falmouth.
- 1/280:** Bicycle and Pedestrian Overpass.

KEY

- Trails
- Shared Use Paths
- Bicycle Lanes
- Paved Shoulder
- Shared Use Lane (Sharrows)
- Rail Lines
- Study Area Town Boundaries
- Parks and Open Space

Scale: 1/2 mi., 1 mi., 2 mi. North arrow pointing up.

- Trails
- Shared Use Paths
- Bicycle Lanes
- Paved Shoulder
- Shared Use Lane (Sharrows)
- Rail Lines
- Study Area Town Boundaries
- Parks and Open Space



Long-term Projects: Maximum 31 Points

- Route 88 Upgrades: 22
- Atlantic + St. Lawrence Rail-with-Trail: 21
- I-295 Overpass Freeport: 20
- Yarmouth to Freeport Amtrak Rail-with-Trail: 20
- Blackstrap Road Shoulders: 19
- Route 9 Shoulders (North Yarmouth): 19
- Beth Condon Path Route 1/Freeport Extension: 18
- Falmouth Schools Amtrak Underpass: 17

Long-term Projects / Cooperation (ECG)



Route 88 In Need of Consistency (22)



“Auburn to the Atlantic Trail” (21)

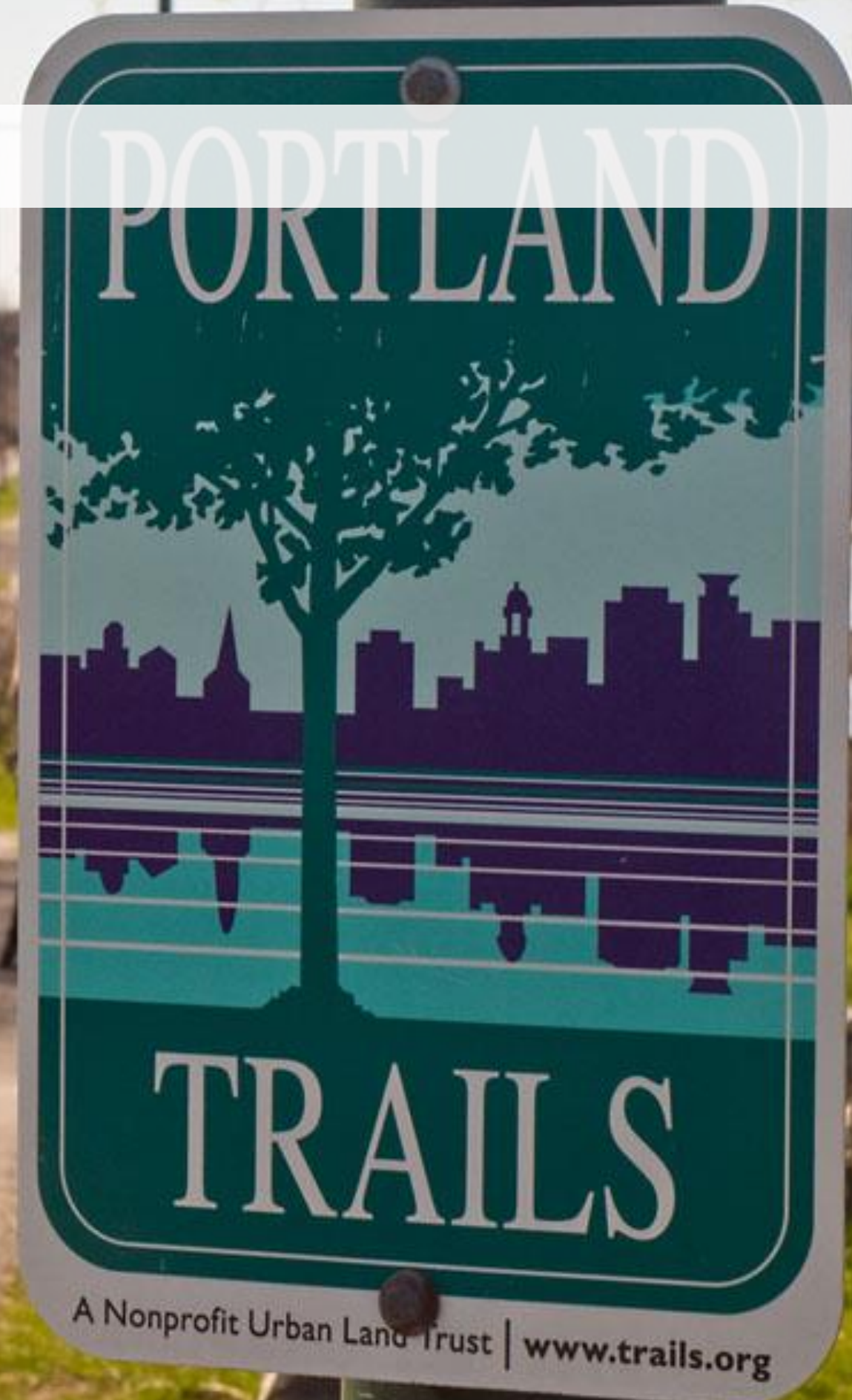


Maine's Rails with Trails

- Eastern Promenade Trail
- Downeast Sunrise Trail

(Ellsworth)

- Kennebec River Trail
- Sebago to the Sea Trail
- **Atlantic to the Androscoggin Trail??**



November 16

Hauling beans for B&M not paying off for Maine railroad user

St. Lawrence & Atlantic Railroad wants to discontinue the freight line that connects Portland with Auburn.

By Tom Bell tbell@pressherald.com
Staff Writer

The freight railroad that operates on the historic line between Portland and Montreal wants to stop running trains to Portland – and serving its last customer east of Auburn.

The maker of B&M Baked Beans, which relies on trains for deliveries of dried beans from the west, would have to find another way to bring supplies to its plant on Portland's waterfront.

Meanwhile, some proponents of passenger rail say that removing freight from the line could make it easier to re-establish passenger service between Portland and Auburn.

St. Lawrence & Atlantic Railroad President Mario Brault said the railroad is losing money on the line between Auburn and Portland because it must maintain the tracks and crossings to serve just one customer.

"For us to maintain operation for this property is a money-losing venture, and



Railroad tracks lead into the B&M plant in Portland. Some hope the line can be used for passenger service to Auburn. [click image to enlarge](#)

Gordon Chibroski/Staff Photographer



I-295 Connectivity (20)



Policy, Planning + Programming



#1 A New Policy Framework: Complete Streets





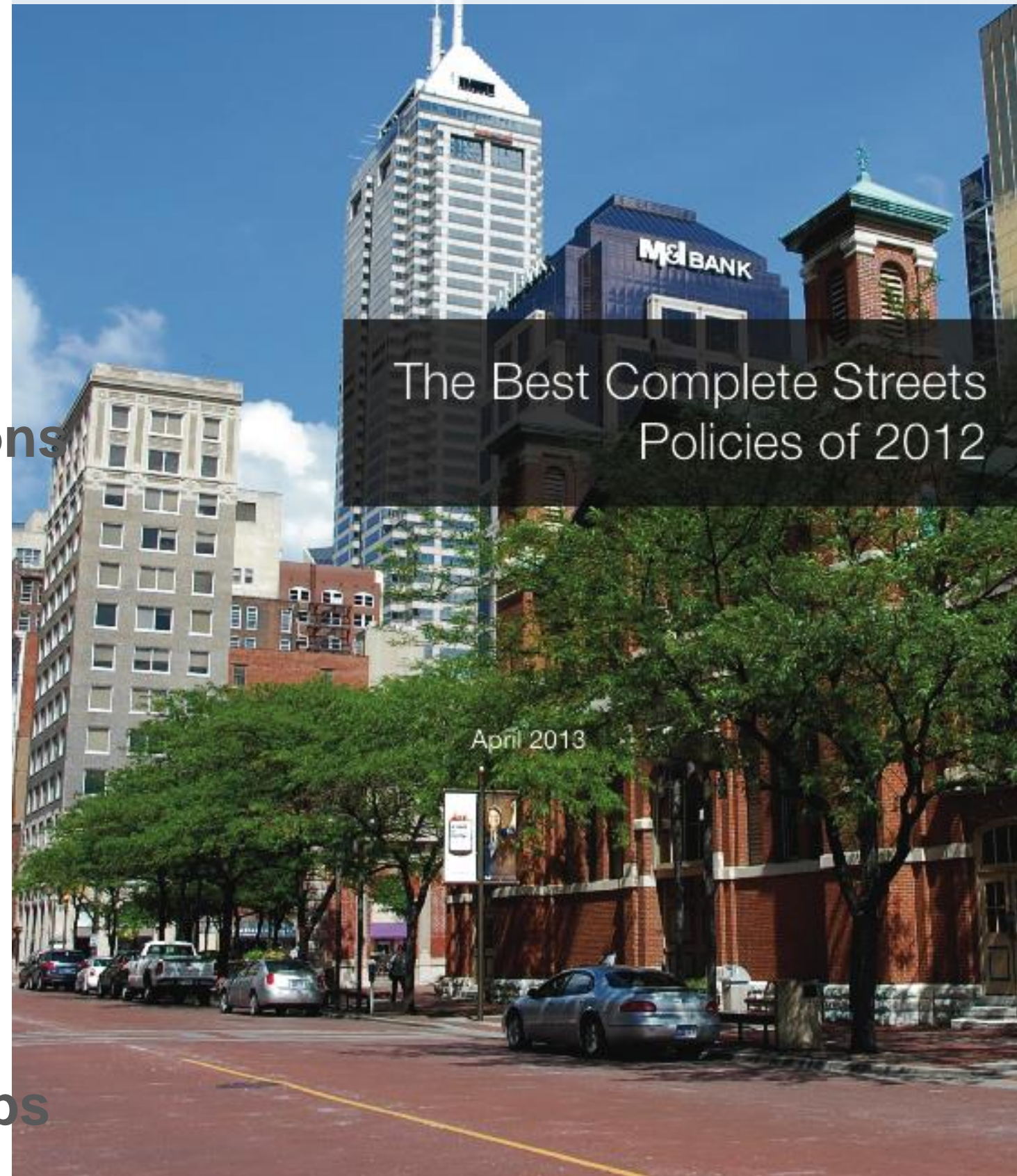
Smart Growth America
Making Neighborhoods Great Together



National Complete
Streets Coalition

The Ten Elements of a Good Policy

- 1) Vision + Intent
- 2) All Users + All Modes
- 3) All Project + All Phases
- 4) Clear, Accountable Exceptions
- 5) Network
- 6) Jurisdiction (Buy-in)
- 7) Design
- 8) Context Sensitivity
- 9) Performance Measures
- 10) Implementation + Next Steps

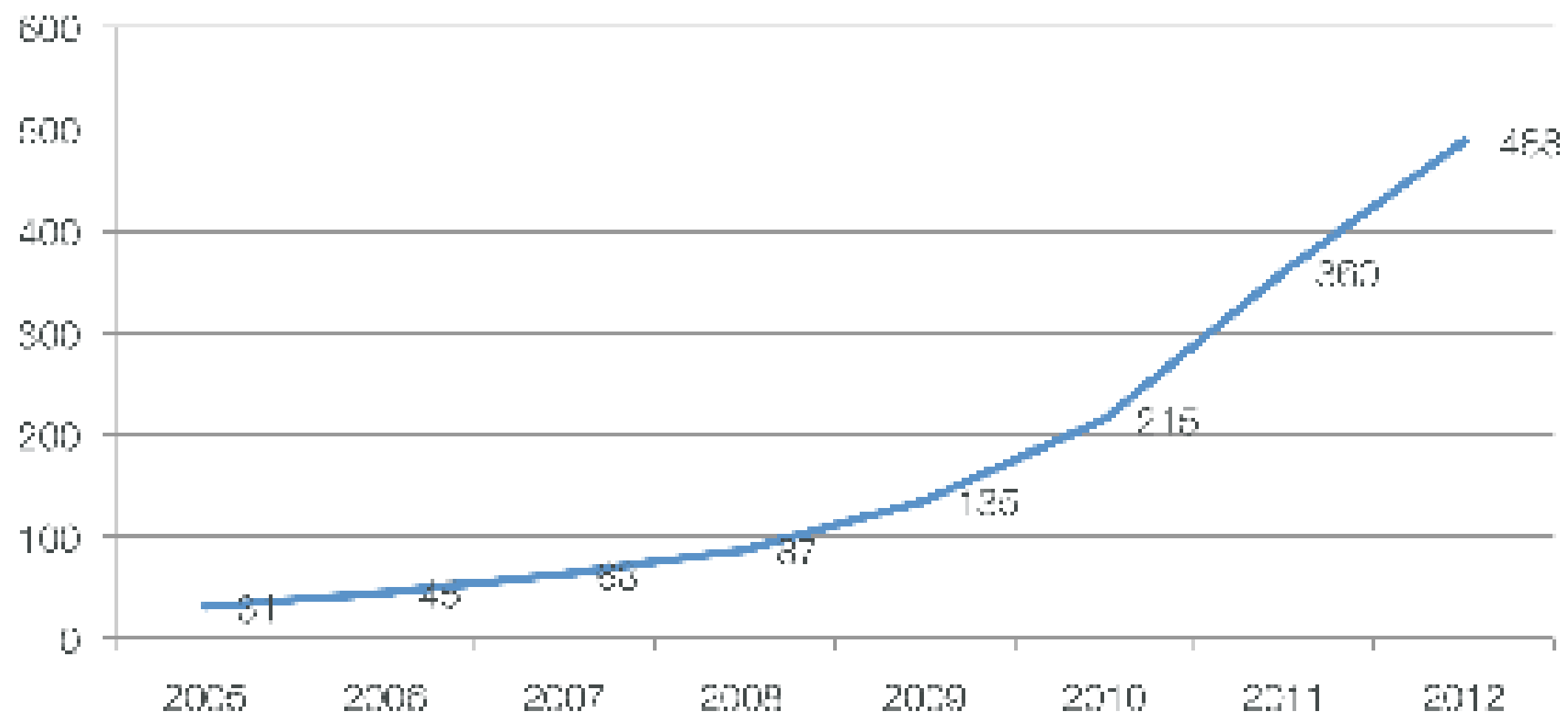


Growing support for Complete Streets nationwide

This year's analysis revealed that the Complete Streets movement grew in 2012, continuing a national trend since 2005 (see Figure 1 below).

FIGURE 1

Number of Complete Streets policies nationwide, 2005–2012



Local Example: Portland, Maine Ranked #6 (2012)



- 
- **Recommendation #1**
Each Town Should Pursue a Policy that Makes Sense for Local Context
 - Share Experience / Results/Tips

Recommendation #2: Annual Programming Focused Community, Health, Mobility



Test Out Low Cost Ideas and Have Fun!



Education / Enforcement



Education

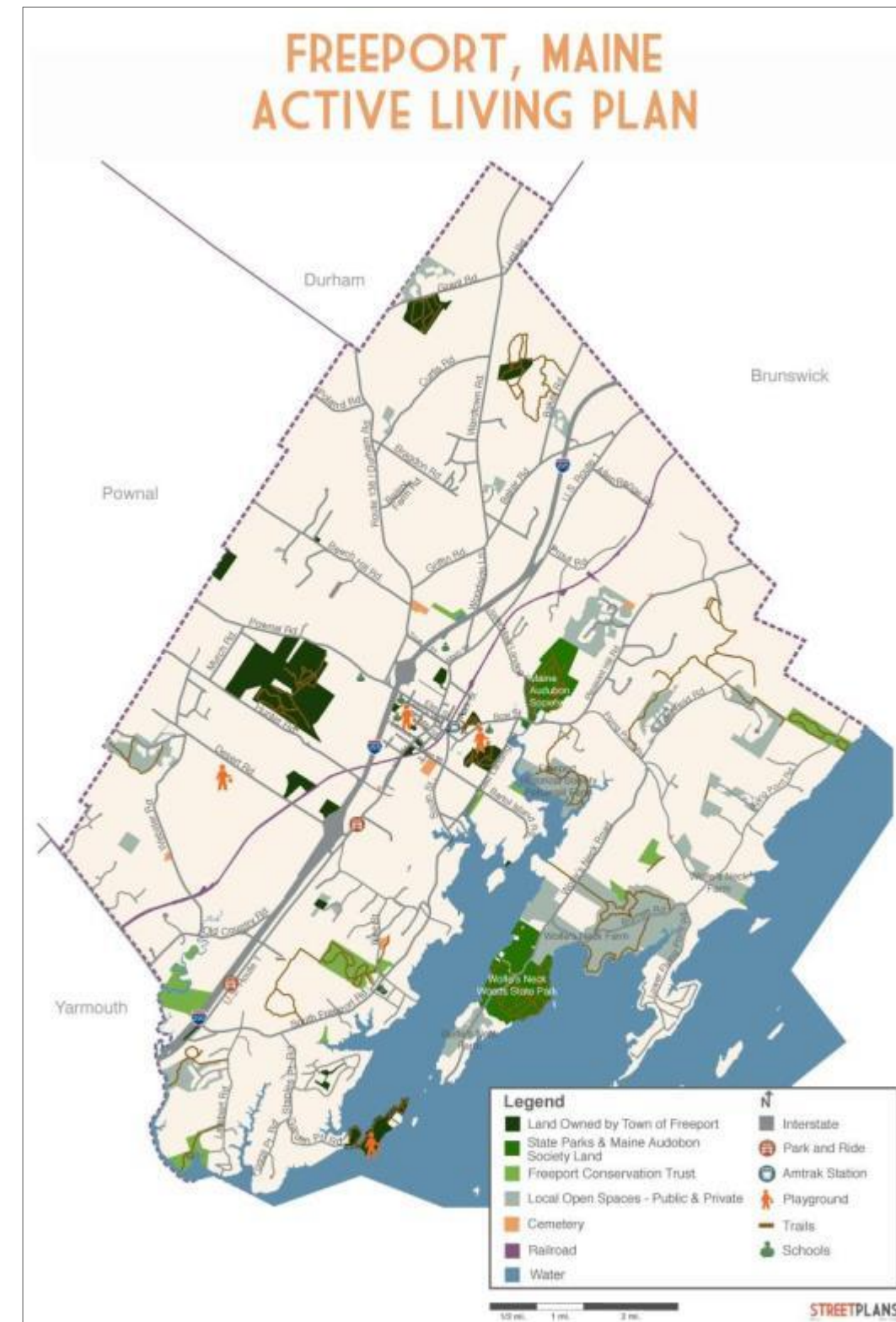
Work with BCM, local advocates, and leaders to advance education initiatives; including enforcement

- Events are wonderful opportunity for education/outreach and building a culture of slow, culture of safe
- Share Experience / Results/Tips



Recommendation #3: Develop Local Plans

- Planning Process Builds Public Support
- Aligns Existing / Future Funding
- Balances between on/of-street efforts
- Prioritizes ‘Quick Wins’
- More Competitive for Funding
- Economic Development – More Attractive Town Overall



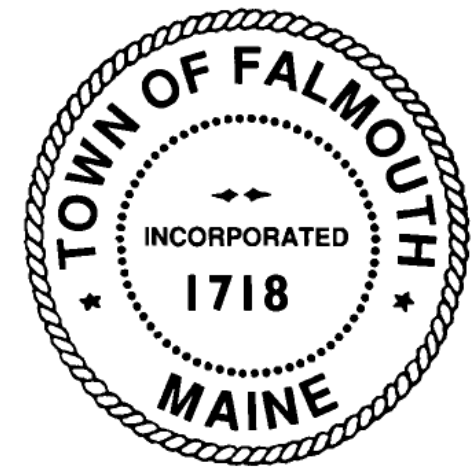
Collaborative Framework >>

You Are Stronger Together

This is Me, This is You
THIS IS US



The mural is painted on a dark brick wall. The top line of text, 'This is Me, This is You', is written in a flowing, cursive script. 'This' is white, 'is' is blue, 'Me,' is blue, 'This' is orange, 'is' is pink, and 'You' is blue. The bottom line of text, 'THIS IS US', is written in large, bold, 3D block letters. 'THIS' is red and orange, 'IS' is pink and yellow, and 'US' is blue and white. The letters have a 3D effect with shadows. In the bottom right corner, there is a small signature and the year '2014'.



Working Together: A Framework for Action

- Continue developing local committees; designate at least one member as regional liaison to communicate across town lines (not just 5 towns)
- Work with BCM to host an open meeting at least once a year to discuss projects/initiatives and project priorities. Have Town officials present.
- Use simple collaboration/social media communication tools to share ideas, initiatives and projects (Facebook + Google Groups are simple enough)
- Organize locally to prioritize/advocate for projects of regional significance in local capital budgets
- Volunteer your time.
- Pursue local/regional education opportunities for volunteers and staff:

Group Discussion

1. Set Up in Table Groups
2. Review Short-Term and Long-Term Priority Projects
3. Mark Locations and Discuss Where We Got It *Right* and *Wrong*
4. Offer Alternative Priority Projects for Consideration
5. Designate Someone to Report Out to The Larger Group
6. Open Discussion
7. Our Next Steps