

North of Portland Area Bicycle + Pedestrian Connectivity Workshop #2



Mike Lydon
Principal

STREETPLANS
MIAMI NEW YORK

Agenda

- 1. Welcome + Introduction**
- 2. Bike and Pedestrian Planning Trends**
- 3. What We Found: Regional Connectivity**
- 4. Group Work: Collaborative Issue Mapping**
- 5. Report Out and Discussion**
- 6. Next Steps**

STREETPLANS

MIAMI

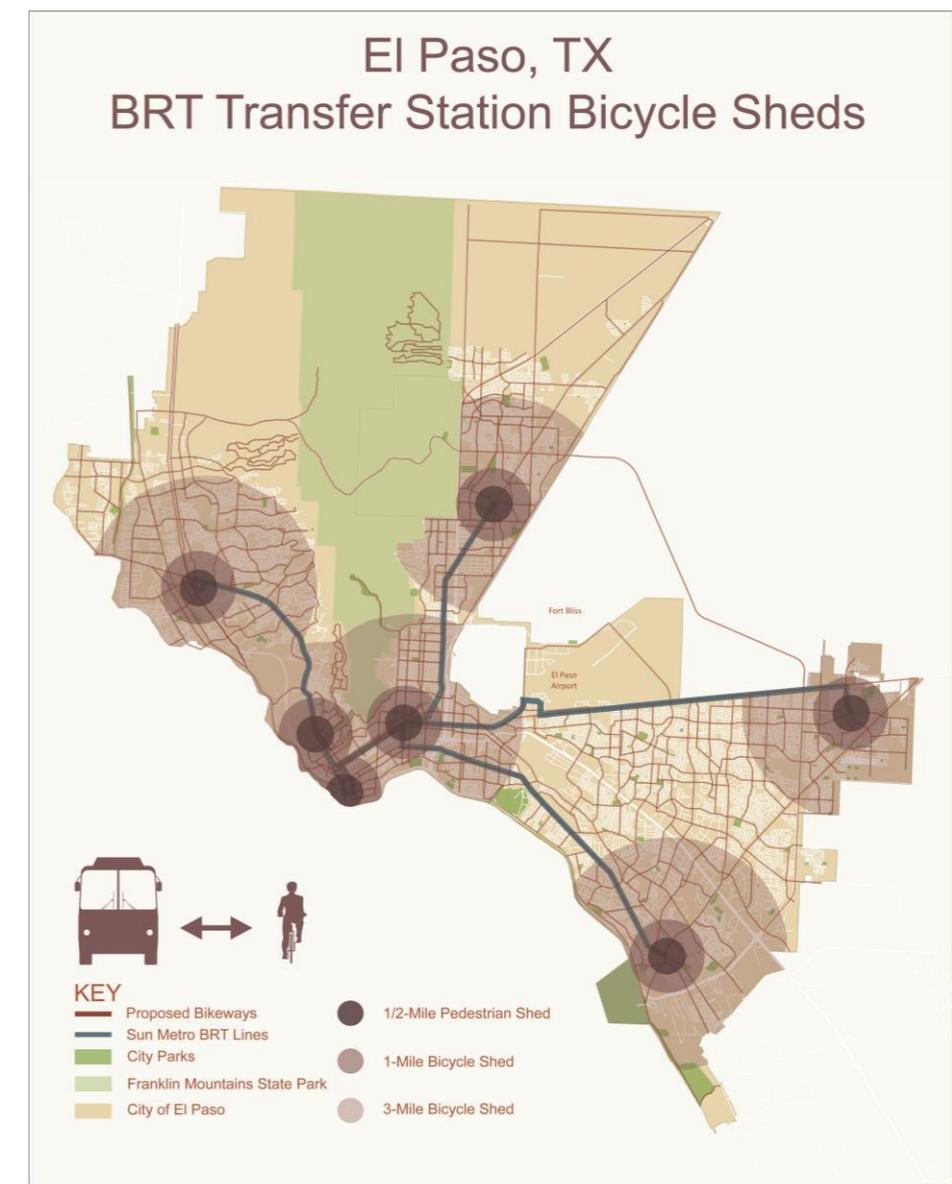
NEW YORK

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

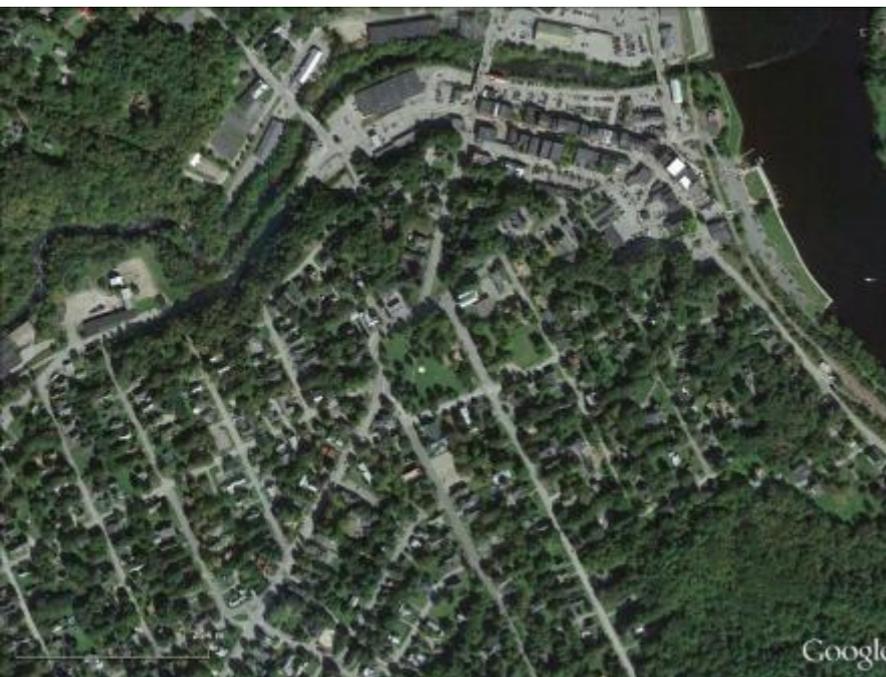
WE Build Better Streets, Better Places

What We Do

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



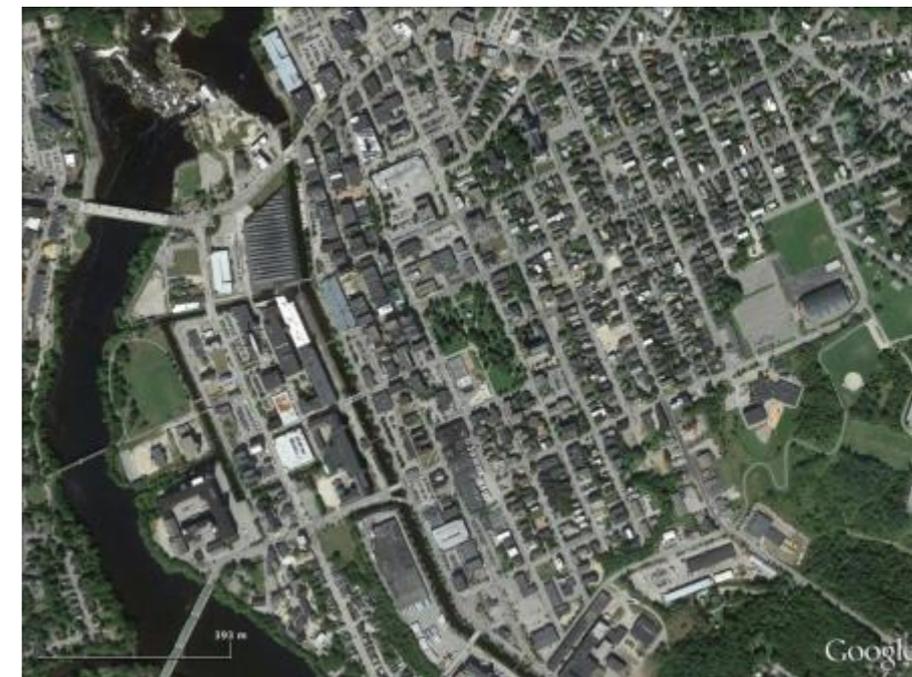
I Grew Up Biking, Walking and Hiking in Maine



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 process, policy development and infrastructure prioritization



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

FACTS 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

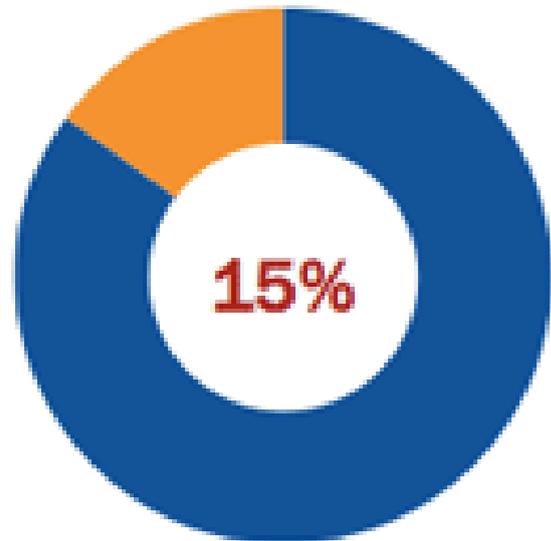
Workshop #1



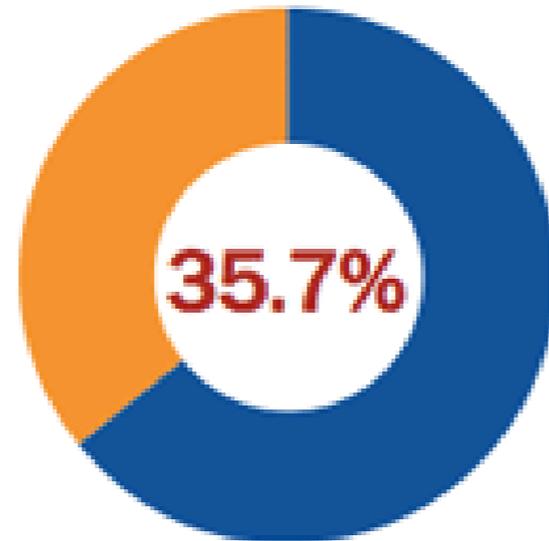
Key Trends

Health: Obesity Rise

Adult Obesity in America 1976-80



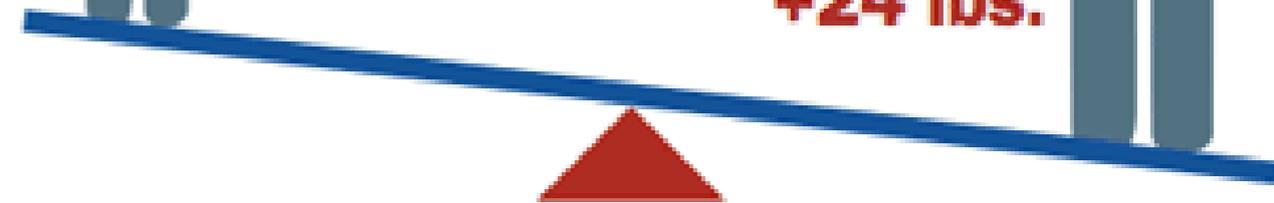
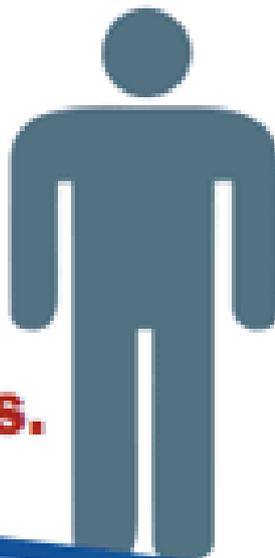
Adult Obesity in America 2009-10



1960



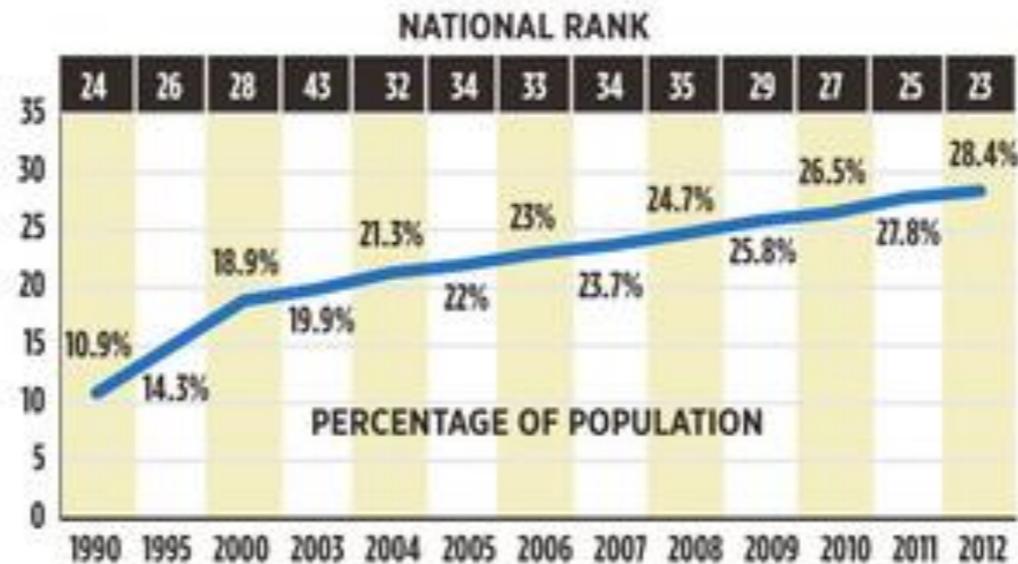
2013



We Have *a lot* of Work to Do in Maine

Obesity in Maine

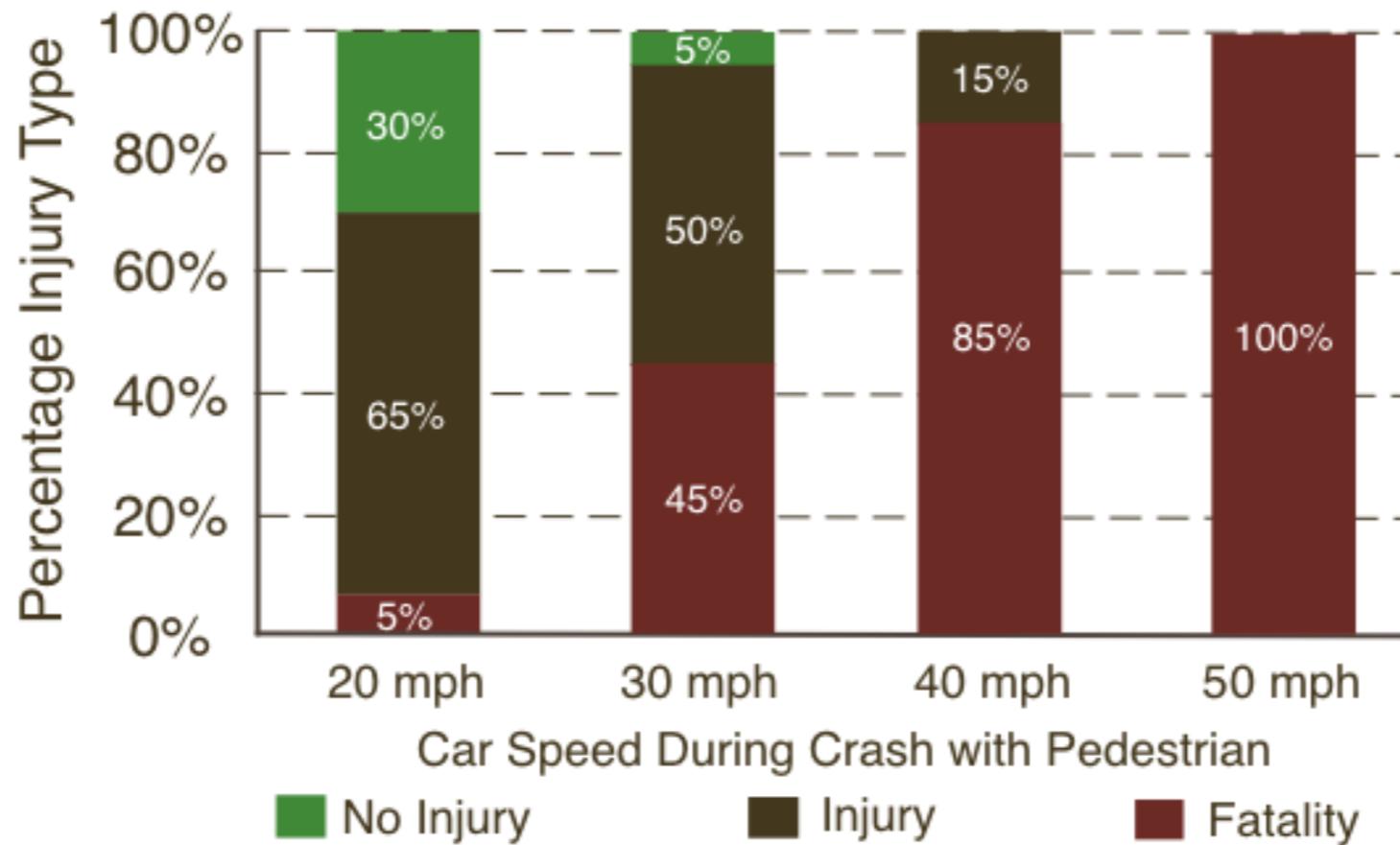
Maine had an obesity rate of 28.4 percent in 2012, making it the most obese state in New England and the 23rd most obese state in the nation. Louisiana was the most obese and Colorado was the least obese. A decade ago, in 2003, Maine's obesity rate was far lower, putting the state 43rd in obesity.



SOURCE: F as in Fat: How Obesity Threatens America's Future 2013 STAFF GRAPHIC | MICHAEL FISHER

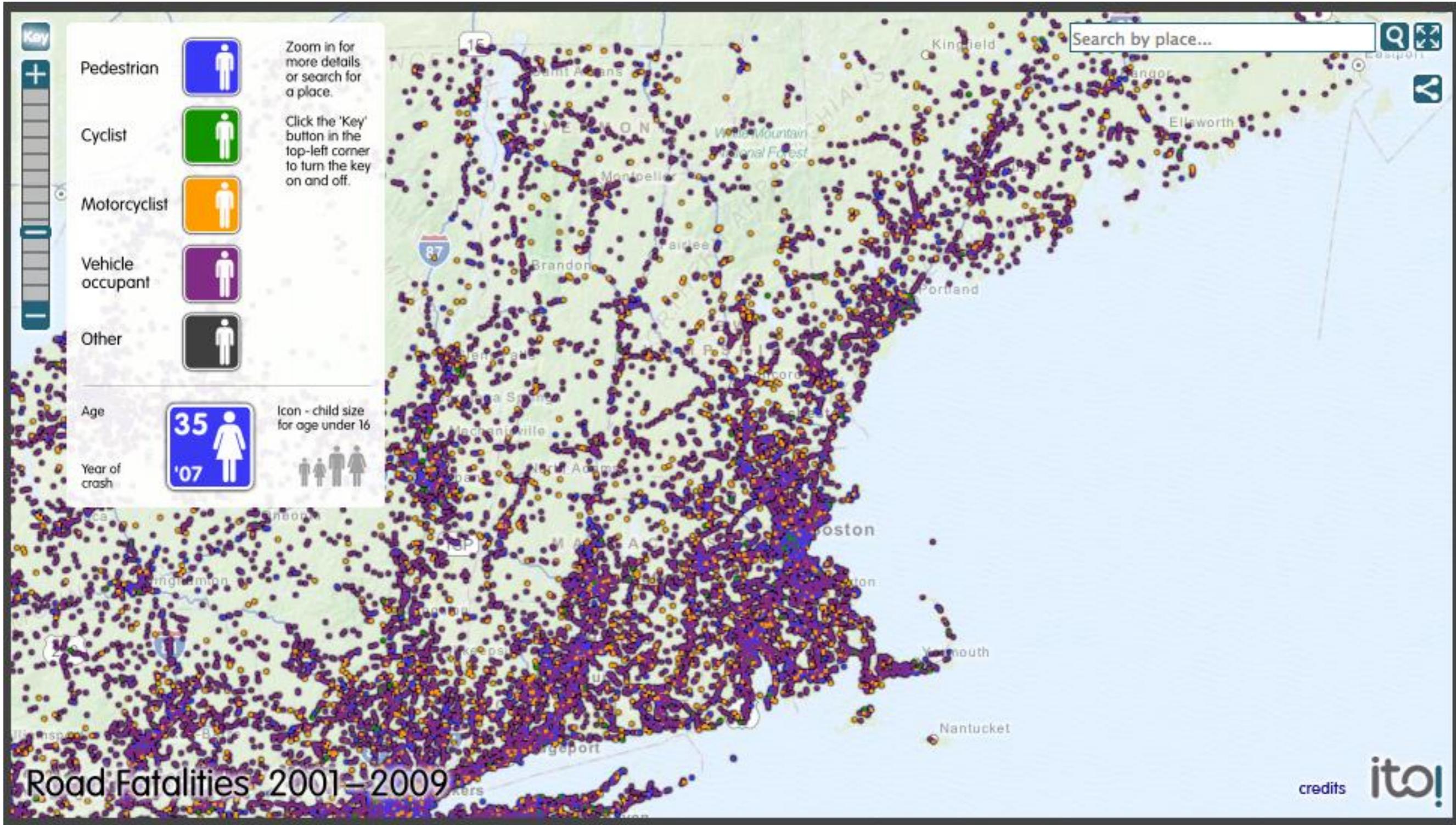
Health Crisis: America's Dangerous Roads

SPEED KILLS

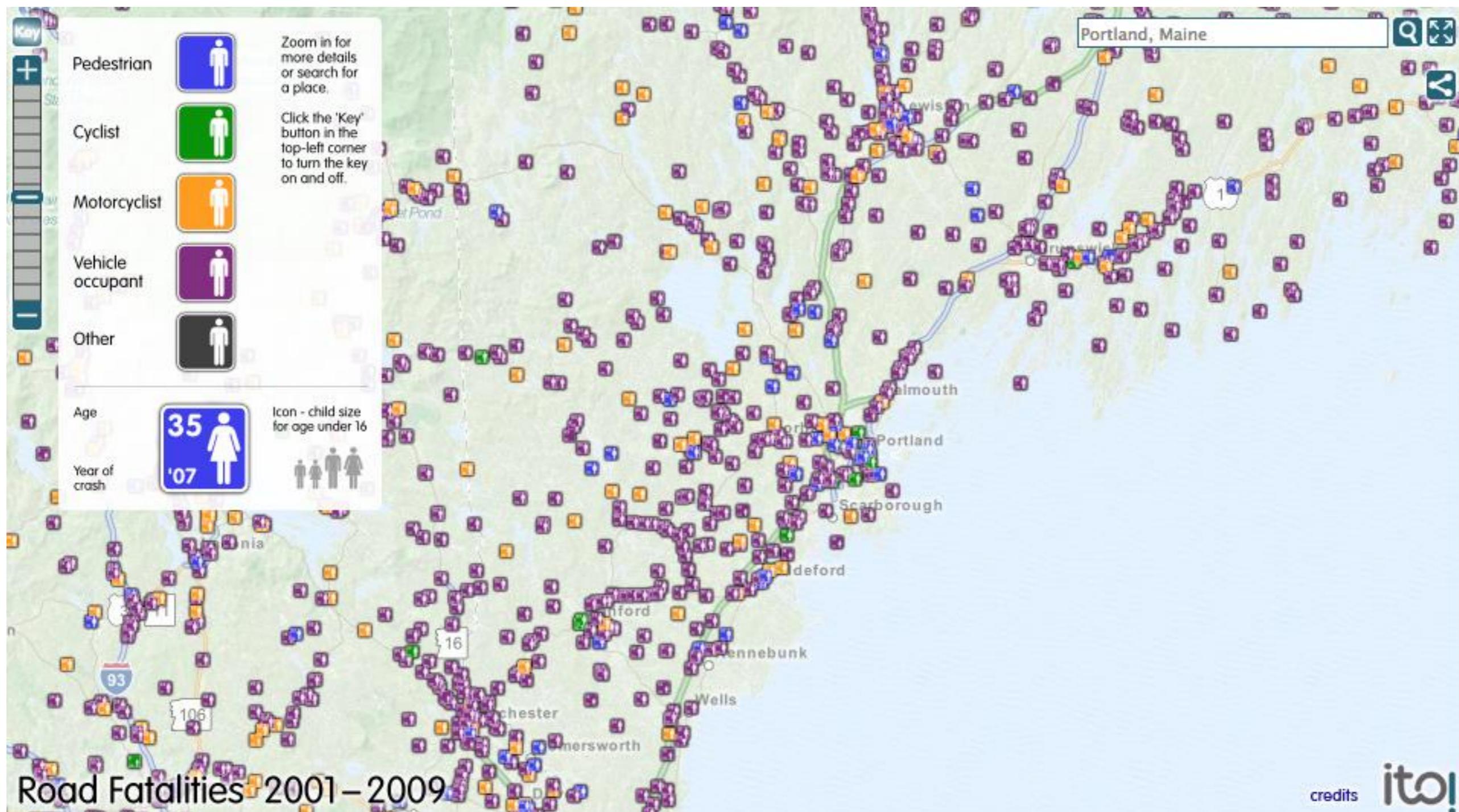


Source: *Effect of Impact Speed on Pedestrian Fatality and Injury* (U.S. DOT, 1999)

New England Roadway Fatalities (2001 – 2009)



North of Portland Area Road Fatalities



The Lincoln County News™

Monday, November 18, 2013

Serving Maine and Lincoln County for over a century.

Volume 138 Issue 46

[home](#) : [current news](#) : [news](#)

share

November 18, 2013

11/13/2013 2:00:00 PM

Jefferson Man Dies in Alna Accident

By Kathy Onorato

A single car accident on Dock Road in Alna Nov. 8 claimed the life of a Jefferson man.

According to a press release from the Lincoln County Sheriff's Office, Steven Parlin, 27, was traveling east on Dock Road at a high rate of speed in a black 1995 Ford Ranger pickup truck sometime around 9:45 p.m.

Parlin's truck crossed into the westbound travel lane where he lost control of the vehicle, according to the LCSO press release.

The truck then re-entered the eastbound travel lane where it struck a guardrail and a tree before falling several feet into the Sheepscot River.

Alna Volunteer Fire Department Assistant Chief Roger Whitney lives about 300 feet from the accident scene and said he heard the accident when it happened. "I heard the crash all the way to my house and



The 1995 Ford Ranger pickup driven by Steve Parlin was submerged in water, before being hauled out by Blagden's Towing of Wiscasset. (Kathy Onorato photo)

[home](#) : [current news](#) : [news](#)

share

November 18, 2013

11/13/2013 2:00:00 PM

Struck in Wiscasset Crosswalk, Pedestrian Recovering

By Kathy Onorato

A Westport Island woman is recovering from injuries she sustained after being hit by a truck while attempting to cross Main Street in Wiscasset Thursday, Nov. 7.

According to the Wiscasset Police Department, Kasey McNamara, 38, was taken to Maine Medical Center after being hit by a flat bed tow truck, driven by Evan Jones, 19 of Nobleboro.

Kelley Belanger, owner of the In the Clover shop on Main Street, where McNamara is employed, said McNamara is being treated for a fractured pelvis, a concussion and some internal injuries.

Belanger says McNamara is making good progress with her recovery and is expected to be discharged from the hospital within the next couple days. "She is doing very well and her spirits are great," Belanger



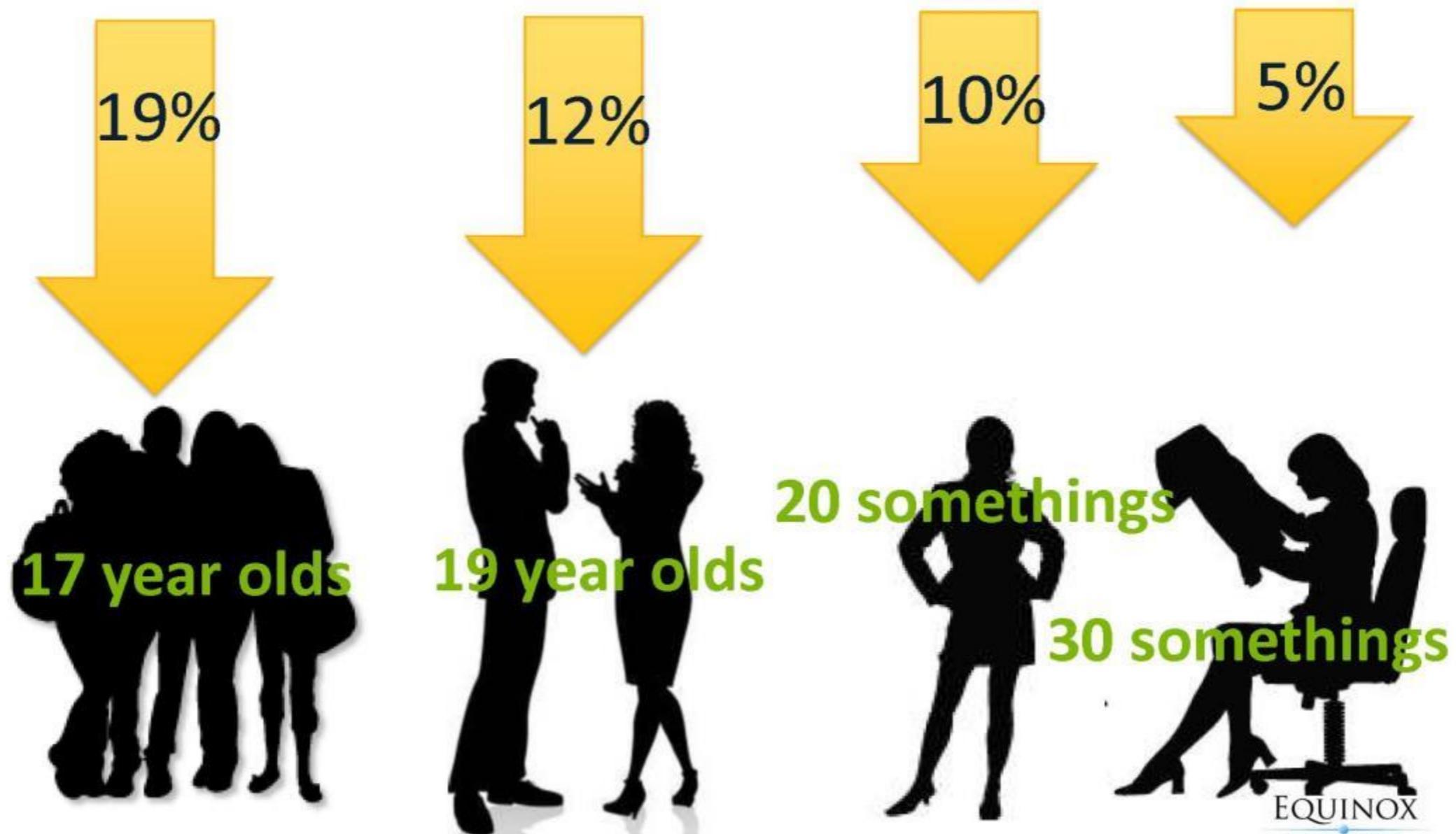
Evan Jones (left) was operating the Quick Turn Towing truck that struck a woman attempting to cross Main Street in Wiscasset. (Kathy Onorato photo)

More Choices: Walkable, Car-Optional Lifestyles

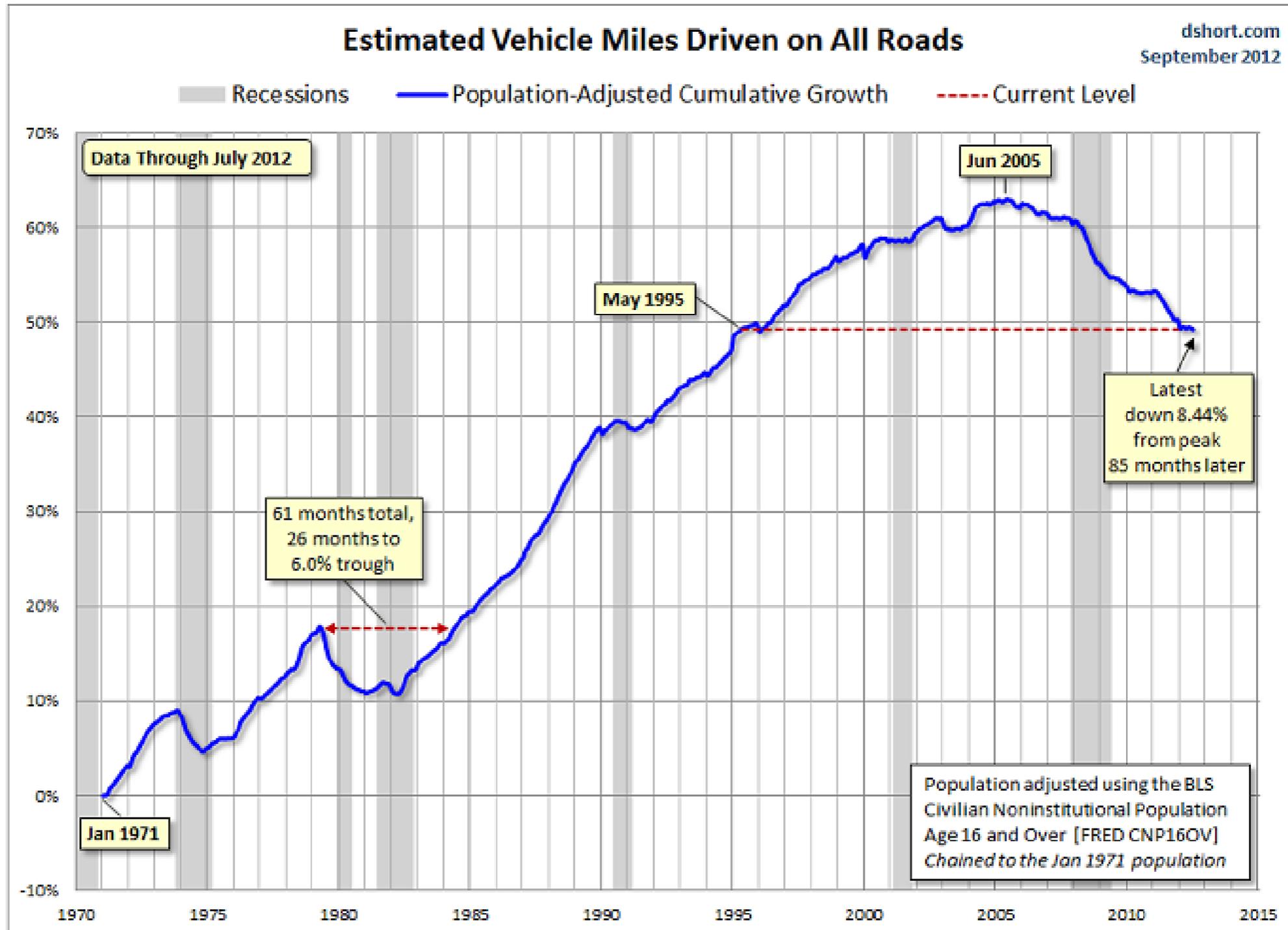


Lifestyle Preferences Are Shifting

Driver's license attainment declining
1983-2008



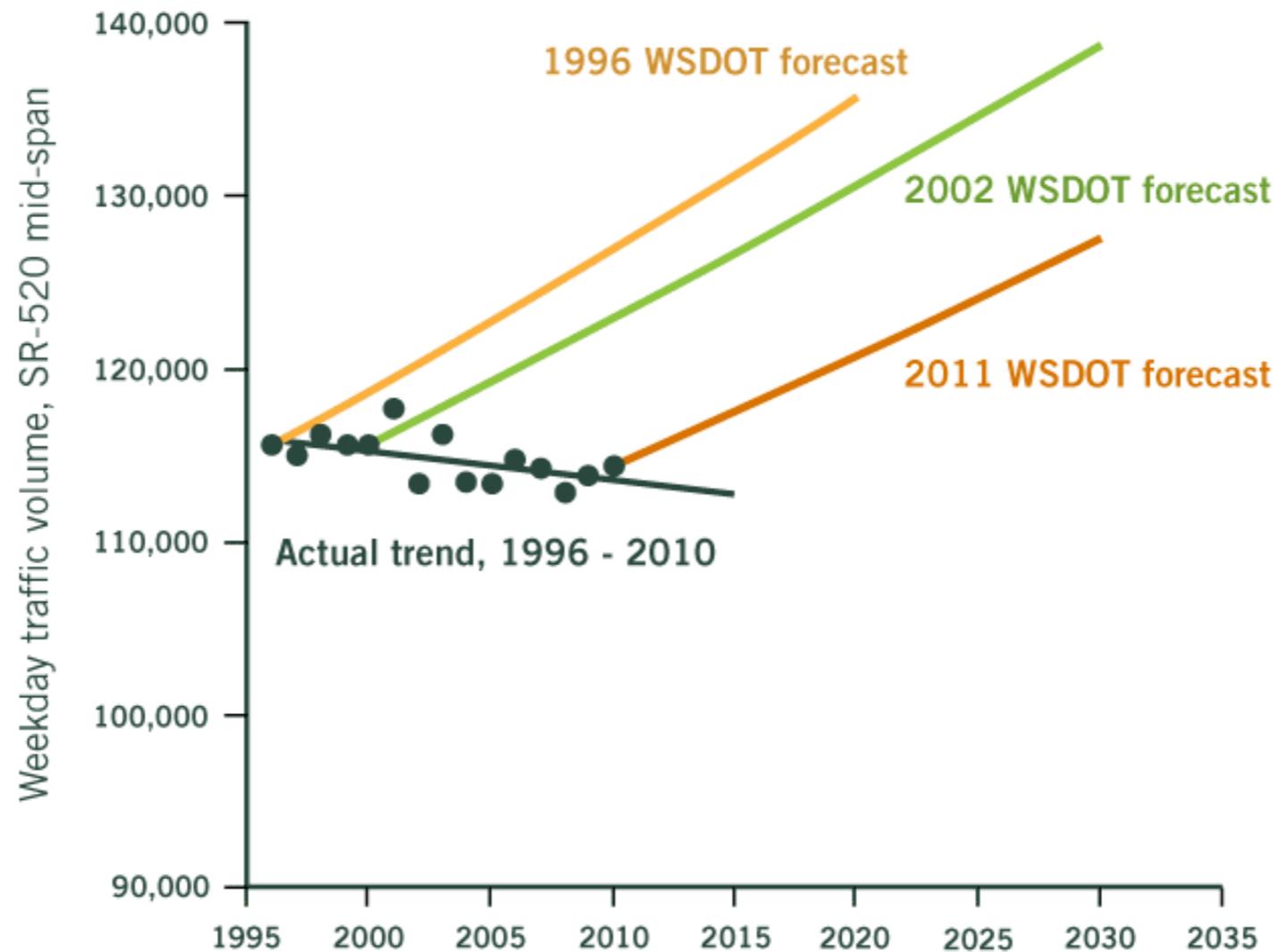
We're Collectively Driving A Lot Less



Our Planning + Infrastructure Needs To Catch Up

Should we trust WSDOT Traffic Projections?

Actual weekday traffic on SR-520 vs. WSDOT forecasts.



Roadways Are Multi-Purpose Tools for Social, Economic, Health and Environmental Gains

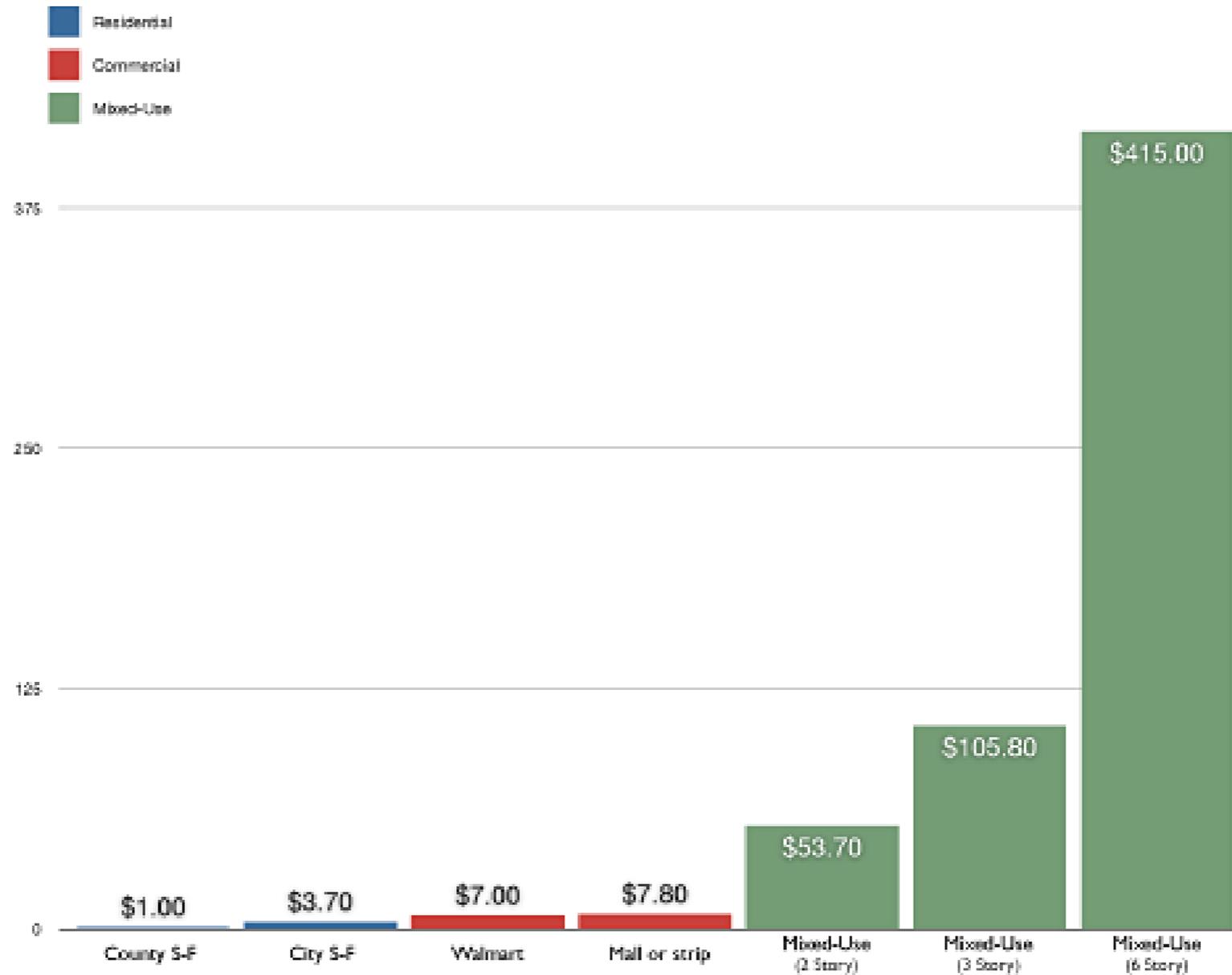


Safe Streets = Better Economic Return

County Property Taxes/Acre

Ratio Difference of 15 City Sample Set

Urban3
Joseph Minicuzzi, AICP





\$26,000:
The Premium People Pay for a
Home in a Walkable
Neighborhood

- Urban Land Institute



49% vs. 3%



The increase in retail sales adjacent to New York City's first physically-protected cycle track vs. increase in retail sales borough-wide.

A \$6.7 million public investment in bicycle facilities has helped deliver an annual economic impact of \$60 million in the Outer Banks.

The economic return of the initial expenditure has yielded an annual economic return approximately nine times the state's annual investment.

A study looking at the impacts of bicycling in Iowa found an approximate *\$3 million dollar annual investment* for bicycling has helped create *\$435 million per year in economic activity*. The economic benefits can be attributed to the following groups:

\$365 million - Recreational cyclists

\$52 million - Commuter cyclists

\$18 million - Bicycle retailers

More Info

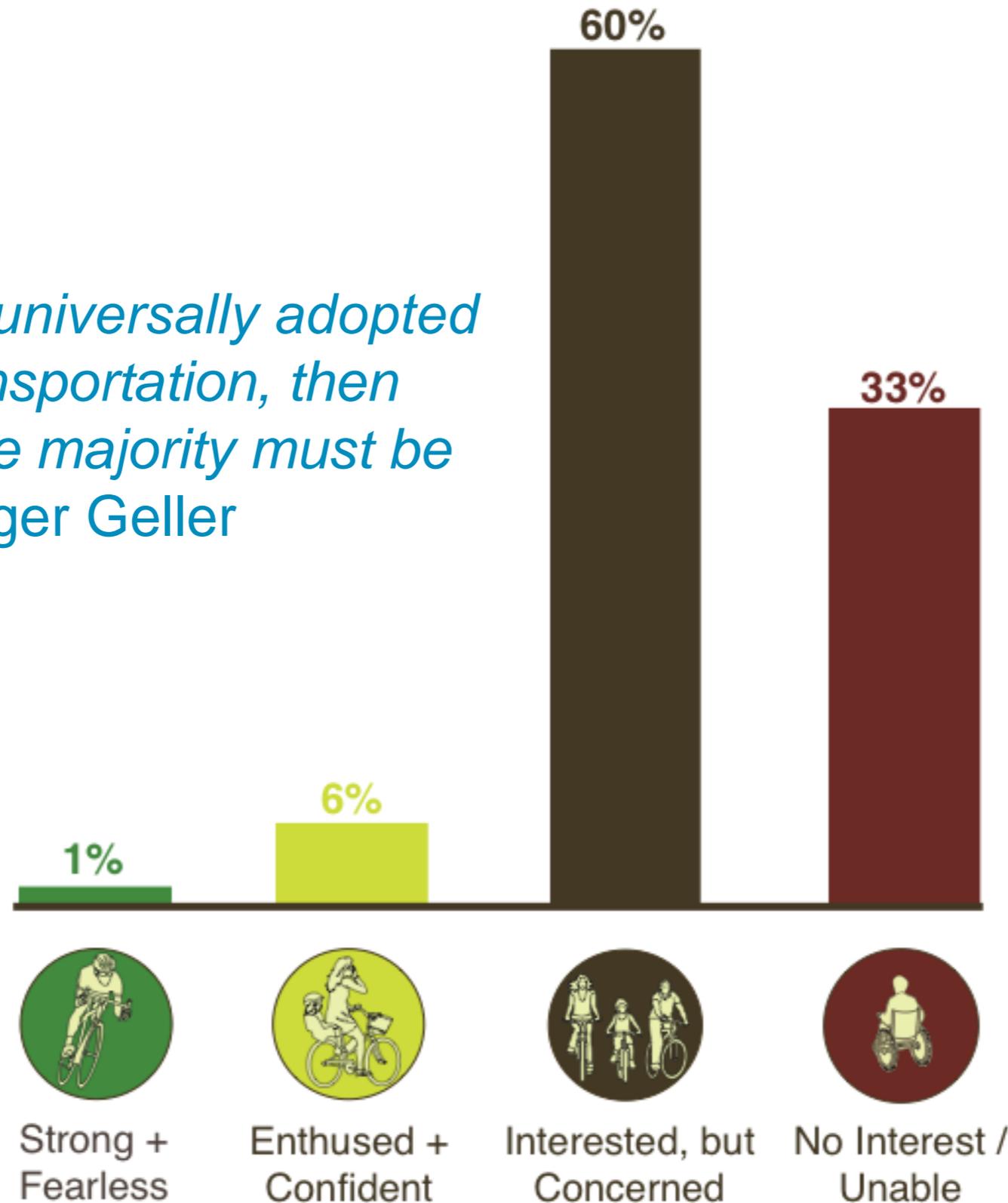


Bikes Belong Statistics:

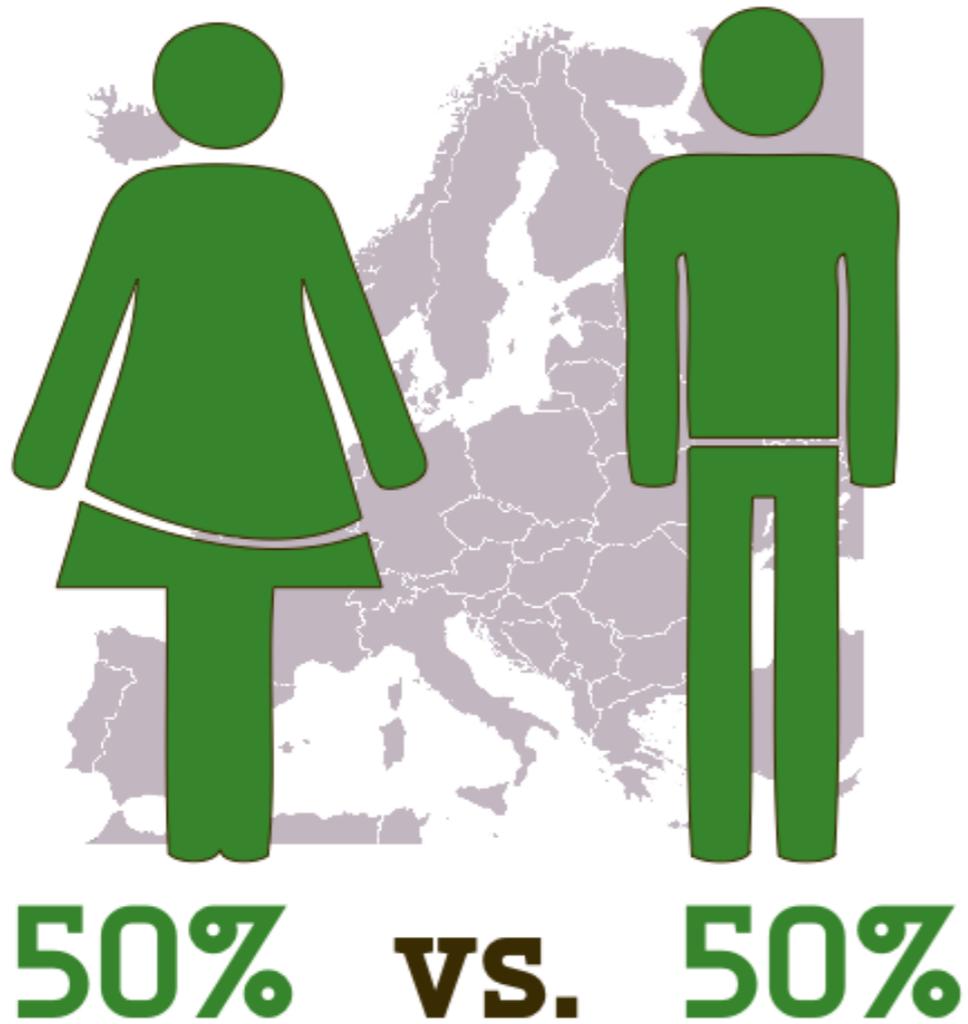
<http://www.peopleforbikes.org/statistics/category/economic-statistics>

THE 4 TYPES OF BICYCLISTS

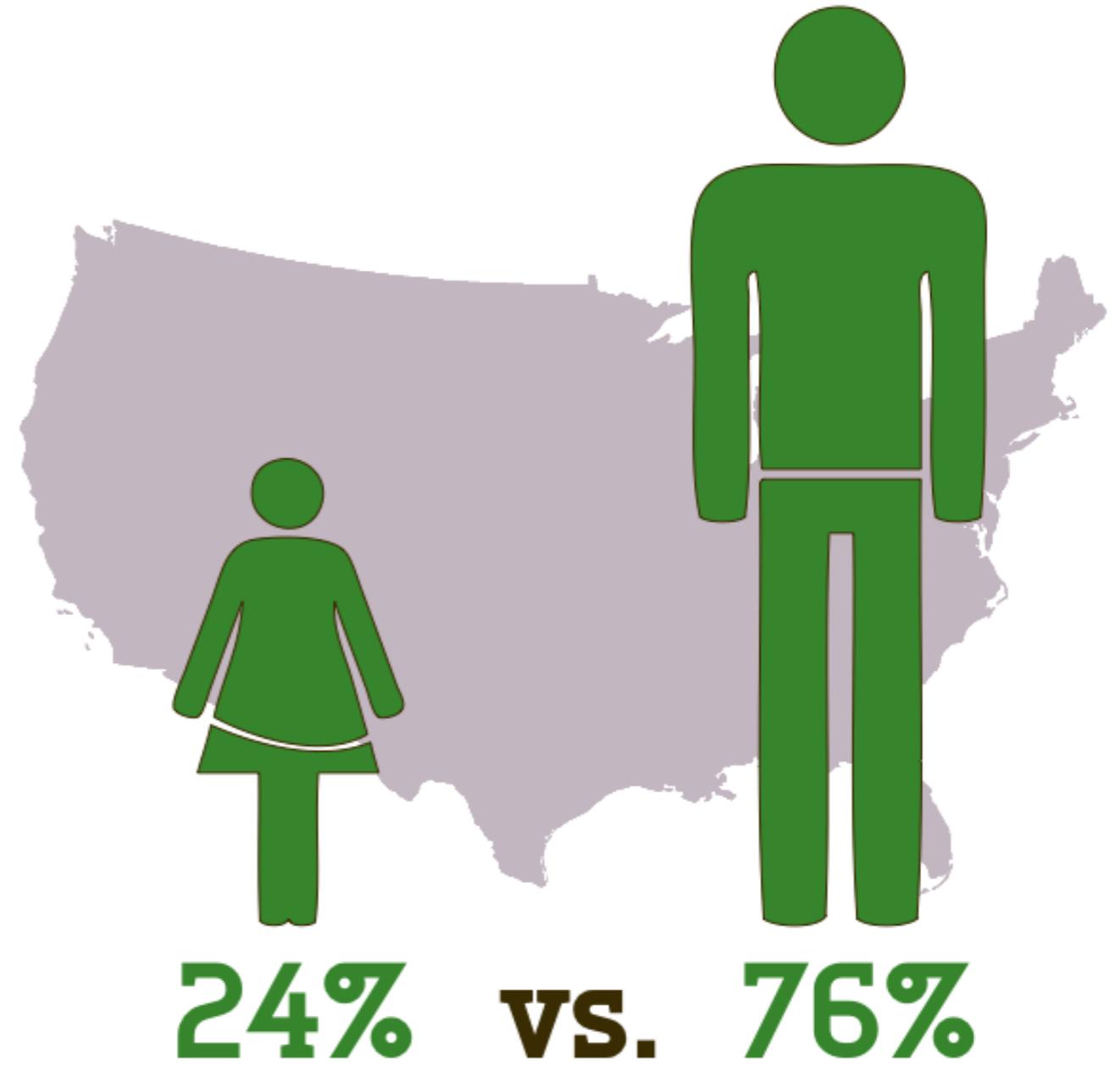
“If cycling is to be universally adopted as a means of transportation, then the concerns of the majority must be addressed.” – Roger Geller



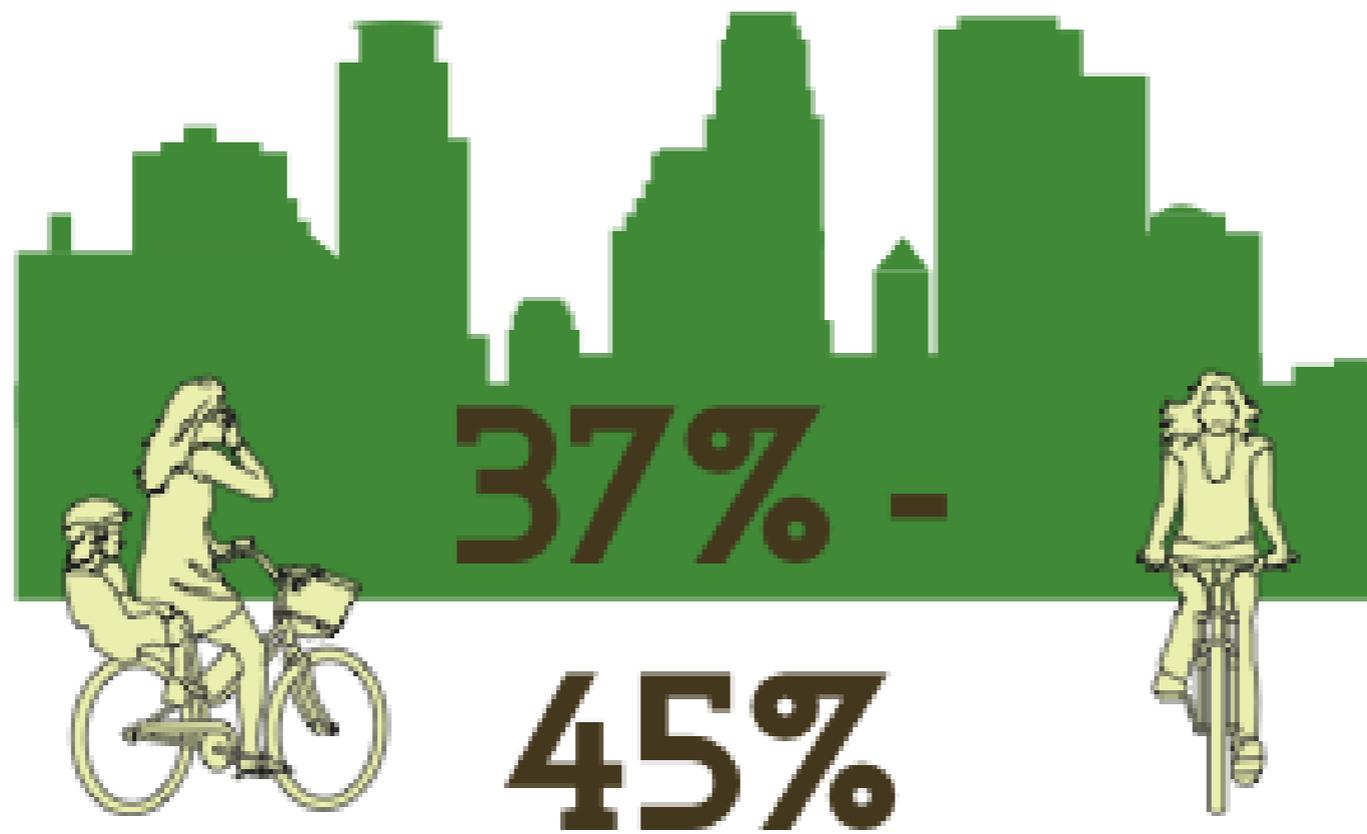
Equity



In northern Europe there are no significant differences in cycling rates across gender, income or class.



In the U.S., 24% of all bicycle trips are made by women and 76% are made by men.



This is one of the nation's highest rates of women bicyclists. It exists in the Twin Cities, where bicycling infrastructure has led to more women on two wheels.

This is Success.



Visualizing Safe Streets



Existing

Automobile Space: 80%

People Space: 20%



Proposed
Automobile Space: 50%
People Space: 50%



EXISTING

Automobile Space: 100%

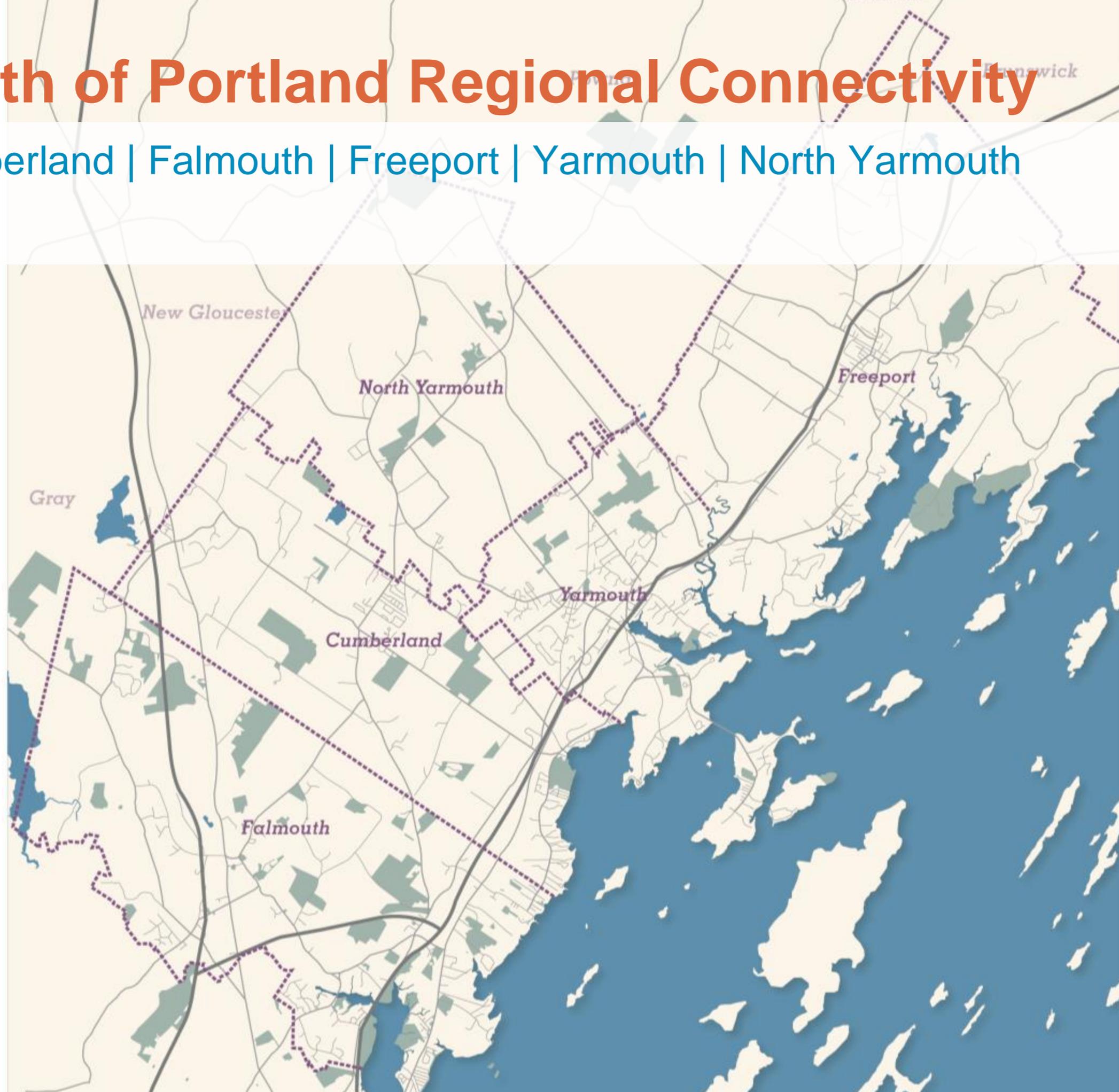
People Space: 0%



Proposed
Automobile Space: 58%
People Space: 42%

North of Portland Regional Connectivity

Cumberland | Falmouth | Freeport | Yarmouth | North Yarmouth



Can Regional Roads Be Made More Appealing?



Can We Protect Strong Built + Natural Interface



How To Best Continue Building Awareness?



And To Create a Culture of Slow?



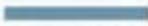
Where To Provide Visible Bike Parking?



How To Create Street Types Serving All Users?



KEY

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

Falmouth

Falmouth Handlebar Survey



David Schwartz
Town of Falmouth
Planning Director
1000 Main Street
Falmouth, MA 01906
www.townof-falmouth.com
Map Updated: February 2013
Map Scale: 1" = 0.5 Miles

0.5
Miles

Town of Falmouth Pedestrian and Bicycle Transport 2013 Comprehensive Plan

- Existing Bicycle Route
- Proposed Bicycle Route
- River Trail



Town Line



Johnson Road



Johnson Road / Route 1



Safe Routes to School



On and Off-Street Connectivity



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 dffleming@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 [click image to enlarge](#) 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



Chip Sealing: Roadway Investment Triage?



Freeport

Safe, Attractive Bicycling + Walking In Town



Safe + Attractive Walking Out of Town?



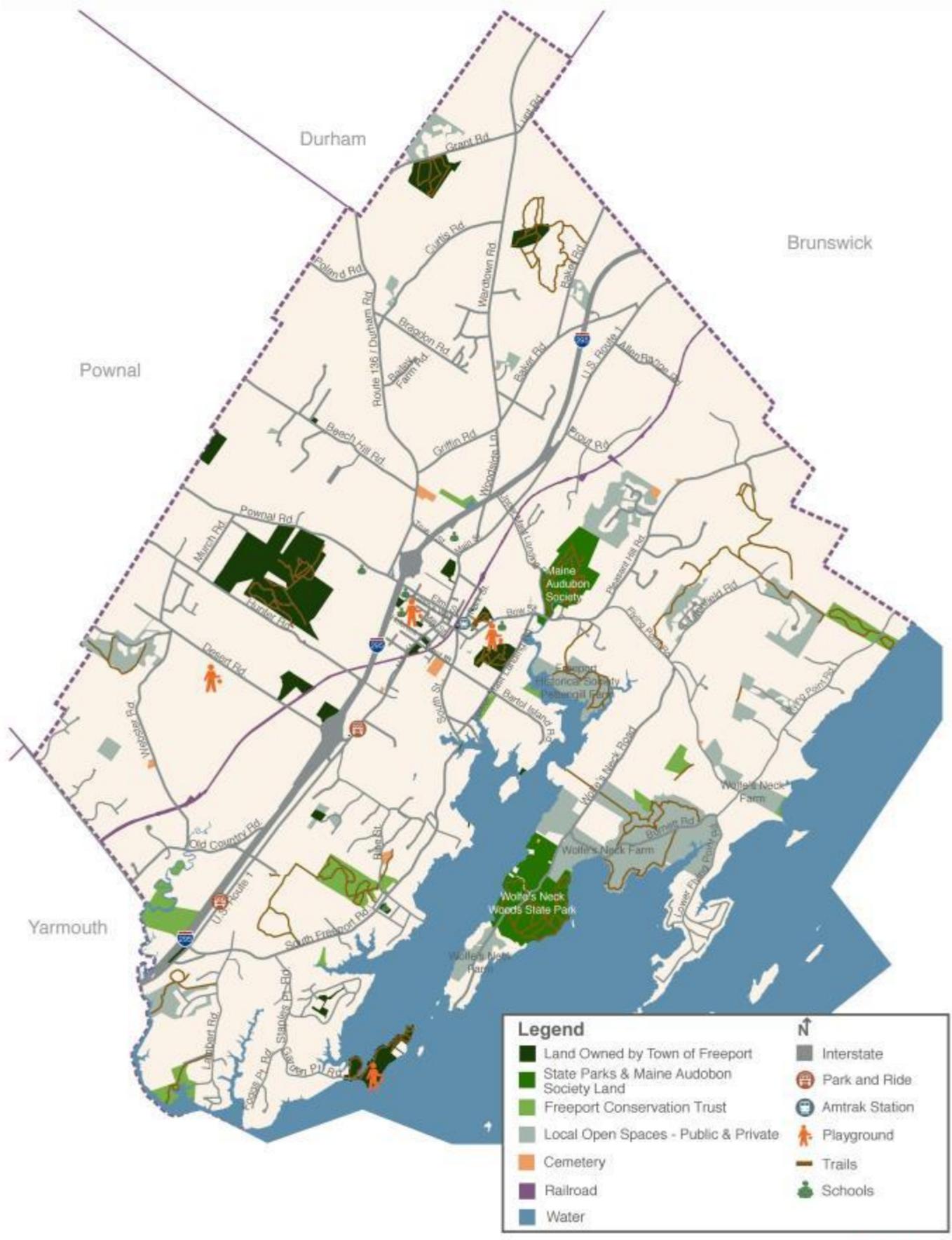
Walking Where Sidewalks/Shoulders Don't Exist



Freeport Active Living Plan

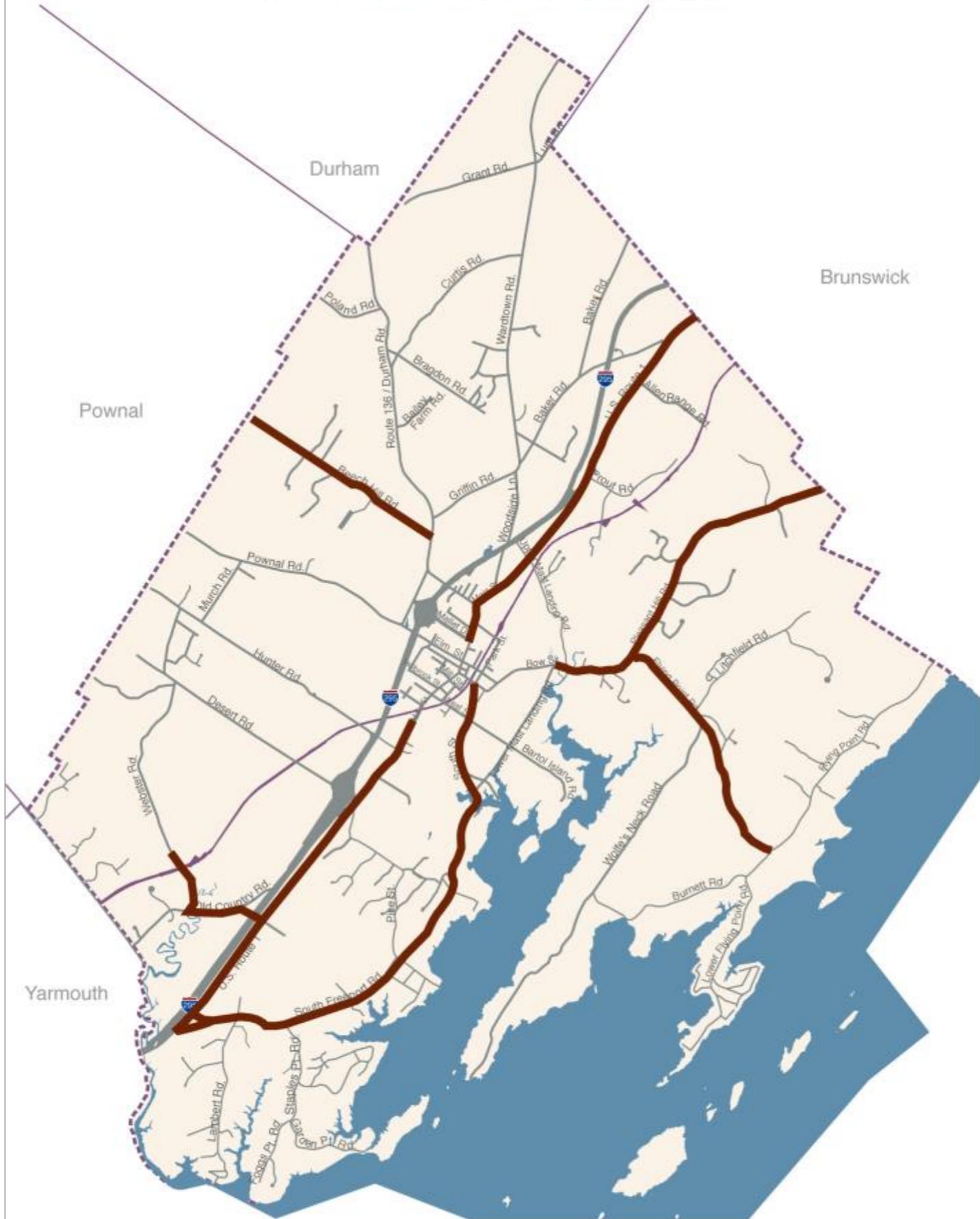


FREEPORT, MAINE ACTIVE LIVING PLAN



1/2 mi. 1 mi. 2 mi.

FREEPORT, MAINE PAVED SHOULDERS

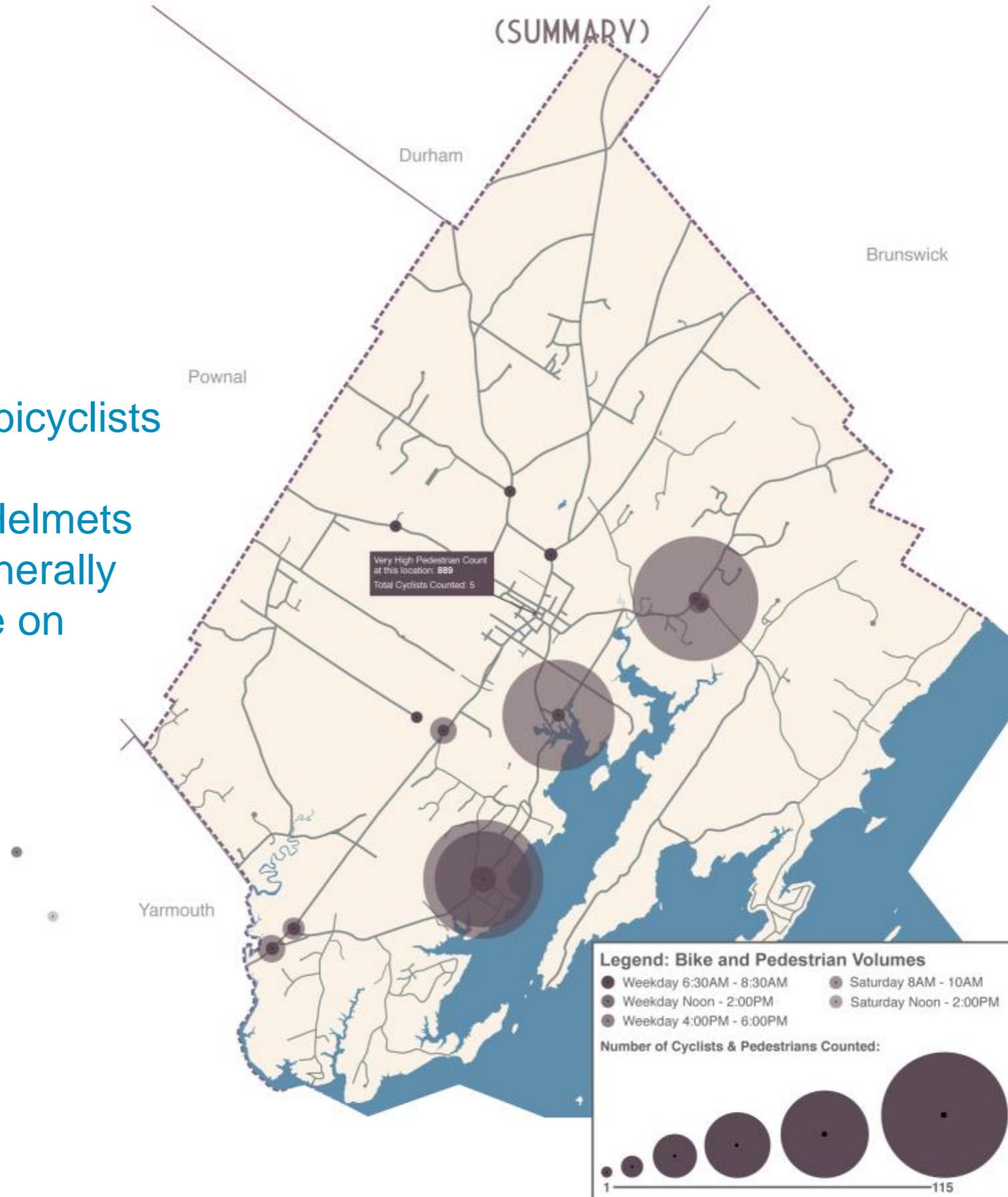


FREEPORT, MAINE BICYCLE + PEDESTRIAN COUNTS

(SUMMARY)

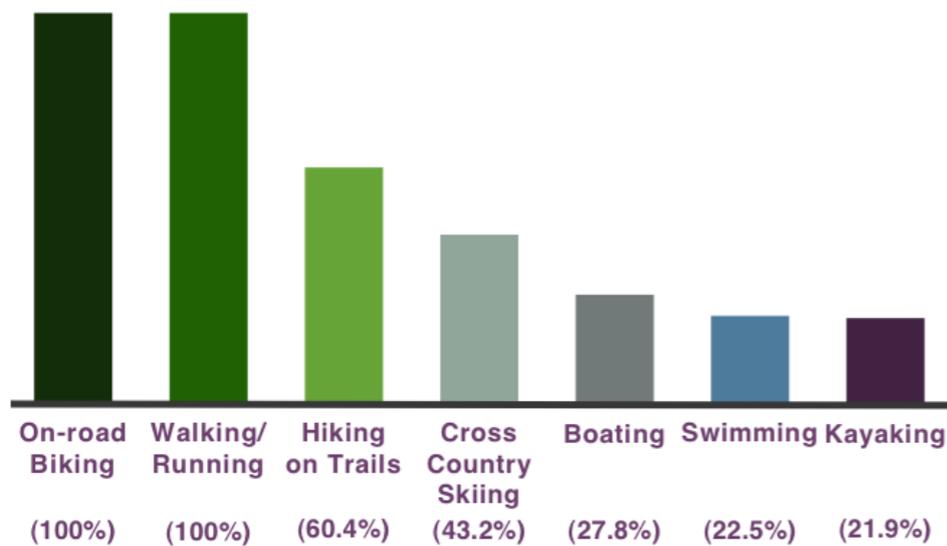
Key Trends

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

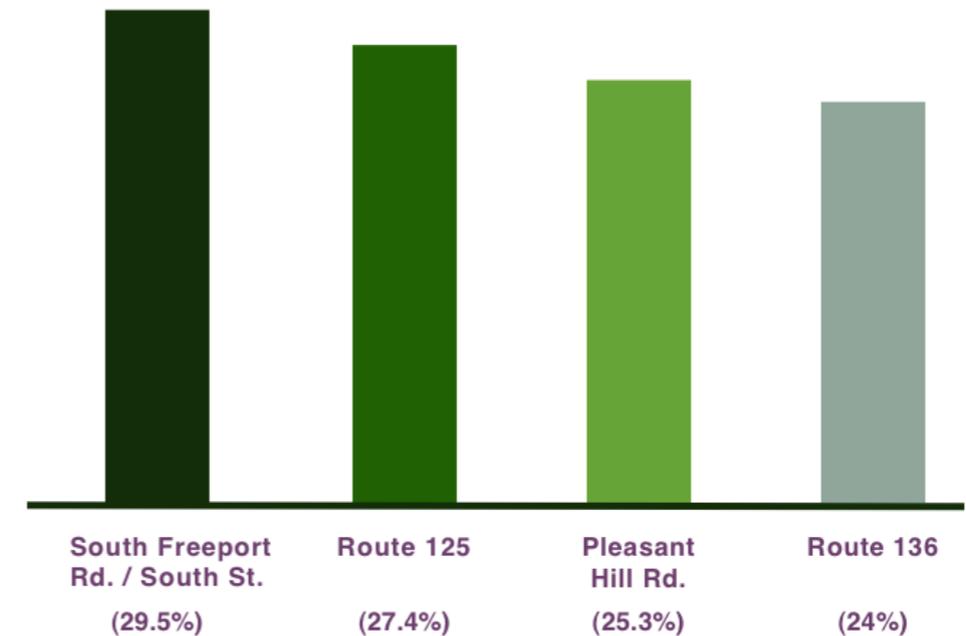


Active Living Plan Survey (2012)

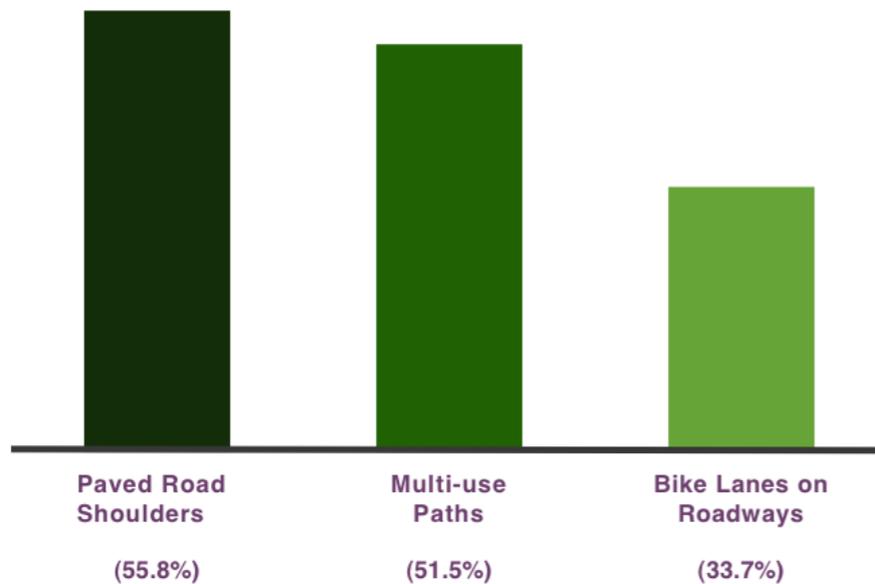
WHAT ARE YOUR TOP FOUR PHYSICAL ACTIVITY INTERESTS?



WHICH ROADWAYS SEEM MOST UNSAFE?

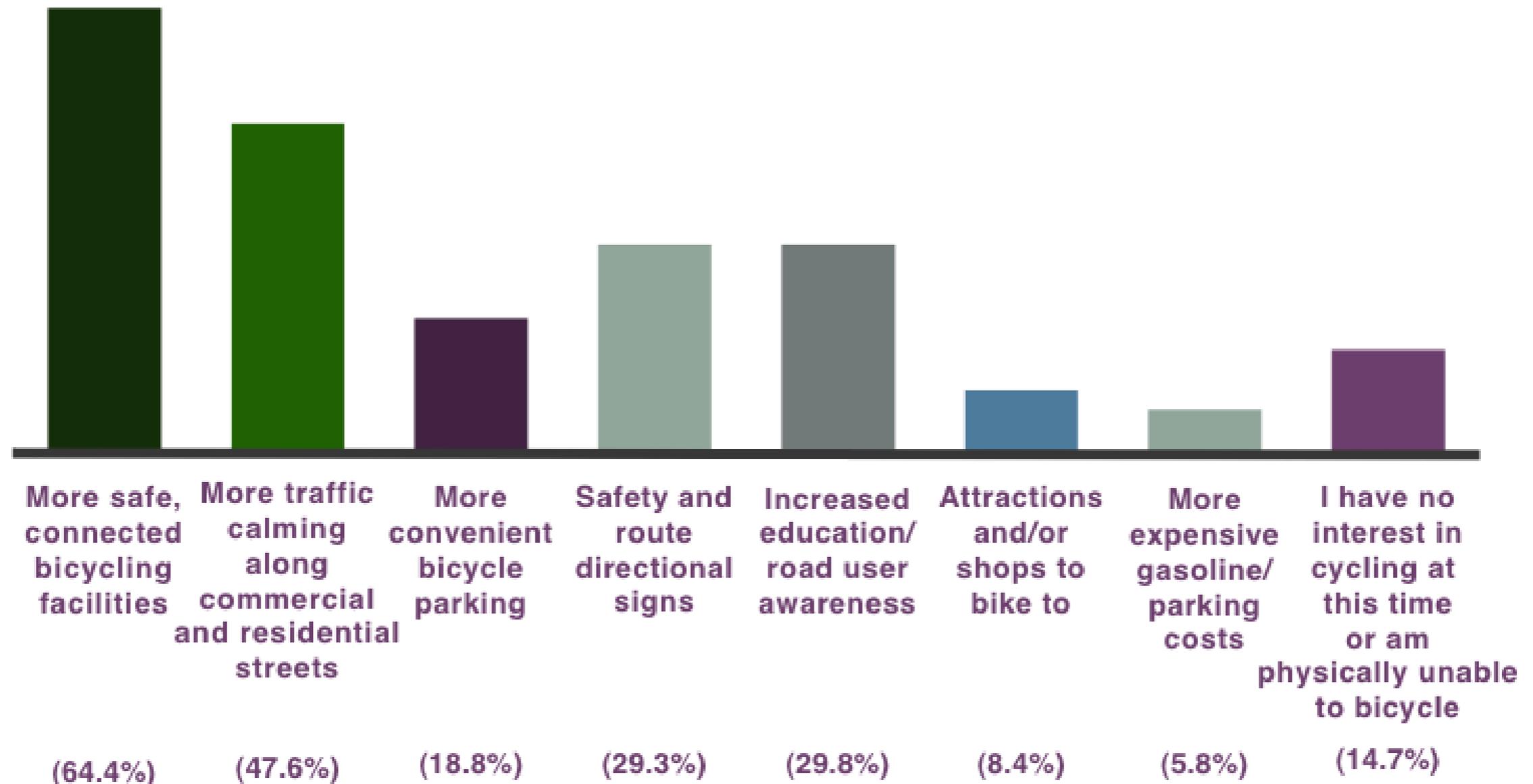


WHERE WOULD YOU MOST LIKE TO SEE ACTIVE LIVING IMPROVEMENTS

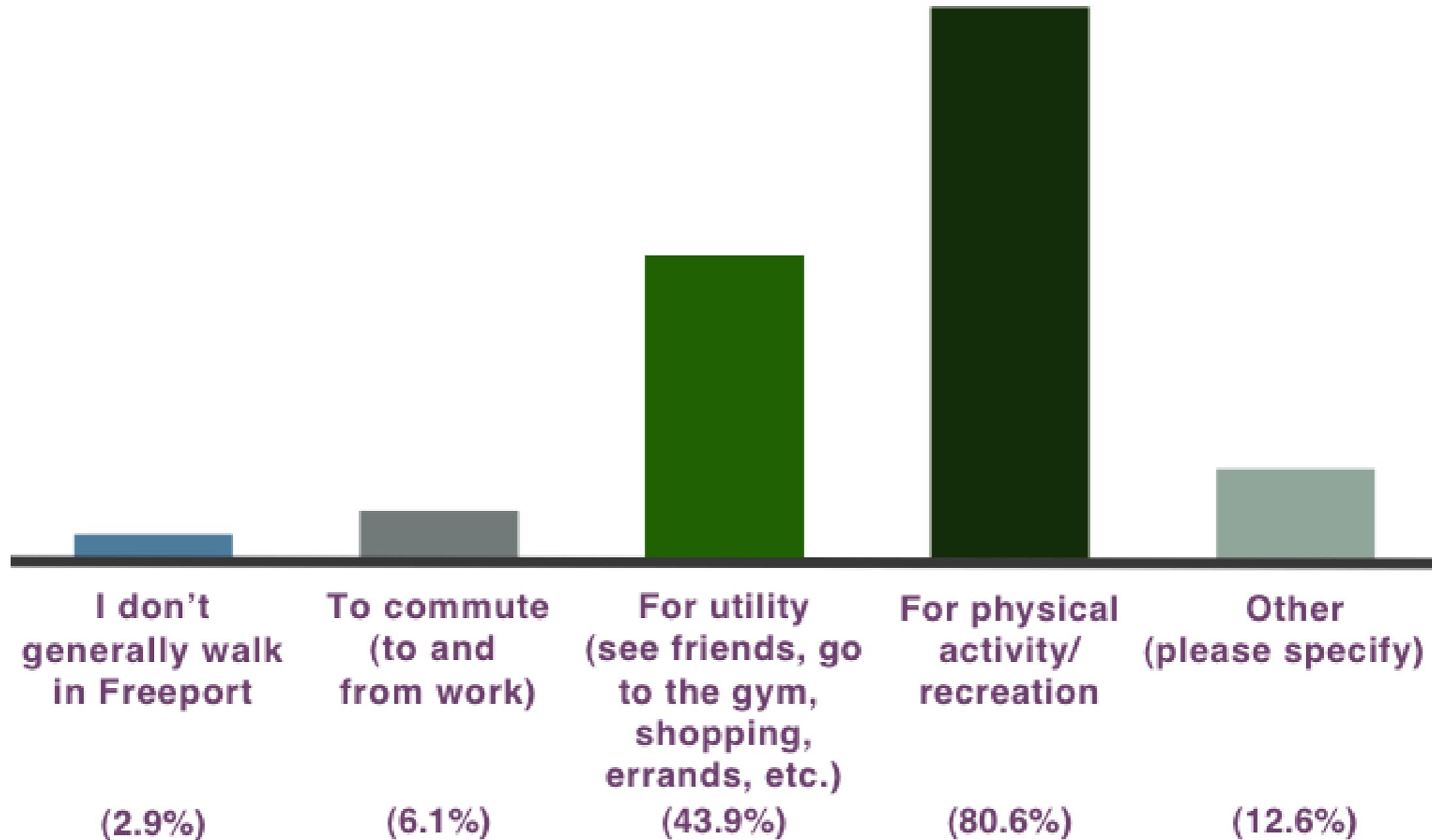


Active Living Plan Survey (2013, so far...)

IF YOU DON'T CURRENTLY BICYCLE FREQUENTLY, WHAT WOULD ENCOURAGE YOU TO DO SO IN FREEPORT?
(CHECK ALL THAT APPLY)



WHY DO YOU WALK IN FREEPORT? (CHECK ALL THAT APPLY)



Yarmouth

Handlebar Survey - Yarmouth



Main Street



West Elm Street



Town Hall



Yarmouth Middle School



Built / Natural Interface



East Coast

Beth Condon Pathway



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

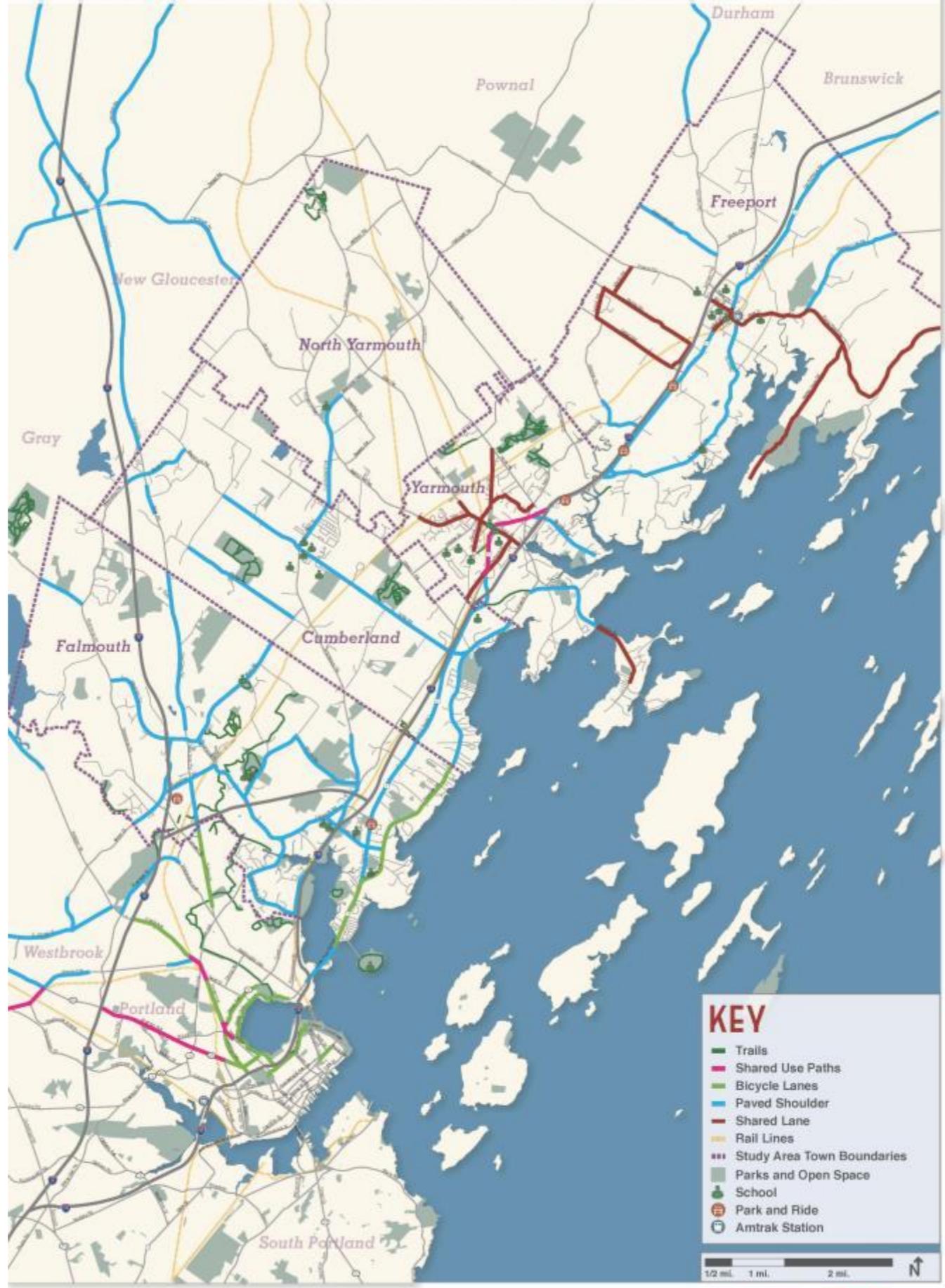


Route 88 In Need of Consistency

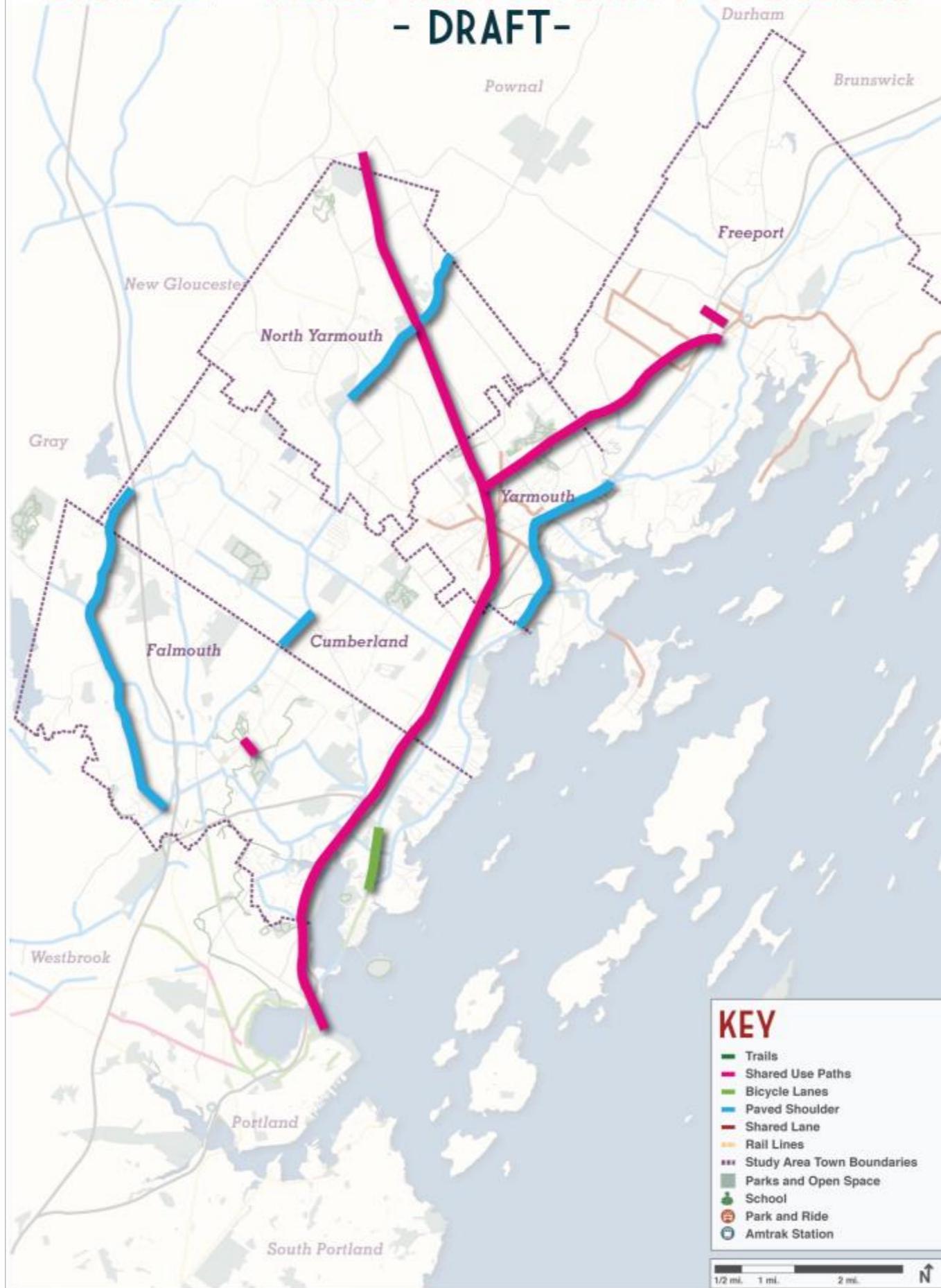


>> Moving
Forward >>

PACTS - NORTH OF PORTLAND BICYCLE + PEDESTRIAN CONNECTIVITY



PACTS - NORTH OF PORTLAND BICYCLE + PEDESTRIAN PRIORITY PROJECTS - DRAFT -



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



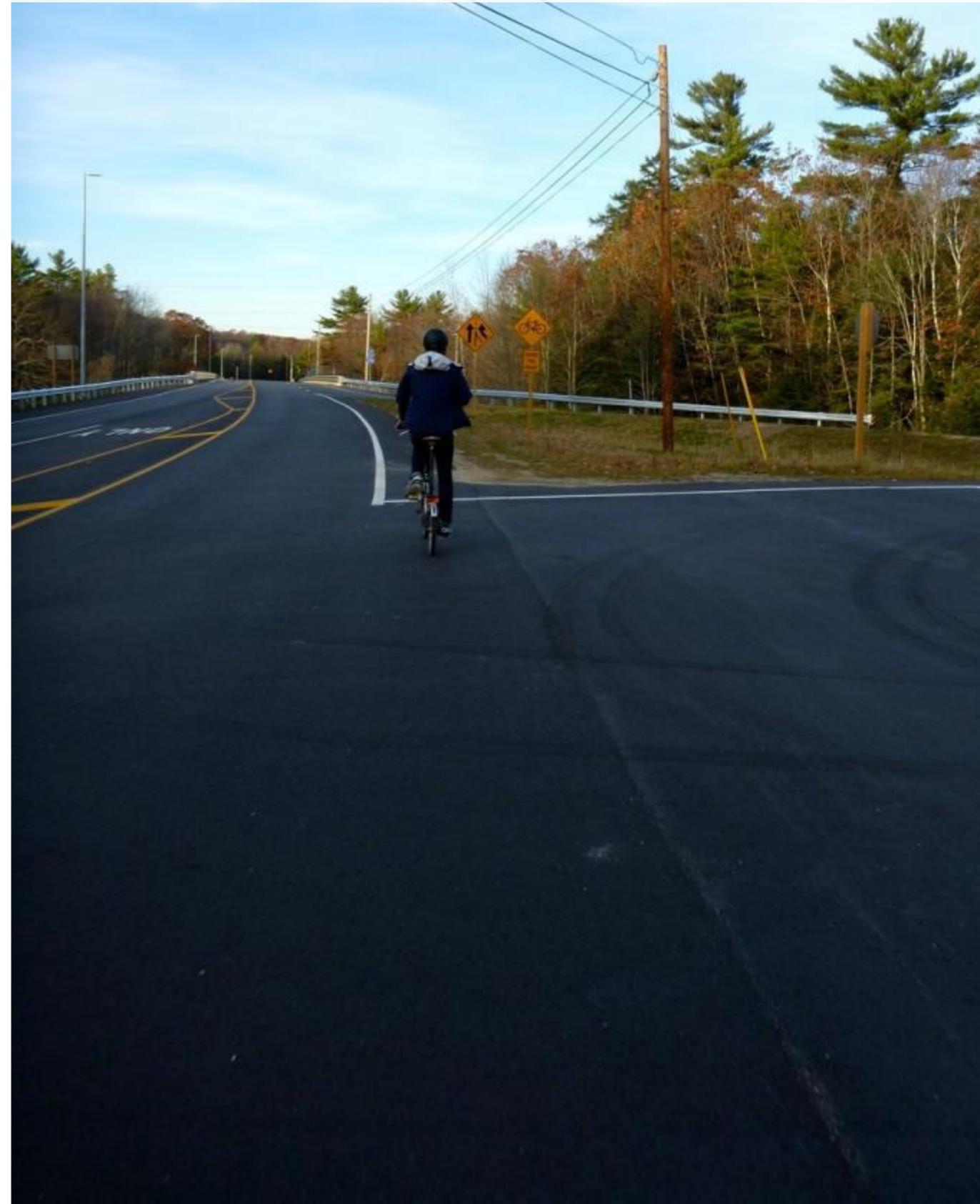
Rails with Trails



Rail-with-Trails + Pan Am Line?



I-295 / Route 1 Connectivity



On and Off-Road Connectivity



Directional Wayfinding



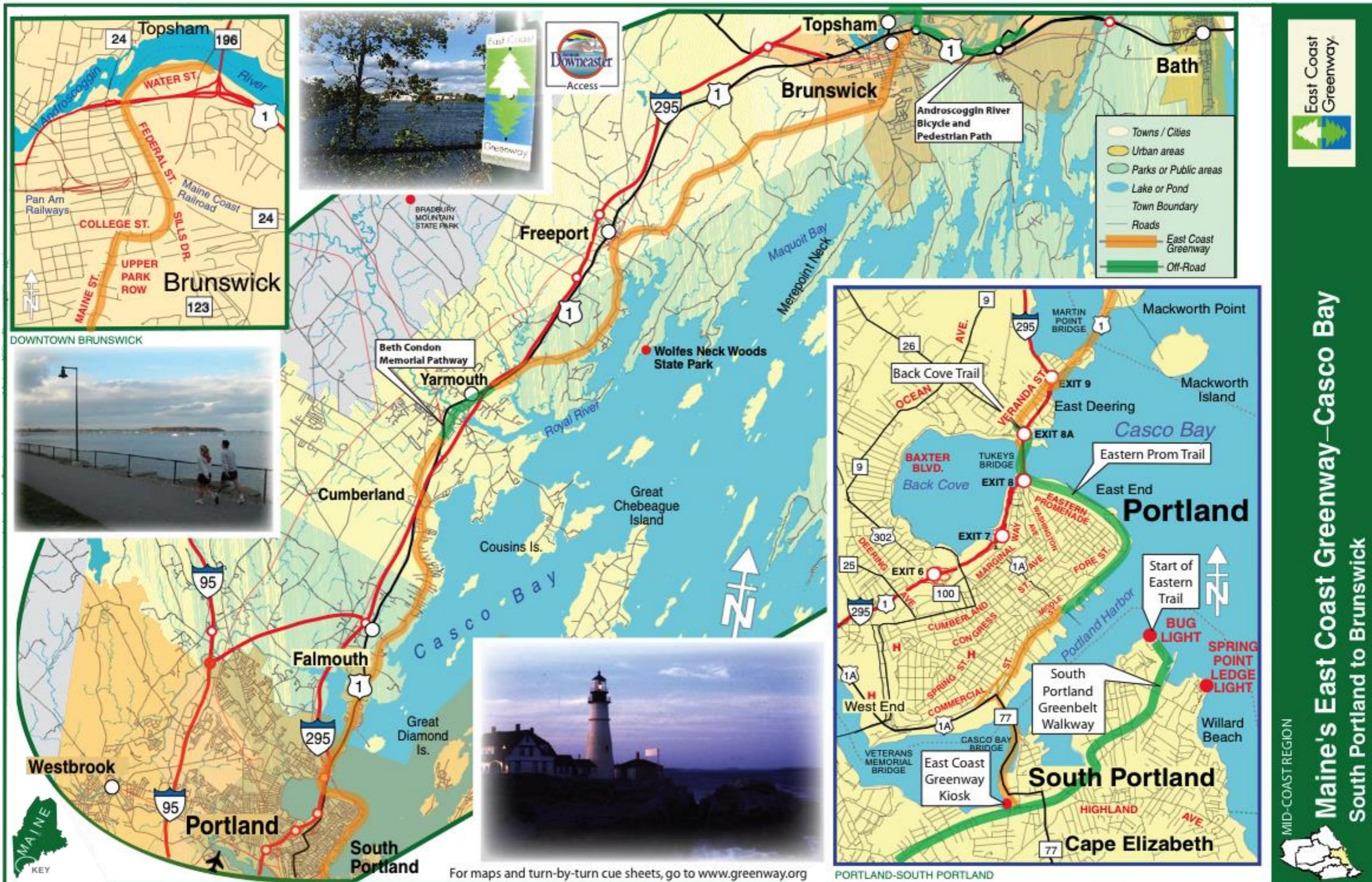
Prioritize Select Shoulder / Sidewalk Paving



Example



Long-term Projects / Cooperation (ECG)



Town Complete Streets Policies?



Start Small



Get Creative! Test Out Low Cost Ideas



Example: Open Streets





mike@streetplans.org
streetplans.org

<https://www.surveymonkey.com/s/325ZMJZ>



What will make bicycling and walking better in Falmouth, Cumberland, Yarmouth, North Yarmouth, and Freeport?

NORTH OF PORTLAND BICYCLE-PEDESTRIAN PROJECT

This is a 5-town project, funded by the Portland Area Comprehensive Transportation Plan (PACTS), that focuses on improvements in roadway corridors as well as off-road trail connections.

A series of three public workshops will be held to discuss with you ways to improve connectivity for people biking and walking in the north of Portland region:

- November 12, 7:00-8:30 PM, Falmouth Town Hall, 271 Falmouth Road
- November 18, 6:30-8:00 PM, Yarmouth Town Hall, 200 Main Street
- December 10, 6:30-8:00 PM, Yarmouth Log Cabin, 196 Main Street

Please come to one or all of these meetings, and please fill out the survey below. Thank you!

For more information, contact Carl Eppich, Senior Transportation Planner, PACTS, 774-9891, ceppich@gpcog.org

1. What town do you live in?

- Cumberland
- Falmouth
- Freeport
- North Yarmouth
- Yarmouth

Other (please specify)

2. What street do you live on?

Collaborative Issue Mapping

- 1. Break Into Table Groups**
- 2. Mark Where People In Your Group Currently Bike/Walk/Hike**
- 3. Designate Places On the Map that You'd Like to Bike/Walk/Hike**
- 4. Identify Areas that are Difficult for Biking and Walking**
- 5. Develop Short-term and Long-term Project Priorities**
- 6. Designate Someone to Report Out to Larger Group**

Yarmouth Ideas

1. Route Overpass removal
2. Connecting to Freeport Y, under/around/over 295 / Route 1
3. Pedestrian Overpass – Neighborhood to Neighborhood
4. Left turn clarity / Pedestrian crossing by Maine Coffee Roasters
5. North Road, Leighton to East Elm
6. Widening shoulder along 88 in Yarmouth/Cumberland
7. Path connection from 88 to Gilman Road (Bypass 88)
8. Forest fall drive to
9. Old County Road as alternative to Route 1 to Freeport
10. Policy Development / Education efforts