

Draft 2016 Falmouth Bicycle & Pedestrian Plan

Town Council May 23, 2016





Presentation



l. History

- 2. Process Followed
- 3. Recommendations
- 4. Feedback
- 5. Next Steps

Plan History

- 1996 Bicycle and Pedestrian Plan
- 2002 Trails Master Plan
- 2003 Bicycle and Pedestrian Plan

2016 Plan = Bicycling + Pedestrian + Trails

 Interconnect Falmouth's pedestrian and bicycle network of trails, sidewalks, bike lanes, and paved shoulders.

Progress Made since 2003

- Many improvements from plans have been completed
- Trail mileage has grown from 5 to 45 miles

- Where to go to next?

2016 Plan Elements

- 1. Reaffirm Falmouth's vision for walking and bicycling
- 2. Harness community's opinions and interests
- 3. Prioritize recommended improvements
- 4. Provide for continued community involvement in implementation
- 5. Develop plan for next 20 years

Uses for 2016 Plan



- Guide for preparing annual capital improvement plans and road designs
- When reviewing future improvement requests from citizens and projects proposed by others

Different Process Followed

- Staff-led approach
 - Town Manager
 - Public Works Director
 - Parks and Community Programs Director
 - Open Space Ombudsman
 - Director of Long Range Planning
 - Consultant & Financial assistance
- CDC = sounding board



Extensive Public Outreach

<u>Methods</u>

- e-mail lists
- Ads
- Newspaper articles
- Town web site



Round 1: May-July

What is important? Rating of existing facilities? Key destinations? Suggestions?

Round 2: October-December

Test priorities for draft recommended actions? What did we miss? Who Participated in Round 1 and 2?



1. Stakeholders/experts = 20 + 10 Bicycle Coalition of Maine, Portland Trails, Healthy Casco Bay, Alpha One, East Coast Greenway, PACTS, NoPo Committee/Town of Yarmouth, MaineDOT, FHWA 2. Public Forums = 50 + 21 Mostly Falmouth residents 3. On-line surveys = 320 + 105 86% and 94% Falmouth residents

<u>39- and 32-page reports with verbatim comments</u>

The Plan by the Numbers

19, 26, 132

COMMENDED 20 YEAR VISION

The vision for the 2015 Plan is the condition that Falmouth will ive for over the next 20 or so years



Falmouth in 2035 is a place where walking and bicycling are promoted as safe, convenient, and pleasurable transportation modes for all people and all purposes, and where bicycle-pedestrian network connections to and from key destinations in the community have been



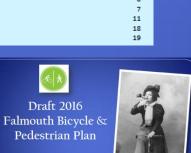
RECOMMENDED GOALS

otional, educational, and beh

strategies, and making physical improvement connections to: a. Route 1 and Route 100 commercial areas and surrounding neighborhoods. b. the Falmouth School Campus, c. downtown Portland, d. the existing major Cross Falmouth Trail Route, e several neighborhood pedestrian loops, and

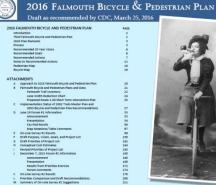
f. several rural bicycle route loop

2016 FALMOUTH BICYCLE AND PEDESTRIAN PLAN PAGE Introduction 2 Third Falmouth Bicycle and Pedestrian Plan 2 2016 Plan Elements 3 Process 3 Recommended 20 Year Vision 6 Recommended Goals 6 Recommended Actions Notes to Recommended Actions Pedestrian Map Bicycle Map



May 23, 2016







	PRIORITY KEY S = Short Term (1-5 years), M = Mid Term (6-10 years), L = Long Term (11-20 years)	PRIORITY
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2	Maintenance: Coordinate annual pedestrian and bicycling infrastructure maintenance with the Maine Department of Transportation (MaineDOT) and others, as appropriate.	s
Pedest	ian Improvements	
3	ADA: Make Americans with Disabilities Act (ADA) improvements to entire sidewalk system, especially at crosswalk locations.	s
4	ADA: Incorporate the latest Americans with Disabilities Act (ADA) compliant crossing technologies, including audio warning devices and countdown signals, whenever a traffic signal is being upgraded.	s
5	Enhanced Accessibility: Install "enhanced accessibility" trails at various locations, such as Suckfish Brook (both units), River Point, and/or Community Park, with the goal to have at least one of these fully ADA compliant.	м
6	Trails: Link trails to sidewalk system, where feasible.	S
7	Trails: Secure or extend trail licenses or acquire permanent easements for trail segments located on private property.	S
8	Trails: Research Town-approved development projects with designated trails that have not been installed and pursue corrective action.	м

Recommended Actions

Recommended Vision



"Falmouth in 2035 is a place where walking and bicycling are promoted as safe, convenient, and pleasurable transportation modes for all people and all purposes, and where bicycle-pedestrian network connections to and from key destinations in the community have been improved."

Recommended Goals



1. Implement promotional, educational, and behavioral strategies

2. Make physical improvement connections to:

- Route 1 and Route 100 commercial areas and surrounding neighborhoods,
- the Falmouth School Campus,
- downtown Portland,
- the existing major Cross Falmouth Trail Route,
- several neighborhood pedestrian loops, and
- several rural bicycle route loops



Recommended Actions

For additional information regarding the actions below, please see the "Notes to Recommended Actions" section that follows this chart.

PRIORITY KEY S = Short Term (1-5 years), M = Mid Term (6-10 years), L = Long Term (11-20 years) PRIORITY

General

Management

Review walking and bicycling improvement progress. Provide "on the ground" walking and bicycling feedback to the Town. Assist with development of promotional, educational, and behavioral strategies for walking and bicycling. Assist with development of prioritization criteria for specific walking and bicycling projects. Recommend new walking and bicycling projects. Recommunicate the Town's walking and bicycling efforts to others in the community. 2 Maintenance: Coordinate annual pedestrian and bicycling infrastructure maintenance with the Maine Department of S Transportation (MaineDOT) and others, as appropriate. S	1	Review: Create informal pedestrian/bicyclist stakeholder group comprised of Falmouth residents and other interested parties that meets 2-4 times per year with Town staff to:	s
Assist with development of promotional, educational, and behavioral strategies for walking and bicycling. Assist with development of prioritization criteria for specific walking and bicycling projects. Recommend new walking and bicycling projects. Help communicate the Town's walking and bicycling efforts to others in the community.		Review walking and bicycling improvement progress.	
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		Help communicate the Town's walking and bicycling efforts to others in the community.	
Transportation (MaineDOT) and others, as appropriate.	2	Maintenance: Coordinate annual pedestrian and bicycling infrastructure maintenance with the Maine Department of	S
		Transportation (MaineDOT) and others, as appropriate.	

Pedestrian Improvements

3	ADA: Make Americans with Disabilities Act (ADA) improvements to entire sidewalk system, especially at crosswalk locations.	s			
4	ADA: Incorporate the latest Americans with Disabilities Act (ADA) compliant crossing technologies, including audio warning devices and countdown signals, whenever a traffic signal is being upgraded.				
5	Enhanced Accessibility: Install "enhanced accessibility" trails at various locations, such as Suckfish Brook (both units), River Point, and/or Community Park, with the goal to have at least one of these fully ADA compliant.	м			
6	Trails: Link trails to sidewalk system, where feasible.	S			
7	Trails: Secure or extend trail licenses or acquire permanent easements for trail segments located on private property.	s			
8	Trails: Research Town-approved development projects with designated trails that have not been installed and pursue corrective action.	М			



Recommended Actions

- 47 recommended actions:
 - 19 Short Term (1-5 years)
 - 18 Mid Term (6-10 years)
 - 10 Long Term (11-20 years)
 - 24 pedestrian actions
 - 19 bicycle actions
 - 4 joint bicycle-pedestrian actions

• Focus areas:

- Route l commercial area
- Route 100 commercial area
- Falmouth School Campus
- Downtown Portland
- Cross Falmouth Trail Route
- Neighborhood Pedestrian Loops
- Rural Bicycle Loops

Pedestrian Improvement Map

PROPOSED PHYSICAL PEDESTRIAN IMPROVEMENTS

General

5 Construct "Enhanced Accessibility" trails at Suckfish Brook (both units), River Point, Community Park 9 Investigate potential for bicycle-pedestrian trails in the Maine Turnpike Falmouth Spur corridor, powerline corridors, discontinued/abandoned roads

Route 1 Commercial Area

- 18 Foreside Estates: Install pedestrian connection to Route 1
- 19 Lunt Road: Improve sidewalk across Interstate 295
- 20 Route 1 North: Consider pedestrian and bicyde recommendations from Ad Hoc Route 1 North Committee
- 21 Route 1: Consider pedestrian and bicycle recommendations from Route 1 Complete Street Study

Route 100 Commercial Area

- 24 Gray Road: Install sidewalk from Portland city line to Mountain/Falmouth Road
- 25 Leighton Road: Install sidewalk from Gray Road to Brook Road
- 26 Falmouth Road: Install sidewalk from Gray Road to Winn Road
- 27 Leighton Road: Install sidewalk from Gray Road to Falmouth Road

School Campus

29 Pan Am rail line: Install pedestrian-bicycle connection between Community Park and School Campus across rail line

To Downtown Portland

33 St. Lawrence & Atlantic rail line: Investigate the feasibility of creating a rail-with-trail to Portland through a regional public-private partnership effort for pedestrians and bicyclists

Cross-Town Pedestrian Route

- 36 Falmouth Road: Install sidewalk from Winn Road to Merrill Road
- 37 Signage: Install warning signage at the following trail-road crossings:

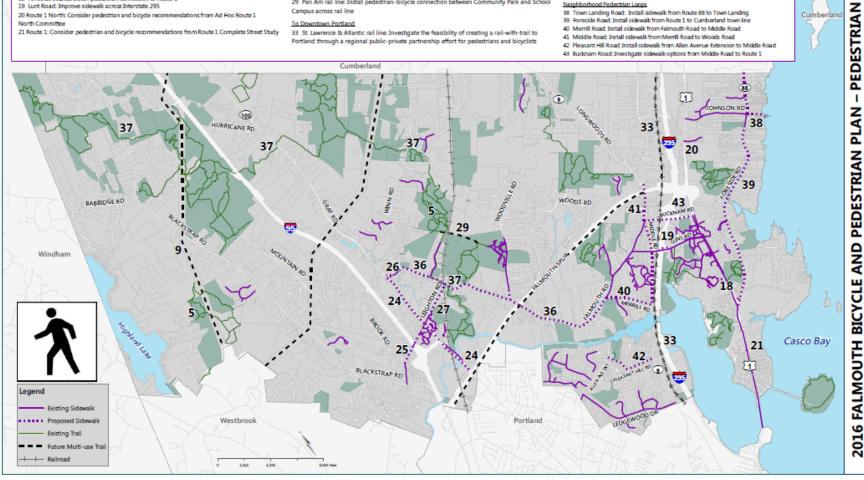
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M

- Winn Road (Town Forest to parcel across the street)
- Route 100 (between Hadlock & Hurricane Roads)
- Blackstrap Road (near Happy Cats)
- Falmouth Road (near East Branch Bridge)

Neighborhood Pedestrian Loops

- 38 Town Landing Road: Install sidewalk from Route 88 to Town Landing
- 39 Foreside Road: Install sidewalk from Route 1 to Cumberland town line
- 40 Merrill Road: Install sidewalk from Falmouth Road to Middle Road
- 41 Middle Road: Install sidewalk from Memil Road to Woods Road
- 42. Pleasant Hill Road: Install sidewalk from Allen Avenue Extension to Middle Road
- 43 Bucknam Road: Investigate sidewalk options from Middle Road to Route 1



Bicycle Improvements Map

PROPOSED PHYSICAL BIKE IMPROVEMENTS

General

Gray

9 Investigate potential for bicycle-pedestrian trails in the Maine Turnpike Falmouth Spur corridor, powerline corridors, discontinued/abandoned roads

Route 1 Commercial Area

20 Route 1 North: Consider pedestrian and bicycle recommendations from Ad Hoc Route 1 North Committee

- 21 Route 1: Consider pedestrian and bicycle recommendations from Route 1 Complete Street Study
- 22 Route 1-Route 88 intersection: Make bikeway improvements

23 Route 1-Route 88 intersection: Investigate roundabout improvement

Route 100 Commercial Area

28 Gray Road: Complete bicycle lanes from Portland city line to Hurricane Road

School Campus

29 Pan Am rail line: Install pedestrian-bioyde connection between Community Park and School Campus across rail line 30 Woods Road Install bicycle lane from Longwoods Road to Woodville Road

31. Woodwille Road: Install bioxie lane or designate for shared access from Falmouth Road to Winn Road

32 Falmouth Road: Install bicycle lane from Allen Avenue Extension to Leighton Road

To Downtown Portland

33 St. Lawrence & Atlantic rail line: Investigate the feasibility of creating a rail-with-trail to Portland through a regional public-private partnership effort for pedestrians and bicyclists

MAP

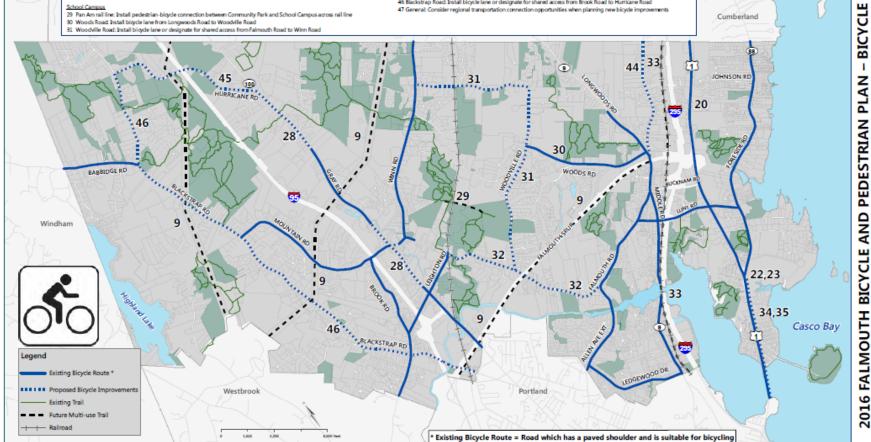
Cumberland

34 Route 1: Short term - Restripe lane widths between Martin's Point Bridge and Route 88 with paving project 35 Route 1: Long term - Consider "cycle track", buffered bike lanes, multi-use path, and/or green median improvements between Martin's Point Bridge and Route 88

Rural Bicycle Loops

- 44 Middle Road: Install bicycle lane from Longwoods Road to Cumberland Town line
- 45 Hurricane Road: Install bioycle lane from Black Strap Road to Gray Road
- 46 Blackstrap Road: Install bicycle lane or designate for shared access from Brook Road to Hurricane Road

47 General: Consider regional transportation connection opportunities when planning new bicyde improvements



Sample General Pedestrian Recommendations

- Make Americans with Disabilities Act (ADA) improvements to sidewalk system
- Install "enhanced accessibility" trails with the goal to have at least one location fully ADAcompliant
- Secure trail licenses or acquire permanent easements for trail segments located on private property

Sample General Bicycle Recommendations

- Restripe lane widths to increase paved shoulder widths where feasible
- Incorporate bicycle signage and pavement stenciling on all roads designated for bicycle use
- Install bicycle racks at Town-owned properties and facilities and bus stop locations



Informal Stakeholder Group Recommendation

- Falmouth residents and other interested parties
- Meet 2-4 times per year with Town staff
 - Review improvement progress
 - Provide "on the ground" feedback
 - Assist with development of promotional, educational, and behavioral strategies
 - Assist with development of prioritization criteria for specific projects
 - Recommend new projects
 - Help communicate the Town's efforts to the community



2016 Falmouth Bicycle & Pedestrian Plan

Draft as recommended by CDC, March 25, 2016

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Prioritizing the Actions

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Draft Final 2016 Plan

- Reviewed by CDC in March some tweaks
- On May 2 e-mail to 250 participants
- Posted on Website
- News & Notices

LOCAL & STATE

Falmouth proposes 20-year plan for network of walking, cycling trails

By PETER MCGUIRE Staff Writer

FALMOUTH -- The town is proposing a 20-year plan to integrate and improve its growing network of walking trails, pedestrian infrastructure and bicycling routes.

"Falmouth has made a number of great improvements on trails, sidewalks, bicycle lanes," other, so there will be a seamless network."

Council committee, will be presented to the council for adoption this month. The intent is for the council to use it as a guideline for future road design and capital projects. It took the staff a year to develop the plan, based largely on public input.

Falmouth launched its first School to the community park bicycle and pedestrian plan in 1996, and expanded it about six years later with a second plan and a trails expansion. In the past decade, the trail network has grown from 5 miles to almost 50, Holtwijk said. At the same time, the town has developed biking lanes and expanded said Theo Holtwijk, director of a large-scale redevelopment of its sidewalk network, including long-range planning. "This plan the Route I commercial corridor hopes to improve on connecting to accommodate wide sidewalks these improvements to each and create a village atmosphere. Among the projects the town is expected to make in the short The plan, prepared by the town term - one to five years - are staff and reviewed by a Town making intersections and crosswalks compliant with disability rules, creating an informal group to review the progress on the plan, linking trails to the

sidewalk system, and building a bicycle and pedestrian connection between Falmouth High School and Falmouth Middle

across a Pan Am rail line. Longterm plans include a rail trail between Portland and Falmouth and new sidewalks on main thoroughfares, including Foreside, Middle and Falmouth roads.

The plan is aimed at improving recreational access, and giving commuters more options and safer travel routes, Holtwijk said. It's also a reflection of broader lifestyle changes among people who want to focus on their health and use their cars less, he said.

"This whole interest in biking and walking in Falmouth is really a reflection of what is happening in all of our lives in all our towns and cities," Holtwijk said.

Peter McGuire can be contacted at 791-6325 or at:

pmcgulre@pressherald.com Twitter: Petel_McGuire

Feedback on Final Draft Plan

• 4 people commented:

- Lower Route 1/Route 88 support
- Blackstrap Road/Mountain Road make Short Term
- Andrews Avenue include
- Middle Road/Bucknam Road support

Resolution for Council Consideration

Suggestions for Town Council:

- Support vision of the 2016 Bicycle & Pedestrian Plan
- Support not necessarily every recommended action
- Do not commit to the allocation of funding that will be required to implement any specific action
- Agree to use the plan as a reference document in developing:
 - Annual Work Plans,
 - operating and capital improvements budgets, and
 - Tax Increment Financing (TIF) development plans

Resolution for Council Consideration

Next Steps:

 Request Town staff to prepare draft Bicycle-Pedestrian Work Plan

- Staff to recommend highest priority actions of the plan for implementation for:
 - -2016-2017 and
 - 2017-2018
- Bring back to Council for Review



Thank you!

http://www.falmouthme.org/ bicycle-pedestrian-project



