

PACTS Bicycle and Pedestrian Improvement Proposals 2016/2017/2018 Application Form

PACTS Staff and members of both the PACTS Planning Committee and Technical Committee will use the information provided in this form to score and rank proposals for Bicycle and Pedestrian projects.



Examples of eligible **Bicycle and Pedestrian** projects are:

- Sidewalks;
- Crossing Improvements;
- Off-road paths;
 - Bicycle specific
 - Pedestrian specific
 - Shared/multi use
- On road bicycle lanes, Shared Lane Markings, bike specific intersection improvements, etc.
- Streetscape improvements;
- And any eligible purpose under the FHWA's Transportation Alternative program administered by PACTS and/or by the MaineDOT, aka, Quality Communities Program.
FMI: <http://www.maine.gov/mdot/bikeped/community/funding.shtml#2>

General Requirements for Proposals:

General Requirements for Proposals:

1. Proposals must be received by PACTS by **4:00 p.m. on February 7, 2014**. Three (3) hard copies and an electronic submittal are required. Email, thumb drive or disc. Please submit to ceppich@gpcog.org and pniehoff@gpcog.org. Attach supplementary information as needed.
2. Proposals must be based on a thorough analysis and include a detailed purpose and need statement, scope of work, and cost estimate.
3. Pedestrian signal proposals must be supported by a MaineDOT approved warrant analysis if applicable. MaineDOT support documents **must** be submitted with this application.
4. Must demonstrate consistency with *Destination Tomorrow* with consideration of the *2009 PACTS Regional Bicycle and Pedestrian Plan Update and the PACTS Regional Bicycle and Pedestrian Design Guidance* and not conflict with a municipality's comprehensive plan or other policy document.

All questions must be completed – Please use not applicable (N/A) or no, as appropriate and reason why you believe the question is not applicable.

Please contact Paul Niehoff or Carl Eppich with any questions you may have as you prepare your proposal. (207) 774-9891.

Section 1: Proposal and Supporting Information:

PART I – PACTS MEMBER INFORMATION

- 1. Applicant Organization: The Towns of Cumberland, Falmouth, Freeport, North Yarmouth, and Yarmouth**
- 2. Contact person: Theo Holtwijk, Director of Long Range Planning, Town of Falmouth, 699-5340, tholtwijk@town.falmouth.me.us**
- 3. Municipal endorsement:**
Endorsee: Multiple – see attached
Date of Endorsement: Multiple – see attached

PART II – GENERAL PROJECT INFORMATION

- 4. Project Title: North of Portland Bicycle-Pedestrian Improvements**
- 5. Location: Multiple projects and locations: Cumberland (Tuttle Road), Falmouth (Route 1/Johnson Road, Bucknam/Falmouth/Middle Road), Freeport (Main Street, Mallet Drive), North Yarmouth (Walnut Hill Road), and Yarmouth (Main Street).**

(Street name and/or Route number or description of location if project is off-road)

- 6. Relevant Study or Plan – Please attach relevant excerpt description.**

PART III – OVERALL PROJECT DESCRIPTION

Please attach a **scope of work** and **cost estimate** including as much detail as possible for PACTS staff to (1) determine the project’s consistency with *Destination Tomorrow*, and (2) determine the project’s consistency with relevant town specific or regionally significant bike/pedestrian plans such as the **2009 PACTS Regional Bicycle and Pedestrian Plan Update**.

Please type your answers in the document below at the “A.”

7. Purpose and Need Statement

The purpose and need statement must address the critical deficiencies that the project will address or correct. See the TIP Policies and Procedures document FMI. The statement must be in sufficient detail so that PACTS staff can use it to determine the project’s merits. (Attach supplemental information if needed.)

A: This project seeks to implement Short Term Recommendations outlined in the PACTS-funded “2014 Portland Area North Bicycle & Pedestrian Implementation Plan” (“NoPo Plan”). As the NoPo Plan states, it aims to “facilitate increased collaboration to position bicycling and walking as not just outlets for recreation, but also viable forms of local and regional transportation.” Almost all of the short term recommendations listed in NoPo Plan are included in this application. The remaining short term projects are either not in the PACTS funding area and/or will be realized utilizing other funding sources.

8. Proposed Scope of Work

The proposed scope of work must be in sufficient detail for PACTS staff and the MaineDOT to verify the planning-level cost estimate which accompanies the application. Sketches of both existing and proposed conditions (including roadway geometry, if relevant) must be included with this submittal. (Attach supplemental information if needed.)

A: The NoPo Plan states: “While bicycle and pedestrian accommodations – trails, sidewalks, crosswalks, wide paved shoulders, shared use lane markings (“sharrows”) and bicycle lanes – are currently found throughout the north of Portland area, there are very few linkages between them. These recommendations are intended to build momentum, facilitate sub-regional municipal collaboration, and to use small-scale and relatively inexpensive roadway and policy improvements to enhance connectivity locally and regionally. That being said, these recommendations are by no means comprehensive; they are what emerged as key priority projects from the North of Portland Area Bicycle and Pedestrian Plan process.”

The scope of the proposed work includes a variety of short term improvements in multiple locations and is directly derived from the NoPo Plan. Eight separate projects in each of the five communities have been identified. Proposed improvements include: **Bicycle Signal Detection systems, Bicycle Parking Facilities, Shared Use Lane Markings, Crosswalk with flashing lights, Shared Use Lane Markings, and Bicycle Route Signing.** See attached project descriptions, locations, and cost estimates. Excerpts from the draft NoPo Plan have also been provided as well as support statements from each of the municipalities and NoPo Steering Committee.

PART IV – PLANNING

9. Is the project within a municipally designated growth area?

A: All improvements will be installed in the designated growth areas of each community.

10. Describe how this project is (or is not) part of the PACTS Regional Bicycle and Pedestrian Plan Update (2009) and/or an approved or pending transportation study.

A: This project is a direct result from the 2014 **Portland Area North Bicycle & Pedestrian Implementation Plan** developed by Mike Lydon of StreetPlans. That effort was the highest ranked PACTS-funded Planning Application in 2013. A draft of this Plan was produced in January 2014, has been reviewed by the Steering Committee, and is in process of being finalized by the consultant. The purpose of that plan was to develop prioritized recommendations for connections of the bicycle-pedestrian network north of Portland. The NoPo Plan flows directly from the 2009 PACTS Regional Bicycle and Pedestrian Plan.

11. Describe how the project relates to the existing transportation system (including the roadway and public transportation networks.)

A: This project is an integral element of the existing transportation system as improvements are proposed to be made exclusively to the existing road, bicycle and sidewalk network.

12. Describe how the project closes any gaps in the existing infrastructure (if applicable)

A: **The project seeks to implement prioritized short-term recommendations for connections of the bicycle-pedestrian network north of Portland. While the proposed short-term recommendations of the NoPo Plan do not close any large physical gaps per se, the long-term recommendations of that plan are focused on that need. These current, modest improvements are intended to help build momentum to implement the more ambitious and costly long-term improvements and foster increased collaboration between the five municipalities.**

13. Describe any relevant safety or enhancement improvements to the existing transportation network as a result of this project.

A: This project's central focus is on safety enhancements for pedestrians and bicyclists. It aims to minimize bicycle-automobile and pedestrian-automobile conflicts at specific intersections and roads in a sub-regional, prioritized manner.

14. Is the proposed project part of a public-private partnership or multi-municipal initiative?

A: The project is a multi-town initiative between the Towns of Falmouth, Cumberland, Yarmouth, North Yarmouth, and Freeport.

PART V – USERS AND BENEFITS

15. What user groups are anticipated to benefit from the proposed project and in what way (bicyclists, pedestrians, commuting, recreation, transit connections, school or after school activity locations, etc.)

A: This project will benefit commuting, recreational, and young bicyclists and pedestrians of all ages, including school-age children.

16. Is there a neighborhood benefit and what, if any, adjacent municipalities will benefit from the project and explain the reasons why.

A: Each of the improvements will have a neighborhood benefit. Adjacent communities will benefit as these are improvements to the sub-regional network.

17. Describe any expected regional benefits that will result from this project.

A: The benefits are primarily to the sub-region north of Portland, but some of the improvements will enhance the East Coast Greenway experience which has a national aspect to it.

PART VI– Costs and Maintenance

18. What is the estimated cost to complete this project? (Attach detail cost estimate)

A: \$103,600 (see attached project descriptions and cost estimates)

19. What, if any, additional improvements and associated costs are expected as part of the proposed project? (I.e. drainage, right-of-way, removal of existing landscaping, environmental impacts, etc.)

A: \$0.00

20. What entity (municipal, trail group, etc) will maintain this project and what are the anticipated costs to maintain both seasonally and long term this project after construction is complete?

A: The five participating municipalities will be responsible to maintain the improvements. Maintenance costs are estimated to be approximately \$5,000/year for all improvements combined. This includes software maintenance, light replacement, painting, replacement, and repairs, as needed.

Section 2: Destination Tomorrow Regional Long Range Plan Consistency:

PACTS staff and both the Planning Committee and the Technical Committee will use the information provided here for the *Destination Tomorrow* scoring. The scoring process will be as follows:

- PACTS staff reviews and score the proposals.
- PACTS staff send the scores to the Planning and Technical Committees.
- The Committees review the staff's scores and jointly make recommendations to the Executive Committee for consideration for Enhanced Project Scoping (EPS).

The questions and paragraphs below are from *Destination Tomorrow's* **5 Policies**:
Please type your answers in the document below at the "A:"

1. Relevant Policy, Policy 1: Regional Focus – Prioritize a regional approach to transportation and land use planning and decision making founded on effective communication and management of regional resources in agreement with our other policies.

Question: How is the project important to the region? Please list regional benefits of the project.

A: The primary purpose of this project is to improve bicycle-pedestrian connectivity in the sub-region north of Portland. The ultimate benefit will be that more people will be encouraged to use this mode of transportation to travel through the region, as well as connect to transit, rather than use the automobile.

2. Relevant Policy, Policy 2: Maintaining and Transforming the Transportation System – Maintain and improve Mobility, Safety, and Accessibility of existing infrastructure while improving and completing infrastructure and services to accommodate non-motorized vehicular modes in the appropriate places.

Question: How would the project maintain, improve the existing transportation system? Please list infrastructure improvements and services the project proposes to accommodate all transportation modes.

A: The improvements include Bicycle Signal Detection Systems, Bicycle Parking Facilities, Shared Use Lane Markings, Crosswalk with flashing lights, Shared Use Lane Markings, and Bicycle Route Signing. See attached project descriptions.

3. Relevant Policy, Policy 3: Economic Development Enhance regional prosperity through support for the economic vitality of existing business and for economic development opportunities that are efficiently located based on the availability of transportation in mixed use and compactly developed areas.

Question: How would the project enhance existing business, employment and economic development opportunities? Please list benefits to businesses and how the project furthers development opportunities with a mix of uses and connects jobs and housing by walking, biking or transit.

A: The improvements seek to promote bicycling and walking in the sub-region. Businesses will benefit as bicycle parking facilities, for example, will be placed in public locations where business activity is already concentrated. Improving the network will encourage more users to ride or walk to their employment and/or to business services.

4. Relevant Policy, Policy 4: Transportation-Land Use Connection Strengthen the connection between land use, transportation and community livability in the planning process

Question: How would the project improve the transportation-land-use connection? Please list benefits to transportation choice (density), accessibility in terms of ease of travel between points (distance), variety of compatible uses and services made available (diversity); and overall design. Design can include geometry, interconnections, access management, streetscape, and preservation of community character.

A: Community livability will be strengthened through the promotion of alternative modes of transportation (walking, bicycling). The ease of travel between points and the design of streetscape will be enhanced and made safer.

5. Relevant Policy, Policy 5: Environmental Quality and Energy Conservation – Protect and improve the human and natural environments including natural and cultural resources, air and water quality, and prepare and be proactive for the *most likely* impacts of climate change. Make transportation improvements that use more energy efficient transportation options, low and non-polluting modes such as transit, and/or reduce harmful pollutants associated with transportation.

Question: How does the proposed project promote the use of energy efficient transportation and improve the human and natural environment? Please list benefits in terms of energy use, energy savings; and benefits to natural resources such as air, water, and land; and cultural benefits such as places preserved.

A: Walking and pedestrian improvements are the most energy-efficient improvements that can be made to the transportation system and natural resources. While they may not serve all of a person's transportation needs, they can take care of a good portion of them, while having the least environmental impact.

Town	Location	Project	Cost Estimate	In PACTS funding area?	Plan Reference	Municipal Support?	Include in PACTS 2014 application?	25% local match is required from each town for improvements within its borders
RECOMMENDED IN NOPO PLAN, AND INCLUDED IN PACTS GRANT APPLICATION								
FALMOUTH	Route 1 and Johnson Road	Bicycle Signal Detection	\$ 25,000	yes	NoPo Short Term	27-Jan	yes	Falmouth = \$15,000
FALMOUTH	Falmouth, Bucknam, Middle	Bicycle Signal Detection	\$ 25,000	yes	NoPo Short Term	27-Jan	yes	
FALMOUTH	Falmouth Town Center	Bicycle Parking	\$ 10,000	yes	NoPo Short Term	27-Jan	yes	
FREEPORT	Main Street	Shared Use Lane Markings	\$ 400	yes	NoPo Short Term	21-Jan	yes	Freeport = \$5,600
FREEPORT	Main Street	Bicycle Parking	\$ 10,000	yes	NoPo Short Term	21-Jan	yes	
FREEPORT	Mallett Drive	Crosswalk with flashing lights	\$ 12,000	yes	NoPo Short Term	21-Jan	yes	
NORTH YARMOUTH	Two locations	Bicycle Parking	\$ 4,000	partially	NoPo Short Term	4-Feb	yes	North Yarmouth = \$1,000
YARMOUTH	Main Street	Shared Use Lane Markings	\$ 600	yes	NoPo Short Term	16-Jan	yes	
YARMOUTH	Main Street	Bicycle Route Signing	\$ 600	yes	NoPo Short Term	16-Jan	yes	Yarmouth = \$3,800
YARMOUTH	Main Street	Bicycle Parking	\$ 10,000	yes	NoPo Short Term	16-Jan	yes	
CUMBERLAND	Town Center	Bicycle Parking	\$ 6,000	yes	NoPo Short Term	1-Feb	yes	Cumberland = \$1,500
TOTAL PROJECT COST =			\$ 103,600		GRANT REQUEST =	\$76,700		MUNICIPAL MATCH = \$26,900

DESCRIPTION OF PROPOSED SHORT TERM NOPO PROJECTS

February 5, 2014

Project 1: Falmouth - Route One /Johnson Road Intersection - Bicycle Signal Detection/Counting System

Route 88, Route 1, and Middle Road are well-used cycling corridors and Johnson Road is used frequently to move between the two. Currently, the traffic signal does not change if a cyclist is stopped on either of the Johnson Road approaches, causing hazardous crossing conditions for cyclists. The traffic signal cabinet is from 2003. It is recommended that either in-pavement bicycle detection be implemented on both the east and westbound intersections of Johnson Road and Route 1, or, alternatively, a video camera system on all approaches be installed. This location has recently been reviewed by Michael Stewart, Sales Representative with Highway Tech Signal Equipment Sales, Inc. A "TrafiSense" thermal video camera is being considered as it is able to detect, count and differentiate between cars, motorcycles and bicycles in all weather and light conditions. See: <http://www.flir.com/cvs/americas/en/traffic/view/?id=62071> Mast arms exist at this location which allows for relatively easy camera installation. It is also recommended to connect such a system into the Route One signal upgrades that are planned for 2014. This can be done via broadband radios and would allow coordination as well as remote viewing of the video detection and downloading of the data.

Estimated cost: \$25,000

Project 2: Falmouth - Falmouth, Middle, and Bucknam Road Intersection - Bicycle Signal Detection/Counting System

The convergence of Falmouth, Middle, and Bucknam Road is one where several key bicycle routes come together. Currently, the light does not change when a cyclist approaches any traffic signal. It is recommended that either in-pavement bicycle detection be implemented, or, alternatively, a video camera system on all approaches be installed. See the description above for a consideration of options. Note: In case the Town of Falmouth is awarded intersection improvement funds for a roundabout at this location (a separate application), this improvement will be withdrawn.

Estimated cost: \$25,000

Project 3: Falmouth Route One - Bicycle Parking Facilities

The Route One area is Falmouth's commercial center. The Town is embarking on a \$12M investment in this corridor in 2014, which will include bicycle and pedestrian improvements. As this area redevelops and becomes more walkable and bikeable, it is recommended that high-quality bicycle racks be implemented. This will create a highly visible, low cost amenity that encourages people to bicycle to the corridor. It is

recommended that the bicycle racks be high-quality (could be “inverted U” racks or some other suitable design) and placed as close or closer to the destinations they serve than the nearest motor vehicle parking space.

Estimated cost: \$10,000 (5 racks at \$2,000/each incl. installation)

Project 4: Freeport – Main Street – Shared Use Lane Markings + Bicycle Parking Facilities

Freeport’s Main Street has millions of visitors each year. The addition of shared use lane markings and bicycle parking will quickly and inexpensively improve conditions for cycling in the downtown area. Indeed, Main Street’s wide sidewalks will provide space for a number of bicycle racks. As in Yarmouth and Falmouth, the proposed bicycle racks could be a version of the “inverted U” racks or other custom made bike rack that provides bicycle parking at a unique and artistic bike rack that reflects the character of Freeport. The Town’s 2014 Active Living Plan suggests some specific rack locations.

Estimated cost: \$10,400 (5 racks at \$2,000/each incl. installation + 20 symbols at \$20/each)

Project 5: Freeport - Mallett Drive - Crosswalk with Flashing Lights

The cross walk at this location is a key link between downtown/Route One and the Route 136/125 corridors. It will provide an enhanced and needed crossing for students from a nearby school. As this location is near on-ramp/off-ramp for I-295, restriping lane widths and adding bicycle lanes will help to lower traffic speeds. Note: That aspect of this location is not included in this grant application.

Estimated cost: \$12,000

Project 6: North Yarmouth – Walnut Hill Road – Bicycle Parking Facilities

Two popular business locations along Walnut Hill Road would benefit from the nearby installation of Bicycle Parking Facilities: Toots Ice Cream and Stone’s Café & Bakery. As in the other locations, the proposed bicycle racks could be a version of the “inverted U” racks or some other suitable design.

Estimated cost: \$4,000 (2 racks at \$2,000/each incl. installation)

Project 7: Yarmouth - Shared Use Lane Markings + Bicycle Parking Facilities + Bike Route Signing

The NoPo Plan recommends a focus on improving Main Street to include Shared Use Lane Markings (like those used on East and West Elm Street) and highly visible, high-quality bicycle parking for businesses and institutions. The Bike Route markings will be highly visible and connect the schools, businesses, library, town hall, and link to the Beth

Condon Trail running alongside Route 1. As in the other locations, the proposed bicycle racks could be a version of the “inverted U” racks or another suitable design.

Estimated cost: \$11,200 (5 racks at \$2,000/each incl. installation + 30 Shared Use symbols at \$20/each + 10 bike route signs at \$60/each)

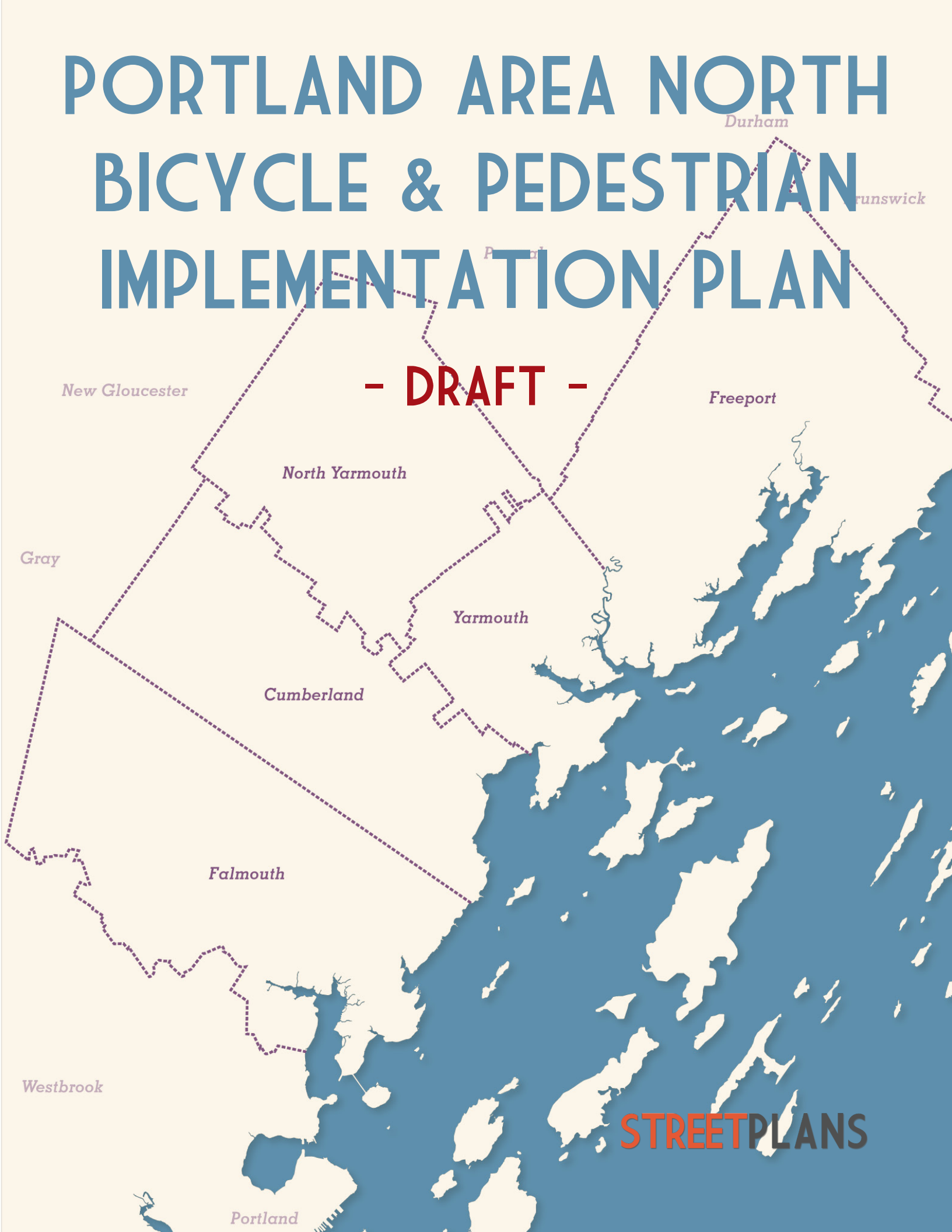
Project 8: Cumberland – Tuttle Road - Bicycle Parking Facilities

Cumberland’s Village Center has been developing in recent years. Two new coffee shops and cafes opened in that location within the past two years. Bicycle racks would be a welcome addition that will allow increased business activity. As in the other locations, the proposed bicycle racks could be a version of the “inverted U” racks or another suitable design.

Estimated cost: \$6,000 (3 racks at \$2,000/each incl. installation)

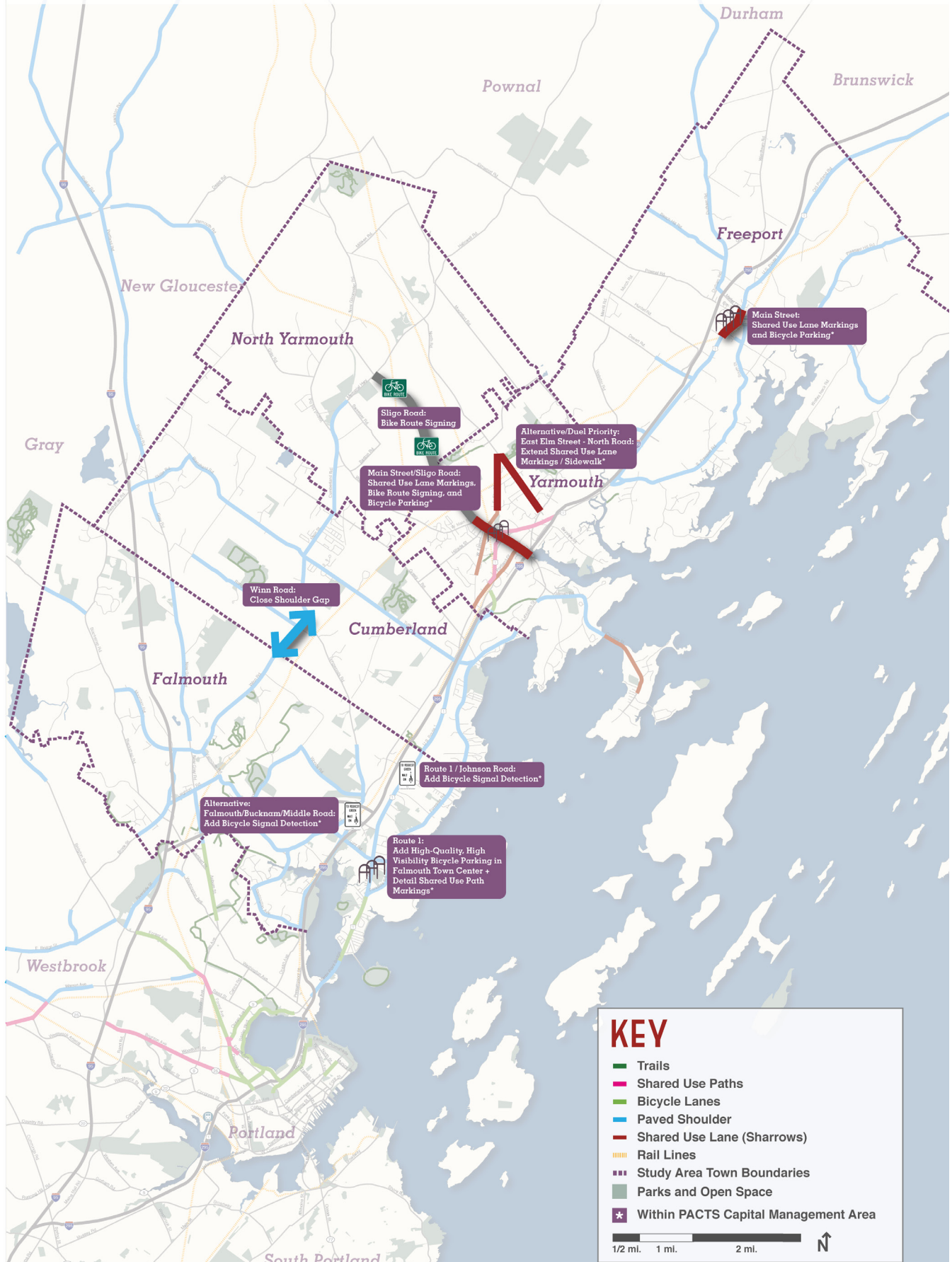
PORTLAND AREA NORTH BICYCLE & PEDESTRIAN IMPLEMENTATION PLAN

- DRAFT -



STREETPLANS

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



4. RECOMMENDATIONS

INTRODUCTION

The following recommendations are the result of a regional planning process where select short and long-term project emerged as priorities for both short and long-term implementation. For the purposes of this Plan, short-term projects are those estimated to take one to three years to come to fruition. Beyond infrastructure (hardware), the short-term plan **includes programs and policies, the so-called “software” like Complete Streets policies that may be adopted relatively quickly and help municipalities develop and implement long-term planning and infrastructure initiatives.**

Long-term project Proposals contained herein are considered those requiring a timeframe of three years or more. This indicates greater scale/complexity/cost associated with each recommended project.

PROJECT SELECTION AND PRIORITIZATION

With so many possible projects, the planning team had to develop a basic methodology for scoring and then prioritizing the Plan’s short and long-term recommendations. A weighted scoring system employed by PACTS was used as the basis for project selection and prioritization. The scoring system, which was altered slightly to fit this planning project, includes 11 analysis categories allowing for a maximum of three points to be attributed per category. Thus, the best possible score is 33 points. Note, the projects scored herein are only those related to physical infrastructure. not policy or programs. The 11 categories are as follows:

1. Improves Safety
2. Provides Safe Routes to School
3. Community Destinations (including town centers)
4. Helps “Complete” the Street
5. Impact on Traffic
6. Increased Connectivity
7. Access to Transit
8. Public Input
9. Ease of Implementation
10. Order-of-Magnitude Costs
11. “Curb Appeal”

Finally, the recommendations are calibrated to the current political, social, economic, and physical realities yet recognize that over time these conditions will change. Thus, the prioritization of projects may change as well, and should be re-evaluated as progress is made.



Short-term and long-term recommendations that emerged from the planning process include both infrastructure and policy suggestions.

SHORT-TERM RECOMMENDATIONS: INFRASTRUCTURE AND FACILITIES

While bicycle and pedestrian accommodations – trails, sidewalks, crosswalks, wide paved shoulders, shared use lane markings (“sharrows”) and bicycle lanes – are currently found throughout the north of Portland area, there are very few linkages between them. These recommendations are intended to build momentum, facilitate sub-regional municipal collaboration, and to use small-scale and relatively inexpensive roadway and policy improvements to enhance connectivity locally and regionally. That being said, these recommendations are by no means comprehensive; they are what emerged as key priority projects from the North of Portland Area Bicycle and Pedestrian Plan process.

FALMOUTH RECOMMENDATIONS

Bicycle Detection at Route 1 and Johnson Road

Project Score: 16/33

Route 88, Route 1, and Middle Road are well-used cycling corridors and Johnson Road is used frequently to move between the two. It is recommended that in-pavement bicycle detection be implemented on both the east and westbound intersections of Johnson Road and Route 1. This relatively low-cost improvement may also be recommended for similar intersection locations along popular routes cyclists, such as the convergence of Falmouth, Middle, and Bucknam Road.

Falmouth Town Center Bicycle Parking + Path Markings

Project Score: 22/33

Further south, an approximately 1-mile section of Route 1 will soon be reconstructed to include wider sidewalks, more crosswalks, and to reduce the number of points of ingress/egress for commercial businesses located along this busy thoroughfare. It is recommended that one side of Route 1 be detailed as a sidewalk and the other as a shared use path. The latter will require careful attention to designing intersection treatments and signing that alert path users and motorists to expect each other’s presence.

And as this area redevelops and becomes more walkable and bikeable it is recommended that high-quality bicycle racks be implemented. This will create a highly visible, low cost amenity that encourages people to bicycle to the corridor. It is recommended that the bicycle racks be high-quality, “inverted U” racks (see following page for an example) placed as close or closer to the destinations they serve than the nearest motor vehicle parking space.



High visibility crosswalks and shared use lane markings (“sharrows”) along Yarmouth’s West Elm Street provide precedent for additional use in other “in town” locations.



The intersection of Route 1 and Johnson Road is a great candidate for a bicycle detection device.



These markings indicate the presence of in-pavement loop detectors that trigger a green light when a bicyclist places their bicycle nearby.

CUMBERLAND

Add Paved Shoulders to the Winn Road Gap.

Project Score: 19/33

Many regional roadways in Cumberland already include paved shoulders. These include a large stretch of Route 9, Tuttle Road/Blanchard Road, and most of Route 88. The Town has also expanded sidewalks along Route 9 and Tuttle Road to connect schools, neighborhoods, and the Town Hall. However, Additionally, the Town of Cumberland is already planning to include paved shoulders when it reconstructs Blackstrap Road, from Blanchard Road to the Falmouth town line. Thus, one of the missing and remaining gaps in the town's rural roadway network is an approximate one-mile segment of Winn Road where cars move quickly and there is little room for people cycling, jogging, or walking. It is recommended that Cumberland focus on closing this gap wherever possible with a 4' paved shoulder on both sides of the road.



Winn Road is a scenic corridor used frequently by bicyclists.



This simple "inverted U" rack provides an important symbol and an amenity at Yarmouth Town Hall. More bicycle racks of this type are recommended in Yarmouth and elsewhere in the region.

YARMOUTH

Add Shared Use Lane Markings, Wayfinding, Bicycle Parking to Main Street/Sligo Road.

Project Score: 25/33

In the short-term, it is recommended that advocates and municipal leaders focus on improving Main Street to include Shared Use Lane Markings (like those used on East and West Elm Street) and highly visible, high-quality bicycle parking for businesses and institutions. Highly visible and connect the schools, businesses, library, town hall, and link to the Beth Condon Trail running alongside Route 1.

Add Shared Use Lane Markings to East Elm, Sidewalks/ Shared Use Lane Markings to North Road.

Project Score: 22/33

Another important project is to prioritize the extension of shared use lane markings along East Elm, from Melissa Drive to North Road. Additionally, these same markings should be added along North Road, from East Elm to East Main Street. Finally, this North Road segment should include sidewalks as well.



Sidewalks and shared use lane markings would go a long way towards improving bicycling and walking along North Road.

NORTH YARMOUTH

Add Bicycle Route and "Full Lane" Use Signs to Sligo Road

Project Score: 21/33

Sligo Road was named throughout the planning process as a preferred recreational route. It is recommended that the Town of North Yarmouth add "Bicycle Route" and "Bicycles May Use Full Lane" signs to this stretch of roadway, which connects Route 9 with Yarmouth's Main Street bicycle project suggested above. PACTS may provide guidance for such signs.



Bike Route signs should be placed along Sligo Road between Route 9 and Yarmouth's W. Main Street.

FREEPORT

Add Shared Use Lane Markings, Bicycle Parking to Main Street

Project Score: 24/33

Freeport's Main Street has millions of visitors each year. The addition of shared use lane markings and bicycle parking will quickly and inexpensively improve conditions for cycling in the downtown area. Indeed, Main Street's wide sidewalks will provide space for a number of bicycle racks. As in Yarmouth and Falmouth, the proposed bicycle racks should be a version of the "inverted U" racks. Please see the Town's 2014 Active Living Plan for specific rack locations.



Sidewalks and shared use lane markings would go a long way towards improving bicycling and walking along North Road.

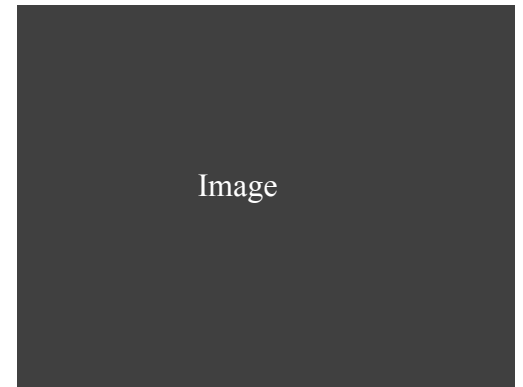
COMPLETE STREETS POLICY RECOMMENDATIONS

Increasing the viability of bicycling and walking in the north of Portland area will require the utilization of numerous strategies. These include, but are not limited to, organizing bicycling skills courses, launching motorist, pedestrian and bicyclist safety campaigns, promoting the benefits of bicycling and walking, supporting local bicycle and walking-centric events, utilizing social media and web-based advocacy communication tools, enforcing existing motor vehicle-bicyclist-pedestrian laws, and maintaining traditional communication strategies that position bicycling and walking as viable recreational and transportation options.

All of these efforts will require a wide variety of collaborations amongst many actors. However, a single policy recommendation that each town could pursue is that of "Complete Streets."

Complete Streets policies etc...

FILL THIS IN? NEEDED? PLEASE ADVISE



February 4, 2014

Mr. John Duncan, PACTS Executive Director
970 Baxter Boulevard, 2nd Floor
Portland, Maine 04103

**Re: PACTS Bicycle and Pedestrian Infrastructure Proposal
North of Portland Communities - Joint Application for Bicycle and Pedestrian
Infrastructure**


Dear Mr. Duncan:

I am writing on behalf of the North of Portland (NoPo) Bicycle and Pedestrian Implementation Plan Steering Committee to support our joint application for funding of infrastructure improvements in our towns. Our communities have collectively identified and prioritized projects within and among our towns, through an open and active community outreach process, that we believe will substantially improve the connectivity amongst our towns and create a safer environment for pedestrians and cyclists who utilize our roads and walkways.

Our communities have a long history of working collaboratively where our interests align and there are shared benefits to our residents and businesses. Our collaboration in developing a sub-regional Bicycle and Pedestrian Implementation Plan is a natural extension of this, and has given us all a better understanding of each town's challenges and opportunities. In addition, it has fostered what we intend to be an ongoing dialogue amongst local officials and bicycle and pedestrian advocates within our respective communities, so that we may continue to coordinate our efforts. In doing so, we hope to achieve a high level of consistency/continuity in the physical improvements and policies that support development of a better transportation network that will serve the interests of all users of our streets, highways and pathways (including motorists, cyclists and pedestrians).

We greatly appreciate the support that we have received from PACTS both in terms of the funding of our initial regional planning study, and the ongoing support and encouragement we continue to receive from PACTS staff. We look forward to being able to now implement the bicycle and pedestrian infrastructure improvements that our communities consider most important to achieving our collective goal of a safer and healthier environment for our region.

Sincerely,

By 
Daniel P. Ostrye, Chairman
NoPo Steering Committee & Town of Yarmouth, Bicycle and Pedestrian Committee



TOWN OF CUMBERLAND, MAINE

290 Tuttle Road

Cumberland Center, Maine 04021-9321

Telephone (207) 829-5559 • Fax (207) 829-2214

February 1, 2014

John Duncan, Executive Director
PACTS Portland Area Comprehensive Transportation System
970 Baxter Blvd. 2nd Floor
Portland, ME 04103

RE: Town of Cumberland Letter of Support for Falmouth's
Portland North Bike & Pedestrian Plan Application

Dear John:

Please accept this letter of continued support for the Portland North Bike & Pedestrian Plan. This project is a regionally significant project as it serves as a large travel network for bicycle and pedestrian enthusiasts for many residents north of Portland including Cumberland, North Yarmouth, Freeport, Falmouth and Yarmouth. The significant investments the Town of Cumberland has made with local only dollars demonstrates our support for Bike & Pedestrian initiatives and this collaboration will only further our hopes for a regional network of trails for all our communities.

The Town Council was informally polled for their continued support of this project this past weekend and their support was received. The Town Council will formally vote on this project on February 10, 2014 at their 7:00 PM Council meeting.

I will forward you a copy of the certified minutes and Council public vote regarding this project the week of the 10th. Please let me know if you need any additional information for support of this project.

Sincerely,

William R. Shane, P.E.

Town Manager

cc: Nathan Poore, Falmouth Town Manager

Cumberland Town Council



TOWN OF FALMOUTH

ORDER NO 88-2014

**AUTHORIZE FUNDING APPLICATIONS TO
PACTS 2016-18 WORK PROGRAM**

**BE IT HEREBY ORDERED THIS 27th DAY OF JANUARY, 2013, BY THE
FALMOUTH TOWN COUNCIL, FALMOUTH MAINE, IN TOWN
COUNCIL ASSEMBLED:**

To authorize the Town Manager to submit an application to PACTS for intersection improvements consisting of a Roundabout at the Falmouth/Bucknam/Middle Road intersection.

BE IT FURTHER ORDERED:

To authorize the Town Manager to submit a joint application to PACTS with the Towns of Cumberland, Yarmouth, North Yarmouth, and Freeport for certain pedestrian, and bicycle mobility improvements as described in the short term recommendations of the North of Portland Bicycle Pedestrian Implementation Plan.

Attest:



Ellen Planer
Town Clerk

Meeting: 8 -13/14
Date: January 16, 2014
Time: 7:00 P.M.
Place: American Legion Log Cabin

TOWN OF YARMOUTH

MINUTES OF YARMOUTH TOWN COUNCIL MEETING

Roll Call of Members P = Present A = Absent T= Tardy

P Randall Bates, 30 Tannery Lane
P David Craig, 25 Madison Drive
P Leslie Hyde, 112 Pleasant Street
P Andrew Kittredge, 84 Rogers Road
P James MacLeod, 170 Berryfield
P Pat Thompson, 148 White's Cove
P Steve Woods, 64 Glen Road

The meeting was called to order at 7:00 A.M. with Steve Woods presiding. Roll call was taken.

The Minutes of Meeting No. 7-13/14 held December 19, 2013 approved 7-0.

Public comment period: Rogers Road residents spoke in appreciation of the buffer of trees that were planted on the Public Works Facility and asked that it be on ongoing process to maintain and take care of that area. Joanne Babcock questioned reserve funds and expenses. She was advised that the budget and the CIP could be obtained at Town Hall and the Finance Director/Town Manager could help review it. Whitney Smith from YCAN gave a brief presentation on the success of their programs. In 2013 65 families were helped and the Sr. rides program is working out nicely. The Annual Freeze Out fund raiser will be held Feb 15th – 16th if any councilor wanted to sign up to help raise funds.

Item No. 57: Licenses

Be it ordered that issuance of a full time malt, spirituous and vinous liquor license and Special Amusement Permits to Robert Boyd AMVETS Post is hereby approved.
7-0

Item No. 58: mutual aid agreement (Fire-Rescue) with the Town of Falmouth

Be it ordered that the Town Manager is hereby authorized to execute a mutual aid agreement with the Town of Falmouth a copy of which to be attached to the minutes of this meeting.
7-0

Item No. 59: Lease agreement on the West Main Street Schools.

Be it ordered that the Town Manager is hereby authorized to renew or extend the lease of the West Maine St schools to TJ DeWan and Associates for up to 3 additional years subject to the terms that lease continue until September 10, 2014, before there can be a no fault 90 day notice of termination.

7-0

Item No. 60: Contract Zone Agreement Amendment – W. Main St. Schools

Be it resolved that a draft amendment to the Conditional Zoning Agreement effecting the West Main St Schools property is hereby tentatively endorsed, and referred to Planning Board for review and recommendation.

7-0

Item No. 61: authorize a joint application to PACTS with neighboring towns for certain pedestrian, and bicycle mobility improvements.

Be it resolved by the Yarmouth Town Council in town council assembled that a joint application with the Towns of Falmouth, Freeport, Cumberland and North Yarmouth for pedestrian and bicycle transportation improvements is hereby endorsed, and

Be it ordered that the Town Manager is hereby authorized to submit such funding request to PACTS for consideration.

7-0

Item No.62: To make various committees and board appointments – no action

Item No. 63: Report from Councilor MacLeod that the Economic Development Committee is on track and will have a report ready for April.

Adjourned at 7:50 PM
Respectfully submitted,

Jennifer S. Doten, Town Clerk

From: Donna Larson <DLarson@freeportmaine.com>

Sent: Tuesday, February 04, 2014 5:43 PM

To: Theo Holtwijk

Subject: NoPo Bike Ped - Draft PACTS Grant Application

On January 21, 2014 The Freeport Town Council considered action relative to endorsing a letter of support for the five-town PACTS Northern Subregion for 2014 proposed projects.

Be it ordered that the Town Council hereby endorses a letter of support for the five-town PACTS Northern sub-region.

Vote: unanimous



TOWN OF NORTH YARMOUTH

10 VILLAGE SQUARE ROAD
NORTH YARMOUTH, MAINE 04097

TELEPHONE (207) 829-3705
FAX (207) 829-3743

BOARD OF
SELECTMEN

ADMINISTRATIVE
ASSISTANT


RESOLUTION IN SUPPORT OF FACTS APPLICATION

Be it Resolved by the North Yarmouth Board of Selectmen at their February 4, 2014 meeting that

A joint application with the Towns of Cumberland, Falmouth, Freeport, and Yarmouth for pedestrian and bicycle transportation improvements is

Hereby endorsed by this Board of Selectmen by Adopted Motion
Steven Palmer; Clark Whittier; Mark Girard; Darla Hamlin; Paul Napolitano

Signed on Behalf of the Board:


Damaris A. Driffin,
Interim Town Manager