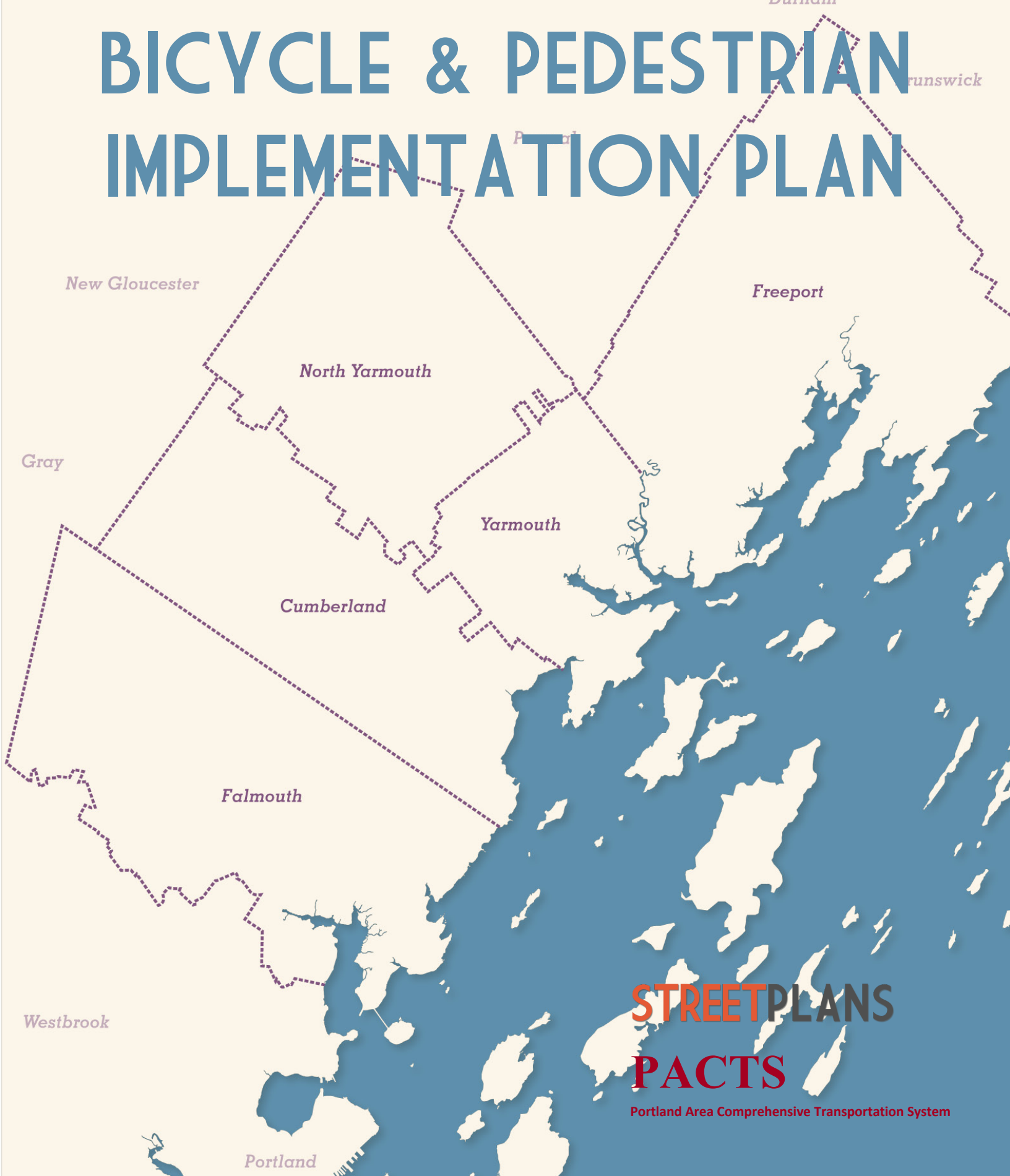


# PORTLAND AREA NORTH BICYCLE & PEDESTRIAN IMPLEMENTATION PLAN



**STREETPLANS**  
**PACTS**

Portland Area Comprehensive Transportation System

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# ACKNOWLEDGEMENTS

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*“We need to walk, just as birds need to fly. We need to be around other people. We need beauty. We need contact with nature. We need not to be excluded. And we need to feel some sort of equality. A bikeway is a symbol that shows that a citizen on a \$30 bicycle is equally important as a citizen in a \$30,000 car.”*

*- Enrique Penalosa  
Former Mayor, Bogota, Colombia*



# 1. INTRODUCTION

## WHAT IS BICYCLE AND PEDESTRIAN PLANNING?

Bicycle and pedestrian planning is the process of assessing and addressing the needs of a community or region in the area of roadway infrastructure, programs, and policies supporting bicycling and walking. It involves taking an inventory of existing resources, consulting with community stakeholders, and identifying strategies and tactics for making improvements. Ultimately, bicycle and pedestrian planning is about giving communities a viable transportation alternative and recreational options that encourage lively streetscapes, a healthy population, and a more livable and sustainable environment.

## WHY PLAN?

After decades of declining activity and being pushed to the margins of society—and our roadways—people are increasingly interested in walking and bicycling again. This may be attributed to any number of related factors, but mostly demonstrates a growing need to accommodate walking and bicycling in our communities' physical and social fabric. Indeed, those towns and regions that accommodate this activity best are also some of our country's most healthy, economically competitive, and desirable places to live, work, and visit. Planning for increased levels of bicycling and walking therefore will help communities in the north of Portland area stay healthy and competitive, not only across the metro region, but also nationally.

## THE NORTH OF PORTLAND AREA BICYCLE & PEDESTRIAN IMPLEMENTATION PLAN

This is not a master plan. Rather, it's the result of a regional conversation about advancing bicycle and pedestrian planning, policy, and programs. It's also a response to a growing need for dialogue amongst five communities — Falmouth, Cumberland, Yarmouth, North Yarmouth, and Freeport — herein referred to as the north of Portland area. Each of the five towns are in various places with respect to bicycle and pedestrian planning, yet each have made some measure of progress. Thus, this process was created to facilitate increased collaboration to position bicycling and walking as not just outlets for recreation, but also viable forms of local and regional transportation. Ultimately, this Plan is also intended to help the five municipalities obtain implementation funding from local, regional, statewide, and even federal sources. By its very creation, this Plan posits that a collaborative approach will only increase the chances of success and help implement projects of local and regional significance. Such accomplishments could be exceedingly difficult without regional cooperation.

While adjustments will surely be made as political and economic realities change, the recommendations put forth in this Plan assume that local and state roadways should be treated not as de facto corridors of auto mobility, but as civic assets that enable accessibility for people no matter their mode of transport.

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



# 2. PLANNING PROCESS

## INTRODUCTION

Although the project timeline was only three months, a variety of planning methods were used to inventory the North of Portland area's walking and bicycling infrastructure, programs, and policies. The process included a public involvement process; Town and citizen-leaders meetings; a Handlebar and Walkabout Survey; and a review of any/all existing plans, policies, and planned capital budget expenditures related to bicycling and walking. Each of these elements are described briefly below.

## PUBLIC INVOLVEMENT PROCESS

A public input and communications process was developed to best guide the planning process. It was comprised of two key elements: three public workshops and a sub-regional survey distributed online and in print. The public involvement efforts were also supported by the Handlebar and Walkabout Survey process, which is both a tool for on-the-ground analysis and public involvement (see next page for more information). The input gathered from this process helped the planning team “take the temperature” of each community relative to the Plan's goals and ultimately informed the recommendations included in this Plan.

## PUBLIC WORKSHOPS + STAKEHOLDER SURVEYS

Three public workshops were organized and carried forward on November 12, November 18th, and December 16th. The first two workshops introduced the planning process, presented a general best practices overview, shared preliminary findings, and solicited input through question and answers and an open mapping exercise. The final meeting summarized the project team's findings, shared draft short and long-term recommendations, and collected public feedback. Approximately 100 people attended the three meetings.

In addition to the three workshops, a digital and paper survey was created by Falmouth's Town Planner, Theo Holtwijk. The survey was distributed amongst attendees and through outreach conducted online. The results of this survey are available in chapter 2 Findings. The insight and feedback gathered from the workshops and the survey was used to strengthen the recommendations contained in chapter 4.

## TOWN LEADERSHIP MEETINGS

Between the two public workshop dates the planning team met with Town officials and advocates in each of the five towns. A







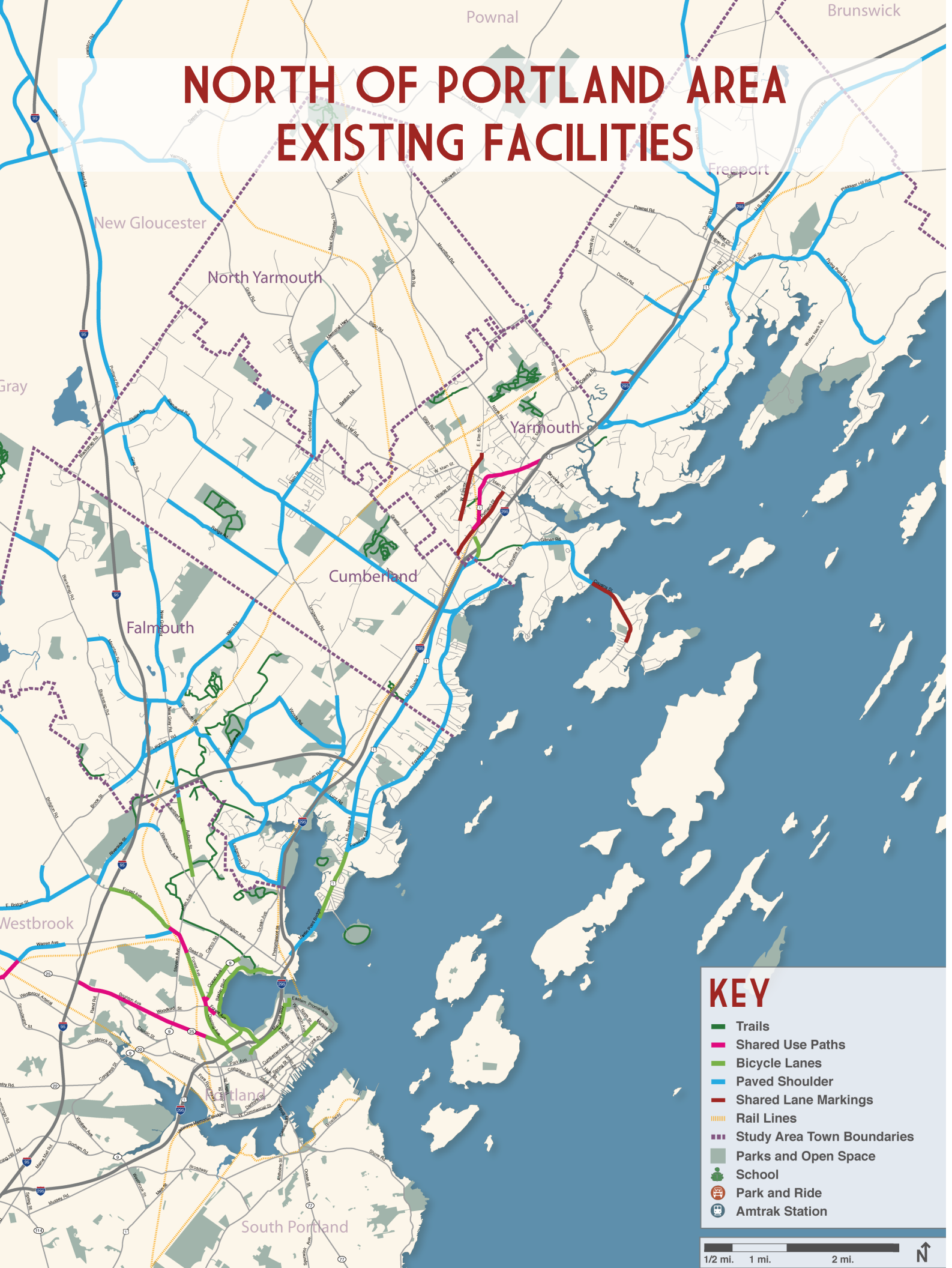
general overview of the project was provided and feedback gathered as it relates to current and future bicycle and pedestrian planning initiatives. As is to be expected, each of the five towns is in a different place with respect to its bicycle and pedestrian planning efforts. However, town officials from all five communities could point to past or current projects underway bolstering walking and bicycling. Ultimately, the meetings helped the project team best understand the local challenges and opportunities in each of the five towns.

### THE HANDLEBAR + WALKABOUT SURVEY

The planning team joined numerous citizen-advocates in conducting a Handlebar and Walkabout Survey in each town. The Handlebar Survey includes taking photos and written documentation of street conditions, general bicyclist and pedestrian behavior, safe routes/dangerous routes, and interactions among various modes of transportation with regards to safety, desire for facilities, and needs of the community. This user-level approach helped the team identify and understand existing opportunities and challenges inherent to advancing active transportation and recreation in the north of Portland area.

The Handlebar and Walkabout Survey process is a fun, open, and replicable public engagement tool. Citizen-stakeholders participated in four of the five towns by sharing their local knowledge. This helped the planning team get to know not only the physical contours of each town, but also the socio-political ones as well. With five towns and a short time-line, the knowledge gained from this process proved invaluable for the creation of the Plan. Special thanks should be given to all who participated.

# NORTH OF PORTLAND AREA EXISTING FACILITIES



## KEY

- Trails
- Shared Use Paths
- Bicycle Lanes
- Paved Shoulder
- Shared Lane Markings
- Rail Lines
- Study Area Town Boundaries
- Parks and Open Space
- School
- Park and Ride
- Amtrak Station

1/2 mi. 1 mi. 2 mi.



# 3. FINDINGS

## INTRODUCTION

The public involvement process yielded a wide range of findings that were used to create the recommendations found in Chapter 4. A summary of these findings are presented herein.

## ONLINE/PRINT SURVEY RESULTS

The survey, which generated 83 responses, included six basic questions about bicycling and walking. While not statistically significant, the results were helpful in providing direction for recommendations found in Chapter 4. The rest of this section displays the top five responses to the questions, and then offers a short summary.

### 1. WHAT TOWN DO YOU LIVE IN?

The answers clearly skewed to residents living primarily in two towns (Falmouth and Yarmouth, see graph results from question one at right). It should be noted that the Town of Freeport was conducting its own Active Living planning process (with its own survey) while this planning process was undertaken. This may explain why citizens from that town did not participate in high numbers for this overlapping effort.

### 2. WHAT ARE YOUR TYPICAL DESTINATIONS FOR BIKING AND WALKING?

- Portland (16)
- Freeport (10)
- Falmouth Town Center (9)
- Falmouth Town Land (7)
- Cumberland/Mackworth Island/Route 88 (6)

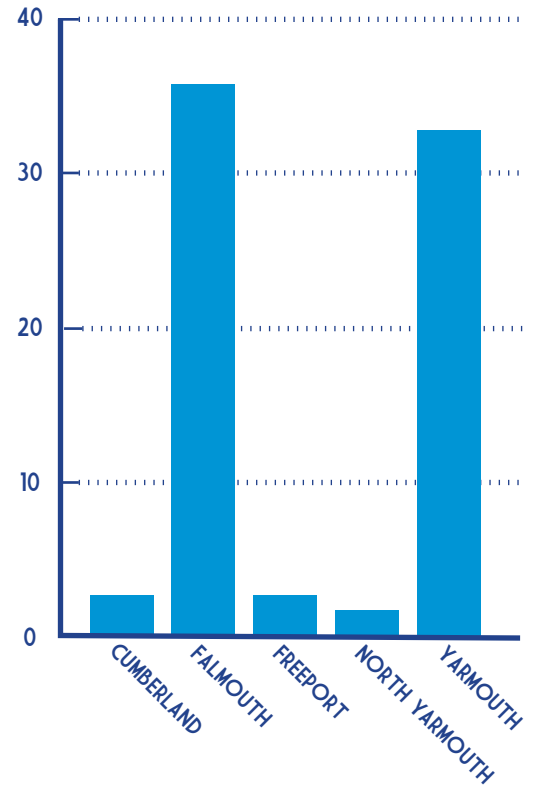
While the respondents named more than 100 destinations, the results demonstrate plenty of cross-town movement, which underscores the need for more regional collaboration in planning and implementing bicycling and walking facilities.

### 3. WHAT ROUTES/ROADS DO YOU TYPICALLY USE?

- Route 1 (21)
- Middle Road (19)
- Route 88/Foreside Road/Lafayette Street (18)
- Blackstrap Road (9)
- Main Street in Yarmouth (9)

Given the characteristics of the roads mentioned above (mostly rural or suburban, higher vehicle speeds, no sidewalks) the responses above suggest that respondents are referring primarily to bicycling.

## WHAT TOWN DO YOU LIVE IN?



Survey respondents named Portland as their top destination while bicycling and/or walking.



#### 4. WHERE DO YOU WANT TO BIKE/WALK, BUT FIND IT HARD TO DO SO?

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

These results indicate that as frequently as some people use the Route 1 and Route 88 corridors, many respondents avoid them for what should be obvious reasons: the speed of cars and lack of pedestrian and/or bicycle facilities through part or all of the corridor.

#### 5. WHAT CHALLENGES DO YOU FACE WHILE BIKING/WALKING?

- Lack of, or too narrow shoulders (23)
- Driver hostility/poor driving behavior (14)
- Motor vehicle speed (11)
- Lack of bicycle-specific infrastructure (bike lanes or paths) (10)
- Pavement quality (7)

While the most common response has to do with infrastructure (roadway shoulders) it's clear too that education and enforcement efforts should be pursued alongside infrastructure development.

#### 6. WHAT ARE YOUR TOP PRIORITIES FOR IMPROVING BIKING/WALKING?

- Education for Drivers about Sharing the Road (8)
- Improve/Widen Shoulders (8)
- Off-Road Trails (8)
- Bike Lanes (5)
- Pavement Maintenance/ Debris Removal (5)

While there was less consensus among respondents, the results indicate also demonstrate the importance of education/enforcement efforts.



*Route 1 provides direct connections to numerous regional destinations, however the speed of motor vehicles and the lack of sidewalks makes the corridor intimidating to all but the intrepid user.*



*Building more bicycle and pedestrian facilities is important, but so too is educating all roadway users and enforcing laws protecting vulnerable users from unsafe behavior.*

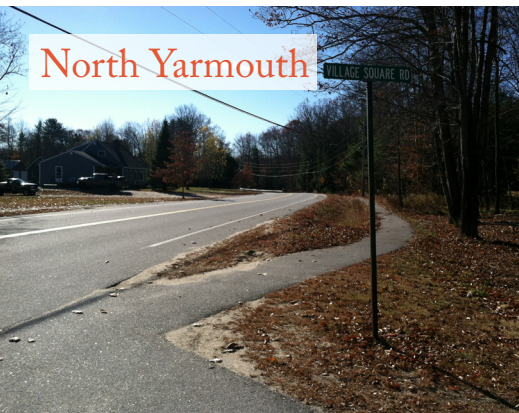
## Falmouth



## Cumberland



## North Yarmouth



## Yarmouth



## Freeport





## HANDLEBAR AND WALKABOUT SURVEY RESULTS

The Handlebar and Walkabout Survey revealed a range of built and natural conditions throughout the north of Portland area. Conditions for bicycling and walking within varied greatly as well. In-town locations, such as downtown Yarmouth or Freeport feature a small grid of streets, a mixture of uses, and residential neighborhoods with homes close together. In these places, sidewalks and crosswalks are common, motor vehicle speeds are relatively low, and people get around using a variety of modes - walking, bicycling, and driving are all common.

However, as one moves outward from these town center areas, the roads become a bit wider, people drive faster, and sidewalks disappear. These areas are where the most population growth has occurred and are far more suburban in nature; relatively small low-density residential subdivisions with short dead-end streets have become increasingly common. While there is nothing wrong with a few dead end streets, it does keep traffic away from the inside of neighborhoods, and in the aggregate, numerous subdivisions limit roadway connectivity and force a majority of motor vehicle trips onto a limited number of regional roads. In turn, this creates even more pressure to widen roadways, which costs a lot of money, threatens rural character, and comes at the expense of discouraging bicycling and walking.

That being said, a small number of regional roadways do include paved shoulders of a useable width for people bicycling. Yet the speed and volume of people driving intimidates all but the most intrepid of recreational cyclists, to say nothing of people who prefer to walk, jog, or engage in other physical activity along such roadways. While largely rural in nature, some of these roadways could be improved to accommodate bicycling through the implementation of wider paved shoulders, safety signs, and wayfinding at key decision points.

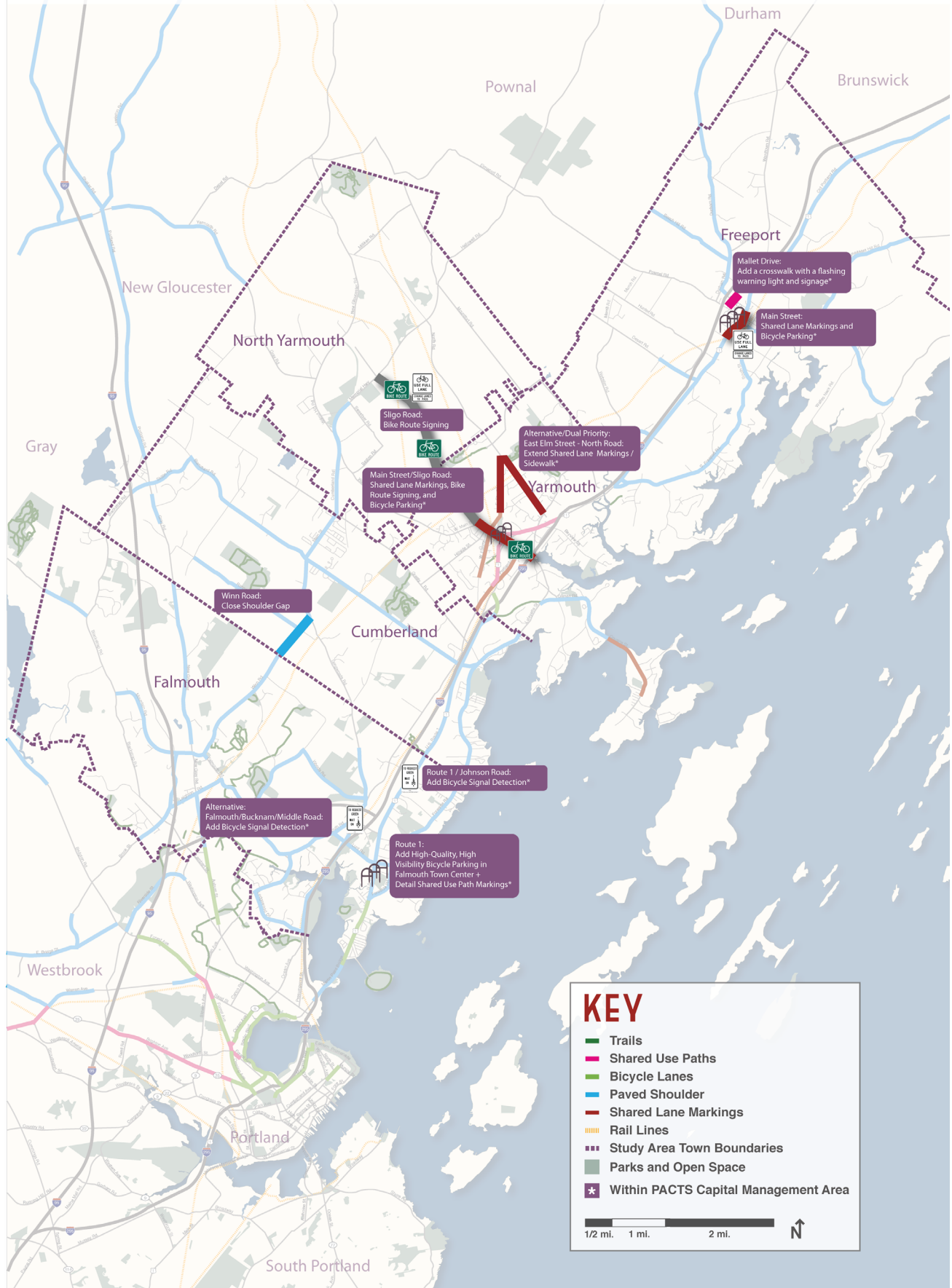
Additionally, numerous pinch points for bicycling and walking were found in the Survey and also identified throughout the planning process. A few examples include the Route 1 corridor between Yarmouth and Freeport and the Route 88 corridor between Cumberland and Yarmouth. Improving these areas is not just important for inter and intra-town connectivity, but for supra-regional connections. Indeed, the East Coast Greenway -- a bicycle route connecting Key West with Calais, runs through four of the five towns in the north of Portland area. Short and long-term recommendations for addressing these conditions are included in Chapter 4.

Perhaps as a reaction to these challenging roadway conditions, and the desire to have more recreational opportunities, citizens in communities like Falmouth and Yarmouth have taken it upon themselves to work with their municipal governments and a wide range of property owners to build a burgeoning network of off-street trails. These facilities provide safe and enjoyable places for hiking, trail running, cross-country skiing, and mountain biking. They also serve as attractions for local and regional users, which brings increased physical and economic activity. But while these trails networks are fantastic recreational amenities and should be expanded whenever possible, they will not often be used for transportation.

Evidence of new on-street bicycling and walking infrastructure is also increasingly evident. The Handlebar and Walkabout Survey revealed relatively new bikeways, shoulders, and sidewalks in all five towns. These findings demonstrate progress, however it's clear too that regional coordination for these and future projects will be beneficial for both local and regional bicycling and walking networks and should be coordinate more closely across the region.

Finally, bicycle parking was a rarely found amenity across all five towns. And where it exists it is not of a very high quality. As one of the fastest and cheapest ways to encourage cycling, chapter 4 includes a number of short-term recommendations for improving the number and quality of bicycle parking facilities.

# 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 projects 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, (software) like Complete Streets policies, that may be adopted relatively quickly and help municipalities develop and implement long-term planning and infrastructure initiatives that address bicycle and pedestrian needs.

Long-term project Proposals discussed herein are considered to be those requiring a timeframe of three years or more. This indicates a 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 scoring methodology and then prioritize the Plan's short and long-term recommendations. A weighted scoring system employed by PACTS was used as the basis for project selection (see the Appendix for sample point distribution). The scoring system, which was altered slightly to fit this planning project, includes 11 categories of analysis allowing for a maximum of three points to be awarded to each category. Thus, the best possible score is 33 points. 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"

Note, the projects scored herein are only those related to physical infrastructure, not policy or programs. 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 lane markings (SLMs) 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, or other types of proven detection devices, 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 for 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” or post and ring 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 lane markings (“SLMs”) 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. Additionally, the Town of Cumberland is already planning to include paved shoulders when it reconstructs Blackstrap Road, from Skillin Road to the Falmouth town line. 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 Lane Markings, Wayfinding, Bicycle Parking to Main Street.

#### 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. Connect the schools, businesses, library, town hall, and link to the Beth Condon Trail running alongside Route 1. Wayfinding signs implemented along this stretch, and across the sub-region, should be consistent with recommendations emerging from PACTS' North of Portland Area wayfinding standards and recommendations.



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

### Add Bike Route Wayfinding signs to Sligo Road.

#### Project Score: 19/33

The proposed signs should be consistent with those emerging from PACTS' North of Portland Area wayfinding standards.

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

#### Project Score: 22/33

Another priority project is to extend the shared 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, The North Road sidewalk gap, between Melissa Drive and East Elm Streets, should be closed by extending the existing sidewalk.



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



## NORTH YARMOUTH

### Add Bicycle Route and “Bikes May Use Full Lane” 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. PACTS can provide guidance for such signs.



*Closing the sidewalk gap between Melissa Drive and East Elm will provide better connectivity from this area of Yarmouth to downtown, parks, playgrounds, and playing fields.*

## FREEPORT

### Add “Bikes May Use Full Lane” signs, Shared Lane Markings, and 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” or post and ring racks. Please see the Town’s 2014 Active Living Plan for specific rack locations.



*The addition of Shared Lane Markings and bicycle parking would make downtown Freeport much more welcoming to bicyclists.*

### Add a crosswalk with a flashing warning light and signage to Mallet Drive

**Project Score: 19 /33**

Students move frequently by foot or bicycle between Freeport Middle School, Morse Street School, and Freeport High School. To do so requires crossing Mallet Drive. In conjunction with a few other trail/access improvements, it is recommended that Freeport work with PACTS and the Maine DOT to implement a high-visibility pedestrian crosswalk and flashing warning light at Mallet Drive. This project should be considered essential to the safety of school age children who are already making this trip and should therefore be prioritized in the short-term.



*Improving bicycle safety along, and pedestrian safety across Mallet Drive would slow motorists and provide a safer way for students to move between Freeport’s downtown schools.*

## ALL 5 NORTH OF PORTLAND AREA COMMUNITIES

### Expand Bicycle Parking in North of Portland Area Communities

**Project Score: N/A**

While specific needs will differ, it is recommended that all five communities in the North of Portland Area work with PACTS to discover specific locations for high quality bicycle parking facilities. Schools, commercial districts, civic buildings, and recreational destinations should be prioritized. The inverted-U rack is recommended to be the standard rack type.

## SHORT-TERM RECOMMENDATIONS: COMPLETE STREETS POLICY

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 option for transportation and recreation.

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 are based on the premise that streets ought to be designed for everyone. Complete Streets ensure that transportation planners and engineers consistently design and operate the entire roadway with all potential users in mind - that includes public transportation vehicles and riders, bicyclists, and pedestrians of all ages and abilities.

According to the National Complete Streets Coalition, a comprehensive Complete Streets policy is one that:

- Includes a vision for how and why the community wants to complete its streets.
- Specifies that ‘all users’ includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by all agencies to cover all roads.
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that Complete Streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy.



*This roadway includes bike lanes so that cyclists can ride safely. The raised median in the center provides for landscaping opportunities and gives pedestrians crossing the multi-lane road a safe place to wait in the middle. (Photo credit: Flickr, Complete Streets Coalition)*



*This complete street features a landscaped pedestrian refuge median with wide, well-marked crosswalks. Sidewalks and bike lanes make for safe and easy travel by bike or on foot. (Photo credit: Flickr, Complete Streets Coalition)*



*This main street from Hamburg, NY is built for all users, from pedestrians, to cyclists, to motorists looking for on-street parking to access shops and restaurants along the roadway. (Photo credit: Flickr, Complete Streets Coalition)*



There are many resources available to assist communities in creating and adopting their own Complete Streets policies. The National Complete Streets Coalition website provides free resources, including a Local Policy Workbook to guide communities in this planning process.

North of Portland area communities can also look locally for shining examples. To date, three Maine municipalities have been recognized for their model complete streets policies by Smart Growth America, a national organization dedicated to improving communities through smart growth practices. Portland was recognized for creating one of the Best Complete Streets Policies of 2012, and Lewiston and Auburn were both recognized in the listing of the Best Complete Streets Policies of 2013.

#### ALL 5 NORTH OF PORTLAND AREA COMMUNITIES

### Implement a Complete Streets policy in each of the North of Portland Area Communities

#### Project Score: N/A

It is recommended that all five communities in the North of Portland area adopt a Complete Streets Policy that makes sense given their unique land use, transportation, and political context. There is great potential for collaboration in this effort. All five communities can work from a similar policy framework based on Portland's and/or other successful models, and then make adjustments to their respective policy documents as needed.



*This downtown area accommodates vehicle travel and on-street parking, but also provides wide side walks, curb extensions and visible crosswalks for pedestrians. (Photo credit: Flickr, Complete Streets Coalition)*

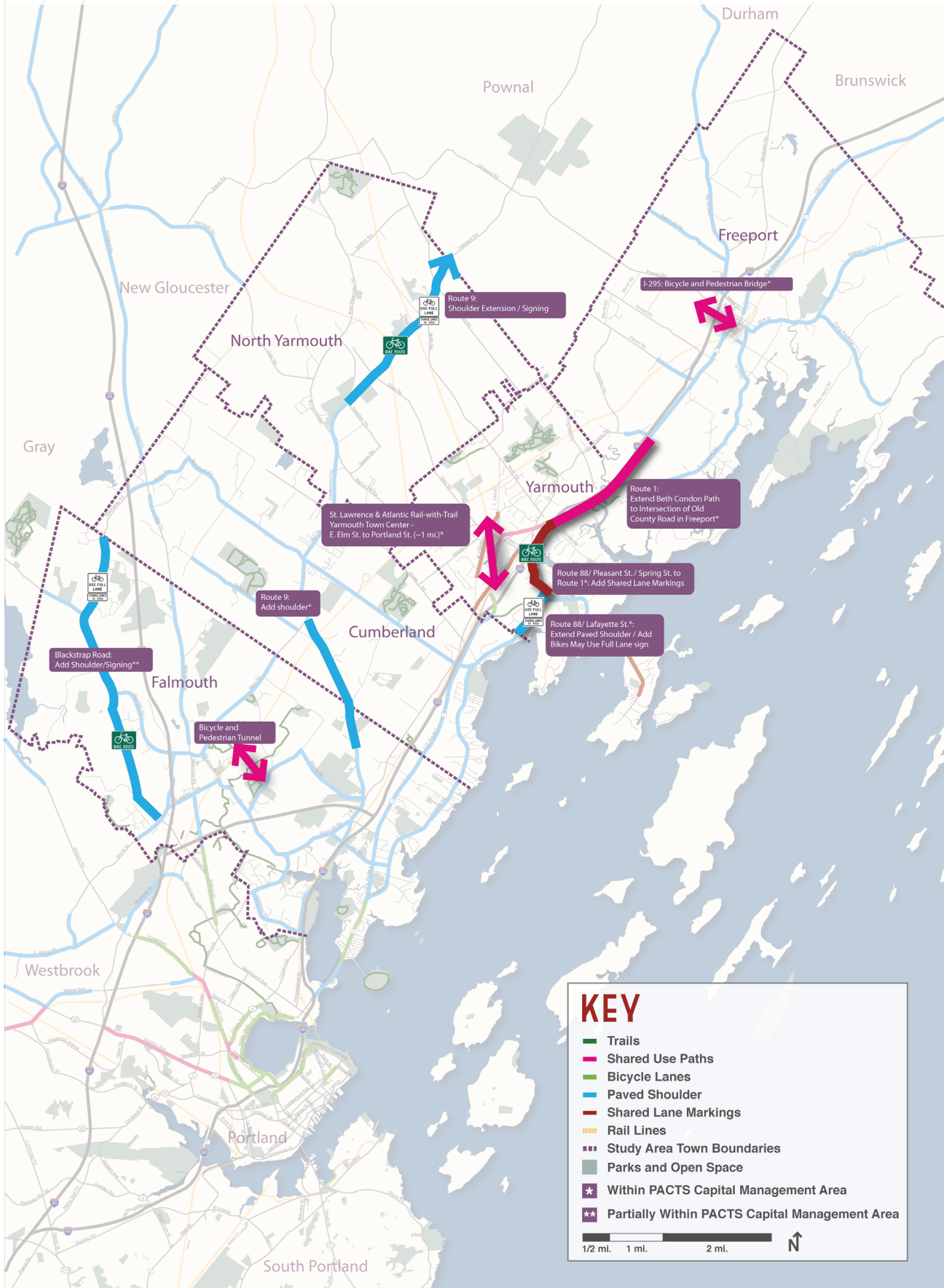


*On this residential street, traffic volume is low and cars travel at a slow speed. Bikes and cars can share the travel lane, and there is a sidewalk for pedestrians on one side of the street. (Photo credit: Flickr, Complete Streets Coalition)*



*This downtown intersection features a bike lane, highly visible crosswalks and ADA-compliant sidewalks that are friendly to wheelchair users. (Photo credit: City of Charlotte DOT via Complete Streets Coalition)*

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



## LONG-TERM RECOMMENDATIONS: INFRASTRUCTURE AND FACILITIES

The long-term project recommendations of this plan are comprised of relatively expensive “big moves.” However, each one would be catalytic in providing increased connectivity for bicycle and pedestrian systems regionwide. There are numerous other projects that could be included in this possible list, however these are what emerged as key long-term priority projects from the North of Portland Area Bicycle and Pedestrian Plan process.

### FALMOUTH

#### **Add Paved Shoulders to Blackstrap Road**

**Project Score: 19/33**

Blackstrap Road provides beautiful vistas and rolling terrain in a primarily rural section of Falmouth. This corridor also intersects in three places with the Falmouth trail system. Most notably this includes the trails of Blackstrap Hill Preserve. For these reasons and others, Blackstrap Road was named throughout the planning process as a road of local and regional importance. And given that Blackstrap Road in Cumberland is due for an upgrade, it is recommended that paved shoulders be added wherever possible.

#### **Build a Bicycle and Pedestrian Bridge/Tunnel Over/Under Pan Am Railway**

**Project Score: 17/33**

The Falmouth Schools complex is very close to the playing fields and trails found at Falmouth Community Park. However, the two are not connected because of the Pan Am Railway carrying Amtrak trains on a frequent basis. It is recommended that a connection - bridge or tunnel - be studied and eventually constructed between these two important recreational and civic amenities.

### CUMBERLAND

#### **Add Paved Shoulders to Route 9.**

**Project Score: 14/33**

Route 9 is a corridor of regional significance connecting Portland, Falmouth, Cumberland, and North Yarmouth. It is recommended that a 4' paved shoulder be added to the approximate 2.75-mile stretch between Cumberland's Stockholm Drive and the existing paved shoulder on Route 9 in Falmouth .



*Blackstrap Road in Falmouth.*



*The Pan Am Railway corridor blocks trail connections from Falmouth Schools Complex to Falmouth Community Park playing fields and trails.*



*Route 9 in North Yarmouth.*



*This section of the Atlantic & St. Lawrence Railway could one day feature a shared use path.*

## NORTH YARMOUTH

### Add Paved Shoulders to Route 9

**Project Score: 19/33**

Route 9 serves as a major recreational corridor between North Yarmouth, Cumberland, Freeport, and Portland. Currently, sidewalks and paved shoulders currently serve much of the corridor through Cumberland and into North Yarmouth. However, they terminate just beyond the North Yarmouth Memorial School. It is recommended that these shoulders be extended to at least the North Yarmouth and Pownal town line.

## YARMOUTH

### Build a Shared Use Path Along the St. Lawrence & Atlantic Railway

**Project Score: 21/33**

During the planning process it was announced that the St. Lawrence & Atlantic Railway will no longer carry freight trains between Portland and Auburn. While the corridor could one day be repurposed to carry commuter passengers, an approximate one-mile segment in Yarmouth features enough right-of-way to create a shared use path located between Elm and Portland Street. This proposed path would link Royal River Park, downtown Yarmouth, the Beth Condon Trail, and the Town's middle and high schools.



*Pleasant Street is already signed as a Bike Route alternative to a rather difficult section of Route 88.*

### Extend Paved Shoulder/ Add Shared Use Lane Markings / Signs along Route 88 to Route 1

**Project Score: 22/33**

The scenic Route 88 corridor features a wide shoulder used by bicyclists all over the Portland region. However, the facility disappears near the Cumberland/Yarmouth town line. It is recommended that the shoulder be extended to Yarmouth's Pleasant Street. From there, shared use lane marking should direct cyclists along the already marked Pleasant Street Bike Route until it rejoins Route 88. Finally, the shared use lane marking would be extended along Route 88 until it meets up with Route 1 and the Beth Condon Path extension project (See below).

## YARMOUTH / FREEPORT

### Extend The Beth Condon Path Along Route 1 to Freeport

**Project Score: 18/33**

At present the eastern reaches of the Beth Condon Path terminates before reaching the Route 1 and Interstate-295 interchange. It is recommended that the path be extended across and beyond the interstate and onward to the intersection of Route 1 and Old County Road. This extension will connect the two towns and link together a variety of destinations, including the well-used Casco Bay YMCA, which was frequently cited as a



destination of people in Yarmouth and Freeport.

#### [FREEPORT](#)

### **Build a Bicycle and Pedestrian Bridge Over I-295**

**Project Score: 20/33**

Interstate 295 bisects Freeport, leaving only two bicycle and pedestrian *un*-friendly connections across the highway. While the Freeport Active Living Plan includes preliminary options for bridging the divide, it is recommended that further study be conducted and a preferred option be carried forward to implementation. This bridge could link to a shared use path on the west side of the Interstate, connecting downtown Freeport and the Hedgehog Mountain/Pownal Road/Hunter Road recreational facilities.

#### [ALL 5 NORTH OF PORTLAND AREA COMMUNITIES](#)

### **Restripe Roadways to Calm-Traffic**

Most communities have residential, commercial, and rural roadways featuring overly wide travel lanes. As the short and long-term project are implemented, each of the five communities should also continue identifying roadways where narrower lane widths would slow traffic and provide more space for bicycling and walking.

### **East Coast Greenway**

Finally, it's important to mention that numerous projects recommended in this Plan will enhance the north of Portland area segment of the East Coast Greenway. These projects include the upgrades to Route 1 in Falmouth, Route 88 in Cumberland and Yarmouth, and the Beth Condon Path extension from Yarmouth into Freeport.

WEST SIDE

TRAIL

WORK DAY

SAT 11/16

SANDY PT

BEACH 830

## COLLABORATION

Making progress on this Plan will only occur through local, regional, and state cooperation. The following recommendations are intended to increase communication, expertise, and increase the speed of implementation.

- Continue developing local committees; designate at least one member as regional liaison to communicate across town lines on a consistent basis. This should include communication with not just the five towns included in this Plan, but all contiguous towns. For example, Freeport's leaders and advocates should not only speak with counterparts in Yarmouth, but also those in Brunswick, Pownal, and Durham.
- Use simple collaboration/social media communication tools to share ideas, initiatives and projects. Google and Facebook Groups are free and simple ways to build and advance awareness.
- Host a periodic North of Portland area community Biking and Walking "Summit" comprised of local community members, town and elected officials, and other stakeholders.
- Create a framework for regular communication between North of Portland area communities and adjacent communities.
  - Create a framework for PACTs staff to periodically discuss on-going studies and/or other opportunities for collaboration on bicycle and pedestrian-related improvements in the region. This discussion could be added to the agenda of existing monthly or quarterly meetings.
- Municipal and state budgets are perpetually strained. Thus, it will be necessary for advocates to work with town officials, and town officials to work with regional and state entities to prioritize those projects that include bicycle and walking infrastructure of local/regional significance.
- Volunteer your time. Great progress can be accomplished through low and zero cost volunteer efforts. Indeed, most of Falmouth and Yarmouth's growing trail networks are built and maintained by volunteers. Such efforts also increase social capital, which leads to stronger relationships regionally and better communication.
- Town officials and local/regional advocates should occasionally pursue education opportunities for volunteers and staff through conferences, continuing education, and trainings. Engaging in these activities will help bring national and regional best practices to local municipalities. Two opportunities are the annual New England Bike-Walk Summit and the Active Communities Conference. Learnings should then be shared through local communication, such as the online communication tools suggested above.
- Get out and bike and walk together! Hold monthly or bi-monthly walks and/or bike rides to different neighborhoods, trails, and parks. Fun, social, physical activity will increase collaboration and build communication networks while also identifying locations for additional improvements.

GO SLOW  
Little Locals Playing





# 5. APPENDIX

## PROJECT SCORING

Project scores for the Short and Long-Term Recommendations in this report were based on points awarded using a project prioritization matrix. The matrix included 11 categories, and each project was scored across all categories to arrive at a point total. Projects with the highest point totals reflect the highest level of favorable characteristics. The 11 categories are as follows:

- **Improves Safety:** Projects were awarded 1-3 points, based on their impact to safety (1 point for modest improvement, up to 3 points for major improvement). Projects at sites with a pedestrian-car collision in the past three years gained 2 additional points.
- **Provides Safe Routes to School:** Projects were awarded 1-3 points, based on their proximity to a school (1 point for location within 1 mile of a school, and up to 3 points for projects within .25 miles of a school).
- **Community Destinations:** Projects were awarded 1-3 points, based on their proximity to key community destinations (1 point for location within 1 mile of community destinations, and up to 3 points for projects within .25 miles of community destinations).
- **“Completes” The Street:** Projects were awarded 1-3 points, based on the extent to which they enhanced usability of the street for all users, including motorists, transit riders, cyclists and pedestrians of all ages and abilities. Projects gained 1 point for “completing the street” for a short length of a local street, and up to 3 points for “completing the street” for a significant length of a major roadway.
- **Impact on Traffic:** Projects were awarded 1-3 points, based on their potential impact to traffic, defined as a noticeable increase in congestion (1 point for projects with a significant impact on traffic, and up to 3 points for projects with no impact).
- **Increased Connectivity:** Projects were awarded 1-3 points, based on their distance from facilities or trails (1 point for location within .5 miles of a planned facility, and up to 3 points for projects within .25 miles of an existing facility).
- **Access to Transit:** Projects were awarded 1-3 points, based on their distance from a bus stop (1 point for location within .5 miles of a bus stop, and up to 3 points for projects with direct access to a bus stop). Projects that were over .5 miles from a bus stop did not earn any points in this category.
- **Public Input:** Projects were awarded 0-3 points, based on how frequently they were identified by the public as a desirable facility throughout the public outreach process for this report (0 points for a project that was not identified by the public, and up to 3 points for projects that were mentioned multiple times).
- **Ease of Implementation:** Projects were awarded 0-3 points, based on how easy they would be to implement (0 points for projects that would require extensive right-of-way negotiations with private property owners or expensive engineering, and up to 3 points for projects within the public right-of-way with low costs and minimal changes to traffic patterns).
- **Order-of-Magnitude Cost:** Projects were awarded 0-3 points, based on their cost (0 point for the costliest projects, and up to 3 points for projects estimated to cost less than \$50,000).
- **Curb Appeal:** Projects were awarded 0-2 points, based on their aesthetic value (0 points for a project that added little aesthetic value, and up to 2 points for projects that significantly beautified the surrounding area).

## SAMPLE PROJECT PRIORITIZATION MATRIX

| YARMOUTH MAIN STREET:<br>SHARED USE LANE MARKINGS, BIKE ROUTE SIGNING, AND BIKE PARKING (SHORT TERM) |   | POINTS    |
|--|---|-----------|
| IMPROVES SAFETY  | Major improvement = 3   |           |
|  | Significant improvement = 2   |           |
|  | Modest improvement = 1  | 1         |
|  | Pedestrian-car collisions in the past three years = up to 2 additional points   | unknown   |
| PROVIDES SAFE ROUTES TO SCHOOL   | Within .25 miles of school = 3  | 3         |
|  | Within .5 miles of school = 2   |           |
|  | Within 1 mile of school = 1   |           |
| COMMUNITY DESTINATIONS (INCLUDING TOWN CENTERS)  | Within .25 miles of destinations = 3  | 3         |
|  | Within .5 miles of destinations = 2   |           |
|  | Within 1 mile of destinations = 1   |           |
| "COMPLETES" THE STREET   | "Completing the street" for significant length of an arterial or collector roadway = 3                                    | 3         |
|  | "Completing the street" for short length of an arterial or collector roadway = 2  |           |
|  | "Completing the street" for short length of a local street = 1  |           |
| IMPACT ON TRAFFIC  | No impact = 3   | 3         |
|  | Some perceived impact (e.g. longer queues) = 2  |           |
|  | Significant impact (e.g. signal operations, intersection capacity) = 1  |           |
| INCREASED CONNECTIVITY   | Within .25 miles of an existing facility or trail = 3   | 3         |
|  | Within .5 miles of an existing facility or trail = 2  |           |
|  | Within .5 miles of a planned facility = 1   |           |
| ACCESS TO TRANSIT  | Within direct access of a bus stop = 3  |           |
|  | Within .25 miles of a bus stop = 2  |           |
|  | Within .5 miles of a bus stop = 1   |           |
| PUBLIC INPUT   | Identified by the public as a desirable future facility multiple times = 2-3 (varies)                                     | 3         |
|  | Identified by the public as a desirable future facility once = 1  |           |
|  | Not identified = 0  |           |
| EASE OF IMPLEMENTATION   | Exclusively in the public right-of-way with few cost complications or changes to traffic patterns = 3                     | 3         |
|  | Some modifications to curbs/traffic lanes required, use of private property and/or modest engineering challenges = 1-2    |           |
|  | ROW negotiations/acquisition and sidewalks along multiple private properties required; expensive engineering required = 0 |           |
| ORDER-OF-MAGNITUDE COST  | 3 = <\$50,000 / 2 = < \$250,000 1 = <\$1,000,000 0 = > \$1,000,000  | 2         |
| CURB APPEAL  | 'Gotta Have It! = 3 Very Desirable = 2 Desirable = 1 Ho-Hum = 0   | 1         |
| <b>POINT TOTAL</b>   |   | <b>25</b> |

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**STREETPLANS**

**PACTS**

Portland Area Comprehensive Transportation System