



2016 FALMOUTH BICYCLE & PEDESTRIAN PLAN

Draft as recommended by CDC, March 25, 2016

2016 FALMOUTH BICYCLE AND PEDESTRIAN PLAN

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2016 FALMOUTH BICYCLE & PEDESTRIAN PLAN



INTRODUCTION

Walking and bicycling are the two most basic of all transportation modes. Every trip we make involves some amount of walking and bicycling can serve many relatively short trips that provide quick, easy, and convenient access to nearby destinations. The recognition of the benefits of walking and bicycling, such as more efficient transportation, improved mental and physical health, and economic and environmental resource conservation, continues to increase. In turn, this recognition fuels the interest in better walking and bicycling conditions from a wide array of people. Bicycle and pedestrian plans help to channel that interest as they allow for a comprehensive exploration of a variety of actions to improve walking and bicycling conditions.

THIRD FALMOUTH BICYCLE AND PEDESTRIAN PLAN

This is the third Bicycle and Pedestrian Plan for Falmouth. It follows the original plan prepared in 1996 and the second plan dating back to 2003, as well as a Trails Master Plan from 2002. (The original trails plan was part of the 1996 bicycle-pedestrian plan.) Many physical pedestrian and bicycle improvements proposed in the 2003 plan have since been completed and trail mileage has grown exponentially in recent years from 5 to 45 miles. The use of, and interest in, these facilities has grown in a corresponding manner.

In 2015 it seemed a good time to take stock of where Falmouth wants to “walk” or “bike” to next.



Technical assistance and financial support provided by:



2016 PLAN ELEMENTS

This 2016 Bicycle and Pedestrian Master Plan includes four important elements:

1. it establishes, and reaffirms, Falmouth's vision for walking and bicycling,
2. it harnesses the community's opinions and interests to help shape the plan,
3. it prioritizes recommended improvements, and
4. it provides a vehicle for continued community involvement in the plan's implementation.



The 2016 plan updates and integrates the *2002 Trails Master Plan* and *2003 Bicycle and Pedestrian Master Plan* into a single plan that outlines recommended, prioritized infrastructure improvements that will interconnect Falmouth's pedestrian and bicycle network of trails, sidewalks, bike lanes, and paved shoulders. The plan is also intended to be used as a guide or reference tool to prepare capital improvement plans and road designs and review future improvement requests from citizens and projects proposed by others.

PROCESS

The following tasks were performed as part this project:

1. Develop scope of work, process, and schedule

In response to the Council Work Plan for 2015-2016 which included this project, a basic set of tasks and schedule was developed by Town staff. See attachment A.

2. Council Briefing

On February 27 the Council was briefed by the Town Manager on the proposed process/schedule. The process was unusual in that it used a Town staff-led approach, rather than a committee-driven one. The main reason for moving forward without a formal committee was to complete the assignment before the end of the calendar year. Staff was supported by two pedestrian/bicycle consultants, funded in part by the Town and hired by Portland Area Comprehensive Transportation System (PACTS). The consultant funding from PACTS expired by the end of 2015, which mandated an expeditious process. The process that staff laid out contained extensive public outreach and involvement. The Council was OK with this approach.

3. Assemble Project Team

In the spring 2015 a project team was assembled that consisted of:

- Greg Bakos, VHB (consultant)
- Sarah Cushman, Cushman Transportation Consulting, LLC (consultant)
- Lucky D'Ascanio, Director of Parks & Community Programs

- Theo Holtwijk, Director of Long-Range Planning
- Nathan Poore, Town Manager
- Jay Reynolds, Public Works Director
- Bob Shafto, Open Space Ombudsman

4. Compile community contact list

Staff compiled a bicycle-pedestrian contact information list gathered from the 2010 North of Portland (NoPo) Region Bicycle-Pedestrian Plan, inquiries from interested citizens, and interest groups.

5. Assemble most current data of existing bicycle-pedestrian network and planned improvements

Staff assembled existing bicycle-pedestrian planning information concerning Falmouth, existing conditions data on Falmouth’s bicycle-pedestrian network. And staff compiled a status report of the recommended improvements of the 2002 and 2003 plans. This information was provided to the consultant who did a field reconnaissance. See attachments B and C.

6. Round 1 Stakeholder Outreach

Two outreach groups were invited to offer process suggestions and improvement recommendations before the project was officially launched with the general public. Group A met on May 5 and consisted of other Town staff and citizen members of ad hoc North of Portland (NoPo) advisory group from 2010 who were already familiar with bicycle-pedestrian issues in Falmouth. Group B met on May 13 and consisted of bicycle-pedestrian experts and advocates at the Maine Department of Transportation (MaineDOT), Portland

Area Comprehensive Transportation System (PACTS), Federal Highway Administration (FHWA), Safe Routes to School, Bicycle Coalition of Maine, and Healthy Casco Bay, and others familiar with bicycle-pedestrian planning efforts far and wide. Municipal staff from adjacent communities was also invited to participate.

7. Public Forum #1

The project team conducted a public forum on June 29 in the Lunt Auditorium. Key pad polling was used to mimic the on-line survey to the extent possible and improvement ideas were gathered from the attendees through facilitated small group discussions and annotating table top maps of Falmouth. More than 50 people attended this event. See attachment D.



8. On-Line Survey #1

The project team developed and conducted an on-line survey on SurveyMonkey from June 15 to July 10. This survey was distributed to the contact list and to Town committee and board members. A total of 320 responses were received. See attachment E.

9. Community Development Committee Interim Review

On July 15 the Community Development Committee (CDC) reviewed the project and agreed to act as its “sounding board.

10. Draft Action List

Over the summer the project team distilled the community’s feedback into a comprehensive feedback list and used it and the survey results to craft a draft vision, goals, and action plan. The consultant prepared corresponding maps. See attachment F.

11. Round 2 Stakeholder Outreach and Priorities

The draft action plan was reviewed with the stakeholders of Round 1 on October 26 and their suggestions were incorporated in the draft. The stakeholders also assigned short, mid, and long term priorities to the recommended actions.

12. Draft Priorities

The group’s average ratings were used by staff to assign initial priorities to each action. See attachment G.

13. Cost Estimates

The consultant developed cost estimates to arrive at conceptual costs for each of the capital improvement items. See attachment H.

14. CDC Review Draft Action Plan

The Community Development Committee, consisting of Councilors King, Farber, and Hemphill, reviewed the draft plan, priorities and cost estimates on November 3. It made some suggestions which were incorporated into the draft plan. See attachment I.

15. Prepare Complete Plan

The project team drafted the text for the plan that explained the process and incorporated attachments that contained back-up documents. The maps were also revised.

16. Public Forum #2

On December 7 a second Public Forum was conducted. This forum was held in Town Hall and broadcast on community cable TV and was attended by 21



people. A prioritization exercise was conducted and general comments were received. See attachment J.

17. Online Survey #2

A second online survey from November 30 to December 13 yielded 105 responses. This survey provided similar prioritization questions to Public Forum #2 as well as an opportunity to provide general comments and make specific suggestions. See attachment K.

18. Finalize Draft Plan

The project team analyzed the priorities feedback and produced a complete draft plan. See attachments L and M.

19. Review Draft Plan with CDC

On March 22, 2016 the draft final plan was reviewed by the CDC. The CDC’s suggestions were incorporated in the final draft plan.

20. Present Draft Plan to Town Council

On May 9, 2016 the final draft as recommended by the CDC was presented to the Town Council for its review. A resolution was approved by the Council on ____, 2016. See attachment N.

RECOMMENDED 20 YEAR VISION

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



The plan's vision is as follows:

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

Several goals help achieve the plan's vision. They contain physical and non-physical strategies.



The plan's goals are to improve Town-wide pedestrian and bicycle conditions by:

- ❖ **implementing promotional, educational, and behavioral 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**



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

1	<p>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:</p> <ul style="list-style-type: none"> 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. Help communicate the Town’s walking and bicycling efforts to others in the community. 	S
2	<p>Maintenance: Coordinate annual pedestrian and bicycling infrastructure maintenance with the Maine Department of Transportation (MaineDOT) and others, as appropriate.</p>	S

Pedestrian Improvements

3	<p>ADA: Make Americans with Disabilities Act (ADA) improvements to entire sidewalk system, especially at crosswalk locations.</p>	S
4	<p>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.</p>	S
5	<p>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.</p>	M
6	<p>Trails: Link trails to sidewalk system, where feasible.</p>	S
7	<p>Trails: Secure or extend trail licenses or acquire permanent easements for trail segments located on private property.</p>	S
8	<p>Trails: Research Town-approved development projects with designated trails that have not been installed and pursue corrective action.</p>	M

	PRIORITY KEY <i>S = Short Term (1-5 years), M = Mid Term (6-10 years), L = Long Term (11-20 years)</i>	PRIORITY
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9	Trails: Investigate the potential for future bicycle-pedestrian trails in the following locations: powerline corridors, Maine Turnpike Spur corridor, and abandoned, discontinued roads.	L
10	Trails: Consider regional connection opportunities when planning new trail improvements.	M
11	Bus stops: Install shelters and seating at bus stop locations.	L

Bicycle Improvements

12	Signals: Incorporate bicycle detection systems whenever a traffic signal is being upgraded.	M
13	Striping: Create a road inventory that identifies restriping of lane widths to increase paved shoulder widths where feasible. Coordinate with MaineDOT where required. Restripe annually accordingly.	S
14	Signage: Incorporate bicycle signage and pavement stenciling on all roads designated for bicycle use.	S
15	Striping: Increase pavement striping width of “fog line” (i.e. painted line at edge of road) from 4 to 6 inches.	M
16	Parking: Install bicycle racks at Town-owned properties and facilities and bus stop locations.	S
17	Wayfinding: Participate in regional wayfinding signage plan for bicyclists sponsored by Portland Area Comprehensive Transportation System (PACTS).	M

Route 1 Commercial Area

Pedestrian Improvements

18	Forside Estates: Install pedestrian connection to Route 1.	L
19	Lunt Road: Improve sidewalk across Interstate 295.	S
20	Route 1 North: Consider pedestrian and bicycle recommendations from Ad Hoc Route 1 North Committee.	M
21	Route 1: Consider pedestrian and bicycle recommendations from Route 1 Complete Street Study.	M

Bicycle Improvements

22	Route 1-Route 88 intersection: Make bikeway improvements as recommended by VHB.	S
23	Route 1-Route 88 intersection: Investigate roundabout improvement.	M

KEY S = Short Term (1-5 years), M = Mid Term (6-10 years), L = Long Term (11-20 years)	PRIORITY
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Route 100 Commercial Area

Pedestrian Improvements

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

Bicycle Improvements

28	Gray Road: Complete bicycle lanes from Portland city line to Hurricane Road	S
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To School Campus

Pedestrian Improvements

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

30	Woods Road: Install bicycle lane from Longwoods Road to Woodville Road	S
31	Woodville Road: Install bicycle lane or designate for shared access from Falmouth Road to Winn Road	S
32	Falmouth Road: Install bicycle lane from Allen Avenue Extension to Leighton Road	S

To Downtown Portland

Pedestrian Improvements

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.	L
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Bicycle Improvements

34	Route 1: Restripe lane widths between Martin’s Point Bridge and Route 88 as part of upcoming repaving project.	S
35	Route 1: Consider “cycle track,” buffered bicycle lanes, multi-use path improvements, and/or green median improvements between Martin’s Point Bridge and Route 88	M

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

Pedestrian Improvements

36	Falmouth Road: Install sidewalk from Winn Road to Merrill Road	L
37	Signage/Parking: Install warning signage and improve trailhead parking, where required, at the following trail-road crossings: 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) Field Road (Squirrel Valley Trailhead)	M

Neighborhood Pedestrian Walks

Pedestrian Improvements

38	Town Landing Road: Install sidewalk from Route 88 to Town Landing	L
39	Foreside Road: Install sidewalk from Route 1 to Cumberland Town line	L
40	Merrill Road: Install sidewalk from Falmouth Road to Middle Road	L
41	Middle Road: Install sidewalk from Merrill Road to Woods Road, including all four legs of the proposed roundabout on Route 9	M
42	Pleasant Hill Road: Install sidewalk from Allen Avenue Extension to Middle Road	L
43	Bucknam Road: Investigate the options for a sidewalk from Middle Road to Route 1	M

Rural Bicycle Route Loops

Bicycle Improvements

44	Middle Road: Install bicycle lane from Longwoods Road to Cumberland Town line	M
45	Hurricane Road: Designate for shared access from Blackstrap Road to Gray Road	L
46	Blackstrap Road: Install bicycle lane or designate for shared access from Brook Road to Hurricane Road	M
47	General recommendation: Consider regional transportation connection opportunities when planning new bicycle improvements.	S

NOTES TO RECOMMENDED ACTIONS

The following section provides more detailed descriptions of the plan improvements that are itemized above.



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:*
 - *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.*
 - *Help communicate the Town’s walking and bicycling efforts to others in the community.*

Unlike many communities, Falmouth has no standing Bicycle and Pedestrian Committee. Trail planning is currently handled by the Land Management and Acquisition Committee and bicycle facility and sidewalk planning fall under the purview of the Public Works Department. No changes are proposed to that, but there is recognition that a regular convening of interested and knowledgeable parties may provide an opportunity for communication that help with the implementation of the plan, yet would not place significant additional demand on staff.

2. *Maintenance: Coordinate annual pedestrian and bicycling infrastructure maintenance with MaineDOT and others, as appropriate.*

Several locations have been identified where seasonal maintenance has been less than desirable. Knowledge of those locations will help the Public Works Department to take action and coordinate with MaineDOT where such is required.
3. *ADA: Make Americans with Disabilities Act (ADA) improvements to entire sidewalk system, especially at crosswalk locations.*

The most common needed improvements at crosswalks are handicap ramps and tactile warnings in the pedestrian ramp pavement. An inventory may be needed to get a comprehensive list where improvements are currently lacking, so consistent routes can be established.
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.*

The recent Route 1 improvements contain audio devices for the hard of hearing and a countdown visual display that shows how much time remains to safely cross the road. This can be especially helpful for senior citizens.

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.*

An “enhanced accessible” trail is a trail that allows access for people with strollers and wheelchairs. Its surface is compacted stone dust and grades are relatively flat. It is not an official ADA approved trail which has specific standards that must be met. A 0.25-mile “enhanced accessible” trail currently exists on the Woods Road Preserve. It allows for an outdoor experience that otherwise may not be available to less mobile users.

6. *Trails: Link trails to sidewalk system, where feasible.*

Thanks to the extensive growth of Falmouth’s trail system, a number of trails are close to existing sidewalk sections. Making links to nearby sidewalks would enhance the connectivity of the pedestrian system and encourage additional use.

7. *Trails: Secure or extend trail licenses or acquire permanent easements for trail segments located on private property.*

There are some existing trails that traverse private property with owner consent. Some have official access permission, others do not. Owners may change and properties will inevitably be put up for sale in the future, placing trail connectivity at risk. Discussions with each of these owners may result in mutually-agreeable arrangements that will secure future pedestrian access. One option could be for the Town to purchase a property when it comes on the

market, place a permanent easement on the trail section, then resell that property.

8. *Trails: Research Town-approved development projects with designated trails that have not been installed and pursue corrective action.*

In some cases where the Falmouth Planning Board approved subdivision projects that included requirements to install pedestrian trails, these trails have not been installed. As time goes by these intended improvements tend to get forgotten and opportunities to further link the trail system may get lost. Research as to where this situation may exist and what the specific circumstances are, may help to correct these oversights.

9. *Trails: Investigate the potential for future bicycle-pedestrian trails in the following locations:*

- *Powerline corridors,*
- *Maine Turnpike Spur corridor, and/or*
- *Abandoned, discontinued roads.*

Powerline corridors, the Maine Turnpike Spur corridor, and abandoned, discontinued roads are all properties that are linear and extensive in length. If multi-use trails can be created in the corridors – and some power line corridors already have trails on them – a significant distance can be traveled across town. Each of these types of corridors needs to be further researched to explore the desirability and feasibility of locating trails in them.

10. *Trails: Consider regional connection opportunities when planning new trail improvements.*

Whereas some may see trails as serving primarily local needs, some trails when linked to others in adjacent communities can substantially increase access to a large network. The efforts of Portland Trails are an example of

that as well as the Sebago-to-the-Sea Trail that runs through Falmouth.

11. Bus stops: Install shelters and seating at bus stop locations.

Adding shelters and seating to the most heavily used bus stop locations in Falmouth will serve to provide a more pleasurable user experience in all seasons. These amenities may help to encourage more ridership, especially for senior riders. A shelter currently exists at the TD Bank stop and seating was provided by Shaw's at stop in the Falmouth Shopping Center.

12. Signals: Incorporate bicycle detection systems whenever a traffic signal is being upgraded.

The recent improvements at the traffic signals on Route 1 included bicycle detection systems in the pavement. These permit the traffic signal to change even if no vehicles are present. This has been an issue on Middle Road and Bucknam and Falmouth Roads, where bicyclists on Middle Road would not get a green light if there was no car waiting for the same light to turn. The Town is currently working to correct this condition. This situation also exists on Johnson Road where it intersects with Route 1.

13. Striping: Create a road inventory that identifies restriping of lane widths to increase paved shoulder widths where feasible.

Coordinate with MaineDOT where required. Restripe annually accordingly.

The Public Works Director recently created an inventory of Town roads which lists the existing lane widths. Using a proposed lane width standard of 11.0 feet for roads that have a posted speed limit of more than 35 mph and 10.5 feet for roads that have a posted speed limit of 35 mph or less would result in the creation of additional shoulder width that ranges between 6 inches and 3 feet. Annual

restriping would allow the Town to increase paved shoulder widths in select locations at no increased cost. This effort requires coordination with MaineDOT to make sure it is comfortable with any revised lane widths within its jurisdiction. Potential candidate roads for lane widths reductions include Depot Road, Lunt Road, Woodville Road, Falmouth Road, Blackstrap Road, Middle Road, and Route 1.

14. Signage: Incorporate bicycle signage and pavement stenciling on all roads designated for bicycle use.

Creating greater motorist awareness of the presence of bicyclists, and alerting bicyclists of the most suitable roads for cycling, will enhance the safety and riding experience of cyclists. Currently, little or no such signage exists. It can be accomplished at relatively little cost.

15. Striping: Increase pavement striping width of "fog line" (at edge of road) from 4 to 6 inches.

Fog lines are the white solid lines that delineate the right-most driving lane from the shoulder. Increasing the width of that line with 2 inches has shown to result in drivers keeping clearer of that line, which may result in more distance when cars pass bicyclists.

16. Parking: Install bicycle racks at Town-owned properties and facilities and bus stop locations.

Safe and convenient parking facilities for bicycles at a variety of locations may help to encourage more bicycling in Falmouth. Currently, a program is sponsored by the area's regional transportation agency PACTS (Portland Area Comprehensive Transportation System) that allows municipalities to purchase bicycle racks at low cost. Falmouth has applied to purchase over two dozen bicycle racks through this program and expects to install them in 2016 in a variety of publicly-owned locations. Unfortunately

this program does not extend to bicycle racks that would be located on private property.

17. *Wayfinding: Participate in regional wayfinding signage plan for bicyclists sponsored by PACTS.*

Another program that is sponsored by the area's regional transportation agency PACTS (Portland Area Comprehensive Transportation System) is a regional wayfinding signage system for bicyclists. A proposed plan exists for the region including Falmouth, but this program, which would be entirely funded with outside funds, currently awaits review and approval by MaineDOT.

18. *Foreside Estates: Install pedestrian connection to Route 1.*

More than 150 apartments at Foreside Estates are located within a stone's throw off Route 1, but currently no direct pedestrian access exists to Route 1 near Waldo's General Store. Across Route 1 from Waldo's is the entrance to the trail system at Pine Grove Preserve. A pedestrian connection may help to increase patronage.

19. *Lunt Road: Improve sidewalk across Interstate 295.*

The current sidewalk that exist on one side of Lunt Road on the bridge over Interstate 295 is extremely narrow and does not meet current design safety standards. There is an opportunity to improve pedestrian access here and also to connect a Portland Trails trail through the Tidewater development to this sidewalk.

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

Although the charge for the Ad Hoc Route 1 North Committee has only recently been approved by the Town Council and the committee is yet to be appointed and do its work, the anticipation is that its recommendations will include bicycle and pedestrian improvements for the

section between the Turnpike Spur and the Cumberland Town line. This plan wants to note that this work is forthcoming.

21. *Route 1: Consider pedestrian and bicycle recommendations from Route 1 Complete Street Study.*

A few months ago, Falmouth applied with Cumberland and Yarmouth to the area's regional transportation agency PACTS (Portland Area Comprehensive Transportation System) for a so-called "Complete Street" study of Route 1. This is an effort to comprehensively assess the needs of, and facilities for, all users of Route 1. This work will build on the recent improvements on Route 1 South. The application has been recommended for funding and the work will most likely take place in 2016.

22. *Route 1-Route 88 intersection: Make bikeway improvements as recommended by VHB, October 2015.*

The area's regional transportation agency PACTS (Portland Area Comprehensive Transportation System) and FHWA (Federal Highway Administration) have recently assessed the safety for bicyclists from Martin's Point Bridge to Route 88. Some minor road construction and pavement and lane marking improvements have been proposed at this intersection that will make bicycle travel in that area more safe.

23. *Route 1-Route 88 intersection: Investigate roundabout improvement.*

A prior Transportation Report by Gorrill-Palmer Engineers suggested that the Route 1-Route 88 intersection would be a good candidate for a roundabout to help improve traffic flow and make the intersection less confusing. This will require a large investment and should be studied further for its feasibility.

24. Gray Road: Install sidewalk from Portland city line to Mountain/Falmouth Road

This sidewalk is currently proposed in the Route 100 Vision Plan as well as Preliminary Engineering Plan for Route 100. Funding for this plan is expected to be decided by the Falmouth voters in June 2016.

25. Leighton Road: Install sidewalk from Gray Road to Brook Road

This sidewalk is currently proposed in the Route 100 Vision Plan as well as Preliminary Engineering Plan for Route 100. Funding for this plan is expected to be decided by the Falmouth voters in June 2016.

26. Falmouth Road: Install sidewalk from Gray Road to Winn Road

This sidewalk is currently proposed in the Route 100 Vision Plan as well as Preliminary Engineering Plan for Route 100. Funding for this plan is expected to be decided by the Falmouth voters in June 2016. Several sidewalk segments already exist on Leighton Road.

27. Leighton Road: Install sidewalk from Gray Road to Falmouth Road

This sidewalk was not included in the Route 100 Vision Plan as it was felt to serve relatively few homes. It may have the potential to serve more homes if it were combined with action 36 below.

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

These bicycle lanes were proposed in the Route 100 Vision Plan, but the Preliminary Engineering Plan for Route 100 scaled them back to Winslow Farm due to the cost of the section of Route 100 north of Winslow Farm. Funding for this plan is expected to be decided by the Falmouth voters in June 2016.

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

Discussions about a possible connector trail between the school campus on Woodville Road and Community Park off Winn Road date back to the late 1990s. The two are separated by a Pan Am Railways corridor. In 2014 the Council voted to establish the ad hoc committee to explore crossing options. Four options are being explored: building a tunnel underneath the railroad corridor, an at-grade crossing over the tracks, a bike/ped bridge that meets requirements of the Americans with Disabilities Act, and a bridge where both the approaches and surrounding trail system are ADA-compliant.

30. Woods Road: Install bicycle lane from Longwoods Road to Woodville Road

The width of this bicycle lane is to be determined.

31. Woodville Road: Install bicycle lane or designate for shared access from Falmouth Road to Winn Road

A bicycle lane may require shoulder rebuilding and could be rather expensive. A much less expensive, but perhaps less desirable, option is to use Shared Lane Markings (SLMs) for this road. Such markings welcome bicyclists to use the road and encourage them to position themselves safely and use the full travel lane as needed.

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

The width of this bicycle lane is to be determined.

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

With recent announcement that this rail line will no longer have active use to and from the B&M plant in Portland, the

opportunity arises to explore other shared uses of this right of way where rail services may be possible alongside a pedestrian/bicycle trail. This corridor would provide for a direct route to downtown Portland.

34. Route 1: Restripe lane widths between Martin's Point Bridge and Route 88 as part of upcoming repaving project.

Action 13 noted the opportunity to create more space for bicyclists by narrowing travel lanes on selected roads. One such road is Route 1 between Martin's Point Bridge and Route 88.

35. Route 1: Consider "cycle track", buffered bicycle lanes, multi-use path improvements, and/or green median improvements between Martin's Point Bridge and Route 88

So much unused space exists on Route 1 between Martin's Point Bridge and Route 88 that some have suggested that more ambitious improvements are desirable there. These may include protected bicycle lanes called "cycle tracks", buffered bike lanes, and/or landscaped islands in the center of the road to create a safer and more pleasurable environment.

36. Falmouth Road: Install sidewalk from Winn Road to Merrill Road
This section is the major missing link between the West Falmouth commercial area and the Route 1 commercial area.

37. Signage/Parking: Install warning signage and improve trailhead parking, where required, at the following trail-road crossings:

- 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)
- Field Road (Squirrel Valley Trailhead)

Falmouth's trail system currently almost connects east and west Falmouth. This system traverses a few busy roads. Adding warning signage at these locations would likely make them safer for pedestrians to cross and help to create greater awareness of this Cross-Town Trail system.

38. Town Landing Road: Install sidewalk from Route 88 to Town Landing

This sidewalk would help to connect Town parking facilities on Route 88 and Johnson Road with Town Landing, which in peak season can be a busy location with very limited parking.

39. Foreside Road: Install sidewalk from Route 1 to Cumberland Town line

This sidewalk would serve the major travel corridor in the densest part of Falmouth

40. Merrill Road: Install sidewalk from Falmouth Road to Middle Road

This sidewalk combined with action 41 would help to create a neighborhood pedestrian loop opportunity.

41. Middle Road: Install sidewalk from Merrill Road to Woods Road, including all four legs of the proposed Route 9 roundabout

This sidewalk, combined with actions 40 and 43, would help to create a neighborhood pedestrian loop opportunity and connectivity to Route 1.

42. Pleasant Hill Road: Install sidewalk from Allen Avenue Extension to Middle Road

This sidewalk would parallel the sidewalk on Ledgewood Drive and start to create a neighborhood pedestrian loop opportunity.

43. Bucknam Road: Investigate the options for a sidewalk from Middle Road to Route 1

This is a busy road as Interstate 295 has two exits/entrances onto Bucknam Road and the right of way is relatively narrow.

44. Middle Road: Install bicycle lane from Longwoods Road to Cumberland Town line.

This is one of the roads where bicycle groups currently conduct group rides.

45. Hurricane Road: Designate for shared access from Blackstrap Road to Gray Road.

The Town rehabilitated and repaved Hurricane Road in 2014. Shared Lane Markings (SLMs) and signage for bicyclists are proposed here rather than adding wider paved shoulders. Such markings welcome bicyclists to use the road and encourage them to position themselves safely and use the full travel lane as needed.

46. Blackstrap Road: Install bicycle lane or designate for shared access from Brook Road to Hurricane Road.

This is one of the roads where bicycle groups currently conduct group rides. A bicycle lane will require shoulder rebuilding and due to the length of the road would be rather expensive. A much less expensive, but perhaps less desirable, option is to use Shared Lane Markings (SLMs) for this road. Such markings welcome bicyclists to use the road and encourage them to position themselves safely and use the full travel lane as needed.

47. General recommendation for rural bicycle loops: Consider regional transportation connection opportunities when planning new bicycle improvements.

More and more people ride greater distances on their bicycles, whether for transportation or recreation. The most

ambitious example of a multi-jurisdiction bicycle path effort is the Maine-to-Florida East Coast Greenway, which traverses Falmouth on Routes 1 and 88. However, other opportunities may exist on a less grand scale. The North of Portland (NoPo) Bicycle Pedestrian Plan of 2010 explored some of these with Cumberland, Yarmouth, North Yarmouth, and Freeport.



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 bicycle 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

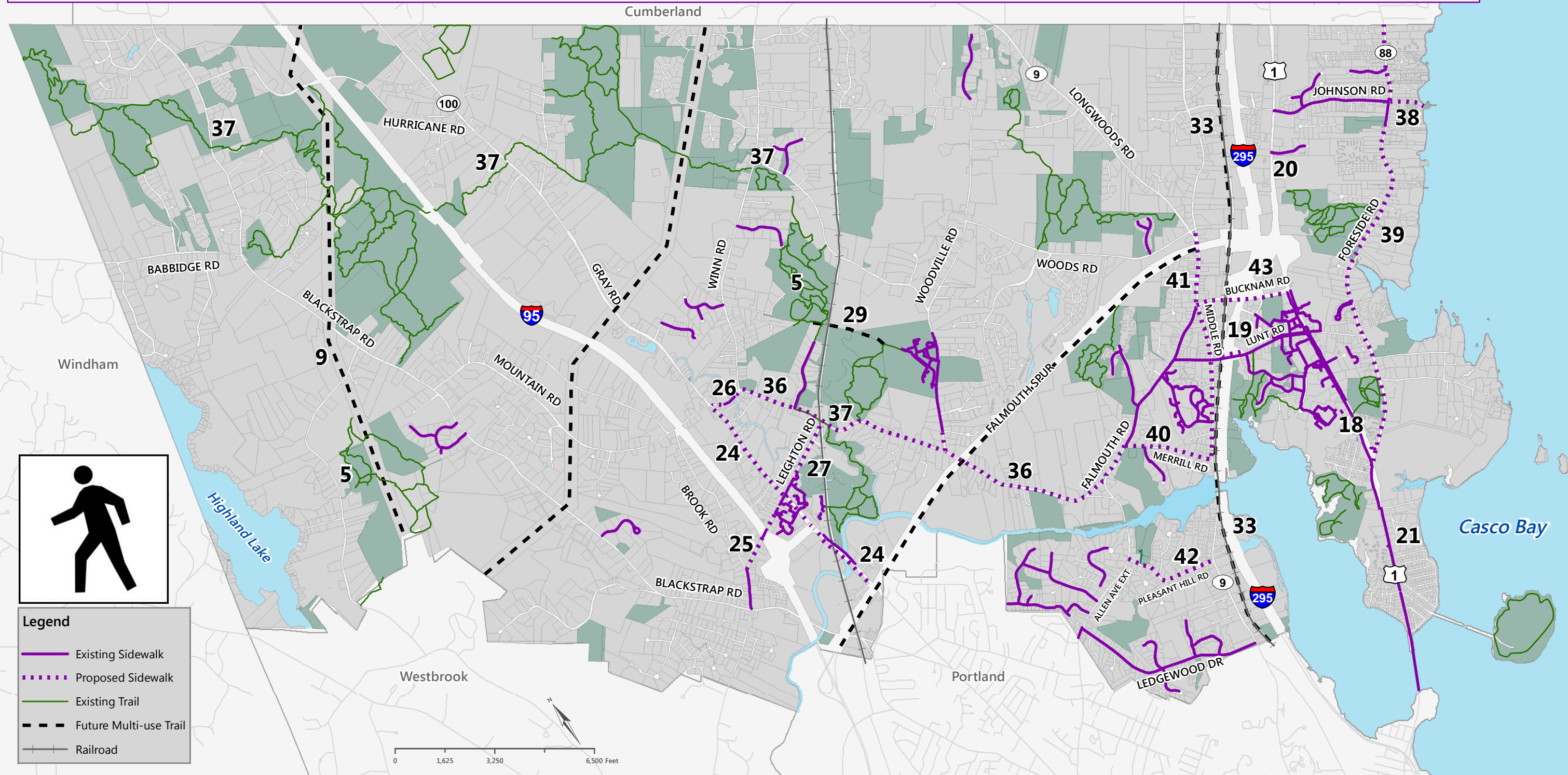
- 33 St. Lawrence & Atlantic rail line: Investigate the feasibility of creating a rail-with-trail to Portland through a regional public-private partnership effort for pedestrians and bicyclists

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:
 - 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 Merrill 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



PROPOSED PHYSICAL BIKE IMPROVEMENTS

General

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-bicycle connection between Community Park and School Campus across rail line
- 30 Woods Road: Install bicycle lane from Longwoods Road to Woodville Road
- 31 Woodville Road: Install bicycle 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
- 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 bicycle 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 bicycle improvements

Gray

Cumberland

Windham

Westbrook

Portland



Legend

- Existing Bicycle Route *
- - - - Proposed Bicycle Improvements
- Existing Trail
- - - - Future Multi-use Trail
- Railroad



* Existing Bicycle Route = Road which has a paved shoulder and is suitable for bicycling

ATTACHMENT A

2015 Falmouth Bicycle and Pedestrian Plan - Approach

Draft: November 3, 2015

GOAL	Update and integrate the <i>2002 Trails Master Plan</i> and <i>2003 Bicycle and Pedestrian Master Plan</i> into a single plan that emphasizes a schedule and map(s) outlining proposed infrastructure improvements that will be a guide to interconnect Falmouth's pedestrian and bicycle network of trails, sidewalks, bike lanes, paved shoulders, etc.
COST	\$2,188 for Falmouth (20%), 80% PACTS grant – total project cost \$10,940
DEADLINE	Consultant work to be complete by 12/31/2015
TEAM	Lead: Town staff team (Nathan, Jay, Lucky, and Theo, plus Bob Shafto) Support: Greg Bakos, VHB + Sarah Cushman, Cushman Transportation Consulting Project Manager: Theo

PROCESS/TASKS

1. Finalize scope and process
2. Gather up and provide most current data of existing network and planned improvements to VHB
3. Conduct outreach #1 to gather improvement ideas with groups A and B:
 - a. Town staff and citizen members of ad hoc NoPo advisory group;
 - b. Bike-ped experts/advocates at MDOT, PACTS, FHA, Safe Routes to School, Bicycle Coalition of Maine, Healthy Casco Bay, etc. plus representative staff from adjacent communities.
4. Conduct on-line survey
5. Conduct Public Forum #1 with group C using key pad polling and gather improvement ideas from general public including those who have been involved with NoPo effort and those who contacted the Town with specific bike/ped suggestions, Town boards and committees, Town Council, plus anyone from A and B
6. Town staff team + VHB to distill into possible projects (do rough cost estimates of top projects)
7. Town staff team + VHB to prepare draft plan
8. Review draft plan with outreach #2 with groups A and B
9. Review draft plan with CDC
10. Conduct Public Forum #2 to review draft plan
11. Town staff team + VHB to finalize plan
12. Town staff team + VHB to present to Town Council

SCHEDULE

<input checked="" type="checkbox"/>	March	Finalize scope and process, compile contact lists and base data
<input checked="" type="checkbox"/>	April	Start Up, VHB to review base data and do field reconnaissance, set outreach dates and send out invitations to groups A + B
<input checked="" type="checkbox"/>	May	Conduct Outreach 1 with group A + B
<input checked="" type="checkbox"/>	June	Conduct Forum 1 with group C
<input checked="" type="checkbox"/>	Sept-Oct	Prepare Draft Plan
<input checked="" type="checkbox"/>	October	Conduct Outreach 2 with group A + B
	November 3	Review with CDC
	November 26	Complete Draft Plan
	December 7	Conduct Forum 2
	Dec/Jan	Finalize draft plan
	January	CDC review
	February	Council Review

ATTACHMENT B

Falmouth Bicycle and Pedestrian Plans and Data

Draft: April 23, 2015

2002	Trails Plan	Printed copy
2003	Bicycle and Pedestrian Plan	http://www.falmouthme.org/sites/falmouthme/files/file/file/bicycle_pedestrian_master_plan.pdf
2009	PACTS Regional Bicycle & Pedestrian Plan Update	Printed copy
2009	Transportation Plan, GPI	Printed copy
2013	Comprehensive Plan	http://www.falmouthme.org/planning/pages/comprehensive-plan-2013
2013	Paved shoulders/bike lane map	Marked-up street map
2013	Sidewalks/Trail maps	File at Public Works
2013	Route 1 Infrastructure Plan	Printed copy
2014	NoPo Bicycle Pedestrian Plan	http://www.falmouthme.org/sites/falmouthme/files/pacts_bikepedfinalreport_0.pdf
2014	PACTS Regional Bicycle and Pedestrian Facility Design Guide	https://www.dropbox.com/s/xgd6w3x98p6r5mr/Bike%20Ped%20Design%20Guidance%202014.pdf
2015	PACTS Bicycle Wayfinding Plan	On PACTS website
2015	Falmouth Wayfinding Plan	http://www.falmouthme.org/long-range-planningeconomic-development
2015	Updated Sidewalks GIS Layer	In progress by Public Works
2015	Route 100 Vision Plan	http://www.falmouthme.org/route-100-vision-committee
2015	FHWA Route 1 Safety Audit	In progress
2015	Portland-Falmouth Trail Connections	In progress
2016	Current TIF project schedules (3)	http://www.falmouthme.org/sites/falmouthme/files/file/file/13b_appendix_a_tax_increment_financing_districts_schedules.pdf
2016	Proposed OceanView-Natural Gas TIF	http://www.falmouthme.org/town-council-town-manager/agenda-items/20150309-council-agenda-item-07-0
2016	Streets and Sidewalks Capital Improvement Plan	http://www.falmouthme.org/sites/falmouthme/files/file/file/13a_appendix_a_capital_expenditure_schedules_0.pdf

ATTACHMENT B1

Falmouth Trail Inventory						
Property	Trail	Blaze Color	Length (mi)	Difficulty	Traihead Location	Destinations
Suckfish Brook Conservation Area	White Trail	White	0.8	Easy	Parking Lot	Pond overlook; Huston memorial; stonewalls, hardwood forest.
	Bog overlook Trail	Red	0.0	Easy	White trail.	Pond
	Orange Trail	Orange	0.9	Moderate	Parking Lot	Utility corridor; Skillins tree farm overlook.
	Skillins Loop Tr.	White	0.4	Moderate	Off Orange Trail.	Tree farm, overlook.
	Yellow Trail	Yellow	0.8	Moderate	Skillins tree farm.	Hilfrank trails; tree farm overlook.
	Hilfrank Trail	Red	0.2	Easy	White & Yellow Trails	White & Yellow Trails
	S. White Trail	White	0.1	Easy	Mast Rd.	Loop trail from kiosk.
	Bog Trail	Red	0.3	Easy	Mast Rd.	Bog
Total trail length =			3.4			
N. Falmouth Community Forest	Cross Falmouth Trail	Blue	3.4	Moderate	Blackstrap Rd;end of Oxford Woods Rd.	Lowell Preserve; mixed woodland, rocky outcrops; Hurricane Valley overlook.
	Oxford Woods loop trail	White	1.3	Easy	Oxford Woods Rd.	Cross Falmouth Trail; early successional forest; stone walls.
Total trail length =			4.6			
Blackstrap Hill Community Forest / Preserve	Cross Falmouth Tr (Happy Cats portion)	Blue	0.9	Moderate	Blackstrap Rd	Water features; mixed woodlands; NEMBA trail; Hurricane Rd parking area,
	Cross Falmouth Trail (River Portion)	Blue	1.3	Easy	Hurricane Rd	River overlooks; hemlock grove; overlook.
	Cross Falmouth Trail (Hadlock connector)	Blue	1.4	Moderate	BHCF or HCF	Pond; Interurban line; Hadlock Comm. Forest
	NEMBA trail	Yellow	1.4	Difficult	Blackstrap Rd; Overlook	Rock outcrops; utility corridor; overlook.
	Loop Tr.	White	0.7	Easy	Blackstrap Rd	Large white oak trees; stonewalls; pond.
	Loop Tr. Extension	White	1.0	Moderate	Blackstrap Rd	Stonewalls; utility corridor; NEMBA trail; Overlook; River Trail..
	Cross Tr.	White	0.2	Easy	Links River & Greenline Trails.	Greenline or River Tr.
	Greenline Trail	Green	1.5	Moderate	Overlook	Overlook, River
	Orange Tr.	Orange	0.1	Moderate	Links Greenline & River Tr.	Hemlock Grove, River
	Down Trail 1	Unblazed	0.5	Moderate	Overlook	River Tr.
	Down Trail 2	Unblazed	0.6	Moderate	Overlook	W. Branch SnoMo bridge
White Trail	White	1.1	Easy	Blackstrap Preserve parking lot	Red Trail	

	Waterfall Tr.	Purple	0.3	Easy	Off White Tr.	Waterfall
	Red Trail	Red	1.1	Moderate	White or Greenline Tr.	River, Overlook
	Yellow Trail	Yellow	0.3	Moderate	Red Trail	Red Trail
Total trail length =			12.3			
Hardy Road Conservation Area	Loop Trail	Unblazed	0.5	Easy	Hardy Road	Vernal pools, early successional habitat
	Pond Trail	White	0.3	Easy	Hardy Road	Pond
Total trail length =			0.8			
Hadlock Community Forest	Cross Falmouth Trail	Blue	2.1	Moderate	Autumn Way, Winn Rd	All HCF trails; rocky ledges; vernal pools; clearings; Hadlock Rd parking lot.
	Entry Trail	White	0.8	Easy	Hadlock Rd parking area	All HCF trails; CFI plots.
	Cut Off Trail	Orange	0.3	Easy	Entry & Perimeter Trails	Open woodland
	Perimeter Trail	Yellow	1.2	Moderate	Cross Falmouth Trail	Woodlands
	Red Trail	Red	0.4	Moderate	Cross Falmouth Trail	Granite quarry, vernal pools, woodlands
	Rines Tr.	Green	0.9	Moderate	Perimeter Tr, Range Rd	Range Road, Rines Forest
Total trail length =			5.7			
Town Forest / Community Park	Town Forest Loop	Blue	0.5	Easy	Winn Rd	Community Park
	Cross Falmouth Trail (w/loop)	Blue	1.7	Moderate	Community Park, Town Forest	Town Forest & Beyond
	Squirrel Valley Trail	White	0.2	Moderate	Field Rd	Community Park, Town Forest
	Yellow Trail	Yellow	0.3	Easy	Paddock Way, Field B	Community Park, field
	Green Trail	Green	0.1	Easy	Off Yellow Tr.	Community Park
	Twin Ponds Tr.	Unblazed	0.1	Easy	Twin Ponds	Community Park
	Interior trails (all)	Unblazed	1.4	Easy	Parking lot	Community Park
Total trail length =			4.4			
Upper & Lower East Branch Trail	Upper E. Branch Tr	Blue	0.9	Moderate	High Schl; Falmouth Rd.	High School, river, moss garden.
	River Overlook Tr	White	0.0	Easy	Off S. end of Upper EB trail	East Branch
	Moss Garden Tr.		0.2	Easy	Off Upper EB Trail	Moss Garden
	Lower E. Branch Tr.	Blue	0.7	Moderate	Falmouth Rd, River Pt.	East Branch, River Pt.
Total trail length =			1.8			
River Point Conservation Area	Perimeter Trail	Yellow	1.0	Easy	RR bridge	All River Pt. areas.
	Orchard Trail	Unblazed	0.1	Easy	Farm Rd trail; Perimeter Tr.	Orchard
	Farm Rd	Unblazed	0.3	Easy	RR Bridge	River, Perimeter Tr.
	Cut off trail	White	0.04	Easy	Off Perimeter trail	River
			1.4			

Falmouth Nature Preserve	Red Trail	Red	0.8	Easy	Foreside Rd	Marsh
	Orange Tr.	Orange	0.7	Easy	Foreside Rd	Marsh
	White Trail	White	0.5	Easy	Off Red Trail	Woodlands
	Yellow Tr.	Yellow	0.2	Easy	Off Red Trail	
	Cross Trails	Blue	0.3	Easy	Various	
Total trail length =			2.5			
Woods Road Community Forest	Yellow Trail	Yellow	1.6	Easy	WRCF parking area	Deer Ridge Conservation Area
	Red Trail	Red	0.3	Easy	Loop off Yellow Trail	
	White Trail	White	0.8	Easy	Loop off Red Trail	
	White Cutoff Tr.	White	0.1	Easy	Deer Ridge "lollipop"	
	Green Trail	Green	1.5	Easy	Longwoods Rd parking	Maine Woods Rd CF trail system
Total trail length =			4.3			
Pleasant Hill	All	?	1.3	Easy	Ledgewood Rd	Woodlands
Falmouth Corners	All	?	1.3	Easy	Ridgewood Estates clubhouse	Woodlands
Pine Grove	All	None	1.2	Easy	Foreside Rd, Rte 1	Woods, Rte 1, Tidewater
Total trail length =			3.7			
Total length town, & FLT Trails =			44.7			
Macworth	All	None	1.5	Easy	Macworth	Ocean views, seabirds
Portland Trails	Presumpscot River	None	1.0	Easy	Presumpscot & Walton Parks, OverSet Road	River, falls
Maine Audubon	All	None	1.9	Easy	Audubon Headquarters	Marsh, birds
Tidewater	All	None	2.0	Easy	Tidewater	Marsh, Pine Grove
Total trail length =			5.4			
Total length, all Falmouth trails =			50.1			

E. Branch River Trail	Woodville Rd to Field Rd.	N/A	2.0
	Field Rd to the Presumpscot	N/A	2.5
	Presumpscot to Estuary	N/A	2.0
	Estuary to Macworth Island	N/A	2.0
Total trail length =			8.5

Cross Falmouth Tr. = 11.9

ATTACHMENT C

	Draft: December 30, 2015	
	2002 Trails Master Plan Recommendations	2015 Status
1	Develop policies and procedures for preserving and managing the Town-wide trail system.	There are no formal policies regarding management of the trail system. Management is done as part of the Open Space Ombudsman’s responsibilities, with a great deal of volunteer labor. There is a town budget line item for funding this work as well as an account for donations to the Falmouth Conservation Corps.
2	Develop a trail management program under the oversight of the trail.	Trail management is done as part of the Open Space Ombudsman’s role.
3	Set priorities for trail preservation and maintenance and plan trail relocations as necessary.	There are no specified priorities. Maintenance done on an “as needed” basis.
4	Locate new trails and realign old trails as necessary.	This is performed by the Open Space Ombudsman as needed.
5	Include the preservation of the Town-wide trail system in all of the Town’s land use planning programs, including the regional master planning process, development review, and land acquisition.	Status TBD
6	The Comprehensive Plan Advisory Committee appoints the Falmouth Trails Advisory Committee as a subcommittee to work on implementation of Trails Master Plan.	Falmouth Trails Advisory Committee (FTAC) was disbanded a couple of years ago, and has since been replaced by the Land Management & Acquisition Committee (LMAC). LMAC has trail management oversight responsibilities.
	2003 Bicycle and Pedestrian Master Plan Recommendations	2015 Status
1	Develop a uniform set of design standards for Falmouth’s roads that will guide all future road reconstruction projects. The standards should specify the width of motorist travel lanes and shoulders, design speed, traffic calming elements, landscaping, sidewalks, intersection control, and drainage solutions.	A formal/documented set of design standards was never created. However, design standards have been used in practice with rehabilitating or reconstructing roads.

	All Town roads should be minimally accessible to Group A bicyclists. The term “minimally accessible” means that the road should have enough pavement width to accommodate both motor vehicle and bicycle traffic at the motor vehicle speeds and volume that typically occur on that section of road. (...) Given the traffic volumes and speeds on many of the Town’s local and collector routes, a pavement width consisting of motor vehicle traffic lanes 11 feet wide and paved shoulders 2 or 3 feet wide may often be appropriate.	The Town has been substantially following this guideline when roads are paved or reconstructed. There have been instances however, where public input has dictated that preservation of rural character superseded these guidelines.
	Roads that appear to need some improvement as soon as possible, due to traffic conditions, are the following:	
2	Route One	Martin’s Point Bridge to Route 88: repaved in 2005; repaving in 2016. Route 88 to Bucknam Road: repaving in 2015. Streetscape project, sidewalks and wider paved shoulders are part of scope. Bucknam Road to Cumberland Town Line: repaving in 2016.
3	Route 9/Longwoods Road	Middle Road to DOT compact line: Rehabilitated in 2007: Widened to add 3.5’ wide paved shoulders.
4	Allen Avenue Extension and the portion of Falmouth Road between Allen Avenue Extension and Middle Road	Allen Ave. Ext. was repaved in 2009. Vehicle travel lanes were narrowed as part of this work. Falmouth Road was completely reconstructed in two phases in 2011 and 2012. Paved shoulders and sidewalks (Middle Road to Merrill Road) were added.
5	Gray Road	From the Presumpscot River overpass to Portland line: was repaved in 2007 and dedicated bike lanes were created and striped as part of this project. Presumpscot River Bridge: was completely replaced in 2010 by MDOT. Paved shoulders and a sidewalk were added to the bridge and the approaches. A Route 100 Vision Plan was completed in 2015. Preliminary engineering work is forthcoming.
6	Blackstrap Road	Blackstrap Road (within the urban compact zone) was completely reconstructed in two phases in 2013 and 2014. Paved shoulders were added.
	Group B bikeways in Falmouth should usually have paved shoulders 4 or 5 feet wide. Group B bikeways recommended are:	

7	<p>The East Falmouth Bikeway is designed to link the area along Falmouth Foreside with destinations along Route One and the Village Center Districts via Route 88 and Depot Road. The section of Route One from the Martin's Point Bridge to the intersection of Route 88 is proposed to be upgraded from a Group A facility to a Group B facility. Improved access for bicyclists and pedestrians when planning additional road linkages within the Village Center District.</p>	<p>No information regarding the East Falmouth Bikeway. Route 88 has >5' wide bike lanes. Depot Road has less than 4-5' paved shoulders.</p> <p>Route 1 from Martin's Point Bridge to Route 88 was upgraded to a wider (6-8') bikeway. It is striped, stenciled and signed as such today.</p>
8	<p>The West Falmouth Bikeway is designed to link the Brook Road area with the Exit 10 project, Huston Park, Community Park, the Middle School and the High School.</p>	<p>No information on the West Falmouth Bikeway. This Route does not currently have 4-5' wide shoulders.</p>
9	<p>The Cross Town Bikeway is designed to link the High School and Community Park region with eastern Falmouth via Woodville Road, Woods Road, Middle Road, and Lunt Road.</p>	<p>No information on the Cross Town Bikeway. This Route does not currently have 4-5' wide shoulders.</p>
10	<p>The Pleasant Hill Bikeway is designed to link the population center located in the Pleasant Hill area with the Plummer-Motz School and the Middle Road Population center, as well as the Cross Town Bikeway.</p>	<p>Middle Road was reconstructed in 2008 and 2009. The road was widened to add paved shoulders.</p> <p>Note: Students from the Plummer-Motz school were relocated to the Woodville Road school campus and a portion of the building has been converted to the Falmouth Community Programs Activity Center.</p>
11	<p>Better access for children bicyclists (group C) can be achieved through the use of sidewalks and recreation paths in a variety of settings.</p>	<p>There have been many sidewalks and recreational paths added since the previous update.</p>
12	<p>Widen the pavement surface on State and Maine Turnpike Authority maintained bridges.</p>	<p>MDOT bridge over the Presumpscot River on Gray road was rebuilt in 2010. A sidewalk and wider paved shoulders were added.</p> <p>Martin's Point Bridge was rebuilt in 2013-14. A separated 10.5' wide multi-use pathway was created. Also, 5'-wide on-street paved shoulders were created. Also, a pedestrian sidewalk was added.</p>

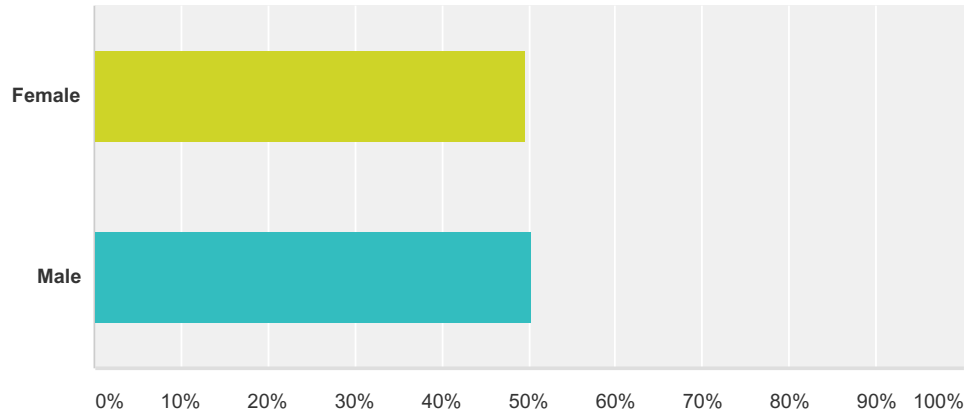
13	Bicycle access should be incorporated into the design and development of Community Park and all other future Town parks.	
14	Community Park should be linked with Falmouth High School and Middle School over a recreation path that crosses the East Branch of the Piscataqua River. A recreation path should also be constructed linking Huston Park with Community Park	
15	In Subdivision review, there should be a requirement to provide bicycle and pedestrian access across cul-de-sacs, hammerheads and other dead ends when it is possible to link two parts of a neighborhood across short distances.	
16	The proposed recreation path between Pine Grove Park and the Ice Arena over the pipeline corridor of the Portland Water District should be constructed.	I believe Portland Trails has created an informal trail between Waldo's and Falmouth Physical Therapy. The Town connected this informal trail to Pine Grove Park with a formal crosswalk and connections to the Route 1 sidewalks.
17	The recreation path through Legion Fields that connects the ball fields and the tennis courts within the park and to Depot Rd and Bucknam Road should be completed.	
Complete unfinished projects in the Commercial Districts:		
18	FTAC recommendations for the Village Center area (see Appendix 1)	
19	Sidewalks already begun on both sides of Route One	Substantially completed in prior years. 2014-2015 Route 1 project will widen the sidewalks, add esplanades, and complete missing links in the sidewalk network.
20	Sidewalks on both sides of Route 100 from Portland North to Leighton Rd	The Route 100 Vision Plan completed in 2015 includes a sidewalk on the easterly side in this area. Preliminary engineering work is forthcoming.
21	A sidewalk on the commercial side of the street on Leighton Rd from the MTA bridge to the West Branch of the Piscataqua	Has been looked at, planned, and budgeted at one time. However, this project has never been fully implemented. New development has implemented some small sections of sidewalks, but the entire network is fragmented.
22	A sidewalk on at least one side of Route 100 from Leighton Rd to Falmouth Rd	The Route 100 Vision Plan completed in 2015 includes this recommendation.

23	<p>Link the Village Center District and the Middle Rd Population Center</p> <ul style="list-style-type: none"> • Lunt Rd from the Library to Lunt School 	<p>A sidewalk was created in 2005 on Depot Road and Lunt Road.</p>
24	<p>Provide connections within the Middle Road Population Center</p> <ul style="list-style-type: none"> • Falmouth Rd from Middle Rd to Blueberry Lane • Middle Rd from Lunt Rd to the Turnpike Spur Bridge 	<p>See comments from #4 for Falmouth Road.</p> <p>Paved shoulders were created on Middle Road. As part of the 2014 paving of Middle Road (Bucknam Road to Turnpike Spur Bridge), vehicular travel lanes were narrowed and the paved shoulders were widened with line striping.</p>
25	<p>Link the Village Center District to nearby population centers along secondary routes</p> <ul style="list-style-type: none"> • Bucknam Rd from Route 1 to Middle Rd • Depot Rd from Route 1 to Route 88 	<p>It does not appear any work has been done on Bucknam Road since the last update.</p> <p>Depot Road has 3-4' wide paved shoulders.</p> <p>A sidewalk was recently constructed from Route 88 to the business district.</p>
26	<p>Link the Route One Business District to the Macworth Flats Population Center</p> <ul style="list-style-type: none"> • Sidewalks on both sides of Route One from the Route One Business District to the Martin's Point Bridge 	<p>A sidewalk was constructed on one side of Route 1 from the Route 1 Business District to the Martin's Point Bridge.</p> <p>Upgraded crosswalks with median islands and Rapid Rectangular Flashing Beacons were installed.</p>
27	<p>Link the Pleasant Hill Population Center with the Middle Rd Population Center</p> <ul style="list-style-type: none"> • Middle Rd from the Portland Line to Lunt Rd 	<p>See comments from #10</p>
28	<p>Provide connections within the Pleasant Hill Population Center</p> <ul style="list-style-type: none"> • Allen Avenue Extension from the Portland Line to the Presumpscot River Bridge • Pleasant Hill Rd • Ledgewood Rd 	<p>Allen Ave. Extension: See comments from #4</p> <p>Pleasant Hill: No information</p> <p>Ledgewood Drive was fully reconstructed in two phases in 2010 and 2012. Paved shoulders and a sidewalk were added.</p>
29	<p>Provide connections within the Town Landing Population Center</p> <ul style="list-style-type: none"> • Johnson Rd from Valley Rd to Route 88 • Route 88 from the Cumberland Line to Depot Rd 	<p>Johnson Road was reconstructed in 2008. Paved shoulders and a sidewalk were added.</p> <p>Route 88: A sidewalk was created in a portion of this segment: From Johnson Road to Underwood Park.</p> <p>Dedicated bike lanes (Route) was created on Route 88 prior to 2007.</p>

30	<p>Provide connections within the Route One Population Center along secondary routes</p> <ul style="list-style-type: none"> • Route 88 from Depot Rd to Route 1 	See previous comments.
31	Encourage the development of sidewalks and recreation paths between new and old subdivisions	Town staff often recommends to the planning board that new projects provide some levels of pedestrian and/or bicycle connectivity.
32	To ensure that Town officials work closely with residents to design projects that are sensitive to neighborhood context and values, a specific public participation process is recommended.	Yes, Town staff follow this policy with regards to new projects.
33	There are likely to be many instances where insufficient space exists to accommodate both a paved shoulder and a sidewalk, if the Master Plan calls for both along the same section of street. In these instances, the Town will need guidance on how to proceed in making hard choices on the size and type of new facilities for the area. (...) [R]ules have been developed to aid in this decision-making process.	In these instances, The Town would use existing data, such as traffic volumes, crash data, bicycle and pedestrian counts, demand, public input, easement possibilities, and other variables to determine the needs of the street, area, and community. This will allow for a thorough decision process to occur.
34	Other needs include education to improve bicycling, driving, and pedestrian practices, law enforcement to enforce the rules of the road, and encouragement for alternative means of transportation. (...) In this next phase of implementing the Bicycle and Pedestrian Master Plan, FTAC will begin to explore and develop these programs to ensure proper use and maintenance of the facilities that are created to improve bicycle and pedestrian access.	Refer to Public Safety and Falmouth School system.

Q1 What is your gender?

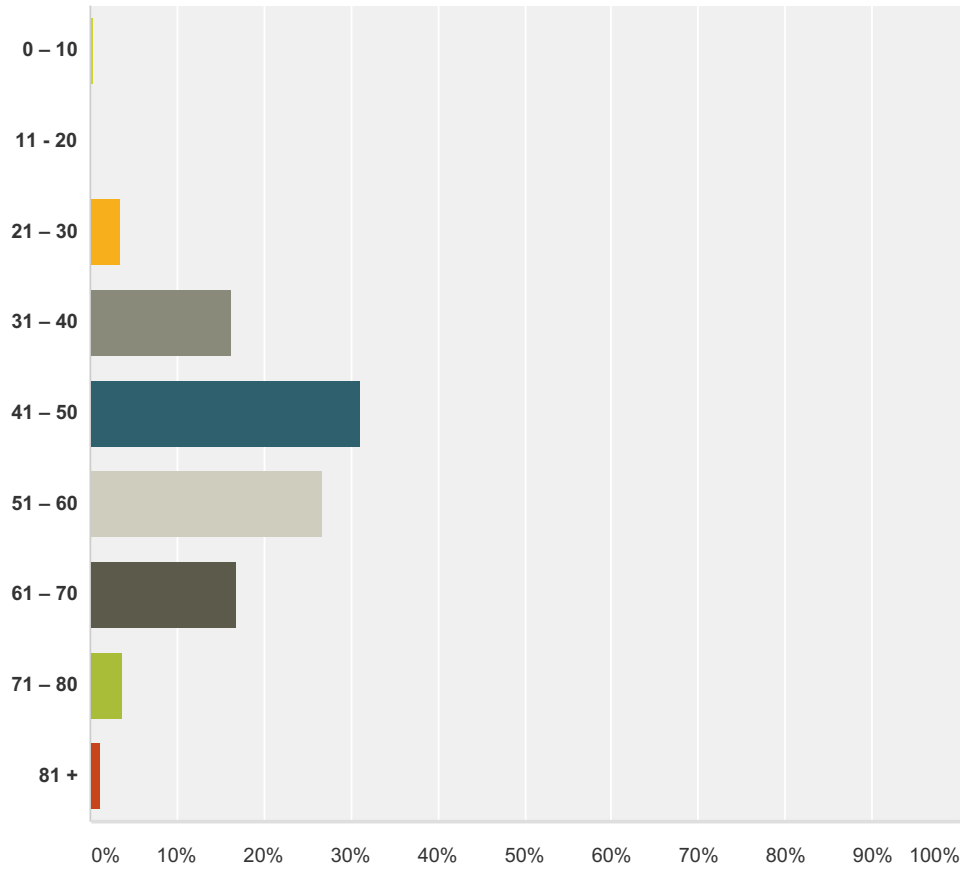
Answered: 318 Skipped: 3



Answer Choices	Responses
Female	49.69% 158
Male	50.31% 160
Total	318

Q2 What is your age group?

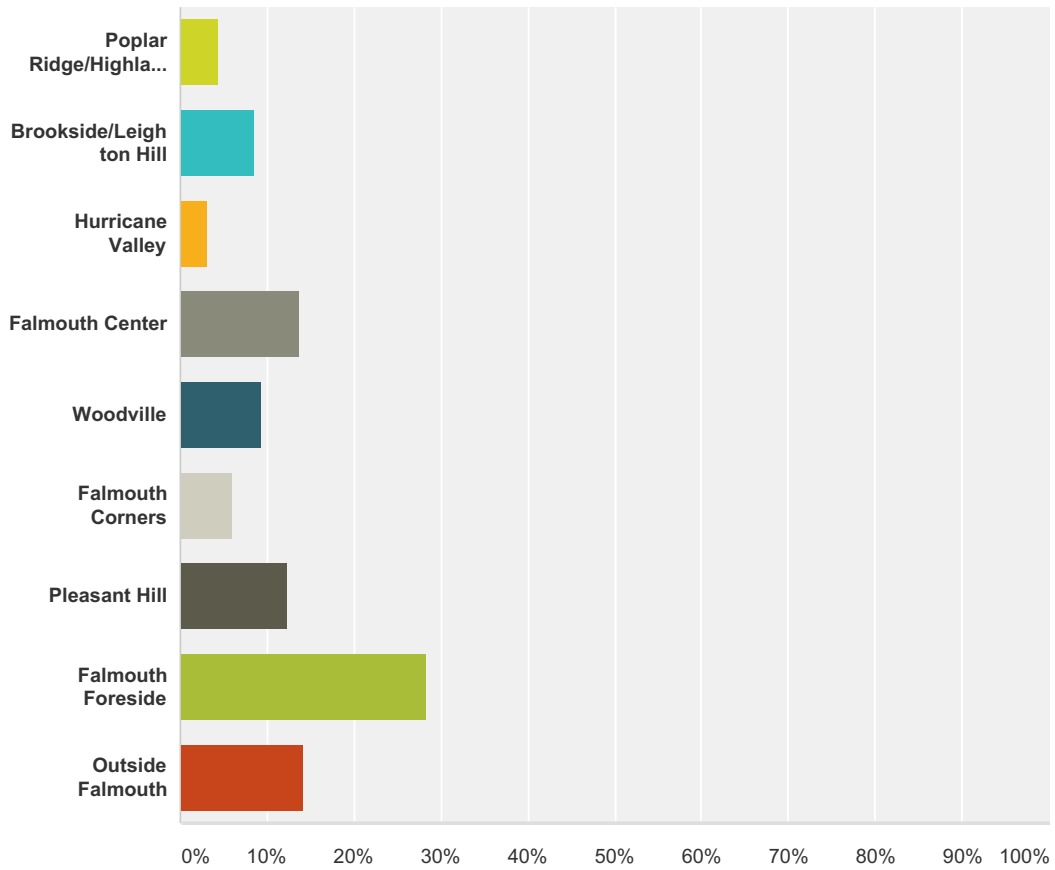
Answered: 318 Skipped: 3



Answer Choices	Responses
0 - 10	0.31% 1
11 - 20	0.00% 0
21 - 30	3.46% 11
31 - 40	16.35% 52
41 - 50	31.13% 99
51 - 60	26.73% 85
61 - 70	16.98% 54
71 - 80	3.77% 12
81 +	1.26% 4
Total	318

Q3 Using the map above, in which neighborhood do you live?

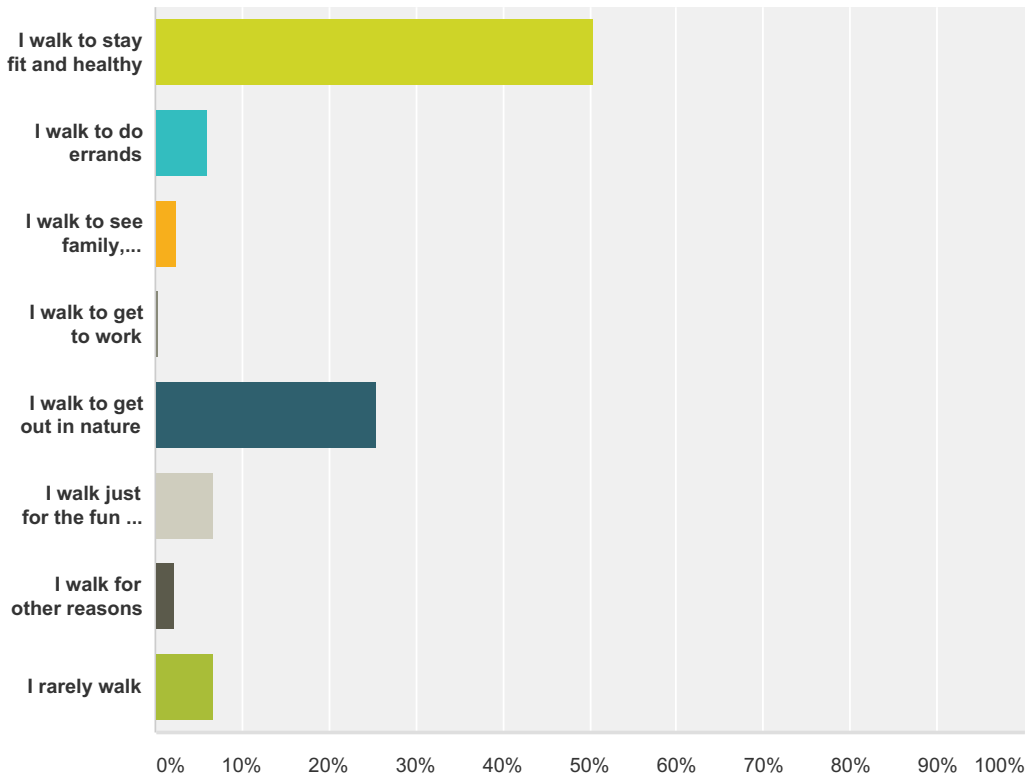
Answered: 318 Skipped: 3



Answer Choices	Responses
Poplar Ridge/Highland Lake	4.40% 14
Brookside/Leighton Hill	8.49% 27
Hurricane Valley	3.14% 10
Falmouth Center	13.84% 44
Woodville	9.43% 30
Falmouth Corners	5.97% 19
Pleasant Hill	12.26% 39
Falmouth Foreside	28.30% 90
Outside Falmouth	14.15% 45
Total	318

Q4 Which best describes the top reason you walk in Falmouth?

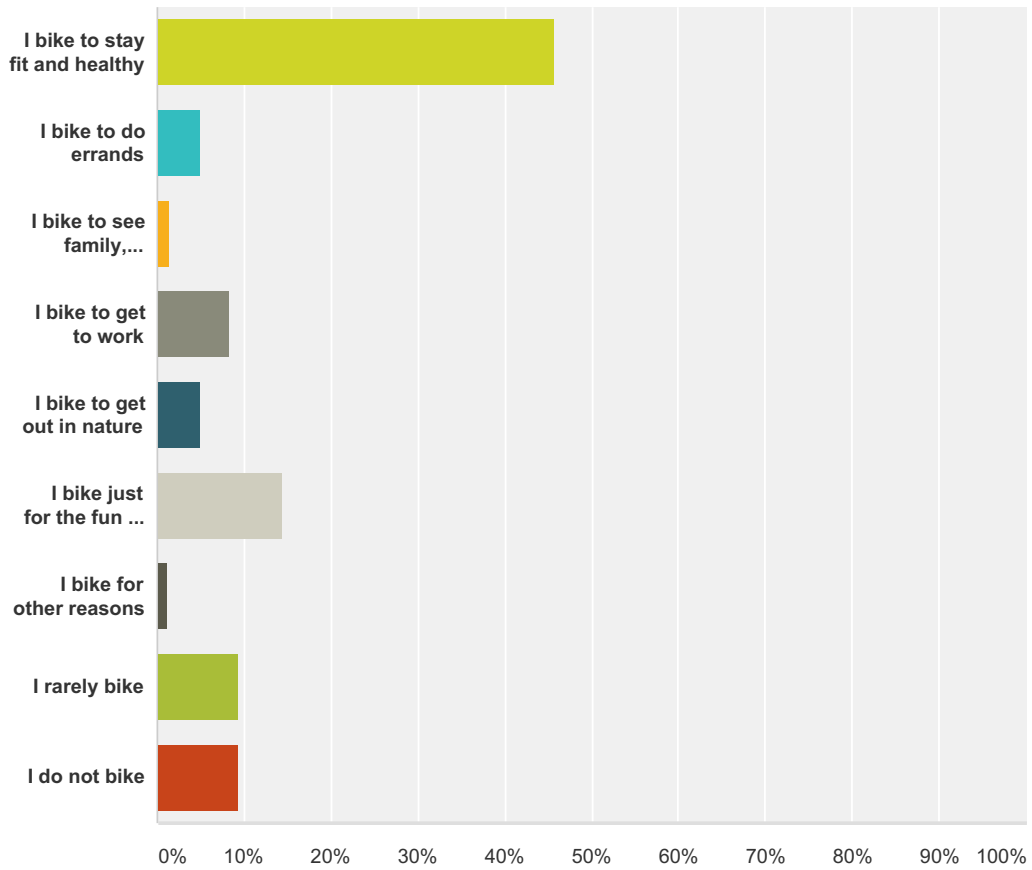
Answered: 319 Skipped: 2



Answer Choices	Responses
I walk to stay fit and healthy	50.47% 161
I walk to do errands	5.96% 19
I walk to see family, friends, and neighbors	2.51% 8
I walk to get to work	0.31% 1
I walk to get out in nature	25.39% 81
I walk just for the fun of it	6.58% 21
I walk for other reasons	2.19% 7
I rarely walk	6.58% 21
Total	319

Q5 Which best describes the top reason you bike in Falmouth?

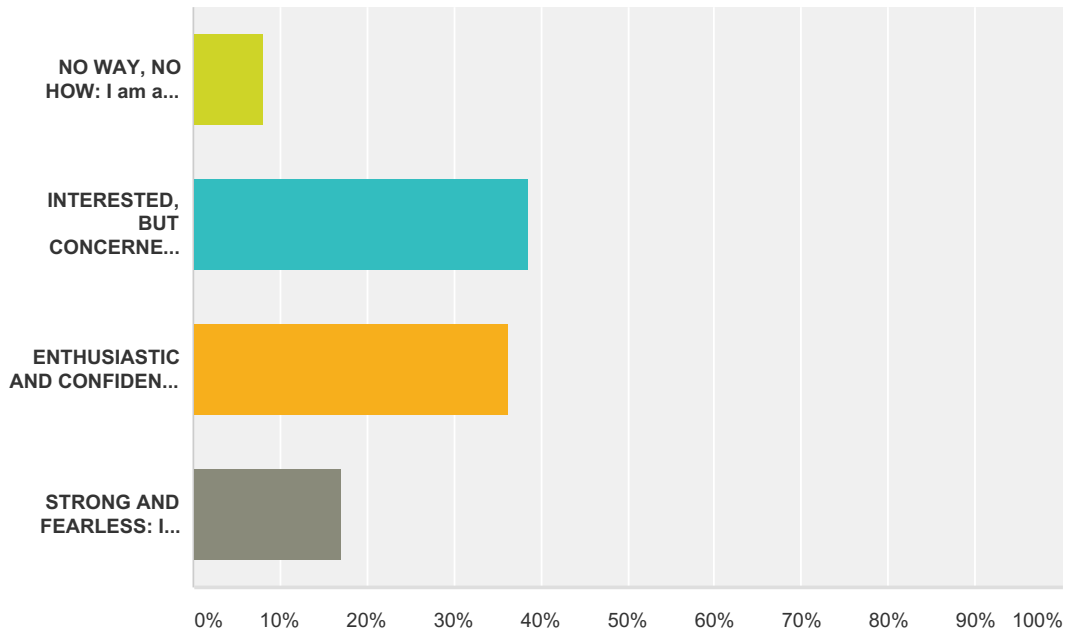
Answered: 320 Skipped: 1



Answer Choices	Responses
I bike to stay fit and healthy	45.63% 146
I bike to do errands	5.00% 16
I bike to see family, friends, and neighbors	1.56% 5
I bike to get to work	8.44% 27
I bike to get out in nature	5.00% 16
I bike just for the fun of it	14.37% 46
I bike for other reasons	1.25% 4
I rarely bike	9.38% 30
I do not bike	9.38% 30
Total	320

Q6 Which describes your attitude and comfort level as a bicyclist in Falmouth?

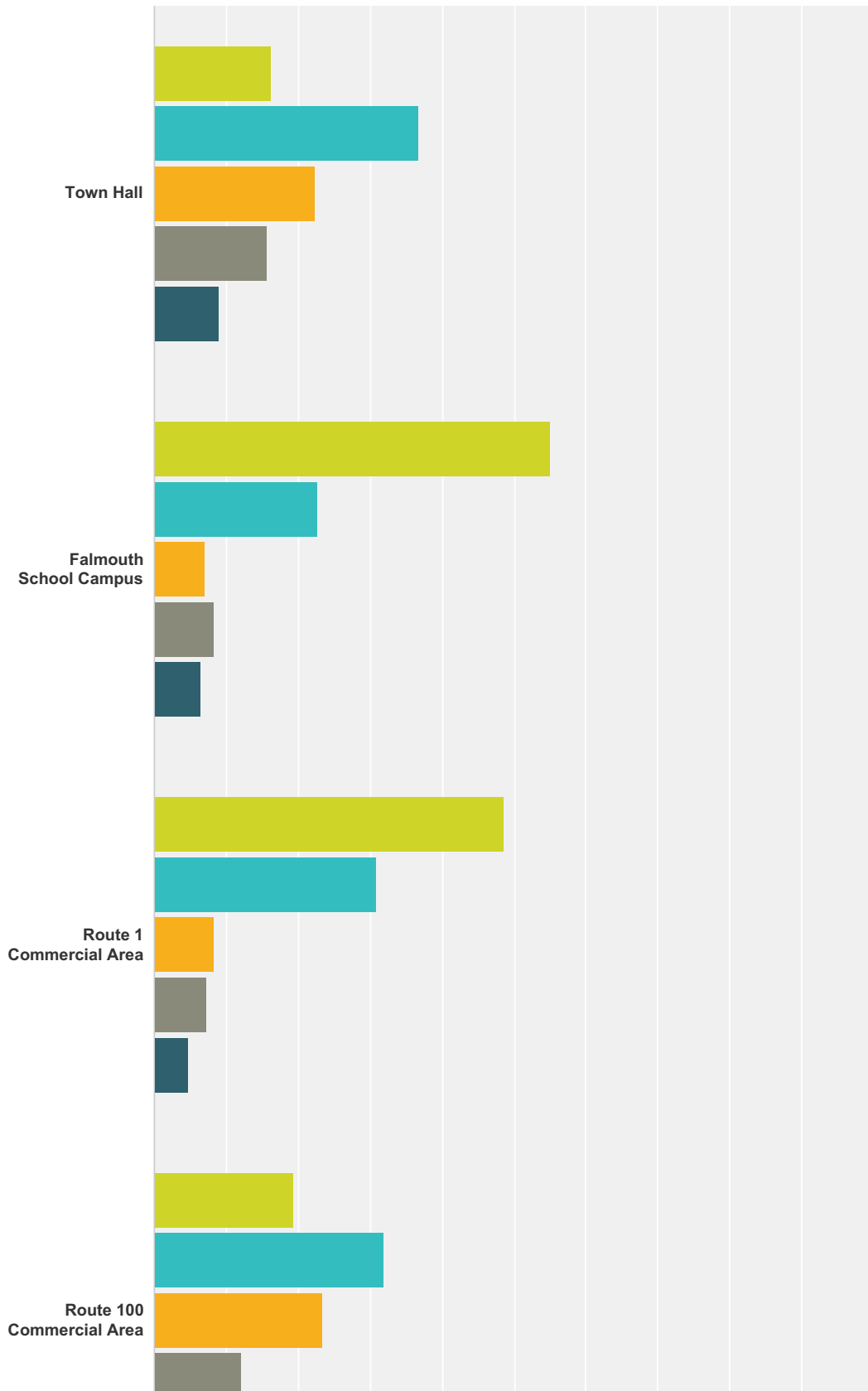
Answered: 311 Skipped: 10



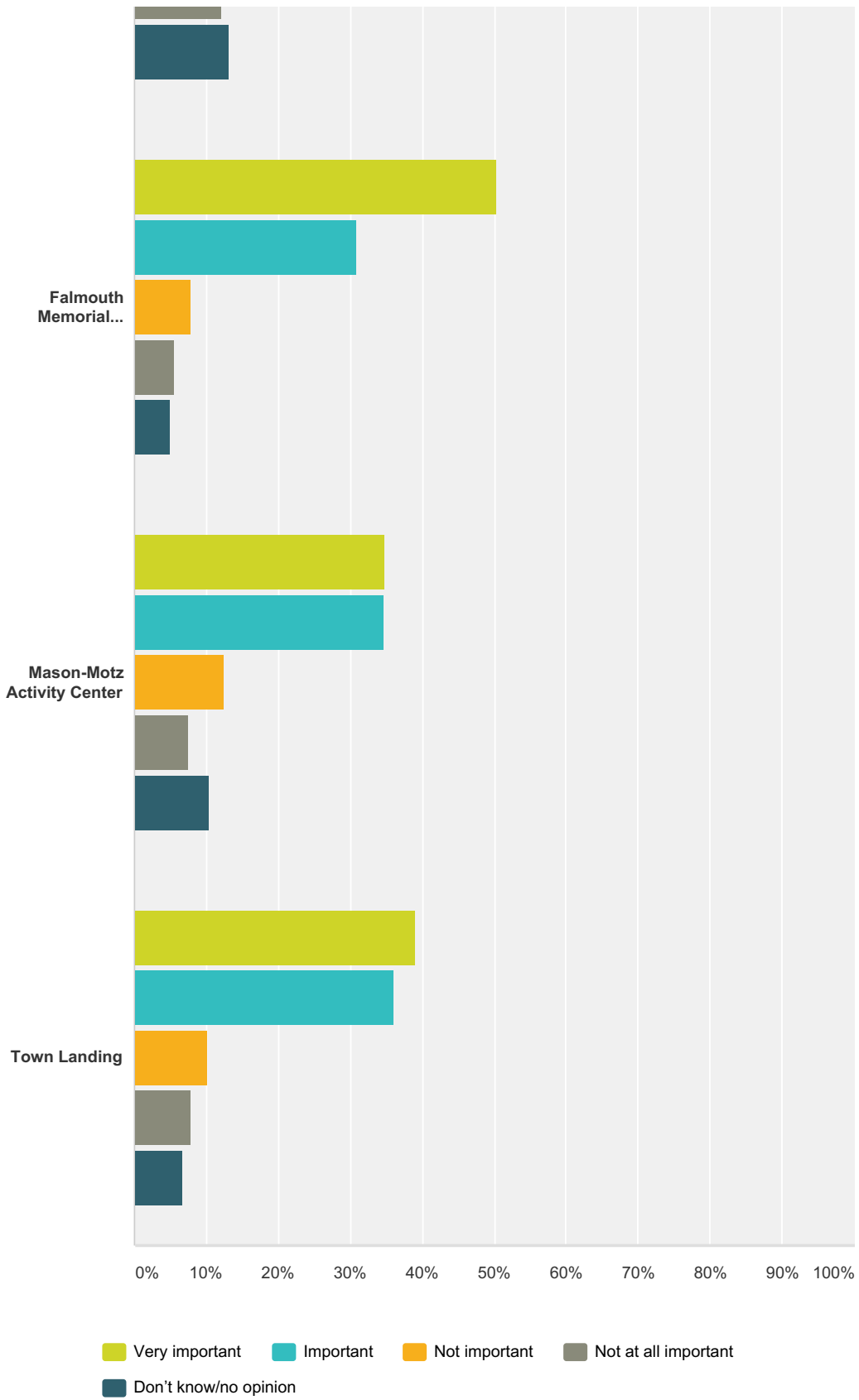
Answer Choices	Responses
NO WAY, NO HOW: I am a non-rider. I am very unlikely to ever ride a bicycle in Falmouth for various reasons that may include my ability, the effort required, and/or my lack of interest.	8.04% 25
INTERESTED, BUT CONCERNED: I enjoy bicycle riding in Falmouth and want to take advantage of the benefits of bicycle riding. However, I choose not to ride a bicycle for transportation because riding alongside motor vehicle traffic is not comfortable for me. I am unlikely to use any bicycle route which is shared with motor vehicles.	38.59% 120
ENTHUSIASTIC AND CONFIDENT: I regularly ride bicycle in Falmouth for transportation. I prefer to use facilities that separate bicycle and motor vehicle traffic, but can still comfortable riding a bicycle alongside motor vehicle traffic.	36.33% 113
STRONG AND FEARLESS: I ride bicycles in Falmouth regardless of the roadway conditions or levels of motor vehicle traffic.	17.04% 53
Total	311

Q7 How important is this destination for people to be able to walk to?

Answered: 318 Skipped: 3



2015 Falmouth Bicycle and Pedestrian Survey



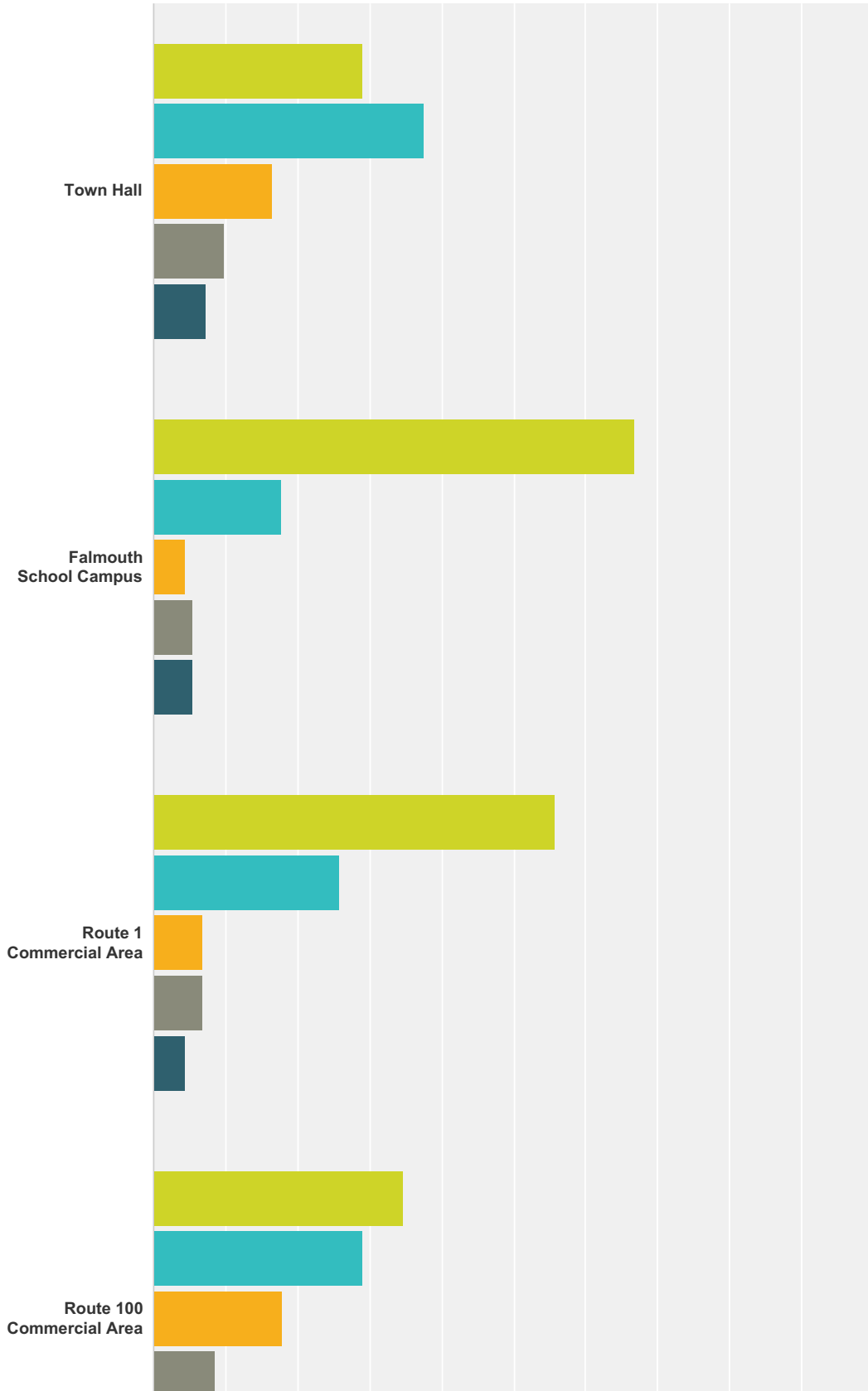
	Very important	Important	Not important	Not at all important	Don't know/no opinion	Total
Town Hall	16.33% 49	36.67% 110	22.33% 67	15.67% 47	9.00% 27	300

2015 Falmouth Bicycle and Pedestrian Survey

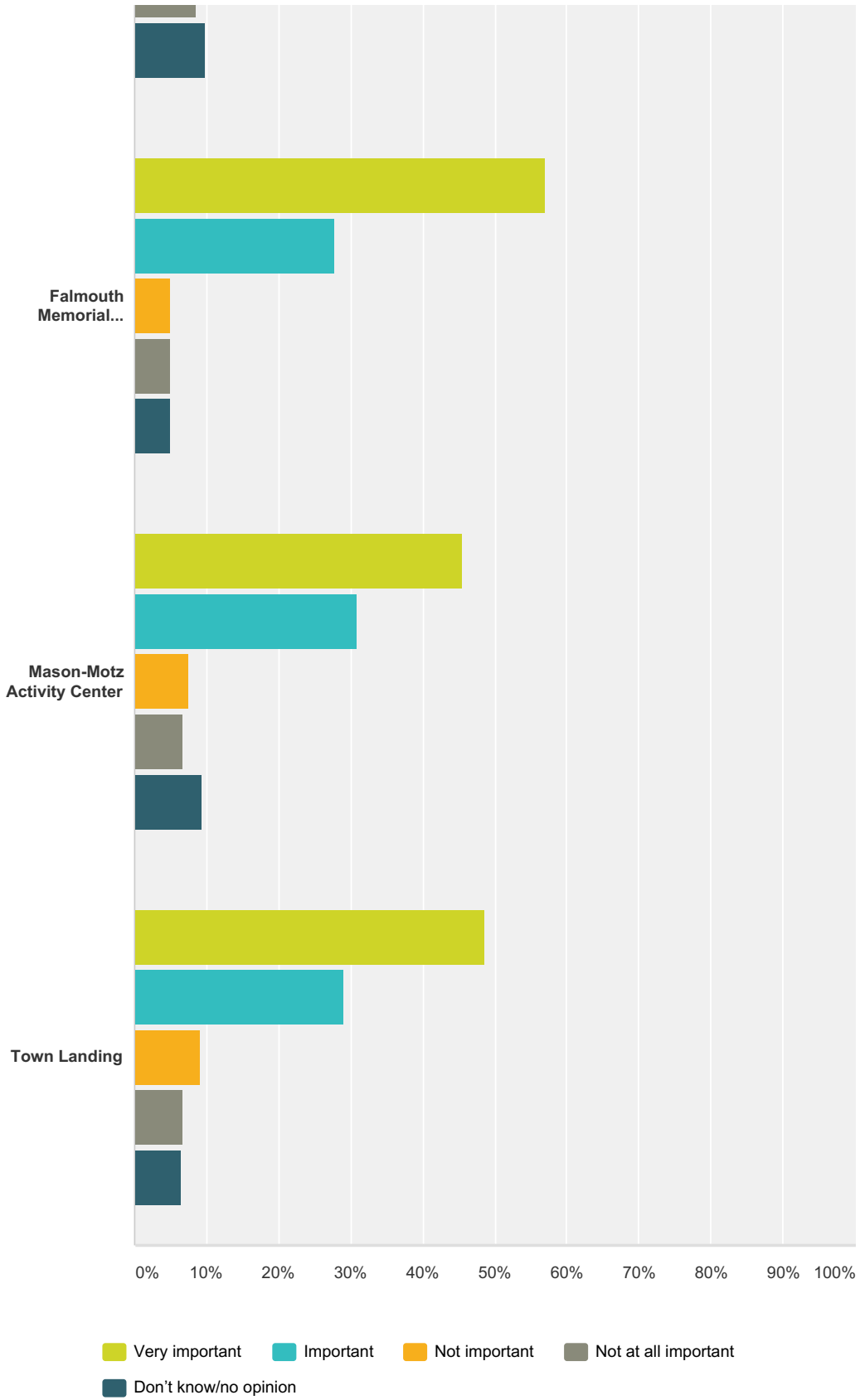
Falmouth School Campus	55.19% 170	22.73% 70	7.14% 22	8.44% 26	6.49% 20	308
Route 1 Commercial Area	48.73% 153	30.89% 97	8.28% 26	7.32% 23	4.78% 15	314
Route 100 Commercial Area	19.41% 59	31.91% 97	23.36% 71	12.17% 37	13.16% 40	304
Falmouth Memorial Library	50.32% 158	30.89% 97	7.96% 25	5.73% 18	5.10% 16	314
Mason-Motz Activity Center	34.95% 108	34.63% 107	12.62% 39	7.44% 23	10.36% 32	309
Town Landing	38.98% 122	36.10% 113	10.22% 32	7.99% 25	6.71% 21	313

Q8 How important is this destination for people to be able to ride a bike to?

Answered: 318 Skipped: 3



2015 Falmouth Bicycle and Pedestrian Survey



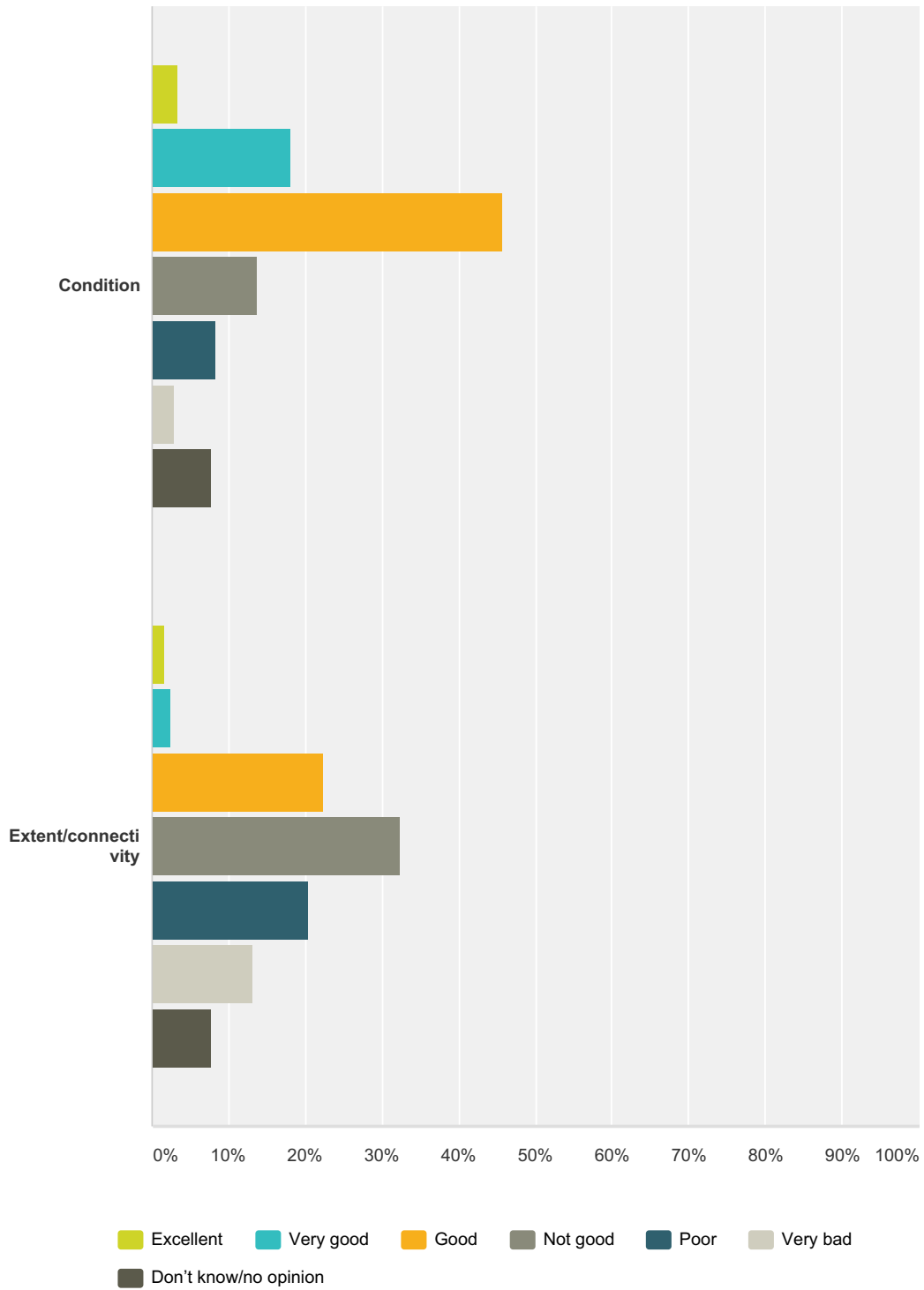
	Very important	Important	Not important	Not at all important	Don't know/no opinion	Total
Town Hall	28.95% 88	37.50% 114	16.45% 50	9.87% 30	7.24% 22	304

2015 Falmouth Bicycle and Pedestrian Survey

Falmouth School Campus	66.88% 210	17.83% 56	4.46% 14	5.41% 17	5.41% 17	314
Route 1 Commercial Area	55.70% 176	25.95% 82	6.96% 22	6.96% 22	4.43% 14	316
Route 100 Commercial Area	34.64% 106	29.08% 89	17.97% 55	8.50% 26	9.80% 30	306
Falmouth Memorial Library	56.96% 180	27.85% 88	5.06% 16	5.06% 16	5.06% 16	316
Mason-Motz Activity Center	45.48% 141	30.97% 96	7.42% 23	6.77% 21	9.35% 29	310
Town Landing	48.73% 153	28.98% 91	9.24% 29	6.69% 21	6.37% 20	314

Q9 How would you rate Falmouth's sidewalks and crosswalks?

Answered: 316 Skipped: 5



	Excellent	Very good	Good	Not good	Poor	Very bad	Don't know/no opinion	Total
Condition	3.36%	18.12%	45.64%	13.76%	8.39%	3.02%	7.72%	298
	10	54	136	41	25	9	23	

2015 Falmouth Bicycle and Pedestrian Survey

Extent/connectivity	1.60% 5	2.56% 8	22.36% 70	32.27% 101	20.45% 64	13.10% 41	7.67% 24	313
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#	Please feel free to add any comments:	Date
1	There are many short sections of sidewalks which don't connect to anything.	7/7/2015 11:21 PM
2	Lack of side walks on busy Allen Ave Road near where I live in Pleasant Hill neighborhood. Cross walks are all faded beyond visibility.	7/6/2015 2:15 PM
3	There don't seem to be many sidewalks in Falmouth!	7/6/2015 12:18 PM
4	Middle road would really benefit from sidewalks as crumbling asphalt and narrow shoulders create a bottleneck for walkers, bikers, and runners trying to remain out of harm's way from cars.	7/6/2015 9:55 AM
5	There is one sidewalk on the stretch of Brook Road from Blackstrap to Leighton. Residents would benefit from the sidewalk continuing to the shopping center on Route 100, increasing safety for pedestrians and motorists!	7/5/2015 7:39 PM
6	What sidewalks?	7/3/2015 11:30 AM
7	I live off the Middle Road which I find treacherous for both walking and biking. It is the only area that I can walk near my house. Lots of people walk and bike on the middle road. I hope something is done to make it safe. Thank you. Jeanette Good	7/3/2015 11:01 AM
8	There are no sidewalks off my section of falmouth road, I'm not comfortable having my kids walk on a busy road without sidewalks.	7/3/2015 9:27 AM
9	Most of the town doesn't have walkways and the bike paths are not wide enough. When driving in a car you have to give a lot of berth to the cyclist.	7/2/2015 11:19 AM
10	Based on the major locations listed in this survey as places for people to walk/bike to, the extent & connectivity of sidewalks is not good & presents lots of opportunity for new sidewalks in particular, if not bike lanes as well.	7/2/2015 5:59 AM
11	I walk on trails not sidewalks/crosswalks	7/1/2015 9:54 PM
12	Sidewalks are here and there. There is NO PLACE to ride a bike. No room is left on sides of roads. I would like to see the signs noting to leave 3 feet posted around town like Brunswick and white lines with bicycles stenciling	7/1/2015 9:40 PM
13	As much as possible, crosswalks should have more pedestrian friendly design features to provide a safer experience. Painting a crosswalk is not enough. Curb extensions should regularly be used and median islands also considered in many applications to shorten and help break up crossings. Sidewalk connectivity should be better and should be required, not optional, for new developments. Developers resist connections at all costs but the good of the entire community should take precedence over a single development's benefit.	7/1/2015 7:44 PM
14	Bridge over 295 on Lunt Road is difficult for walkers.	7/1/2015 6:37 PM
15	Just don't go anywhere.	7/1/2015 6:22 PM
16	Crosswalks are poorly marked for VEHICLES to notice them. I like the signs with flashing lights to tell vehicle operators that a pedestrian is in the crosswalk.	7/1/2015 2:12 PM
17	There should be an interconnecting trail separate from traffic so one could walk/ride from the west to east and be connected to the schools, town hall and library to name a few. Think of the greenbelt in south portland or the eastern trail in scarborough.	6/30/2015 10:27 PM
18	We need more traffic calming. I was just in Europe where crosswalks with islands and other methods are used to enhance pedestrian access. Thank you for making progress over the years (Johnson Rd., Lunt Rd., Falmouth Rd. etc).	6/30/2015 6:01 AM
19	Linking town properties (parks, schools, etc) should be a priority. The commercial properties in falmouth are setup for drive/park. At this point, bikes have roads. Keep the roads in good shape and the road bikes should be happy. Road biking in the busiest parts of town is a danger to motorists and bicyclists no matter what we do.	6/30/2015 3:54 AM
20	There are none around my house	6/29/2015 3:04 PM
21	There needs to be a crosswalk at the intersection of Rt 1 and Johnson Rd. I have had some very close calls at that particular intersection, especially if the vehicle is turning toward the east onto Johnson Rd. The west side of Johnson Rd would benefit with a sidewalk- lots of walkers there.	6/29/2015 2:50 PM
22	Doesn't seem to be much beyond the Rt 1 area. . . .	6/29/2015 1:22 PM

2015 Falmouth Bicycle and Pedestrian Survey

23	I have great concerns about the foot traffic safety along Allen Ave Ext Pleasant Hill and Ledgewood.	6/29/2015 1:19 PM
24	Most of the roads off of Route 88 are very walk-able, but 88 itself is quite dangerous to walk on, although many optimistic people do it. If a sidewalk (WITH ESPLANADE) were built on Route 88, we could connect ALL those neighborhoods off of 88 (from Waits Landing Road to the Cumberland line - almost all of Falmouth Foreside) via Depot and Johnson Road sidewalks to the village center. Without doing that, you have some very nice sidewalks in the village center that no one can get to safely!! Also, it seems a shame to build sidewalks without esplanades. Walkers know the difference, and the ones without esplanades feel very narrow, more unsafe and not as enjoyable to walk on.	6/29/2015 12:56 PM
25	The lack of sidewalks discourages potential walkers. If there were more sidewalks, I, along with others, would walk more around Falmouth.	6/29/2015 8:59 AM
26	Given the population density, speed of cars, level of car and people traffic and the lack of alternative routes, Foreside road should have a safer way to walk, jog or bike. The shoulder of the road is too narrow for us to feel safe biking and running in many areas	6/27/2015 4:44 PM
27	We have no sidewalks in our area of town.	6/26/2015 9:55 AM
28	Thank you for finally putting in a sidewalk on Depot Rd. Also I love the sidewalk on Falmouth Rd but wonder why it doesn't continue to the river or to the schools.	6/25/2015 5:26 PM
29	The condition of the crosswalks is good except in the winter when the surface is very slippery, even more so than the main road.	6/24/2015 4:01 PM
30	Winn Rd needs a bike lane and the car speed should be better enforced.	6/23/2015 7:00 PM
31	Living off of Blackstrap Road, I constantly wish that my family, including my young daughter, had more accessibility to walkable areas, and safe bike passage. Blackstrap is horrible. There are no sidewalks and cars drive too fast.	6/23/2015 4:18 PM
32	There are a few sidewalks, but very few are connected to main arteries - and the sidewalks that go over 295 are in disrepair with low railings.	6/23/2015 4:17 PM
33	Other than on Rt 1, where are there sidewalks?	6/23/2015 4:15 PM
34	The walks in place appear to be in good condition and getting better with the construction. However, there are many areas that have none at all that would be helpful to increase foot/bike traffic safety.	6/22/2015 3:37 PM
35	I work on Fundy Road and try to walk during my lunch hour. I must drive to the Audubon or Tidewater to get to a safe place to walk... I don't feel comfortable crossing Route 1. Even with the improvements, cars are turning everywhere -- to get to the fast food restaurants and shopping areas -- without any concern for pedestrians.	6/22/2015 3:27 PM
36	Connectivity is getting better.	6/21/2015 10:36 AM
37	Sidewalks are uneven. I am particularly disturbed by the lack of sidewalks on parts of route 88 (such as north of Town Landing) where there is a large amount of pedestrian traffic, especially children. Children, bikers, and runners are FREQUENTLY endangered by vehicular traffic in this area. It is a tragedy waiting to happen, especially given the amount of distracted driving.	6/20/2015 4:24 PM
38	Huh? We have none in W. Falmouth. All are reserved for the East Siders.	6/19/2015 3:37 PM
39	Quality of Blueberry Lane sidewalk is poor in many places and needs new blacktop!	6/19/2015 6:59 AM
40	Biggest connectivity problem is that Lunt Road sidewalk across I-295 is not plowed in winter and so is unusable for bikes or walkers for 5 months of the year.	6/18/2015 8:02 PM
41	h	6/16/2015 7:05 PM
42	Route 88 desperately needs sidewalks. I love the new sidewalks on Route One and use them all the time.	6/16/2015 11:48 AM
43	It is ridiculous that you decide on sidewalks based upon input from a few neighbors, middle road needs a sidewalk not route 1!!!!!!	6/16/2015 8:51 AM
44	Side walks are poorly maintained and connected	6/16/2015 6:03 AM
45	Not many sidewalks in town, but those that exist are in excellent condition (e.g., Falmouth Road near Ocean View)	6/16/2015 5:18 AM
46	We need more, but what we have is good.	6/16/2015 5:10 AM

2015 Falmouth Bicycle and Pedestrian Survey

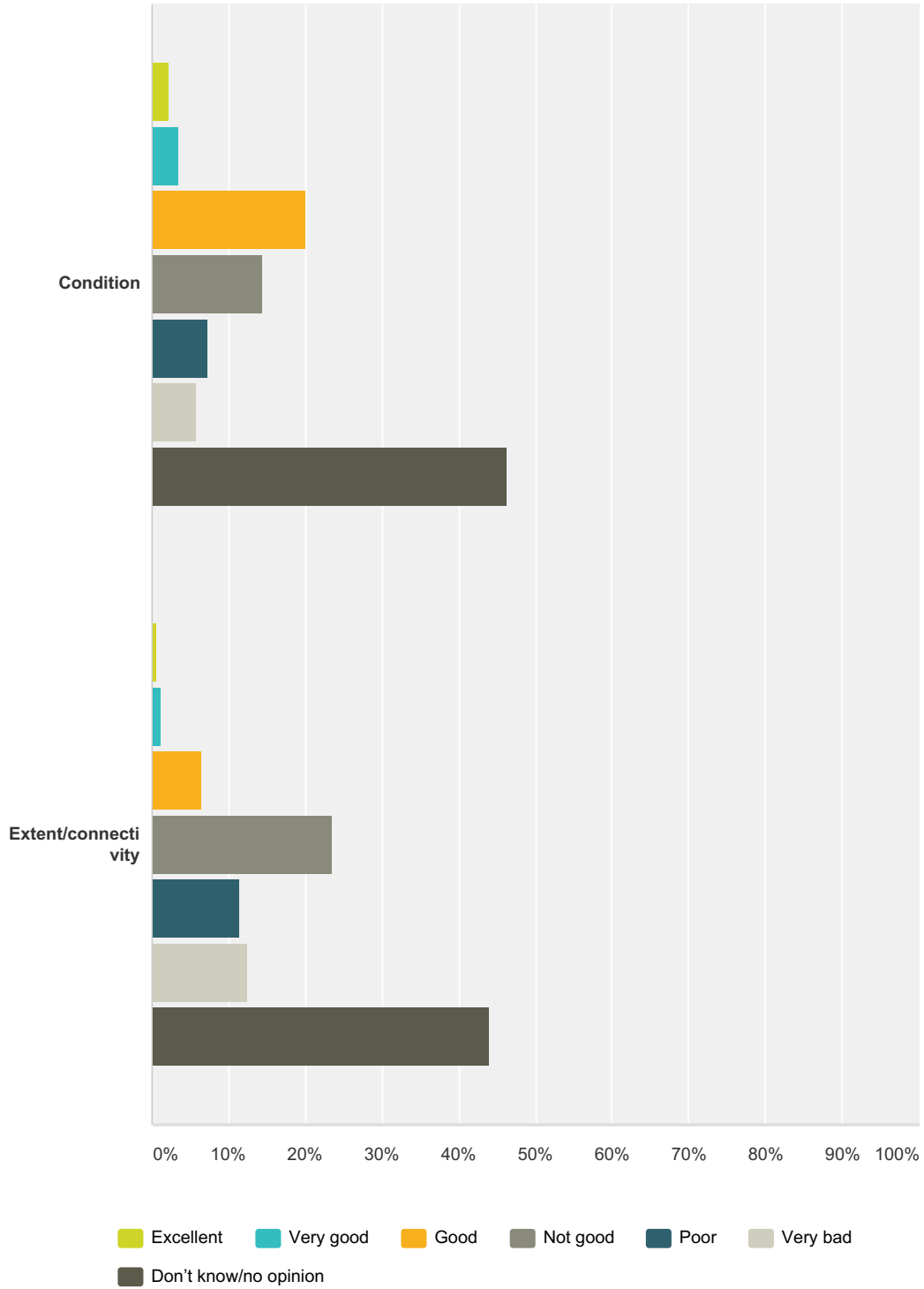
47	Route 1 was improved, and further highway narrowing would be too detrimental to vehicle traffic. Connectivity across town is primary challenge. I would not support taking property for sidewalks/bike paths on roads such as Depot, Johnson, Falmouth or Leighton Roads where some houses are already very close to the road and have little privacy.	6/15/2015 10:05 PM
48	Thank you for adding a sidewalk down Depot Road that connects to 88 - i really appreciate it! That big bush on the corner could be cut back if possible - it's a really bad blind spot for drivers who cut the corner (Depot and 88).	6/15/2015 8:31 PM
49	wherever the bus stops there should be a crosswalk. The walks could go thru the woods, over the turnpike spur and to the schools.	6/15/2015 7:45 PM
50	What sidewalks? I'm only aware along route 1.	6/15/2015 7:32 PM
51	Not extensive enough and not enough connectivity	6/15/2015 7:28 PM
52	The construction on Route 1 makes it difficult to fully evaluate at this time.	6/15/2015 4:36 PM
53	We need better pedestrian connections between Rt. 88, Rt. 1, Rt. 9 and Falmouth Rd. This is the functional center of town and it is not pedestrian friendly in most areas.	6/15/2015 2:52 PM
54	I live in West Falmouth and I am unable to bike or walk/run safely on or near Black Strap. Bicyclists also pose a danger on this road if biking in a pack. Mountain road is also unsafe. I'm unable to walk or bike with my children beyond our immediate neighborhood road.	6/14/2015 10:02 PM
55	In my neighborhood there have been some recent improvements but there are still no sidewalks along many of the roads including Allen Ave Ext and Pleasant Hill.	6/14/2015 9:00 PM
56	None in West Falmouth	6/14/2015 5:46 PM
57	Need a sidewalk all the way down Leighton Road and on Route 100 in that area to accommodate the neighborhoods in Brookside (in Brook and Blackstrap roads areas). Walking on Leighton is not relaxing (only sidewalk on Leighton Rd is on bridge over turnpike).	6/14/2015 11:25 AM
58	This is hard to judge since there aren't any sidewalks on my walking route.	6/14/2015 11:15 AM
59	not enough sidewalks or paved sides for biking . Route 100 and Blackstrap dangerous for bikers.	6/13/2015 9:19 PM
60	I would love to see more bike lanes and sidewalks. I feel it is difficult to get out on the roads with so many cars passing!	6/13/2015 5:12 PM
61	For the sections of Falmouth that have sidewalks, they are generally in good shape. I was also impressed with snow removal this winter in Rt 1 commercial area. Sidewalks on Rt 1 by the flats should have been made wider. Too narrow to pass wide stroller or for kids to bike on.	6/13/2015 4:45 PM
62	Good in east side of town. Bad in west side.	6/13/2015 4:06 PM
63	Could be better in extent, always.	6/13/2015 9:09 AM
64	Would love a sidewalk on Pleasant Hill Rd	6/12/2015 5:30 PM
65	connectivity of sidewalks and bike paths with the school as the hub should be at the center of this discussion, I believe. Students ability to walk or ride to school via the entire length of Falmouth Rd and Washington Ave as well as Johnson Rd and ESPECIALLY along Middle Rd is crucial. I believe what sidewalks exist are in good shape. Middle Road is a disaster and I am shocked that no one has been killed along this stretch on a bike.	6/12/2015 5:01 PM
66	Very few sidewalks and crosswalks in West Falmouth. Rt 100 just north of West Falmouth Crossing is very dangerous for walking/biking	6/12/2015 2:32 PM
67	There are sections in town with good sidewalks, but most of them do not connect with each other.	6/12/2015 1:19 PM
68	Although there are many sidewalks in town there are NONE in my general area. Brook Road isn't wide enough for cars never mind walking, or biking. I was astonished to see sidewalk the length of LedgeWood Drive, and have nothing in my general area. I strongly hope that West Falmouth gets some attention when it comes to walking and biking.	6/12/2015 12:47 PM
69	I live on the west side of Route 1 off Johnson Rd.(on Woodward Ln.) & LOVE the Johnson Rd. sidewalk on the other side of Rte. 1 from us. Wish it continued on the west side of Johnson Rd. & also down Rte. 1 to the shopping ctr.	6/12/2015 12:12 PM

2015 Falmouth Bicycle and Pedestrian Survey

70	Cross walks/sidewalks have definitely improved around the rt 1 corridor. They are non existent down the rt. 100 corridor. I feel if the rt. 100 corridor where made safer for bicycles you would see more bike commuters on that side of town. The section of rt. 100 between Mountain rd and Leighton road is extremely dangerous for pedestrians and cyclist. I travel that road each day and have seen increased use by ped. /cyclist -- I'm fearful it is just a matter of time before a serious accident happens on the stretch.	6/12/2015 11:48 AM
71	All major streets East of the School Campus should have sidewalks. Wood Road, Middle, Falmouth Road.	6/12/2015 11:17 AM
72	Falmouth road needs a bike/walk path from Leighton rd to Bucknam. Kids should be able to safely ride bikes to school and cannot in our neighborhood. Falmouth road is so congested and dangerous.	6/12/2015 10:59 AM
73	Too few and far between. Getting a bit better, but a long way to go.	6/12/2015 10:36 AM
74	It is a work in progress but take a sidewalk such as the one on Falmouth Rd. I believe it stops at Merrill. Why wouldn't we extend that to the parks on Presumscott River?	6/12/2015 10:33 AM
75	If only Leighton Rd had sidewalks so much on each side of route 100 would be connected to the resources at West Falmouth .crossing...doctors, eye doctor, therapy, child care , groceries.	6/12/2015 10:31 AM
76	We are so behind the times in getting our community fit and active because we are such s segmented community with our lack of a downtown center to congregate. We have made great improvements with the sidewalks on Ledgewood and on route 1. But look at middle road, Falmouth road and Allen Ave extension. I run that neighborhood but fear I may lose my life on either of those roadway. We need to take it up a notch and allow for our elderly and children to be able to use our roadways and feel safe. My kids cannot bike to school because cars don't understand the 3' distance and Falmouth road is a suicide mission.	6/12/2015 7:15 AM
77	Sidewalk connectivity is improving, but there are still significant areas that lack sidewalks and crosswalks.	6/12/2015 6:29 AM
78	Overdone and probably won't be used. We need to balance continuing need to facilitate car traffic with enhanced biking and walking. Driving seems to take second place now and our weather and population age means we need to focus on car transportation because it is needed more.	6/11/2015 11:33 PM
79	Sidewalks are OK - completion of the rout one project will help significantly.	6/11/2015 10:10 PM
80	No sidewalks in my neighborhood, which is good.	6/11/2015 2:33 PM
81	Along the Rte 100 corridor, they end abruptly in places. The improvements to the Rte 100 corridor will help that, but would like to see them connect to more areas with homes so that people can walk to business areas, vs driving there and then just being able to walk within business areas.	6/10/2015 8:02 PM
82	What there are are good, but not extensive enough.	6/10/2015 7:51 PM
83	Please caution is needed on Falmouth and Middle Rd	6/10/2015 3:34 PM
84	The sidewalks in Falmouth are much too limited. It is NOT a walkable community. Even the newer walkway from Falmouth Rd. to the library/route 1 is not continuously safe (the bridge is frightening!). Anyone outside of that small vicinity has no access to sidewalks. The high volume of traffic combined with 45 mph speed limit along route 9 makes this entire area totally off limits.As a resident in this area, I am cut off from the rest of town unless I drive. I am forced to drive my car to a public area and park my car in order to go for a walk or run without placing my life at risk. And that is no exaggeration.	6/10/2015 2:50 PM
85	I rank this very bad because for the most part they are non-existent. The ones that do exist are fair.	6/10/2015 1:30 PM
86	They are improving, but key areas are still lagging	6/10/2015 1:12 PM
87	We have created sidewalks in many disparate areas, but why can't we connect to the school campus? I can't understand why there are sidewalks in outer areas, but we can't make it safe to walk to the school campus.	6/10/2015 12:57 PM
88	Condition is hard to evaluate right now, given Route 1 construction. Other sidewalks seem to be in great shape, but I hardly ever take sidewalks because there aren't that many around town. Then again, when I / my family walk, we're usually headed to trails, rather than sidewalks.	6/10/2015 12:46 PM
89	Sometimes bike paths lose connectivity.	6/10/2015 12:42 PM

Q10 How would you rate Falmouth's sidewalks and crosswalks for people with disabilities?

Answered: 317 Skipped: 4



Excellent	Very good	Good	Not good	Poor	Very bad	Don't know/no opinion	Total
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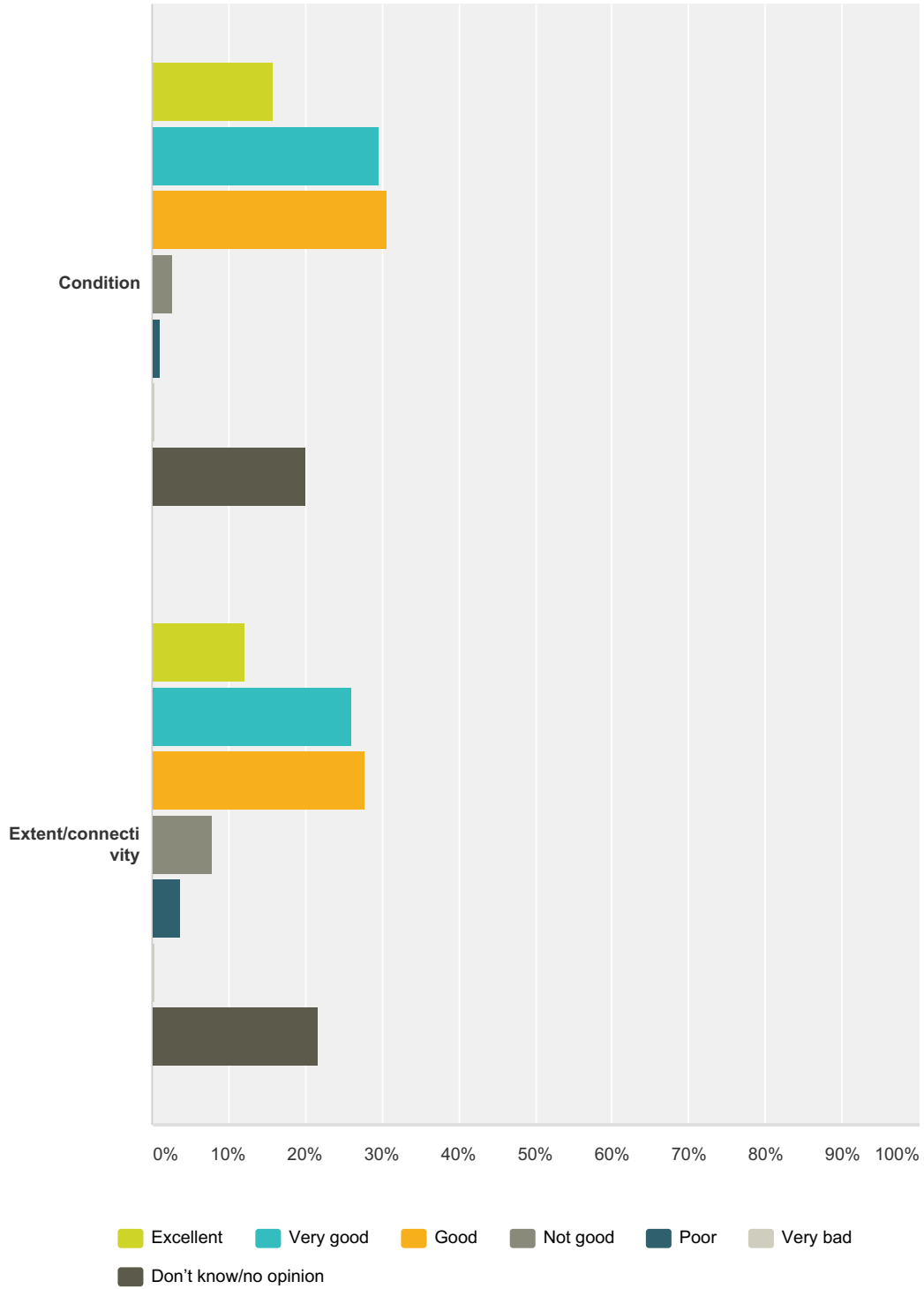
2015 Falmouth Bicycle and Pedestrian Survey

Condition	2.30% 7	3.62% 11	20.07% 61	14.47% 44	7.24% 22	5.92% 18	46.38% 141	304
Extent/connectivity	0.64% 2	1.28% 4	6.39% 20	23.64% 74	11.50% 36	12.46% 39	44.09% 138	313

#	Please feel free to add any comments:	Date
1	I have a child who is wheelchair bound and it's just not safe to walk with her on roads with no side walks. The roads that have sidewalks are fine.	7/2/2015 11:19 AM
2	The paint on most crosswalks are worn off. If there is a side walk, I do usually see good disability access.	7/1/2015 9:40 PM
3	See above.	7/1/2015 6:37 PM
4	There should be an interconnecting trail separate from traffic so one could walk/ride from the west to east and be connected to the schools, town hall and library to name a few. Think of the greenbelt in south portland or the eastern trail in scarborough.	6/30/2015 10:27 PM
5	Doesn't seem to be much beyond the Rt 1 area. . . .	6/29/2015 1:22 PM
6	The Town should post signs on all roads advising pedestrians which side of the road to be walking on. Too many kids (and even adults) run and walk with their backs to traffic, which is SOOOO dangerous. Please do this in order to educate the public about pedestrian safety! Thank you.	6/29/2015 12:56 PM
7	Given that they are bad for people without disabilities, I doubt if they are much better for those with disabilities.	6/29/2015 8:59 AM
8	To be honest, I haven't thought about the accessibility of the sidewalks by the disabled.	6/25/2015 5:26 PM
9	There is a lot of crossing of streets required to get to sidewalks—they seem shift from one side to the other.	6/21/2015 10:36 AM
10	I walk within Ocean View a great deal	6/19/2015 7:27 AM
11	Do all crossing lights have audible sound?	6/18/2015 8:02 PM
12	We do not have either	6/16/2015 3:34 PM
13	I was in a wheelchair last summer and was very grateful for Falmouth's sidewalks with the ramps.	6/16/2015 11:48 AM
14	Please add sidewalks to Pleasant Hill Road!!!!	6/16/2015 8:22 AM
15	I transported an elderly disabled person for many years. Accessibility within a business driveway/lot is more important than sidewalks other than places like Oceanview where there is a known population within reasonable walking distance to services.	6/15/2015 10:05 PM
16	Winter is tough for anyone with a disability and the side of the roads are full of sand too long into the spring	6/15/2015 4:36 PM
17	I care about our streets and sidewalks being accessible to people with disabilities, but cannot judge the current state	6/14/2015 11:26 AM
18	Again, there are no sidewalks in my area aside from a couple of cul de sacs off of Winn Road.	6/14/2015 11:15 AM
19	Same as above.	6/13/2015 4:06 PM
20	Again the sidewalks are good only on one side of town.	6/12/2015 11:48 AM
21	Don't live in an area where there are sidewalks so can't answer this.	6/10/2015 7:51 PM
22	Horrible. Not only for people with disabilities, but access for people with strollers and young children is also abysmal. Unless you happened to live in Tidewater Farms, I would not allow anyone younger than high school the option to bike/walk to the library or to school alone. Completely unsafe. The ever expanding Ocean View is forced to be an island unto their own for seniors. And once more - the area in which I reside (off of Rt. 9 in the Woodville area) is completely unsafe and inaccessible, regardless of age or disability.	6/10/2015 2:50 PM

Q11 How would you rate Falmouth's off-road trail facilities (walking trails, mountain biking trails, multi-use paths)?

Answered: 318 Skipped: 3



Excellent	Very good	Good	Not good	Poor	Very bad	Don't know/no opinion	Total
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2015 Falmouth Bicycle and Pedestrian Survey

Condition	15.79% 48	29.61% 90	30.59% 93	2.63% 8	0.99% 3	0.33% 1	20.07% 61	304
Extent/connectivity	12.14% 38	26.20% 82	27.80% 87	7.99% 25	3.83% 12	0.32% 1	21.73% 68	313

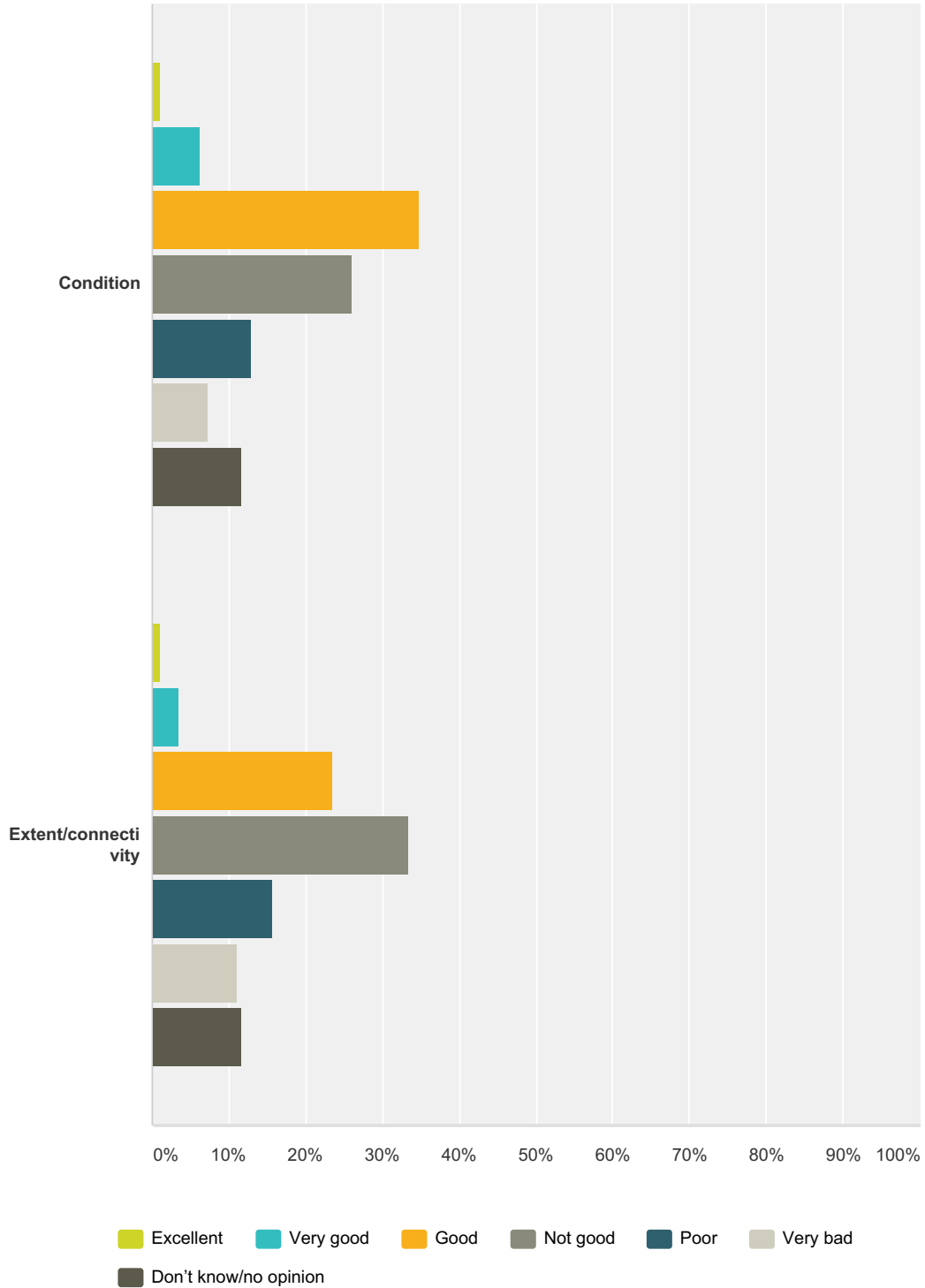
#	Please feel free to add any comments:	Date
1	We can use more trails to connect what we have but the existing trails are excellent.	7/7/2015 11:21 PM
2	I LOVE the fact that there are trails all over the place.	7/3/2015 1:32 PM
3	Was not aware of any paths or walking trails	7/3/2015 11:30 AM
4	Slather on the DEE T.	7/3/2015 10:50 AM
5	amazing trail system	7/3/2015 9:27 AM
6	I'm not familiar with the mountain biking trails, so my rating choice is actually limited to walking trails.	7/2/2015 5:59 AM
7	This is, obviously, where Falmouth has focused most of its energy over the years. It should now focus more energy on pedestrian amenities in the built environment.	7/1/2015 7:44 PM
8	MTB trails considered some of the best in Maine.	7/1/2015 6:37 PM
9	Excellent mountain biking! Could always use more.	7/1/2015 2:12 PM
10	There should be an interconnecting trail separate from traffic so one could walk/ride from the west to east and be connected to the schools, town hall and library to name a few. Think of the greenbelt in south portland or the eastern trail in scarborough.	6/30/2015 10:27 PM
11	Love all the trails available in Falmouth, of course there could always be more! I think Falmouth's trail system is the best in Maine (at least for mountain biking).	6/30/2015 7:51 PM
12	It would be great to have a path that spanned the town from East to West and North to South that was off road.	6/30/2015 6:01 AM
13	Falmouth's trail network I use almost daily in my commute to and from work. The network is OK, but suffers from a lack of connection points to roadways and between trail networks themselves. A comprehensive way to get around Falmouth on mostly trail as I can in Portland is my ultimate dream for any city/town. A greenway connection for every neighborhood.	6/29/2015 6:45 PM
14	Good except you need to drive to get to them	6/29/2015 3:04 PM
15	Among the best in the region--nice work!	6/29/2015 1:22 PM
16	I have limited awareness about what trails exist other than Pine Grove, Macworth and Community Park - maybe a few others I am not thinking of. Are there more? Are there trails that actually connect neighborhoods to business areas? We should be less concerned about connecting the Route 1 and Route 100 commercial areas and more concerned about connecting residential neighborhoods to those business centers.	6/29/2015 12:56 PM
17	I walk, run and bike many of the trails throughout Falmouth and year round. I really enjoy the number of trails but see the lack of connection between the high school and trails on the other side of the RR tracks as the biggest fault in the Falmouth trail system.	6/25/2015 5:26 PM
18	I think Bob Shafto's work over the past ten years +- has increased the availability of trails immensely, and accessibility.	6/24/2015 9:00 PM
19	Hell, Falmouth got a mention in Outside Magazine for the trail system!!	6/23/2015 4:17 PM
20	Very few available to us.	6/19/2015 3:37 PM
21	Connectivity is great in the west, not so good in the east.	6/18/2015 8:02 PM
22	The work that has been put into the trail systems is wonderful - would love to see the high school connect to community park.	6/18/2015 3:27 PM
23	Too many off leash dogs, potential hazard, especially route 88 nature preserve/mill creek preserve!!!	6/16/2015 2:53 PM
24	The little bridges over streams and wet areas are in great condition; wonderful connections to school, Community Park & Hadlock Woods; when walking the trails I see many mountain bikers who are very polite to walkers	6/16/2015 5:18 AM

2015 Falmouth Bicycle and Pedestrian Survey

25	More please.	6/16/2015 5:10 AM
26	It would be great to get a connection between community park and the school complex. A bridge over the railroad might be necessary. Or just let people cross it carefully	6/15/2015 10:34 PM
27	I value limiting human intrusion into our natural recreation areas for wildlife preservation purposes. Community Park, in particular, was supported by many to offset loss of habitat due to several housing developments built in that area.	6/15/2015 10:05 PM
28	Could someone publish a comprehensive trail map?	6/15/2015 7:32 PM
29	Falmouth Community Fields and the associated trails and farmland are wonderful places to walk.	6/15/2015 4:47 PM
30	Some of the trails have large trees down across paths at this time and I think more should have a trash can at the entrance/exit.	6/15/2015 4:36 PM
31	It would be amazing to have point to point trails where you could actually use the trails to get somewhere. It would also be wonderful if they were paved, like in other states such as Minnesota.	6/15/2015 11:41 AM
32	would love to see the proposed trail additions (2013 plan) and more connections between the trails in West Falmouth and Woods/Longwoods Roads and Cumberland/Yarmouth (i.e. Westside Trail)	6/14/2015 10:21 PM
33	I have to drive to access any trails from my home.	6/14/2015 10:02 PM
34	We have a good selection of gravel/dirt paths for walking/hiking and mountain biking, but not enough paved separated facilities for biking, rollerblading, walking with as stroller, etc.	6/14/2015 9:00 PM
35	Difficult connection on Falmouth Rd--crossing the road along a curve to connect to next trail unsafe.	6/14/2015 11:25 AM
36	Falmouth has invested a lot and it shows!	6/13/2015 4:45 PM
37	The more the better. Wherever paved paths are put in (in other towns I've frequented) they are always very well used.	6/13/2015 9:09 AM
38	I had the pleasure of helping my son map the trails in Falmouth. I never knew we had so many miles of trails until that experience.	6/12/2015 1:19 PM
39	the trails behind Community Fields are AWESOME in their extent, condition, and connectivity. I use them ALOT, in all seasons. The trail through to the HS needs to be upgraded/fixd. I would use it a great deal if it were.	6/12/2015 11:35 AM
40	Love them!	6/12/2015 10:37 AM
41	There are wonderful trails for mountain biking. It's time to prioritize road biking, which reaches more demographics. Everyone--from children to the elderly--can enjoy biking on a road or sidewalk-style path. Road biking is accessible for any style of bike and any level of ability. And, because it can be used for transportation, it's a more necessary infrastructure. Make it a priority!	6/12/2015 6:29 AM
42	Off-road is very good. The Falmouth Land Trust and related organizations have done a great job creating and maintaining a beautiful network of trails.	6/10/2015 8:02 PM
43	Don't use them.	6/10/2015 7:51 PM
44	The trails are lovely, but are not a wise decision in the spring and fall due to the tremendous tick population (which is due to the large deer population). While I greatly appreciate the work that goes into these beautiful trails, it's a different focus, and not year round. The trails do not get me to the library, or market, or schools, or services of any sort.	6/10/2015 2:50 PM
45	Can't say that I have a full picture of what is out there. I will say that I do a ton of hiking and I never hike in Falmouth.	6/10/2015 1:30 PM
46	I suppose this needs more awareness and signage	6/10/2015 1:12 PM
47	I commend the trails and mountain biking, but that shouldn't supersede the need for sidewalks connecting to the school campus and Town Hall. Money spent on open space basically in Gray, but a completely unsafe environment along Falmouth Road for walking or biking.	6/10/2015 12:57 PM
48	When relocating two years ago, the trail system was the deciding factor in our choosing Falmouth. Schools were most important, but among the Southern Maine towns with comparable schools, none had the quality or CONNECTIVITY that the Falmouth trail system has. Every time I go out, I'm astounded and grateful that we have these amazing recreational resources in our town - and that I can bike from one to another almost never touching the pavement. Thank you to everyone who has funded, built, and maintained our trail system over the years!	6/10/2015 12:46 PM

Q12 How would you rate Falmouth's on-road bike facilities (bike lanes and striped shoulders)?

Answered: 317 Skipped: 4



Excellent	Very good	Good	Not good	Poor	Very bad	Don't know/no opinion	Total
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2015 Falmouth Bicycle and Pedestrian Survey

Condition	0.99% 3	6.29% 19	34.77% 105	26.16% 79	12.91% 39	7.28% 22	11.59% 35	302
Extent/connectivity	0.96% 3	3.50% 11	23.57% 74	33.44% 105	15.61% 49	11.15% 35	11.78% 37	314

#	Please feel free to add any comments:	Date
1	I have seen very few.	7/6/2015 2:15 PM
2	The new Martin's Point Bridge is excellent. Looking forward to seeing the Rt. 1 piece completed for my commute to Freeport. Only complaint is amount of sand/debris in the bike lane during spring riding - often have to stay out of bike lane or veer into vehicle lane.	7/6/2015 10:36 AM
3	The inability of the town or MDOT to keep debris off the paved shoulder between Bucknam and the turnpike entrance on Route One is just pathetic and dangerous. It was bad before all the chaotic construction on Rt 1 but alarming and dangerous during	7/6/2015 10:12 AM
4	Very bad and unsafe	7/3/2015 11:30 AM
5	rt 100 is awful, blackstrap no lane, middle from spur bridge to Cumberland is narrow. middle from Plummer motz to Portland is excellent (should be the blue print for all well traveled roads)	7/3/2015 7:43 AM
6	Like sidewalks in town, bike lanes are a work in progress.	7/2/2015 5:59 AM
7	I've actually never seen a bike lane except on Foreside Rd. However they are not marked for bikes.	7/1/2015 9:40 PM
8	The quality of bike facilities is not just defined by the width of the shoulder or width of the bike lane. More important is the character of the roadway you are biking on. If cars are traveling at high rates of speed then the on-road bike facility will still not be comfortable to bike on for the average person, even with a 5 foot bike lane. Falmouth's failure to plan well with respect to street connectivity has created a situation where all road/bike connections are on busy roads with high travel speeds. Require developers to build street connections and have the Town Council stop accepting dead end streets. That is the only way you will ever disincentive the dead end cul-de-sac pattern of development.	7/1/2015 7:44 PM
9	No safe shoulder on Rt. 9/Longwoods Rd heading to/from Cumberland. Mountain Road just repaved but did not include entire width, leaving very treacherous lip at sides of road. This will cause bike accidents/injuries.	7/1/2015 6:37 PM
10	Can't really use them to get anywhere. Anywhere	7/1/2015 6:22 PM
11	I am a casual bike rider and when I do, I ride by myself. My big problem and issue are persons who ride in the middle of the travel lane or outside the bike lane. I have a huge problem with groups of persons who ride in a pack with 2, 3 or 4 abreast and fail to yield or get into a single line for on-coming or passing vehicles.	7/1/2015 3:46 PM
12	Striping job is awful. Very wavy and crooked lines.	7/1/2015 2:12 PM
13	There should be an interconnecting trail separate from traffic so one could walk/ride from the west to east and be connected to the schools, town hall and library to name a few. Think of the greenbelt in south portland or the eastern trail in scarborough.	6/30/2015 10:27 PM
14	This is my major area of concern. The striped shoulders would be adequate in many areas IF and only if parking is not allowed on them. Foreside Road is a good example. The entire road, minus a few spaces by each church and the market, is supposed to be no parking. But signage is inadequate and the rules are not enforced. Especially for landscape maintenance trailers. These lanes just don't work if they are clogged with parked vehicles on a regular basis.	6/30/2015 8:15 AM
15	The roads around Falmouth that I use seem to balance car and bike traffic well enough. As an avid rider I much prefer independent two way bike paths (either paved or not) in lieu of sharing the road. Texting and driving is done by about half of the motorists I see beside me (which is unnerving) -but it's quite visible from a bicycle's vantage.	6/29/2015 6:45 PM
16	None near my house	6/29/2015 3:04 PM
17	I ride roads (but not Route 1 through center of town. Too congested for a through cyclist). Middle road is in hazardous condition for cycling. Many other roads are in very good condition, some so-so. Not much shoulder on some.	6/29/2015 3:00 PM

2015 Falmouth Bicycle and Pedestrian Survey

18	I used to run a riding program out of Falmouth HS, and Falmouth Road was often a bit scary with the kids-- narrow shoulder and fast cars. Restripe the travel lanes to 10 ft to get better speed compliance AND more shoulder space	6/29/2015 1:22 PM
19	Need more bike lanes!	6/29/2015 8:59 AM
20	The biggest issue I notice is the number of potholes and cracks along many of the roads which force cyclists into the travel lanes.	6/25/2015 5:26 PM
21	many major arteries do not have adequate striped shoulders ...	6/23/2015 4:17 PM
22	Some places are good, Foreside Rd. for example, but others, like Middle Rd. are frightening.	6/22/2015 5:57 PM
23	Could be a lot more.	6/22/2015 3:37 PM
24	I think the exceptions are Falmouth Road, Route 1, Route 88 and Martin's Point Bridge.	6/21/2015 10:36 AM
25	The bike lane on Route 88 is great, except for the fact that distracted driving still endangers cyclists and pedestrians. This type of bike lane caters for the professional road biker (any of whom come from portland to use it). It is less useful for the casual (or less hardcore) biker.	6/20/2015 4:24 PM
26	Again, huh? Not only are there NO bike lanes in W. Falmouth, but bikers along blackstrap and mountain roads literally take their life in their hands when they ride, and drivers have to be constantly vigilant in order to not hit them.	6/19/2015 3:37 PM
27	Roads are too narrow for bikes. Bikers often ride on the road, do not move over for traffic, very rude.	6/18/2015 10:08 PM
28	Paint wears off over winter and is not redone in spring. Middle Rd north of Woods Rd needs a paved shoulder.	6/18/2015 8:02 PM
29	Some roads are great but the connections between the good roads are awful or nonexistent - like route 9 where there is no shoulder and a two foot drop off on the sides of the road.	6/18/2015 3:27 PM
30	Due to Maine's weather and Falmouth's sprawling geography, Falmouth seems like an unlikely bike mecca. With respect, the survey questions feel a bit slanted toward a result.	6/16/2015 8:08 PM
31	Route 88 is pretty good with the shoulder but there needs to be sidewalks there. I'm not sure how downtown will be but it still looks like it will be dangerous. Ballisters or curbs like Montreal has would be better. See here: https://www.google.com/search?hl=en&site=imghp&tbm=isch&source=hp&biw=1152&bih=620&q=montreal+bike+paths&oq=montreal+bike+paths&gs_l=img.1.0.0j0i24i3.1393.11486.0.14202.23.12.0.11.0.0.102.1085.11j1.12.0....0...1ac.1.64.img..12.11.996.kJpBGZZivb0#imgrc=HUqU8YtCLdguIM%253A%3BqHmSCVEzw4-pzM%3Bhttp%253A%252F%252Fwww.streetsblog.org%252Fwp-content%252Fuploads%252Fmoved%252Fbuffered_bike_lane4.jpg%3Bhttp%253A%252F%252Fwww.streetsblog.org%252Fcategory%252Fcities%252Fmontreal%252F%3B510%3B383	6/16/2015 11:48 AM
32	Parts of rte 1 are impassable, rte 88 is terrific.	6/16/2015 6:03 AM
33	There are many soft shoulders on the roads, and not much room for cyclists. Personally, I would be concerned about riding a bicycle to school with all of the high schoolers and parents speeding to get there at 7:55 a.m.!	6/16/2015 5:18 AM
34	People will bicycle if the feel safe and for that we need shoulders in good shape.	6/16/2015 5:10 AM
35	Only exist on Foreside. What about Middle Rd, Rt 9, Rt 100, etc?	6/15/2015 11:38 PM
36	How much is a leader and well-maintained roads and that is why I moved here. I think making Falmouth Road safer for banks would be a big benefit help get kids to school safely	6/15/2015 10:34 PM
37	Falmouth has made improvements where they seem feasible. Major connector roads are narrow, with homes that are already close to the street. Homeowners should not be asked to lose further privacy.	6/15/2015 10:05 PM
38	The shoulders are narrow in quite a few places. Some of the shoulders are sloped downwards and soft.	6/15/2015 8:48 PM
39	Bikers - all of them - should follow the traffic rules all the time - not just when it is convenient for them to do so. They should be ticketed when they don't.. Walkers should walk against traffic; bikers, with traffic.	6/15/2015 7:45 PM
40	I'm against using taxpayer money on yet another expensive idea that will only benefit a very small group of Falmouth residents.	6/15/2015 7:40 PM
41	There are only a few roads with adequate lanes.	6/15/2015 7:32 PM

2015 Falmouth Bicycle and Pedestrian Survey

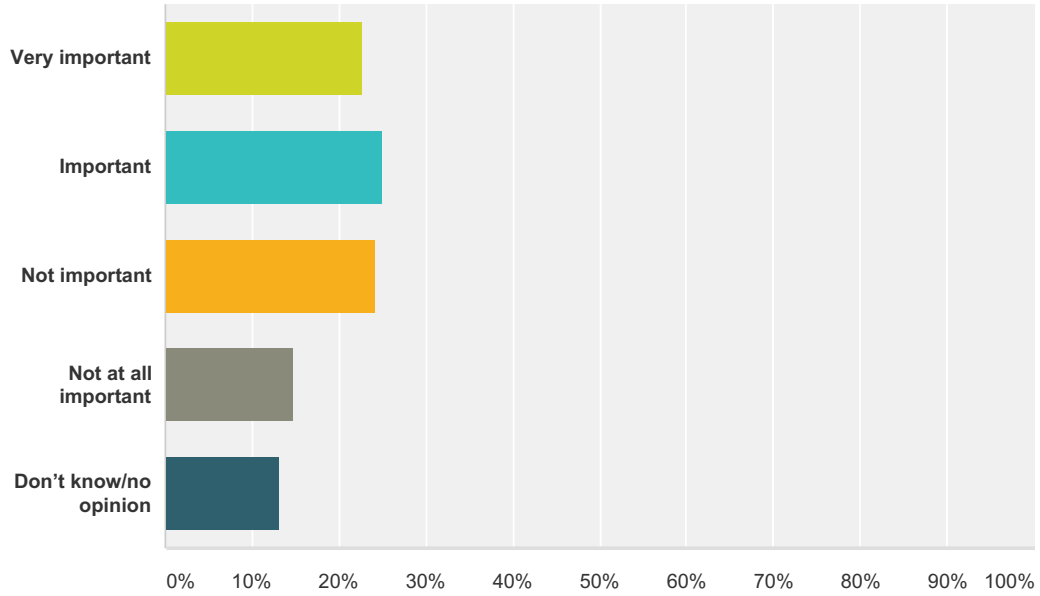
42	Rte. 88 needs signage for car drivers to be alert for bicycles. Drivers also need to be educated about the laws for passing bicycles on the road.	6/15/2015 7:28 PM
43	Appears bikers ride in middle of the road	6/15/2015 6:31 PM
44	Bike lanes are useless. Most riders ride in the middle of the road. I used to bike a lot and understand the fun of it. But roads are for drivers not bicyclists. Do not spend \$\$ widening the road. They will ride in the middle in gang formation anyway.	6/15/2015 4:47 PM
45	Some areas are too narrow- parts of Falmouth Road/ Middle Rd. have no bike lanes and visibility for vehicles is tricky.	6/15/2015 4:36 PM
46	Some roads (Rt. 9, Middle Rd) lack shoulders or bike lanes and are dangerous.	6/15/2015 2:52 PM
47	West Falmouth area needs more bike lanes	6/13/2015 9:19 PM
48	88 is wide and good for biking, but most other places in Falmouth are concerning - especially Mountain Road, Falmouth Rd., and Blackstrap.	6/13/2015 5:12 PM
49	Pavement in many parts of town is in very bad shape and makes it hard to bike either in bike lane (Rt 1) or elsewhere.	6/13/2015 4:45 PM
50	Same as above.	6/13/2015 4:06 PM
51	Hit or miss -- parts of Rte 88 are very good, for example, while parts of Blackstrap Road and Falmouth Road are scary. Again, the more the better.	6/13/2015 9:09 AM
52	There needs to be a bike lane on Rte 9 to Cumberland, and a bike lane on Middle Road Cumberland to Portland	6/13/2015 7:02 AM
53	except rt 88	6/12/2015 5:01 PM
54	Very limited shoulders. Cars feel bikers should not ride in road at all but sometimes there is no safe place to ride. I ride to the side as much as possible but get yelled at and on occasion intimidated due to aggressive driving. Even crashed once due to this. Wider shoulders would be a great safety improvement.	6/12/2015 3:04 PM
55	Longwoods road needs a bike lane. I won't bike without it. Too dangerous.	6/12/2015 1:37 PM
56	Longwoods road needs a bike lane. I won't bike without it. Too dangerous.	6/12/2015 1:37 PM
57	How many times have I driven down Blackstrap road behind bikers taking up the whole side of the roadway, there are no bike paths and the bikers have decided to take over the road..this has happened many many times, one cannot pass them as the road is double yellow lined, and certainly not safe, unfortunately the bikers I have encountered do not allow me to pass, I must travel behind them at their speed...I do not want to risk injury to them or anyone else, but I consider it a big issue for the bikers as well as drivers someone is going to be hurt	6/12/2015 12:47 PM
58	Do these exist? I've not seen any that I can remember?	6/12/2015 12:36 PM
59	They are only in a very small area of town.	6/12/2015 11:48 AM
60	not aware of any	6/12/2015 11:35 AM
61	falmouth center would significantly benefit from connecting Hannaford to Bucknam Rd.	6/12/2015 10:59 AM
62	I primarily ride on route 1. While there are wide shoulders, the condition of the road is awful these days in part due to the natural gas disruptions. Just as important, there is vegetation spilling over into the shoulder which forces bicyclists to veer further into the road. This could be solved with some simple pruning by the town, or making homeowner's responsible for that	6/12/2015 10:37 AM
63	You can be biking on Woods road, take a left onto Rt. 9 or Longwoods and all of a sudden the lanes disappear.	6/12/2015 10:33 AM
64	In the answer choices, this question needs the category "nonexistent." It's ridiculous that school kids can't safely ride their bikes to school because of inadequate shoulders and lack of paths. Falmouth Road needs wider shoulders and/or sidewalks ALL THE WAY from Lunt Road to the school campus and Community Park. And/or create paths through the woods to connect these areas (paths would need to be wide and graded and marked with signage to support two-way road-bike traffic if this would really work as transportation and not just off-road recreation). Similarly, the Route One area is terrible for biking. As a major thoroughfare and a primary shopping district, Route One should have the best biking infrastructure in town. Put in paths and bike racks.	6/12/2015 6:29 AM
65	Route 88 is particularly important. Storm drain grates not well placed for cyclists. Tuttle is also an important bike way	6/12/2015 5:45 AM

2015 Falmouth Bicycle and Pedestrian Survey

66	This is by far my biggest gripe. My opinion is completely biased by Route One. For most of Route One downtown there is no bike lane at all. This is a major artery into Portland for all bicyclists who live North. Not widening Route One during this project is a huge missed opportunity. Route 88 is the suggested alternative, but it's not practical. Not only does it add distance, but it has more elevation change and the bike lane is just as bad on some sections. A real bike lane on Route One is the answer dissaponted bike commuters have been looking for.	6/11/2015 10:10 PM
67	The shoulder stripes are worn out in most areas. I, myself, am a strong cyclist...but I wouldn't let my kids ride their bikes on the streets to be able to get ice cream as a family, for example. Nor would I feel safe having my kids ever bike to school with the current state of the roads.	6/10/2015 8:02 PM
68	Don't know from a biker's prospective, but as a driver, there needs to be better facilities or more lessons for bikers to take to know the "rules of the road". I many areas there are no marked areas for bikers to use or the edges of the roads are so badly eroded, they cannot ride where they should.	6/10/2015 7:51 PM
69	I am an avid biker, and bike extensively in Falmouth. As mentioned before, Route 9 is extremely high risk. I also commute to work. Not only is the shoulder loose gravel/sand, but the edge is cracked and crumbly. There is no where for either biker or vehicle to move over to. So frightening. I leave early in the a.m. and return mid-afternoon before traffic peaks, but still say a prayer each day. And if I have to work late... it's a problem. I do not feel safe riding to the farmer's market or the shops in the middle of the day. It's not worth risking my life. Rt. 9 from Woodville to Portland is better - a bit of a shoulder, and a lower/safer speed limit. Falmouth road is ok - but just ok. Rt. 88 is terrific, and many of the other roads are less trafficked/slower speeds, making them negotiable despite the lack of shoulders.	6/10/2015 2:50 PM
70	I ride in Falmouth because I ride anywhere but the conditions are pretty bad.	6/10/2015 1:30 PM
71	Excellent, where there are sidewalks and wider roads. Extremely poor conditions elsewhere. I don't think the town really understands the lack of road width along Falmouth Road. I am very fearful that there will be an accident some day.	6/10/2015 12:57 PM
72	The shoulders are sufficient for me as an adult, but I never take my 9 year old on the roads. The shoulders aren't wide enough for me to be comfortable with kids riding either alone or with me to town/school. Then again, I'm not sure it's worth the cost in dollars or front yards to widen the roads that we use most into safe bike lanes or sidewalks. IMHO, the best compromise for my needs would be a wide, safe connection (including kid-safe crossings) from the Pleasant Hill area down to Presumpscot St. so we could ride to Back Cove / Eastern Prom / etc. as a family.	6/10/2015 12:46 PM
73	Lanes need to be more consistent	6/10/2015 12:42 PM
74	88 is in great shape, route 1 I imagine will be when work is completed. Woodville, Woods, and Winn are good. Falmouth Rd, Middle from Rt 9 to intersection to Cumberland line and Blackstrap are dangerous	6/10/2015 12:34 PM

Q13 How important is a continuous sidewalk that connects the Route 1 commercial area with the Route 100 commercial area?

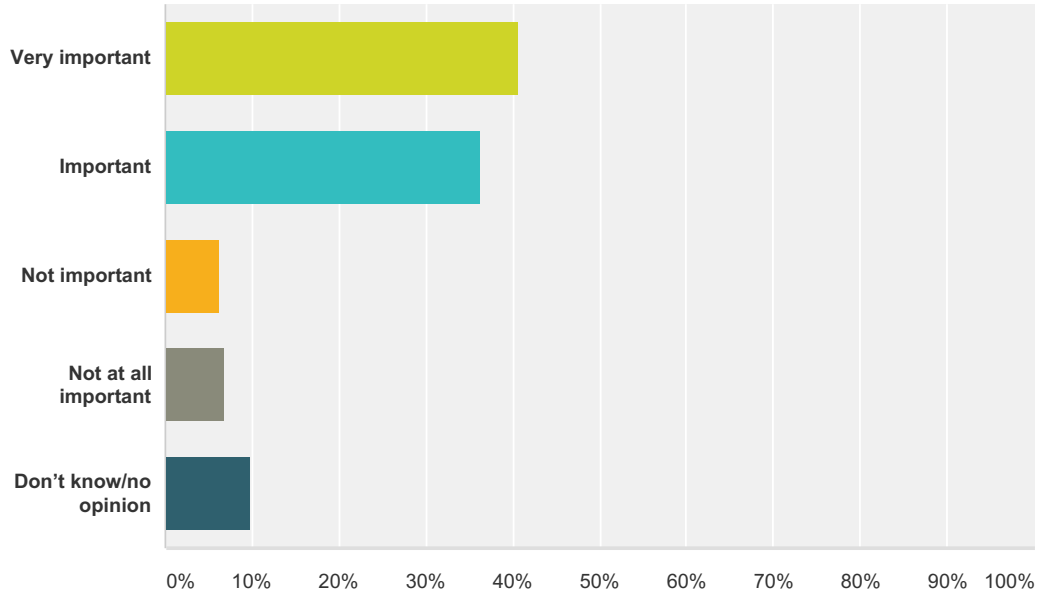
Answered: 311 Skipped: 10



Answer Choices	Responses
Very important	22.83% 71
Important	25.08% 78
Not important	24.12% 75
Not at all important	14.79% 46
Don't know/no opinion	13.18% 41
Total	311

Q14 How important is it to create a trail or sidewalk connection between the Falmouth School Campus and Community Park across, over, or under the railroad tracks?

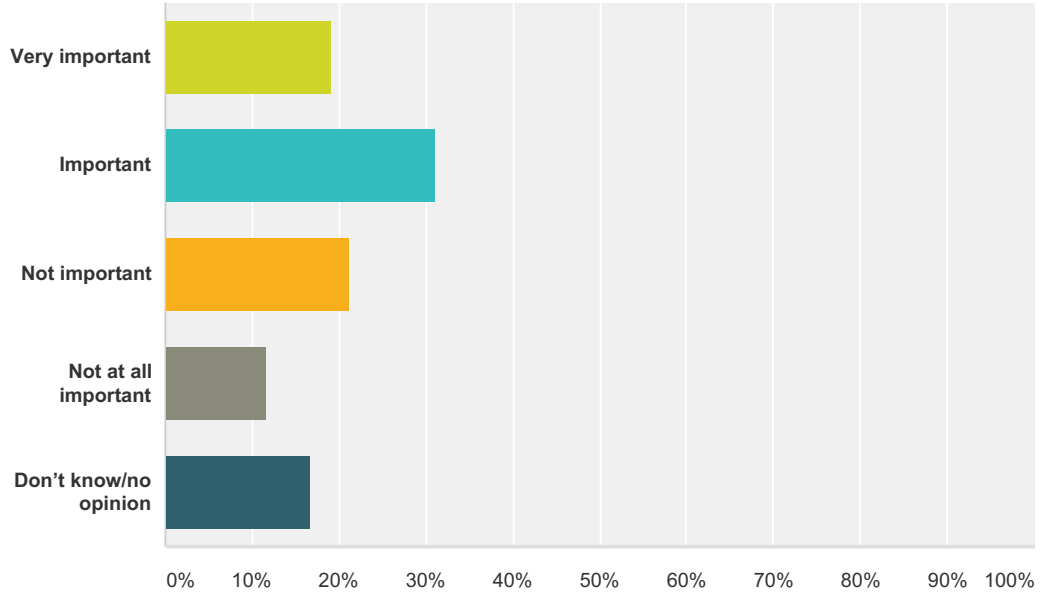
Answered: 317 Skipped: 4



Answer Choices	Responses
Very important	40.69% 129
Important	36.28% 115
Not important	6.31% 20
Not at all important	6.94% 22
Don't know/no opinion	9.78% 31
Total	317

Q15 How important are improvements to existing METRO bus stops in Falmouth with shelters, bike parking and/or seating?

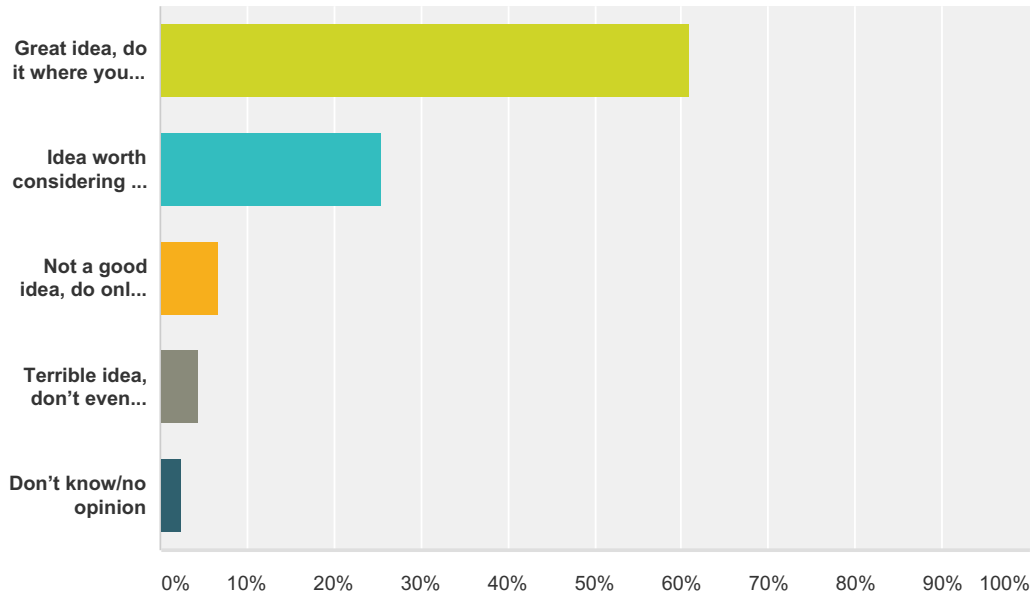
Answered: 318 Skipped: 3



Answer Choices	Responses
Very important	19.18% 61
Important	31.13% 99
Not important	21.38% 68
Not at all important	11.64% 37
Don't know/no opinion	16.67% 53
Total	318

Q16 How do you feel about creating additional bike lanes by restriping, where feasible, narrower vehicular lanes to provide wider paved shoulders?

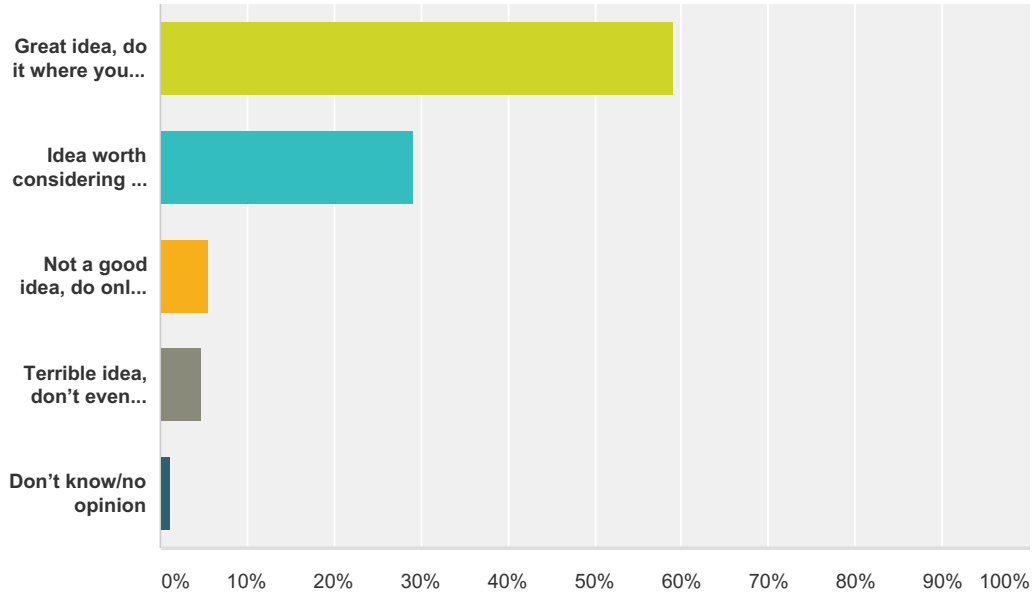
Answered: 318 Skipped: 3



Answer Choices	Responses
Great idea, do it where you can	61.01% 194
Idea worth considering on case by case basis	25.47% 81
Not a good idea, do only in rare cases	6.60% 21
Terrible idea, don't even consider it	4.40% 14
Don't know/no opinion	2.52% 8
Total	318

Q17 How do you feel about creating additional bike lanes if road pavement needed to be widened to have sufficient space for bikes?

Answered: 315 Skipped: 6



Answer Choices	Responses
Great idea, do it where you can	59.05% 186
Idea worth considering on case by case basis	29.21% 92
Not a good idea, do only in rare cases	5.71% 18
Terrible idea, don't even consider it	4.76% 15
Don't know/no opinion	1.27% 4
Total	315

2015 Falmouth Bicycle and Pedestrian Survey

Q18 Do you have any comments and/or suggestions for pedestrian/bicycle improvements in Falmouth?

Answered: 132 Skipped: 189

#	Responses	Date
1	Please improve the safety of biking and walking by expanding and enforcing the rule for drivers to move left when passing pedestrians or bicyclists in bike/walk lanes at the side of the road (similar to rule for passing emergency vehicles). Drivers seem to be oblivious to the dangers they pose by passing too closely. I have had many close calls (too close!), even when no other cars are on the road or coming in the opposite direction.	7/10/2015 7:02 PM
2	I am in favor of narrower vehicular lanes as a traffic calming device and to allow for bike lanes. Widening roadways might make traffic even faster, and this will likely increase life threatening bike/vehicle or pedestrian/vehicle accidents. I think the town should avoid compounding dangerous conditions wherever possible.	7/10/2015 2:32 PM
3	Falmouth Rd between its connection to Allen Ave and intersection to Woodville Rd is an accident, injury, or death waiting to happen for runners and bikers. The road is curvy and in most places there is no proper bike lane. Often cars have to actually stop before they can safely get around a pedestrian. This is a main route to the school, it's busy, and many students run or bike on it. Let's give this road a proper area for pedestrians to be before it's too late.	7/8/2015 7:23 PM
4	Add sidewalk along Allen ave extension from Ledgewood to Pleasant Hill, along Pleasant Hill and along Middle road.	7/7/2015 11:21 PM
5	Recommend widening as many roads for bike lanes especially Mountain Road as bicyclist exceed the speed limit coming down Mountain Road. I would suggest make the road wider and have the bicyclist use a bike lane vs the travel lane. Also recommend an island at the intersection of Mountain Rd and Route 100 as traffic turning onto Mountain Road cut in front of oncoming vehicles/bicyclist.	7/7/2015 4:30 PM
6	It would be great to have to have divided lanes, where only one lane is available, with directional arrows, so folks stay to the right; also divide walkers from riders to avoid congestion and potential accidents. Also, it is very important to more visibly post and enforce the "three foot" rule for vehicle traffic - most drivers do not move over to leave ample space for riders and walkers.	7/7/2015 10:19 AM
7	I am a careful, considerate driver and cyclist. However, too many cyclists in Falmouth seem to think that they own the road and can ignore driving regulations, such as yellow lights, stop signs, etc. I can't count the number of times I've wanted to shout at a cyclist "Share the road!" There are too many cyclists who don't ride in the bike lane, or ride next to their riding partner, and make driving dangerous. "Share the Road" is a two-way deal, it doesn't mean that cyclists can do as they please. Furthermore, when I am biking (on my three speed bike) to do a few errands, I am often passed by cyclists who are apparently training for the Tour de France. They pass so close to me, and so quickly without warning, that it is scary. I think it is best to encourage more biking as a means of transportation, and simultaneously let all the speed cyclists know that they need to respect others on the roads, both autos and bikes.	7/6/2015 12:18 PM
8	Some roadsides are quite overgrown, so even when there's space for biking, it's not really possible.	7/6/2015 11:06 AM
9	I wish there were more off road bike trails in the Foreside area. I typically transport my bike to the Blackstrap trails (which, for biking, walking, snowshoeing are a tremendous town asset). Foreside Sanctuary is nice property, but I'm reluctant to ride the trails because they are often wet and I don't want to damage them for the walkers.	7/6/2015 10:36 AM
10	Please consider creating more space for bike lanes and/or sidewalks from Route 9/Middle road to the library, schools, and route 1 shopping.	7/6/2015 9:55 AM
11	See comment under section 9.	7/5/2015 7:39 PM
12	Again, at this point my main concern is the Middle Road. I wish that Macworth were more accessible to Falmouth residents. It is frequently very difficult to get a parking space. I am in support of all biking and pedestrians options that will help us get out and exercise. I would love to be able to walk safely on the Middle road. There are lots of families with young children who are need to get out and walk. Thank you for your work in this area.	7/3/2015 11:01 AM

2015 Falmouth Bicycle and Pedestrian Survey

13	walking/bike accessibility to town greatly improves community quality, encourages active lifestyles, mitigates traffic speeds/congestion and encourages use of falmouth businesses. Off road access to recreation by bike/walking is currently rapidly improving/excellent. Paved sidewalks along busy corridors (Falmouth Rd for example) is very poor.	7/3/2015 9:27 AM
14	many cyclist go through Falmouth and wider roads make it safer for all, I encourage it in the design of all main roads	7/3/2015 7:43 AM
15	No	7/2/2015 11:19 AM
16	Extended shoulder & bike lane on Middle Road from Cumberland to the Portland line. Extended shoulder & bike lane on Blackstrap Road from Cumberland to the Portland line. Extended shoulder & bike lane on Leighton Road from Pride's Corner to Falmouth Road. Extended shoulder & bike lane on Woodville Road. People need to accept that any improvements for pedestrians or bikes are dependent on state & local funding; therefore they must be prioritized (esp. at the state DOT level) & hopefully completed over time, perhaps a long time.	7/2/2015 5:59 AM
17	I think most bikers bike for exercise, not for commuting to work. However, bikers all need a safe place to ride. I wish the police could enforce the 3 feet rule. A wider space to ride would help with a white line. Thank you!	7/1/2015 9:40 PM
18	Falmouth needs to create more street connections so all vehicular and bike traffic is not forced to use uncomfortably busy roads to travel on.	7/1/2015 7:44 PM
19	Major concern regarding new pavement on Mountain Road. Blackstrap shoulder also in very poor condition. It may be helpful to look at bicycle traffic patterns to concentrate improvement efforts where actually needed.	7/1/2015 6:37 PM
20	Have Police stop and ticket young people and all people texting and driving, I see it happening all the time. This is the main reason why I don't bike anymore in Falmouth.	7/1/2015 5:50 PM
21	My biggest suggestion is to find a way to control bike riders who ride in the travel lane and fail to give way to vehicles whether they are single riders or 2, 3 or 4 abreast. if there is an ordinance that requires bikers to ride single file, it ought to be enforced. If not, there ought to be one.	7/1/2015 3:46 PM
22	Bring Middle and High school students into the conversation to encourage them to ride bikes to school (provided safe pathways exist). Market program as eco-friendly rather than not having a car.	7/1/2015 2:12 PM
23	I feel that painting traffic and pedestrian markings is really important, and keeping them bright and easy to understand is a full time maintenance project that needs upkeep at all times. More signs and paint to denote bike lanes and cross walks will make everyone more understanding of how to use road ways more safely.	7/1/2015 12:02 PM
24	There should be an interconnecting trail separate from traffic so one could walk/ride from the west to east and be connected to the schools, town hall and library to name a few. Think of the greenbelt in south portland or the eastern trail in scarborough.	6/30/2015 10:27 PM
25	For bike facilities, connectivity between various Falmouth neighborhoods and the new Martin's Point Bridge is probably the highest priority, as it offers a connection to the jobs and services of Portland (as a Portlander, it's how I get to Falmouth when I have errands there). For walking, the town should do more to support foot traffic in the Route 1 corridor by inviting more multi-family housing and less parking. In spite of the recent landscaping improvements it's still a car-dominated strip of drive-through banks, fast food joints and car dealerships. It will continue to be a not-very-welcoming environment until the land uses change. Fewer cul-de-sacs and more connected blocks in new developments would also be useful. E.g., knit together the Route 88 neighborhood with the hoped-for village environment along Route 1 with multiple walkable, low-traffic neighborhood street connections.	6/30/2015 3:19 PM
26	I think that pedestrian / bicycle improvements should be a relatively high priority for Falmouth. It is important.	6/30/2015 8:15 AM
27	If working on a connection between community park and the school, be sure to include the local snowmobile club in your discussions. Linking the school to the park connects an old trail and the club can raise money and help with trail maintenance.	6/30/2015 3:54 AM
28	No	6/29/2015 9:55 PM
29	Blackstrap road would be fantastic with shoulders! I hope the mtn. road repaving also includes shoulders. Falmouth is one of my favorite towns to bike in, both road and mtn. bike!	6/29/2015 9:49 PM
30	I'm interested in biking/walking more but the roads and lack of sidewalk make it unpleasant. (blackstrap rd.)	6/29/2015 8:43 PM

2015 Falmouth Bicycle and Pedestrian Survey

31	The sidewalk the length of Ledgewood connecting Middle Rd and Allen Ave has been a great addition. We've lived in a neighborhood for 20 years and it is like night and day seeing how much more active people are and can safely connect neighborhoods for kids. Next step is a sidewalk the length of Middle Road to connect to Motz, Library and Route One as well as along Allen Ave/Falmouth Road to connect east and west Falmouth areas, including to the school campus and Community Park.	6/29/2015 7:16 PM
32	As an owner of an expensive bicycle I would like to see bicycle storage lockers around the city. LEED credits are available for businesses that install them, maybe Falmouth can encourage businesses by splitting the costs? They also can generate revenue.... I would pay hourly to know my bike is parked somewhere safe and out of view. A rack is OK for a little time, lockers are better when I'm shopping or eating.	6/29/2015 6:45 PM
33	A sidewalk and/or bike/pedestrian lane is sorely needed on the full length of Pleasant Hill Rd. There are numerous families with young children that have moved into the area recently, and vehicle traffic moves too fast on the road with no where for pedestrians (or cyclists) to safely use the street.	6/29/2015 5:49 PM
34	Falmouth has excellent trails, but marginal roads for cycling. I commute through Falmouth, from Cumberland, on my bike frequently. Rt 9 is simply dangerous, esp at the Middle Road turnoff ! I have seen a cyclist hit here and have heard of others.	6/29/2015 5:19 PM
35	I	6/29/2015 3:14 PM
36	Mountain Road and Blackstrap see so much bicycle traffic but either have no bike lane or narrow bike lane through most of it.	6/29/2015 3:04 PM
37	just the comments above	6/29/2015 2:50 PM
38	roads almost never need to be widened in order to accommodate bicycles. travel lanes can be narrowed to 9 feet, or sharrows and signage can be used for a shared bike/car lane. a wider road = a faster road = worse for biking.	6/29/2015 2:31 PM
39	As a road and off-road cyclist I find Falmouth to be a welcoming community. Trails are great and the road conditions are mostly good. I avoid some areas (Route 100 from Hannaford North). Have had incidents with vehicles on Blackstrap as well. I think West Falmouth could be improved from a road cycling perspective but the majority of the town is safe and fun to ride.	6/29/2015 1:58 PM
40	Definitely consider narrowing travel lanes to 10 ft to create as much shoulder as possible. Bike lanes need to be at least 4-6ft wide.	6/29/2015 1:22 PM
41	Vertical and hozizontal buffered bike lanes in busiest/fas traffic areas. ANd/or redesign streets to slow traffic down	6/29/2015 12:50 PM
42	Yes - pls. note that I completed the survey previously but meant to add that I wish there was a crosswalk at the Route 1/Johnson Rd. intersection. I live on the west of Rte. 1 (Woodward Ln.) & use the Johnson Rd. sidewalk almost daily w/my dog. Sometimes crossing Rte. 1 is tricky (would be nice to have the sidewalk extended to the west end of Johnson Rd.,too, and down to the shopping ctr.! Thanks	6/29/2015 12:26 PM
43	Great idea to increase pedestrian and cycle traffic in Falmouth!	6/29/2015 8:59 AM
44	Additional bike lanes ok but not at the expense of narrower vehicular travel lanes especially as vehicles have got larger trucks, suv's etc. Bikers already have a statutory 3 foot pass margin. Also would encourage bikers to actually use the bike lanes and not the main pavement plus no more than two abreast.	6/28/2015 6:41 PM
45	Route 88 is heavily used by walkers, joggers, and bikers but is scary! Cars (and trucks) zip by on a regular basis and they are so close. Widening this road to add dedicated bike/jogging/walking path(s) would be awesome.	6/27/2015 5:59 PM
46	Foreside road! Given the population density, speed of cars, level of car and people traffic and the lack of alternative routes, Foreside road should have a safer way to walk, jog or bike. The shoulder of the road is too narrow for us to feel safe biking and running in many areas	6/27/2015 4:44 PM
47	Maybe doing something like Portland does with Sundays on the Boulevard. Close off a street once a week, certain hours, for safe biking, rollerblading etc. Would have to be a seldom used long paved street though. That's asking a lot and Portland is so close for that purpose. Just mentioning it!	6/27/2015 2:46 PM
48	I'm an avid road cyclist. And one thing to consider when making a road are the storm grates and what that does to the area a cyclist can ride. Many drivers assume there is more rideable pavement to the right of us when in fact there's a storm grate that we have to avoid every 50ft or so. It is more dangerous for a cyclist to swerve unexpectedly, so I tend to stay riding 1-2ft from the edge to avoid the grates and other debris during the whole length of the road. Just thought that point of view might be useful in knowing the realistic space needed for a cyclist.	6/25/2015 5:26 PM

2015 Falmouth Bicycle and Pedestrian Survey

49	Since I ride my bike casually every where I can, I would like to see all the bike paths you can make, preferably not along roads as much as across parks, fields, etc!	6/25/2015 12:56 PM
50	bus shelters/seating only in select places. The bus drivers know where they are likely to be needed- where older or disabled riders wait especially.	6/24/2015 9:00 PM
51	Thank you for looking into this project.	6/24/2015 4:01 PM
52	May use full lane signature would be great. If you put in bike lanes make sure they are safe, and not in door zones.	6/24/2015 7:43 AM
53	Make more bike lanes in the Woodville neighborhood, roads are too narrow and they are highly used by pedestrians and cyclists.	6/23/2015 7:00 PM
54	Sidewalks around school campus, cars drive too fast on Field, woodville	6/23/2015 4:57 PM
55	Don't treat West Falmouth like the red headed step child of this town. Please give us sidewalks.	6/23/2015 4:18 PM
56	thank you for doing this!!	6/23/2015 4:17 PM
57	Falmouth Rd should have a sidewalk from one end to the other, with crosswalks at major intersections.	6/23/2015 4:15 PM
58	Take the railroad tracks that run into Portland and make them a biking/walking trail to connect the two cities. Amtrak uses the West Falmouth tracks and Portland has already pulled up the tracks and made biking/walking trails.	6/23/2015 12:08 PM
59	Need more!	6/22/2015 3:37 PM
60	To support bicycle commuting as well as family biking (with children) Route 88 has to be improved. The shoulders are not wide enough and cars go too fast. I would like more bike lanes similar to Portland.	6/20/2015 8:29 PM
61	Route 88 is an amazing place to bike but is too dangerous. Cars drive too fast. The shoulder is inconsistent. The Town Landing area would benefit from a lower speed limit and increased extent of side walks. Regarding biking, we should look to Portland as an example. We need safe off-road paths connecting Falmouth foreside to the bike lanes on route 1 that feed into Portland. If we had this, more people would bike commute to work. The bus should be supported. If it had increased frequency during rush hour and more efficient routing (i.e. a fast track from residential area to Portland that avoided the time-consuming Shaws/Walmart loop) more people would use it for commuting	6/20/2015 8:27 PM
62	Bike lanes are great. But sidewalks / or completely separate bike lanes are more important for safety. Connectivity within Falmouth is important - but I think less important than improving connectivity between Falmouth and Portland, and thus allowing for more bike commuting. The bike path on Rte 1 is a great improvement; this needs to be extended to other parts of Falmouth.	6/20/2015 4:24 PM
63	Narrowing vehicles lanes should be done only if it still provides enough width for cars. It would be great if safe bike lanes could be developed that every neighborhood could safely ride to the school complex and community fields. Bike routes don't necessarily need to be the most direct or shortest possible route from every neighborhood, but safe routes from every neighborhood should be developed. When evaluating the routes for safety, children and less serious riders should be the audience considered.	6/20/2015 9:22 AM
64	West Falmouth has a LOT of riders, and road safety is a key concern on this side of town. Moreso than on the East Side.	6/19/2015 3:37 PM
65	Hopefully the Blackstrap Road will be a priority as far as widening the road and creating safer bike lanes. I am very often uncomfortable driving back and forth to Windham when so many bikers are riding on the roadway and not off to the side of the road. Often late afternoons is slow going! Thank you.	6/19/2015 6:59 AM
66	Students within 1-2 miles from school should be able to walk to school. It would alleviate the terrible traffic problems during school start and dismal times.	6/18/2015 10:08 PM
67	A sidewalk on Woods Rd to Woodville Rd to the Falmouth School Campus wood be great!	6/18/2015 7:44 PM
68	Ideal is to seperate the three but wide shoulders with markings works very well the new martins point bridge is a great example of an excellent project	6/18/2015 5:35 PM
69	Would love to see the speed limit reduced on Winn Road. Traffic has become hazardous.	6/18/2015 3:27 PM
70	I would consider riding my bike to work from Highland Lake to work at 8 Bucknam Road if there were bike lanes along Blavkstrap, Mountain, and Falmouth Roads. There seem to be a lot of bikers on Blackstrap and Mountain so it may be worth looking into.	6/18/2015 3:08 PM

2015 Falmouth Bicycle and Pedestrian Survey

71	I believe this is the second or third bicycle initiative in Falmouth, which puzzles me, as I don't see lots of bicycles. It feels as if there's a personal agenda somewhere. Please understand that I don't have a deep attachment to these issues, nor have I heard any talk in either way - so I find the initiatives curious.	6/16/2015 8:08 PM
72	I think it is worth while to consider widening Rt 100 for bike lanes. I see folks riding all the time and feel like they are going to get hit at the Falmouth Rd/Gray Rd intersection as the road is so narrow! Additionally, it would link to the bike path already in place on Rt. 100 as you cross the bridge to Portland, creating more continuity and better commuting opportunities for bikers.	6/16/2015 5:52 PM
73	Falmouth road should have a bike lane all the way to Winn Rd. It has constant bike and pedestrian traffic.	6/16/2015 5:36 PM
74	Adopt the "Idaho stop" for bikes (stop become yield)	6/16/2015 2:58 PM
75	I commute by bicycle 3 days/week from March to November. Railroad crossings need to be maintained	6/16/2015 12:59 PM
76	Again, a physical barrier between cyclists and cars would be a great improvement. The traffic on Route One is too heavy not to have protection.	6/16/2015 11:48 AM
77	I'd like to see more signage and wider shoulders. Route 88, Winn and Woods Rds. are excellent examples. Also, clearing sand and promptly is important for road bikers like me. I'm happy to stay on the shoulder and out of the lane of traffic but often need to move into the traffic to avoid hazards like sand and grates.	6/16/2015 11:30 AM
78	Many bicyclists are too aggressive. They ride 2, 3 or even 4 across as they cruise down Route #1. They seem to observe only the traffic rules that suit them at the moment.	6/16/2015 8:42 AM
79	Adding sidewalk on Pleasant Hill Rd	6/16/2015 8:22 AM
80	Build a bike lane alongside the rail link from Bean factory through Falmouth Cumberland Yarmouth Brunswick	6/16/2015 6:03 AM
81	To create a liveable friendly community that is not just created for cars/trucks we need infrastructure to support bike/ped projects.	6/16/2015 5:10 AM
82	More bike lanes, wide shoulders and bike paths. No more pelotons impeding traffic.	6/15/2015 11:38 PM
83	I think having found this kids be able to ride to school on their own bikes in a safe environment would be best for parents, reduce congestion around the school area, and greatly improve the health and safety of Falmouth children. The Falmouth Road bridge over the Skagit car river is very unsafe and has poor visibility on the sharp corner The Falmouth Road bridge over the Picataqua river is very unsafe and has poor visibility on the sharp corner for walkers and bikers.	6/15/2015 10:34 PM
84	Stop wasting taxpayer money on these stupid ideas that only create traffic hazards for the rest of us.	6/15/2015 10:10 PM
85	Placing a path/sidewalk on one side of the road might be feasible on some narrower roads - but a higher consideration should be given to preserving privacy of homeowners who are close to the street. I already have passersby staring in my windows and yard, littering, or talking so loudly the front door and windows must be closed on a sunny weekend day to shut out the noise.	6/15/2015 10:05 PM
86	It is a beautiful town that can be enjoyed more if properly connected by trails and bike lanes. Probably also need more publicity of existing trails.	6/15/2015 8:48 PM
87	Extremely important to connect the school to community parks-I think this should be the first priority	6/15/2015 8:12 PM
88	You added bike parking to #15. No, no, no Shelters, yes. Falmouth is rural, keep it that way	6/15/2015 7:45 PM
89	I'm against using taxpayer money on yet another expensive idea that will only benefit a very small group of Falmouth residents.	6/15/2015 7:40 PM
90	Please Please Please do something about Blackstrap Road! It is SO HAZARDOUS to both walkers, runners, and bicyclists!	6/15/2015 7:32 PM
91	Speed limits need to be enforced on Rte 88 for bikes and pedestrians to feel safer. More people need to walk so that it isn't a rare occurrence to see a pedestrian in Falmouth.	6/15/2015 7:28 PM
92	Would like to,see bikers held to the same laws as motorist i.e. Having to completely stop at stop signs, using proper signaling stopping at traffic lights etc	6/15/2015 6:31 PM
93	Why would anyone walk from Rt1 to Rt 100 whether there was a sidewalk or not? It seems like you are considering bike lanes for a very small number of people. It's not like you can bike around here anyway given it is dark, snowy and icy 7 months /year. That's why most sane people here have 4 wd trucks or awd cars,not bikes.	6/15/2015 4:47 PM
94	Every road project needs to assume bicycle and automobile usage and be planned accordingly.	6/15/2015 2:52 PM

2015 Falmouth Bicycle and Pedestrian Survey

95	Possibly sweep streets more often because so much debris ends up in the bike lane.	6/15/2015 2:50 PM
96	There is tremendous development of residential neighborhoods and tax revenue in the west falmouth area. West falmouth should enjoy some of the same access that those closer to Portland enjoy. I moved to falmouth from Portland but have not enjoyed any biking or walking in 2 years without getting in my car first, and if I have to drive I drive to Portland to use Baxter Blvd and Sunday bike riding with street closed. West Falmouth is treated like a separate town when it comes to fitness accessibility.	6/14/2015 10:02 PM
97	You should have a committee looking into these things and advocating on a regular basis.	6/14/2015 9:00 PM
98	More bike lanes! Too many distracted drivers and it is worrisome sharing the road with drivers. I would do more biking if there was more space on roads and a designated bike lane.	6/13/2015 5:12 PM
99	Bikes lanes need to be very wide - or consider shared lanes. Thank you for all of the efforts to improve the bike/ped facilities of Falmouth!	6/13/2015 4:45 PM
100	HELP THE WEST SIDE.	6/13/2015 4:06 PM
101	It would be great to have ways for students to ride to school.	6/13/2015 2:11 PM
102	Please avoid discontinuity and dangerous pinch points	6/13/2015 12:41 PM
103	If possible, paved off-road bike paths are ideal. Unpaved off-road bike paths are great, too. I use, but am not happy about using, busy roads with no room for bikes. Falmouth Road, for example.	6/13/2015 9:09 AM
104	Please consider expanding out to the outer edges of the town. There are so many people that bike and walk in Falmouth. Let's keep people safe.	6/13/2015 7:02 AM
105	My main suggestion would be to increase sidewalk connectivity from the School sidewalks and nearby parks & Routes 100 & 1.	6/12/2015 6:29 PM
106	I believe this need will continue to grow and am happy to see the town looking into it and hope we invest here.	6/12/2015 5:35 PM
107	Biking and walking safety and connectivity is crucial for a healthy community	6/12/2015 5:01 PM
108	There needs to be a safer bike lane to get from Falmouth to the back-cove trail. Of particular concern is the hill crossing from Falmouth into Portland on Presumpscot St and on Ocean Ave.	6/12/2015 2:31 PM
109	Falmouth rd Woodpile rd	6/12/2015 1:34 PM
110	To the extent it hasn't already, consideration should be given to areas expected to have greater residential/commercial density in the future, pursuant the Falmouth Comprehensive Plan, when planning new sidewalks and dedicated bike lanes. Even if certain areas are not densely developed at present, if they lie within Designated Residential or Commercial Growth Areas, they should be part of this plan. I'm thinking Middle Rd., Woods Rd., Johnson Rd. west of Rte. 1. Increasing pedestrian connectivity in advance of development would make those areas more attractive and support the density goals of the Comprehensive Plan.	6/12/2015 1:01 PM
111	The comment I have already stated are my thoughts. I am sad that West Falmouth doesn't have the walking biking pathways that other parts of the town has, it is time to create them	6/12/2015 12:47 PM
112	The wide walking/biking lanes on Rt 88 are wonderful and a huge part of my enjoyment of quality of life in Falmouth. Biggest concern, especially on Rt 88, is distracted drivers veering into walking/biking lane.	6/12/2015 11:32 AM
113	Please do the above asap!!!!	6/12/2015 10:59 AM
114	The more we try to accommodate/cater to bicyclists, the more THEY need to follow the rules of the road.	6/12/2015 10:37 AM
115	Rte 88 is scary particularly for pedestrians. Many drivers seem to be inattentive (on cell phones, texting, other) and cross into the "pedestrian" lane. Perhaps a buffer between the road and the bike/pedestrian path.	6/12/2015 10:36 AM
116	At the very least get a sidewalk from Hannaford to Falmouth Rd. On Leighton Rd. Before someone gets hurt. Way to narrow and fast for the number of pedestrians using the road	6/12/2015 10:31 AM
117	The condition and scope of pedestrian/bicycle pathways is very erratic-some great, others very poor. BTW Question #6 of this survey lacks a very important response option (my true response): "Ride but with reservations" i.e. I ride regularly despite feeling unsafe on many town roads.	6/12/2015 8:55 AM

2015 Falmouth Bicycle and Pedestrian Survey

118	I'm very much looking forward to improved bike/walk infrastructure in the Route One business area. The sidewalks and crosswalks put in on Route One near the bridge are a massive improvement. I see many more people out walking and biking in that area than before the sidewalks were put in. Bus shelters are desperately needed along Route One. When the bus runs only once per hour, you need a shelter! Putting shelters in will further boost bus ridership on this popular route. Near the schools, pedestrian cross signals need to be put in, like the ones recently put in on Route One near the bridge. There should be multiple signaled crosswalks in this area. For questions 16 and 17, I would have liked an answer choice: "Great idea, do it everywhere."	6/12/2015 6:29 AM
119	Question 17 is very important - really need adequate shoulder space for cyclists and walkers created whenever repaving happens. Some roads are excellent (Rt 77), others not so much (Tuttle)	6/12/2015 5:45 AM
120	Please connect portland sidewalk with falmouth sidewalk on Allen Ave this would give park access an a safer route to schools	6/11/2015 10:33 PM
121	See above comment - bike lanes on Route One are sorely needed!	6/11/2015 10:10 PM
122	Re: Q16: narrowing vehicle lanes will make bikes less safe because drivers will misjudge the width of the lane. Drivers are already aggressive, don't make things worse for bikes. Post more signs saying, "Bikes have a right to the road" to combat the aggressive insolence of drivers. Assess fines for aggressive drivers who endanger bikes; this might work, whereas a phone call from the police doesn't change anybody's behavior. I speak from biking experience. Bring back the train horns! Especially on Woodville Rd., they provide precious seconds of notice that are extremely important for bikes.	6/11/2015 2:33 PM
123	consider upgraded trails as part of connectivity solutions. Don't be afraid to experiment, employ temporary fixes until \$ is avail. and idea is fully workable.	6/11/2015 9:11 AM
124	I live in Portland and ride my bicycle in Falmouth a lot because it's a beautiful place and the roads are quiet. I often stick to back roads where I feel like bike lanes aren't needed. I do often avoid route 9 between where Middle road forks at Woods Rd and the town of Cumberland because there's no shoulder to ride on so that would be a great section to improve for pedestrians and cyclists. Route 1 has plenty of shoulder near the Martin's Point bridge but some better striping and/or bike symbols could be helpful there. The new bridge is obviously an enormous improvement. Since I ride mostly for exercise and leisure and not for commuting, I generally avoid the state routes where more attention to pedestrians and non-motorized transportation can benefit the most from better planning and infrastructure but I strongly support any efforts to improve access for cyclists and pedestrians!	6/10/2015 9:32 PM
125	Thank-you for undertaking this very important initiative. I, myself, was unable to put as much effort into this years ago when I had the opportunity, as we were just having children which took up a lot of our time. But I'm so thrilled that the Town is prioritizing this. I won't be able to make the June 29th session (family vacation), but I would like to help out in some ways in the future if possible.	6/10/2015 8:02 PM
126	Slow traffic to 25 miles per hour and create more bike and walking lanes.	6/10/2015 3:34 PM
127	PLEASE create safer bike lanes. PLEASE widen and pave lanes wherever possible. PLEASE have more connected sidewalks. PLEASE, please don't ignore the residents off of route 9 - it is so very dangerous, arguably the most dangerous area in Falmouth due to no shoulder and fast traffic, and we are completely cut off from accessing anything safely. Please consider lowering the speed limit in this area to 35 as well.	6/10/2015 2:50 PM
128	I think Falmouth should consider options for making it safer to bike from neighborhoods to the school campus. It is important to create a safe environment for children to be able to ride to a from school. I think this is important for the community park as well but to a lesser extent. I would not worry about adult riders or any accommodations that would make their ride easier. As long as they ride single file and wear a helmet it is reasonably safe.	6/10/2015 1:30 PM
129	Specifically the School Campus and Falmouth Road. We promote walking to school, but the reality is we would never let any kid do that along Falmouth Road.	6/10/2015 12:57 PM
130	If I was king for a day and had unlimited funding, I'd put 1) a sidewalk down Pleasant Hill Road, and 2) a crossing over/under the tracks at Community Park. Otherwise, the questions above capture my sentiments. Great job overall - biking is excellent in Falmouth!	6/10/2015 12:46 PM
131	Advertise that the MEtro carries bikes! We need more Metro use but I don't think shelters are the answer. Maybe a few bike racks at places like Shaw's shopping center would help. Also it's critical that there are good bike paths and walkways to the schools to encourage biking and walking as means of getting to school--a good healthy environmental alternative to busses and cars.	6/10/2015 12:42 PM
132	Consider reducing posted speeds for several areas in town to reduce conflict with speeding cars and the bike/ped public	6/10/2015 12:40 PM

ARE YOU INTERESTED IN WALKING AND BIKING IN FALMOUTH?

Please come on June 29 and tell us what you think!

See the new...

LUNT AUDITORIUM

at • OceanView



2015 FALMOUTH BICYCLE AND PEDESTRIAN PLAN UPDATE FORUM

MONDAY, JUNE 29, 2015

6:00 – 7:30 PM

**Lunt Auditorium at OceanView
74 Lunt Road, Falmouth**

If you cannot attend on 6/29, please complete this survey:
<https://www.surveymonkey.com/r/FalmouthBikePedSurvey>

For more information:

Theo Holtwijk, Director of Long-Range Planning
699-5340, tholtwijk@falmouthme.org



Falmouth Bicycling-Pedestrian Forum - Key Pad Results

29-Jun-15

	Percent	Count
3. How did you get to today's meeting?		
By car, alone	58%	28
By car, with others	27%	13
On my bicycle	8%	4
Walked	4%	2
Bus or group van	0%	0
Other method	2%	1
Totals	100%	48
4. Did you already fill out the on-line bicycle-pedestrian survey?		
Yes	31%	15
No	63%	31
What survey?	6%	3
Totals	100%	49
5. What is your gender?		
Female	51%	25
Male	49%	24
Totals	100%	49
6. What is your age group?		
0-10	0%	0
42328	4%	2
21-30	4%	2
31-40	18%	9
41-50	18%	9
51-60	26%	13
61-70	20%	10
71-80	6%	3
80+	4%	2
Totals	100%	50
7. Where do you live?		
Poplar Ridge/Highland Lake	4%	2
Brookside/ Leighton Hill	6%	3
Hurricane Valley	0%	0
Falmouth Center	8%	4
Woodville	19%	9
Falmouth Corners	13%	6
Pleasant Hill	13%	6
Falmouth Foreside	25%	12
Outside of Falmouth	13%	6

Totals	100%	48
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8. Which best describes the reason you walk in Falmouth?

I walk to stay fit and healthy	54%	27
I walk to do errands	2%	1
I walk to see family, friends, neighbors	8%	4
I walk to get to work	0%	0
I walk to get out in nature	24%	12
I walk just for the fun of it	2%	1
I walk for other reasons	2%	1
I rarely walk	8%	4
Totals	100%	50

9. Which best describes the reason you bike in Falmouth?

I bike to stay fit and healthy	39%	19
I bike to do errands	0%	0
I bike to see family, friends, neighbors	0%	0
I bike to get to work	2%	1
I bike to get out in nature	4%	2
I bike just for the fun of it	24%	12
I bike for other reasons	2%	1
I rarely bike	8%	4
I do not bike	20%	10
Totals	100%	49

10. Which best describes your attitude and comfort level as a bicyclist in Falmouth?

No Way, No How: I am a non-rider.	12%	6
Interested, but Concerned: I like to ride but am intimidated riding beside cars.	39%	19
Enthusiastic and Confident: I ride regularly and prefer separated facilities, but am still comfortable riding in the road.	24%	12
Strong and Fearless: I comfortably ride in all road conditions and levels of traffic.	24%	12
Totals	100%	49

11. How important is it for people to be able to walk to this destination: Town Hall

Very Important	8%	4
Important	29%	14
Not Important	42%	20
Not at all Important	4%	2
Don't Know / No Opinion	17%	8
Totals	100%	48

12. How important is it for people to be able to ride to this destination: Town Hall

Very Important	8%	4
Important	39%	19
Not Important	33%	16
Not at all Important	4%	2
Don't Know / No Opinion	16%	8
Totals	100%	49

13. How important is it for people to be able to walk to this destination: Falmouth School Campus

Very Important	56%	27
Important	31%	15
Not Important	4%	2
Not at all Important	2%	1
Don't Know / No Opinion	6%	3
Totals	100%	48

14. How important is it for people to be able to bike to this destination: Falmouth School Campus

Very Important	68%	28
Important	29%	12
Not Important	0%	0
Not at all Important	0%	0
Don't Know / No Opinion	2%	1
Totals	100%	41

15. How important is it for people to be able to walk to this destination: Route 1 Commercial Area

Very Important	51%	25
Important	37%	18
Not Important	8%	4
Not at all Important	2%	1
Don't Know / No Opinion	2%	1
Totals	100%	49

16. How important is it for people to be able to bike to this destination: Route 1 Commercial Area

Very Important	66%	27
Important	17%	7
Not Important	7%	3
Not at all Important	2%	1
Don't Know / No Opinion	7%	3
Totals	100%	41

17. How important is it for people to be able to walk to this destination:Route 100 Commercial Area

Very Important	31%	16
Important	39%	20
Not Important	18%	9
Not at all Important	6%	3
Don't Know / No Opinion	6%	3
Totals	100%	51

18. How important is it for people to be able to bike to this destination:Route 100 Commercial Area

Very Important	38%	18
Important	31%	15
Not Important	19%	9
Not at all Important	2%	1
Don't Know / No Opinion	10%	5
Totals	100%	48

19. How important is it for people to be able to walk to this destination:Falmouth Memorial Library

Very Important	67%	32
Important	25%	12
Not Important	4%	2
Not at all Important	2%	1
Don't Know / No Opinion	2%	1
Totals	100%	48

20. How important is it for people to be able to bike to this destination:Falmouth Memorial Library

Very Important	62%	24
Important	36%	14
Not Important	0%	0
Not at all Important	3%	1
Don't Know / No Opinion	0%	0
Totals	100%	39

21. How important is it for people to be able to walk to this destination:Mason-Motz Activity Ctr.

Very Important	38%	18
Important	33%	16
Not Important	21%	10
Not at all Important	0%	0
Don't Know / No Opinion	8%	4
Totals	100%	48

22. How important is it for people to be able to bike to this destination:Mason-Motz Activity Ctr.

Very Important	51%	23
Important	33%	15
Not Important	9%	4
Not at all Important	0%	0
Don't Know / No Opinion	7%	3
Totals	100%	45

23. How important is it for people to be able to walk to this destination: Town Landing

Very Important	40%	19
Important	29%	14
Not Important	19%	9
Not at all Important	8%	4
Don't Know / No Opinion	4%	2
Totals	100%	48

24. How important is it for people to be able to bike to this destination: Town Landing

Very Important	49%	19
Important	33%	13
Not Important	8%	3
Not at all Important	5%	2
Don't Know / No Opinion	5%	2
Totals	100%	39

25. How would you rate the condition of Falmouth's sidewalks and crosswalks?

Excellent	12%	6
Very Good	14%	7
Good	33%	16
Fair	24%	12
Poor	2%	1
Very Bad	0%	0
Don't Know/ No Opinion	14%	7
Totals	100%	49

26. How would you rate the extent and connectivity of Falmouth's sidewalks crosswalks?

Excellent	0%	0
Very Good	2%	1
Good	8%	4
Fair	38%	19
Poor	34%	17
Very Bad	10%	5
Don't Know/ No Opinion	8%	4
Totals	100%	50

27. How would you rate the condition of Falmouth's sidewalks and crosswalks for people with disabilities?

Excellent	0%	0
Very Good	4%	2
Good	8%	4
Fair	24%	12
Poor	24%	12
Very Bad	10%	5
Don't Know/ No Opinion	31%	16
Totals	100%	51

28. How would you rate the extents and connectivity of Falmouth's sidewalks and crosswalks for people with disabilities?

Excellent	0%	0
Very Good	2%	1
Good	0%	0
Fair	8%	4
Poor	28%	14
Very Bad	16%	8
Don't Know/ No Opinion	46%	23
Totals	100%	50

29. How would you rate the condition of Falmouth's off-road trail facilities (walking trails, mountain biking trails, multi-use trails)?

Excellent	29%	14
Very Good	29%	14
Good	22%	11
Fair	6%	3
Poor	0%	0
Very Bad	0%	0
Don't Know/ No Opinion	14%	7
Totals	100%	49

30. How would you rate the extents and connectivity of Falmouth's off-road trail facilities (walking trails, mountain biking trails, multi-use trails)?

Excellent	16%	8
Very Good	36%	18
Good	16%	8
Fair	16%	8
Poor	4%	2
Very Bad	0%	0
Don't Know/ No Opinion	12%	6
Totals	100%	50

31. How would you rate the condition of Falmouth's on-road bike facilities (bike lanes and striped shoulders)?

Excellent	2%	1
Very Good	0%	0
Good	24%	12
Fair	20%	10
Poor	24%	12
Very Bad	12%	6
Don't Know/ No Opinion	18%	9
Totals	100%	50

32. How would you rate the extents and connectivity of Falmouth’s on-road bike facilities (bike lanes and striped shoulders)?

Excellent	0%	0
Very Good	2%	1
Good	6%	3
Fair	22%	11
Poor	30%	15
Very Bad	24%	12
Don’t Know/ No Opinion	16%	8
Totals	100%	50

33. How important is a continuous sidewalk that connects Route 1 commercial area with the Route 100 commercial area?

Very Important	17%	8
Important	29%	14
Not Important	40%	19
Not at all Important	6%	3
Don’t Know / No Opinion	8%	4
Totals	100%	48

34. How important is it to create a trail or sidewalk connection between the Falmouth School Campus and Community Park across, over or under the railroad tracks?

Very Important	55%	28
Important	24%	12
Not Important	8%	4
Not at all Important	0%	0
Don’t Know / No Opinion	14%	7
Totals	100%	51

35. How important are improvements to existing Falmouth METRO bus stops with shelters, bike parking, and/or seating?

Very Important	22%	11
Important	26%	13
Not Important	20%	10
Not at all Important	10%	5
Don’t Know / No Opinion	22%	11
Totals	100%	50

36. How do you feel about creating additional bike lanes by restriping, where feasible, narrower vehicle lanes to provide wider paved shoulders?

Great idea, do it where you can	76%	39
Idea worth considering on case by case basis	22%	11
Not a good idea, do only in rare cases	0%	0
Terrible idea, don’t even consider it	0%	0
Don’t Know / No Opinion	2%	1
Totals	100%	51

37. How do you feel about creating additional bike lanes if road pavement needs to be widened to have sufficient space for bicyclists?

Great idea, do it where you can	64%	32
Idea worth considering on case by case basis	32%	16
Not a good idea, do only in rare cases	2%	1
Terrible idea, don't even consider it	0%	0
Don't Know / No Opinion	2%	1
Totals	100%	50

Forum 1 Map Notations/Comments

TABLE 1

Fit a multi-use path within the Falmouth Spur. Phase 1: Rte 1 to Falmouth Rd, Phase 2: Falmouth Rd to Rte 100

Connect over/under the RR between parks and schools

Designate / mark a loop bike route as follows: Field Rd / Winn Rd / Woodville Rd / Woods Rd

Bucknam Rd: needs shoulders / bike lanes

Require bike racks at stores and recreation destinations

US-1 / Rte 88 intersection: build a roundabout

Woods Rd: add bike lanes

Build path from Veronica Rd thru the woods to Walton Park

Middle Rd: needs shoulders for bikes from Longwoods Rd intersection up into Cumberland

Merrill Rd: add sidewalk from Falmouth Rd to Veronica

Rte 9: add sidewalk from Lunt Rd to Merrill Rd

Hurricane Rd: add shoulders from Gray Rd to Blackstrap Rd

Add bike route / wayfinding signage for cyclists on popular routes

Fieldstone Lane: good bike out into Cumberland

TABLE 2

Desire for a cross-Falmouth multi-use path, or at least across part of the town

General: Child friendly biking and walking connections are important

Existing path connection off of Fieldstone Ln is wonderful. Where else can this happen?

Longwood Dr: crumbling fog line and no bike lanes = dangerous for walkers, bikers, runners and drivers

Falmouth Nature Preserve: needs bike/ped connection from Rte 1. also needs better signage at Rte 88 entrance.

Rte 88: sidewalk needed soon (near Depot Rd?)

Bucknam Rd / Middle Rd intersection: Need crosswalks

Woodville Rd: need bike lanes to the schools

Woodville Rd: reduce speed limit due to proximity of schools

Blackstrap Rd: make better for biking, more width and painted lines

Pleasant Hill Rd: desperately needs sidewalks

Pleasant Hill Preserve is difficult to access

Middle Rd: need sidewalks

Allen Ave Extension: needs sidewalks

Create connecting bike/ped loop: Pleasant Hill Rd / Middle Rd / Ledgewood Dr / Allen Ave Ext.

Falmouth Rd bike path too narrow

Move the planned Merrill Rd sidewalk to Pleasant Hill Rd as higher priority

TABLE 3

Rte 1: sign the sidewalks as OK to ride on from Martins Point Bridge to Rte 88

Rte 1: could the new bike lanes be buffered?

Connect schools to Town Library

If it is legal to ride on the sidewalks add signs saying so

Speeding is a problem on low volume roads that would otherwise be safe to ride and walk on at the posted speed limits

Work to complete bike and ped connections

Don't forget connections into surrounding towns

Are there any energy corridors that could be used for paths?

Blackstrap Rd: complete the bike route from Mountain Rd to Babbage Rd

Extend bike route onto Woodville Rd

There's a good bike path connection from Fieldstone Ln thru the woods to the nearby cul-de-sac. Need more like this

Longwoods Rd: need bike shoulders into Cumberland
Need connection over the RR
Woodcille Rd: add sidewalk from Woods Rd to the schools
Rte 1 / Rt 88 intersection is bad for bikes, needs work
Pleasant Hill Rd: add bike lanes / sidewalks
Possible rail to trail corrdior near I-295?
Allen ve Ext: extend sidewalks to Ledgewood Dr

TABLE 4

Need a good east-west bike route across town and good north-south routes at either end of town
Need dedicated bike/walk trails across town
Mountain Rd: needs bike lane
No bike/walk access on lower Brook Rd to the bus stop
Blackstrap Rd: needs bikelanes, which could double as walkways. It's amajor bike route
Pleasant Hill Rd: need sidewalks from Middle Rd to Allen Ave Ext. would help complete a loop.
Connect Community Park to the schools across the RR

TABLE 6

Mountain Rd: recent paving did not include ths shoulders, so it is narrower, dangerous for bike
Rte 100: extend shoulders from Sulky Way to Hurricane Rd
Blackstrap: add shoulders from Independence northward
Multiuse path like the Eastern Trail would be nice in Town, but where?
The RR along I-295 has low use, could it become a rail trail?
Foreside Rd: bikes and peds share the sidewalk/path: differeing opinions on whether this is OK
Foreside Rd:does a sidewalk take width away from the bikelanes? Would be best to still have both
Foreside Rd: no parking desired along the road, not currently well enforced.
Falmouth Rd: walking is terrible
Allen Ave & Falmouth Rd: bike lane paint has faded
The proposed bike/ped improvements shown on the current plans are good!
Falmouth is very separated by interstates, the RR and the river
Falmouth Rd: build a (bike/ped) bridge over to McGrann
Community Park to Schools: lack connection
Consider a dedicated bike/ped culvert unbder I-295
Bucknam: sidewalks just end at Nina's, forcing walkers into the street
Lunt Rd: sidewalk jumps from one side totheother from Rte 1 to the Library. Library needs a flashing light.

Lunt Rd: south side is not plowed all winter.

TABLE 7

Blackstrap Rd: very dangerous for recreational riders, Mountain Rd is better
Rte 100: high speed, narrow, we won't bike there
High schoopl kids should be able to walk to the Cumminity Park
Mackworth is a destination, so improve bikeparking there.
Need covered bus shelters in Falmouth. Nowhere for people to stand.
Need visible covered bike parking in high traffic/high use destinations like Shaws and WalMart. This would also help raise cultural awareness.
Where is the bike rack at Town Landing? Should be signed.
Middle Rd: Lunt to Bucknam: needs sidewalks to Rte 1 for families.
I-295 interchange ramps make cycling unsafe onBucknam
Middle Rd north of Bucknam: really unsafe to nbike dueto heavy traffic. Would be good route for bike commuters.
Woods Rd at Middle Rd really needs a stop light so kids can get to schools safely.

ATTACHMENT F

2015 Falmouth Bicycle-Pedestrian Plan

Draft: September 30, 2015

Purpose

- ❖ Update and integrate the *2002 Trails Master Plan* and *2003 Bicycle and Pedestrian Master Plan* into a single plan that outlines recommended, prioritized infrastructure improvements that will interconnect Falmouth's pedestrian and bicycle network of trails, sidewalks, bike lanes, and paved shoulders.
- ❖ Develop a plan that can be used as a guide or reference tool to prepare capital improvement plans and road designs and review future improvement requests from citizens and projects proposed by others.

Vision

- ❖ Promote walking and bicycling in Falmouth as safe, convenient, and pleasurable transportation modes for all people and all purposes.
- ❖ Enhance the bicycle-pedestrian network that already exists by focusing on improving connections to and from key destinations.

Goals

- ❖ Improve pedestrian and bicycle accessibility in **Route 1 and Route 100 commercial areas** and surrounding neighborhoods.
- ❖ Improve pedestrian and bicycle accessibility to the **Falmouth School Campus**.
- ❖ Improve bicycle accessibility to **downtown Portland**.
- ❖ Establish a major **cross-town pedestrian route** that other paths can connect to.
- ❖ Establish several **neighborhood pedestrian loops**.
- ❖ Establish several **rural bicycle loops** that also link to the region.

Project List

1. General

1.1. Pedestrian Improvements

- 1.1.1. ADA: Make ADA improvements to entire sidewalk system, especially at crosswalk locations.
- 1.1.2. ADA: Incorporate audio warning devices whenever a traffic signal is being upgraded.
- 1.1.3. Enhanced Accessibility: Install enhanced accessibility trails at the following locations:
 - 1.1.3.1. Suckfish Brook (both units)
 - 1.1.3.2. River Point
 - 1.1.3.3. Community Park
- 1.1.4. Trails: Link trails to sidewalk system, where feasible.
- 1.1.5. Trails: Secure trail licenses or acquire easements for trail segments that currently do not have official access permission.
- 1.1.6. Trails: Research Town-approved development projects with designated trails that have not been installed and pursue corrective action.

1.1.7. Trails: Investigate the potential for future bicycle-pedestrian trails in the following locations:

- 1.1.7.1. Powerline corridors
- 1.1.7.2. Maine Turnpike Spur Corridor
- 1.1.7.3. Abandoned, discontinued roads

1.1.8. Bus stops: Install shelters and seating at bus stop locations.

1.2. *Bicycle Improvements*

1.2.1. Signals: Incorporate bicycle detection systems whenever a traffic signal is being upgraded.

1.2.2. Striping: Create road inventory that identifies restriping of lane widths to increase paved shoulder widths where feasible. Coordinate with MaineDOT where required. Restripe annually accordingly.

1.2.3. Signage: Incorporate bicycle signage and pavement stenciling on all roads designated for bicycle use.

1.2.4. Striping: Increase pavement striping of "fog line" (at edge of road) from 4 to 6 inches.

1.2.5. Parking: Install bicycle racks at Town-owned properties and facilities and bus stop locations.

1.2.6. Wayfinding: Install wayfinding signage for bicyclists.

1.3. *Process*

1.3.1. Review: Create informal stakeholder group comprised of Falmouth residents and other interested parties that meets twice a year with Town staff to review improvement progress and recommend new projects.

1.3.2. Maintenance: Coordinate annual maintenance with MaineDOT and others, as appropriate.

2. **Route 1 Commercial Area**

2.1. *Pedestrian Improvements*

2.1.1. Foreside Estates: Install pedestrian connection to Route 1

2.1.2. Lunt Road: Improve sidewalk across Interstate 295

2.1.3. Route 1 North: Incorporate recommendations from Ad Hoc Route 1 North Committee

2.1.4. Route 1: Incorporate recommendations from Route 1 Complete Street Study (if funded)

2.2. *Bicycle Improvements*

2.2.1. Route 1-Route 88 intersection: Make short and long term improvements

2.2.2. Route 1 North: Incorporate recommendations from Ad Hoc Route 1 North Committee

2.2.3. Route 1: Incorporate recommendations from Route 1 Complete Street Study (if funded)

3. **Route 100 Commercial Area**

2.1 *Pedestrian Improvements*

2.1.1 Gray Road: Install sidewalk from Portland city line to Mountain/Falmouth Road

2.1.2 Leighton Road: Install sidewalk from Gray Road to Brook Road

2.1.3 Falmouth Road: Install sidewalk from Gray Road to Winn Road

2.1.4 Leighton Road: Install sidewalk from Gray Road to Falmouth Road

2.2 *Bicycle Improvements*

2.2.1 Gray Road: Install bicycle lane from Portland city line to Hurricane Road

3 To School Campus

3.1 Pedestrian Improvements

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

3.2 Bicycle Improvements

3.2.1 Woods Road: Install bicycle lane from Longwoods Road to Woodville Road

3.2.2 Woodville Road: : Install bicycle lane or designate for shared access from Falmouth Road to Winn Road

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

4 To Downtown Portland

4.1 Pedestrian Improvements

4.1.1 St. Lawrence & Atlantic rail line: Install rail-trail from Lunt Road to Portland

4.2 Bicycle Improvements

4.2.1 Route 1: Restripe lane widths between Martin's Point Bridge and Route 88

4.2.2 St. Lawrence & Atlantic rail line: Install rail-trail from Lunt Road to Portland

5 Cross-Town Pedestrian Route

5.1 Pedestrian Improvements

5.1.1 Falmouth Road: Install sidewalk from Winn Road to Merrill Road

5.1.2 Signage: Install warning signage at the following road crossings:

5.1.2.1 Winn Road (Town Forest to parcel across the street)

5.1.2.2 Route 100 (between Hadlock & Hurricane Roads)

5.1.2.3 Blackstrap Road (near Happy Cats)

5.1.2.4 Falmouth Road (near East Branch bridge)

6 Neighborhood Pedestrian Loops

6.1 Pedestrian Improvements

6.1.1 Town Landing Road: Install sidewalk from Route 88 to Town Landing

6.1.2 Foreside Road: Install sidewalk from Route 1 to Cumberland Town line

6.1.3 Merrill Road: Install sidewalk from Falmouth Road to Middle Road

6.1.4 Middle Road: Install sidewalk from Merrill Road to Falmouth Road

6.1.5 Pleasant Hill Road: Install sidewalk from Allen Avenue Extension to Middle Road

7 Rural Bicycle Loops

7.1 Bicycle Improvements

7.1.1 Middle Road: Install bicycle lane from Longwoods Road to Cumberland Town line

7.1.2 Hurricane Road: Install bicycle lane from Black Strap Road to Gray Road

- 7.1.3 Woodville Road: Install bicycle lane or designate for shared access from Falmouth Road to Winn Road
- 7.1.4 Blackstrap Road: Install bicycle lane or designate for shared access from Brook Road to Hurricane Road

ATTACHMENT G

1. General

AVERAGE	PRIORITY
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1.1. Pedestrian Improvements

1.1.1. ADA: Make ADA improvements to entire sidewalk system, especially at crosswalk locations.	2.70	H
1.1.2. ADA: Incorporate the latest ADA and MUTCD compliant crossing technologies, including audio warning devices and countdown signals, whenever a traffic signal is being upgraded.	2.70	H
1.1.3. Enhanced Accessibility: Install “enhanced accessibility” trails at the following locations:	1.63	L
1.1.3.1. Suckfish Brook (both units)		
1.1.3.2. River Point		
1.1.3.3. Community Park		
1.1.4. Trails: Link trails to sidewalk system, where feasible.	2.30	M
1.1.5. Trails: Secure trail licenses or acquire easements for trail segments that currently do not have official access permission.	2.25	M
1.1.6. Trails: Research Town-approved development projects with designated trails that have not been installed and pursue corrective action.	2.30	M
1.1.7. Trails: Investigate the potential for future bicycle-pedestrian trails in the following locations:		
1.1.7.1. Powerline corridors	1.89	L
1.1.7.2. Maine Turnpike Spur Corridor	1.67	L
1.1.7.3. Abandoned, discontinued roads	2.00	M
1.1.8. Bus stops: Install shelters and seating at bus stop locations.	2.00	M

1.2. Bicycle Improvements

1.2.1. Signals: Incorporate bicycle detection systems whenever a traffic signal is being upgraded.	2.40	M
1.2.2. Striping: Create road inventory that identifies restriping of lane widths to increase paved shoulder widths where feasible. Coordinate with MaineDOT where required. Restripe annually accordingly.	2.89	H
1.2.3. Signage: Incorporate bicycle signage and pavement stenciling on all roads designated for bicycle use.	2.67	H
1.2.4. Striping: Increase pavement striping of “fog line” (at edge of road) from 4 to 6 inches.	2.44	M
1.2.5. Parking: Install bicycle racks at Town-owned properties and facilities and bus stop locations.	2.40	M
1.2.6. Wayfinding: Install wayfinding signage for bicyclists.	2.11	M

1.3. Process

1.3.1. Review: Create informal stakeholder group comprised of Falmouth residents and other interested parties that meets twice a year with Town staff to review improvement progress and recommend new projects.	2.44	M
1.3.2. Maintenance: Coordinate annual maintenance with MaineDOT and others, as appropriate.	2.44	M

2. Route 1 Commercial Area

2.1. Pedestrian Improvements

2.1.1. Foreside Estates: Install pedestrian connection to Route 1	1.89	L
2.1.2. Lunt Road: Improve sidewalk across Interstate 295	2.44	M
2.1.3. Route 1 North: Consider recommendations from Ad Hoc Route 1 North Committee	2.33	M
2.1.4. Route 1: Consider recommendations from Route 1 Complete Street Study (if funded)	2.40	M

2.2. Bicycle Improvements

2.2.1. Route 1-Route 88 intersection: Make short and long term improvements	2.80	H
2.2.2. Route 1 North: Consider recommendations from Ad Hoc Route 1 North Committee	2.50	H
2.2.3. Route 1: Consider recommendations from Route 1 Complete Street Study (if funded)	2.50	H

3. Route 100 Commercial Area

3.1 Pedestrian Improvements

3.1.1 Gray Road: Install sidewalk from Portland city line to Mountain/Falmouth Road	2.30	M
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3.1.2	Leighton Road: Install sidewalk from Gray Road to Brook Road	2.00	M
3.1.3	Falmouth Road: Install sidewalk from Gray Road to Winn Road	2.00	M
3.1.4	Leighton Road: Install sidewalk from Gray Road to Falmouth Road	2.30	M
3.2 Bicycle Improvements			
3.2.1	Gray Road: Complete bicycle lanes from Portland city line to Hurricane Road	2.60	H
4 To School Campus			
4.1 Pedestrian Improvements			
4.1.1	Pan Am rail line: Install pedestrian-bicycle connection between Community Park and School Campus across rail line	2.40	M
4.2 Bicycle Improvements			
4.2.1	Woods Road: Install bicycle lane from Longwoods Road to Woodville Road	2.30	M
4.2.2	Woodville Road: Install bicycle lane or designate for shared access from Falmouth Road to Winn Road	2.40	M
4.2.3	Falmouth Road: Install bicycle lane from Allen Avenue Extension to Leighton Road	2.40	M
5 To Downtown Portland			
5.1 Pedestrian Improvements			
5.1.1	St. Lawrence & Atlantic rail line: Install rail-trail from Lunt Road to Portland	1.90	L
5.2 Bicycle Improvements			
5.2.1	Route 1: Restripe lane widths between Martin's Point Bridge and Route 88	2.67	H
5.2.2	St. Lawrence & Atlantic rail line: Install rail-trail from Lunt Road to Portland	1.89	L
6 Cross-Town Pedestrian Route			
6.1 Pedestrian Improvements			
6.1.1	Falmouth Road: Install sidewalk from Winn Road to Merrill Road	1.78	L
6.1.2	Signage: Install warning signage at the following trail-road crossings:	2.67	H
6.1.2.1	Winn Road (Town Forest to parcel across the street)	2.56	H
6.1.2.2	Route 100 (between Hadlock & Hurricane Roads)	2.67	H
6.1.2.3	Blackstrap Road (near Happy Cats)	2.56	H
6.1.2.4	Falmouth Road (near East Branch bridge)	2.56	H
7 Neighborhood Pedestrian Loops			
7.1 Pedestrian Improvements			
7.1.1	Town Landing Road: Install sidewalk from Route 88 to Town Landing	2.00	M
7.1.2	Foreside Road: Install sidewalk from Route 1 to Cumberland Town line	2.00	M
7.1.3	Merrill Road: Install sidewalk from Falmouth Road to Middle Road	1.90	L
7.1.4	Middle Road: Install sidewalk from Merrill Road to Falmouth Road	2.10	M
7.1.5	Pleasant Hill Road: Install sidewalk from Allen Avenue Extension to Middle Road	1.60	L
8 Rural Bicycle Loops			
8.1 Bicycle Improvements			
8.1.1	Middle Road: Install bicycle lane from Longwoods Road to Cumberland Town line	2.15	M
8.1.2	Hurricane Road: Install bicycle lane from Black Strap Road to Gray Road	2.00	M
8.1.3	Woodville Road: Install bicycle lane or designate for shared access from Falmouth Road to Winn Road	2.40	M
8.1.4	Blackstrap Road: Install bicycle lane or designate for shared access from Brook Road to Hurricane Road	2.15	M



Falmouth Bike / Pedestrian Masterplan Update - Comparative Costs

MAP	TEXT	ROAD	FROM	TO	L (Mi.)	WIDEN SHOULDERS FOR 5' BIKE LANES		ADD 5' PAVED SIDEWALK ON ONE SIDE			MISCELENEOUS				REMARKS		
						MODERATE \$1,000,000 / Mi.	DIFFICULT \$1,500,000/ Mi.	BASIC \$500,000	MODERATE \$750,000	DIFFICULT \$1,000,000	RESTRIPE LANES	MULTI-USE PATH	DESIGNATE FOR SHARED ACCESS	ROAD CROSSINGS			
BICYCLE IMPROVEMENTS																	
4	3.2.1	Gray Rd	Leighton Rd	Improved Section	1.0	\$1,000,000											
			Improved Section	Hurricane Rd	1.0		\$1,500,000									Has minimal existing shoulders	
5	4.2.1	Woods Road	Longwoods Rd	Woodville Rd	1.5	\$1,500,000										Has 2' existing shoulders	
6	4.2.2	Woodville Rd	Falmouth Rd	Woods Rd	1.5	\$1,500,000										Has 2-3' shoulders, and sidewalk at schools, but narrows toward Winn	
			Woods Rd	Winn Rd	2.0		\$3,000,000					\$30,000					
7	4.2.3	Falmouth Rd	Allen Ave Ext.	Leighton Rd	1.9		\$2,850,000									Fairly constrained	
8	5.2.1	Route 1	Martins Pt Bridge	Rout 88	1.1								X			Restripe for buffered bike lanes under aspart of paving project	
9	5.2.2	St Lawrence & Atlantic RR	Portland	Lunt Rd	1.8								X			Consider Rail to Trail - (paved multi-use path) assuming availability of corridor	
10	8.1.1	Middle Rd	Longwoods Rd	Cumberland line	1.4	\$1,400,000										Tight trees, and no existing shoulders	
11	8.1.2	Hurricane Rd	Blackstrap Rd	Gray Rd	1.8		\$2,700,000									Mixed conditions, some tight and some open sections	
12	8.1.4	Blackstrap Rd	Portland line	Mountain Rd	3.3		\$4,950,000						\$49,500			Narrow shoulders and tight side conditions	
			Mountain Rd	Babbidge Rd	1.5		\$2,250,000						\$22,500			Narrow shoulders and tight side conditions	
			Babbidge Rd	Gray Rd	2.8		\$4,200,000						\$42,000			Narrow shoulders and tight side conditions	
PEDESTRAIN IMPROVEMENTS																	
1	2.1.1	Foreside Estates Ped Connection	Foreside Estates	US 1	0.1											This could be a private road.	
2	2.1.2	Lunt Rd	I-295 Crossing													There is an existing sidewalk on the bridge, so need for improvements is unclear.	
4	3.1.1	Gray Rd	Portland line	Mountain Rd	1.6			\$800,000								Sidewalk will result in greater impacts and costs if bike lanes are also built.	
5	3.1.2	Leighton Rd	Gray Rd	Brook Rd	0.5			\$250,000								Some drainage and sidewalk are already in place.	
6	3.1.3	Falmouth Rd	Gray Rd	Winn Rd	0.2				\$150,000							A sidewalk already exists along one segment.	
7	3.1.4	Leighton Rd	Gray Rd	Falmouth Rd	0.5			\$250,000								Some drainage and sidewalk are already in place.	
8	4.1.1	Pan Am RR line crossing	Community Park	School Campus	0.7											Under separate study. \$1.5 Mil+ solutions likely.	
9	5.1.1	St Lawrence & Atlantic RR	Portland	Lunt Rd	1.8											Rail to Trail - (paved multi-use path) assuming availability of corridor.	
10	6.1.1	Falmouth Rd	Winn Rd	Merrill Rd	2.7											Some very tight areas. Note that bike lanes are also proposed, increasing impacts.	
11	6.1.2.1	Winn Rd Crossing	at Town Forrest												\$30,000	Assume enhanced crossing treatments with flashing beacons, etc.	
12	6.1.2.2	Route 100 Crossing	Hadlock Rd	Hurricane Rd											\$30,000	Assume enhanced crossing treatments with flashing beacons, etc.	
13	6.1.2.3	Blackstrap Rd Crossing	near Happy Cats												\$30,000	Assume enhanced crossing treatments with flashing beacons, etc.	
14	6.1.2.4	Falmouth Rd Crossing	near East Branch Bridge												\$30,000	Assume enhanced crossing treatments with flashing beacons, etc.	
15	7.1.1	Town Landing Rd	Route 88	Town Landing	0.2				\$150,000								
16	7.1.2	Foreside Rd	US 1	Cumberland Line	2.8											\$2,800,000	Many tight and costly segments. ROW impacts likely.
17	7.1.3	Merrill Rd	Falmouth Rd	Middle Rd	0.5			\$250,000								Has bituminous curb and drainage system already exists.	
18	7.1.4	Middle Rd	Merrill Rd	Falmouth Rd	1.0											\$1,000,000	East side of road looks simpler.
19	7.1.5	Pleasant Hill Rd	Allen Ave Extension	Middle Rd	0.6											\$1,200,000	Both sides are tight and difficult, drainage is needed and ledge is known to exist.
Totals=						\$5,400,000	\$21,450,000	\$1,600,000	\$300,000	\$7,700,000			\$0		\$120,000		

costs per mile= \$1,000,000 \$1,500,000 \$500,000 \$750,000 \$1,000,000

ATTACHMENT I

FALMOUTH BICYCLE PEDESTRIAN PLAN

Draft: November 3, 2015

AVERAGE	PRIORITY	PRIORITY & COST			IMPLEMENTATION		
		HIGH	MEDIUM	LOW	STANDARD PRACTICE	CONSTRUCTION	STUDY

1. General

1.1. Pedestrian Improvements

1.1.1. ADA: Make ADA improvements to entire sidewalk system, especially at crosswalk locations.	2.70	H	\$ 250,000				x
1.1.2. ADA: Incorporate the latest ADA and MUTCD compliant crossing technologies, including audio warning devices and countdown signals, whenever a traffic signal is being upgraded.	2.70	H	\$ -				x
1.1.3. Enhanced Access: Install "enhanced mobility" trails at the following locations:	1.63						x
1.1.3.1. Suckfish Brook (both units)		L		\$ 25,000			
1.1.3.2. River Point		L		\$ 25,000			
1.1.3.3. Community Park		L		\$ 25,000			
1.1.4. Trails: Link trails to sidewalk system, where feasible.	2.30	H	\$ 250,000				x
1.1.5. Trails: Secure trail licenses or acquire easements for trail segments that currently do not have official access permission.	2.25	H	\$ 100,000				x
1.1.6. Trails: Research Town-approved development projects with designated trails that have not been installed and pursue corrective action.	2.30	H	\$ -				x
1.1.7. Trails: Investigate the potential for future bicycle-pedestrian trails in the following locations:							
1.1.7.1. Powerline corridors	1.89	L		\$ 15,000			x
1.1.7.2. Maine Turnpike Spur Corridor	1.67	L		\$ 10,000			x
1.1.7.3. Abandoned, discontinued roads	2.00	M		\$ 25,000			x
1.1.8. Bus stops: Install shelters and seating at bus stop locations.	2.00	M		\$ 150,000			x
1.2. Bicycle Improvements							
1.2.1. Signals: Incorporate bicycle detection systems whenever a traffic signal is being upgraded.	2.40	H	\$ -				x
1.2.2. Striping: Create road inventory that identifies restriping of lane widths to increase paved shoulder widths where feasible. Coordinate with MaineDOT where required. Restripe annually accordingly.	2.89	H	\$ -				x
1.2.3. Signage: Incorporate bicycle signage and pavement stenciling on all roads designated for bicycle use.	2.67	H	\$ 25,000				x
1.2.4. Striping: Increase pavement striping of "fog line" (at edge of road) from 4 to 6 inches.	2.44	H	\$ -				x
1.2.5. Parking: Install bicycle racks at Town-owned properties and facilities and bus stop locations.	2.40	H	\$ 15,000				x
1.2.6. Wayfinding: Install wayfinding signage for bicyclists.	2.11	M		\$ 25,000			x
1.3. Process							
1.3.1. Review: Create informal stakeholder group comprised of Falmouth residents and other interested parties that meets twice a year with Town staff to review improvement progress and recommend new projects.	2.44	H	\$ -				x
1.3.2. Maintenance: Coordinate annual maintenance with MaineDOT and others, as appropriate.	2.44	H	\$ -				x

2. Route 1 Commercial Area

2.1. Pedestrian Improvements

2.1.1. Foreside Estates: Install pedestrian connection to Route 1	1.89	L		\$ 50,000			x
2.1.2. Lunt Road: Improve sidewalk across Interstate 295	2.44	H	\$ 500,000				x
2.1.3. Route 1 North: Consider recommendations from Ad Hoc Route 1 North Committee	2.33	H	\$ 1,000,000				x
2.1.4. Route 1: Consider recommendations from Route 1 Complete Street Study (if funded)	2.40	H	\$ 500,000				x

2.2. Bicycle Improvements

2.2.1. Route 1-Route 88 intersection: Make short and long term improvements	2.80	H	\$ 3,000,000				x
2.2.2. Route 1 North: Consider recommendations from Ad Hoc Route 1 North Committee	2.50	H	\$ -				x

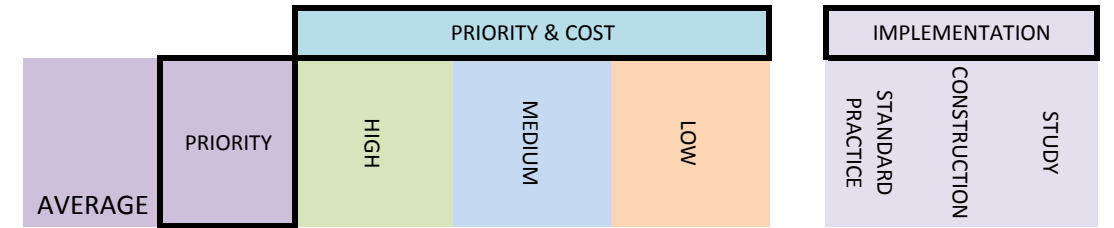
FALMOUTH BICYCLE PEDESTRIAN PLAN

Draft: November 3, 2015

	AVERAGE	PRIORITY	PRIORITY & COST			IMPLEMENTATION			
			HIGH	MEDIUM	LOW	STANDARD PRACTICE	CONSTRUCTION	STUDY	
2.2.3. Route 1: Consider recommendations from Route 1 Complete Street Study (if funded)	2.50	H	\$ -					x	
3. Route 100 Commercial Area									
3.1 Pedestrian Improvements									
3.1.1 Gray Road: Install sidewalk from Portland city line to Mountain/Falmouth Road	2.30	H	\$ 800,000					x	
3.1.2 Leighton Road: Install sidewalk from Gray Road to Brook Road	2.00	M		\$ 250,000				x	
3.1.3 Falmouth Road: Install sidewalk from Gray Road to Winn Road	2.00	M		\$ 150,000				x	
3.1.4 Leighton Road: Install sidewalk from Gray Road to Falmouth Road	2.30	H	\$ 250,000					x	
3.2 Bicycle Improvements									
3.2.1 Gray Road: Complete bicycle lanes from Portland city line to Hurricane Road	2.60	H	\$ 2,500,000					x	
4 To School Campus									
4.1 Pedestrian Improvements									
4.1.1 Pan Am rail line: Install pedestrian-bicycle connection between Community Park and School Campus across rail line	2.40	H	\$ 1,500,000					x	
4.2 Bicycle Improvements									
4.2.1 Woods Road: Install bicycle lane from Longwoods Road to Woodville Road	2.30	H	\$ 1,500,000					x	
4.2.2 Woodville Road: Install bicycle lane or designate for shared access from Falmouth Road to Winn Road	2.40	H	\$ 4,500,000					x	
4.2.3 Falmouth Road: Install bicycle lane from Allen Avenue Extension to Leighton Road	2.40	H	\$ 2,850,000					x	
5 To Downtown Portland									
5.1 Pedestrian Improvements									
5.1.1 St. Lawrence & Atlantic rail line: Install rail-trail from Lunt Road to Portland	1.90	L			\$ 2,500,000			x	
5.2 Bicycle Improvements									
5.2.1 Route 1: Restripe lane widths between Martin's Point Bridge and Route 88	2.67	H	\$ -				x		
5.2.2 St. Lawrence & Atlantic rail line: Install rail-trail from Lunt Road to Portland (see also 5.1.1)	1.89	L			\$ -			x	
6 Cross-Town Pedestrian Route									
6.1 Pedestrian Improvements									
6.1.1 Falmouth Road: Install sidewalk from Winn Road to Merrill Road	1.78	L			\$ 2,700,000			x	
6.1.2 Signage: Install warning signage at the following trail-road crossings:	2.67								
6.1.2.1 Winn Road (Town Forest to parcel across the street)	2.56	H	\$ 30,000					x	
6.1.2.2 Route 100 (between Hadlock & Hurricane Roads)	2.67	H	\$ 30,000					x	
6.1.2.3 Blackstrap Road (near Happy Cats)	2.56	H	\$ 30,000					x	
6.1.2.4 Falmouth Road (near East Branch bridge)	2.56	H	\$ 30,000					x	
7 Neighborhood Pedestrian Loops									
7.1 Pedestrian Improvements									
7.1.1 Town Landing Road: Install sidewalk from Route 88 to Town Landing	2.00	M		\$ 150,000				x	
7.1.2 Foreside Road: Install sidewalk from Route 1 to Cumberland Town line	2.00	M		\$ 2,800,000				x	
7.1.3 Merrill Road: Install sidewalk from Falmouth Road to Middle Road	1.90	L			\$ 250,000			x	
7.1.4 Middle Road: Install sidewalk from Merrill Road to Falmouth Road	2.10	M		\$ 1,000,000				x	
7.1.5 Pleasant Hill Road: Install sidewalk from Allen Avenue Extension to Middle Road	1.60	L			\$ 1,200,000			x	

FALMOUTH BICYCLE PEDESTRIAN PLAN

Draft: November 3, 2015



8 Rural Bicycle Loops

8.1 Bicycle Improvements

8.1.1	Middle Road: Install bicycle lane from Longwoods Road to Cumberland Town line	2.15	M		\$ 1,400,000		x
8.1.2	Hurricane Road: Install bicycle lane from Black Strap Road to Gray Road	2.00	M		\$ 2,700,000		x
8.1.3	Woodville Road: Install bicycle lane or designate for shared access from Falmouth Road to Winn Road (see also 4.2.2)	2.40	H	\$ -			x
8.1.4	Blackstrap Road: Install bicycle lane or designate for shared access from Brook Road to Hurricane Road	2.15	M		\$ 11,400,000		x

December 7 Forum Responses

	Respondent #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
General																						
Management																						
1	Review: Create informal stakeholder group comprised of Falmouth residents and other interested parties that meets 2-4 times per year with Town staff to: Review improvement progress. Provide "on the ground" feedback to the Town. 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 others in the community.	S	S	S	S	S	S	S	S	S	S	S	M	S	S	S	S	S	S	S	S	S
2	Maintenance: Coordinate annual maintenance with MaineDOT and others, as appropriate.	S	S	S	N	S	S	M	S	S	S	S	M	L	S	S	S	S	S	S	M	S
Pedestrian Improvements																						
3	ADA: Make ADA improvements to entire sidewalk system, especially at crosswalk locations.	S	M/L	M	N	M	M	M	S	M	S	S	D	L	S/M	M	N	N	M	S	M	M
4	ADA: Incorporate the latest ADA and MUTCD compliant crossing technologies, including audio warning devices and countdown signals, whenever a traffic signal is being upgraded.	M	M/L	S	N	S	L	M	S	M/L	S	S	D	M	M	M	N	S	M	S	M	L
5	Enhanced Accessibility: Install "enhanced accessibility" trails at the following locations: Suckfish Brook (both units) River Point Community Park	S/M	M/L	M	N	S	M	L	S	M	M	S	M	M	M	L	L	M	S	M	L	M
6	Trails: Link trails to sidewalk system, where feasible.	S/M	L	S	M	S	S	L	M	S	S	S	S	L	S	M	M	M	S	M	M	S
7	Trails: Secure trail licenses or acquire easements for trail segments that currently do not have official access permission.	S	S/M	M	S	S	S	L	M/L	M	S	S	S	M	S	M	N	S	S	M	S	L
8	Trails: Research Town-approved development projects with designated trails that have not been installed and pursue corrective action.																					
9	Trails: Investigate the potential for future bicycle-pedestrian trails in the following locations: Powerline corridors Maine Turnpike Spur Corridor Abandoned, discontinued roads	M	S	M	S	S	S	L	M	S	M	L	S	M	M	M	L	S	M	M	S	L
10	Trails: Consider regional connection opportunities when planning new trail improvements.	N	S	S	S	S	S	L	M	S	S	M	M	D	S	M	L	S	S	M	M	M
11	Bus stops: Install shelters and seating at bus stop locations.	N	M	M	N	S	M	D	S	M	L	M	D	D	M	L	S	S	S	M	M	S
Bicycle Improvements																						
12	Signals: Incorporate bicycle detection systems whenever a traffic signal is being upgraded.	S	S	S	S	M	M	S	M	S	S	M	M	L	S	L	M	S	S	M	M	L
13	Striping: Create a road inventory that identifies restriping of lane widths to increase paved shoulder widths where feasible. Coordinate with MaineDOT where required. Restripe annually accordingly.	S	S	M	M	S	S	S	S	S	S	S	M	M	S	M	M	S	S	M	S	S
14	Signage: Incorporate bicycle signage and pavement stenciling on all roads designated for bicycle use.	S	S	M	M	S	M	M	S	M	M	S	L	M	S	M	S		S	M	M	S
15	Striping: Increase pavement striping of "fog line" (i.e. painted line at edge of road) from 4 to 6 inches.	N	S	D	N	S	L	L	S	N	S	S	D	M	M	M	N	S	S	M	S	M
16	Parking: Install bicycle racks at Town-owned properties and facilities and bus stop locations.	M	M	S	N	S	M	L	S	S	M		M	D	S	L	S	S	S	M	S	S
17	Wayfinding: Participate in regional wayfinding signage plan for bicyclists sponsored by PACTS.	S	S	M	M	S	S	M	M	S	L	M	D	M	S	M	N	S	S	M	S	L
Route 1 Commercial Area																						
Pedestrian Improvements																						
18	Foreshore Estates: Install pedestrian connection to Route 1.	N	M	M	N	S	N	L	N	M	S	S	M	M	M	L	N		S	S	L	L
19	Lunt Road: Improve sidewalk across Interstate 295.	N	M	M	N	S	L	S	S	S	S	M	M	L	M	L	L	M	S	S	L	S
20	Route 1 North: Consider recommendations from Ad Hoc Route 1 North Committee.	M	M	S	N	S	M	M	M	S	S	M	S	L	S	L	M	M	S	S	M	M
21	Route 1: Consider recommendations from Route 1 Complete Street Study.	N	M	S	N	M	S	L	S	S	S	M	S	L	S	M	M	M	S	S	M	L
Bicycle Improvements																						
22	Route 1-Route 88 intersection: Make bikeway improvements as recommended by VHB.	N	S	S	M	S	S	M	S	S	M	M	M	M	S	S	N	S	S	S	S	S
23	Route 1-Route 88 intersection: Investigate long term roundabout improvement.	N	M	S	L	M	S	L	M	L	M	M	D	S	S	S	N	M	S	S	M	L
Route 100 Commercial Area																						
Pedestrian Improvements																						
24	Gray Road: Install sidewalk from Portland city line to Mountain/Falmouth Road	S	M	S	N	M	L	L	M	M	M	M	M	S	S	L	N	M	M	S	M	L
25	Leighton Road: Install sidewalk from Gray Road to Brook Road	S	S	M	N	S	M	L	M	M	S	M	L	S	M	L	N	M	S	S	M	L
26	Falmouth Road: Install sidewalk from Gray Road to Winn Road	S	S	S	N	S	L	L	M	M	S	M	S	S	M	L	N	M	M	S	S	S
27	Leighton Road: Install sidewalk from Gray Road to Falmouth Road	S	S	M	N	M	M	L	M	M	M		L	M	S	L	N	M	M	S	M	M
Bicycle Improvements																						
28	Gray Road: Complete bicycle lanes from Portland city line to Hurricane Road	M	S	S	N	S	S	M	M	S	M	L	M	S	S	M	N	S	S	S	L	M

To School Campus

Pedestrian Improvements

29	Pan Am rail line: Install pedestrian-bicycle connection between Community Park and School Campus across rail line	N	S	S	S	S	S	L	L	S	S	M	M	S	S	M	N	M	S	S	S	L
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Bicycle Improvements

30	Woods Road: Install bicycle lane from Longwoods Road to Woodville Road	N	S		M	S	M	L	S	S	L	M	L	M	S	S	M		S	S	S	S
31	Woodville Road: Install bicycle lane or designate for shared access from Falmouth Road to Winn Road	M	S	M	N	S	S	M	S	S	L	M	M	M	S	S	M		S	S	M	L
32	Falmouth Road: Install bicycle lane from Allen Avenue Extension to Leighton Road	M	S	M	M	S	S	M	S	S	S	M	M	L	S	S	N		S	S	S	L

To Downtown Portland

Pedestrian Improvements

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.	N	M	M	S	M	M	M	M	L	M	L	S	L	M	M	S	L	M	M	M	M
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Bicycle Improvements

34	Route 1: Restripe lane widths between Martin's Point Bridge and Route 88 as part of upcoming repaving.	N	S	S	N	S	S	S	S	S	L	S	M	S	S	N	S	S	M	S	S	
35	Route 1: Consider "cycle track," buffered bicycle lanes, multi-use path improvements, and/or green median improvements between Martin's Point Bridge and Route 88	N	M	M	M	S	S	S	S	M	M	L	S	M	M	S	S	S	S	M	S	L

Cross Falmouth Trail Route

Pedestrian Improvements

36	Falmouth Road: Install sidewalk from Winn Road to Merrill Road	M	M	S	N	M	S	L	M	S	S	S	M	D	S	L	L	M	M	S	M	M
37	Signage: Install warning signage at the following trail-road crossings: 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)	N	L	M	S	S	M	L	S	M	M	M	D	L	M	M	N	S	S	M	S	S

Neighborhood Pedestrian Loops

Pedestrian Improvements

38	Town Landing Road: Install sidewalk from Route 88 to Town Landing	M	M	S	N	M	D	L	L	S	M	S	S	D	M	D	N	S	S	M	M	S
39	Foreside Road: Install sidewalk from Route 1 to Cumberland Town line	M/L	L	M	N	M	M	M		M	M	M	D	D	S	L	N	N	M	M	M	M
40	Merrill Road: Install sidewalk from Falmouth Road to Middle Road	M/L	M	M	N	S	S	L	L	M	L	M	M	D	M	L	N	N	M	S	M	M
41	Middle Road: Install sidewalk from Merrill Road to Falmouth Road	M/L	M	S	N	S	S	L	L	M	S	M	M	D	S	L	S	S	S	S	M	M
42	Pleasant Hill Road: Install sidewalk from Allen Avenue Extension to Middle Road	M/L	L	S	M	S	M	L	L	M	M	M	D	D	S	L	N	M	M	S	S	L

Rural Bicycle Loops

Bicycle Improvements

43	General: Consider regional transportation connection opportunities when planning new bicycle improvements.	N	S	S	M	S	M	S	S	S	S	M	M	M	S	S	N	S	S	S	S	L
44	Middle Road: Install bicycle lane from Longwoods Road to Cumberland Town line	N	S	M	N	S	S	S	N	M	M	M	S	D	M	M	N	S	M	S	M	L
45	Hurricane Road: Designate for shared access from Black Strap Road to Gray Road	N	S	M	N	S	L	M	S	M	L	L	M	S	M	L	N	N	S	S	S	L
46	Blackstrap Road: Install bicycle lane or designate for shared access from Brook Road to Hurricane Road	N	S	S	N	M	M	M	S	M	M	S	N	S	S	L	N	S	M/L	S	S	L

Number 1 action =

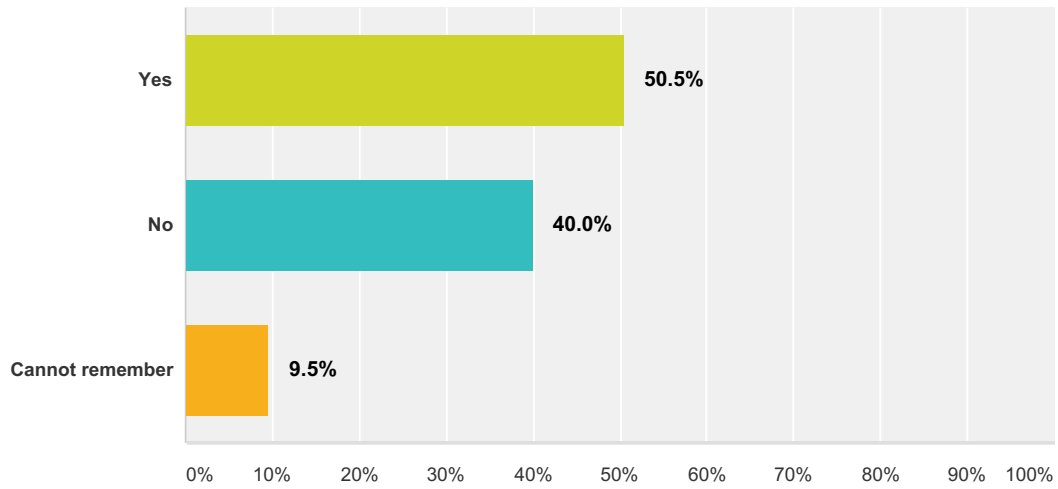
Forum Comments December 7, 2015

Respondent #	Action #	Comment
3	1	Right away please!
13	1	Need a way to police stray bikes
10	3	Crosswalk on Lunt Road at Library
2	3-7	Different rating from 3 mile radius of schools and Route 1 shopping vs. everywhere
9	4	As needed
1	6	As soon as possible
1	9	Abandoned, discontinued roads - ?
1	10	Not sure what this means
17	11	Note: PACTS program and access to transit \$\$
1	12	In case traffic signal is upgraded
9	16	Take advantage of PACTS
17	16	PACTS 2016 program
17	17	PACTS 2016/2017
10	19	Plowed in winter
15	22/23	Feels like accident waiting to happen. Very few bikes use path. I run and bike this daily and feel like only one using path and not road. Better signage?
14	23	Yes!
17	28	Wide shoulder only
3	29	May take 20 years
9	29	Will take time with railroad
2	29-32	Connect 3-4 mile radius to the schools
3	30	Already present
17	30	Wide shoulders
17	31	Wide shoulders
2	32	All of Falmouth Road
17	32	Wide shoulders
18	32	Bridge of East Branch is monster obstacle to this project
1	33	Sounds cool, but don't know how I feel
3	33	North to Cumberland/Yarmouth!
3	35	Make sidewalk into wider multi-use path
10	40	Not needed - light traffic
16	41	This needs to be extended to the Middle Road Turnpike Spur Bridge plus crosswalks at intersection. Ideally a separate item could be added to this section: Middle Road from Lunt Road to the Turnpike Spur Bridge or Middle Road from Bucknam intersection to Turnpike Spur Bridge = exact wording from 2003 report
18	41	OceanView
17	44	Wide shoulder, no bicycle lane
18	45	With Route 100 work
17	46	Wide shoulder
18	46	\$\$\$
3	Missing	Add sidewalk Route 1 to Route 88 to Martin's Point wider to multi-use width of Martin's Point multi-use pathways
2	Missing	Brook Road - Westbrook to Leighton, bike safety
13	Missing	Eureka Road to Community Park
2	Missing	Falmouth Road between Leighton and Woodville is not bicycle or pedestrian friendly. Rather have bike than sidewalks.
10	Missing	Falmouth Road sidewalk between McCrann and Riverpoint trailheads.

- 16 Missing From 2003 report: Bucknam Road from Route 1 to Middle Road. The path across the bridge is barely passable and should be addressed before improving Lunt one. This is a key connector from a population cluster to another cluster. (Put sidewalk on the side of Bucknam that does not have the highway on/off ramps.)
- 13 Missing Hadlock Road to Winn Road via Autumn Way to Old County Road
- 9 Missing Implement Complete Streets policy to consider bike/ped improvements on a consistent, sustainable basis
- 17 Missing Important to determine where/when to designate specific bicycle lane versus shoulder widening/improvements. Related to bike "network" vs. volume routes.
- 6 Missing Install bicycle lane on Longwoods Road from Sherman Drive to Cumberland line
- 14 Missing Lighting in neighborhoods - are there standards/minimums for lighting in neighborhoods?
- 18 Missing Live the Complete Street concept for Falmouth!
- 17 Missing Make sure law enforcement is active with all applicable "soft side" of the plan. I.e. speed and other issues.
- 8 Missing No opinion
- 3 Missing Pedestrian crossing on Bucknam Road - south side of bridge
- 18 Missing Should have had a "very short term" i.e. 1 year priority option. Too many short term items for me.
- 17 Missing Sidewalk and transit improvements Route 1 to Mackworth
- 10 Missing Sidewalk on Bucknam Road. Is there a sidewalk on the bridge? This and Lunt Road are the only connections of Foreside with rest of the town.
- 3 Missing St. Lawrence at Atlantic railroad connection north to Cumberland/Yarmouth to Beth Condon bike path
- 3 Missing St. Lawrence at Atlantic railroad to trestle bridge to Eastern Prom to Yarmouth Beth Condon bike path
- 17 Residence Not Falmouth, but enjoy being there/riding through
- 3 [My] ranked top five choices. All are S or M: a mix of effort to achieve, cost, importance. 1 = 22/23, 2 = 16, 3 = 29, 4 = 36, 5 = 33
- 18 #1 Action Plan - improve access to schools from Route 1 and Route 100

Q1 Did you complete the first bicycle-pedestrian survey and/or participate in the first Forum last June?

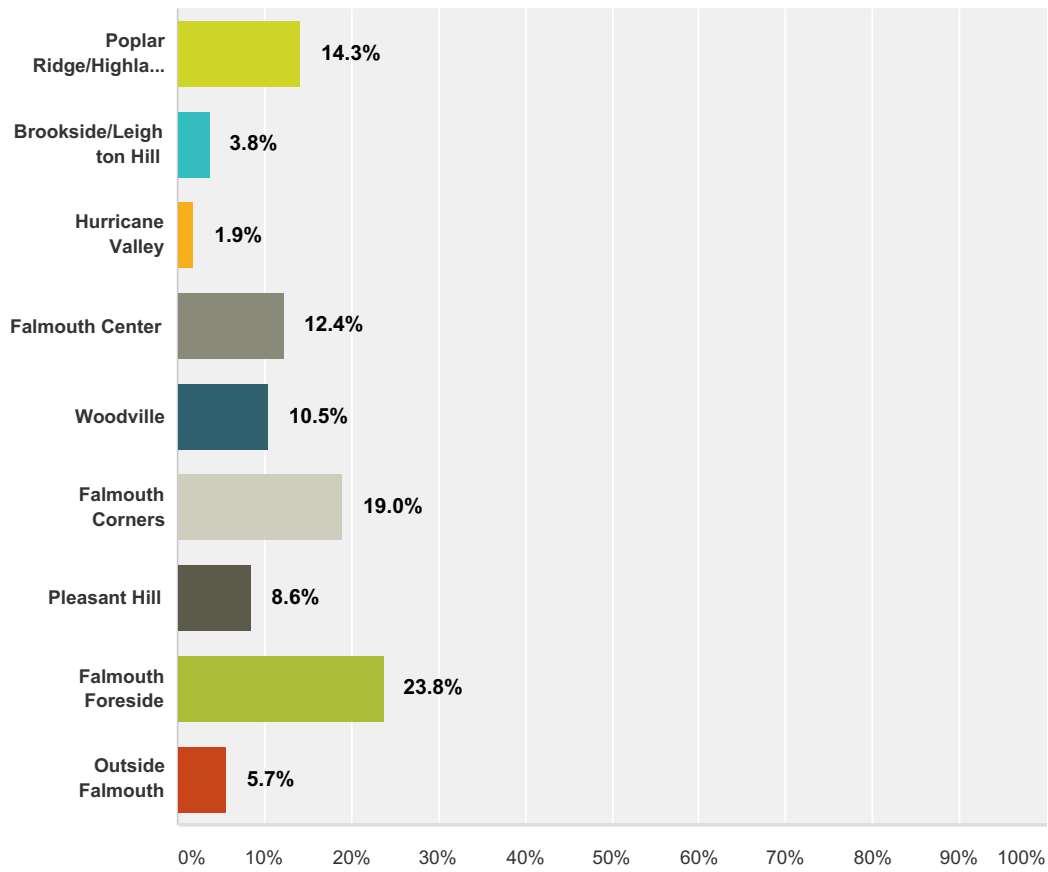
Answered: 105 Skipped: 0



Answer Choices	Responses	Count
Yes	50.5%	53
No	40.0%	42
Cannot remember	9.5%	10
Total		105

Q2 Using the map above, in which neighborhood do you live?

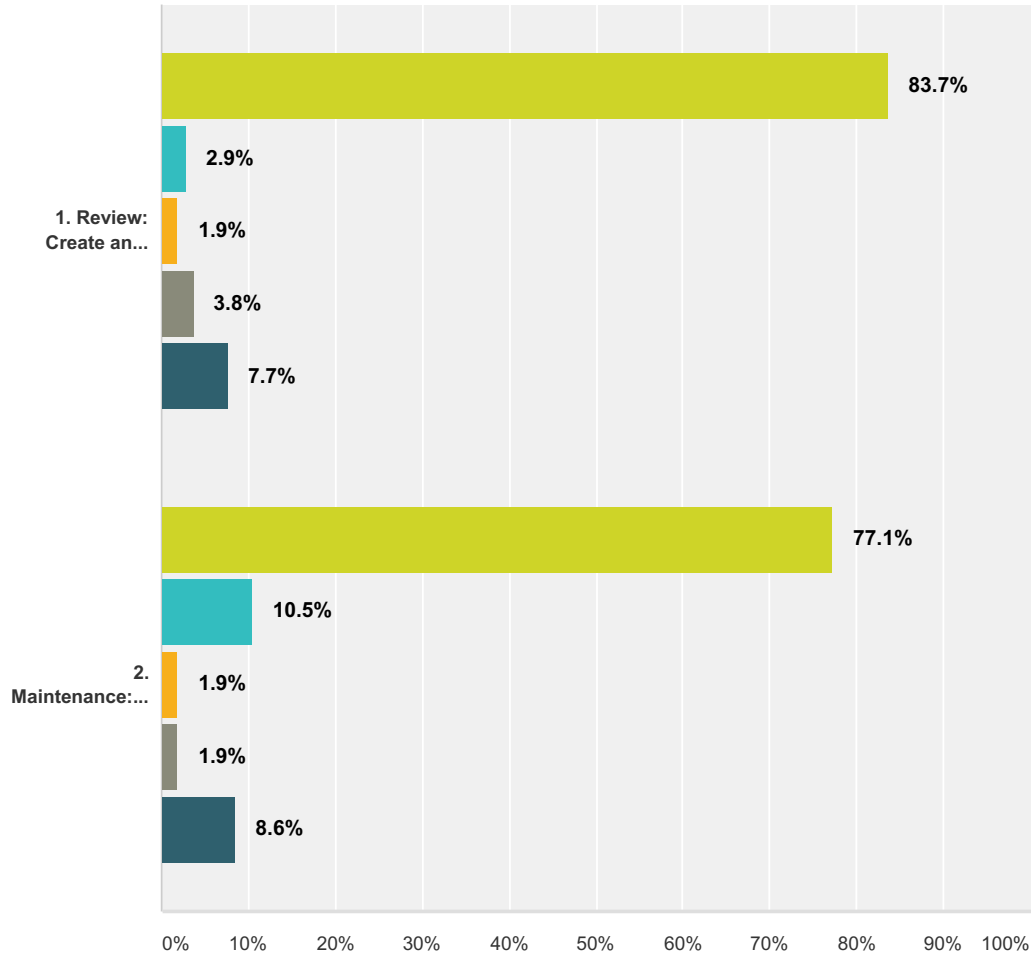
Answered: 105 Skipped: 0



Answer Choices	Responses
Poplar Ridge/Highland Lake	14.3% 15
Brookside/Leighton Hill	3.8% 4
Hurricane Valley	1.9% 2
Falmouth Center	12.4% 13
Woodville	10.5% 11
Falmouth Corners	19.0% 20
Pleasant Hill	8.6% 9
Falmouth Foreside	23.8% 25
Outside Falmouth	5.7% 6
Total	105

Q3 How soon should the Town work on each of these general pedestrian/bicycle management actions?

Answered: 105 Skipped: 0

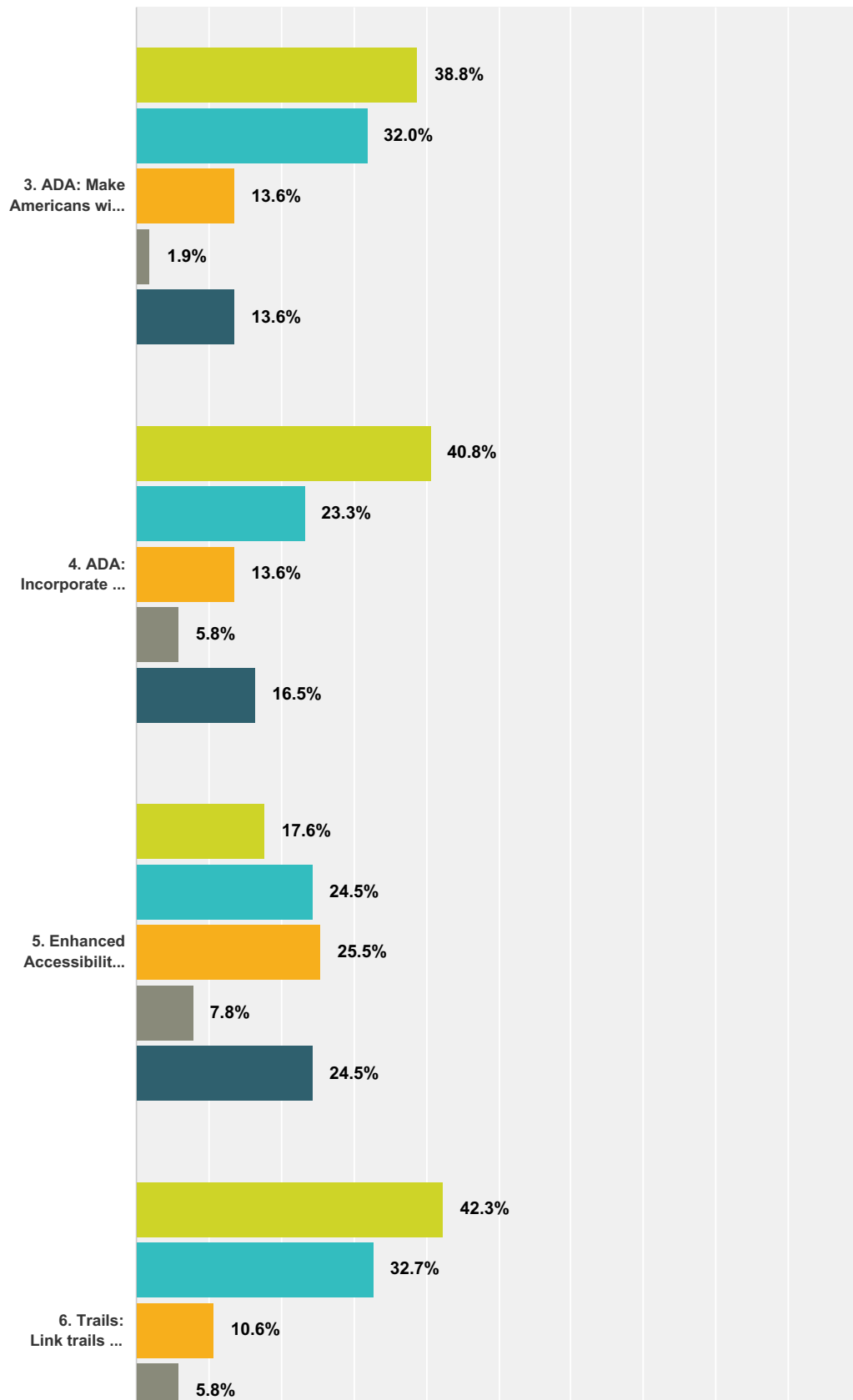


■ Short term (1-5 years)
 ■ Mid term (6-10 years)
 ■ Long term (11-20 years)
■ Do not include in plan
 ■ No opinion

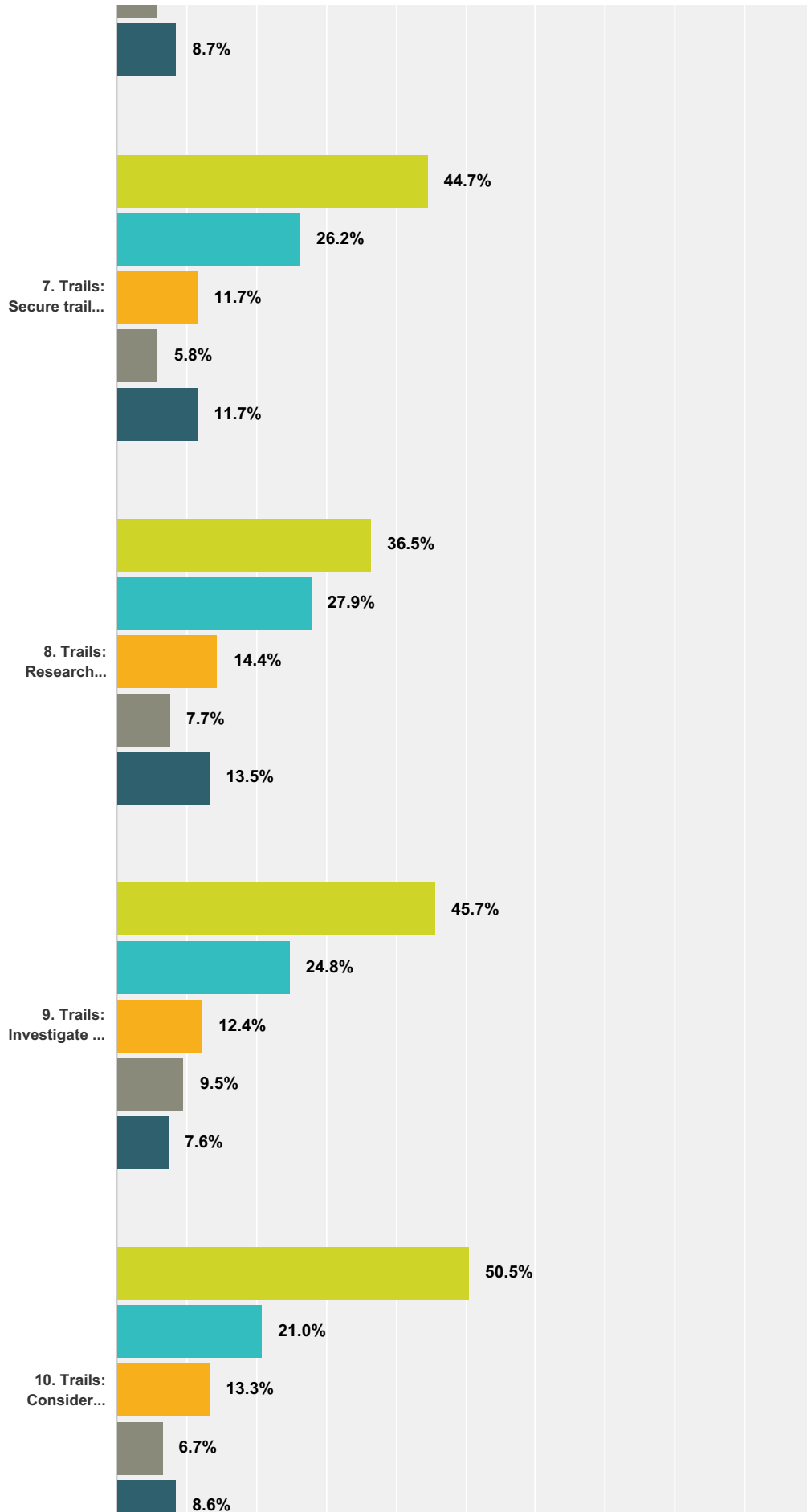
	Short term (1-5 years)	Mid term (6-10 years)	Long term (11-20 years)	Do not include in plan	No opinion	Total
1. Review: Create an informal pedestrian/bicyclist stakeholder group comprised of Falmouth residents and other interested parties that meets 2-4 times per year with Town staff to provide "on the ground" walking and bicycling feedback to the Town.	83.7% 87	2.9% 3	1.9% 2	3.8% 4	7.7% 8	104
2. Maintenance: Coordinate annual pedestrian and bicycling infrastructure maintenance with the Maine Department of Transportation (MaineDOT) and others, as appropriate.	77.1% 81	10.5% 11	1.9% 2	1.9% 2	8.6% 9	105

Q4 How soon should the Town work on each of these general pedestrian actions?

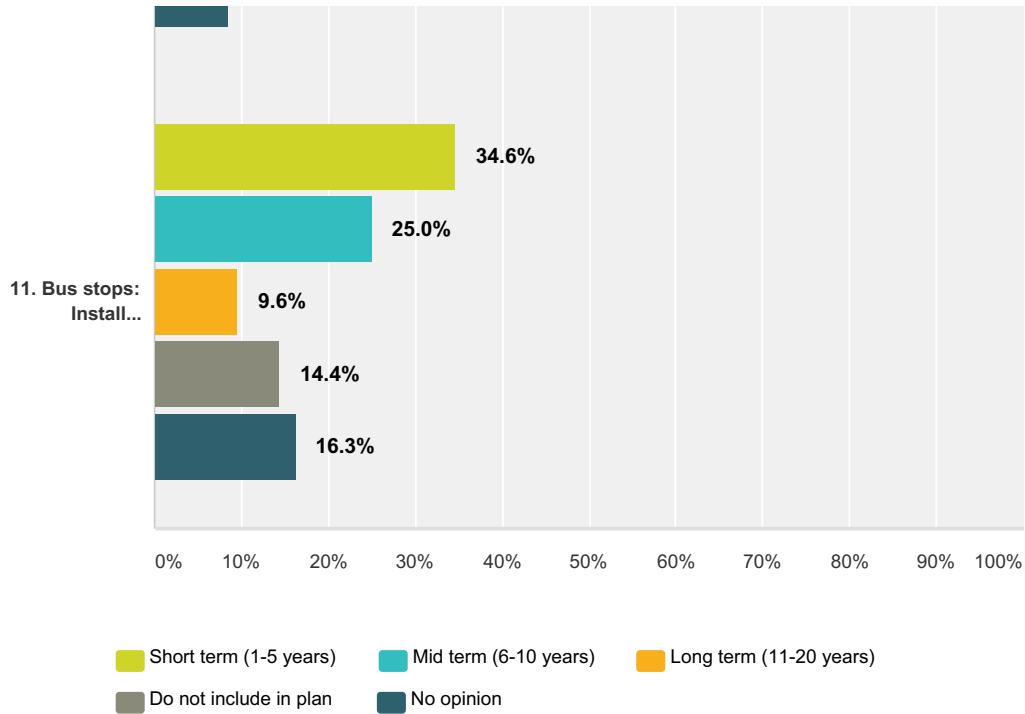
Answered: 105 Skipped: 0



2015 Falmouth Bicycle Pedestrian Plan - Action Priorities Survey



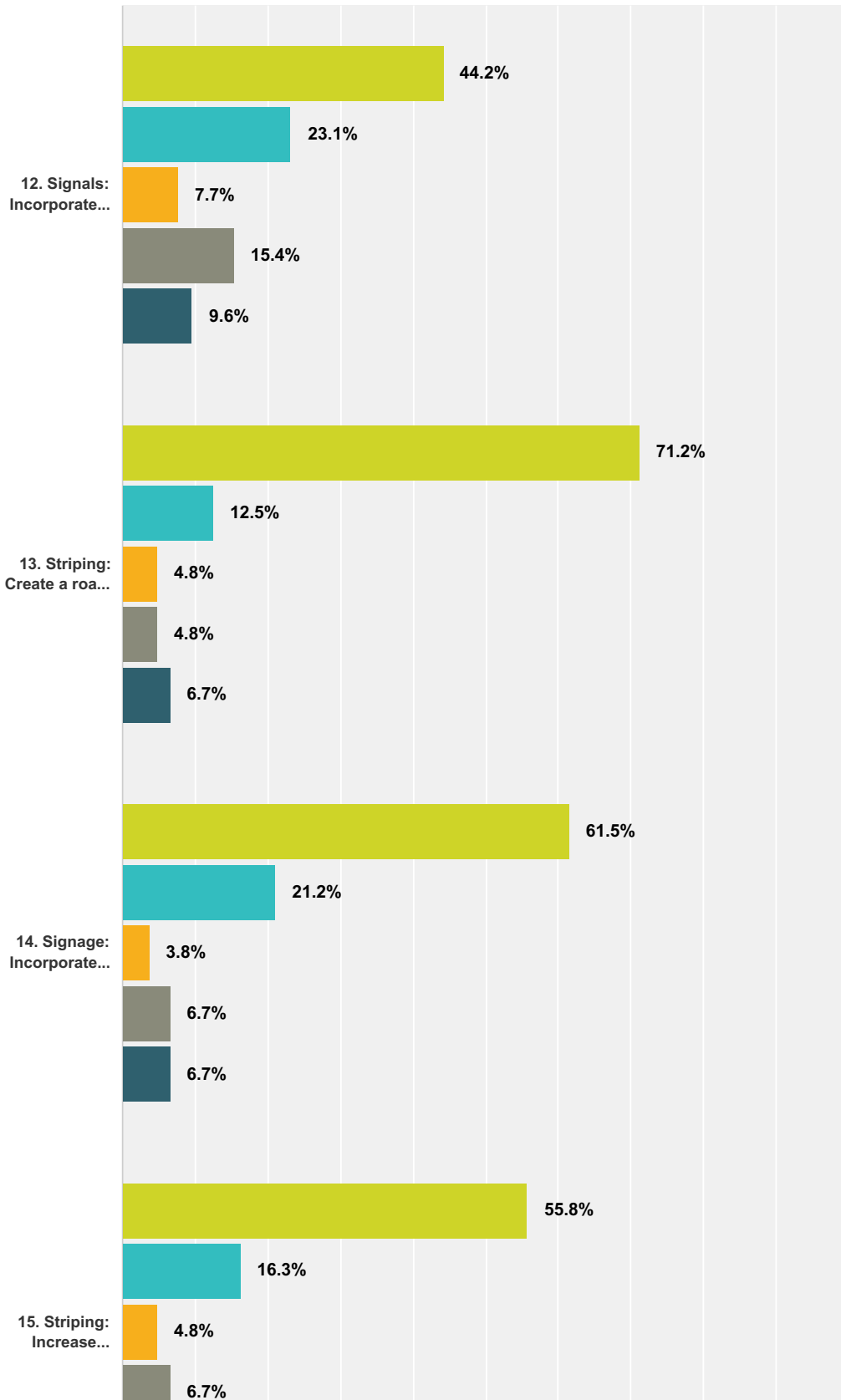
2015 Falmouth Bicycle Pedestrian Plan - Action Priorities Survey



	Short term (1-5 years)	Mid term (6-10 years)	Long term (11-20 years)	Do not include in plan	No opinion	Total
3. ADA: Make Americans with Disabilities Act (ADA) improvements to entire sidewalk system, especially at crosswalk locations.	38.8% 40	32.0% 33	13.6% 14	1.9% 2	13.6% 14	103
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.	40.8% 42	23.3% 24	13.6% 14	5.8% 6	16.5% 17	103
5. Enhanced Accessibility: Install "enhanced accessibility" trails at Suckfish Brook (both units), River Point, and/or Community Park.	17.6% 18	24.5% 25	25.5% 26	7.8% 8	24.5% 25	102
6. Trails: Link trails to sidewalk system, where feasible.	42.3% 44	32.7% 34	10.6% 11	5.8% 6	8.7% 9	104
7. Trails: Secure trail licenses or acquire easements for trail segments that currently do not have official access permission.	44.7% 46	26.2% 27	11.7% 12	5.8% 6	11.7% 12	103
8. Trails: Research Town-approved development projects with designated trails that have not been installed and pursue corrective action.	36.5% 38	27.9% 29	14.4% 15	7.7% 8	13.5% 14	104
9. Trails: Investigate the potential for future bicycle-pedestrian trails in the following locations: power line corridors, Maine Turnpike Spur corridor, and/or abandoned, discontinued roads	45.7% 48	24.8% 26	12.4% 13	9.5% 10	7.6% 8	105
10. Trails: Consider regional connection opportunities when planning new trail improvements.	50.5% 53	21.0% 22	13.3% 14	6.7% 7	8.6% 9	105
11. Bus stops: Install shelters and seating at bus stop locations.	34.6% 36	25.0% 26	9.6% 10	14.4% 15	16.3% 17	104

Q5 How soon should the Town work on each of these general bicycle actions?

Answered: 104 Skipped: 1

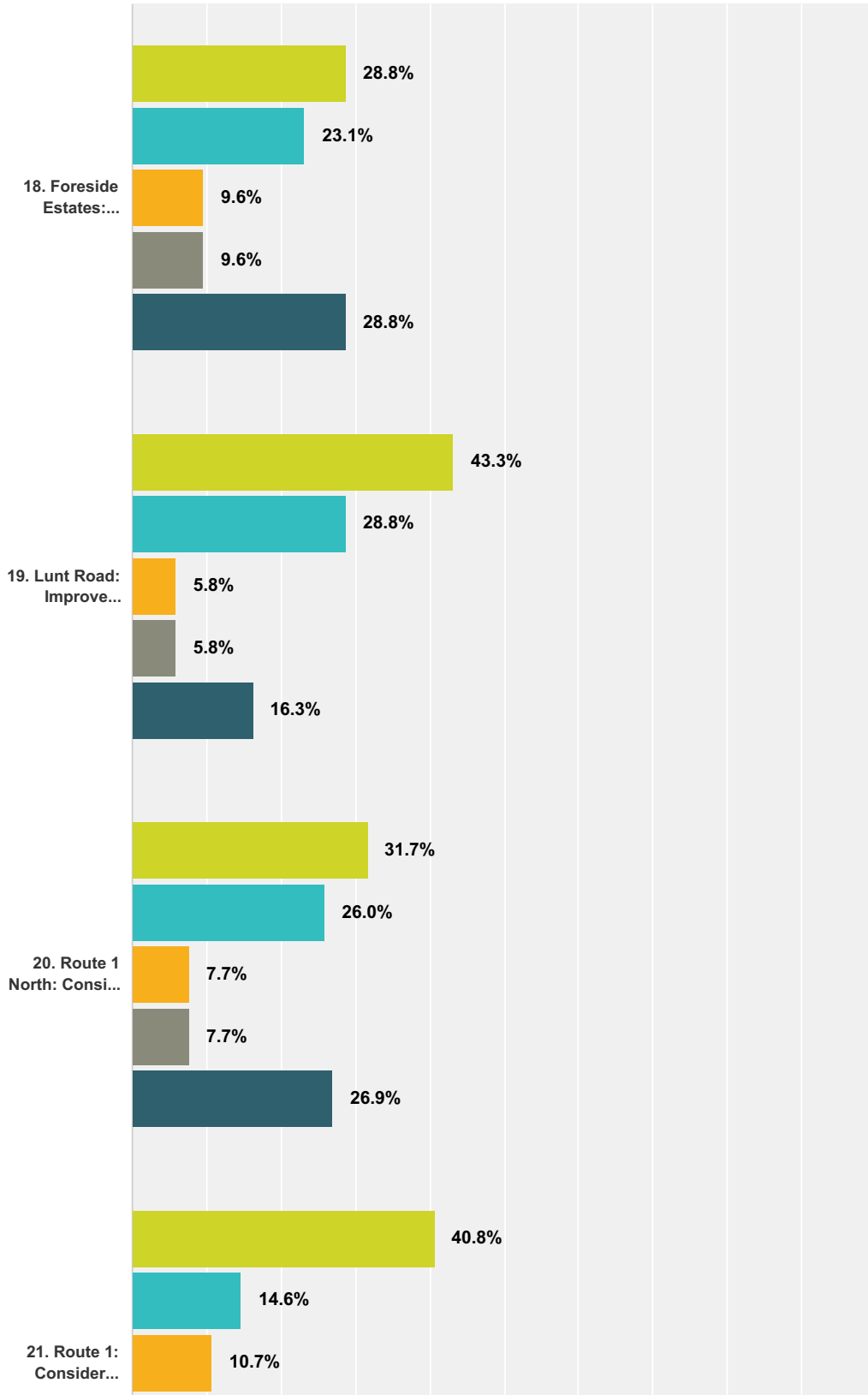


2015 Falmouth Bicycle Pedestrian Plan - Action Priorities Survey

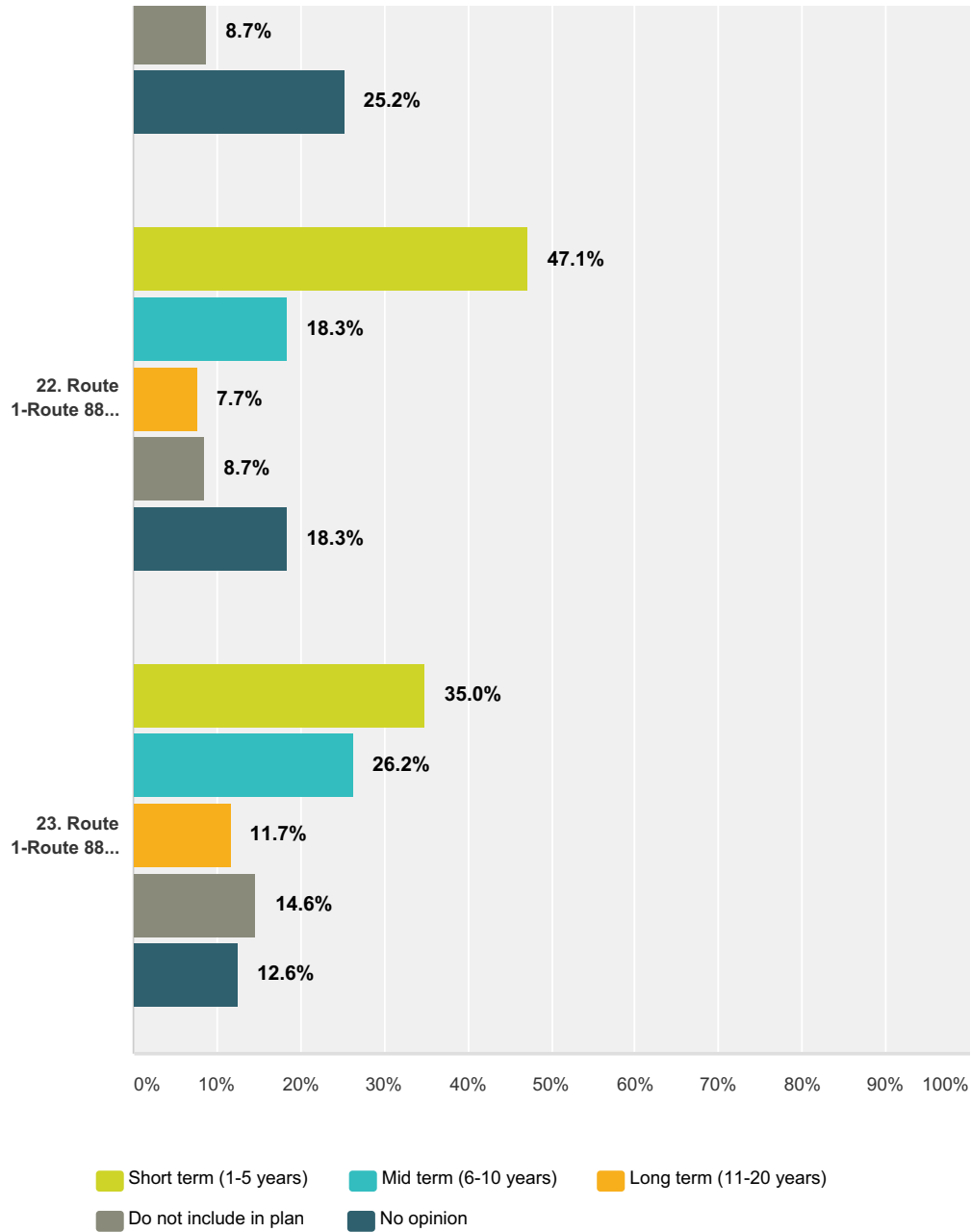
12. Signals: Incorporate bicycle detection systems whenever a traffic signal is being upgraded.	44.2% 46	23.1% 24	7.7% 8	15.4% 16	9.6% 10	104
13. Striping: Create a road inventory that identifies restriping of lane widths to increase paved shoulder widths where feasible. Coordinate with MaineDOT where required. Restripe annually accordingly.	71.2% 74	12.5% 13	4.8% 5	4.8% 5	6.7% 7	104
14. Signage: Incorporate bicycle signage and pavement stenciling on all roads designated for bicycle use.	61.5% 64	21.2% 22	3.8% 4	6.7% 7	6.7% 7	104
15. Striping: Increase pavement striping width of "fog line" (at edge of road) from 4 to 6 inches.	55.8% 58	16.3% 17	4.8% 5	6.7% 7	16.3% 17	104
.	37.1%	22.9%	17.1%	5.7%	17.1%	

Q6 How soon should the Town work on each of these actions in the Route 1 Commercial area?

Answered: 104 Skipped: 1



2015 Falmouth Bicycle Pedestrian Plan - Action Priorities Survey



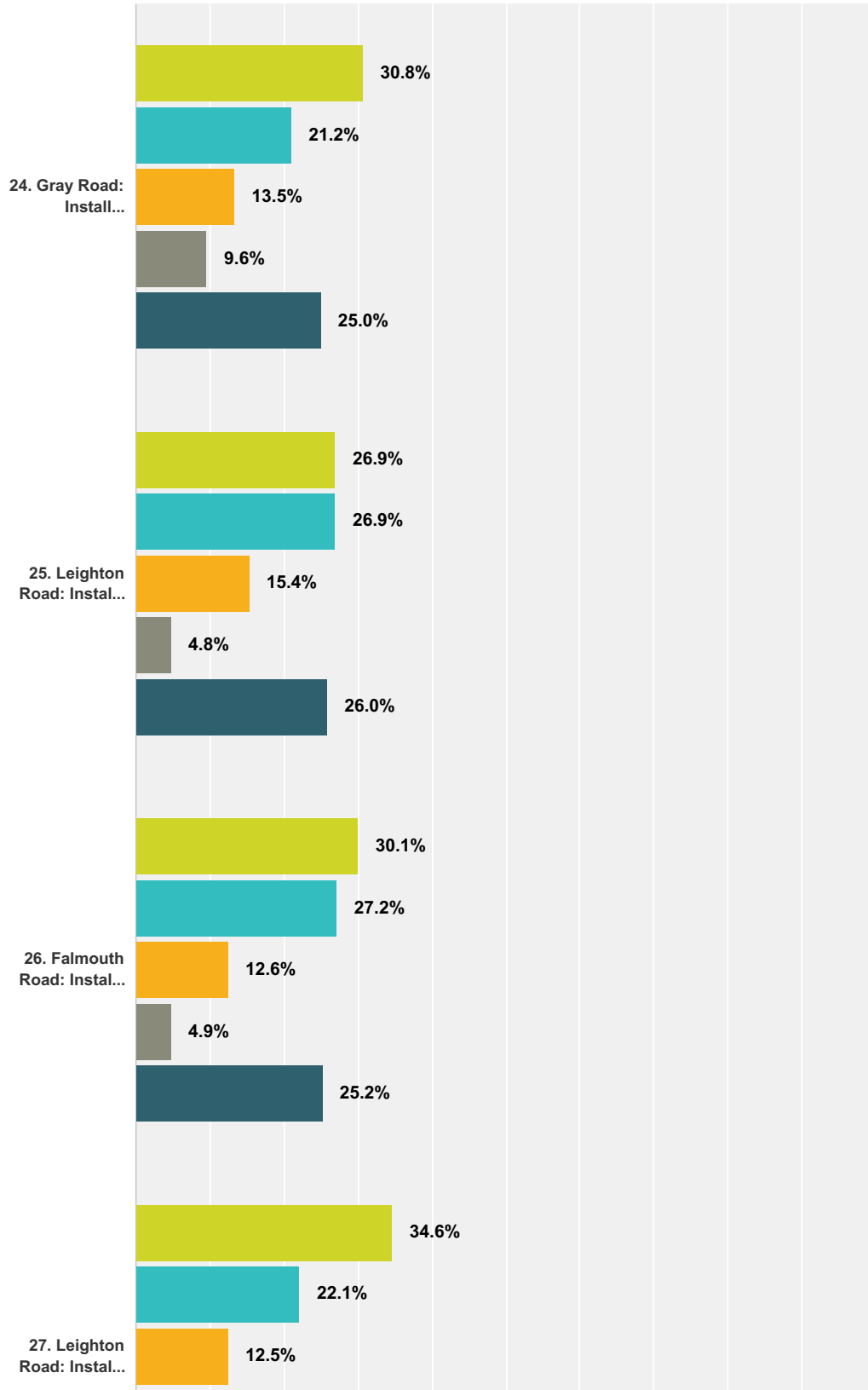
	Short term (1-5 years)	Mid term (6-10 years)	Long term (11-20 years)	Do not include in plan	No opinion	Total
18. Foreside Estates: Install pedestrian connection to Route 1.	28.8% 30	23.1% 24	9.6% 10	9.6% 10	28.8% 30	104
19. Lunt Road: Improve sidewalk across Interstate 295.	43.3% 45	28.8% 30	5.8% 6	5.8% 6	16.3% 17	104
20. Route 1 North: Consider pedestrian and bicycle recommendations from Ad Hoc Route 1 North Committee.	31.7% 33	26.0% 27	7.7% 8	7.7% 8	26.9% 28	104
21. Route 1: Consider pedestrian and bicycle recommendations from Route 1 Complete Street Study.	40.8% 42	14.6% 15	10.7% 11	8.7% 9	25.2% 26	103
22. Route 1-Route 88 intersection: Make bikeway improvements as recommended by VHB (consultant).	47.1% 49	18.3% 19	7.7% 8	8.7% 9	18.3% 19	104

2015 Falmouth Bicycle Pedestrian Plan - Action Priorities Survey

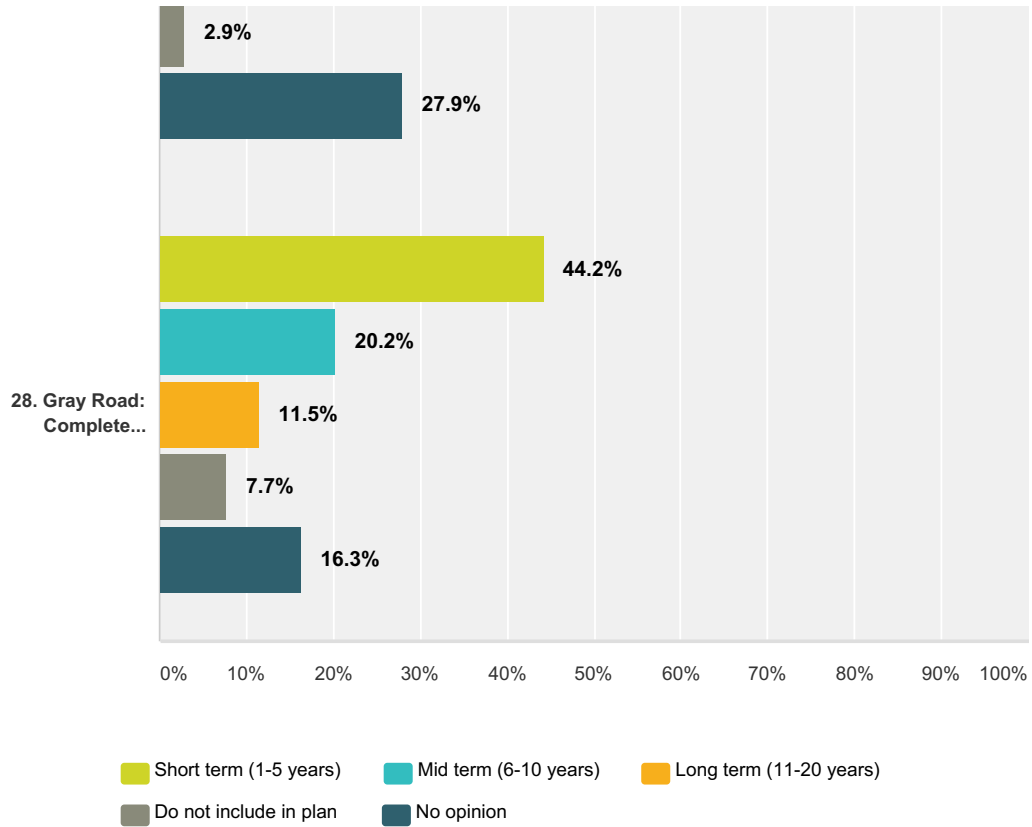
23. Route 1-Route 88 intersection: Investigate roundabout improvement.	35.0% 36	26.2% 27	11.7% 12	14.6% 15	12.6% 13	103
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Q7 How soon should the Town work on each of these actions in the Route 100/Gray Road Commercial area?

Answered: 104 Skipped: 1



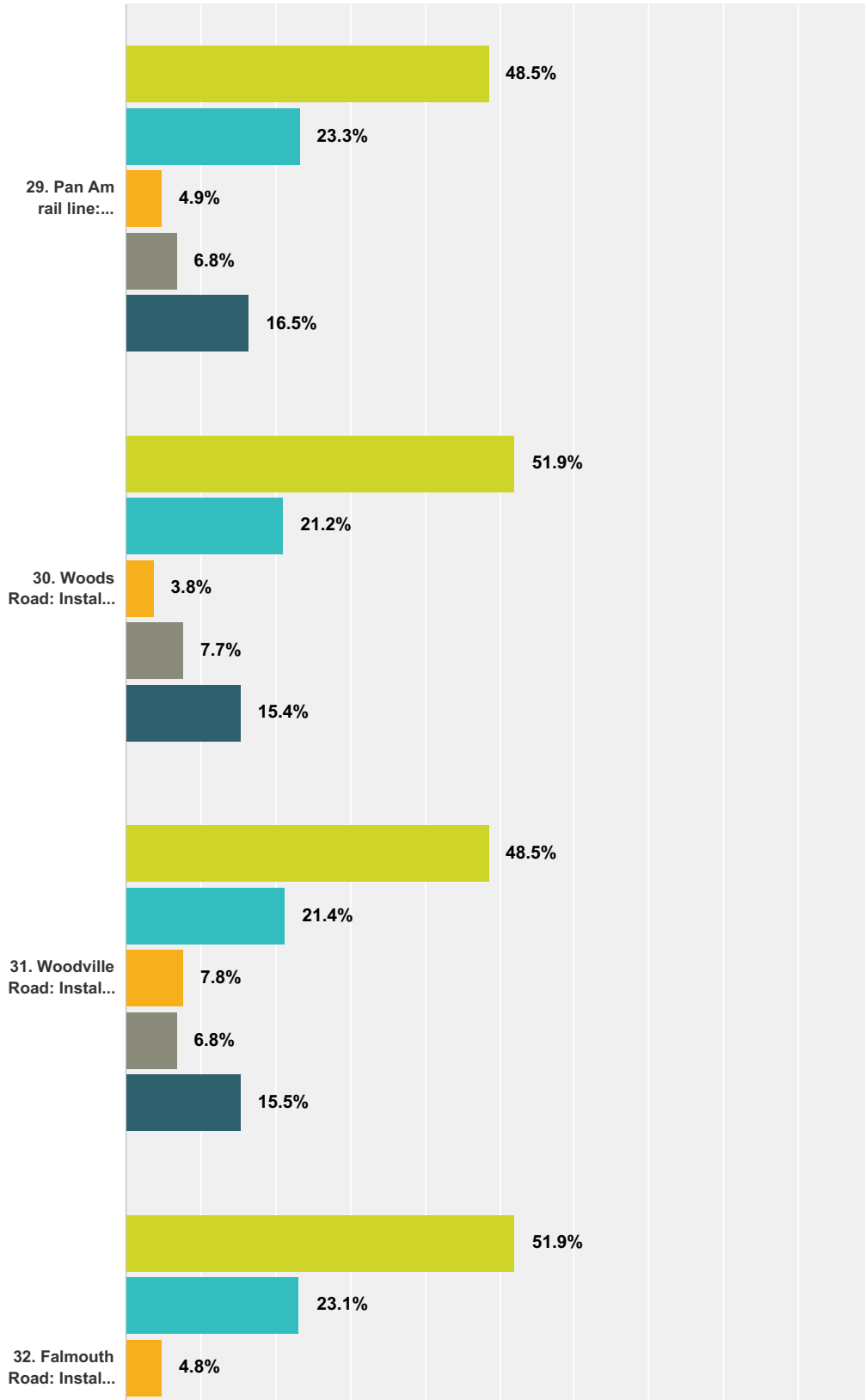
2015 Falmouth Bicycle Pedestrian Plan - Action Priorities Survey



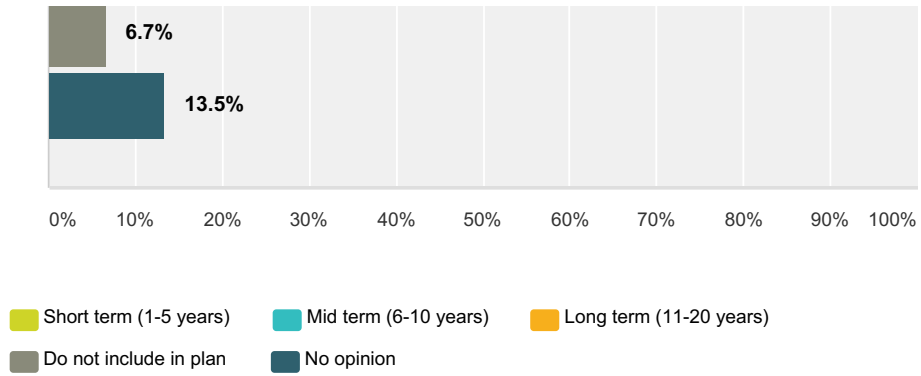
	Short term (1-5 years)	Mid term (6-10 years)	Long term (11-20 years)	Do not include in plan	No opinion	Total
24. Gray Road: Install sidewalk from Portland city line to Mountain/Falmouth Road.	30.8% 32	21.2% 22	13.5% 14	9.6% 10	25.0% 26	104
25. Leighton Road: Install sidewalk from Gray Road to Brook Road.	26.9% 28	26.9% 28	15.4% 16	4.8% 5	26.0% 27	104
26. Falmouth Road: Install sidewalk from Gray Road to Winn Road.	30.1% 31	27.2% 28	12.6% 13	4.9% 5	25.2% 26	103
27. Leighton Road: Install sidewalk from Gray Road to Falmouth Road.	34.6% 36	22.1% 23	12.5% 13	2.9% 3	27.9% 29	104
28. Gray Road: Complete bicycle lanes from Portland city line to Hurricane Road.	44.2% 46	20.2% 21	11.5% 12	7.7% 8	16.3% 17	104

Q8 How soon should the Town work on each of these actions to the School Campus?

Answered: 104 Skipped: 1



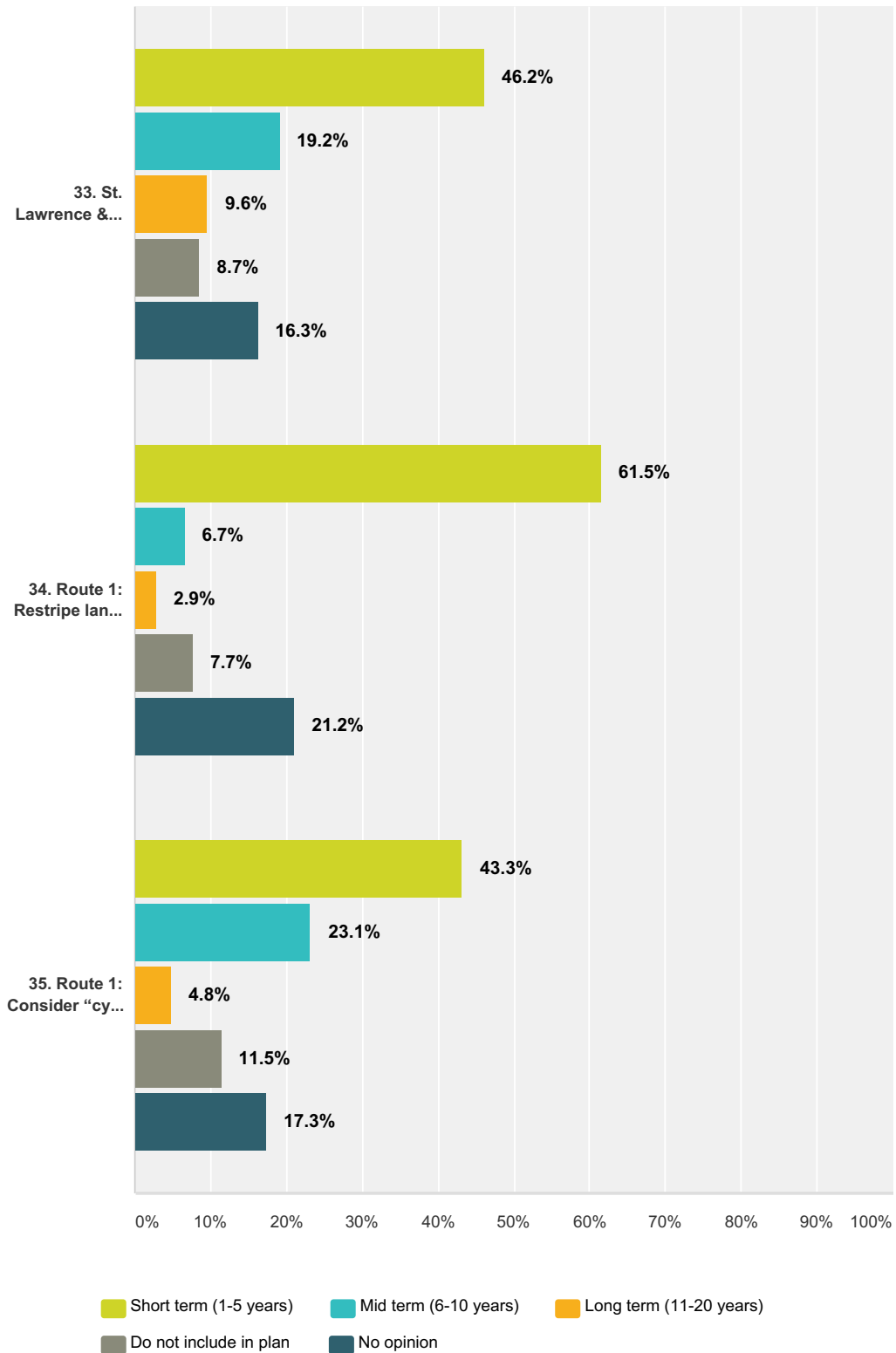
2015 Falmouth Bicycle Pedestrian Plan - Action Priorities Survey



	Short term (1-5 years)	Mid term (6- 10 years)	Long term (11-20 years)	Do not include in plan	No opinion	Total
29. Pan Am rail line: Install pedestrian-bicycle connection between Community Park and School Campus across rail line.	48.5% 50	23.3% 24	4.9% 5	6.8% 7	16.5% 17	103
30. Woods Road: Install bicycle lane from Longwoods Road to Woodville Road.	51.9% 54	21.2% 22	3.8% 4	7.7% 8	15.4% 16	104
31. Woodville Road: Install bicycle lane or designate for shared access from Falmouth Road to Winn Road.	48.5% 50	21.4% 22	7.8% 8	6.8% 7	15.5% 16	103
32. Falmouth Road: Install bicycle lane from Allen Avenue Extension to Leighton Road.	51.9% 54	23.1% 24	4.8% 5	6.7% 7	13.5% 14	104

Q9 How soon should the Town work on each of these actions to Downtown Portland?

Answered: 104 Skipped: 1

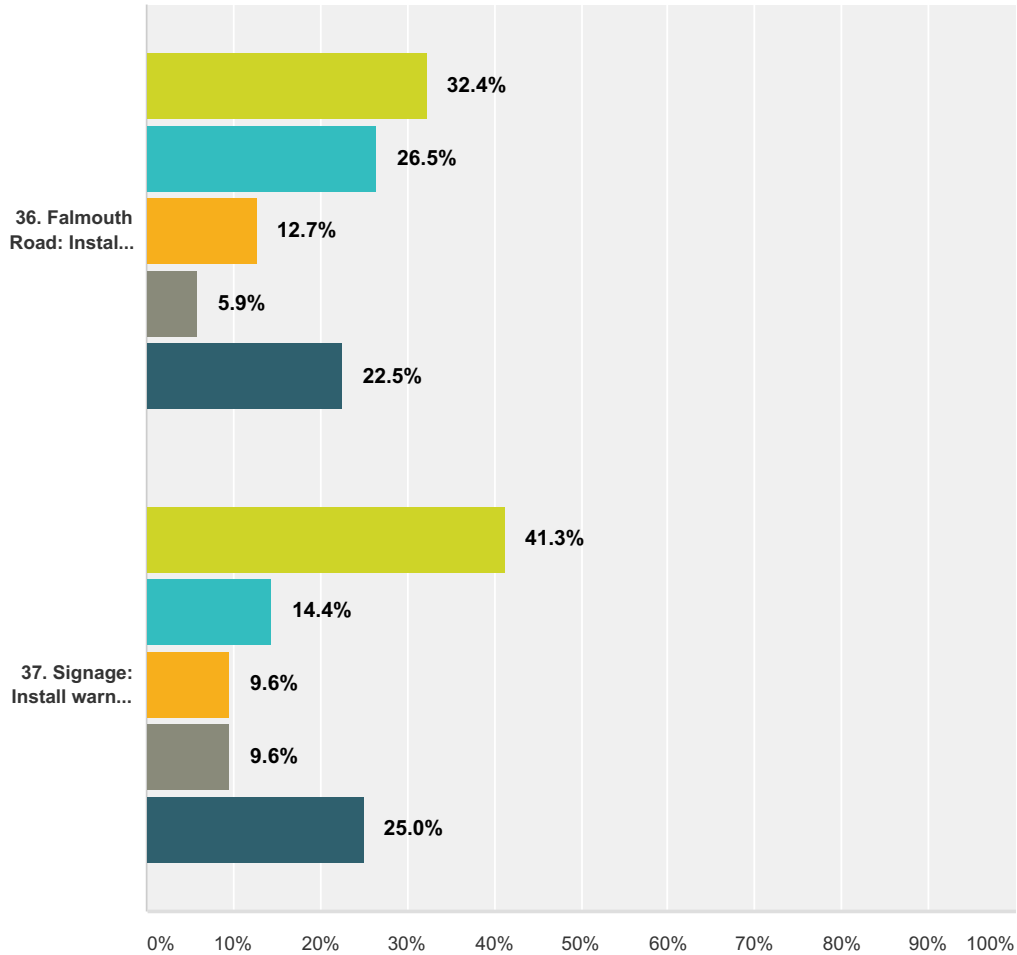


2015 Falmouth Bicycle Pedestrian Plan - Action Priorities Survey

	Short term (1-5 years)	Mid term (6-10 years)	Long term (11-20 years)	Do not include in plan	No opinion	Total
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.	46.2% 48	19.2% 20	9.6% 10	8.7% 9	16.3% 17	104
34. Route 1: Restripe lane widths between Martin's Point Bridge and Route 88 as part of upcoming repaving project.	61.5% 64	6.7% 7	2.9% 3	7.7% 8	21.2% 22	104
35. Route 1: Consider "cycle track," buffered bicycle lanes, multi-use path improvements, and/or green median improvements between Martin's Point Bridge and Route 88	43.3% 45	23.1% 24	4.8% 5	11.5% 12	17.3% 18	104

Q10 How soon should the Town work on each of these actions regarding enhancing the existing Cross Falmouth Trail Route?

Answered: 104 Skipped: 1

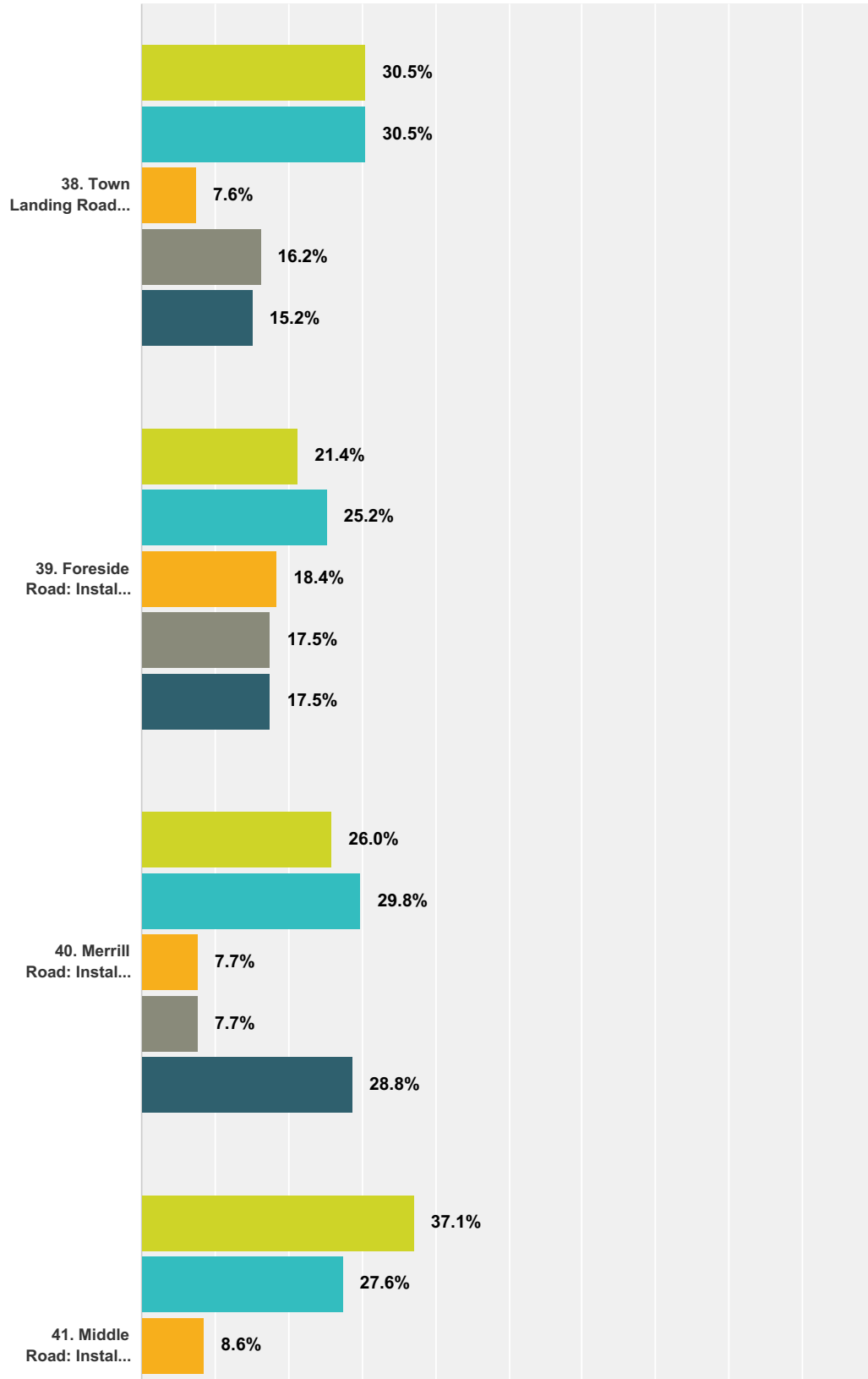


■ Short term (1-5 years)
 ■ Mid term (6-10 years)
 ■ Long term (11-20 years)
■ Do not include in plan
 ■ No opinion

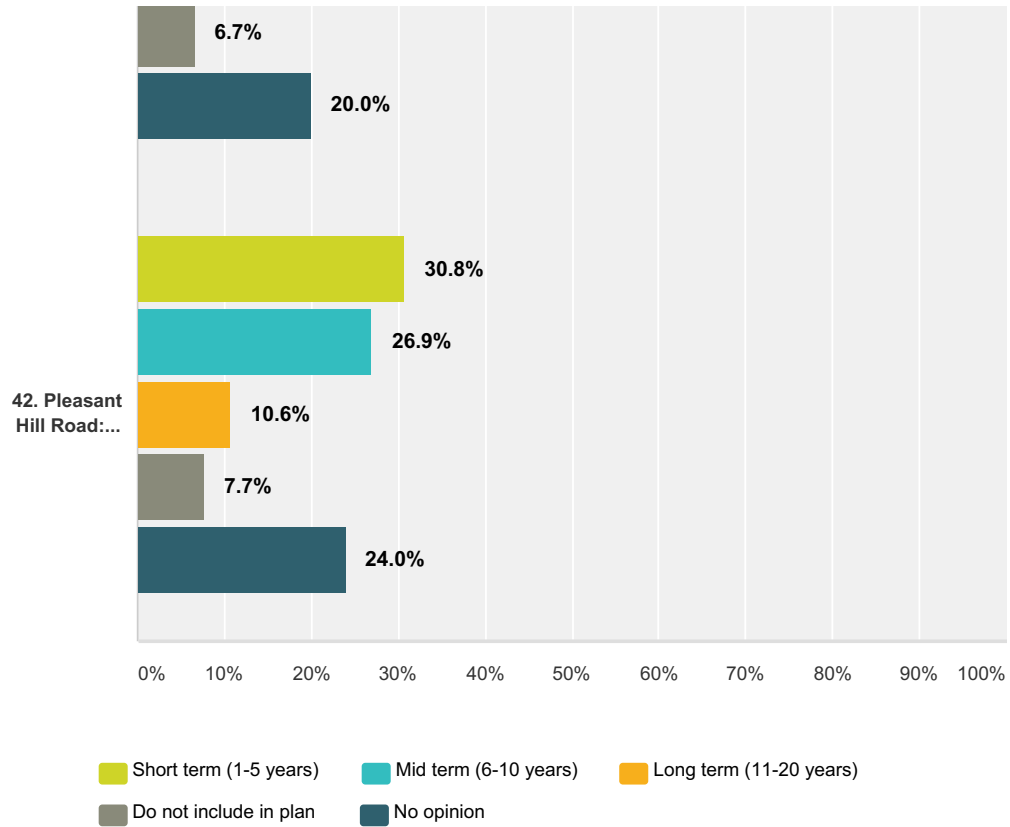
	Short term (1-5 years)	Mid term (6-10 years)	Long term (11-20 years)	Do not include in plan	No opinion	Total
36. Falmouth Road: Install sidewalk from Winn Road to Merrill Road.	32.4% 33	26.5% 27	12.7% 13	5.9% 6	22.5% 23	102
37. Signage: Install warning signage at the following trail-road crossings: Winn Road (near Town Forest), Route 100 (between Hadlock & Hurricane Roads), Blackstrap Road (near Happy Cats), and Falmouth Road (near East Branch bridge).	41.3% 43	14.4% 15	9.6% 10	9.6% 10	25.0% 26	104

Q11 How soon should the Town work on each of these actions regarding Neighborhood Pedestrian Walks?

Answered: 105 Skipped: 0



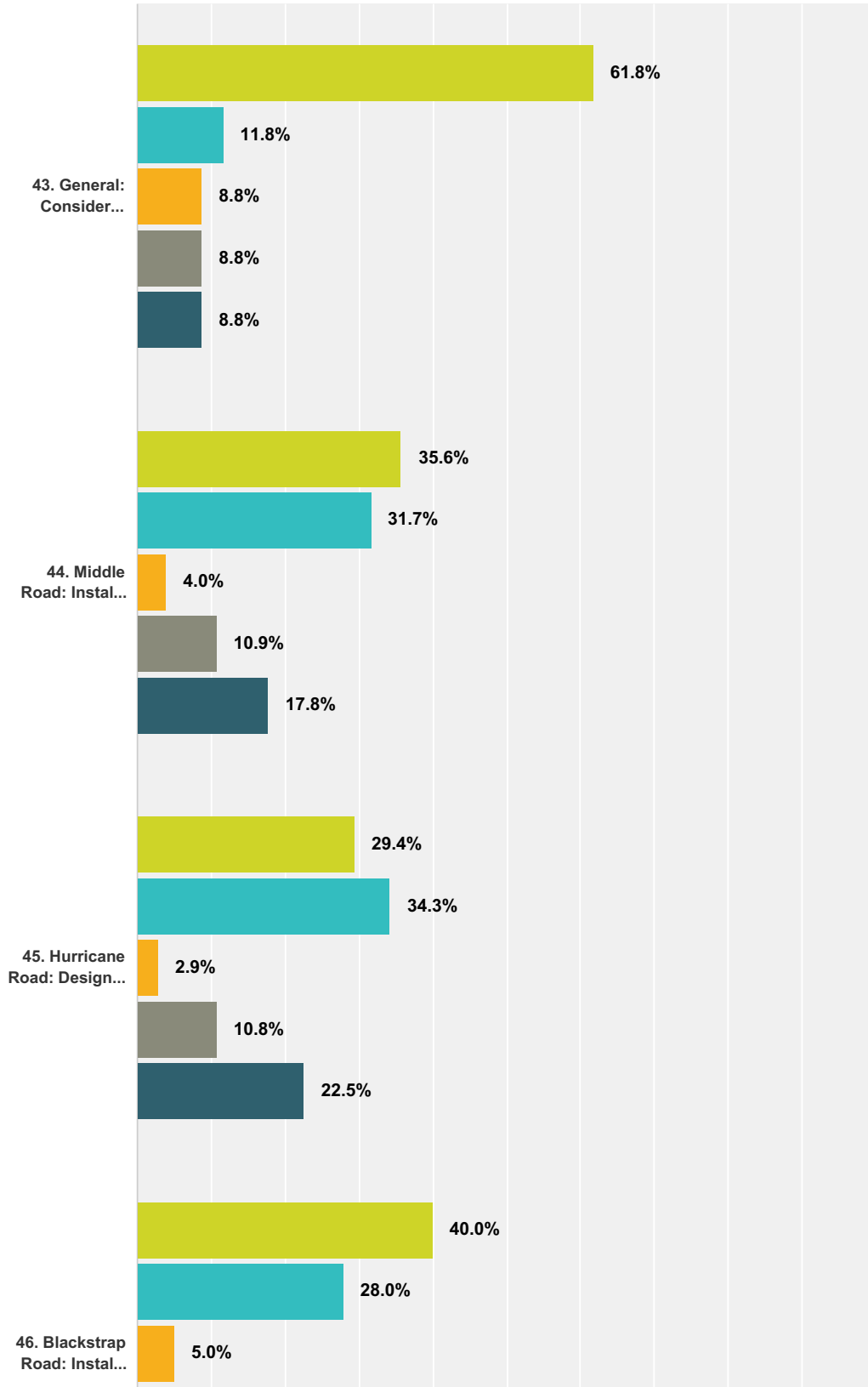
2015 Falmouth Bicycle Pedestrian Plan - Action Priorities Survey



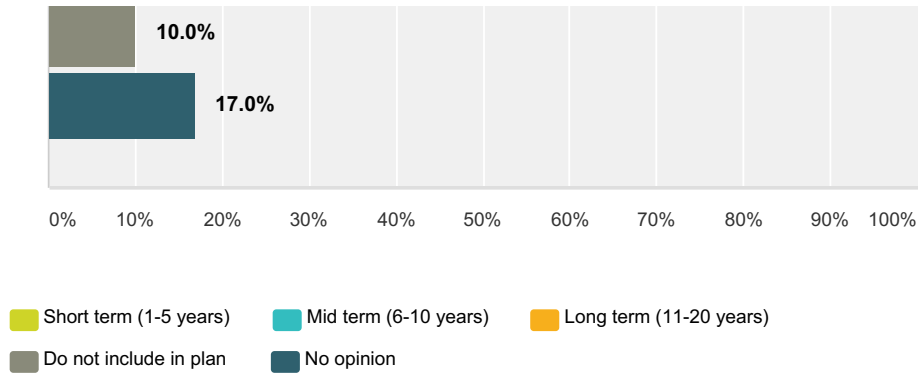
	Short term (1-5 years)	Mid term (6-10 years)	Long term (11-20 years)	Do not include in plan	No opinion	Total
38. Town Landing Road: Install sidewalk from Route 88 to Town Landing.	30.5% 32	30.5% 32	7.6% 8	16.2% 17	15.2% 16	105
39. Foreside Road: Install sidewalk from Route 1 to Cumberland Town line.	21.4% 22	25.2% 26	18.4% 19	17.5% 18	17.5% 18	103
40. Merrill Road: Install sidewalk from Falmouth Road to Middle Road.	26.0% 27	29.8% 31	7.7% 8	7.7% 8	28.8% 30	104
41. Middle Road: Install sidewalk from Merrill Road to Falmouth Road.	37.1% 39	27.6% 29	8.6% 9	6.7% 7	20.0% 21	105
42. Pleasant Hill Road: Install sidewalk from Allen Avenue Extension to Middle Road.	30.8% 32	26.9% 28	10.6% 11	7.7% 8	24.0% 25	104

Q12 How soon should the Town work on each of these actions regarding Rural Bicycle Route Loops?

Answered: 103 Skipped: 2



2015 Falmouth Bicycle Pedestrian Plan - Action Priorities Survey



	Short term (1-5 years)	Mid term (6- 10 years)	Long term (11-20 years)	Do not include in plan	No opinion	Total
43. General: Consider regional transportation connection opportunities when planning new bicycle improvements.	61.8% 63	11.8% 12	8.8% 9	8.8% 9	8.8% 9	102
44. Middle Road: Install bicycle lane from Longwoods Road to Cumberland Town line.	35.6% 36	31.7% 32	4.0% 4	10.9% 11	17.8% 18	101
45. Hurricane Road: Designate for shared access from Black Strap Road to Gray Road.	29.4% 30	34.3% 35	2.9% 3	10.8% 11	22.5% 23	102
46. Blackstrap Road: Install bicycle lane or designate for shared access from Brook Road to Hurricane Road.	40.0% 40	28.0% 28	5.0% 5	10.0% 10	17.0% 17	100

Q13 Did you miss any pedestrian/bicycle improvement action in the listings above that is especially important to you? If so, please state it here.

Answered: 37 Skipped: 68

#	Responses	Date
1	#41 - Middle Road pedestrian walk should definitely continue from Lunt Rd. to the turnpike spur bridge by Emmaus Lutheran Church. It's very heavily used by motorists, cyclists and pedestrians and in its current state is quite dangerous for cyclists and pedestrians.	12/13/2015 10:34 PM
2	1) Either change item #41 to end at "...Turnpike Spur Bridge" instead of Falmouth Road, OR simply reinstate the item from 2003 that said "Middle Rd: from Lunt Rd to the Turnpike Spur Bridge". Priority: "Short Term (1-5 years)" 2) Also reinstate this item from the 2003 report: "Bucknam Rd: from Middle Rd to Rte 1." This remains a high priority to me and could be done on just the south side of Bucknam to avoid the on/offramps -- this would give many people much safer access to many nearby destinations: bus stop, ballfields/library, Rte 1. Priority: "Short Term (1-5 years)"	12/13/2015 2:33 PM
3	Yes. Please install bicycle lane from buknam rd to turnpike spur on middle rd.	12/11/2015 10:01 PM
4	Primary emphasis should be placed on working with Portland to provide safe, bike-friendly high throughput access to downtown Portland along the main corridors of traffic out of Falmouth--Washington, Rte 88/1, and Bridgton/302.	12/10/2015 6:29 AM
5	1) Either change item #41 to end at "...Turnpike Spur Bridge" instead of Falmouth Road, OR simply reinstate the item from 2003 that said "Middle Rd: from Lunt Rd to the Turnpike Spur Bridge". Priority: "Short Term (1-5 years)" 2) Also reinstate this item from the 2003 report: "Bucknam Rd: from Middle Rd to Rte 1." This remains a high priority to me and could be done on just the south side of Bucknam to avoid the on/offramps -- this would give many people much safer access to many nearby destinations: bus stop, ballfields/library, Rte 1. Priority: "Short Term (1-5 years)"	12/9/2015 6:18 PM
6	Follow through!	12/9/2015 2:10 PM
7	1) Either change item #41 to end at "...Turnpike Spur Bridge" instead of Falmouth Road, OR simply reinstate the item from 2003 that said "Middle Rd: from Lunt Rd to the Turnpike Spur Bridge". Priority: "Short Term (1-5 years)" 2) Also reinstate this item from the 2003 report: "Bucknam Rd: from Middle Rd to Rte 1." This remains a high priority to me and could be done on just the south side of Bucknam to avoid the on/offramps -- this would give many people much safer access to many nearby destinations: bus stop, ballfields/library, Rte 1. Priority: "Short Term (1-5 years)"	12/9/2015 7:51 AM
8	1) Either change item #41 to end at "... Johnson Road" instead of Falmouth Road, OR simply reinstate the item from 2003 that said "Middle Rd: from Lunt Rd to the Turnpike Spur Bridge". Priority: "Short Term (1-5 years)". This should be the very topmost section we need sidewalks and bike lanes on, in the whole town. 2) Also reinstate this item from the 2003 report: "Bucknam Rd: from Middle Rd to Rte 1." This remains a top priority and could be done on just the south side of Bucknam to avoid the on/offramps -- this would give many people much safer access to many nearby destinations: bus stop, ballfields/library, Rte 1. Priority: "Short Term (1-5 years)" Bucknam Rd has come up a lot as a priority in the recent polling, but was disregarded because it seemed like too busy a road. But that is exactly why a sidewalk needs to be top priority there, because it is busy -- some adults use it now, but it should have a sidewalk so more of us can use it safely. This should be prioritized ahead of any improvements to existing sidewalks is warranted (improve the Lunt Rd bridge sidewalk is listed in the plan, however, getting sidewalks installed for a much safer pedestrian access across the interstate along Bucknam is a much greater concern.	12/8/2015 8:06 PM
9	a) Either change item #41 to end at "...Turnpike Spur Bridge" instead of Falmouth Road, OR reinstate the item from 2003 that said "Middle Rd: from Lunt Rd to the Turnpike Spur Bridge". Priority: "Short Term (1-5 years)" 2) Also reinstate this item from the 2003 report: "Bucknam Rd: from Middle Rd to Rte 1." This is a high priority to me because it is too dangerous to walk along Bucknam Road. This could be done on just the south side of Bucknam to avoid the on/off ramps -- this would give many people much safer access to many nearby destinations: bus stop, ballfields/library, Rte 1. Priority: "Short Term (1-5 years)"	12/8/2015 4:06 PM
10	1) Either change item #41 to end at "...Turnpike Spur Bridge" instead of Falmouth Road, OR simply reinstate the item from 2003 that said "Middle Rd: from Lunt Rd to the Turnpike Spur Bridge". Priority: "Short Term (1-5 years)" 2) Also reinstate this item from the 2003 report: "Bucknam Rd: from Middle Rd to Rte 1." This remains a high priority to me and could be done on just the south side of Bucknam to avoid the on/offramps -- this would give many people much safer access to many nearby destinations: bus stop, ballfields/library, Rte 1. Priority: "Short Term (1-5 years)"	12/8/2015 3:33 PM
11	Bucknam Road from Middle Road to route 1 Very dangerous and very much used by people.	12/8/2015 3:14 PM

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12	Yes the side walks on middle road should extend all the way up to woods road.	12/8/2015 2:48 PM
13	1) Either change item #41 to end at "...Turnpike Spur Bridge" instead of Falmouth Road, OR simply reinstate the item from 2003 that said "Middle Rd: from Lunt Rd to the Turnpike Spur Bridge". Priority: "Short Term (1-5 years)" 2) Also reinstate this item from the 2003 report: "Bucknam Rd: from Middle Rd to Rte 1." This remains a high priority to me and could be done on just the south side of Bucknam to avoid the on/offramps -- this would give many people much safer access to many nearby destinations: bus stop, ballfields/library, Rte 1. Priority: "Short Term (1-5 years)"	12/8/2015 1:45 PM
14	The town should focus on sidewalks that will enable more children to walk to school. This will encourage the children to exercise and cut down on the negative affects of buses.	12/7/2015 8:02 PM
15	Longwoods Road	12/7/2015 6:27 PM
16	More attention to linking schools campus to neighborhoods for easier and safer student commuting to school.	12/7/2015 4:08 PM
17	Sidewalk between Bucknam Road (Nina's variety corner) and Lunt Road connecting to Lunt Road-Rt. 1 sidewalk.	12/7/2015 3:10 PM
18	sidewalk all along middle road to washington ave	12/7/2015 2:39 PM
19	Living in Pleasant Hill neighborhood I would like to see sidewalks along Allen Ave ext. This could connect the sidewalks in Portland to Ledgewood, Carriage Hill, Stapleford, Stonecrest and hopefully a future Pleasant Hill sidewalk.	12/7/2015 6:33 AM
20	Cross country trail maintenance and budgets to improve these through woods trails	12/6/2015 9:03 AM
21	By building a sidewalk on Route 88, you could connect SAFELY all the side roads off of Route 88 to the Depot Road sidewalk, which thereby connects all to the village center. Most if not all side roads off of 88 do not need sidewalks because they are relatively quiet, yet they dead-end at Route 88 because there is no sidewalk on 88 to connect them to anything else. By building a sidewalk on Route 88, you could connect hundreds of people safely to the village center by foot - not just the residents who live on 88 but also all the residents who live on all the side roads off of 88!! As a walker, I have walked many times to Portland from Falmouth, even to South Portland from Falmouth, and THE MOST DANGEROUS PART OF THE ENTIRE WALK FROM ROUTE 88 TO THE MILL CREEK SHOPPING CENTER IN SOUTH PORTLAND, IS FALMOUTH. There is no sidewalk on 88. All the rest of the trip is off-road trails and sidewalks - a 2 hour walk!! In addition, from my home on the east side of 88, I am forced to cross 88 once to get to the sidewalk on the west side of Route One, then cross Route One again because the sidewalk switches to the east side again, then over Martin's Point bridge on the beautiful new 8-foot wide pedestrian path, but then once more across Route One to get to the sidewalk on Veranda Street. All told, the most dangerous part of the walking trip to Portland or South Portland is having to cross Route One THREE times in Falmouth. WHY??? Thank you for all the nice work you have done so far!!!	12/4/2015 5:12 PM
22	Rather than dedicated bike lanes, I would much rather see the roads maintained out to the outside edge of shoulder. Middle Road should be repaved ASAP. Wide curb lanes are desired where possible.	12/4/2015 2:41 PM
23	There is no mention of sidewalk access on Middle Rd. north of Bucknam Rd. This section sees quite a bit of foot traffic and is definitely in need of a sidewalk. Please include in your considerations.	12/4/2015 9:21 AM
24	Rt.9 (Longwoods Rd)	12/3/2015 9:57 AM
25	Please make a safe passage (sidewalk, protected lane, etc.) on Route 88 in Falmouth Foreside. There is so much traffic and there are so many kids, runners, walkers, cyclists, etc. that use the road. It's frightening to see close calls.	12/2/2015 10:00 PM
26	Sidewalk needed on middle road between spur bridge and depot road. Busiest section of middle road can be dangerous to pedestrians.	12/1/2015 8:43 PM
27	Long-term option to widen downtown Route One and provide wider paved shoulders?	12/1/2015 10:43 AM
28	Protected (by a barrier) bike lanes would be nice. Many people at the last meeting were intimidated by sharing roads with cars.	12/1/2015 9:52 AM
29	The bike lane on Rte 88 needs to be clearly marked with a wider line separating the bike lane from cars, and in a different color than the regular roadside markings.	12/1/2015 3:24 AM
30	Sidewalk on Route 88, from Route 1 to Cumberland town line. Without a sidewalk, it's just a matter of time before the next tragedy involving a vehicle and a walker/jogger.	12/1/2015 1:29 AM
31	Longwoods is unsafe for a runner or a bicyclist, please consider this in the plan also.	11/30/2015 9:01 PM
32	I miss actions on Longwoods Road (Route 9). Nothing is proposed in the plan for this road. The road is too dangerous right now. Sidewalks would help a lot, particularly in the proximity of the intersection with Woods Rd and would allow people to walk to the commercial area. Also, various several new houses are being built along this road; sidewalks would make the area much safer. Also, many bikers use this route to connect with Cumberland under the risk of being hit by a car driving 40 or 45 mph.	11/30/2015 8:29 PM

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33	no	11/30/2015 8:02 PM
34	<p>No. 46, Blackstrap Road should have a bicycle lane all the way to the Cumberland town border. It should not stop at Hurricane. Many people use this portion of the road for biking and jogging. Cumberland is currently making improvements to Blackstrap on their side of the border, and it would be nice for pedestrians and bicyclists to be able to travel safely between the towns. See http://www.theforecaster.net/cumberland-to-begin-blackstrap-road-changes-in-spring/. The sidewalk that currently runs on Woodville Road from the schools toward Falmouth Road should be extended all the way to Falmouth Road (it stops a block or so shy). There should also be a stoplight at the corner of Woodville Road and Falmouth Road. It is frankly dangerous for pedestrians and bicyclists coming from the direction of Leighton or Winn Roads to try to cross Falmouth Road in the morning to get to school. Traffic is at its worst during the half hour or so before the high school and middle school start. To prevent build-up of traffic during other times of day, the stoplight could be timed to blink yellow for Falmouth Road and red for Woodville Road for most of the day, but offer a standard red-yellow-green series during peak traffic times.</p>	11/30/2015 7:32 PM
35	<p>I would like to see an extension of sidewalks from Falmouth Rd past Merrill to Pleasant Hill Rd. In addition an extension of a sidewalk down Falmouth Rd to Allen Ave ext to Pleasant Hill road. I find Pleasant Hill Rd to be one of the most important locations for a sidewalk based on its high volume of traffic, winding orientation, surrounding neighborhoods and access to the town park.</p>	11/30/2015 6:57 PM
36	<p>Enforce the No Parking in the bike lane on Rt. 88 --- keep the landscapers and other work vehicles from "parking" on Rt. 88 !!!!! Put up more signage as previous signs have been torn down when construction has happened.</p>	11/30/2015 5:24 PM
37	<p>these are not needs they are wants we have better ways of spending tax dollars</p>	11/30/2015 5:21 PM

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Q14 Do you have any other comments and/or suggestions for us?

Answered: 40 Skipped: 65

#	Responses	Date
1	My husband and I are regular walkers along Middle Rd. and find the strip from the turnpike spur bridge by Emmaus Lutheran Church to the Bucknam Rd. intersection to be the most dangerous. We would like to see a sidewalk on that strip and a decent crosswalk system at the intersection.	12/13/2015 10:34 PM
2	Install sidewalk from Falmouth Corner (Nina's Variety) to Route 1 along entire length of Bucknam Road	12/13/2015 2:33 PM
3	I have concerns regarding a sidewalk on Pleasant Hill rd. First there are many houses on that rd that are close to the road as is. Widening the road to allow for a sidewalk would make it worse. Also the rd wouldn't need a side walk if people went the speed limit. Instead of sidewalk maybe look at increasing traffic speed regulators... More speed bumps?	12/11/2015 12:21 PM
4	Re # 41 Request that the proposed sidewalk extend to the Turnpike Spur Bridge & not end at Falmouth Road	12/11/2015 11:34 AM
5	Emphasis on sidewalk connectivity in a low density semi-rural town like Falmouth makes no sense. The ongoing illusion that people will walk in Foreside at the same frequency as downtown Portland seems like a waste of time, money and energy.	12/10/2015 6:29 AM
6	sidewalk on Bucknam Rd is needed.... heavy traffic makes it dangerous for pedestrian traffic.	12/9/2015 6:18 PM
7	I love the rail/trail idea on old rail line	12/9/2015 2:42 PM
8	<p>excellent! And everyone feel free to forward this to other neighbors... this email group was generated from RSVPs/attendance at the cider party, so if you don't see a neighbor you know on here, please spread this plea... There are probably 3 dozen more homes involved. Thank you all! From: [REDACTED] To: [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED] Subject: RE: Neighbors! ASAP 2 mins of action needed by Sunday Date: Tue, 8 Dec 2015 15:34:00 -0500 Done. From: Lesley MacVane [REDACTED] Sent: Tuesday, December 08, 2015 3:15 PM To: Michelle Lamb ; Tricia Reslewic ; Michele Lamare ; Marian Lee ; Becca Casey ; Kathy Daigle ; Caitlin DiMillo ; Barb Dibiase ; Lori Barron ; Melanie Collins ; Cristina Boey ; Cynthia Gustavson ; Elizabeth Buxton ; Leslie Riversmith ; Mike Ohrt ; Valerie Paavonpera ; Barbara Heath ; Kelly Ianno ; Gerri Eastment ; Carol Carter Subject: RE: Neighbors! ASAP 2 mins of action needed by Sunday Done! Thank you, Michelle! Lesley From: [REDACTED] To: [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED] Subject: Neighbors! ASAP 2 mins of action needed by Sunday Date: Tue, 8 Dec 2015 14:02:00 -0500 Thank you to all of you who replied with testimonials and names in support of this, but the forum last night was not what I'd expected – it was not a chance to give a speech like it normally is at a town hall meetings, but instead more of a workshop setting again, mostly about setting priorities on the existing action items in the plan. There was some time to mention "missing items" and I did mention these 2 items... and then I also wrote a big email last night to the planner, summarizing all my talking points and providing your testimonials... BUT his reply this morning was: "Thanks for writing, Michelle, your advocacy, and your suggestions. The best advice for your neighbors would be to complete the on-line survey by this Sunday. That way their voices can be incorporated in the process. Stay tuned as we finalize the draft plan and review it with the Community Development Committee.") So it sounds like my email/the testimonials won't matter – it's you clicking on the survey that will matter: https://www.surveymonkey.com/r/BikePed2 So please click on the survey, even if you just click "No Opinion" to zoom through everything else (except #41 should have "Short-Term" in my opinion since that's part of what we need) – what I need is for you to paste in the following two points: To paste in at the end: 1) Either change item #41 to end at "...Turnpike Spur Bridge" instead of Falmouth Road, OR simply reinstate the item from 2003 that said "Middle Rd: from Lunt Rd to the Turnpike Spur Bridge". Priority: "Short Term (1-5 years)" 2) Also reinstate this item from the 2003 report: "Bucknam Rd: from Middle Rd to Rte 1." This remains a high priority to me and could be done on just the south side of Bucknam to avoid the on/offramps -- this would give many people much safer access to many nearby destinations: bus stop, ballfields/library, Rte 1. Priority: "Short Term (1-5 years)" FYI Apparently Bucknam Rd HAD come up a lot as a priority in the recent polling, but was disregarded because it seemed</p>	12/8/2015 8:31 PM

E-MAIL ADDRESSES REDACTED BY TOWN OF FALMOUTH 12/15/2015

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like too busy a road. From my POV it needs a sidewalk because it is busy -- some adults use it now, but it should have a sidewalk so more of us can. I also believe prioritizing it ahead of any improvements to existing sidewalks is warranted (improve the Lunt Rd bridge sidewalk is listed in the plan -- doesn't seem right that Bucknam isn't). Anyway, also FYI below are some bullet points I'd sent to the planner. Thanks in advance for clicking the survey and pasting in these points -- even if you're already done it, you can do it again. Thank you! Michelle Summary bullet points in favor of these 2 items being reinstated: they were ranked #3 and #4 in 2003 -- even if they'd been designated with "6-10 years" priority at that time, these would be overdue now. But they weren't -- they were ranked ahead of several items that have already been built. we are still a "population cluster" -- there are now 53 houses along our stretch of 0.3 miles; we were circled on the map in 2003 we are still within the 1/2 mile requirement to an "activity center" (required in the 2003 report) I have polled about 20 neighbors whose contact info I had, and 11 of them wrote back -- all in support of one or both of these items (see below). If I were to poll the rest of the 53 houses, there would be many more supporters. based on traffic volume we feel more like a city street (ALL of the traffic from Rte 9, Middle Rd, and Woods Rd funnels into our stretch of 0.3 miles, before turning left for commutes or to access Rte 1 stores) -- traffic volume should be considered when choosing projects we have several families and retirees in our neighborhood -- and the activity cluster involves little league fields and a library, and in the other direction, a future senior center/community center/town green. Areas with children and elderly were prioritized in the 2003 report From:

To: [REDACTED]
[REDACTED]
[REDACTED]
Subject: feedback welcome for tomorrow night Date: Sun, 6 Dec 2015 16:08:47 -0500 hi all - just reaching out one last time before I plan to speak at the meeting tomorrow night -- I've heard from a couple of you so far, and would love to be able to say that I'm aware of a lot more neighbors caring about this initiative (of having our stretch of Middle Rd being re-included in the 2015 report), so please let me know if you do -- thank you!! Best, Michelle
From: [REDACTED] To: [REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: FYI neighbors: Bike/Ped Forum - December 7 @ 6:00 Date: Tue, 1 Dec 2015 12:48:32 -0500 Hi again -- the new draft is posted:
http://www.falmouthme.org/sites/falmouthme/files/uploads/plan_draft_20151130.pdf There's also a new survey (responses due by 12/11): <https://www.surveymonkey.com/r/BikePed2> (Both links can be found here: <http://www.falmouthme.org/bicycle-pedestrian-project>) I reviewed the draft and I'm very concerned because I don't see the busy stretch of Middle Rd in it at all anymore (the 0.3 mi between Nina's and the turnpike spur bridge). Seems like we need to ask for an edit to item #41 (page 11): "#41: Middle Road: Install sidewalk from Merrill Road to Falmouth Road" should say "...to Turnpike Spur Bridge" instead (same destination as in the 2003 report). Anyone agree? It seems like the focus from the 2003 report of connecting "population clusters" to "activity centers" has changed to be more of a focus on forming "neighborhood pedestrian loops". (Like completing the sidewalk loop from Blueberry Lane/Merrill Rd that runs along Falmouth Road to connect back around via Middle Rd back to Merrill and along Merrill back to Falmouth Rd...) But that loop in particular now entirely leaves out our stretch of Middle, between Nina's and the Turnpike spur bridge... And yet there are 53 of our houses along this 0.3 miles. Plus we were defined as a "population cluster" in 2003, and were within the 1/2 mile required proximity to the "activity center" of Legion fields/library/etc. So I'm hoping this was just an oversight that we can be re-included. Someone might want to speak about Bucknam as well... (I see that the new report's #19 is about improving the Lunt Rd 295 bridge, and yet Bucknam's bridge is barely passable at all.) From my POV a sidewalk along one side of Bucknam would form a good "loop" -- to have a way to get from Nina's intersection down to the bus stop on Bucknam, and then safely across the bridge to Legion Rd, if not all the way to Rte 1. That would make a loop (across to Lunt Rd, and back across Middle)... and would be a similar distance to other proposed loops (see my notes below). Anyway, forgive the long email, but I keep thinking about how much better it would feel to be able to safely walk and bike around our homes... to use the public bus more... to visit one another... to get to our local businesses/recreation spots without cars.... Fyi on the "complete street" concept if you're not familiar: <http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/complete-streets-faq> I feel like Middle Rd is a prime candidate for this "'achieving equality of convenience and choice' for pedestrians, bicyclists, transit users, and drivers." (We are, after all, right in the "Middle" of things... ;) Anyway, please check out the draft, and let me know if you have opinions -- I'd love to hear from you even if you can't make it to the meeting next Monday night. I plan to speak, and would be happy to relay (even anonymously) statements from neighbors. Best, Michelle Notes: Their proposed big loop of Merrill, Falmouth, Middle roads is 2.5 miles Their smaller loop of Lunt, Falmouth, Middle Roads is 0.9 miles A loop from Nina's down Bucknam to Rte 1, back up Lunt, and across Middle back to Nina's would be 2.4 miles. A smaller loop cutting through Legion and Depot Roads over to Lunt (at the library), up Lunt and across Middle back to Nina's would be 1.5 miles. Why the Turnpike spur bridge makes sense as an endpoint: there's a dense batch of population between Nina's and that bridge who wish to cross the intersection via bike/stroller/foot; the bridge was given as the stopping point in the 2003 report; beyond the bridge houses are more spread out -- to reach the next 50 houses takes you another 0.8 mi, up to Johnson Rd intersection, nearly 3x the distance; we are just asking about the busiest 0.3 miles of Middle Rd to be

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included (where drivers from Rte 9 and Middle and Woods Rds all converge to access the highway on-ramps and/or Rte 1 area.) From: [REDACTED] To: [REDACTED]

[REDACTED] Subject: FYI neighbors: Bike/Ped Forum - December 7 @ 6:00 Date: Sat, 28 Nov 2015 14:02:22 -0500 Hi all -- hope everyone had a nice Thanksgiving... can you believe the cider party was 2 months ago? Anyway, I wanted to check in about something I know at least a couple of you had mentioned at that party, and that I think about often -- our busy roads! :) There is a public forum coming up about bike/pedestrian plan priorities: Monday December 7th at 6:00 at Town Hall A new draft 2015 bike/ped plan is due out shortly -- an update to the 2003 one -- and this forum will be for the public to give feedback on priorities. The draft will be posted here: <http://www.falmouthme.org/bicycle-pedestrian-project> FYI Middle and Bucknam were in the 2003 bike/ped plan, and with high priority (#3 + #4 -- see list excerpt below) but while a couple of those bulleted items have been completed, those relating to our sections of road (see yellow highlights below) have not, and yet some other streets listed with lower priorities in that report have been addressed over the years (#5 + #8). http://www.falmouthme.org/sites/falmouthme/files/pages/2003_bicycle_pedestrian_master_plan.pdf So I keep wondering how to help with this, for all of us on this end of Middle, and Bucknam.... I'd attended the workshop that was held at Lunt over the summer, and I'm hopeful that the new report will continue to list our roads as a priority... but I'm thinking maybe having a presence at this forum could also help? I plan to attend, and would be happy to discuss talking points... please shout if you're interested in this issue, and I'd love to connect! I'll check in again once I've seen the 2015 draft. Best, Michelle 2003 report:

http://www.falmouthme.org/sites/falmouthme/files/pages/2003_bicycle_pedestrian_master_plan.pdf 3. Provide connections within the Middle Road Population Center • Falmouth Rd from Middle Rd to Blueberry Lane • Middle Rd from Lunt Rd to the Turnpike Spur Bridge 4. Link the Village Center District to nearby population centers along secondary routes • Bucknam Rd from Route 1 to Middle Rd • Depot Rd from Route 1 to Route 88 excellent! And everyone feel free to forward this to other neighbors... this email group was generated from RSVPs/attendance at the cider party, so if you don't see a neighbor you know on here, please spread this plea... There are probably 3 dozen more homes involved. Thank you all! From: [REDACTED] To: [REDACTED]

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welcome for tomorrow night Date: Sun, 6 Dec 2015 16:08:47 -0500 hi all - just reaching out one last time before I plan to speak at the meeting tomorrow night -- I've heard from a couple of you so far, and would love to be able to say that I'm aware of a lot more neighbors caring about this initiative (of having our stretch of Middle Rd being re-included in the 2015 report), so please let me know if you do -- thank you!! Best, Michelle From: [REDACTED] To:

[REDACTED] Subject: RE: FYI
neighbors: Bike/Ped Forum - December 7 @ 6:00 Date: Tue, 1 Dec 2015 12:48:32 -0500 Hi again -- the new draft is posted: http://www.falmouthme.org/sites/falmouthme/files/uploads/plan_draft_20151130.pdf There's also a new survey (responses due by 12/11): <https://www.surveymonkey.com/r/BikePed2> (Both links can be found here: <http://www.falmouthme.org/bicycle-pedestrian-project>) I reviewed the draft and I'm very concerned because I don't see the busy stretch of Middle Rd in it at all anymore (the 0.3 mi between Nina's and the turnpike spur bridge). Seems like we need to ask for an edit to item #41 (page 11): "#41: Middle Road: Install sidewalk from Merrill Road to Falmouth Road" should say "...to Turnpike Spur Bridge" instead (same destination as in the 2003 report). Anyone agree? It seems like the focus from the 2003 report of connecting "population clusters" to "activity centers" has changed to be more of a focus on forming "neighborhood pedestrian loops". (Like completing the sidewalk loop from Blueberry Lane/Merrill Rd that runs along Falmouth Road to connect back around via Middle Rd back to Merrill and along Merrill back to Falmouth Rd...) But that loop in particular now entirely leaves out our stretch of Middle, between Nina's and the Turnpike spur bridge... And yet there are 53 of our houses along this 0.3 miles. Plus we were defined as a "population cluster" in 2003, and were within the 1/2 mile required proximity to the "activity center" of Legion fields/library/etc. So I'm hoping this was just an oversight that we can be re-included. Someone might want to speak about Bucknam as well... (I see that the new report's #19 is about improving the Lunt Rd 295 bridge, and yet Bucknam's bridge is barely passable at all.) From my POV a sidewalk along one side of Bucknam would form a good "loop" -- to have a way to get from Nina's intersection down to the bus stop on Bucknam, and then safely across the bridge to Legion Rd, if not all the way to Rte 1. That would make a loop (across to Lunt Rd, and back across Middle)... and would be a similar distance to other proposed loops (see my notes below). Anyway, forgive the long email, but I keep thinking about how much better it would feel to be able to safely walk and bike around our homes... to use the public bus more... to visit one another... to get to our local businesses/recreation spots without cars.... Fyi on the "complete street" concept if you're not familiar: <http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/complete-streets-faq> I feel like Middle Rd is a prime candidate for this "achieving equality of convenience and choice" for pedestrians, bicyclists, transit users, and drivers." (We are, after all, right in the "Middle" of things... ;) Anyway, please check out the draft, and let me know if you have opinions -- I'd love to hear from you even if you can't make it to the meeting next Monday night. I plan to speak, and would be happy to relay (even anonymously) statements from neighbors. Best, Michelle Notes: Their proposed big loop of Merrill, Falmouth, Middle roads is 2.5 miles Their smaller loop of Lunt, Falmouth, Middle Roads is 0.9 miles A loop from Nina's down Bucknam to Rte 1, back up Lunt, and across Middle back to Nina's would be 2.4 miles. A smaller loop cutting through Legion and Depot Roads over to Lunt (at the library), up Lunt and across Middle back to Nina's would be 1.5 miles. Why the Turnpike spur bridge makes sense as an endpoint: there's a dense batch of population between Nina's and that bridge who wish to cross the intersection via bike/stroller/foot; the bridge was given as the stopping point in the 2003 report; beyond the bridge houses are more spread out -- to reach the next 50 houses takes you another 0.8 mi, up to Johnson Rd intersection, nearly 3x the distance; we are just asking about the busiest 0.3 miles of Middle Rd to be included (where drivers from Rte 9 and Middle and Woods Rds all converge to access the highway on-ramps and/or Rte 1 area.) From: [REDACTED] To: [REDACTED]

2015 Falmouth Bicycle Pedestrian Plan - Action Priorities Survey

Sat, 28 Nov 2015 14:02:22 -0500 Hi all -- hope everyone had a nice Thanksgiving... can you believe the cider party was 2 months ago? Anyway, I wanted to check in about something I know at least a couple of you had mentioned at that party, and that I think about often -- our busy roads! :) There is a public forum coming up about bike/pedestrian plan priorities: Monday December 7th at 6:00 at Town Hall A new draft 2015 bike/ped plan is due out shortly -- an update to the 2003 one -- and this forum will be for the public to give feedback on priorities. The draft will be posted here: <http://www.falmouthme.org/bicycle-pedestrian-project> FYI Middle and Bucknam were in the 2003 bike/ped plan, and with high priority (#3 + #4 -- see list excerpt below) but while a couple of those bulleted items have been completed, those relating to our sections of road (see yellow highlights below) have not, and yet some other streets listed with lower priorities in that report have been addressed over the years (#5 + #8).

http://www.falmouthme.org/sites/falmouthme/files/pages/2003_bicycle_pedestrian_master_plan.pdf So I keep wondering how to help with this, for all of us on this end of Middle, and Bucknam.... I'd attended the workshop that was held at Lunt over the summer, and I'm hopeful that the new report will continue to list our roads as a priority... but I'm thinking maybe having a presence at this forum could also help? I plan to attend, and would be happy to discuss talking points... please shout if you're interested in this issue, and I'd love to connect! I'll check in again once I've seen the 2015 draft. Best, Michelle 2003 report:

http://www.falmouthme.org/sites/falmouthme/files/pages/2003_bicycle_pedestrian_master_plan.pdf 3. Provide connections within the Middle Road Population Center • Falmouth Rd from Middle Rd to Blueberry Lane • Middle Rd from Lunt Rd to the Turnpike Spur Bridge 4. Link the Village Center District to nearby population centers along secondary routes • Bucknam Rd from Route 1 to Middle Rd • Depot Rd from Route 1 to Route 88 To maintain consistent property values along Rt.9/Middle Rd., and avoid segregation of neighborhoods in Falmouth Corners area it is essential that the sidewalk proposed to end at Nina's be Extended over the turnpike spur bridge to Woods Rd. in the 5 yr. timeframe. Alternatively change item #41 to Turnpike Spur Bridge" instead of Falmouth Road, OR simply reinstate the item from 2003 that said "Middle Rd: from Lunt Rd to the Turnpike Spur Bridge". Priority: "Short Term (1-5 years)" 2) Also reinstate this item from the 2003 report: "Bucknam Rd: from Middle Rd to Rte 1." This remains a high

9	<p>the sidewalk on Middle Road between Oceanview and Johnson, especially needs a bump for pedestrian walk. I see so many people walking, running, biking, especially with strollers, on this stretch of Middle Rd. I live on Middle Rd just past my house at 257 Middle. It's really scary because the cars go pretty fast and someone is liable to get killed. My section of Middle Rd is definitely used as a main connector for foot and bike traffic for exercise as well as access to Nina's variety and shopping on Rte 1 and the ball fields. Being a long distance runner, and having travelled most of the roadsides of Falmouth by foot or bike, over the years, I feel strongly the topmost priority for sidewalk or bike lane should be Middle road, from Oceanview to Johnson, as it is so dangerous and so travelled, by car, bike, and foot. Especially now that our Community Center at Mason/Motz is growing and increasing in use all the time!</p>	12/8/2015 8:06 PM
10	<p>a) Either change item #41 to end at "...Turnpike Spur Bridge" instead of Falmouth Road, OR reinstate the item from 2003 that said "Middle Rd: from Lunt Rd to the Turnpike Spur Bridge". Priority: "Short Term (1-5 years)" 2) Also reinstate this item from the 2003 report: "Bucknam Rd: from Middle Rd to Rte 1." This is a high priority to me because it is too dangerous to walk along Bucknam Road. This could be done on just the south side of Bucknam to avoid the on/off ramps -- this would give many people much safer access to many nearby destinations: bus stop, ballfields/library, Rte 1. Priority: "Short Term (1-5 years)"</p>	12/8/2015 4:06 PM
11	<p>Please put sidewalk on Middle Road between Turnpike spur bridge and Bucknam Road. Many people walk and bike this section and it is extremely busy and dangerous.</p>	12/8/2015 3:33 PM
12	<p>A side walk on Bucknam road from middle road to route 1 would be very helpful to the families in the six corners area. We are a very high traffic area , and it would be nice to know people can get safely to shopping without walking in the road.</p>	12/8/2015 2:48 PM
13	<p>Thank you for considering these 2 additions -- they are long overdue.</p>	12/8/2015 1:45 PM
14	<p>Sidewalks - Longwoods Road</p>	12/7/2015 6:27 PM
15	<p>Keep up this great work! Many of these action items are relatively easily accomplished.</p>	12/7/2015 4:08 PM
16	<p>"#41: Middle Road: Install sidewalk from Merrill Road to Falmouth Road" should say "...to Turnpike Spur Bridge" instead (same destination as in the 2003 report). **Add stretch of Middle, between Nina's and the Turnpike spur bridge to connector loop of Merrill/Blueberry Lane. (there are 53 houses along this 0.3 miles and was defined as a "population cluster" in 2003 plan)</p>	12/7/2015 3:10 PM
17	<p>this is so important, especially for those of us with babies and strollers! Falmouth is a family town, but young families cannot get around outside. please fix!</p>	12/7/2015 2:39 PM

2015 Falmouth Bicycle Pedestrian Plan - Action Priorities Survey

18	Thanks for all the hard work. My interpretation of the original survey results were that we should prioritize improved access to the school and library. Folks typically bike and walk for exercise. To that end I think sidewalks would be nice for the elderly and for kids. Kids can ride their bikes on the sidewalks. For adults who want to ride the roads are fine as they are. I ride and have no complaints.	12/7/2015 9:03 AM
19	As we add sidewalks it is unclear who maintains the sidewalks, especially when there is not a house directly in front of them. The town needs to consider this so the sidewalks don't go into disrepair and get over grown causing people to not use them.	12/7/2015 6:33 AM
20	Regarding pedestrians (runners and walkers) and bicyclists in Falmouth, route 1 and route 88 are undoubtedly the most heavily trafficked roads and deserve the most immediate attention.	12/6/2015 10:08 PM
21	If a stakeholder group is formed, I would be willing to serve. My family both walks, drives and cycles regularly in Falmouth. Thank you. Joseph Alexander 207 730-2142	12/5/2015 9:42 AM
22	The Town needs to do a better job educating the public about the importance of walking/running on the correct side of the road in Falmouth when no sidewalks are present. Too many people, including many adults, still walk on the wrong side of the road with their backs to oncoming traffic, often with earplugs in! These are accidents waiting to happen!!!!	12/4/2015 5:12 PM
23	Dedicated bike lanes are not needed by cyclists. Well maintained roads with wide curb lanes and no parked cars are needed. Adding bicycle signage? This is a waste of money that should go to road maintenance.	12/4/2015 2:41 PM
24	This is a lot of work and money to respond to a small but obviously very vocal minority of residents. Everybody drives in this town. The money could be better spent elsewhere or used to reduce taxes.	12/4/2015 10:07 AM
25	Let's recognize that everybody drives in this town	12/4/2015 9:13 AM
26	Longwoods Rd is a dangerous road for bikers and pedestrians. Sidewalks / bike lane and speed limit reduction are encouraged. Many bikers coming from /going to Cumberland use this road	12/3/2015 9:57 AM
27	Merrill is a very wide road that feels safe to walk on. I'm not sure why we would spend resources to put a sidewalk on it. I would prioritize a Pleasant Hill well before Merrill. Pleasant Hill has blind hills and curves and is very narrow. Residents do not want a simple widening of the road as that will simply increase speed as cars pass through from Allen to 9, so a sidewalk is key. Also, signage that says 'local traffic only' or 'not a thru-way' could reduce risk for the short term.	12/2/2015 9:38 AM
28	focus on the Route 1 & Route 88 areas first. the majority of business, population concentration and recent improvements dictate attention in this area	12/1/2015 10:17 AM
29	Please make it known that it is OK for bikes to use sidewalks in Falmouth!	12/1/2015 9:52 AM
30	ANYthing that separates bicycles from vehicle traffic would be an improvement. Current situation is absurd and dangerous.	12/1/2015 9:09 AM
31	I am highly enthusiastic and thankful that the Town of Falmouth is not only talking about making the community more bike/ped friendly, but actually moving forward on this.	12/1/2015 7:49 AM
32	I think there needs to be a slower speed of 30 MPH on Rte 88 around the Town Landing vicinity, and a stop sign should be installed on Rte 88 at the intersection of Rte 88 and Johnson Road to make that intersection safer and slow cars down. There are a lot of families with small children riding bicycles on the Rte 88, and cars as well as construction vehicles and large trucks are regularly travelling well above 35 MPH.	12/1/2015 3:24 AM
33	This is a great list! I think that prioritizing the ideas in here will be key. I anticipate that funding will be the limiting factor, but it might also be possible to secure matching funds from new, walkable development in growth areas like Route 1 and the Gray Road area (if the town's zoning codes will allow it – and they should be revised to do so).	11/30/2015 9:32 PM
34	I would put access to community park from the schools at the top of the list. To have all these students driving or busing when they should walk, run or ski there is a recipe for disaster.	11/30/2015 9:19 PM
35	Blackstrap road is a very challenging road for runners and bicyclists. PLEASE move this up to early in the short term plan!	11/30/2015 9:01 PM
36	Safety in Longwoods Rd would definitely increase if sidewalks or at least a bike lane is enabled. Several houses are currently under construction in this area, which shows the potential for this road. Bikers and walkers would definitely benefit from improvements here. I suggest Longwoods Rd itself is added to the plan, not only the roads around it.	11/30/2015 8:29 PM
37	I think bike lanes and sidewalks on all major roads are the first priority.	11/30/2015 8:02 PM
38	I am extremely excited to see the sidewalks listed, especially in the Pleasant Hill region. I look forward to the finalization of these plans.	11/30/2015 6:57 PM
39	We need to rapidly improve non-vehicular access to roads and join the rest of the world's progress to getting us less dependent on motor vehicle use	11/30/2015 6:22 PM

2015 Falmouth Bicycle Pedestrian Plan - Action Priorities Survey

40	So many bikers use Blackstrap Rd & I'm afraid someone is going to get hit if we don't improve it. It is a major bike commuting & riding route.	11/30/2015 5:55 PM
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ATTACHMENT L

Draft - Recommended 2015 Bicycle and Pedestrian Action Plan

Draft: December 15, 2015

Priority		S = Short term (1-5 years), M = Mid term (6-10 years), L = Long Term (11-20 years)			Points	AVERAGE OF 3 RATINGS	STAKEHOLDERS (10)	STAKEHOLDER DRAFT RATING	FORUM (21)	FORUM RATING	ON-LINE SURVEY (105)	ONLINE RATING
					Thresholds		No D		D=-2		D=-2	
					S > 2.25	S = 3	2.31			2.44	2.40	2.10
					M	M = 2	1.98			2.05	2.00	1.90
					L < 2.00	L = 1						
General												
<i>Management</i>												
1	Review: Create informal stakeholder group comprised of Falmouth residents and other interested parties that meets 2-4 times per year with Town staff to: Review improvement progress. Provide "on the ground" feedback to the Town. 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 others in the community.	S			2.71	2.44	S	2.95	S	2.72	S	
2	Maintenance: Coordinate annual maintenance with MaineDOT and others, as appropriate.	S			2.64	2.44	S	2.75	S	2.74	S	
<i>Pedestrian Improvements</i>												
3	ADA: Make ADA improvements to entire sidewalk system, especially at crosswalk locations.	S			2.30	2.70	S	2.00	M	2.20	S	
4	ADA: Incorporate the latest ADA and MUTCD compliant crossing technologies, including audio warning devices and countdown signals, whenever a traffic signal is being upgraded.	S			2.25	2.70	S	2.00	M	2.05	M	
5	Enhanced Accessibility: Install "enhanced accessibility" trails at the following locations: Suckfish Brook (both units) River Point Community Park	L			1.70	1.63	L	2.00	M	1.48	L	
6	Trails: Link trails to sidewalk system, where feasible.	S			2.25	2.30	M	2.36	M	2.09	M	
7	Trails: Secure trail licenses or acquire easements for trail segments that currently do not have official access permission.	S			2.27	2.25	M	2.45	S	2.11	S	
8	Trails: Research Town-approved development projects with designated trails that have not been installed and pursue corrective action.	M			2.10	2.30	M	*		1.90	M	
9	Trails: Investigate the potential for future bicycle-pedestrian trails in the following locations: Powerline corridors Maine Turnpike Spur Corridor Abandoned, discontinued roads	M			2.00	1.85	L	2.19	M	1.95	M	
10	Trails: Consider regional connection opportunities when planning new trail improvements.	M			2.16		M	2.20	M	2.11	S	
11	Bus stops: Install shelters and seating at bus stop locations.	L			1.73	2.00	L	1.58	L	1.61	L	
<i>Bicycle Improvements</i>												
12	Signals: Incorporate bicycle detection systems whenever a traffic signal is being upgraded.	M			2.15	2.40	M	2.33	M	1.72	L	
13	Striping: Create a road inventory that identifies restriping of lane widths to increase paved shoulder widths where feasible. Coordinate with MaineDOT where required. Restripe annually accordingly.	S			2.69	2.89	S	2.67	S	2.51	S	
14	Signage: Incorporate bicycle signage and pavement stenciling on all roads designated for bicycle use.	S			2.47	2.67	S	2.40	S	2.33	S	
15	Striping: Increase pavement striping of "fog line" (i.e. painted line at edge of road) from 4 to 6 inches.	M			2.21	2.44	S	1.88	L	2.29	S	
16	Parking: Install bicycle racks at Town-owned properties and facilities and bus stop locations.	S			2.31	2.40	S	2.21	M	**		
17	Wayfinding: Participate in regional wayfinding signage plan for bicyclists sponsored by PACTS.	M			2.13	2.11	M	2.15	M	**		

Route 1 Commercial Area

Pedestrian Improvements

18	Foreside Estates: Install pedestrian connection to Route 1.	L	1.90	1.89	L	2.07	M	1.73	L
19	Lunt Road: Improve sidewalk across Interstate 295.	S	2.26	2.44	S	2.16	M	2.17	S
20	Route 1 North: Consider recommendations from Ad Hoc Route 1 North Committee.	M	2.18	2.33	M	2.30	M	1.91	M
21	Route 1: Consider recommendations from Route 1 Complete Street Study.	M	2.22	2.40	M	2.32	M	1.94	M

Bicycle Improvements

22	Route 1-Route 88 intersection: Make bikeway improvements as recommended by VHB.	S	2.51	2.80	S	2.68	S	2.06	M
23	Route 1-Route 88 intersection: Investigate long term roundabout improvement.	M	2.12	2.80	S	1.95	L	1.60	L

Route 100 Commercial Area

Pedestrian Improvements

24	Gray Road: Install sidewalk from Portland city line to Mountain/Falmouth Road	M	2.02	2.30	S	2.05	M	1.72	L
25	Leighton Road: Install sidewalk from Gray Road to Brook Road	M	2.02	2.00	S	2.16	M	1.90	M
26	Falmouth Road: Install sidewalk from Gray Road to Winn Road	S	2.11	2.00	S	2.37	M	1.97	M
27	Leighton Road: Install sidewalk from Gray Road to Falmouth Road	M	2.17	2.30	M	2.06	M	2.15	S

Bicycle Improvements

28	Gray Road: Complete bicycle lanes from Portland city line to Hurricane Road	S	2.35	2.60	S	2.42	S	2.02	M
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To School Campus

Pedestrian Improvements

29	Pan Am rail line: Install pedestrian-bicycle connection between Community Park and School Campus across rail line	S	2.36	2.40	M	2.47	S	2.20	S
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Bicycle Improvements

30	Woods Road: Install bicycle lane from Longwoods Road to Woodville Road	S	2.30	2.30	M	2.39	M	2.20	S
31	Woodville Road: Install bicycle lane or designate for shared access from Falmouth Road to Winn Road	S	2.31	2.40	M	2.37	M	2.16	S
32	Falmouth Road: Install bicycle lane from Allen Avenue Extension to Leighton Road	S	2.37	2.40	M	2.47	S	2.23	S

To Downtown Portland

Pedestrian Improvements

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.	L	1.96	1.90	L	1.95	L	2.02	M
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Bicycle Improvements

34	Route 1: Restripe lane widths between Martin's Point Bridge and Route 88 as part of upcoming repaving.	S	2.60	2.67	S	2.78	S	2.35	S
35	Route 1: Consider "cycle track," buffered bicycle lanes, multi-use path improvements, and/or green median improvements between Martin's Point Bridge and Route 88	M	2.07	1.89	L	2.40	S	1.91	M

Cross Falmouth Trail Route

Pedestrian Improvements

36	Falmouth Road: Install sidewalk from Winn Road to Merrill Road	L	1.91	1.78	L	2.00	M	1.95	M
37	Signage: Install warning signage at the following trail-road crossings: 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)	M	2.19	2.67	S	2.00	M	1.91	M

Neighborhood Pedestrian Loops

Pedestrian Improvements

38	Town Landing Road: Install sidewalk from Route 88 to Town Landing	L	1.71	2.00	L	1.63	L	1.51	L
39	Foreside Road: Install sidewalk from Route 1 to Cumberland Town line	L	1.54	2.00	L	1.44	L	1.19	L
40	Merrill Road: Install sidewalk from Falmouth Road to Middle Road	L	1.81	1.90	L	1.69	L	1.82	L
41	Middle Road: Install sidewalk from Merrill Road to Falmouth Road	M	2.07	2.10	M	2.08	M	2.02	M
42	Pleasant Hill Road: Install sidewalk from Allen Avenue Extension to Middle Road	L	1.68	1.60	L	1.58	L	1.86	L

Rural Bicycle Loops

Bicycle Improvements

43	General: Consider regional transportation connection opportunities when planning new bicycle improvements.	S	2.41		M	2.63	S	2.19	S
44	Middle Road: Install bicycle lane from Longwoods Road to Cumberland Town line	M	2.04	2.15	M	2.12	M	1.86	L
45	Hurricane Road: Designate for shared access from Black Strap Road to Gray Road	L	1.97	2.00	L	2.12	M	1.78	L
46	Blackstrap Road: Install bicycle lane or designate for shared access from Brook Road to Hurricane Road	M	2.16	2.15	M	2.38	M	1.94	M
AVERAGE			2.16	2.27		2.20		2.00	

S =	15	15	17	12	16
M =	21	20	17	25	17
L =	10	11	12	8	13

* Action 8 was accidentally left off the Forum worksheet. No rating were obtained.

** Due to an on-line survey error, the results from actions 17 and 18 were incomplete and have been deleted.

ATTACHMENT M

On-Line Survey 2 Suggestions

Action	Location/Item	Improvement
New	Allen Avenue Extension	sidewalk
46	Blackstrap Road	Extend bicycle lane to Cumberland town line
New	Brook Road	Bicycle lane from Leighton Road to Westbrook city line
New	Bucknam Road	Sidewalk from Middle Road to Route 1 on south side
New	Enforcement	Speeding
New	Eureka Road	Connection to Community Park
32/36	Falmouth Road	Bicycle improvements rather than sidewalk between Leighton and Woodville
36	Falmouth Road	Sidewalk between McCrann and Riverpoint trail heads
New	Falmouth-Woodville intersection	Add traffic light
New	Funding	Secure matatching funds from new developments
New	Hadlock Road	To Winn Road via Autumn Way and Old County Road
New	Longwoods Road	sidewalk and bicycle lane
New	Mackworth Island	Sidewalk and transit to Route 1
2	Maintenance	cross country trails
40	Merrill Road	No sidewalk here, but Pleasant Hill Road instead
41	Middle Road	Extend sidewalk from Falmouth Road to Turnpike Spur bridge (or Woods Road, Johnson Road)
44	Middle Road	Bicycle lane from Bucknam Road to Turnpike Spur bridge
41	Middle Road	sidewalk to Pleasant Hill Road (or Washington Avenue)
42	Pleasant Hill Road	Concern with sidewalk. Add more speed bumps.
New	Policy	Implement Complete Streets policy
35	Route 1	Fix crossing road three times on Route 1.
New	Route 1	Widen paved shoulders in commercial area
35	Route 1	Wider sidewalks for multi-use pathways
39	Route 88	sidewalk
New	Route 88	No parking in bicycle lane
New	Route 88	Improved bicycle lane markings
New	Route 88-Johnson intersection	Add 4 way stop
New	Woodville Road	Extend sidewalk to Falmouth Road
35		Install protected bicycle barriers

ATTACHMENT N

Draft – March 25, 2016

TOWN OF FALMOUTH - RESOLUTION 2016 Falmouth Bicycle & Pedestrian Plan

WHEREAS, in February 2015 the Town Council authorized the preparation of an update to the 2002 Trails Master Plan and 2003 Bicycle-Pedestrian Plan; and

WHEREAS, Town staff, with help of consultants, prepared an integrated 2016 Bicycle & Pedestrian Plan (“the plan”); and

WHEREAS, the plan received extensive input from the public through stakeholder meetings, public forums, and on-line surveys; and

WHEREAS, the plan contains a 20-year vision, goals, and 47 prioritized, recommended actions.

NOW THEREFORE BE IT RESOLVED by the Falmouth Town Council assembled this ____ day of ____, 2016 that:

1. The Town of Falmouth, Town Council, has reviewed the draft plan and list of 47 recommended actions; and
2. The Town of Falmouth, Town Council, supports the vision of the 2016 Bicycle & Pedestrian Plan, but not necessarily every recommended action and does not commit to the allocation of funding that will be required to implement any specific action; and
3. The Town of Falmouth, Town Council agrees to use the plan as a reference document in developing its Annual Work Plans, operating and capital improvements budgets, and Tax Increment Financing (TIF) development plans; and
4. The Town of Falmouth, Town Council, requests that Town staff prepare and submit a draft Bicycle-Pedestrian Work Plan for Council review that recommends the highest priority actions of the plan for implementation for 2016-2017 and 2017-2018.

Approved this ____ day of ____, 2016



David Goldberg, Chairperson
Falmouth Town Council

ATTACHMENT O: ILLUSTRATION SOURCES

- Page 1 <https://www.nwhm.org/blog/2012/05/>
- Page 2 <https://precisionlender.com/resource-hub/newsletter/>
- Page 3 <http://flickrhivemind.net/Tags/dynamo,hub/Interesting>
- Page 4 Cushman Transportation Consulting
- Page 5 Cushman Transportation Consulting
- Page 6 http://forgottenfortcollins.com/racy_cycling_in_foco/
Cushman Transportation Consulting
- Page 11 <http://www. pannier.cc/journal/jack-thurston/a-history-of-cycle-touring-part-1>
- Page 17 <https://www.cyclechic.co.uk/blog/category/mood?page=all>