

Bicycle, Pedestrian, and Village Improvement Processes Presentation

Promised Land





**TRANSFORMING OUR
COMMUNITIES**

Presentation

- Purpose of Improvements
- Why Important....Can help you!
- Options for Improvement....Knowledge is Power
- How to get community improvements....."One Way or Another"

Presentation

- Planning, Ordinances
- Road Projects....Local/State
- Stand Alone Projects...Funding Programs to Help
- How to Prepare for Applications
- Who are your Partners?

Presentation

- Funding Assistance Programs Outlined
- Sidewalks, Trails, Recreational, Parks, Playgrounds, Downtowns, Business, Small Harbors, Road Improvements, etc.

Processes: Project Purpose

It always comes down....:

- A new sidewalk to the school
- A new sidewalk on Main Street
- Connect two parts of a community with an off-road trail
- Slow Down Traffic
- Improve Safety
- Make the town more attractive so people will want to stop, visit, or live

The people who get involved to help you do so for a variety of reasons

- Concerned about safety
- Care about the community
- Want to make it more business friendly

- Care about:
healthy people and healthy communities

Process: One Way or Another

- People
- Someone Concerned
- Public Works Director
- Town Manager
- Health Professional
- Economic Development Planner
- Advocate

ONE PERSON



Local Advocates

- Form/Join Committees
- Identify Needs
- Create documents outlining visions
- Work through city officials
- Make Phone Calls/Emails
- Often times pull the application together for local officials
- Knowledge: Why Important, Processes

JUST A PHONE CALL AND LETTER!



2008 4-ft.



2010 5-ft.

Just a Call! Peter Garrett



PUBLIC MEETING SUCCESS



WHY IMPORTANT

- IMPORTANT WHEN MAKING YOUR CASE FOR IMPROVEMENTS!!!

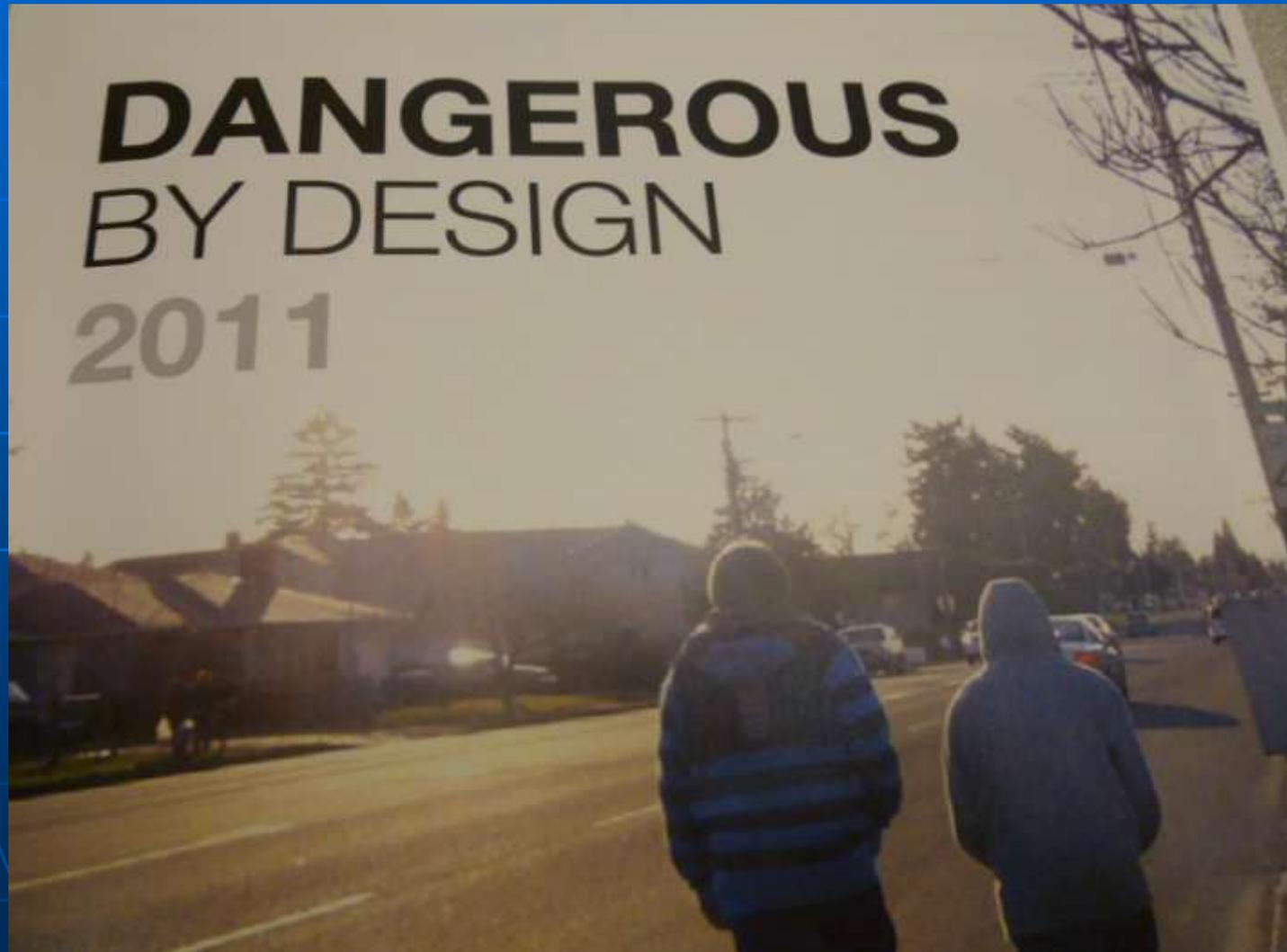
What
happened?

BUILT
ENVIRON
MENT!

Not very Walkable



SAFETY



Dangerous by Design, 2011

- From 2000 to 2009, 47,700 Americans were simply walking when they were struck and killed.
- Another 688,000 were injured in that same time period –
- meaning **a pedestrian was hit by a car or truck every 7 minutes for the past ten years.**



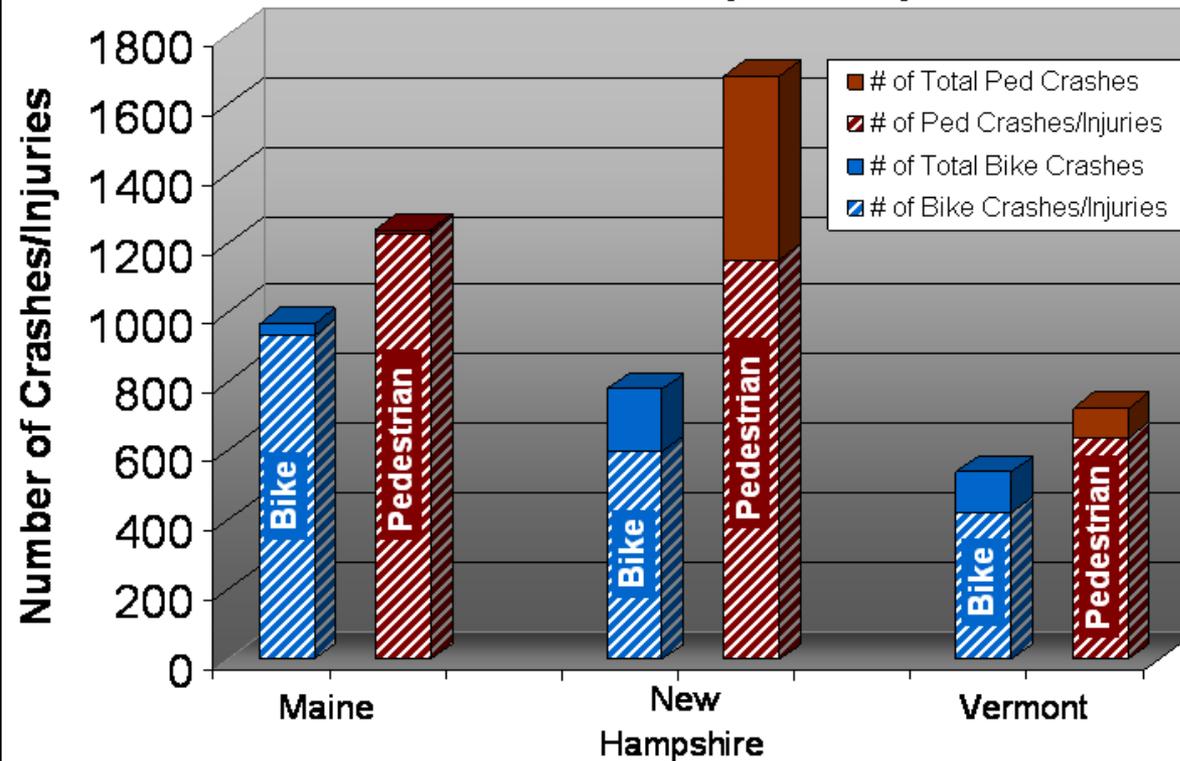
Nationwide Problem

- Pedestrians account for nearly 12% of total traffic deaths nationwide
- more than 52% of pedestrians killed 2000-2009 died on arterials, and 60% of pedestrians killed in urban areas died on arteria



Northern New England

**Northern New England Vehicular Crashes
Involving Pedestrians and Bicyclists
2005-2009 (5 Years)**



- Every Day on average, at least 3 bicyclists and/or pedestrians are hit
- Most are injured

IN MAINE

- **Percent of all traffic deaths that were pedestrians: 2000-2009**
- 10.4% : Bangor Metro
- 6.3%: Lewiston Auburn Metro
- 7.8%: Portland/Pacts Area
- 10.4%: Penobscot County
- 9.9% : Cumberland County



In Maine

- Between 2000 and 2009 **119** people were killed while walking in Maine
- About 12 per year
- On average, once a day somewhere in Maine, a pedestrian is involved in a crash with a motor vehicle
- More than 90% are injured



Safety

- Every one of us is a pedestrian at some point each day and for various times in our lives, when we are too young, or if we become disabled...Every time we step off a motor vehicle.....



High speeds increase ped injuries

PEDESTRIAN INJURIES AT IMPACT SPEEDS

MPH

40



85% death

15% injured

30



45% death

50% injured

5% uninjured

20



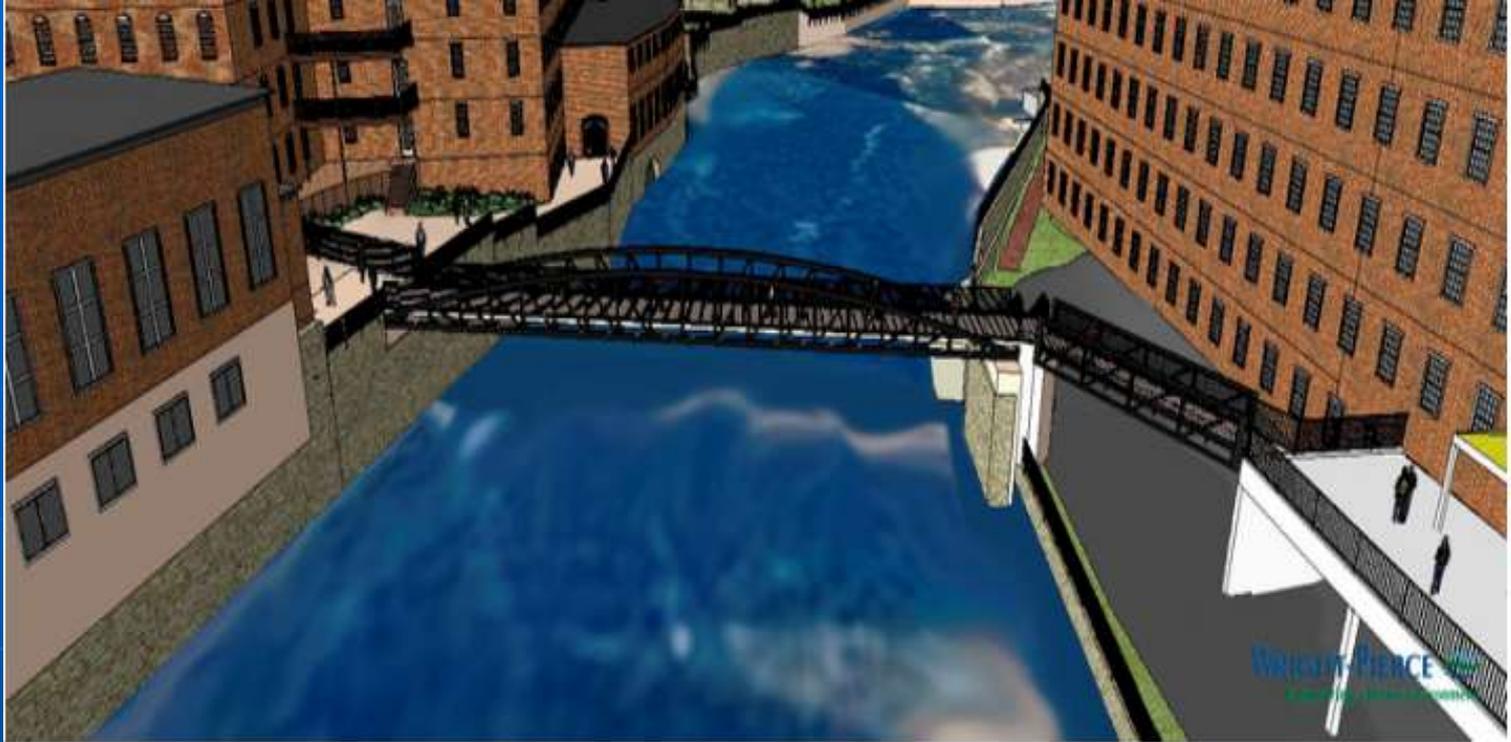
5% death

65% injured

30% uninjured

Good for the Economy?





Courtesy Wright-Pierce Engineering

An old steam pipe bridge will be replaced with a pedestrian bridge spanning the Saco River to connect the mill districts of Biddeford and Saco. The bridge is part of the RiverWalk project that will provide unprecedented access to the riverfront of the twin cities.

Posted: May 5

Updated: Today at 12:46 AM

Biddeford-Saco plan path to prosperity

The RiverWalk pedestrian bridge will help to reconnect the two communities for development.

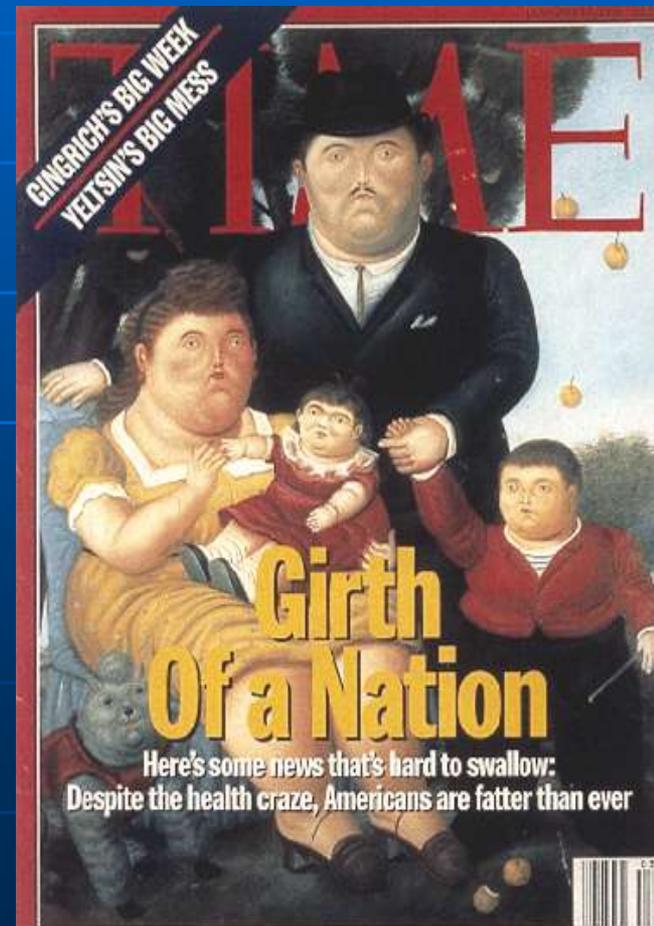
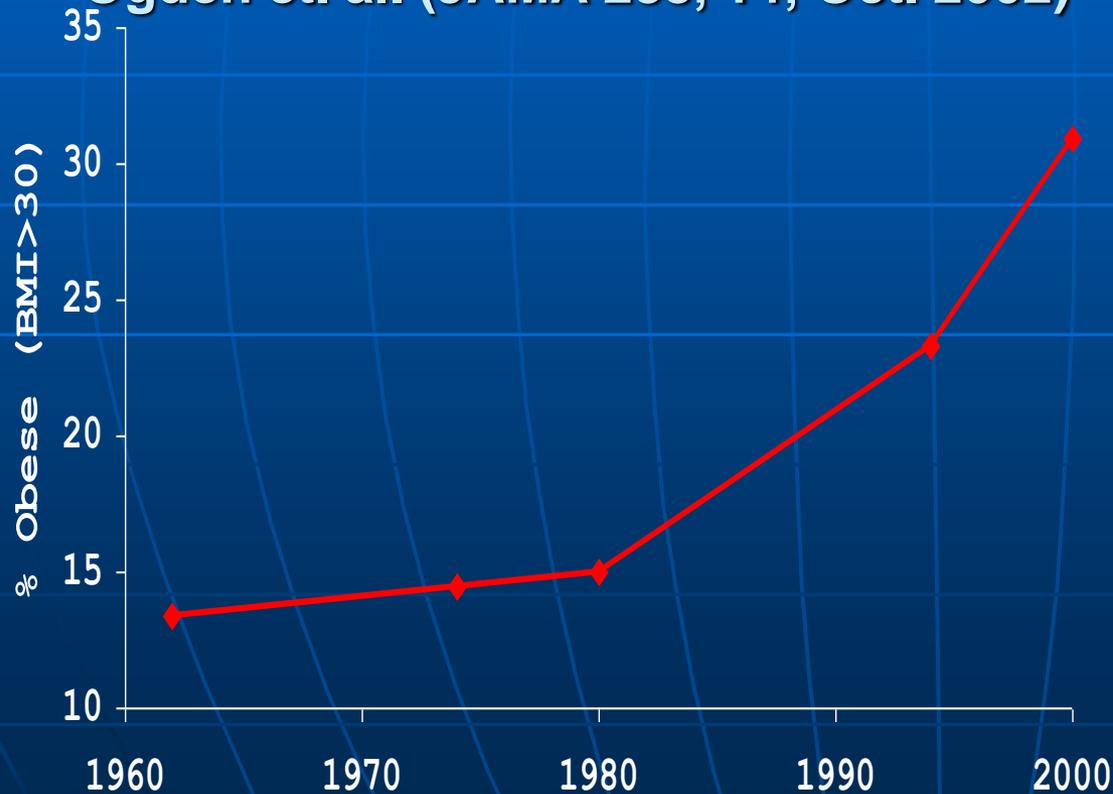
SOCIAL BENEFITS!



America's looming chronic disease apocalypse

US "Obesity Epidemic"

Ogden et. al. (JAMA 288, 14; Oct. 2002)



INFRASTRUCTURE: HEALTH = SAFETY

- Reduced risk for heart attacks, strokes, diabetes, obesity, osteoporosis, dementia in old age, clinical depression, a growing list of cancers.
- 365,000: Estimated annual deaths in America due to physical inactivity & poor nutrition.

OPTIONS FOR SAFETY IMPROVEMENT

- Need to know options!!!
- Sidewalks, Crossing Improvements, Signage, Shoulders, Bike Lanes, Parks, Vibrant Village Areas, etc.
- Education, Enforcement, Messaging

Paved Shoulder

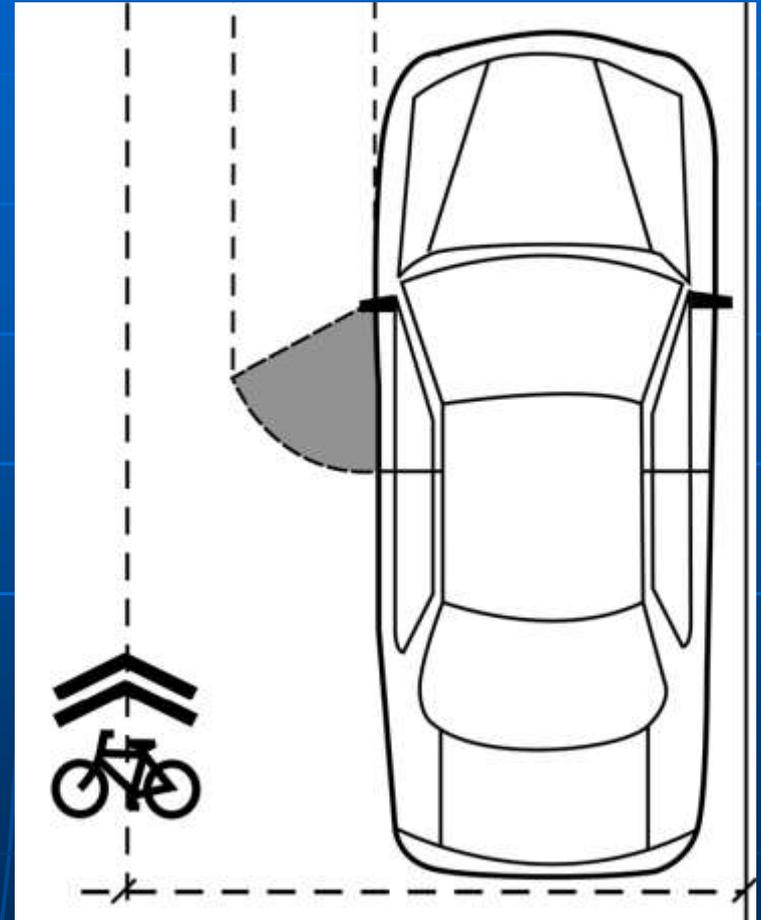


Paved Shoulder



Shared Lane Defined

Shared Lane Markings



Bike Lane Defined

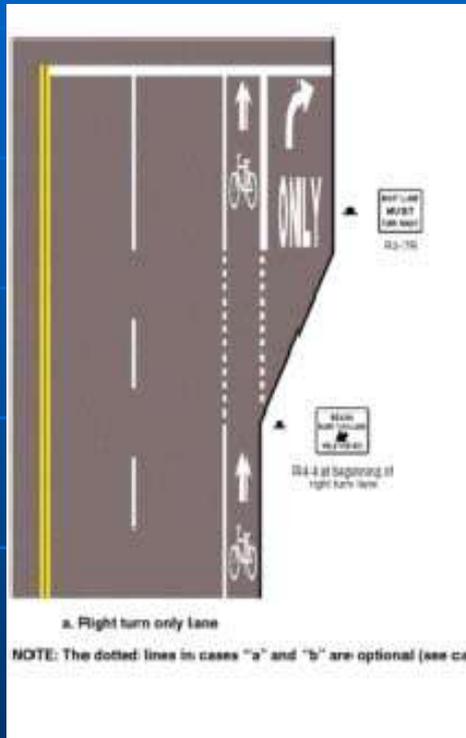
**Bike Lane –
designated for
exclusive or
preferential use by
people riding
bicycles**







Bike Lane & Right-Turn Only Lane



No Shoulder: Signage



Signs Directing Safest Route





Fix Safety Issues





10/06/2009 07:23

- VINALHAVEN
SIDEWALK

Kittery Traffic Calming: Speed Feedback



Flashing Speed Limit Sign: Topsham



Changeable message signs



School pavement markings



School flasher and reduced speed limit sign



Overhead school flasher/speed sign



Install high-visibility markings

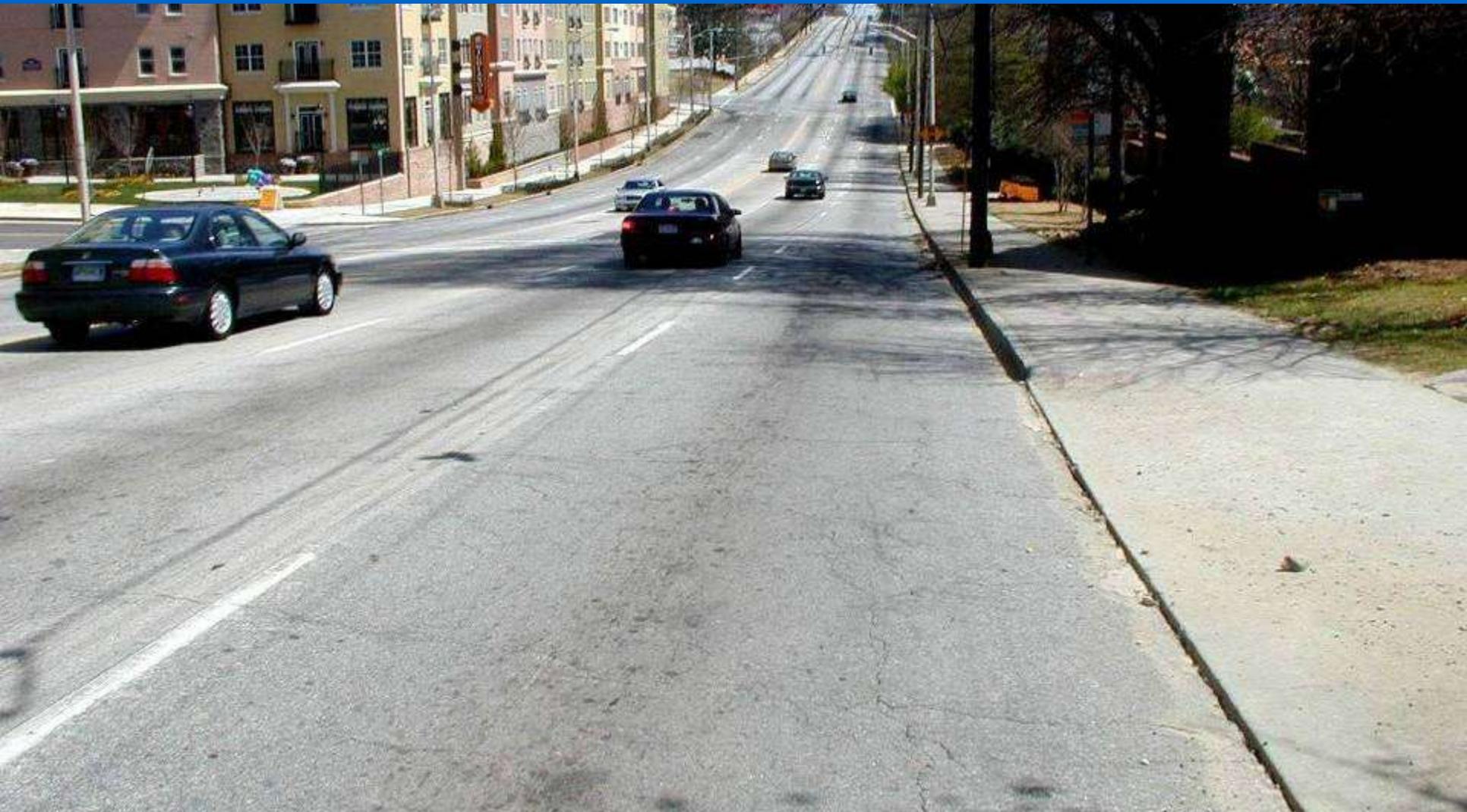


Ladder-style is easier to see.

What the pedestrian sees



What the driver sees (same crosswalk)



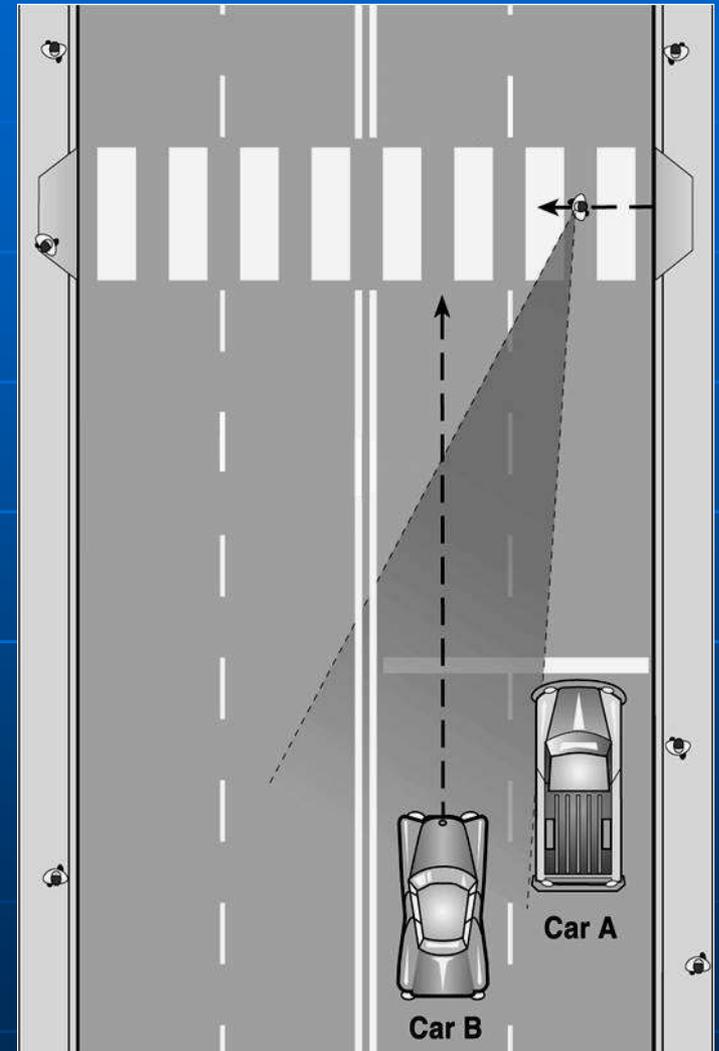
Now...Higher Visibility



Solution: Advance stop/yield line

1st car stops further back, opening up sight lines

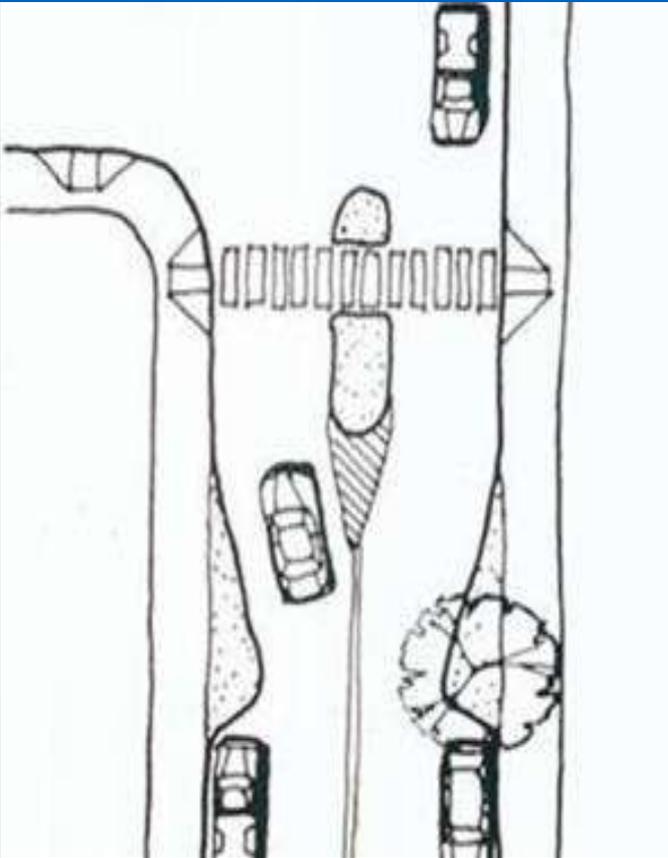
2nd car can be seen by pedestrian



RECTANGULAR RAPID FLASHING BEACONS!!!



Pedestrian Refuge Islands

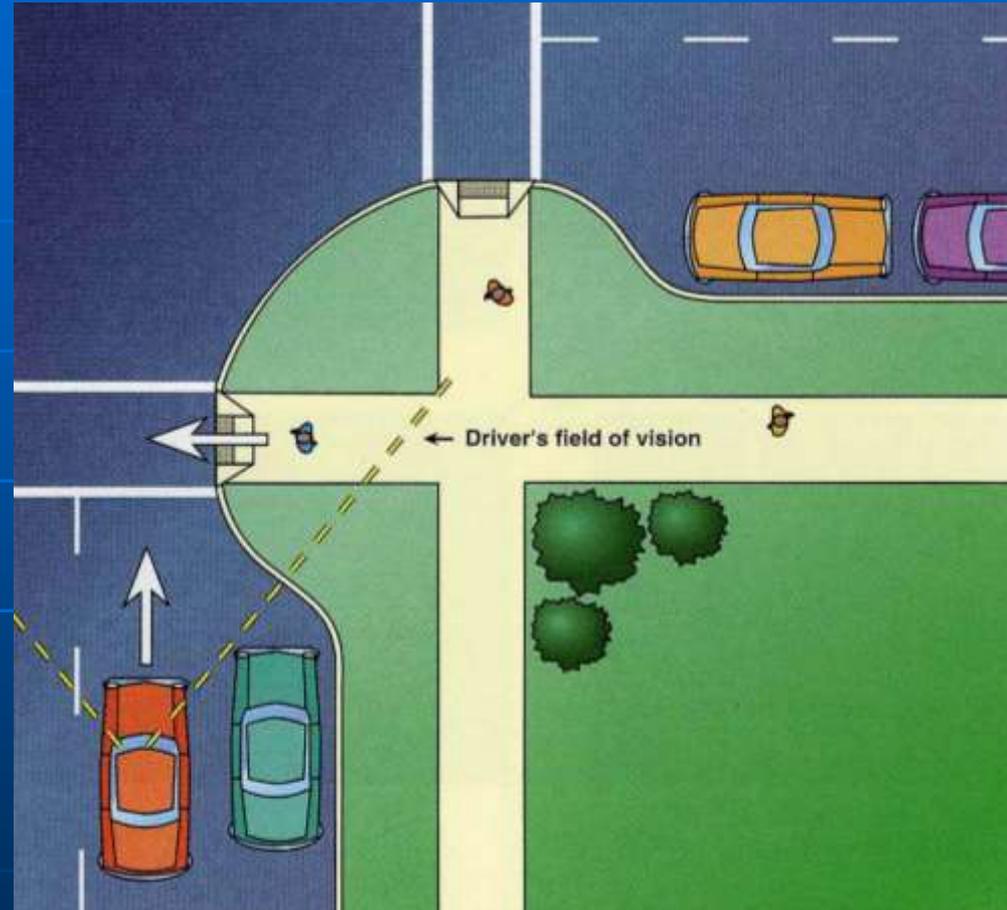






Pedestrian Bump-outs

- Reduce crossing distance
- Improve sight distance and sight lines
- Allows additional parked cars
- Create space for curb ramps, street furniture, and landings



Pedestrian Bump-outs

Presque Isle

SACO



STOP



Connections to the school



Curb ramp design

- Two ramps per corner
- Eight ramps per intersection

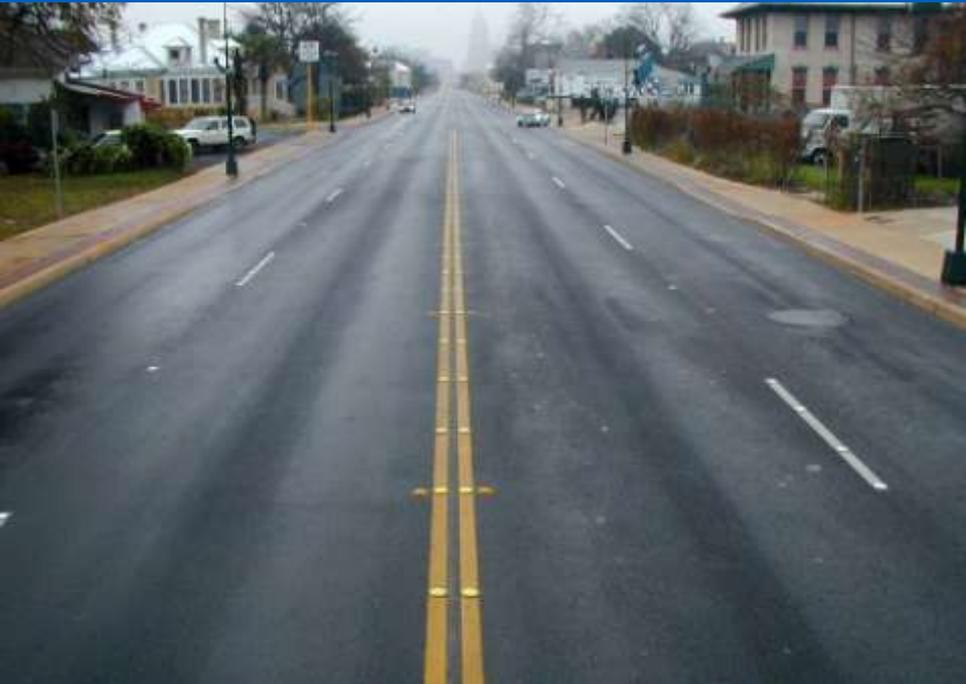


Countdown Clocks



Pedestrian count-down signal tells pedestrians how much crossing time is left

Effect of Converting 4-Lane Roads to 3-Lane and TWLTL



“Classic Road Diet”
29% reduction in total crashes/mile

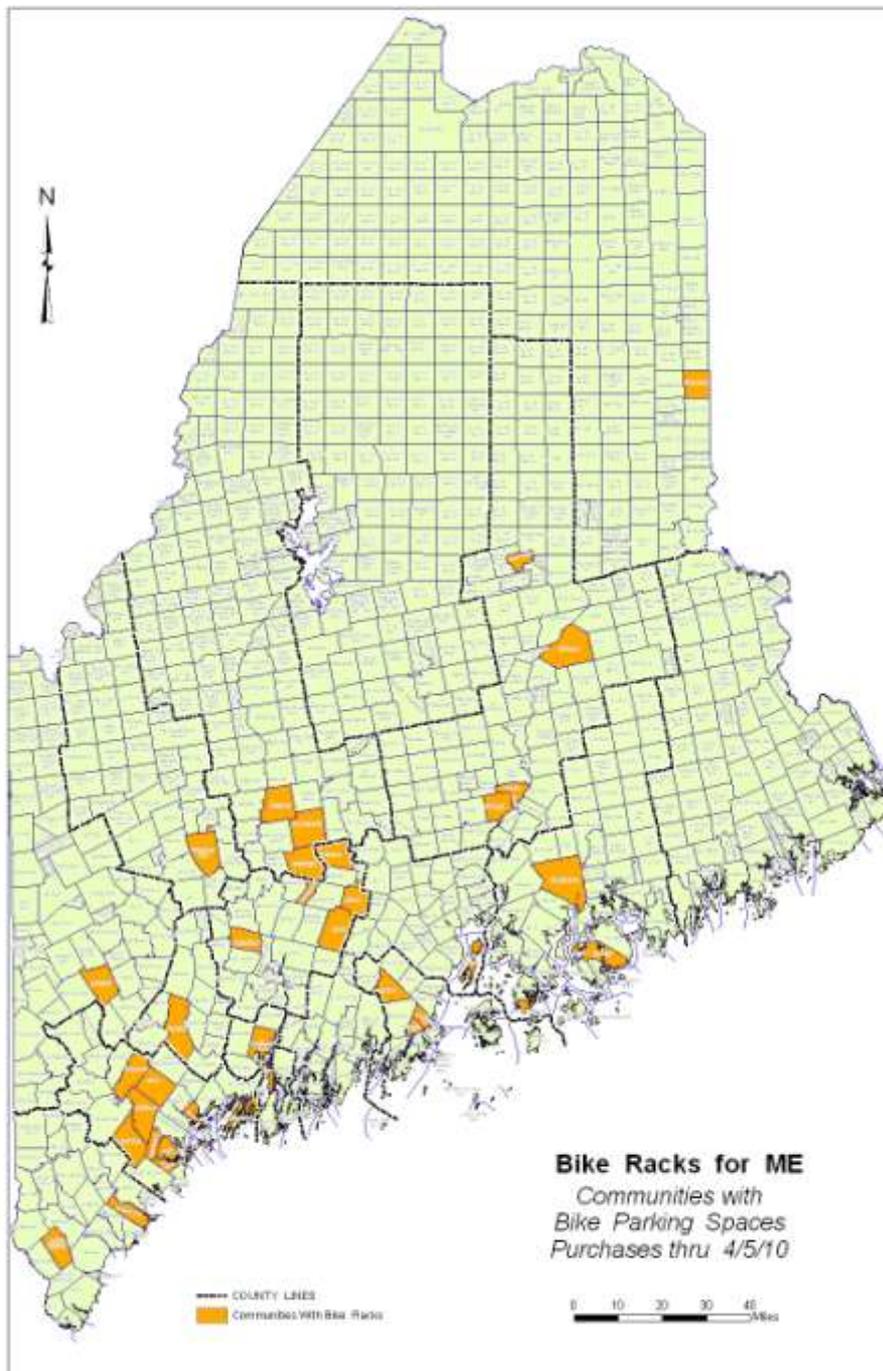
Augusta Road Diet



Bike Parking Program

38

Communities
2010







Signs for Motorists



WALKABLE CITY: SIGNAGE



LOW COST SIGNAGE



Off-Road Connections! “TRAILS”

- Provide direct connections away from traffic
- Landowner Permission Vital

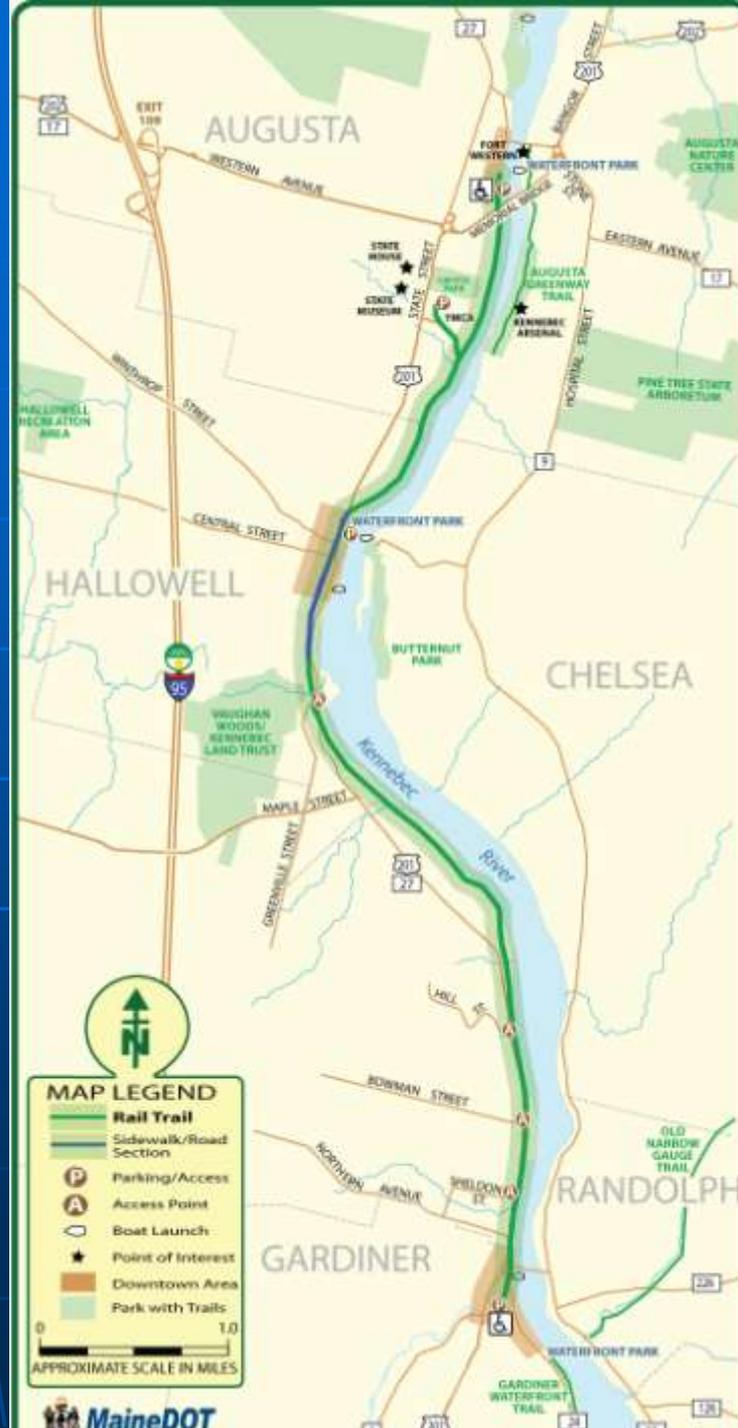
(fewer the landowners, more chance to get permission)

Off-Road Connections

- Kennebec River Rail Trail...
- Brunswick Bike Path
- Mountain Division Rail with Trail
- Lisbon, Livermore Falls, Lewiston, Auburn, Presque Isle,
- Eastern Trail (Kittery to Portland)
- Many more

Kennebec River Rail Trail: Connecting 4 Communities

7 Miles
Paved





ENCOURAGEMENT PROGRAMS

- SAFE ROUTES TO SCHOOL
ENCOURAGEMENT STAFF SUPPORT

Darcy Whitemore

Sarah Cushman



63 Schools Participate



The Team



Jim Tasse,
BPSE Director



Sarah Cushman,
SRTS Southern
Maine Coordinator



Darcy Whittemore,
SRTS Statewide
Coordinator

REGULAR Communication: Monthly Newsletters (1000+)

- Webinar info
- Funding opportunities
- Safety Tips
- Local examples

www.maine.gov | www.bikemaine.org | SUBSCRIBE



Maine Safe Routes to School Newsletter | June 2011 Edition

Record Number of Communities Participate in 2011! - Please Send Us Your Photos and Stories!

A record number of communities have participated in Walk and Bike activities at schools across Maine this Winter-Spring 2011 - with some still going on until the end of the school year! These activities include walking schools buses, Footloose Fridays and other weekly and monthly walk and bike to school events at over 49 schools!

We are in the midst of putting together our annual **Photo Essay** on your work around the state - a real inspiration for other schools and communities - and **we'd love for you to send us:**

- **photos** - if you have permission to share them.
- **details about your activities** - if anything happened during your event(s) that was new, special or you would just like to share.
- **local press** - if your local news service printed photos and/or stories, please let us know and pass on any links.



See this [latest list of schools who have participated in events](#) - and **be sure to register your event(s)** if they are not listed. Thanks as always for all your work out there making walk & bike activities a reality - and for keeping it fun!

In This Edition

- [Record Number of Communities Participate in 2011! - Please Send Us Your Photos and Stories!](#)
- [Register Now! Next Week's Active Communities Conference \(June 21\) in Brunswick!](#)
- [Maine Ranked #2 in the Nation for Bike Friendliness!](#)
- [Webinars](#)
- [Funding Opportunities](#)

i For More Information

Darcy Whittemore
Safe Routes to School,
Central Maine Region
Tel: 207-623-4511
E-Mail: saferoutes@bikemaine.org



MAIN ENTRANCE





PROCESSES FOR SUCCESS

- Phone Calls/Emails/Public Meetings
- Committees
- Planning Processes (ordinances, comp plans, village plans, bike and ped plans)
- Road Projects
- Stand Alone Projects

PLANNING PROCESSES

Develop a Plan

Make a phone call to town public works dept. or planner and show up at public meetings on projects/ plans

Request a project or improvements to a project

Start or join an existing (bike, ped, village improvement, ACE, etc.) Committee

- Involve:
- RPO/MPO
 - HMP
 - Town officers
 - Residents
 - Businesses
 - Police
 - Etc.

Participate in updating town's Comprehensive Plan

1. Vision Statement
 - Explain how bike/ped/village improvements are important to the community
2. Transportation Section
 - Include map
 - Identify bike/ped facility deficiencies
 - List strategies to get improvements
 - Prioritize improvements
3. Land Use Section
 - Designate growth areas, interconnected streets, lot sizes, form based codes

Ordinances

Write/update Site Plan Review

Require sidewalks & bike access in front of new development and along access roads

Produce a plan that includes:

Stand-alone plan

School Travel Plan

Bike/Ped Plan

Village Master Plan

- Get input from:
- RPO/MPO
 - HMP
 - Town officers
 - Residents
 - Businesses
 - Police
 - Walking audits
 - Etc.

1. Maps:
 - Existing bike/ped facilities
 - Proposed bike/ped facilities
 - Village Improvements

2. Public Survey:
 - Info for plan
 - Public opinion

3. Priorities

4. Needs:
 - Sidewalks
 - Crosswalks
 - Shoulders
 - Bike lanes
 - Benches
 - Park spaces
 - Etc.

5. Strategies to implement the plan:
 - Local budgets
 - Fed/state/private applications
 - As part of a road improvement projects
 - Ordinances
 - Standing Committees
 - Etc.

Example Map for Comprehensive Plan



Waterville Neighborhood Byways



0 0.25 0.5 1 Miles

- ☆ College
- H Hospital
- L Library
- S School
- Neighborhood Byways
- Roads

Create A Committee

- Start or join an existing (bike, ped, village improvement, ACE, etc.) Committee

Involve:

- RPO/MPO/HMP
- Town Officials/Elected Officials
- Residents
- Businesses
- Police
- Etc.
- Official Town/City Committee Recognition
- Will work on all or some of the processes to follow....

- TOWN
PLANNING
AND
ORDINANCES

Maine Model Town

Standish
Grow Smart,
Town of
Standish

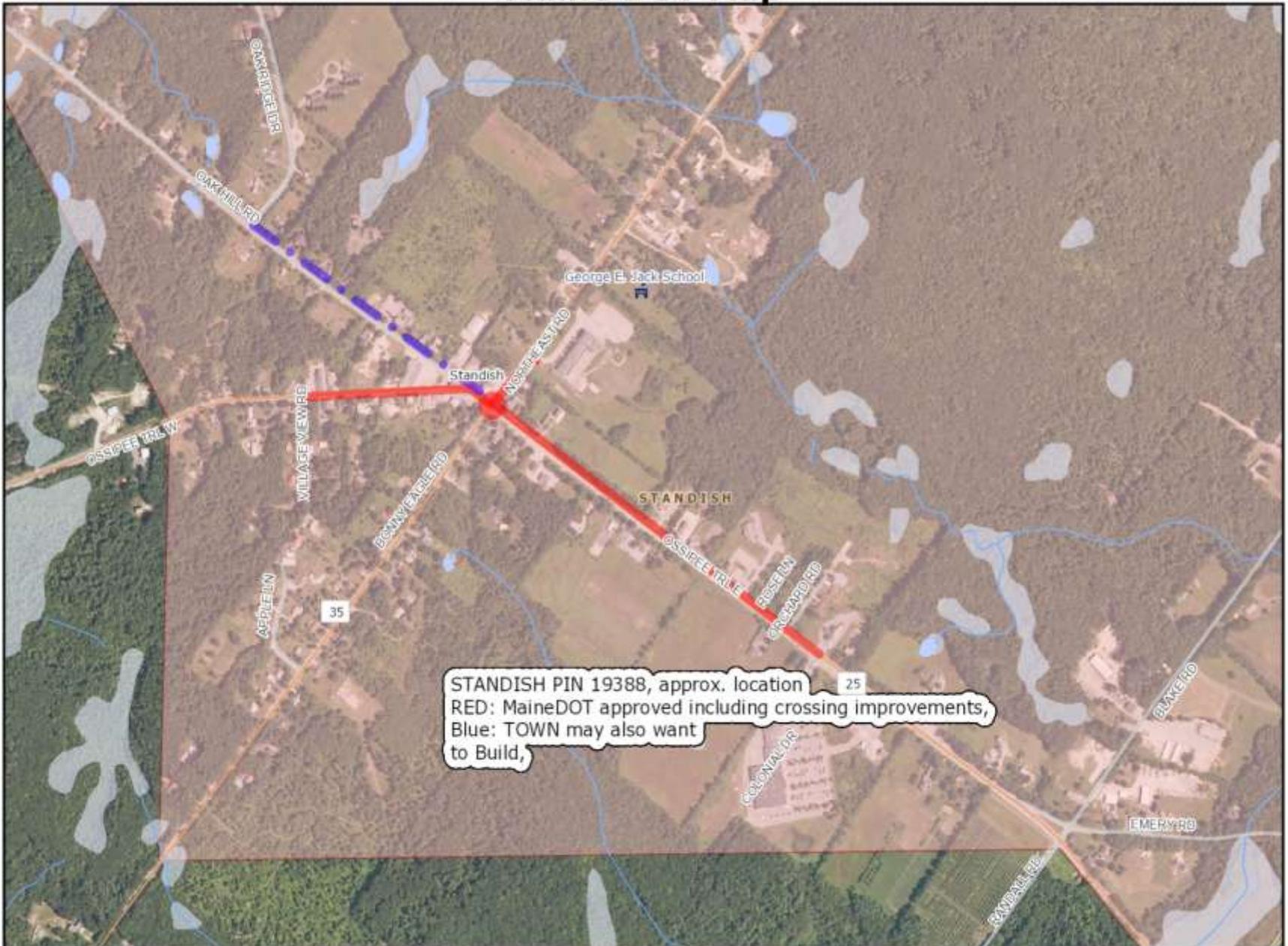


Standish Corner: Concept #1



Standish Corner: Concept #3

Maine DOT Map



Map Generated on Tuesday, December 27, 2011 10:05:36 AM

Map Scale 1:9279

The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch. Road names used on this map may not match official road names.



Mobil

S&S
Auto
Rep.

OPEN


SWEET MEASURES
of Maine
ICE CREAM & COFFEE

Sweet Measures
of Maine
Ice Cream & Coffee

Home

Delicious
Home Made
207-409-8479



Mobil

OPEN

Standish Planning/Manager/Council Support Funded for Design, 2011



City and Towns

- Ordinances and Site Plan Review Standards, Road Standards
- Can require bicycle and pedestrian improvements as part of development

COMMON DEVELOPMENT SCHEMES

The lighting plan shall consider the location and heights of buffers, screen walls, fencing, and other landscape elements to eliminate dark spots and potential hiding places.

Landscape Plan. Landscaping for CDS's shall be coordinated with all other elements of the site.

See Chapter 4, Design of the Landscape at Cook's Corner, for further standards for landscape materials.



High quality materials, such as granite curbing and concrete pavers, help to ensure minimal maintenance problems.



Roadway lighting can help create a forward effect and emphasize pathways.



Large landscaped islands help to break up the scale of parking lots and reduce diagonal traffic movement.



Coordinated light fixtures that consider the needs of both the pedestrian and the motorist.



Pavers help reduce the apparent width of the drive driveway and guide the pedestrian to the front entrance.

COOK'S CORNER DESIGN STANDARDS I-12

MODEL LANGUAGE

On website in Process Report

- **Public Sidewalks and Pathways shall:**
- Be provided along all sides of land abutting public streets.

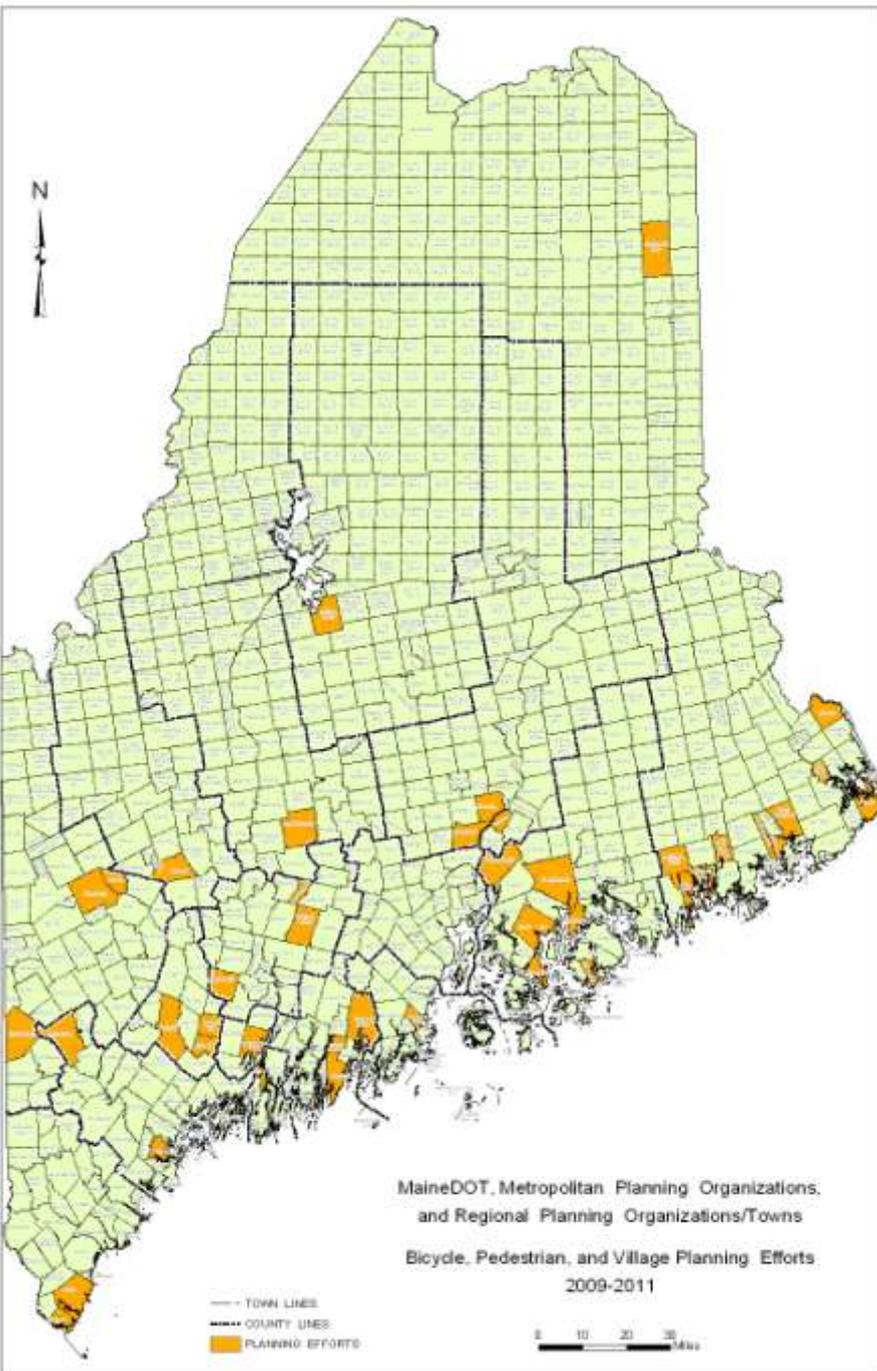


Falmouth, Site Plan Review

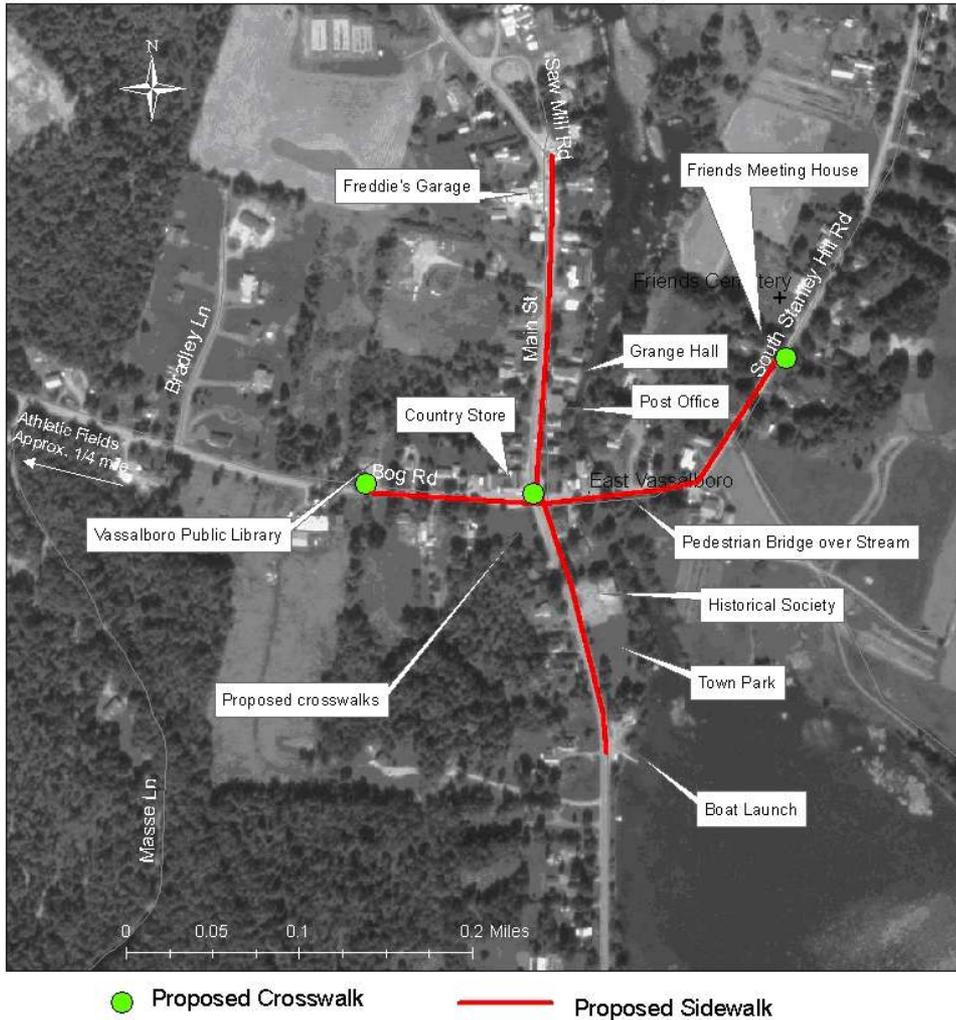


40

2009-2010
Village
Planning
Efforts
Contact Your
RPO/MPO



Proposed Upgrades East Vassalboro Village



- Robert Turner/Village Committee
- Started with a phone call and site visit
- RPO planning Effort
- June, 2011 town approves next steps for design

Waldoboro Bicycle-Pedestrian Plan

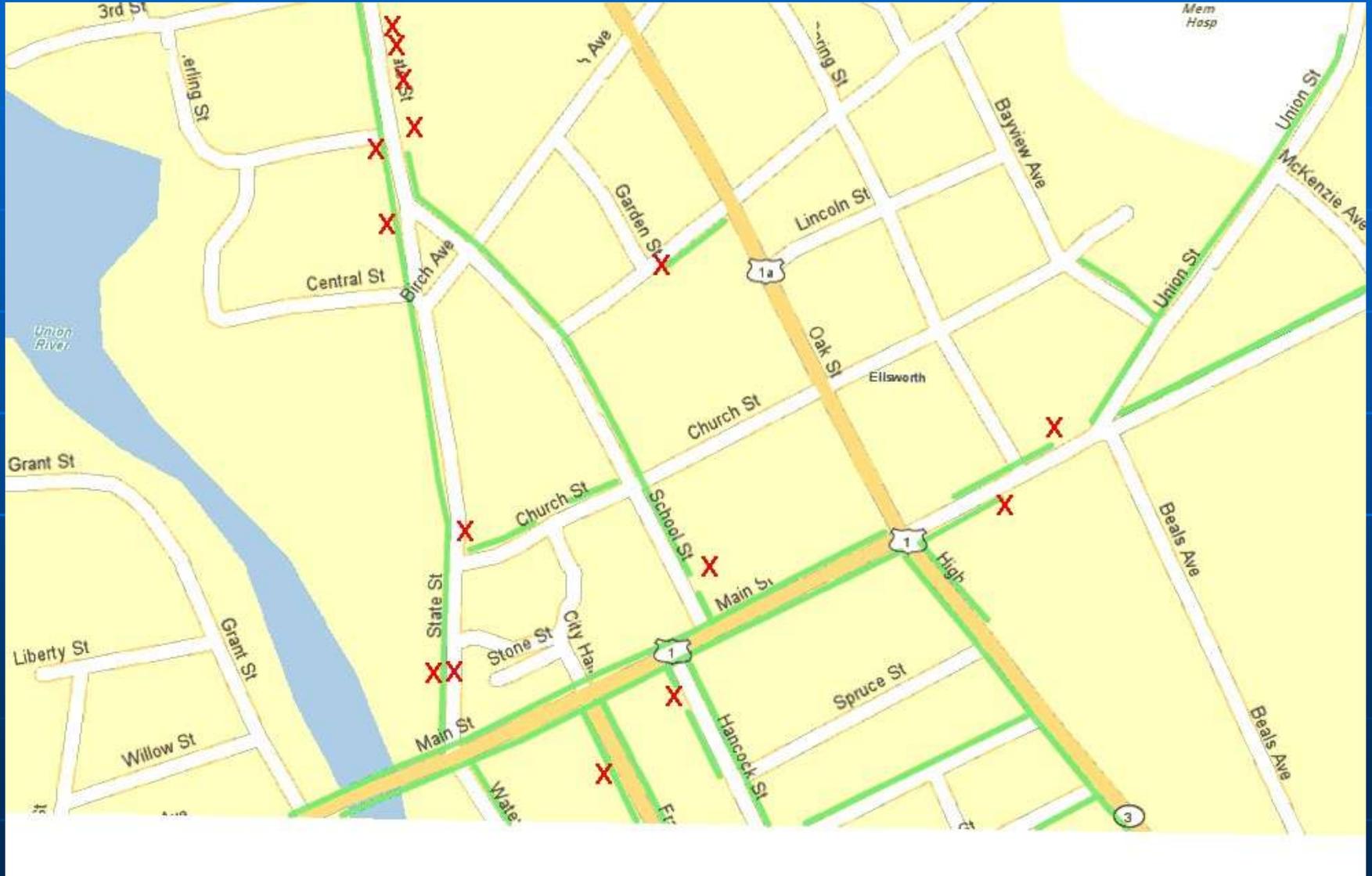
April 2011





Bicycle and Pedestrian Planning Ellsworth

MAP SHOWING EXISTING SIDEWALKS AND GAPS





ellsbiked1.apr

New Open

Ellsworth Infrac

Views

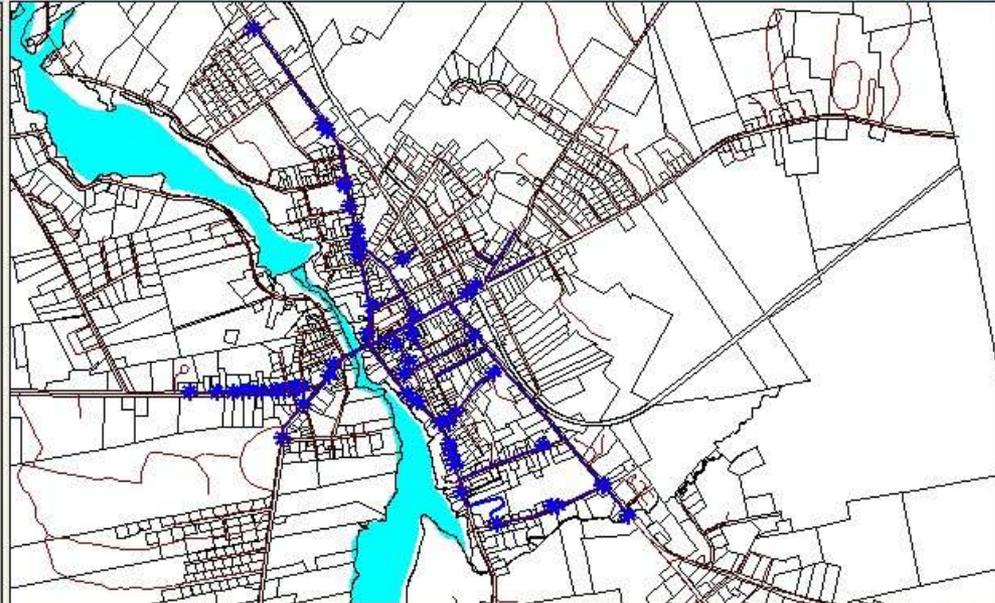
Tables

Charts

Layouts

Scripts

- Ellsworth Infrastructure
- Bus Route
 - Bus Stops
 - Bike Pedestrian Iss
 - Roads
 - Sidewalks
 - Sidewalk Problems
 - Parcels
 - Aerial Old
 - Aerial New
 - Aerial New 2
 - Aerial New 3
 - Aerial New 4
 - Water



Identify Results

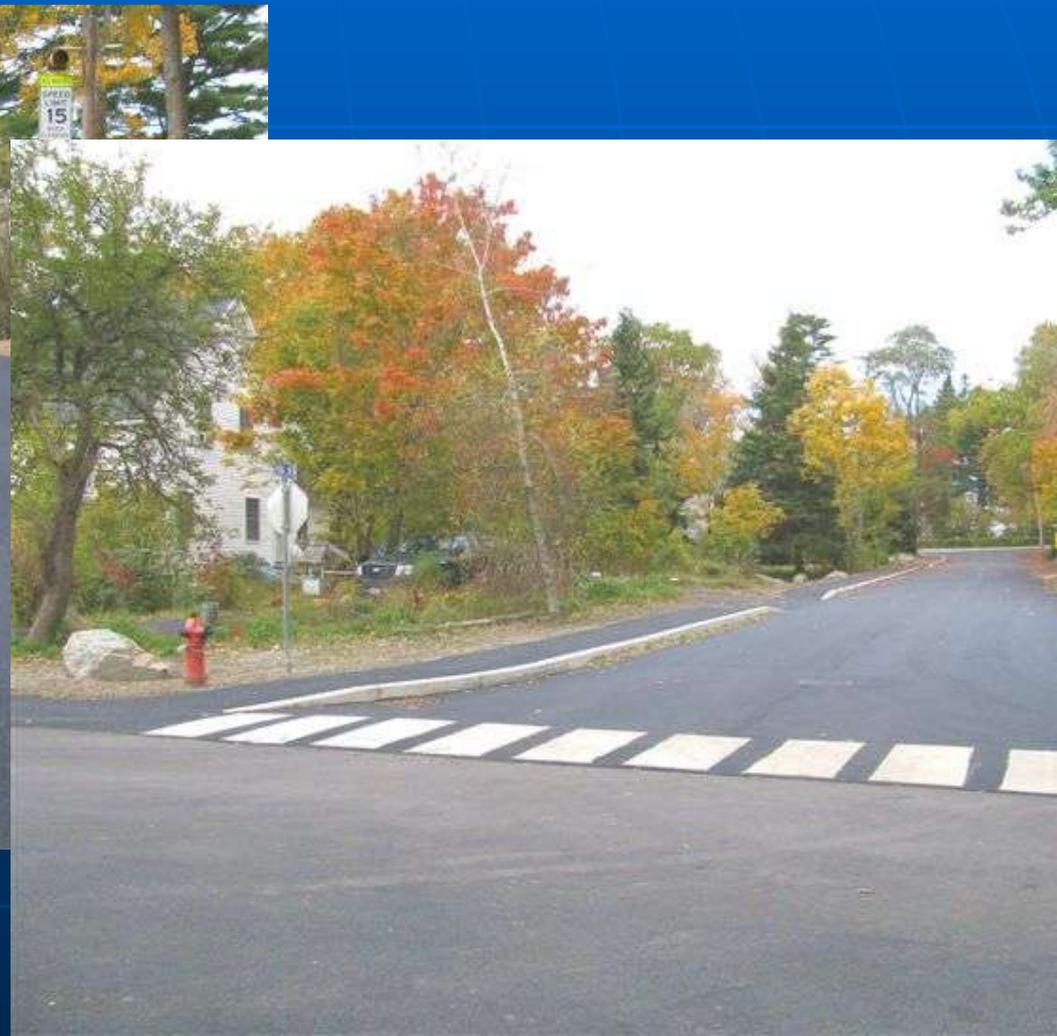
1: Sidewalk Problems - East Main St	
Shape	Point
Id	0
Streetaddr	East Main St
Descript	Sidewalk too rough and narrow for wheelchair
Probcode	2
Probcode2	6
Probcode3	0

Clear Clear All





Ellsworth Bike and Ped Plan...Town moving ahead with priorities...2010



2009

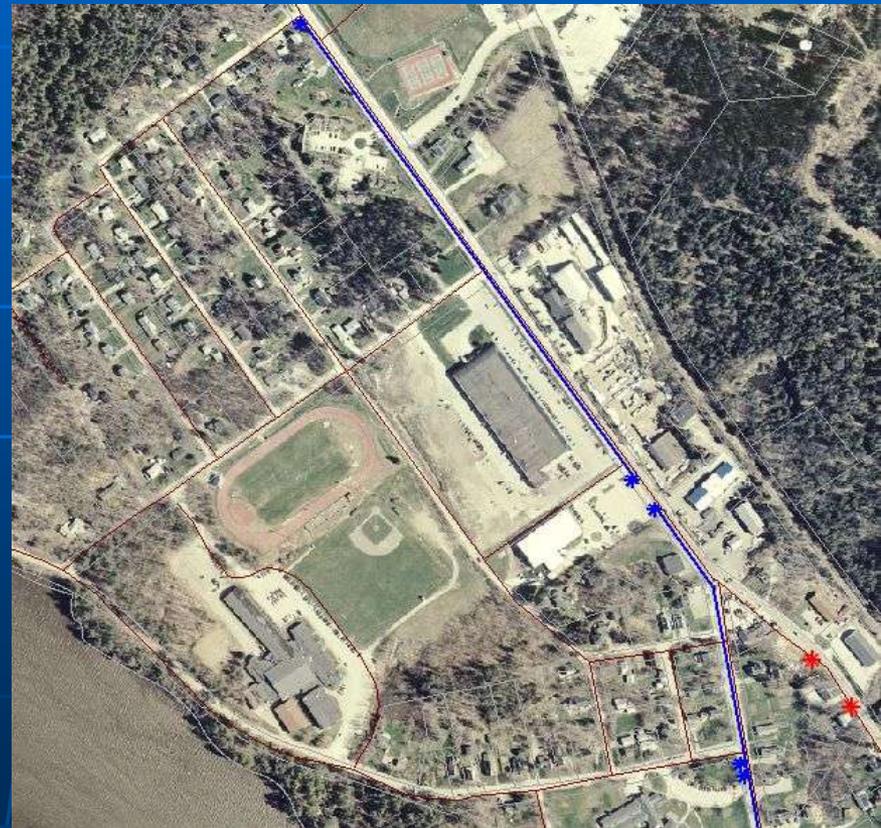
School Travel Plans MODEL DEVELOPED

Build Your School Travel Plan

Step by Step Directions

Downloadable Documents

Hancock County
Planning Commission
Website



<http://www.hcpcme.org/transportation/schooltravel/index.htm>

■ AS PART OF
ROAD
IMPROVEMENT
PROJECT

ROAD IMPROVEMENTS

Complete Streets “SAFE STREETS”

- A “Complete Street” is safe and inviting for all road users, including bicyclists and pedestrians
- Safe Access for Everyone (SAFE Streets)
- Our road systems are meant to be safe and inviting for all users of the streets, including bicyclists and pedestrians!

Major Road Types

Arterial Highways and Major Collectors

- Provide for substantial through traffic on travel corridors that connect local roads with major points of interest.
- MaineDOT is responsible for improving the Arterials and Major Collectors because they serve statewide needs.

ROAD TYPES

Minor Collectors

- Link local roads with Arterials and Major Collectors.
- Towns have the responsibility for prioritizing improvements and must use local funds or apply for partnership with MaineDOT

ROAD TYPES

- Local roads are found within communities and serve local needs.
- MaineDOT provides funding to help municipalities make improvements to local roads.

MPO'S

- **Androscoggin Transportation Resource Center (ATRC)**
Lewiston/Auburn area, ME (207)783-9186
- **Bangor Area Comprehensive Transportation System (BACTS)**
Bangor, 800-339-6389 or 207-942-6389
- **Kittery Area Comprehensive Transportation Study (KACTS)**
Sanford, Kittery Area (207)324-2952
- **Portland Area Comprehensive Transportation Committee (PACTS)**
(207)774-9891
- **Projects and Planning**



ROAD PROCESS: Sidewalks

Call public works dept. or MDOT to check road improvement schedule

Road improvements are scheduled

Road improvements are not scheduled

Sidewalk is planned!

Sidewalk is not planned

The road does need improvement

The road doesn't need improvement (except sidewalk)

Project is local-funded

Project is fed/state-funded

Possible in the near future (2-4 years)

Try to get road fixed with a sidewalk

Request a stand-alone project

Meet with town officials

Call town officials & MDOT

Not possible in the near future

Get support of town officials

Get support of RPO, HMP, local hospital, a school rep, etc.

Meet with town officials & MDOT

Major collector or Arterial

Minor Collector

Local road

Look into funding sources

In an MDOT region

In an MPO region

In an MDOT region

Fund from local budget

Fund-raiser

Funding applications

CIP

Local bond

Work through town to get into MDOT MID-Range plan or 2-Year Plan

Work through town to get into MPO budget

Work with town to request project

MDOT, TE, SRTS (biennially)

CDBG (yearly)

Other grants/sources

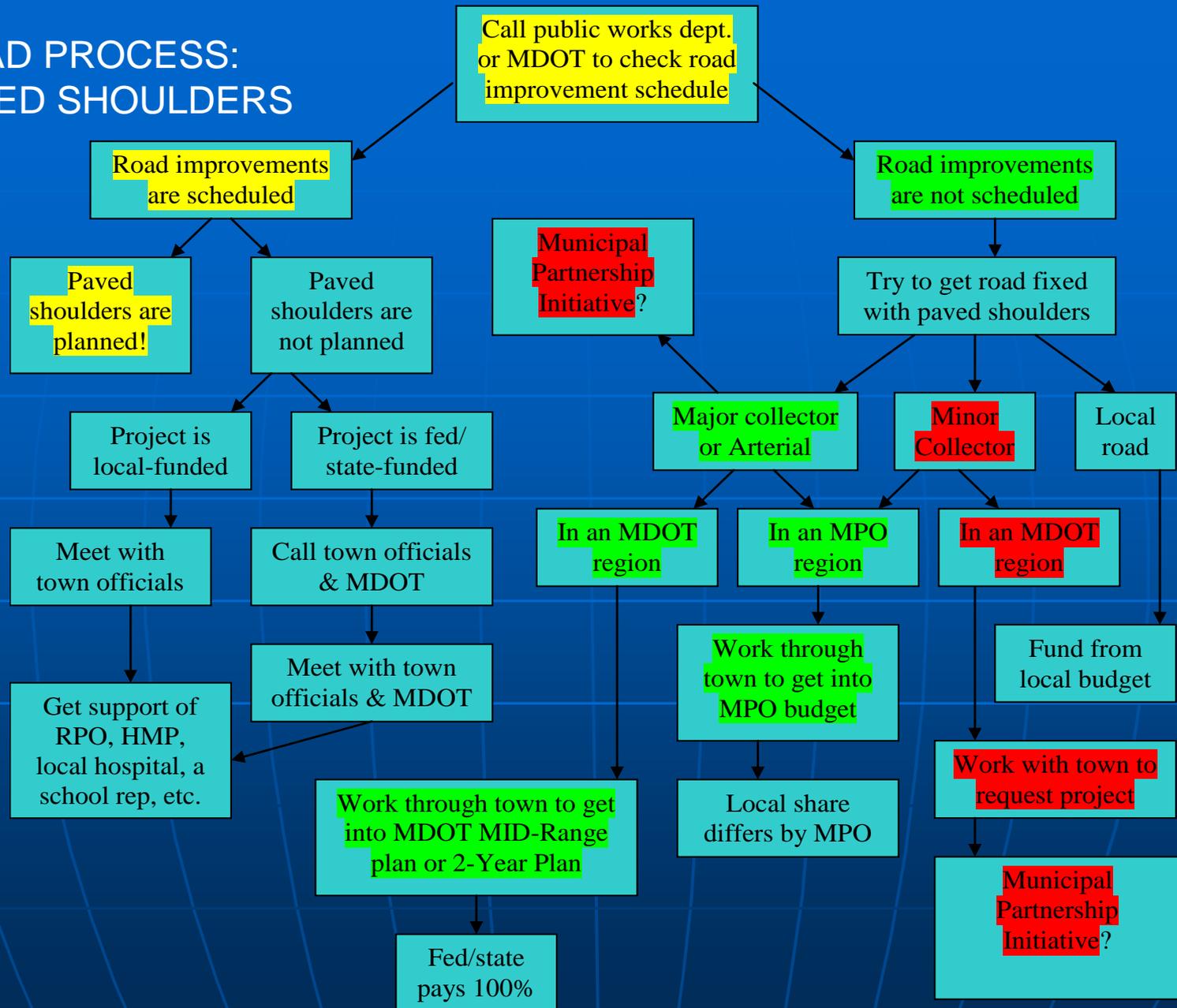
Sidewalk in qualifying area: local share 20%

Sidewalk not in qualifying area: local share 100%

Local share differs by MPO

Funding 1/3 local, 2/3 MDOT. \$600,000 limit

ROAD PROCESS: PAVED SHOULDERS



MPO/Town KITTERY, Route 1, 2010



Brooks 2010 before and after



Brooks early 2010



Brooks, later 2010



Portland Connector



Camden Sidewalks



ELLSWORTH INTERSECTION



FARMINGDALE ROUTE 201





THAYER
ENGINEERING CO.

CENTER
LANE
ONLY

WELLS
8875 MILLARD
202-483-1400

FOR MORE
847-2214



GARDINER BRIDGE 2009!



Locally Funded as part of Road Reconstruction Project

- Hermon, Billings Road, 2010



Locally funded sidewalk as part of road reconstruction

- Hampden, Mayo Road, 2010



■ STAND ALONE PROJECTS

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Example of Different funding sources for trails (Keeping Track)

KMTrails projects/trail segments completed, partially funded and underway, or planned

(November 2012)													Total	Year		Miles
	DOC	DOT	KMT	Rotary	Other*	W'ville	Fairfield	Benton	Winslow	Oakland	In-kind	Cost	Start	End	(approx)	
Planning																
Feasibility Study, Phase 1		40,000	10,000									\$50,000	2001	2002		
Feasibility Study, Phase 2		12,000	1,400			1,000						\$14,400	2002	2003		
Head of Falls to Hathaway		20,000				5,000						\$25,000	2008	2009		
Total Planning		52,000	11,400			1,000						\$ 89,400				
Trails Completed by Others																
Colby College Campus Trails															5.7	
Oxbow Trail, Cool St., Waterville															0.5	
KVCC Campus Trail															1.0	
Waterville JHS Trail															1.0	
Mill Island Park, Fairfield	60,000						25,000				15,000	\$100,000	2000	2005	0.8	
Pine Ridge Trail (City+ CeMeNEMBA)													2010	2011	7	
Trails throughout Quarry Road Park												\$250,000	2011	2013	4.0	
Quarry Road #1 Ski Trail	30,000				71,000						1,000	\$102,000	2009	2009	3.5	
Quarry Road upgrade/extension						26,000						\$26,000	2008	2009	2.5	
															26.0	
Trail Segments Completed																
2-cent Bridge, 1998 repair				20,000	100,000	100,000						\$220,000	1998	1998	0.1	
Rotary Centennial, Benton-Winslow	30,000		18,000	55,000				7,500			12,000	\$122,500	2004	2005	1.5	
North Street Streamside, Waterville	20,000			5,000		10,000					2,500	\$37,500	2004	2005	0.7	
Messalonskee Stream Trail, Oakla	30,000				14,000					26,000		\$70,000	2005	2006	2.5	
Thomas College Campus Trail	30,000		5,000		6,500							\$41,500	2006	2009	1.0	
Winslow Schools Trails	30,000								6,000			\$36,000	2007	2008	0.9	
Inland Hospital Woods Trail	35,000				13,000							\$48,000	2010	2010	1	
Winslow Connector to HoF		180,000	24,000						25,000			\$229,000	2007	2010	0.2	
2-cent Plaza, Head of Trails @ HoF					210,000	90,000						\$300,000	2009	2010	0.1	
Waterville Connector, Alford to HoF		230,000	24,000			29,000					3,900	\$286,900	2004	2011	1.3	
Winslow Safe Routes to School		70,000									10,000	\$ 80,000	2008	2011	0.1	
2-cent Bridge, 2010 upgrade		250,000				107,000						\$357,000	2009	2011	0.1	
Signage			5,000					1,500			3,000	\$9,500	ongoing			
Total Completed to Date	265,000	730,000	76,000	80,000	343,500	336,000	25,000	9,000	31,000	26,000	47,400	\$ 2,315,900			35.4	



*Other Donations include: 2-cent bridge Waterville to Winslow - reconstruction was funded by several parties. \$100,000 is an estimate

Oakland Messalonskee Stream Trail - \$14,000 from Outdoor Heritage Fund; Inland Hospital \$4,500 for Thomas College Trail; Inland Hospital funded their own fitness trail

Winslow is providing matching funds for their Safe Routes to School route; 2-Cent Bridge to Benton Ave. Winslow - Marden's donated an easement; Quarry Road Ski Trail mainly funded anonymously

2 Cent Plaza with a Community Development Block Grant (CDBG); Winslow is providing matching funds for their Safe Routes to School route; Fort Halifax Park improvements will have a variety of funding sources

Fund Construction without ROAD PROJECT:

- Local
- MaineDOT Competitive Program
- Recreational Trails Program
- CDBG
- Other Federal, state, local, or private funding

- Application Processes.....

Local Communities

- Identify Needs
- Work on all funding options (CIP's, applications, complete streets, policies)
- Public Works Director, Road Commissioner, Economic Development Director, Planners, Town Managers

Local Communities

- Seek/Obligate funding
- Commit local funds for match, etc.
- Road improvements include facilities
- Manage the Project: through design, permitting and construction
- Maintain facilities

Municipalities

- Town Committees
 - Approved or directed by town council
 - Create bike, ped, village deficiency plan
 - “Complete Streets” or “Safe Streets” Policies and Standards

Local Municipalities

- Capital Improvement Program (CIP
Yearly Budget)
- BONDING
- TAX INCREMENT FINANCE
DISTRICTs (TIF)
- ORDINANCES

Scarborough Route 1 Local Funded



School Renovation: Sidewalk as part of budget



Scarborough Rt. 1 (2009)



DOWNTOWN WINTHROP 2009



WINTHROP CARES ABOUT SAFETY!



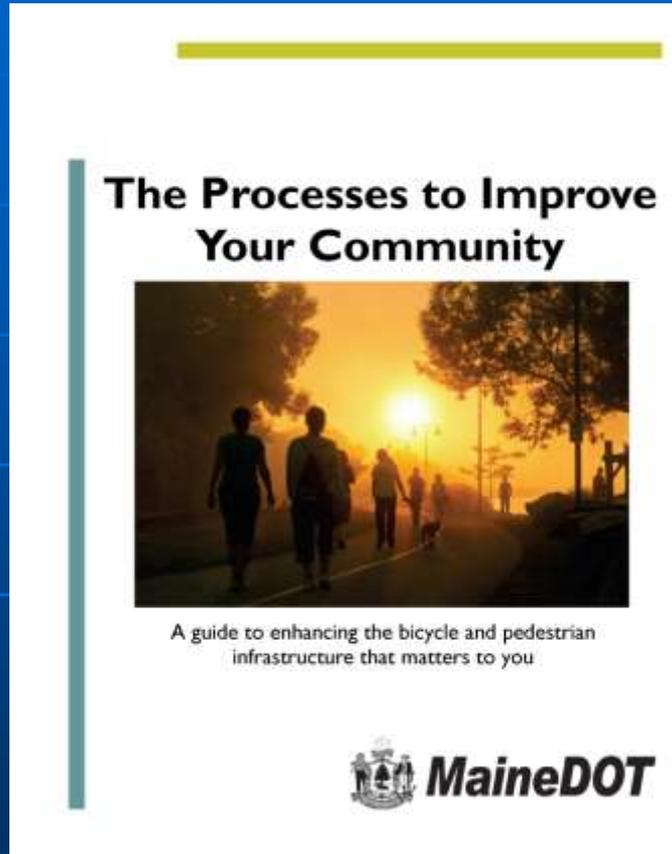
MaineDOT

- Policies.....“Complete Streets”
- Budgets, Road, Bridge, Intersection Projects
- Applications for Stand Alone Projects

MaineDOT/Agencies

- Information: Provide understanding of processes.....
- Publications (PROCESS REPORT, BIKE BOOK, YEARLY REPORT, BROCHURES, ETC., WEBSITE)
- Planning Assistance
- Site Visits

AGENCIES



Process
Report

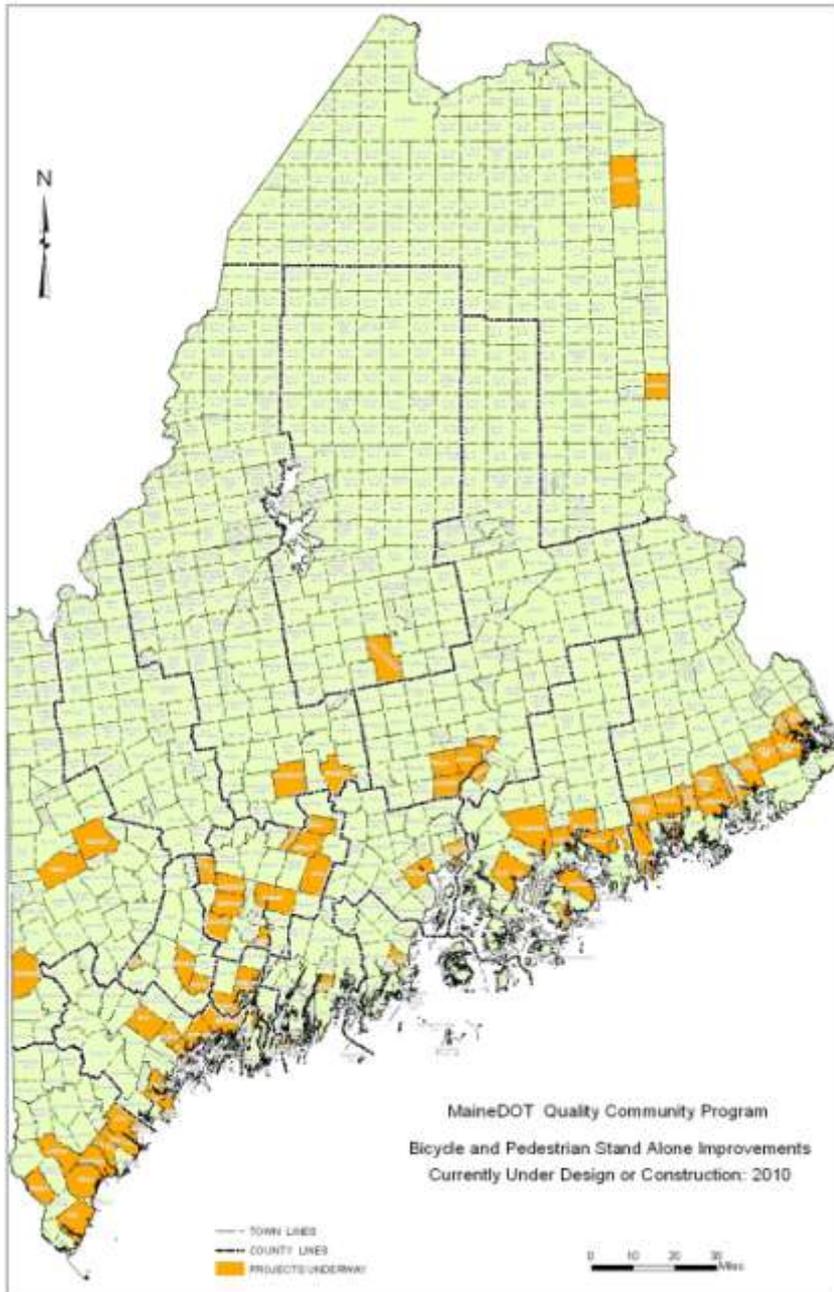


Quality of
Place/Integrating
Report

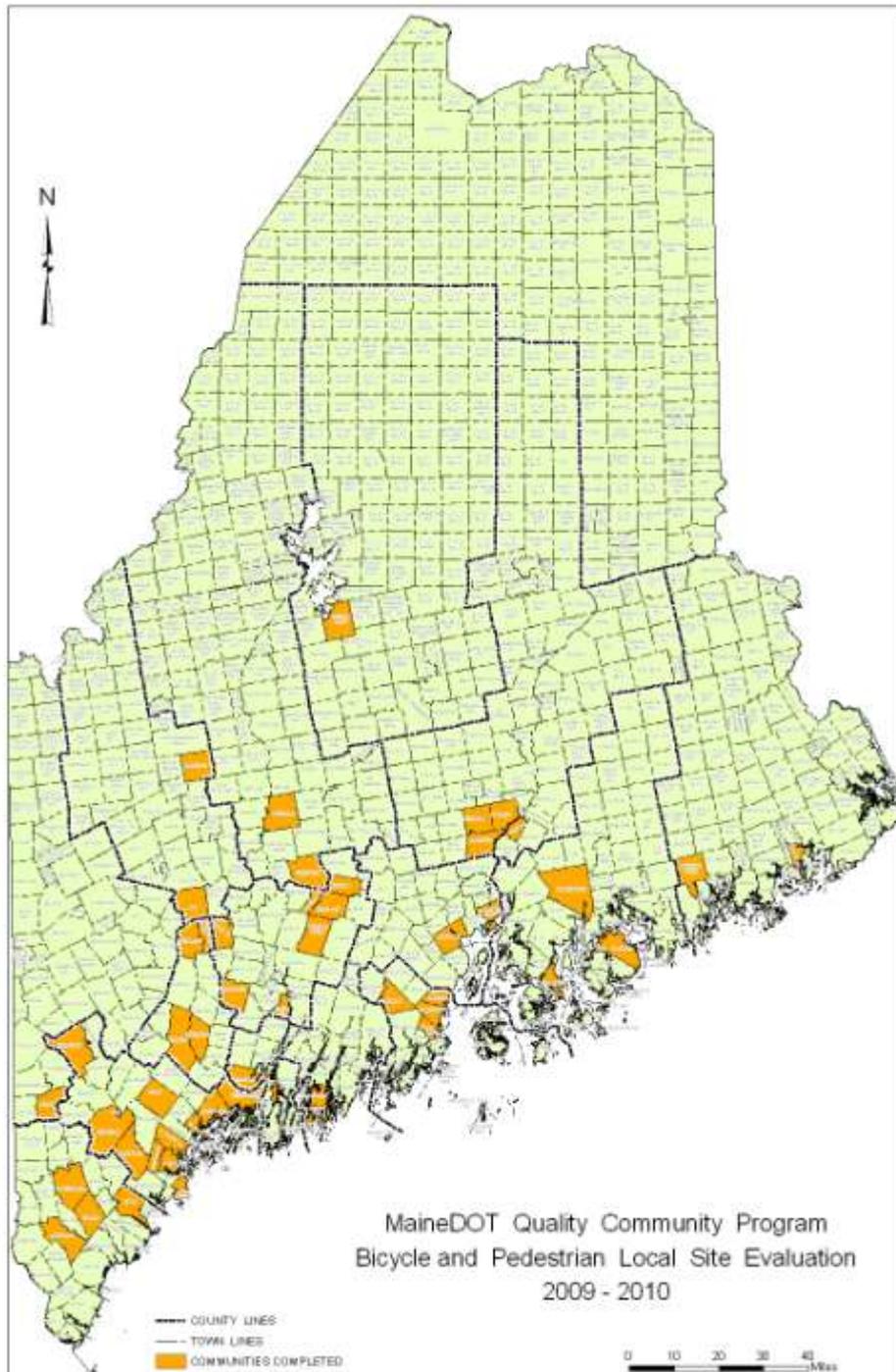
MaineDOT funded Bike/Pedestrian Projects

79

Under Design
or Construction
2012



Community SITE VISITS 43 Communities 2009-2010







Site Visit! Winslow Wateville Connector Trail



BUILT!



MaineDOT Programs

- 20% Match

Applications every
Two Years

Current Backlog due
to reductions in
federal funding

Evaluating revolving
application cycle



Project Delivery

- Multi-Modal Section in Project Development
- Project Manager Assigned
- Local Project Agreement
- Fund Design First!
- Complete Design to be eligible for construction

MaineDOT

- TRANSPORTATION ALTERNATIVE PROGRAM.....FORMER:
 - Transportation Enhancement Program
 - Safe Routes to School Projects
 - Scenic Byways
- Small Harbor Improvements

MaineDOT Federal Funds

- Competitive Programs (TE, SRTS...Transportation Alternatives)
 - Letter of Intent (LOI)
 - Site Visits
 - Applications (revolving?)
 - 20% Local Match

Application

- Questions (based on criteria)
- Transportation Purpose
- Municipalities can apply

- Local Match Requirement: Describe in Detail

- Impact on Community----has enabled rural small towns to get projects

EXAMPLES OF PROCESS

- South China Village
- Cape Elizabeth
- Readfield
- Bowdoinham
- Bangor Downeast School

Preliminary Plan
China Village Sidewalk Construction
Source: Maine Office of GIS
A. E. Hodsdon Engineers

1,400 LF Sidewalk

China Lake

2,100 LF Of Sidewalk

Culvert Crossing

500 LF Of Sidewalk

750 LF Of Sidewalk

Crosswalk (typical)



1 inch equals 400 feet



Process

- Town Manager called MaineDOT
- Site Visit
- Town Submitted Application
- Project Funded
- City/State Agreement
- Town hires consultant to Design and put out to bid
- Ensures all rules are followed
- Award BID!! BID PROJECT



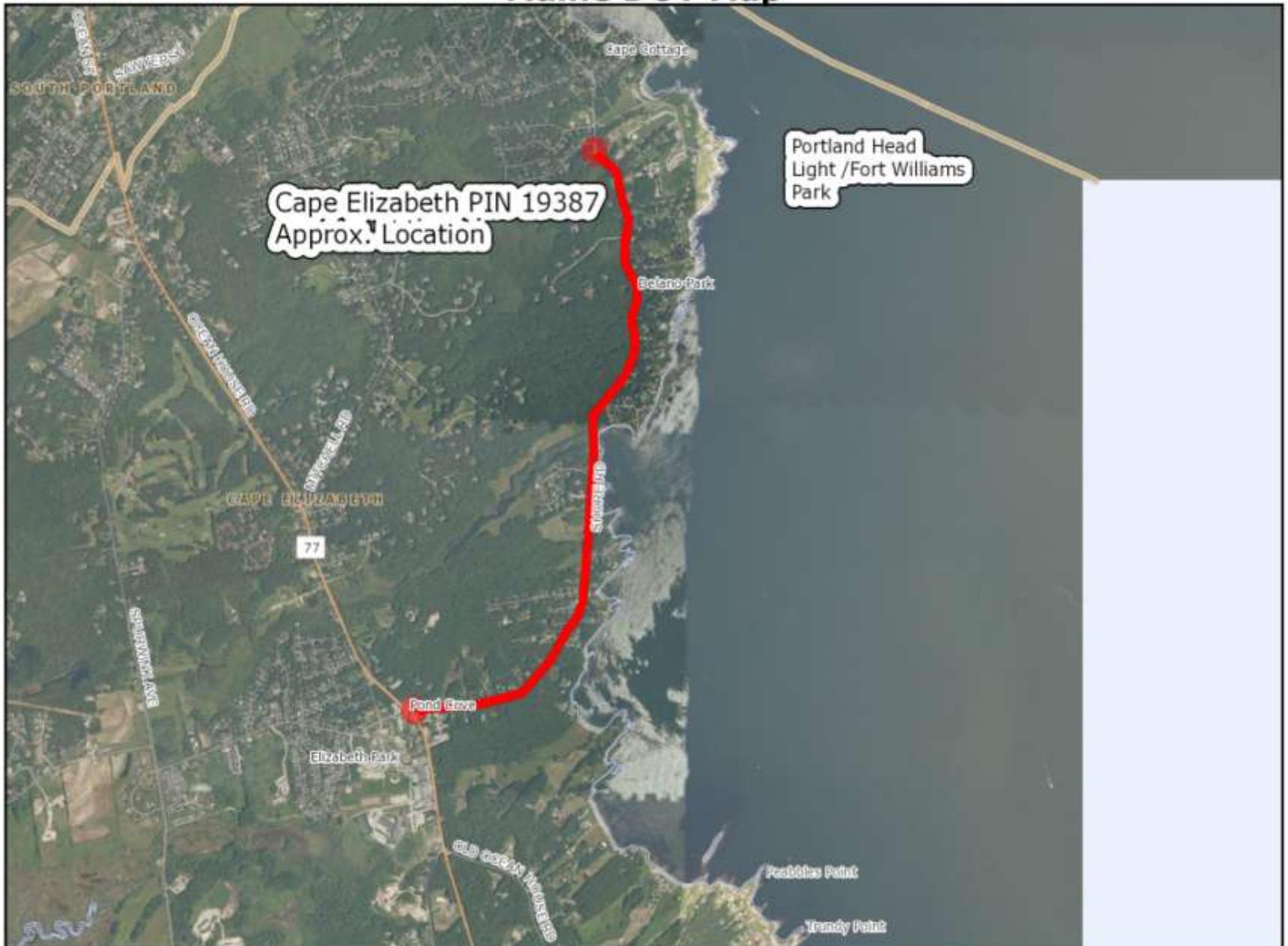


TOWN LANDING

- ▶ CHINA 7_{mi}
- ▶ POLAND 56_{mi}
- ▶ PERU 58_{mi}
- ▶ NORWAY 63_{mi}
- ▶ MEXICO 69_{mi}
- ▶ EGYPT 73_{mi}
- ▶ SWEDEN 79_{mi}
- ▶ DENMARK 95_{mi}
- ▶ LEBANON 114_{mi}
- ▶ SWEDEN 232_{mi}



Maine DOT Map



Map Generated on Wednesday, December 28, 2011 11:30:22 AM

Map Scale 1:27375

The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch. Road names used on this map may not match official road names.

Process

- MPO funded planning study
- Citizen Committee Formed
- Town hired design firm to Preliminary Design Project
- Site Visit with MaineDOT
- Town Applied for funding

Process

- Strong Support by town manager, planner, public works
- Committee raised \$112,000
- Town committed remainder of local match funding

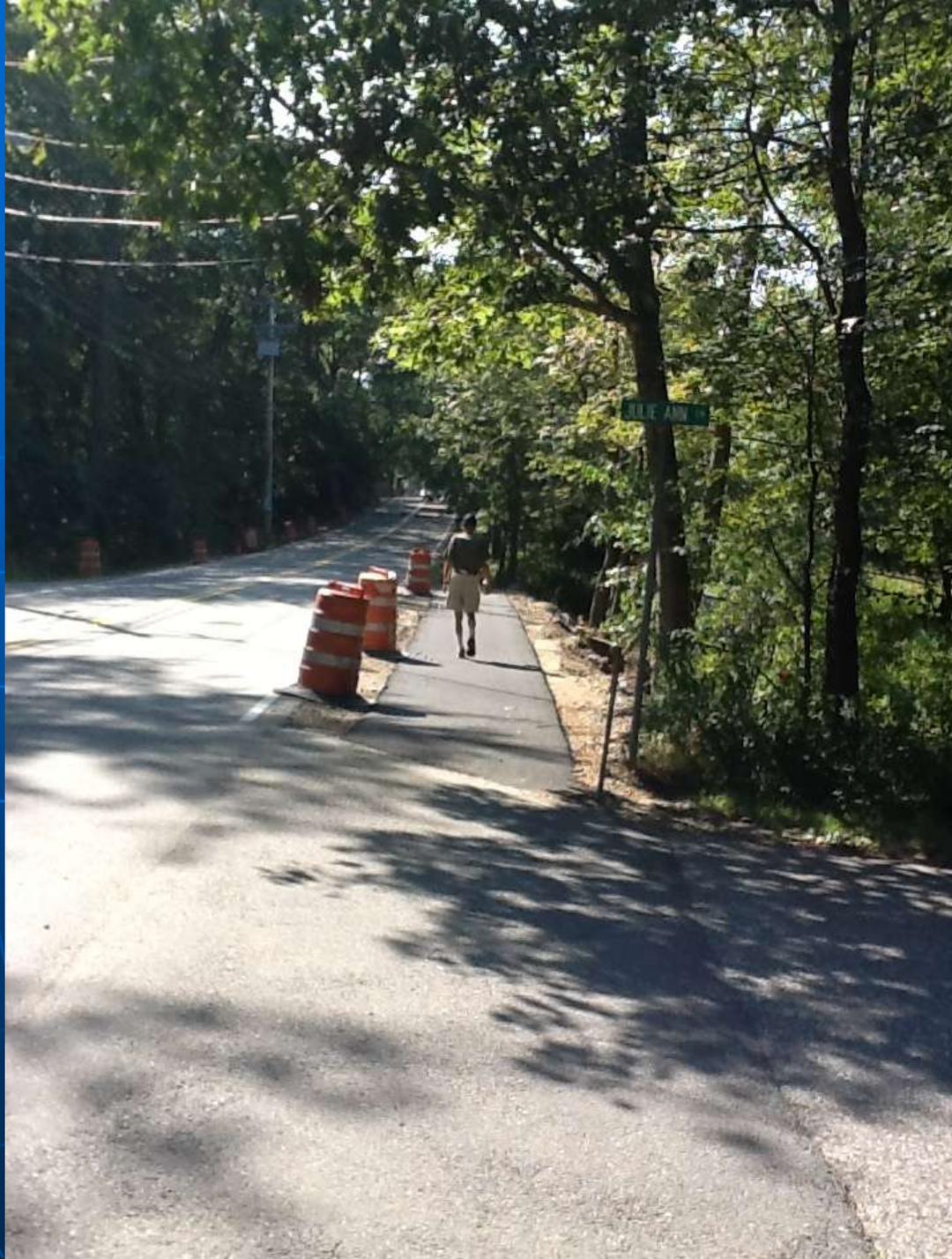
Process

- Contentious public opposition
- (paid consultant to oppose project)
- Council Meetings: Supporters showed up (over 100 including school children)
- Town Council Approved Project!

After Project Approved

- Locally Administered Project
- Town hired consultant to final design and get bid package ready
- MaineDOT oversaw process and approved all phases of project
- Grand Opening Celebration!!!









Maine DOT Map



Map Generated on Friday, January 13, 2012 03:10:52 PM

Map Scale 1:14487

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Readfield Process

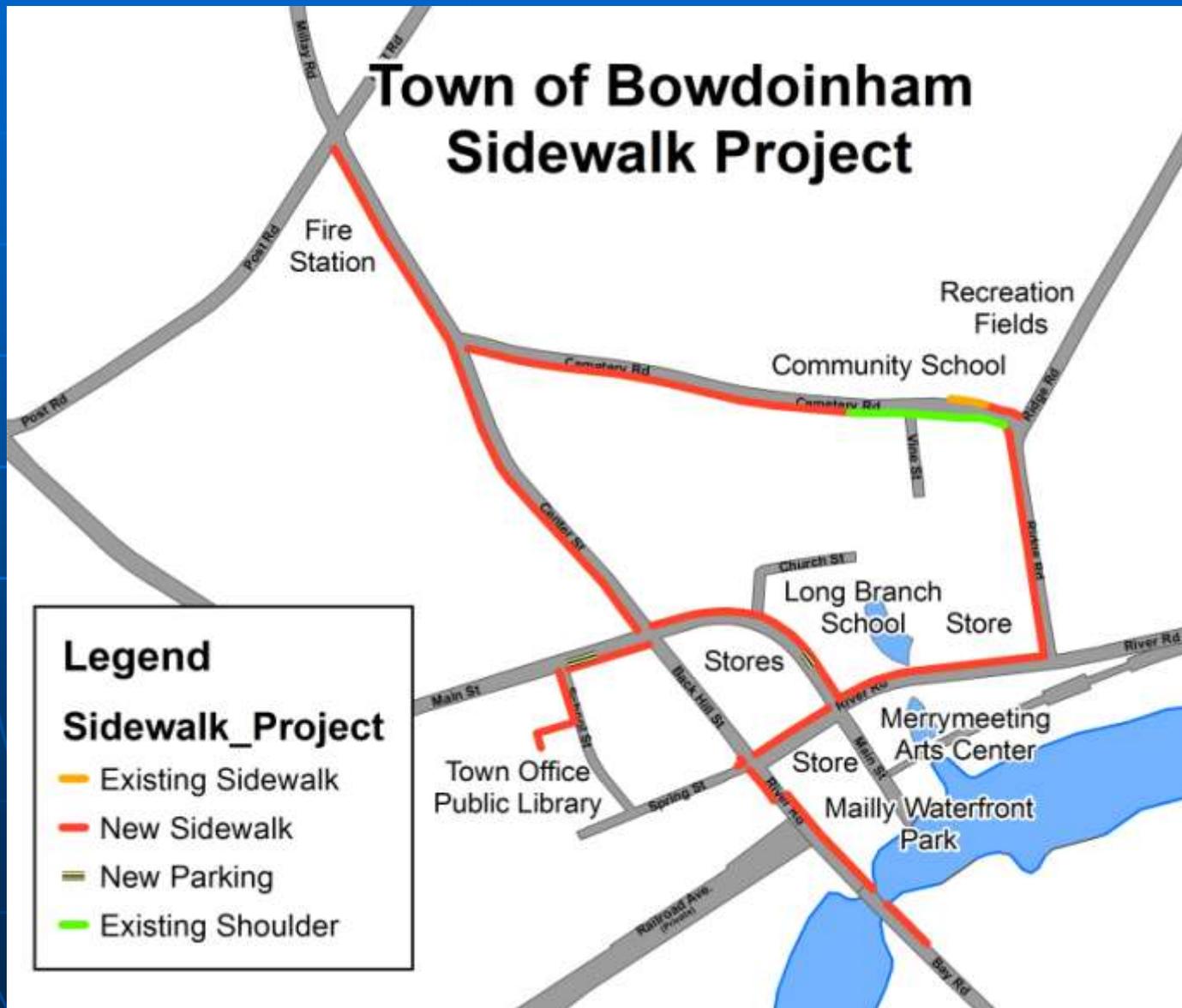
- School Superintendent invite MaineDOT to Site Visit
- Applied for funding....Denied
- Feedback included the fact village did not have any sidewalks

- Next Round: Town and School District applied for funding!





Bowdoinham



Process

- Site Visit with Director of Planning and Development
- Recommended: Develop map with sidewalk deficiencies, pull together application and ask for all sidewalks, but estimate each sidewalk separately (sidewalk estimating tool on MaineDOT website)

Process:

- Town submitted application with excellent map showing deficiencies
- Town awarded some of the sidewalks requested (not all)
- Local/state agreement signed

Local match referendum!

- Bowdoinham Voters!
- \$133,750 November 13th, 2009 to Match \$535,000 in Federal Funds for Village Sidewalks

Process: Last week email from Nicole Briand

- I'm not sure what you are looking for on the narrative.
- In my perspective the grant itself was the easy part.

Process: Last week email from Nicole Briand

- It's important to hire a good engineer.
- Local walking, paddling, biking group important
- Start talking with the utilities asap, it took us well over a year (almost two) to get poles moved.

Town Email on Process

- Also, if you are working with older infrastructure (storm drains), plan on (and budget for) replacing it.
- We were very lucky in that our property owners were willing to work with us; right-of-way work could have delayed our project for at least a year.

Town Email on Process

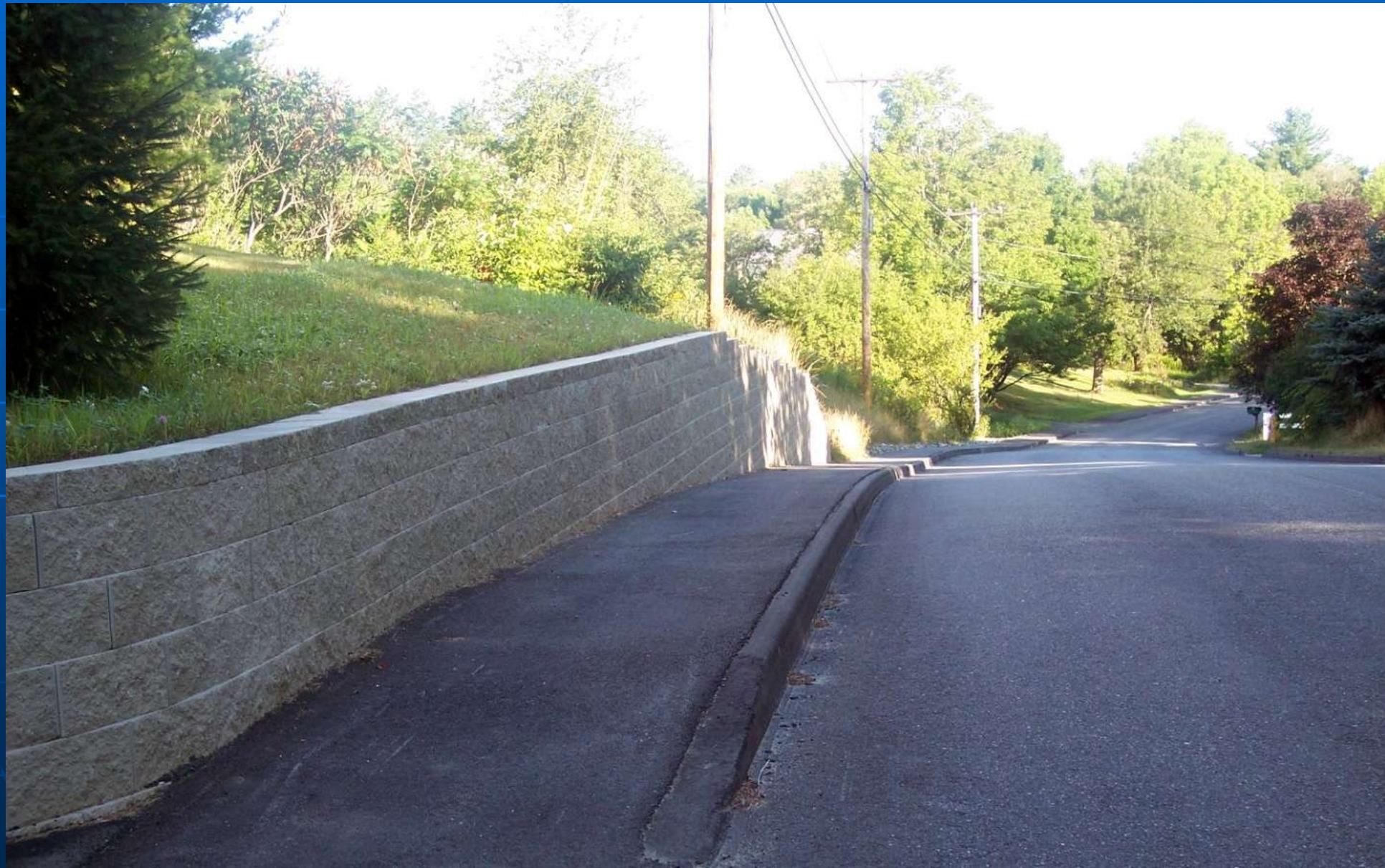
- The total project took three years – one for design and two for construction.
- We were able to construct an extra sidewalk and still finish the project under budget.

Town Email on Process

- The sidewalks have been a great transformation in our village.
- We now have a sidewalk network that connects our village, businesses, schools, services, etc.
- Families can now walk safely around Town.



10/12/2011





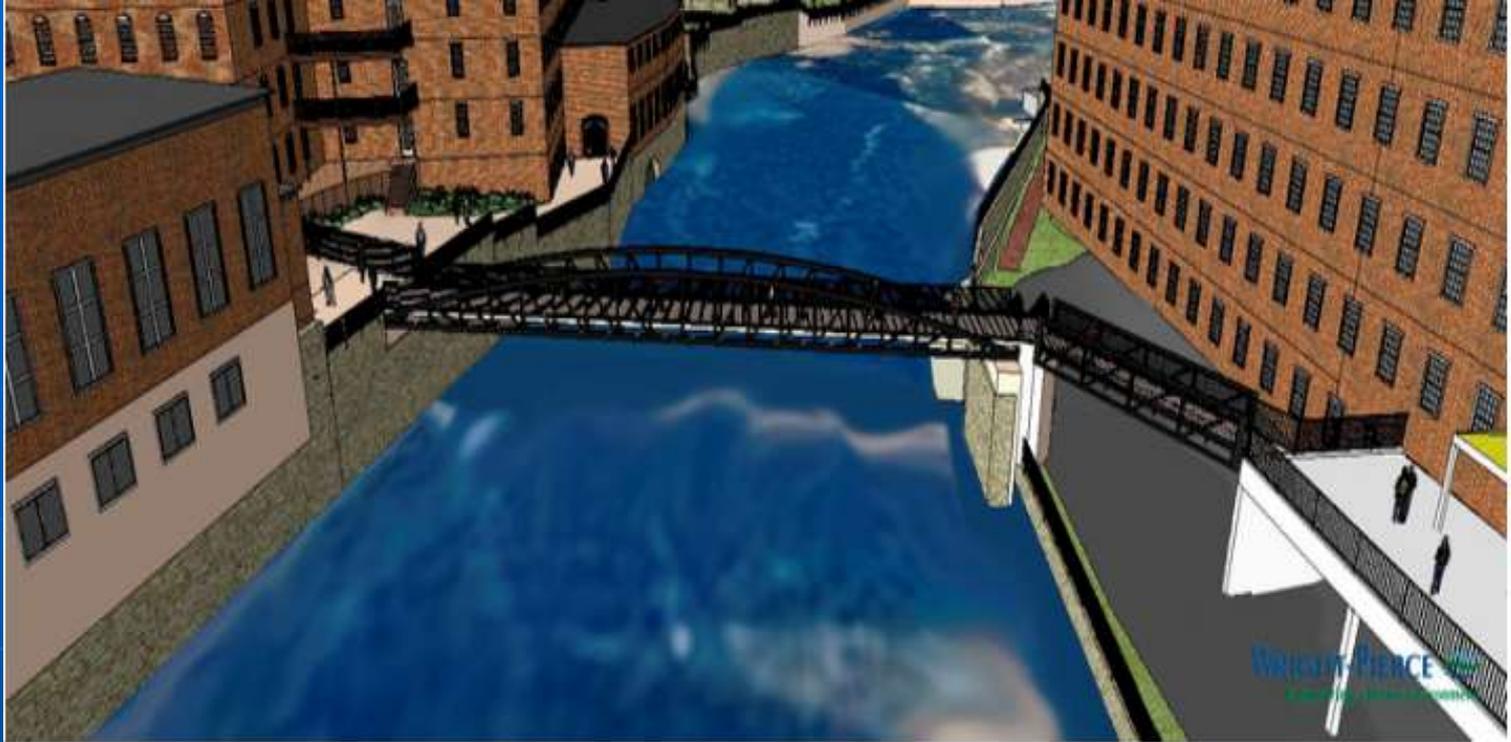
2010 DOWN EAST SCHOOL CONCERNED PARENT!





Biddeford Saco PED Bridge!





Courtesy Wright-Pierce Engineering

An old steam pipe bridge will be replaced with a pedestrian bridge spanning the Saco River to connect the mill districts of Biddeford and Saco. The bridge is part of the RiverWalk project that will provide unprecedented access to the riverfront of the twin cities.

Posted: May 5

Updated: Today at 12:46 AM

Biddeford-Saco plan path to prosperity

The RiverWalk pedestrian bridge will help to reconnect the two communities for development.

- MaineDOT
- Small Harbor Program

Quality of Place
Economic
Vibrancy



SHIP PROGRAM

2012 Overview



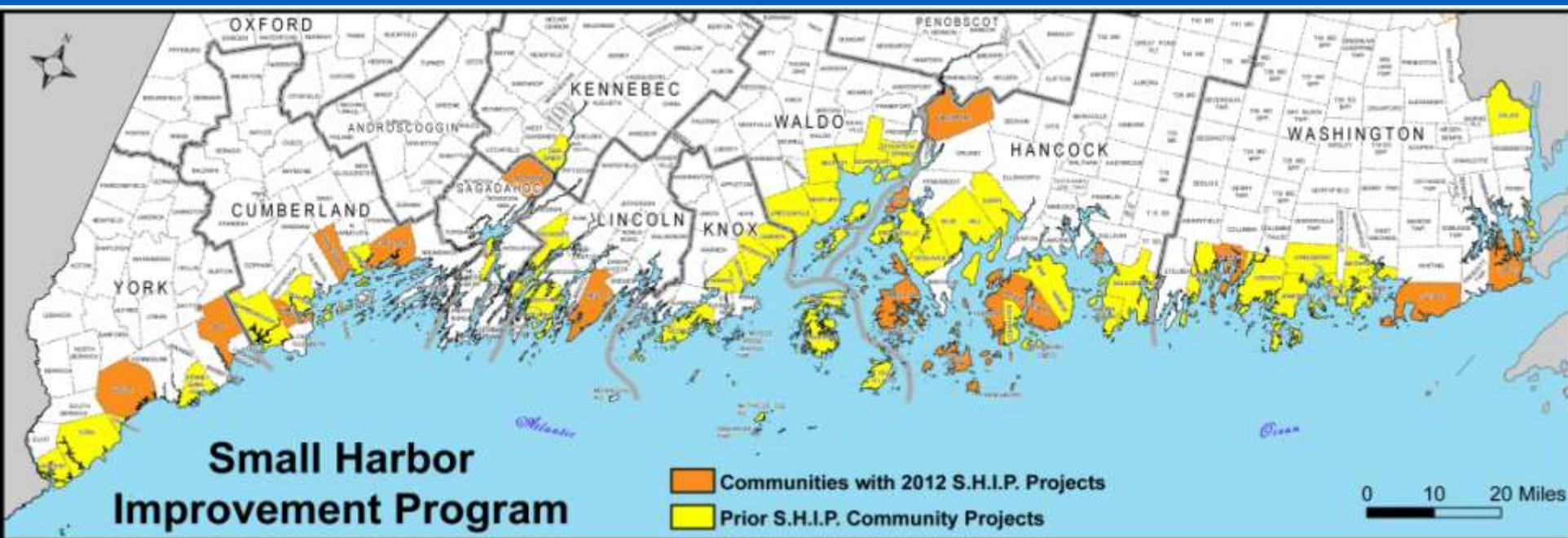
- The program partners with municipalities on critical improvements at:
- Water access points, public wharves, landings, boat ramps, etc.,

Projects Approved

- 20 Projects
- 19 Communities
- >1.4 million dollars
(\$1, 075,000 in SHIP, \$368,000 Local Match)

80/20 Match (May go to 50/50)

Project Locations



Boating Infrastructure TIER 2 Grant Program Announcement:

- DUE THIS MAY 10 through MaineDOT
- MaineDOT must approve and submit application to USFWS on behalf of municipality or private entity like a marina

BIG PROGRAM GOALS:

- construct, renovate, and maintain facilities with features for transient boaters
- in vessels 26 feet or more in length

Funding

- Can apply up to 1.5 Million for this fiscal year!!!
- Must Prorate.....

80% use by 26ft or larger... 80% BIG Eligible (Maximum 75 percent of BIG ELIGIBLE (25% min match)

TYPES OF PROJECTS

- Piers, Floats, Bathrooms, Water, Harbor Lightingl, Electrical, Pump out Stations, Etc, Etc, !

2012

**SHIP APPROVED
PROJECTS**

BRISTOL FLOATS





BRISTOL RAMP EXTENSION



CUTLER
NEW ACCESS

A long wooden pier extends from a rocky and grassy shore into a body of water. The sky is overcast with grey clouds. In the background, there is a forested shoreline and a suspension bridge on the right. The text "DEER ISLE NEW ACCESS" is overlaid in white, bold, serif font in the lower-left quadrant.

**DEER ISLE
NEW ACCESS**



DEER ISLE



FRENCHBORO WHARF

HARRINGTON RAMP



STONINGTON FLOATS





STONINGTON

SWANS ISLAND LIGHT HOUSE



TREMONT, WIDEN RAMP



TREMONT, FLOATS



Good Applications

- Really Really Needed
- Local Match is already approved
- Increased local match
- Benefits people who use the ocean to make a living
- Benefits the economy
- Benefits recreational boats

Typical Process

- Letter of Intent (email for BIG)
- Site Visit
- Application

- Call me anytime!!

RTP and LWCF

- **Mick Rogers, Supervisor of Outdoor Recreation**
- Division of Parks and Public Lands, Maine Department of Agriculture, Conservation and Forestry

mick.rogers@maine.gov

207-287-4962

Yearly Applications!

- **2014:** The 2014 RTP application, 2014 Recreational Trails Program grant application form
- **Pre-Application Site Visit request (recommended) by August 16, 2013**
- Application Due November 23, 2013

Recreational Trails Program

- **Minimum 20% local match (cash or state approved in-kind)**
- 30% related to motorized trail recreation.
- 30% non-motorized trail recreation.
- The remaining for all uses
- Approx 1 Million Per Year

RTP Eligible Activities

- Construction, Maintenance and restoration Recreational Trails
- Development and rehabilitation of trail side and trailhead facilities and trail linkages for recreational trails.

RTP Eligible Activities

- Acquisition of easements or land for recreational trails
- Operation of educational programs to promote safety and environmental protection as those objectives relate to use of recreational trails

RTP Eligible Entities

- Municipalities
- Qualified non-profit organizations

RTP GOALS

- Trails that provide linkages with existing or planned networks
- Proposals that enhance tourism and economic development
- Proposals that facilitate trail use for youngsters, seniors, and persons with disabilities

RTP GOALS

- Trails that are destination oriented
- Projects that rehabilitate existing, well-used trails
- Trails that provide high levels of user safety, aesthetic, or cultural benefits

Fort Kent, Heritage Trail



Norway Roberts Farm Trail



Liberty Lake Saint George

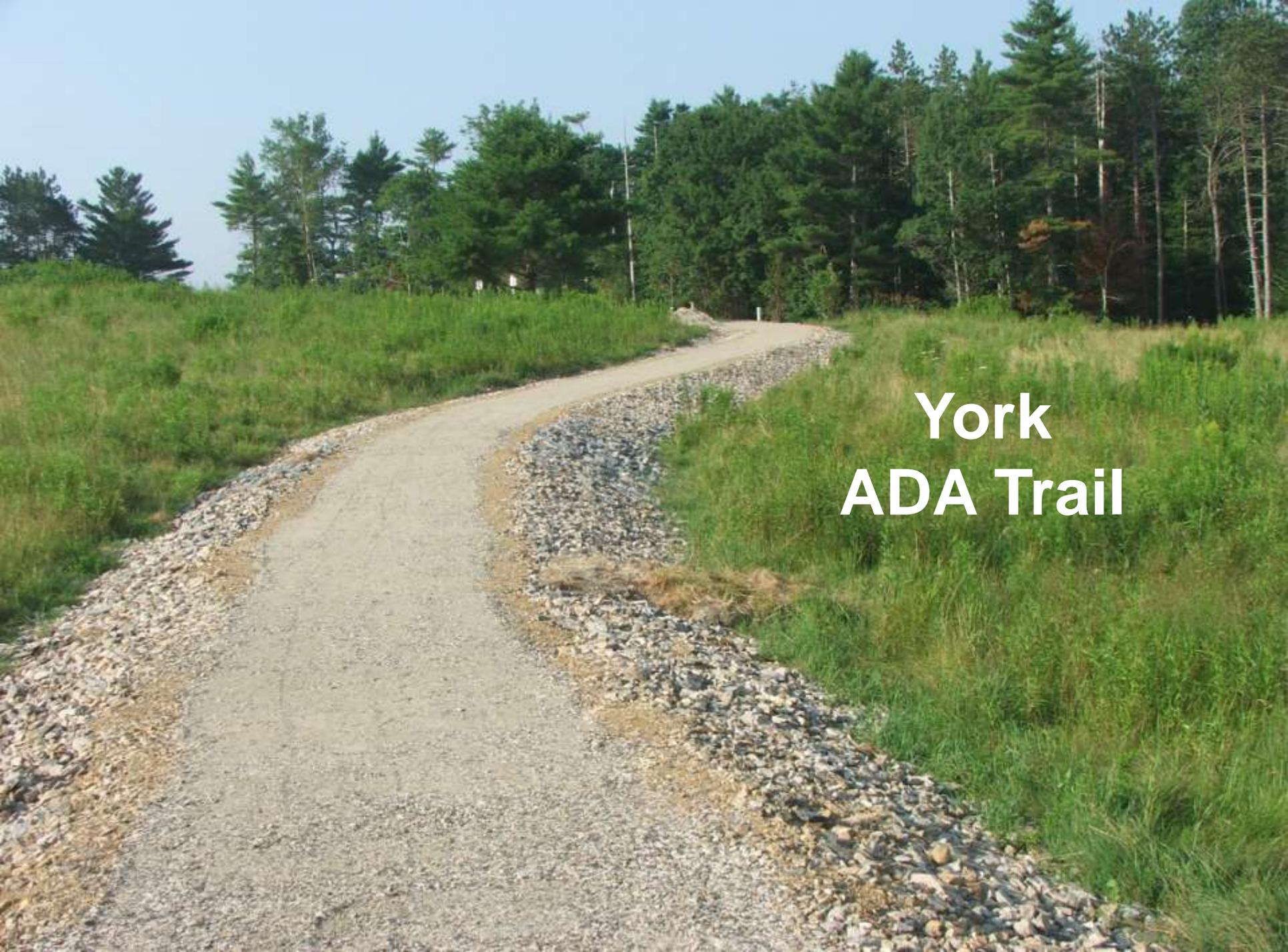


09/14/2011

Skowhegan Trail Riverfront





A gravel path with a stone drainage ditch leading to a forest. The path is made of light-colored gravel and curves to the right. To the right of the path is a drainage ditch filled with grey stones. The path is bordered by tall green grass. In the background, there is a dense forest of tall, thin evergreen trees under a clear blue sky.

**York
ADA Trail**

Scraggly Lake





Carrabasset Valley



Farmington to Jay
13 Miles

Boothbay Regional Land Trust



Land and Water Conservation Fund (LWCF)

- Established to assist federal, state, and local governments in the acquisition and/or development of public outdoor recreation facilities
- National Park Service (national level)

LWCF

- Up to \$200,000 of the allowable costs for eligible acquisition and/or projects
- 50/50 Percent Match Requirement
- The anticipated money for this round of LWCF is \$400,000-\$430,000.

2013 Program (yearly program)

- All projects must request a pre-inspection site visit prior to July 26, 2013

Application Deadline: November 15th

LWCF Eligible Projects

- Walkways in Parks or Recreational Areas
- Skating Rinks
- Tennis and Basketball Courts
- Town Commons
- BMX tracks

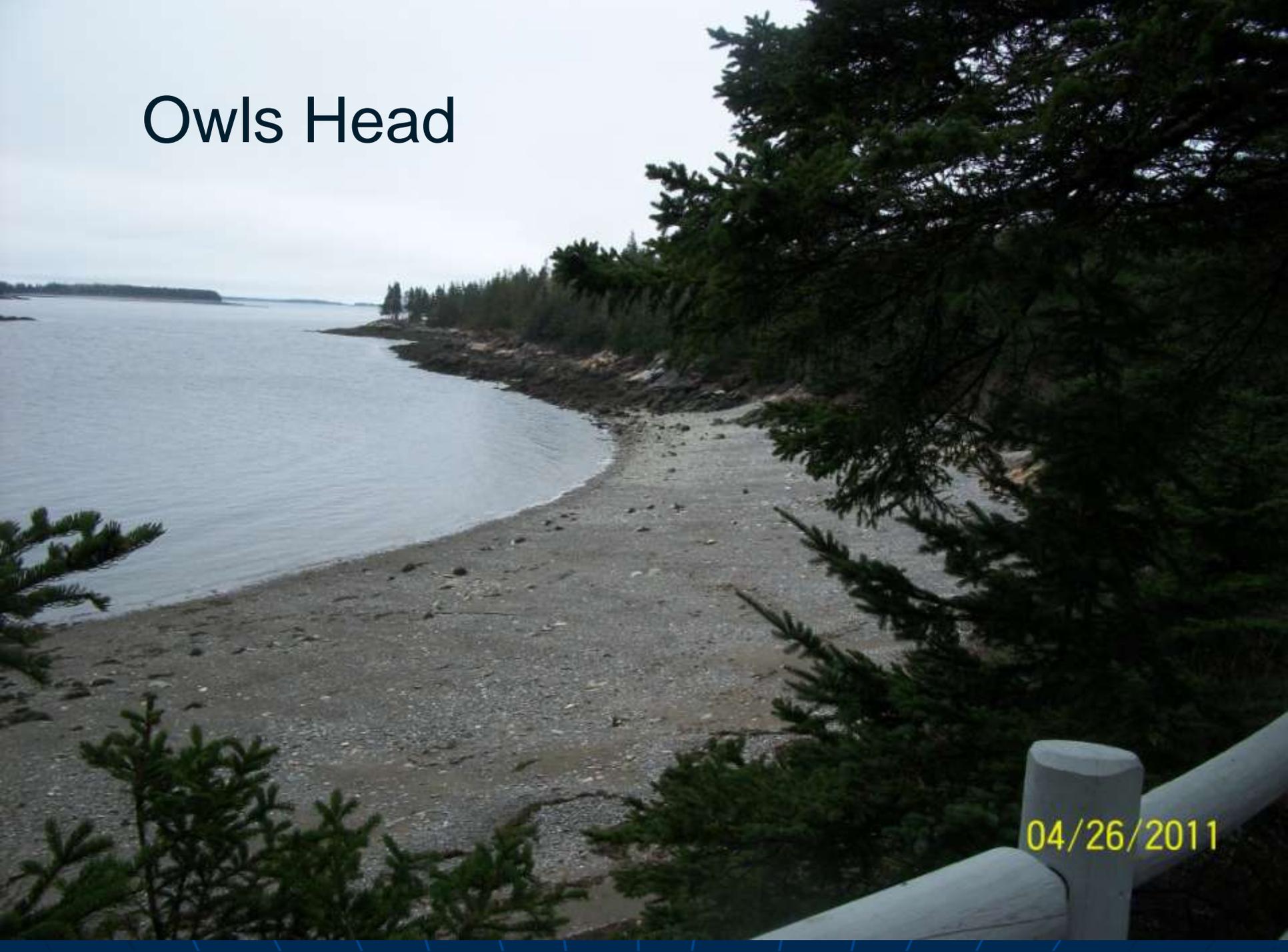
LWCF Eligible Projects

- Skateboard Parks
- Boat Launches
- Infrastructure for Parks (bathrooms, shelters, etc.),
- ETC.

LWCF Eligible Projects

- Parking Lots for Recreational Areas
- Playgrounds
- Land Acquisition
- Trails
- Scenic Overlooks

Owls Head



04/26/2011

Milbridge Boat Launch



Waterville Green Street



Bangor Docks, Sidewalks



01/09/2008

**Machiasport
1.50 miles**





Waterville

Waterville Multi-Purpose Field





South West Harbor
Village Center

Elliot



07/22/2011

APPLETON





Saint Agatha

Fairfield Pool





www.meocd.org

Office of Community Development



CDBG Funding is Provided by HUD



Annual allocation through State CDBG Program.

CDBG

- Offers grants to Maine Communities to achieve Community and Economic Development objectives
- Eligible applicants are Units of General Local Government
- Partnerships may be formed communities, non-profits, etc.
- Competitive Applications





Between 1982-2013, the CDBG
Program has or will invest over

\$460,000,000
in Maine



The 2013 CDBG Program will invest almost \$11 million in Maine...

- ✓ Economic Development
- ✓ Infrastructure
- ✓ Facilities
- ✓ Services/Job Training
- ✓ Housing
- ✓ Technical Assistance
- ✓ Downtowns



with programs designed to meet the needs of Maine communities!

Maine CDBG in a Nutshell

- Municipalities
- Lewiston, Auburn, Portland, Biddeford, Bangor (dedicated funding) & all of Cumberland County except Brunswick and Frye Island are not eligible
- Funds must primarily benefit low and moderate income (LMI) persons
- Projects may benefit individuals & targeted groups depending on program and purpose

Programs Offered by OCD

■ **Community Development**

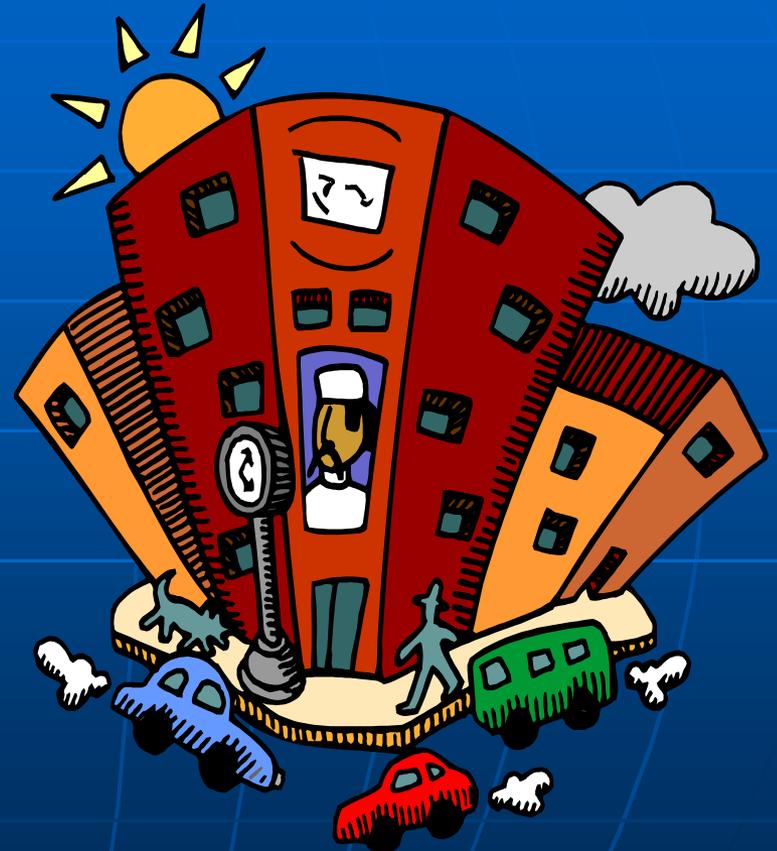
- **Public Facilities**
- **Public Infrastructure**
- **Housing**
- **Downtown Revitalization**
- **Workforce Development**
- **Urgent Need**

■ **Economic Development**

- **Economic Development Program**
- **Micro Enterprise Assistance**

Why Downtowns?

- ▣ Traditional Community Centers
- ▣ Historic Significance
- ▣ Location of Many Services
- ▣ Available Buildings
- ▣ Community Identity
- ▣ Transportation Hubs
- ▣ Curtail Sprawl
- ▣ Near Residential Areas
- ▣ Great Potential
- ▣ Creative Economy



Common DR Activities



- ▣ Parking
- ▣ Sidewalks
- ▣ Street Lights
- ▣ Signage
- ▣ Streets & Curbing
- ▣ Demolition
- ▣ Parks & Green Space
- ▣ Facade Grants
- ▣ Business Assistance
- ▣ Community Facilities

Business Facades & Streetscapes

■ Business Facades

- For exterior improvement and signage on existing businesses
- Activities must take place in a designated slum/blight area
- Maximum façade grant is \$25,000 per business assisted

■ Streetscapes

- Lighting, sidewalks, signage, plantings, etc.
- Activities must take place in a designated slum/blight area or a 51% LMI community
- All improvements must take place on public property





Winthrop



Fort Kent



Calais

Center

PINE TREE HOSPICE
BEAUTIFUL MUSIC
CONG. CH. NOV 21

PAPERBACK

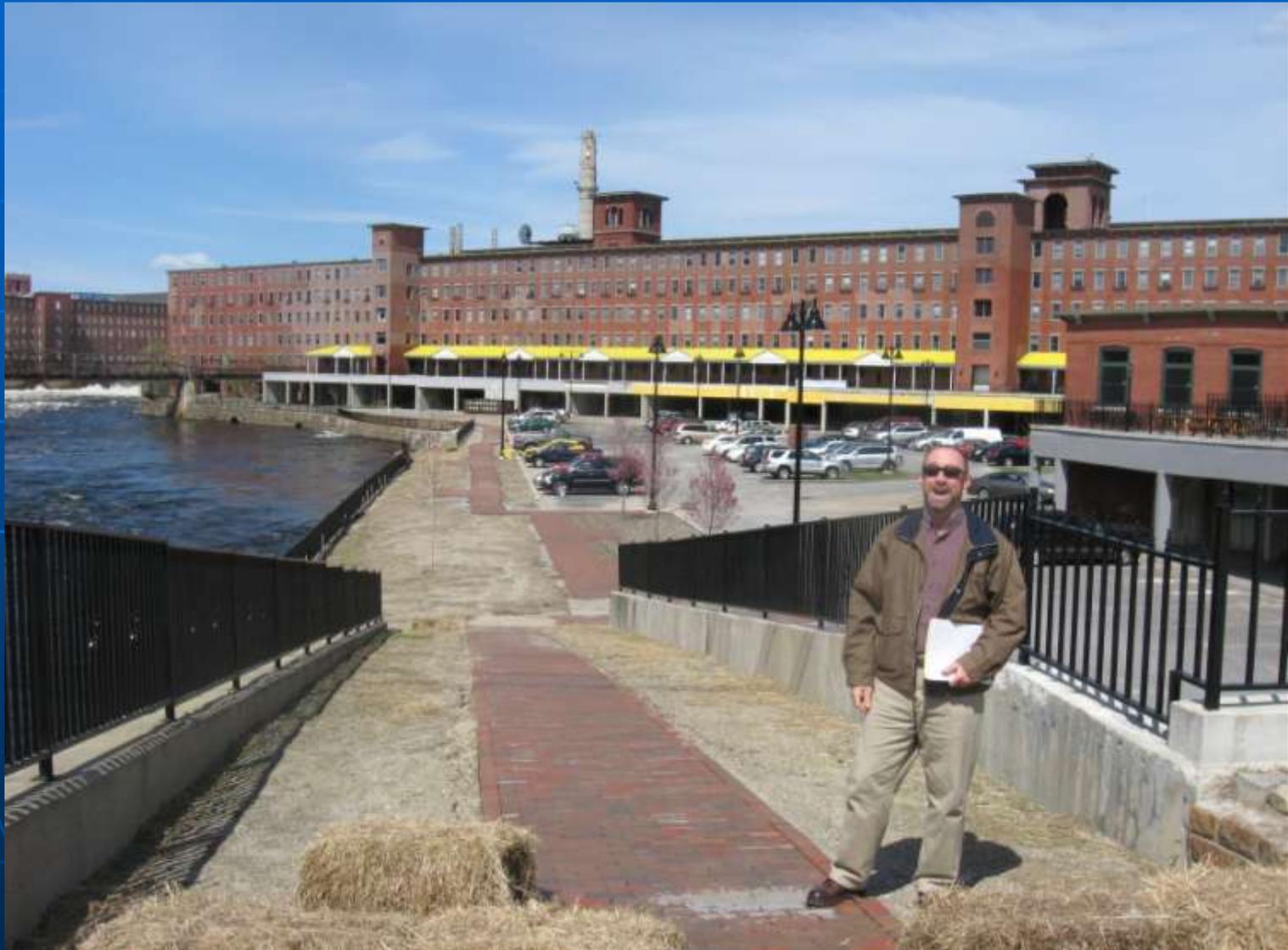
Mr. PAPERBACK

Dover-Foxcroft

Biddeford/Saco Riverfront 2009-2010!



SACO BIDDEFORD RIVERFRONT



For more information contact:

Downtown Revitalization Deadlines

Annual Letter of Intent Deadline: February

Annual Application Deadline: March

Terry Ann Holden

Terryann.Holden@maine.gov

www.meocd.org

How to Prepare for Applications

Preparing for the
Quality Community Program Application
to School & Transportation Enhancements Infrastructure



's Quality Community Program (OCP) includes federal funding opportunities inter

A GOOD APPLICATION

- VIABLE PROJECT!
- No landowner issues for off-road proposals
- Important Project (most important need(s) in municipality)
- Town Official Support Critical
- Convince committee it is ready to go!

A GOOD APPLICATION

- Local Match already approved!
- Good Pictures
- Support Letters
- Map included
- Concise and well organized
- The STORY WILL TELL ITSELF, no matter what your words say!

A GOOD APPLICATION

- Target Funding Source Benefits:
 - For example.....Transportation:
 - SAFETY NEED
 - CRITICAL GAP
 - ECONOMIC IMPORTANCE
 - IMPORTANT TO TRANSPORTATION

Pre-Application

- Basic Information, Initial Estimate, Proposed Scope
- Site Visit: Engineers, Local Advocates, Town Officials.....
 - Make sure process is understood
 - Evaluate Feasibility
 - Take PICS for Scoring Committee
 - Steer initiative towards priorities

Site Visit

- Request a Site Visit. Invite town and school officials, (public works, town manager, elected officials, principals, superintendents of schools, etc.
- Your site visit will focus on realistic solutions to your unique local issue(s)

Make sure site visit includes:

- A project overview while reviewing maps,
- A tour of the site,
- A discussion of planning and funding options,

- TAKE GOOD NOTES OF Agency feedback!

Site Visit



Prepare for Applications

- Once the application becomes available, download and begin working on the application
- Follow the application instructions closely to assure that all requirements are met.

Prepare for Applications

- Develop an estimate for project costs. If a project can be divided up into distinct sections.....
- It may be a good idea to separate the cost estimate by sections in case the complete project cannot be funded at once

Prepare for Applications

- Take photographs of potentially unsafe situations
- Gather letters of support from parents, town officials, school departments, police departments, public works departments, project abutters, and area health officials

In Closing

- Individuals
- Local Municipalities
- State Agencies
- Other Groups

“Knowledge is power, involvement gets results, every project results from people getting involved”

Mary Neal, Individual, Collaboration



COLLABORATION!





PARTNERS THAT CAN HELP

- Bicycle Coalition of Maine:
Spokesperson Program
- National Park Service
- Regional Planning Organizations
- Metropolitan Planning Organizations
- Land Trusts
- Bicycle and Pedestrian Groups
(experience)
- Healthy Maine Partnerships

Technical Assistance

- National Park Service Rivers and Trails Program for Community Efforts
- Staff Assistance through a competitive application process (DUE AUG 1)
- More information can be found www.nps.gov/rtca, or Burnham Martin/Julie Isbill at 207-725-4934



Existing Groups

Southern and Western Maine

Portland Trails

Saco Bay Trails

Eastern Trail Alliance

Mountain Division Alliance

Androscoggin Land Trust

Lewiston Auburn Trails

Central and Mid-Coast Maine

Friends of Kennebec River Rail Trail

Kennebec Messalonskee Trails

Androscoggin River Rail Trail

Downeast Maine

Friends of Acadia

Sunrise Trail Coalition

Bike and Ped Committees in Many Towns



Regional Planning Commissions

- Assist with Planning
- Assist with ordinances
- 11 Regional Planning Commissions throughout the state

Healthy Maine Partnerships

- 28 State-funded coalitions focused on health promotion at the local level.
- HMPs work in communities on policies including ordinances and improving the built environment including sidewalks
- They bring partners together to address these issues.

Maine Downtown Center Green Downtowns!

August, 2010

The Maine Downtown Center's Green Development program is designed to strengthen the link between the natural and built environment in Maine's historic downtowns to make them more environmentally responsive and ecologically resilient. The program has been designed to assist towns in integrating and advancing their own vision green potential. The overall goal can be broken down into individual projects allowing different sectors groups to champion the project at their choice.

1: Green Canopy



- Urban canopy plan
- Street trees & green parks
- Green roofs/terrace Green Trees/Tree pits
- Rainwater harvesting
- Native species selection
- Community gardens
- Centralized/consolidated parking
- Right size, right place

Plant and landscape professionals to design and install the green canopy strategy.

5: Green Energy



- LEED certification for new buildings
- LED lighting
- 100% solar/low carbon building
- Green Roofs
- Greening of public works buildings
- Solar energy
- Wind energy

Support the use of a local low-carbon energy source to power buildings and public works buildings.

6: Urban Living



- Street front businesses
- Increasing street activity
- Historic community character
- 15-20 minute walk
- Greening of public works buildings
- Greening of public works buildings
- Greening of public works buildings

Support living and being, playing and learning in the downtown.

7: Transportation



- Public Transit
- Bike share program
- Support the existing transit

Support the existing transit and the existing transit.

8: Reduce, Reuse Recycle



- Greening of public works buildings

Support the existing transit and the existing transit.

2: Active Transportation



- Street front businesses
- Increasing street activity
- Historic community character
- 15-20 minute walk
- Greening of public works buildings
- Greening of public works buildings
- Greening of public works buildings

Support the existing transit and the existing transit.

3: Stormwater Planning



- Street front businesses
- Increasing street activity
- Historic community character
- 15-20 minute walk
- Greening of public works buildings
- Greening of public works buildings
- Greening of public works buildings

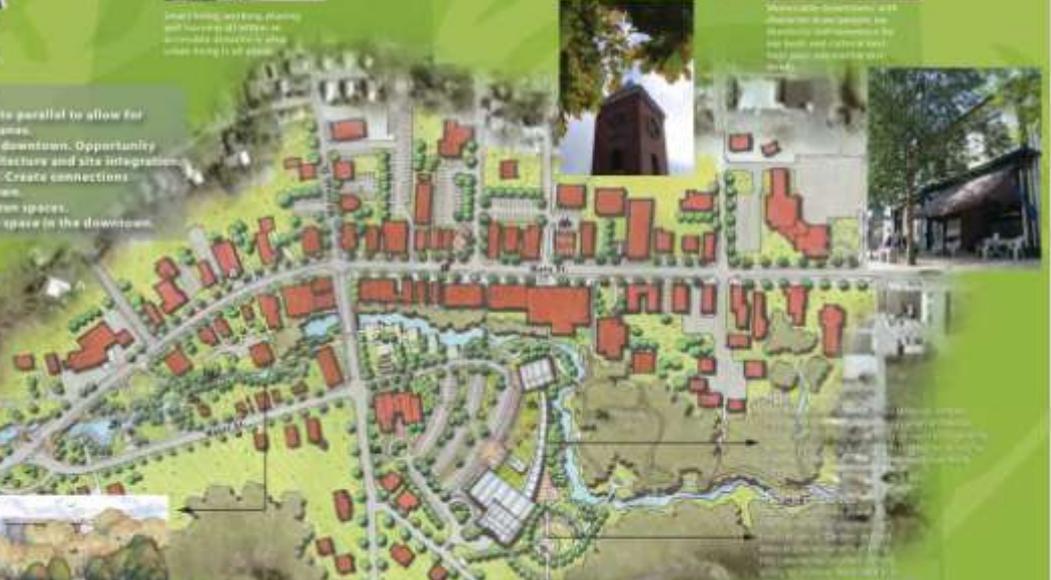
Support the existing transit and the existing transit.

4: Healthy Communities



- Street front businesses
- Increasing street activity
- Historic community character
- 15-20 minute walk
- Greening of public works buildings
- Greening of public works buildings
- Greening of public works buildings

Support the existing transit and the existing transit.



Balancing livability, community, green design, urbanism, active living and ecological development.

Norway

Environmental Funders Network
 sources: community & network

Everyone!

- Attend Educational Trainings



Transforming Communities

SUCCESS.....YES



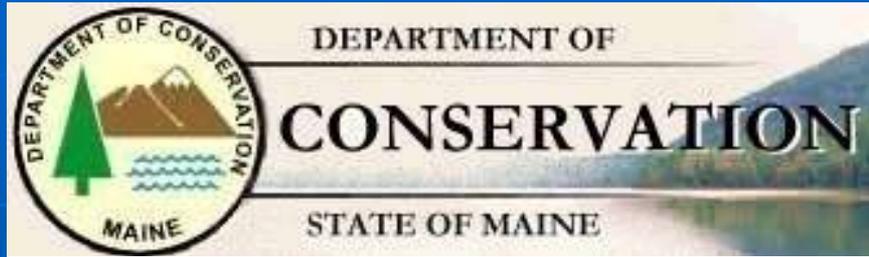


BUT WE HAVE MORE TO DO!

KM
Kennebec Messalonski
Trails



NOT ALONE

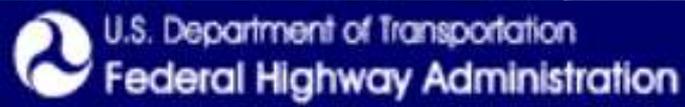


MAINEDOT

Maine Department of Transportation

nhtsa

"People Saving People"



Healthy Maine Partnerships

Bureau of Health, Department of Human Services



MAINE CDC

MAINE HEALTH AND HUMAN SERVICES
MAINE CENTER FOR DISEASE CONTROL & PREVENTION



Greater Portland Council of Governments Air Quality Choice Safety





**Angry
Pedestrian**

**WHERE is
my
SIDEWALK!**



THANK YOU!

207-624-3252

dan.stewart@maine.gov



MAINEDOT
Maine Department of Transportation