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

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

- People
- People
- People
- People
- People
- People
- People
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 ENVIRONMENT!

Not very Walkable
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 arterials.
Every Day on average, at least 3 bicyclists and/or pedestrians are hit.
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 out of a motor vehicle......
High speeds increase pedestrian injuries

<table>
<thead>
<tr>
<th>MPH</th>
<th>Pedestrian Injuries at Impact Speeds</th>
</tr>
</thead>
<tbody>
<tr>
<td>40</td>
<td>85% death</td>
</tr>
<tr>
<td></td>
<td>15% injured</td>
</tr>
<tr>
<td>30</td>
<td>45% death</td>
</tr>
<tr>
<td></td>
<td>50% injured</td>
</tr>
<tr>
<td></td>
<td>5% uninjured</td>
</tr>
<tr>
<td>20</td>
<td>5% death</td>
</tr>
<tr>
<td></td>
<td>65% injured</td>
</tr>
<tr>
<td></td>
<td>30% uninjured</td>
</tr>
</tbody>
</table>
Good for the Economy?
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.

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

NOTE: The dotted lines in cases "a" and "b" are optional (see case a).

Designing for Bicycle Safety – On-Road Bikeways
No Shoulder: Signage
Signs Directing Safest Route
Fix Safety Issues
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

1\textsuperscript{st} car stops further back, opening up sight lines

2\textsuperscript{nd} car can be seen by pedestrian
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
Connections to the school
Curb ramp design

- Two ramps per corner
- Eight ramps per intersection
Countdown Clocks

Pedestrian countdown 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
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 Whittemore  
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

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 school 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!

For More Information
Darcy Whittemore
Safe Routes to School
Central Maine Region
Tel: 207-623-0811
E-Mail: safestroutes@bikemaine.org
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

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

Develop a Plan

Participate in updating town’s Comprehensive Plan

Ordinances

Stand-alone plan

Bike/Ped Plan

Write/update Site Plan Review

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

School Travel Plan

Village Master Plan

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

Produce a plan that includes:

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.

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

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

Involve:
   - RPO/MPO
   - HMP
   - Town officers
   - Residents
   - Businesses
   - Police
   - Etc.
Example Map for Comprehensive Plan
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 PIN 19388, approx. location
RED: MaineDOT approved including crossing improvements,
Blue: TOWN may also want to Build,
City and Towns

- Ordinances and Site Plan Review Standards, Road Standards
- Can require bicycle and pedestrian improvements as part of development
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
- Robert Turner/Village Committee
- Started with a phone call and site visit
- RPO planning Effort
- June, 2011 town approves next steps for design
Bicycle and Pedestrian Planning Ellsworth
MAP SHOWING EXISTING SIDEWALKS AND GAPS
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 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

- Sidewalk is planned!
  - Project is local-funded
    - Meet with town officials
  - Project is fed/state-funded
    - Call town officials & MDOT

- Sidewalk is not planned
  - Call town officials & MDOT
  - Meet with town officials & MDOT

Road improvements are not scheduled

- The road does need improvement
  - Try to get road fixed with a sidewalk
  - Not possible in the near future
  - Request a stand-alone project
  - Get support of town officials

- The road doesn’t need improvement (except sidewalk)
  - Meet with town officials & MDOT
  - Get support of town officials & MDOT

Possible in the near future (2-4 years)

- Major collector or Arterial
  - In an MDOT region
  - Work through town to get into MDOT MID-Range plan or 2-Year Plan
  - Sidewalk in qualifying area: local share 20%
  - Sidewalk not in qualifying area: local share 100%

- Minor Collector
  - In an MPO region
  - Work through town to get into MPO budget
  - Local share differs by MPO

- Local road
  - In an MDOT region
  - Fund from local budget
  - Funding ⅓ local, ⅔ MDOT, $600,000 limit

Look into funding sources

- Fund-raiser
- Funding applications
- CIP
- Local bond

In an MDOT region

- MDOT, TE, SRTS (biennially)
- CDBG (yearly)
- Other grants/sources

In an MPO region

- Work with town to request project
- Local share differs by MPO
- Funding ⅓ local, ⅔ MDOT, $600,000 limit

In an MDOT region

- Work through town to get into MDOT MID-Range plan or 2-Year Plan
- Sidewalk in qualifying area: local share 20%
- Sidewalk not in qualifying area: local share 100%
ROAD PROCESS: PAVED SHOULDERS

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

Road improvements are scheduled

- Paved shoulders are planned!
- Project is local-funded
  - Meet with town officials
  - Get support of RPO, HMP, local hospital, a school rep, etc.
  - Work through town to get into MDOT MID-Range plan or 2-Year Plan
  - Fed/state pays 100%

- Paved shoulders are not planned
  - Call town officials & MDOT
  - Meet with town officials & MDOT
  - Work through town to get into MDOT MID-Range plan or 2-Year Plan
  - Fed/state pays 100%

Road improvements are not scheduled

- Municipal Partnership Initiative?
  - Major collector or Arterial
    - In an MDOT region
      - Work through town to get into MPO budget
      - Local share differs by MPO
      - Fed/state pays 100%
  - Minor Collector
    - In an MPO region
      - Work through town to get into MPO budget
      - Local share differs by MPO
      - Fed/state pays 100%

- Local road
  - Try to get road fixed with paved shoulders
  - Fund from local budget
  - Work with town to request project
  - Municipal Partnership Initiative?
Brooks 2010 before and after
Brooks early 2010
Portland Connector
ELLSWORTH INTERSECTION
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
### Example of Different funding sources for trails (Keeping Track)

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

(November 2012)

<table>
<thead>
<tr>
<th>Segment Description</th>
<th>DOC</th>
<th>DOT</th>
<th>KMT</th>
<th>Rotary</th>
<th>Other*</th>
<th>V'ville</th>
<th>Fairfield</th>
<th>Benton</th>
<th>Winslow/Oakland</th>
<th>In-kind</th>
<th>Total Cost</th>
<th>Start Year</th>
<th>End Year</th>
<th>Miles (approx)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feasibility Study, Phase 1</td>
<td>40,000</td>
<td>10,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$60,000</td>
<td>2001</td>
<td>2002</td>
<td></td>
</tr>
<tr>
<td>Feasibility Study, Phase 2</td>
<td>12,000</td>
<td>1,400</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$14,400</td>
<td>2002</td>
<td>2003</td>
<td></td>
</tr>
<tr>
<td>Head of Falls to Hathaway</td>
<td>20,000</td>
<td>5,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$25,000</td>
<td>2008</td>
<td>2009</td>
<td></td>
</tr>
<tr>
<td><strong>Total Planning</strong></td>
<td><strong>52,000</strong></td>
<td><strong>11,400</strong></td>
<td><strong>1,000</strong></td>
<td><strong>4,000</strong></td>
<td><strong>4,000</strong></td>
<td><strong>9,000</strong></td>
<td><strong>2,000</strong></td>
<td><strong>1,000</strong></td>
<td><strong>2,000</strong></td>
<td><strong>2,000</strong></td>
<td><strong>$89,400</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Trails Completed by Others</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Colby College Campus Trails</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5.7</td>
</tr>
<tr>
<td>Oxbow Trail, Cool St. Waterville</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.5</td>
</tr>
<tr>
<td>KVCC Campus Trail</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.0</td>
</tr>
<tr>
<td>Waterville JHS Trail</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.0</td>
</tr>
<tr>
<td>Mill Island Park: Fairfield</td>
<td>50,000</td>
<td>25,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5.0</td>
</tr>
<tr>
<td>Pine Ridge Trail (City+CellNetEMBA)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2010/2011 7</td>
</tr>
<tr>
<td>Trails throughout Quarry Road Park</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$250,000 2011 2013 4.0</td>
</tr>
<tr>
<td>Quarry Road #1 Ski Trail</td>
<td>30,000</td>
<td>71,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.0</td>
</tr>
<tr>
<td>Quarry Road upgrade/extension</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2008 2009 2.5</td>
</tr>
<tr>
<td><strong>Total Segments Completed</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>26.0</td>
</tr>
<tr>
<td>2-cent Bridge, 1008 repair</td>
<td>20,000</td>
<td>100,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$220,000 1998 1998 0.1</td>
</tr>
<tr>
<td>Rotary Centennial, Benton-Winslow</td>
<td>30,000</td>
<td>55,000</td>
<td>18,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Street Streamside, Waterville</td>
<td>20,000</td>
<td>6,000</td>
<td>10,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Messala Trail, Oakland</td>
<td>30,000</td>
<td>14,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$70,000 2006 2008 2.5</td>
</tr>
<tr>
<td>Thomas College Campus Trail</td>
<td>30,000</td>
<td>6,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2009 2008 1.0</td>
</tr>
<tr>
<td>Winslow Schools Trails</td>
<td>30,000</td>
<td></td>
<td>6,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inland Hospital Woods Trail</td>
<td>35,000</td>
<td></td>
<td>13,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Winslow Connector to HCF</td>
<td>180,000</td>
<td>24,000</td>
<td>210,000</td>
<td>90,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2-cent Plaza, Head of Trails @ HCF</td>
<td>200,000</td>
<td></td>
<td>210,000</td>
<td>90,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Waterville Connector, 400nd to HCF</td>
<td>230,000</td>
<td>24,000</td>
<td>200,000</td>
<td>28,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Winslow Safe Routes to School</td>
<td>70,000</td>
<td></td>
<td>46,000</td>
<td>10,000</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2-cent Bridge, 2010 Upgrade</td>
<td>250,000</td>
<td></td>
<td>197,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Signage</td>
<td>5,000</td>
<td></td>
<td>1,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Completed to Date</strong></td>
<td><strong>255,000</strong></td>
<td><strong>730,000</strong></td>
<td><strong>76,000</strong></td>
<td><strong>80,000</strong></td>
<td><strong>343,500</strong></td>
<td><strong>336,000</strong></td>
<td><strong>25,000</strong></td>
<td><strong>5,000</strong></td>
<td><strong>31,000</strong></td>
<td><strong>28,000</strong></td>
<td><strong>47,400</strong></td>
<td><strong>$2,315,900</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*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 primarily 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
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
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
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
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!!!
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!
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 13\textsuperscript{th}, 2009 to Match $535,000 in Federal Funds for Village Sidewalks
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.
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.
2010 DOWN EAST SCHOOL
CONCERNED PARENT!
Biddeford Saco PED Bridge!
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

Small Harbor Improvement Program

- Communities with 2012 S.H.I.P. Projects
- Prior S.H.I.P. Community Projects
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 Lighting, Electrical, Pump out Stations, Etc, Etc, !
2012
SHIP APPROVED
PROJECTS
BRISTOL FLOATS
BRISTOL RAMP EXTENSION
CUTLER NEW ACCESS
DEER ISLE
FRENCHBORO
WHARF
HARRINGTON RAMP
TREMONT, WIDEN RAMP
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
Liberty
Lake Saint George
Scraggly Lake
Carrabassett Valley
Farmington to Jay
13 Miles
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
Bangor
Docks, Sidewalks
Machiasport
1.50 miles
Waterville
Waterville
Multi-Purpose Field
South West Harbor Village Center
Saint Agatha
Fairfield Pool
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**

- 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
Center

PINE TREE HOSPICE
BEAUTIFUL MUSIC
CONG. CH. NOV 21

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.meoacd.org
How to Prepare for Applications

Preparing for the Quality Community Program Application

School & Transportation Enhancements Infrastructure
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](http://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.
Everyone!

- Attend Educational Trainings
Transforming Communities

SUCCESS..................................YES
BUT WE HAVE MORE TO DO!
Angry Pedestrian

WHERE is my SIDEWALK!