

MaineDOT Bicycle and Pedestrian Program

MaineDOT will prioritize available funding to construct bicycle and pedestrian projects that include, but are not limited to:

- **Sidewalk improvements:** new sidewalks, sidewalk widening, sidewalk gap closures, sidewalk repairs, lighting, curbs, gutters, and curb ramps.
- **Traffic calming and speed reduction improvements:** roundabouts, bulb-outs, speed humps, raised crossings, raised intersections, median refuges, narrowed traffic lanes, lane reductions, full- or half-street closures, automated speed enforcement, and variable speed limits.
- **Pedestrian and bicycle crossing improvements:** crossings, median refuges, raised crossings, raised intersections, traffic control devices (including new or upgraded traffic signals, pavement markings, traffic stripes, in-roadway crossing lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle-speed feedback signs, and pedestrian-activated signal upgrades), and sight distance improvements.
- **On-street bicycle facilities:** new or upgraded bicycle lanes, widened outside lanes or roadway shoulders, geometric improvements, turning lanes, channelization and roadway realignment, traffic signs, and pavement markings.
- **Off-street bicycle and pedestrian facilities:** exclusive (non-motorized) multi-use bicycle and pedestrian trails and pathways that are separated from a roadway.
- **Secure bicycle parking facilities:** bicycle parking racks, bicycle lockers, designated areas with safety lighting, and covered bicycle shelters.
- **Traffic diversion improvements:** separation of pedestrians and bicycles from vehicular traffic adjacent to school facilities and traffic diversion away from school zones or designated routes to a school.

Eligibility Criteria

YES NO	Applicant is an eligible entity to receive Transportation Alternatives (TA) funding and has the authority to enter into an agreement with the state. (Eligible entities include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, schools and school districts, tribal governments, local or regional governmental agencies with responsibility for oversight of transportation or recreational trails, and nonprofit entities responsible for the administration of local transportation safety programs.)
YES NO	Project application is complete and provides all of the required information. <ul style="list-style-type: none"> • Application adequately describes and justifies the need for the project • Cost estimate is accurate, realistic, and has sufficient detail • Application addresses Right of Way (ROW), Utilities, Environmental Permitting, Railroad, and/or Drainage Concerns
YES NO	The federal share for this proposed project is less than \$400,000.
YES NO	Proposed project will be ready to be constructed within the next 3 years.
YES NO	The applicant certifies that it has secured the required matching funds for the project.
YES NO	The applicant has committed to maintaining the proposed project's improvements (including winter maintenance) for the next 20 years.

YES NO	<p>The project application funds an activity from a MaineDOT Priority area. <i>Though federal guidelines permit TA funding to be utilized for other activities, MaineDOT prioritizes the use of this funding for the following 3 areas:</i></p> <ol style="list-style-type: none"> 1. <i>Safe Routes to School for non-drivers in Grades K - 8</i> 2. <i>Pedestrian & Bicycle Facilities</i> 3. <i>Utilization of Transportation Corridors for BikePed Trails</i>
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The above questions must be marked **YES** for the application to receive consideration and be scored by the review team.

Project Overview

The following questions provide the reviewers with background information on the applicant community and its history with MaineDOT projects, as well as on the proposed project. This information may be used by the review committee as part of its final recommendations of what projects should be funded in a given year.

YES NO	Does the applicant community have a full-time qualified individual who has been certified to be a Local Project Administrator?
YES NO	Is the applicant currently working on any other projects or initiatives that would compromise its ability to move this project forward at this time? (limited time, staffing, resources, funding, etc.)
YES NO	With the funds requested in this application, will the entire project be fully funded? (as opposed to partial funding of the anticipated need or funding only a phase of a larger project)
YES NO	Project has sufficient length and scope to be a cost-effective and viable participant in MaineDOT's Bicycle and Pedestrian Program?
YES NO	Is the applicant willing to contribute more than the required 20% match to help ensure that the project is funded?
YES NO	Does the applicant's estimated budget for the project appear reasonable when projected 3 years into the future?
YES NO	Has the department requested the development of a supplemental budget estimate for this project from the Department's consultant?
YES NO	Is the applicant community located within the capital area of one of Maine's four Metropolitan Planning Organizations?
	Applicant's "suballocation" classification. (M – MPO Area L – Urban Population > 5,000 S – Rural Population of ≤ 5,000)
Years Ago	When was the last time the applicant received funding under the <i>Safe Routes to School</i> , <i>Transportation Enhancements</i> , <i>Quality Community</i> , or <i>Transportation Alternatives</i> Programs? A "0" indicates that funding has never been received.

Scoring Criteria

Total Points Available 15	<p>Community Impact (<i>Question 5-A</i>)</p> <ul style="list-style-type: none"> + 7 pts – Community Support / Social Feasibility: The application demonstrates the positive merits of the project by defining the projected usage and includes specific benefits to the local and/or surrounding communities + 2 pts – Project provides better access to employment locations and/or education opportunities such as those referenced by the U.S. Department of Transportation at: https://www.transportation.gov/opportunity + 2 pts – Project has a regional impact (will serve users from beyond a single municipality) and/or connects 2 or more communities + 4 pts – Project is located within a Maine County reporting the worst health outcomes for its residents (Aroostook, Washington, Somerset, and Piscataquis Counties): https://www.countyhealthrankings.org/reports/state-reports/2019-maine-report
Total Points Available 20	<p>Increased mobility and accessibility (<i>Question 5-B</i>)</p> <ul style="list-style-type: none"> + 5 pts – Project specifically improves the mobility and accessibility of an area for individuals with disabilities by addressing ADA compliance issues + 5 pts – Project specifically improves the mobility and accessibility of an area for older adults + 5 pts – Project specifically improves the mobility and accessibility of an area for children under the age of 10 years + 5 pts – Project specifically improves the mobility and accessibility of an area for diverse and vulnerable populations

Please Note: Applications will be reviewed to determine if they fully meet individual scoring criteria. Partial credit will not be awarded for individual line items.

<p>Total Points Available 10</p>	<p>Project resolves or fills an existing gap in the current local system (<i>Question 5-C</i>)</p> <ul style="list-style-type: none"> + 3 pts – Provides a safe connection between BikePed generators such as schools, libraries, recreation facilities, parks, etc. + 3 pts – Completes the connection between 2 or more existing BikePed facilities + 2 pts – Proposed project is part of a comprehensive plan for the community that includes bicycle and pedestrian connections + 2 pts – Provides a connection to transit services
<p>Total Points Available 15</p>	<p>Proposed project addresses or resolves identified and documented safety concerns (<i>Question 5-D</i>)</p> <ul style="list-style-type: none"> + 5 pts – Project increases the separation or creates a barrier between vehicular traffic and BikePed users + 5 pts – Project addresses crossing safety issues + 5 pts – Project incorporates proven bicycle/pedestrian safety countermeasures, such as those suggested in: FHWA's BIKESAFE Tool (http://www.pedbikesafe.org/BIKESAFE/selectiontool.cfm) or FHWA's PEDSAFE Tool (http://www.pedbikesafe.org/PEDSAFE/selectiontool.cfm)
<p>Total Points Available 5</p>	<p>BCM's assessment of the project's local positive impact, value, and viability (select one)</p> <ul style="list-style-type: none"> + 5 pts – Project provides exceptional local positive impact, value and viability + 4 pts – Project provides substantial local positive impact, value and viability + 3 pts – Project provides some local positive impact, value and viability + 2 pts – Project provides limited local positive impact, value and viability + 1 pts – Project provides very nominal local positive impact, value and viability + 0 pts – Project does not provide any local positive impact, value and viability

<p>Total Points Available 20</p>	<p>Project meets the guidelines to qualify as a <i>Safe Routes to School</i> Project: (select one) (<i>Question 5-E</i>)</p> <p><i>“For infrastructure projects, public funds must be spent on projects within the public right of way. This may include projects on private land that have public access easements. Public property includes lands that are owned by a public entity, including those lands owned by public school districts. Construction and capital improvement projects also must be located within approximately two miles of a primary or middle school (grades K – 8). Schools with grades that extend higher than grade 8, but which include grades that fall within the eligible range, are eligible to receive infrastructure improvements.”</i></p> <ul style="list-style-type: none"> + 20 pts – Project meets all the SRTS criteria and can reasonably be expected to provide benefits to students in K-8 + 10 pts – Project meets all the SRTS criteria but will only provide limited benefits to students in K-8 0 pts – Project does not meet the criteria
<p>Total Points Available 15</p>	<p>Technical Feasibility: Degree to which the project has obstacles that will need to be overcome (<i>Question 5-F</i>)</p> <ul style="list-style-type: none"> + 10 pts –The project has adequately addressed ROW issues including funding and has provided the required local tax maps for documentation + 5 pts – The project as described has only limited or not technical and/or social obstacles that will need to be overcome - 2 pts – The project as described has technical and/or social obstacles that can be overcome but will require additional resources - 10 pts – The project as described has technical and/or social obstacles that may be difficult or impossible to overcome
<p>Total Points that could be Lost -10</p>	<p>Applicant has other BikePed Projects in the queue that are yet to be delivered</p> <ul style="list-style-type: none"> 0 pts – Applicant doesn’t have any other projects at this time that are not successfully moving forward - 5 pts – Community currently has a BikePed Project that has not been advancing - 10 pts – Community has a history of projects that have not been completed
	<p>Total Points Awarded <i>(Max Score = 100)</i></p>

Please Note: Applications will be reviewed to determine if they fully meet individual scoring criteria. Partial credit will not be awarded for individual line items.