Bicycle Coalition of Maine Report on Imagine People Here Demonstration Projects 2021

April 6, 2022









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Introduction

The pandemic of the last two years has increased community desire for safer streets. During 2020, Mainers rediscovered the simple joy of being able to walk or ride a bicycle on local streets to socialize, conduct errands, or exercise. As a result, the Bicycle Coalition of Maine saw unprecedented interest in its "Imagine People Here" traffic-calming demonstration projects in 2021. The Coalition worked with nine communities—Augusta*°, Brooklin, Millinocket*, Mount Vernon*, Norway, Ogunquit*°, Portland*°, South Portland*°, and Saco*°—to design projects, and 10 projects were installed in six communities.

For all of these locations, staff collected information on the effects of the installations using public surveys. In some locations, additional data was collected on speed and yield rates, although travel distance and problems with our radar units prevented more studies. Still, the surveys indicated that the projects had the desired effects, and indeed, simply getting the installations in place to show it was possible was itself a measure of success.

The average cost for each individual crosswalk installation, which could include up to eight flexible delineator posts, a "Yield to Pedestrians in Crosswalks" sign, and paint to help enhance the visibility of the crossing, was about \$1300 for materials and paint. The BCM's cost for each project in total, which generally involved multiple crosswalks, ranged from \$1000-3000 for materials, labor, and travel.

BCM staff also provided design and technical assistance on municipally-initiated projects in Brooklin, Norway, and Saco. Brooklin and Norway are in the queue for installation in 2022, and the project in Saco was taken over by the municipality, which installed a version of the design we planned. In Saco, the goal of the demonstration, which was municipal support and regular or permanent implementation, was achieved. No additional information on these projects is included in this report.

The Bicycle Coalition of Maine extends thanks to AARP Maine, LL Bean, and the Maine Department of Transportation for their support of the Imagine People Here program.

(Note: Towns/Cities designated with an asterisk [*] are AARP Age-Friendly Communities. Towns/Cities designated with a degree symbol [°] are MaineDOT Heads Up! Pedestrian Safety Initiative Focus Communities)



Implemented Demonstration Projects

<u>Augusta</u>

On July 12, 2021, staff from the BCM collaborated with personnel from CAPITAL (Cyclists and Pedestrians Invigorating Augusta Life), an AARP Age-Friendly Community group, to create crosswalk gateways and curb extensions at the following locations (indicated with yellow circles in Figure 1, below):

- The *two* midblock crossings south of Winthrop Street (by the entrance to the Kennebec River Trail/MSHA parking lot)
- The crossing at Oak Street
- The midblock crossing between Oak and Bridge Streets



Figure 1: installation locations in yellow



The project was reviewed and approved by both the City of Augusta and the MaineDOT regional engineer.

The team installed painted landings, striping, and delineators to increase the visibility of the crosswalks at the target crossings of Water Street.



Figure 2: Installation at southernmost crosswalk on Water Street

Speed

Short speed studies conducted pre-installation on June 24, 2021, revealed that some traffic coming down the hill northbound towards the business district operated above the posted speed limit of 25 mph and at somewhat higher speeds than southbound traffic that was just exiting the business district immediately north of the first crosswalk (both directions, n=30). More traffic calming on the segment immediately south of the southernmost crosswalk on Water Street may be warranted.

Technical issues with speed-measuring devices prevented a study from being conducted while the installation was in place. Nonetheless, the southbound data and observed behavior suggest that the crosswalks and congestion of the business area kept vehicle speeds close to the posted speed limit of 25 mph.



Water St. Northbound	Date: 6.24.21	Water St. Southbound	Date: 6.24.21
Average (mph):	27.7	Average (mph):	25.1
Maximum (mph):	34	Maximum (mph):	33
85th Percentile (mph):	31	85th Percentile (mph):	28

Yield

The Augusta project included yield studies. A first round of studies conducted on June 24, 2021, found that only 30% of drivers would stop for pedestrians waiting on the ramp on the sidewalk. Yield rates jumped to more than 70% when the pedestrian moved from the ramp into the parking lane between the sidewalk and the traffic lane, a shift in position that the demonstration project would formalize and help protect.

On November 8, 2021, the day the project was removed, an additional set of yield studies was conducted, one with the installation in place, and one after it was removed. With the project's delineator curb extensions in the parking lane in place, the yield rate was 67%. After the project was removed and "intent to cross" was indicated from the sidewalk ramp, yield rates dropped to 25%.

These results suggest that extending the pedestrian landing so it was closer to the travel lane greatly improved pedestrian visibility to drivers, and positively impacted the likelihood of drivers to yield. While more studies may be needed, these results also suggest that hardscaped curb extensions would have similar beneficial effects on yielding behavior.

Survey

The City of Augusta helped distribute a survey to assess the public's reaction to the installation. A total of 32 people responded. Key takeaways from the survey include that:

- A majority of respondents (75%) felt the installation slowed traffic.
- 69% felt that the walking conditions had improved or were the same with the installation in place.



- A clear majority of respondents (65.63%) felt the installation made the roadway safer; 21.88% felt it did not, and 12.5% were not sure if the installation affected safety.
- A majority of drivers (78.1%) felt that the installation made the driving experience better (37.5%) or had no impact (40.6%). Only 12.5% of drivers said the installation made driving conditions worse, and an additional 9.38% had not driven on the road with the installation in place and had no opinion.
- More than half of pedestrians (66%) felt the installation made the crossing experience better, with 23% of that group feeling that while it was better, there was still room for additional improvement. 27% felt that crossing the street was always safe, and 7% felt that the crossing was still unsafe.

Typical Positive Comments to Question "What Do You Like the Most?":

- "It gives a pedestrian a safe place to be that is visible even with parked cars. That visibility increase is the biggest improvement."
- "Pedestrian intention to cross is more visible. Red/white stripes more noticeable to driver. Actions show Augusta cares about those of us who choose to walk."
- "As a mobility challenged person, I feel the changes create safer conditions when I need to cross Water Street."

Typical Negative Comments to Question "What Do You Like the Most?":

- "You blame the drivers, not the pedestrians. It goes both ways dips**ts."
- "Nothing"
- "Nothing. Crosswalks were always obvious. No need for costly changes."

Overall, the yield study and public reaction suggest the installation had positive effects on calming traffic and improving the pedestrian experience at these crossings.

As of March 24, 2022, the City of Augusta has offered its support for reinstallation of the traffic-calming features. Preparations for reinstallation are currently underway.

More information on the survey and yield study results is available upon request.

Millinocket

On September 8, 2021, staff from the BCM collaborated with personnel from Age Friendly Millinocket, a local AARP community group, to create crosswalk gateways and



curb extensions at six locations on Central Street. A small freestanding gateway was installed at the easternmost location on Central Street (see Figure 3).



Figure 3: Yellow circles indicate locations targeted for treatment.

The project was reviewed and approved by both the City of Millinocket and the MaineDOT regional engineer.

The team installed painted landings, striping, and delineators to increase the visibility of the crosswalks at the target crossings of Central Street. See Figure 2 for typical layout.



Figure 4: Typical Installation at Central Street

Speed

Project timing and technical issues with speed measuring devices prevented the completion of speed studies during the project term.



Yield

Project timing and distance prevented the completion of yield studies in Millinocket.

Survey

The City of Millinocket helped distribute a survey to assess the public's reaction to the installation. A total of 149 people responded. Key takeaways from the survey include that:

- A majority of respondents (67%) felt the installation did **not** slow traffic. This is an atypical response for an installation of this type.
- 33% felt that the walking experience had improved or was the same with the installation in place (7% improved, 26% the same) and 13% felt that the conditions were worse. A majority of respondents (54%) had not walked on the road with the installation in place.
- 25% of respondents felt the installation made the crossing experience safer (with 11% saying that while it was improved, it could still be better). 52% felt the crossing was always safe. 24% felt that the crossing was still unsafe.
- 21% of respondents felt the installation made the roadway safer but 65% felt it did **not**, and 14% were not sure if the installation affected safety.
- A majority of drivers (57%) felt that the installation made the driving experience worse. 12% felt that the installation made the driving experience better. 28% felt that the installation left driving conditions about the same. 2% had not driven on the road with the installation in place and had no opinion.

Typical Positive Comments to Question "What Do You Like the Most?":

- "I think it's a great idea. Traffic is heavy and fast on Central St and I welcome the effort to slow it down and make people aware. My vote all the way"
- "Proactive move to slow the traffic. It is posted 25 but most traffic [is] going faster than that."
- "This will eliminate drivers going around vehicles stopped at crosswalks. An angel was with my son a few years ago as he crossed central st. at State St. to go to school. All cars stopped for him and as he proceeded to cross a truck went around a stopped car!! All others beeped and for some reason he stopped quickly; truck passing inches in front of him. With the poles in place this shouldn't happen."

Typical Negative Comments to Question "What Do You Like the Most?":



- "Nothing, waste of time and money"
- "In my experience, I have found myself distracted by the posts to the point that I may not notice anyone crossing the street. Please remove them, they are a danger to pedestrians."
- "I don't like the changes. They are in the way of turning traffic. They are a distraction to driving. They have no use in this town."

In many respects, the survey results for Millinocket conflict with the results found for similar installations in other places. Anecdotal reports from local champions suggest that hostility for the installation found on Facebook spilled into the survey, and that the driving public was more motivated to express displeasure with the installation. Anecdotal reports suggested that there was a lot of support for the installation that is not reflected in the survey.

As of March 26 2022, it is unclear whether the installation will be reinstalled.

More information on the survey and yield study results is available upon request.

Mount Vernon

On July 29, 2021, in response to reports of speeding traffic and poor yield behavior on the part of drivers on Main Street in Mount Vernon, BCM staff worked with members of the Mount Vernon Age Friendly Committee to install traffic-calming features on the approaches to the town center. See Figure 5.



The project was reviewed and approved by both the Town of Mount Vernon and the MaineDOT regional engineer.



The team installed PEXCO FG 300 flexible delineators in a "gateway" configuration intended to indicate to drivers that they were entering a new roadway context and that they needed to slow down. The delineators were placed near signs indicating a drop in the posted speed limit to 25 mph. See Figure 6 for typical installation.



Figure 6: Typical gateway on North Road, approach to Mount Vernon

Speed

Speed studies conducted by BCM staff confirm that Mount Vernon has some speeding issues. In studies conducted on July 27, 2020, we found average speeds that were 8 mph over the posted speed limit of 25 mph, and 85th percentile values up to 16 mph over the posted speed limit. Follow up speed studies conducted in September 2021 with the installation in place demonstrated marked reductions in motor vehicle speeds.

North Road into Mount Vernon by Firestation	July 27, 2020 Pre-installation	September 22, 2021, During Installation	Percent difference
Posted Speed	25	25	
Average Speed	33	27	18%
85th Percentile	41	32	22%
Maximum Speed	49	34	31%



These values suggest that the gateways had the desired effect of slowing traffic on the North Road into the town center area near the post office. This finding is consistent with similar installations the BCM has executed.

Yield

There are no marked crosswalks in Mount Vernon, so no yield study was conducted.

Survey

The Town of Mount Vernon helped distribute a survey to assess the public's reaction to the installation. A total of 58 people responded. Key takeaways from the survey include:

- A majority of respondents (79%) felt the installation slowed traffic.
- 44% felt that the walking conditions had improved (30%) or were the same (14%) with the installation in place.
- A clear majority of respondents (67%) felt the installation made the roadway safer; 25% felt it did not, and 9% were not sure if the installation affected safety.
- A majority of drivers (83%) felt that the installation made the driving experience better (55%) or had no impact (28%). Only 17% of drivers said the installation made driving conditions worse.
- 69% of respondents felt the installation made the crossing experience better, with 25% of that group feeling that while it was better, there was still room for additional improvement. 27% felt that crossing the street was always safe, and 4% felt that the crossing was still unsafe.

Typical Positive Comments to Question "What Do You Like the Most?":

- "They remind drivers that they are entering a zone with a lower speed limit and that they need to be cautious."
- "It slows cars down. I live in a house in the 25 mph zone in the village and have noticed the difference "
- "Simple visual and physical reminder to driver to slow down"

Typical Negative Comments to Question "What Do You Like the Most?":

- "I don't like them. They do not allow cars to move over for walkers or cyclists."
- "I don't like the posts"
- "I like nothing about them. They are absolutely terrible for the community and should be removed immediately."

As of March 26 2022, it is unclear whether the installation will be reinstalled.



<u>Ogunquit</u>

On August 6, 2021, BCM staff collaborated with members of the Ogunquit Age Friendly group to install crosswalk enhancements and speed reduction features to Route 1 and School Street. See Figure 7.

Figure 7: Yellow circles indicate crosswalks targeted for treatment.



The more ambitious installation was at the intersection of School Street and Route 1, where the radius of the corner entering School Street was reduced to make turning movements by motor vehicles more slow and deliberate. The crossing on Route 1 also got a gateway treatment. See Figures 8 and 9. The project was reviewed and approved by both the Town of Ogunquit and the MaineDOT regional engineer.

Figure 8: Proposed design for School Street/Route 1 Intersection







Figure 8: School Street/Route 1 Intersection installation

Speed

No speed studies were done for this project, as observed speeds during installation of 0-15 mph were well below posted speed limits due to heavy traffic and congestion.

Yield

No formal yield studies were done, but during installation, ad hoc tests were done with 100% immediate compliance by drivers who were operating at low speeds.

Survey

No survey was used for this project, as the infrastructure installed was damaged within 30 hours of installation and prior to the study's release.

Outcome

The Ogunquit installation did not prove effective. Motorists operating in the dense, somewhat narrow travel lanes almost immediately ran over the delineators placed at the center of Route 1 and on the fog lines. Truck traffic (which was heavier than local reports) was not able (or willing?) to negotiate the changed turning radius on School Street, and immediately started hitting the delineators. The project was removed 36 hours after installation. There are no plans to reinstall this project.

Takeaways from the project include:



- Lanes that are narrower than 10.5 feet and subject to slow, heavy traffic may not be suitable for gateway installations.
- Truck volume and frequent truck turning movements may need extra assessment in constricted locations.

Portland

Portland saw two installations in 2021, one on Diamond Street and one at Woodfords Corner.

Diamond Street

On May 17, 2021, BCM staff installed advisory lanes, a new crosswalk, and a gateway treatment with delineators and an R1-6 "Yield to Peds" sign at the new crosswalk. An additional R1-6 sign was also placed in the existing crosswalk for the Bayside Multi-Use Path. The design was reviewed and approved by Portland City staff. See Figure 9 for design overview.

Figure 9: Proposed design for Diamond Street



Although the project had permission to install a temporary speed table, it was not installed before the east side of the road was ripped up for utility construction.

Safe landings for the crosswalk were created using curb stops and delineators. Advisory lane markings created two 5-foot multi-use lanes for use by bicycle riders and pedestrians.





Speed

No speed studies were done for this project, but anecdotal reports based on staff observation suggest that the gateway was effective in slowing motor vehicle traffic.

Yield

No formal yield studies were done.

Survey

The City of Portland was asked to help distribute a survey to assess the public's reaction to the installation; it is not clear if that happened. The BCM put links via QR code in various businesses on Diamond Street, and a total of four people responded. Key takeaways from the survey include:

- Two respondents (50%) felt the installation slowed traffic.
- Three felt that the walking conditions had improved, and one respondent had not walked on the roadway with the installation in place.
- Three respondents felt the installation made the roadway safer; one was not sure if the installation affected safety.
- Only one respondent had driven the roadway with the installation in place, and they felt that the driving experience was better.



One respondent felt the installation made the crossing experience better, with the other three indicating that while it was better, there was still room for additional improvement.

Note that Diamond Street was subject to a utility project starting two weeks after installation that impacted about 50% of the traffic calming experiment. This road work resulted in a reduction in outreach efforts for the survey.

There is continued interest in traffic calming on Diamond Street, with two businesses now working with the BCM to plan for reinstallation in 2022. Preparations for reinstallation are currently underway.

Woodfords Corner

In response to reports of speeding traffic and poor yield behavior on the part of drivers on streets near Woodfords Corner, on July 15, 2021, the Friends of Woodfords Corner (which is an AARP Age Friendly group) and a BCM team installed traffic-calming features and pedestrian crossing enhancements in the form of curb extensions and delineator channelizers at three locations on Deering and Revere Streets (See Figure 11):



Figure 11



The specific treatments included the addition of a delineator gateway at the north end of Deering Street, a curb extension at the northern intersection of Deering and Revere, and channelizing delineators at the island at the southern intersection of Deering and Revere. See Figures 11-14 for images of the designs and installations.



Figure 12: Proposed interventions on Deering St

Figure 13: Woodfords Corner curb extension







Figure 14: Proposed channelizing interventions on Revere St

Figure 15: Revere Channelizing





The design was reviewed and approved by Portland City staff. Portland City staff painted bike lanes within a week of installation, as designed.

Speed

Speed studies were done for this project by volunteers, but the data collected were inconclusive. Anecdotal reports (and survey results) suggest that the gateway was effective in slowing motor vehicle traffic.

Yield

No formal yield studies were done.

Survey

The Friends of Woodfords Corner took a central role in distributing the project survey, which was responded to by 126 persons. Key takeaways from the survey include:

- A majority of respondents (81%) felt the installation slowed traffic.
- 67% felt that the walking conditions had improved; 15% felt that conditions were the same with the installation in place. 4% felt conditions were worse.
- A clear majority of respondents (75%) felt the installation made the roadway safer; 14% felt it did not, and 10% were not sure if the installation affected safety.
- A majority of drivers (78%) felt that the installation made the driving experience better (52%) or had no impact (26%). Only 14% of drivers said the installation made driving conditions worse.
- 63% of respondents felt the installation made the crossing experience better, with another 13% feeling that while it was better, there was still room for additional improvement. 20% felt that crossing the street was always safe, and 4% felt that the crossing was still unsafe.

Typical Positive Comments to Question "What Do You Like the Most?":

- "Drivers of motor vehicles are given clear visual signals that they are entering an active pedestrian zone which has had a clearly positive effect on the comfort and safety of the area"
- "Narrowing of the road slows traffic, alerts drivers to busy area and improves my ability to move around on foot and bicycle "
- "When crossing the street, it is easier to see the incoming cars when standing by the posts and cars are definitely going slower with the addition of the posts. I would like to see a more permanent and substantial solution rather than the plastic posts."



Typical Negative Comments to Question "What Do You Like the Most?":

- "I don't. Portland is hard enough to drive through. It seems that Portland hates cars as if their aren't people inside who need to get somewhere. I find Portland a very frustrating city to drive in."
- "Absolutely Nothing. Please put it back the way it was."
- "I do not like anything about it. I live on Revere Street and frequently come at the installation from all angles. This makes it even harder to see when driving, and is adding a lot of "stop and go" that is making it unsafe for all parties. I'm all for a solution, perhaps working to eliminate some of the parking directly next to Big Sky would help, but this is NOT it. "

This project also won the 2021 Maine Downtown Center Project of the Year Award. Preparations for reinstallation are currently underway.

South Portland

In response to local interest in providing better bicycle and pedestrian accommodations at several sites around South Portland, the Bicycle Coalition of Maine, in partnership with the City of South Portland and the South Portland Age-Friendly Community group installed:

- Crosswalk conspicuity enhancements on Broadway near Linton Street (Location 1)
- Edge lanes (aka "advisory lanes") on Chestnut Street (Location 2)
- A crosswalk and corner radius change at the intersection of Preble and Angell Streets (Location 3)
- See Figures 16-20



Figure 16: Yellow circles indicate locations



Location 1, at the intersection of Linton and Broadway, was treated with two yellow DP-200 posts on the center line just west and east of the intersection with Linton.



Figure 17: Proposed design at Broadway and Linton

This location failed soon after installation and was removed.

Location 2, on Chestnut Street was striped by the City of South Portland as per the design below with a dashed line (3-foot line, 9-foot space as per MUTCD), creating two 5-foot dashed edge lanes and a center lane approximately 15 feet wide. Sign arrays at the east and west ends of Chestnut included W6-3 two way traffic signs, as well as a custom sign explaining how to use the advisory lanes. This striping is still present, although faded, at this location.







Location 3, at the intersection of Angell and Preble Streets, was the project that the BCM was most directly involved with creating. The final installation conducted on September 14, 2022, included a bulb out created with white paint and DP 200 delineators, as well as a new crosswalk, which the City painted during the installation process. Additional delineators creating a smaller curb extension were placed on the north side of the crossing. An R1-6 sign was in the center of the crossing, and W11-2 ped signs were installed by the City of South Portland.





Figure 20: Installation at Preble and Angell





The design was reviewed and approved by South Portland City staff, who also assisted with the installation.

Speed

Speed studies were not done for this project.

Yield

No yield studies were not done for this project.

Survey

The BCM team created a three-part survey that attempted to collect information on all three sites simultaneously, with somewhat mixed results. The City of South Portland was also doing some traffic-calming experiments near Cash Corners, and it appears that some of the comments in the survey may have been pointed at those other projects.

Location 1-Broadway and Linton Centerline Delineator

- A majority of respondents (65%) felt the installation did NOT slow traffic.
- 4% felt that the walking conditions had improved; 17% felt that conditions were the same with the installation in place. 4% felt conditions were worse. 74% of respondents had not walked in the area.
- 24% of respondents felt the installation made the roadway safer; 55% felt it did not, and 21% were not sure if the installation affected safety.
- 39% of drivers felt that the installation made the driving experience better (13%) or had no impact (26%). 28% of drivers said the installation made driving conditions worse.
- 17% of respondents felt the installation made the crossing experience better, with another 10% feeling that while it was better, there was still room for additional improvement. 55% felt that crossing the street was always safe, and 17% felt that the crossing was still unsafe.

Typical Positive Comment:

• "Slowing traffic on a very very busy street where there seems to be a lot of speeding."

Typical Negative Comment:

• "Nothing. Impedes the flow of traffic"



Note: there were very few comments on this project

Location 2-Chestnut Street Advisory Lanes

- A majority of respondents (62%) felt the installation did NOT slow traffic.
- 9% felt that the walking conditions had improved; 11% felt that conditions were the same with the installation in place. 0% felt conditions were worse. 80% of respondents had not walked in the area.
- 28% of respondents felt the installation made the roadway safer; 20% felt it did not, and 52% were not sure if the installation affected safety.
- 17% of drivers felt that the installation made the driving experience better (14%) or had no impact (3%). 9% of drivers said the installation made driving conditions worse. 74% had not been on the roadway since installation.
- 26% of respondents felt the installation made the crossing experience better, with another 11% feeling that while it was better, there was still room for additional improvement. 47% felt that crossing the street was always safe, and 16% felt that the crossing was still unsafe.

There were no comments on this project.

Location 3-Preble and Angell Crossing

- A majority of respondents (59%) felt the installation slowed traffic.
- 36% felt that the walking conditions had improved; 26% felt that conditions were about the same with the installation in place. 3% felt conditions were worse. 35% of respondents had not walked in the area.
- 39% of respondents felt the installation made the roadway safer; 42% felt it did not, and 10% were not sure if the installation affected safety.
- 51% of drivers felt that the installation made the driving experience better (16%) or had no impact (35%). 31% of drivers said the installation made driving conditions worse. 19% had not been on the roadway since installation.
- 44% of respondents felt the installation made the crossing experience better, with another 12% feeling that while it was better, there was still room for additional improvement. 42% felt that crossing the street was always safe, and 2% felt that the crossing was still unsafe.

Typical Positive Comments

• "It slows traffic considerably, particularly traffic heading towards the square having come down the long hill. Prior to the project cars would rarely stop for me in the crosswalk, now they always do. I hope this crosswalk is made permanent and one



just like it is installed at Pillsbury and Thompson at the crossing for children going to and from Brown."

- "First and foremost a freshly painted crosswalk is a major improvement that should be in place at all times at the least. I also really appreciate the bump out that helps make the right hand turn from Preble onto Angell a 90° turn to slow cars coming around that corner."
- "I feel like we need safer crossings everywhere for everyone but especially our children. More children are walking to school now and anything we can do to slow down and alert traffic is wonderful!"

Typical Negative Comments

- "I don't care for the change and definitely worry about emergency vehicles. I do NOT want them slowed in anyway. Walking in this area has always felt safe to me. I walk it very often."
- "Nothing it may slow down traffic but it also makes it much harder for fire and EMS to get to your home."
- "It's an obstacle to navigate."

Age Friendly South Portland is seeking additional funding to support another round of installations in South Portland. Preparations for new and repeat installation are currently underway.

Conclusion

As motor vehicle speeds directly correlate to the severity of traffic crashes, techniques to slow traffic can have a strong impact on safety outcomes. The demonstration projects discussed in this report suggest that it is possible to slow motor vehicle traffic and improve yield rates using low cost materials at a small fraction of the cost of a permanent hardscaped installation.

These demonstration projects, executed by the BCM's "Imagine People Here" program, indicate that it is possible to calm traffic and improve safety, at least seasonally, at costs that do not bust town budgets. These temporary installations help to test designs and build support for more permanent changes that calm traffic and improve safety. More studies using demonstration projects are recommended.



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