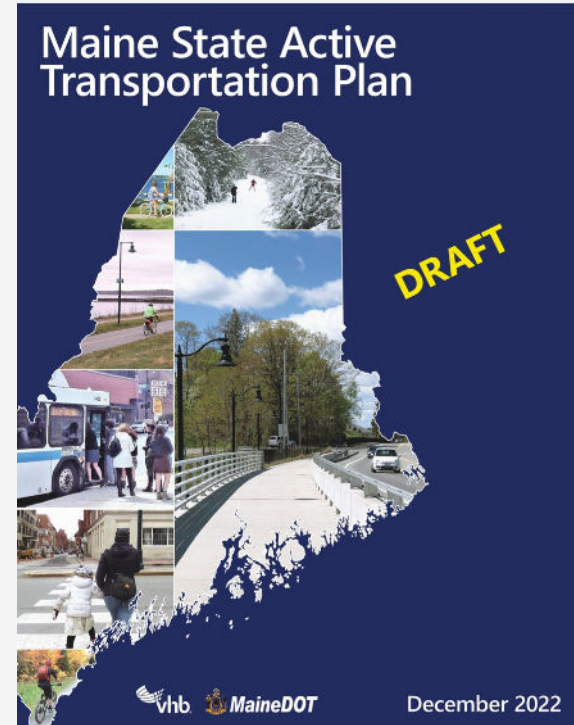


Maine's Statewide Active Transportation Plan

Bicycle Coalition of Maine January 18, 2023

Jean Sideris, Executive Director
jean@bikemaine.org

James Tassé, Assistant Director
jim@bikemaine.org

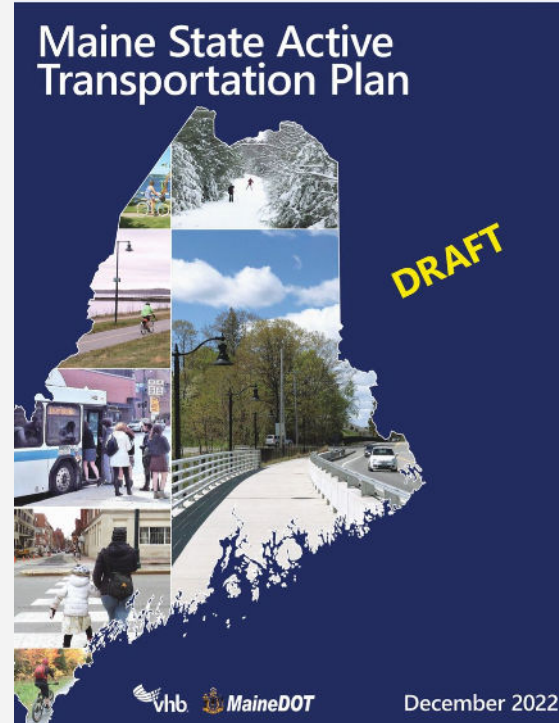


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Maine's Statewide Active Transportation Plan

BCM's Review of the Plan

- What the SATP Is
- BCM's Role in Creating the Plan
- What We Like
- Where We Think More Work is Needed
- How to Submit Comments

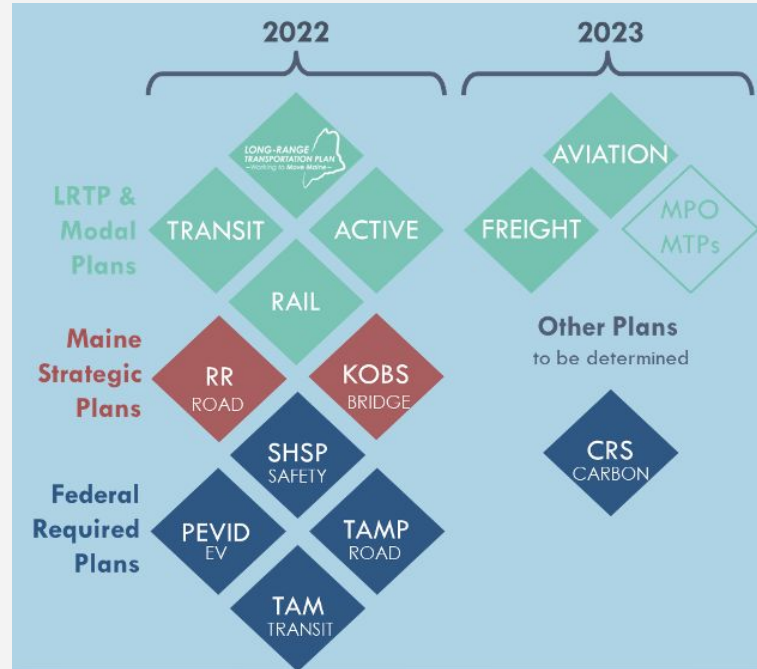


Maine's Statewide Active Transportation Plan

What the SATP is: Part of the MaineDOT Family of Plans

One of several plans worked on in 2022, which included

- Transit, Rail, and Active Transportation Plans
- Strategic Highway Safety Plan
- Transportation Asset Management Plan
- Keeping our Bridges Safe
- The Roads Report
- Carbon Reduction Strategy Plan



Maine's Statewide Active Transportation Plan

What the SATP is: A Report that includes info on

(From the Table of Contents)

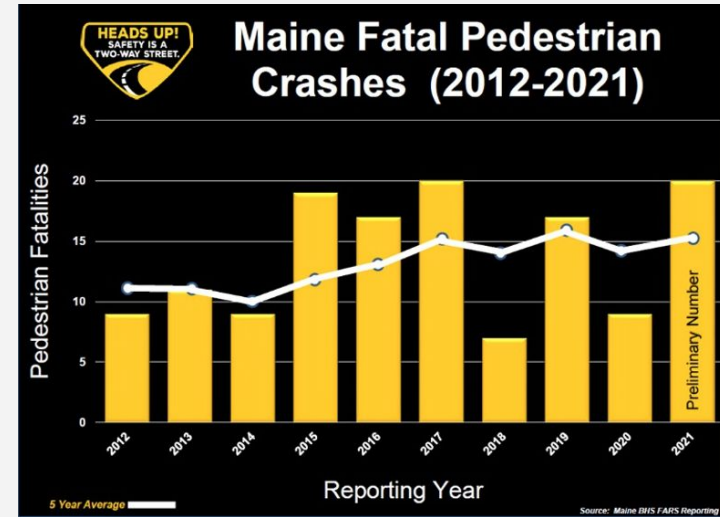
- Benefits of AT
- Public Engagement
- Existing Conditions Assessment, including safety, policies, programs, trends
- Needs Assessment, On-Road and Off-Road
- Vision and Goals
- Implementation Plan
- Appendices (not yet available)



Maine's Statewide Active Transportation Plan

What the SATP is: A Report that includes info on

- An assessment of current AT infrastructure
- A record of public input on AT issues, desires, and needs
- A vision and list of goals to pursue
- A look at three neighboring northeastern states' bike/ped policies and plans
- A statement of policies and initiatives MaineDOT is updating/pursuing to support AT in Maine
- An implementation plan



Maine's Statewide Active Transportation Plan

BCM's Role in Creating the Plan—mostly outreach

- Sub consultant on a team led by VHB, and with Cushman Transportation
- Public engagement—promoting and facilitating two public meetings, and twelve smaller “focus group” style stakeholder meetings, reaching about 200 people
- Review HPC 3 and 4 roadways for engineering challenges and route connectivity
- Offer suggestions for recommendations
- Facilitate two stakeholder follow up meetings, with about 60 total participants
- Driving public comment to the MaineDOT comment portal
- Provide info on education programming, and other elements of the current conditions assessment

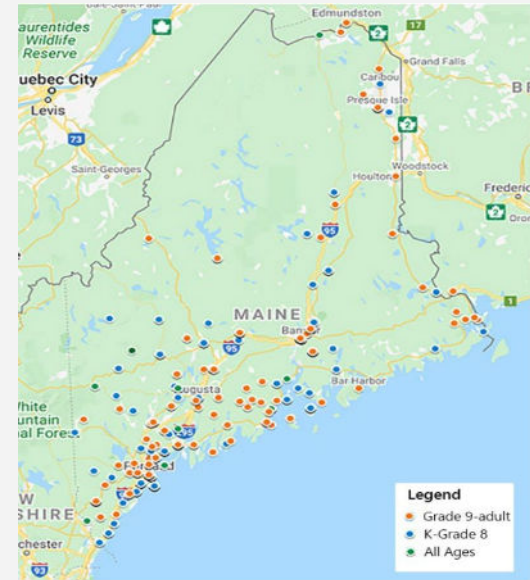


Figure 3—2017-2021 Main AT Education Program
Locator Map

Maine's Statewide Active Transportation Plan

BCM's Role Here Today

- Providing an overview of the process and plan elements
- Initial thoughts on the plan
- Notification of public comment period and how to submit
- Answer your questions

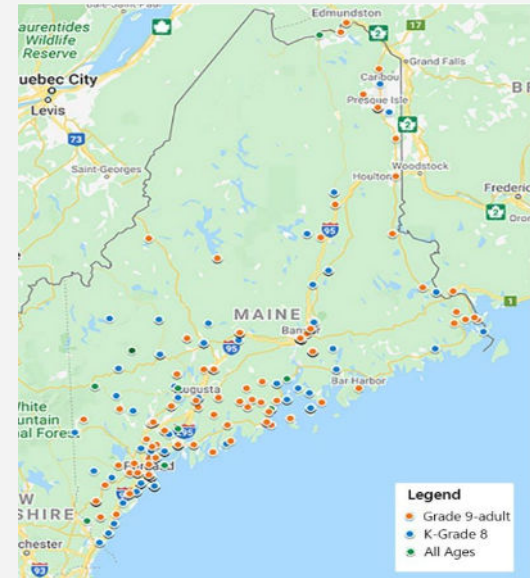
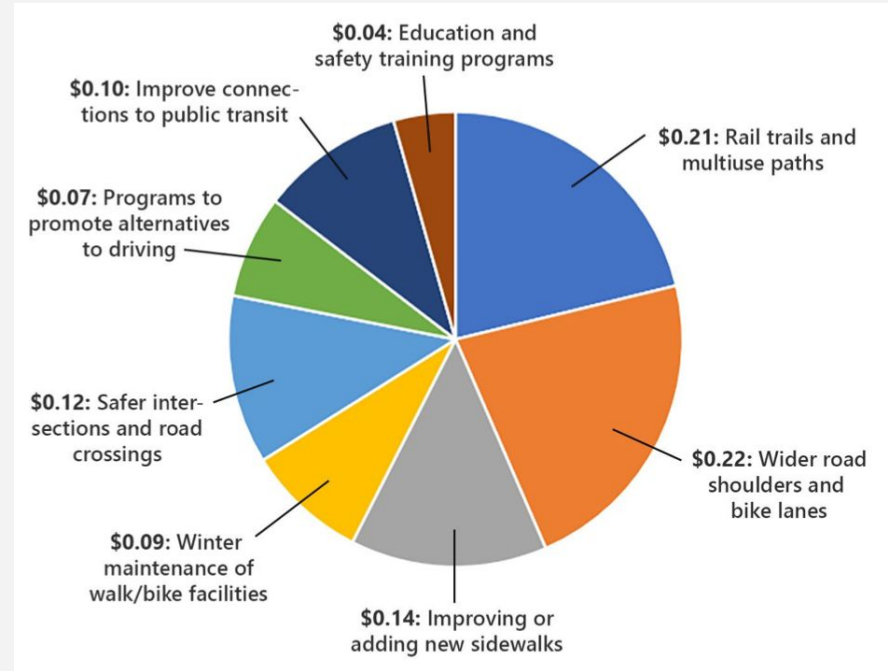


Figure 3—2017-2021 Main AT Education Program
Locator Map

Maine's Statewide Active Transportation Plan

What We Like: A Lot of Things!

- It exists! This is Maine's FIRST plan of this type, and it deserves to be celebrated!
- It makes a strong statement on the importance of AT in the state.
- Robust stakeholder and public input process. It captures specific desires on the part of the public—see graphic



Maine's Statewide Active Transportation Plan

What We Like: A Lot of Things!

- It is honest—acknowledging funding constraints, and even that some MaineDOT policies may have hindered implementation of some AT projects
- The SATP acknowledges and leans on work already done that showcases the potential rail trail and other corridors have to be transformative AT resources, and provides critical cost estimate information for various options



Maine's Statewide Active Transportation Plan

What We Like: A Lot of Things!



- Assessments include a good mix of infrastructure, policies and programs, and educational efforts—well rounded approach that recognizes need to address limitations/success through a variety of methods
- The Plan identifies good goals for the department to pursue with respect to policy review, ongoing stakeholder engagement, and infrastructure efforts
- Can provide a roadmap to improved AT facilities, safer roads, and more transportation choices



Maine's Statewide Active Transportation Plan

What We Like: Key Sections

Section 4: Public Engagement. Captures specific feedback from the public on what is needed to support active transportation in the state.

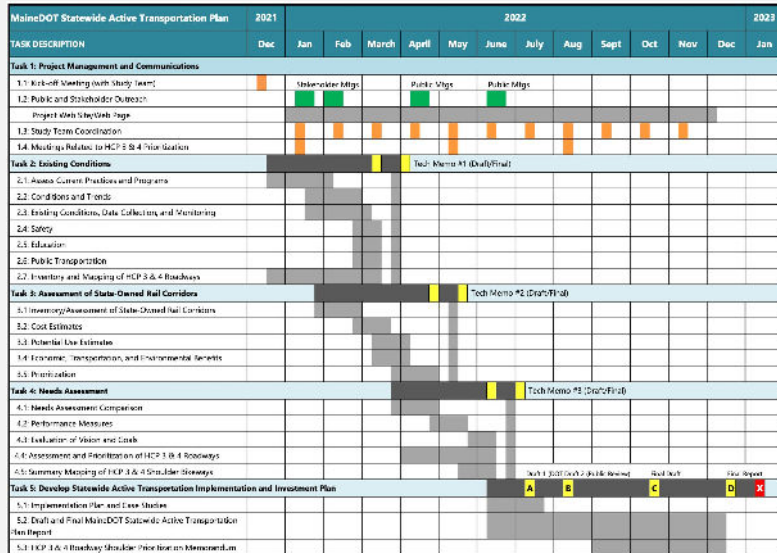
Section 6: Needs Assessment. Outlines what the State identifies as needs, looking at both on-road and off-road needs

Section 8: Implementation Plan. Identifies Goals to be achieved and the broad strategies for doing so



Maine's Statewide Active Transportation Plan

Where We Think More Work is Needed: A Clear Timeframe!



When will all of this happen? When will the Complete Streets policy be revisited? When will the speed limit policy be reviewed? The Plan needs clearer process steps tied to a timeframe. Without a schedule and performance targets, it risks being only aspirational

The plan needs to include a timetable and performance metrics, or it needs to direct MaineDOT to create one within one year of the SATP's finalization.



Maine's Statewide Active Transportation Plan

Where We Think More Work is Needed: Performance Measures!

How is progress towards success measured? The Plan lacks clear performance measures. Miles of trails built per year are characterized as aspirational. Four foot shoulders are “desired,” but not planned for.

The plan should set targets for miles of bike lanes built, miles of shoulder on HPATCs, miles of trail, feet of sidewalk or sidepath constructed. A progress report should be released annually, and missing targets should trigger mitigation actions to make up the shortfalls.



Maine's Statewide Active Transportation Plan

Where We Think More Work is Needed: A Commitment to Funding



Increase Funding Now! The Plan notes in several places that there are “financial constraints,” and the goals of the SATP cannot be achieved with current funding. We suggest that funding increases begin immediately, and that AT sees a 10% increase annually or until funding is proportional to VU injuries and fatalities.

The plan needs to include funding targets as well as a calendar and plans for hitting them.



Maine's Statewide Active Transportation Plan

Where We Think More Work is Needed: More Bike Lanes!

The Plan Needs More Bike Lanes! There are few references to bike lanes, buffered bike lanes, or separated sidepath facilities—all types of infrastructure the public mentioned as a priority. The Village Partnership Initiative, for example, does not refer to bike lanes or other on-road bike facilities.

We think the plan and the VPI section should specifically mention at least bike lanes, which are different from shoulders, as a key option for downtown redesigns.



Maine's Statewide Active Transportation Plan

Where We Think More Work is Needed: Clarity on Shoulders!

Just how wide will the shoulders be? The plan emphasizes shoulders as a solution on many (esp. rural) roadways, but while 4' minimum shoulders are repeatedly mentioned (pp. 23, 48, 74), on page 71, the plan emphasizes that 3' are the likely minimum on HPC 3 roads, and 1-3' on HCP 4 roads. 4' Shoulders are noted as "desired."

While even 4' may not be wide enough on many routes used by riders, this section seems to say 4' shoulders may not be the norm. This needs clarification and consistency.



Maine's Statewide Active Transportation Plan

Points to Consider Commenting On:

- Anything you identify as important to you!
- The Need for a Clear Timeframe Detailing When the Work Outlined in the Implementation Plan Will Begin and End.
- The Need for Performance Measures that Will Quantify Progress Towards the Implementation Goals
- The Need to Expand Funding Immediately, and to Lay Out a Plan and a Schedule for the Pursuit of Other Funds
- The Need for More Description of Contemporary Facilities, including Buffered Bike Lanes and other Separated Facilities, available for use in VPI and other projects, in addition to shoulders and sidewalks.
- A Commitment to Minimum 4' Shoulders on HPC 3&4 with Yearly Minimum Targets for HPAT Corridors



Maine's Statewide Active Transportation Plan

BCM's Next Steps

- Meeting with Commissioner and other stakeholders
- Submitting additional, more detailed, and granular written comments and an annotated plan to both VHB and MaineDOT
- Encouraging members and other stakeholders to submit comments on the plan
- Initiating efforts to address the “more work needed” elements in the plan.



Maine's Statewide Active Transportation Plan

Ways to Comment:

Visit the MaineDOT's Family of Plans site (scroll to bottom for comment link)

<https://storymaps.arcgis.com/stories/27763afe326645c285cb1d726ee68cae>

Direct Comment Link:

https://my.mainedotpima.com/public/comment/project-comment-dynamic?project_id=14992&pe_id=4951

Deadline for comments is January 30th



Your Active Transportation Advocacy Organization!!

Stay in Touch!

www.bikemaine.org

Jean Sideris, Executive Director
James Tassé, Assistant Director

jean@bikemaine.org
jim@bikemaine.org



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