



Town of York Bicycle and Pedestrian Master Plan



**DRAFT
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**This plan was created by the
York Bicycle and Pedestrian Committee**

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Executive Summary

What is the Bicycle and Pedestrian Master Plan?

The plan is a road map to improve the ease and ability for residents and visitors to safely get around York either on foot or by bicycle. The York Board of Selectman established the Town of York Bicycle and Pedestrian Committee under Section 2.4.6 of the Town of York Comprehensive Plan to assess current bicycle and pedestrian travel conditions in York and to outline a series of prioritized policy and infrastructure recommendations.

Why?

The charter for the committee as adopted by the board of selectman states that “The value of a walkable and bikeable community for health, environmental benefit, added recreational opportunities, and alternative transportation cannot be underestimated. The Town of York recognizes the many economic, social, health and recreational benefits that will result in creating safe spaces to walk and bike, contributing towards networks that link our homes, downtowns, workplaces, parks, and beaches.”

A growing body of work has found that walkable and bikeable neighborhoods have numerous benefits to their residents as well as to the town as a whole. The National Realtors Association has found more than half of Americans state a preference to live in walkable communities, to the point of being willing to settle for a smaller house and/or property if they are located in a more accessible neighborhood¹. Walkable neighborhoods have also been shown to have a link to stronger physical, mental, and social health². Village centers have been shown to have lower vacancy rates and higher sales volumes after implementing significant pedestrian improvements³. For more resources, please refer to Appendix B: Resources.

Improved bike and pedestrian facilities will provide an alternative to car trips between destinations in York. Any trip taken on foot or by bike means one less car on the road leading to less congestion and improved driving conditions for those in vehicles. Fewer vehicle miles traveled also means a reduction in fuel consumption and emission production, saving people money and reducing environmental impacts.

¹ National Association of Realtors 2013 Community Preference Survey (see Appendix B for full citation)

² “Walkability Is Good for You” Richard Florida (see Appendix B for full citation)

³ “The Economic Benefits of Walkable Communities” Local Government Commission (see Appendix B for full citation)

In addition to this, improving walking and biking conditions greatly increases quality of life for those populations that cannot drive. It provides more options for Middle and High School students that may not be old enough to drive to school or other activities. Elderly or disabled residents who may not be able to drive for health reasons can retain some autonomy by still being able to get to local stores, offices, or amenities without a car. Households that are limited in their ability to afford reliable or multiple cars would have other options for getting to schools and places of employment.

In historic towns such as York, walking, and to a lesser extent biking, is built into the landscape. The road system in York carried foot traffic for over 250 years before the invention of the automobile. Our villages were built to be navigated by foot. The major attractions and destinations are all located within walking distance of each other and this compact design also lends itself well to bicycling. The scenic ocean and mountain roads of York have long been an attraction to cyclists. The 1895 “Road Book for Cycling and Carriage Driving in Maine” directs people to York Beach from North Berwick by two routes, though it notes that there was no “wheel road” to Mt. Agamenticus at that time. By ensuring that our historic roads can accommodate non-motorized traffic we show a respect for that experience.

This Master Plan builds on the efforts of many people who have made York such a desirable place to live. In particular, the Committee wishes to acknowledge the following who have led and supported policy, education, enforcement, and infrastructure efforts to enhance safety for walkers and bikers:

- Current and past Boards of Selectmen
- York Planning Board and Planning Office
- York Police Department
- York Department of Public Works
- York Parks and Recreation
- Public and private individuals and groups including Land Trusts
- Volunteer design and building Committees
- York Schools
- Town of York voters and taxpayers

Process

The York Bicycle and Pedestrian Committee was chartered by the Board of Selectman in June of 2015 and charged with the creation of this Master Plan. The committee began meeting in October of that year and met twice a month working on the plan through February of 2017. The committee met with representatives of different interested parties including but not limited to York Public Works, Police, and Parks and Recreation Departments, local stakeholder

groups such as the York Land Trust, York Chamber of Commerce, and York Rotary Club, and advocacy groups like the Bicycle Coalition of Maine. The committee also conducted several walking tours of areas of interest and potential resources in Town.

With the assistance of town staff, the committee compiled an inventory of existing infrastructure and conditions. A series of maps were created to inform the committee and the public in the identification and prioritization of needed improvements.

Public Input

Public input was a crucial part of directing and prioritizing the committee's work. All meetings and walking tours conducted by the committee were announced and open to the public. A workshop was held at the York Public Library in May of 2016 to gather input directly from members of the public. Additionally, in order to reach the greatest number of people possible, a written survey was conducted between April and June of 2016. This survey was available electronically through the town website and in hard copies at key places in town. A more detailed review of this public input is located in the "Public Input" section of this report and a full statistical summary of the survey results can be found in Appendix C.

Recommendations

The Committee developed the following list of recommendations. The full list, with timelines, prioritization, and action items can be found in the "Recommendations" section of this report.

Policy

1. Adopt a "Complete Streets" policy.
2. Review and update the Town's Skateboard Ordinance.
3. Review winter maintenance policies.

Education, Enforcement and Encouragement

1. Increase outreach to the school population.
2. Increase driver education outreach.
3. Increase awareness of motorist, cyclist, and pedestrian laws.
4. Improve signage and road markings.
5. Develop and publicize safe biking and walking routes.
6. Provide bike amenities such as bike racks and repair stations.
7. Provide benches on major pedestrian corridors.

Infrastructure

1. Improve and expand the sidewalk network.
2. Improve road shoulders where traffic volumes warrant and right of way allows
3. Conduct a study for improving walking and biking conditions on the Nubble
4. Create safe connections across Route 1 and Interstate 95.
5. Explore potential for off road bicycle and pedestrian connections.
6. Improve street lighting of heavily used pedestrian areas.
7. Explore opportunities for use of temporary tests of infrastructure solutions

Implementation

Included with the recommendations are action items identifying specific local entities recommended to spearhead efforts to fulfill them. The creation, review, and adoption of policy changes could be undertaken by existing town entities within their normal operation. Similarly many of the education, enforcement, and encouragement items involve small changes to existing town operations or may rely on volunteer time and/or grants. The bicycle and pedestrian committee was not able to conduct engineering reviews of infrastructure projects and no exact costs have been calculated. The intention of the infrastructure recommendations is that they be implemented on timelines that allow for coordination with other projects. These recommendations, in parallel with the complete streets policy, can frequently be paired with already needed road improvement and maintenance projects. This provides an opportunity to save money and reducing inconvenience by undertaking minimal construction projects on any given length of road.

Outside funding is available for infrastructure and programs such as those recommended here. Where projects are outside of existing projects and budgets the town could seek funds from other sources. The committee has researched funding sources external to the Town's operations and capital programs. There are many potential sources including federal, state, regional, and non-governmental programs. Appendix A provides a summary of available funding sources identified by the committee.



Existing Conditions

Existing conditions in the Town of York are in many ways already accommodating of bicyclists and pedestrians. The Town has worked hard to design and maintain its roads in such a way as to safely accommodate all modes of travel when and where possible. In order to assist the committee in evaluating the needs and opportunities that exist in town a series of maps were created addressing certain questions. The following three pages have maps covering road ownership, existing sidewalks and crosswalks, and a review of safety concerns.

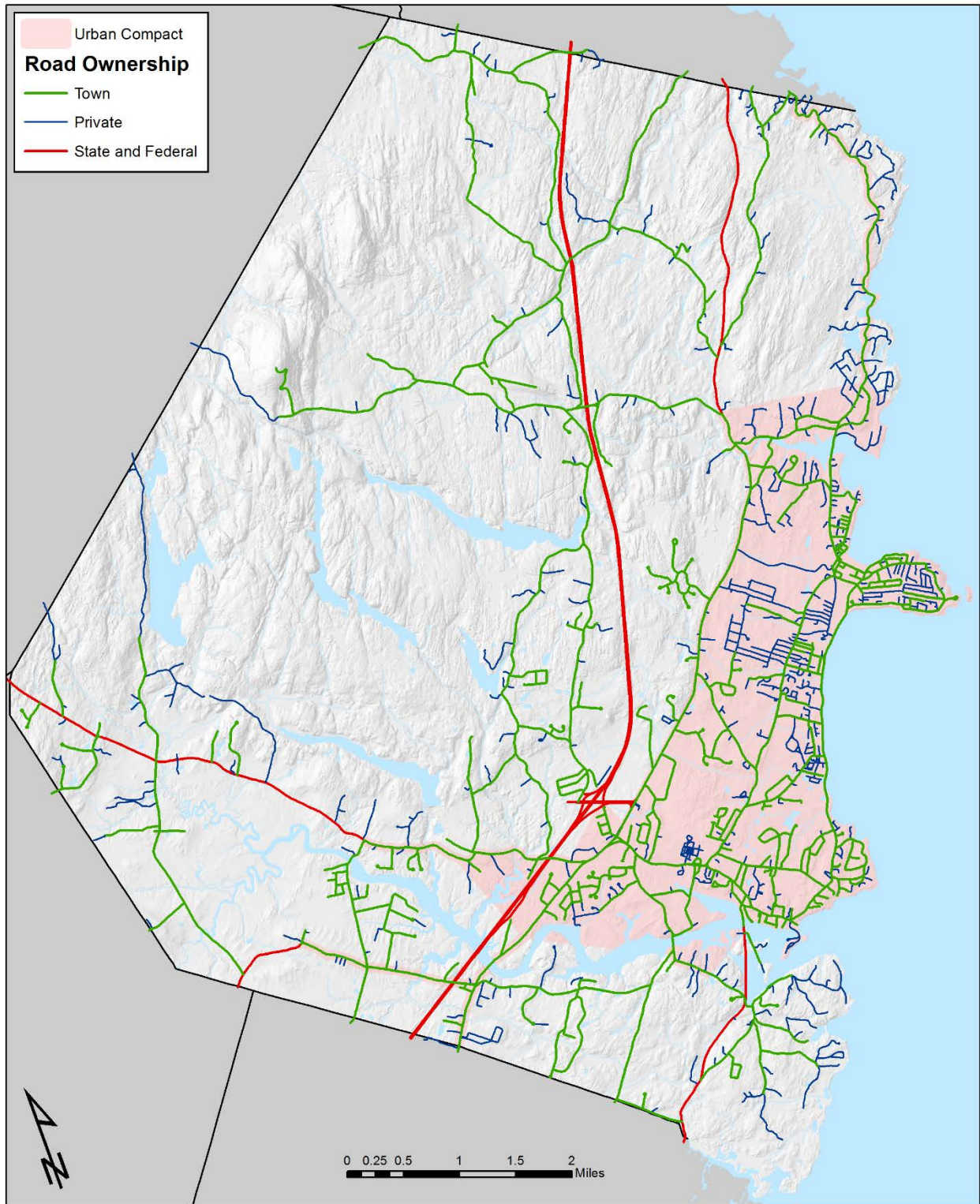
The Road Jurisdiction map (Page 9) shows who is primarily responsible for maintenance concerns on any given road in town. Many smaller roads in York are privately owned which means the town has very little ability to make changes to them. It is important for any discussion of Town driven improvements to bike and pedestrian conditions to be fully aware of which roads the Town has authority over. Some roads shown on the map as “town owned and maintained” are state routes and therefore have varying amounts of shared jurisdiction. These roads, along with state owned roads, may need approvals from the Maine Department of Transportation in order to make changes in the right of way.

The Sidewalk and Crosswalk map (Page 10) is a visual inventory of all sidewalks and formal, painted crosswalks in the Town of York as of the fall of 2016. These are concentrated in the more developed area of Town east of Route One and between the York and Cape Neddick Rivers.

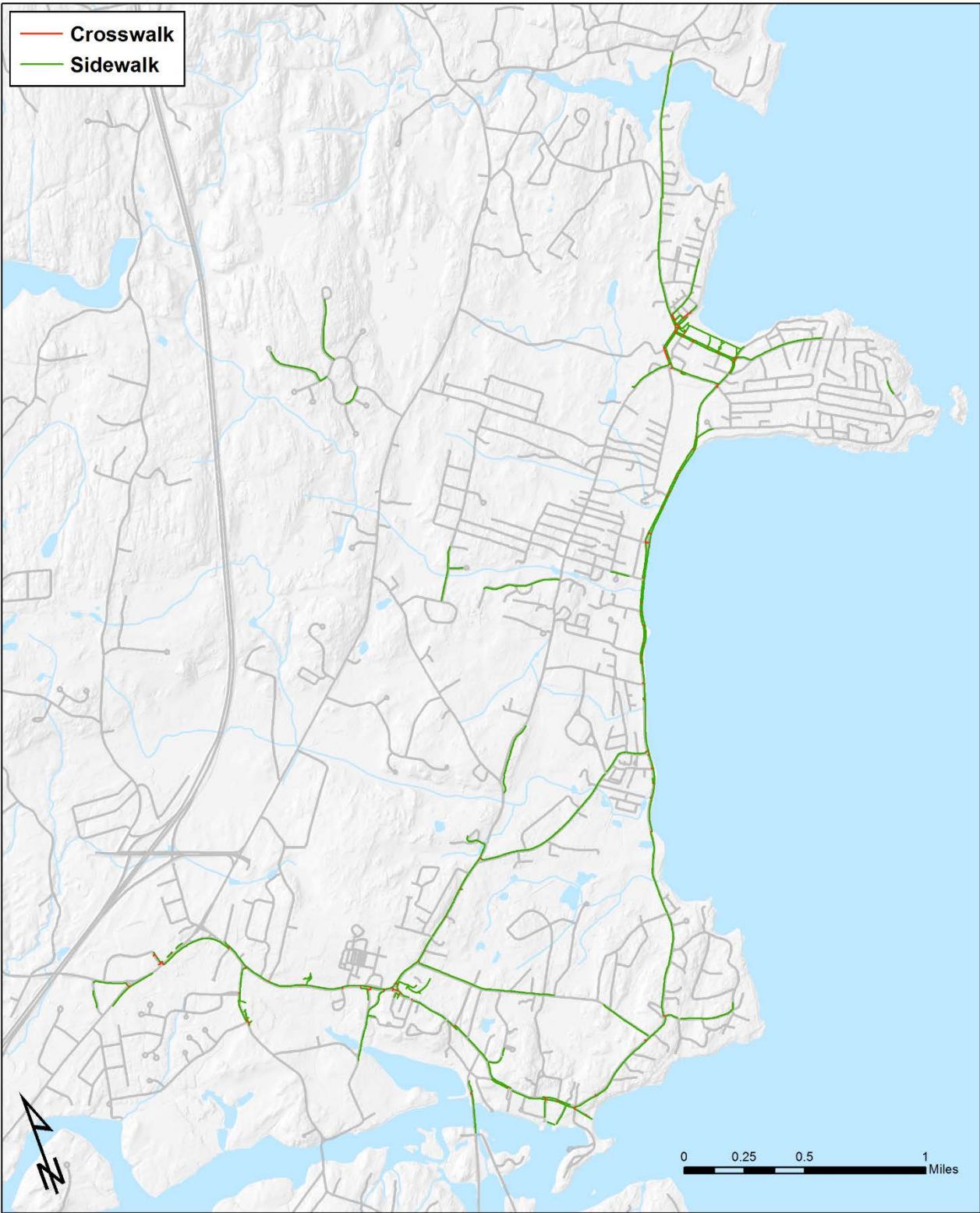
The Bicycle and Pedestrian Safety map (Page 11) shows areas with known safety issues. This includes areas determined to be high crash locations (HCL) as designated by the Maine Department of Transportation and areas where accidents involving a bicyclist or pedestrian were reported to the York Police Department in 2012-2015. This data helped to inform the committee as to areas in need of improvements specifically targeted at bike and pedestrian safety. The HCLs are not bike or pedestrian specific and only the one on the north end of Long Beach Ave directly corresponds to known bike and pedestrian accidents. However, aside from the I-95 toll booth, all other HCLs were areas mentioned by the public as unsafe or in need of improvement.



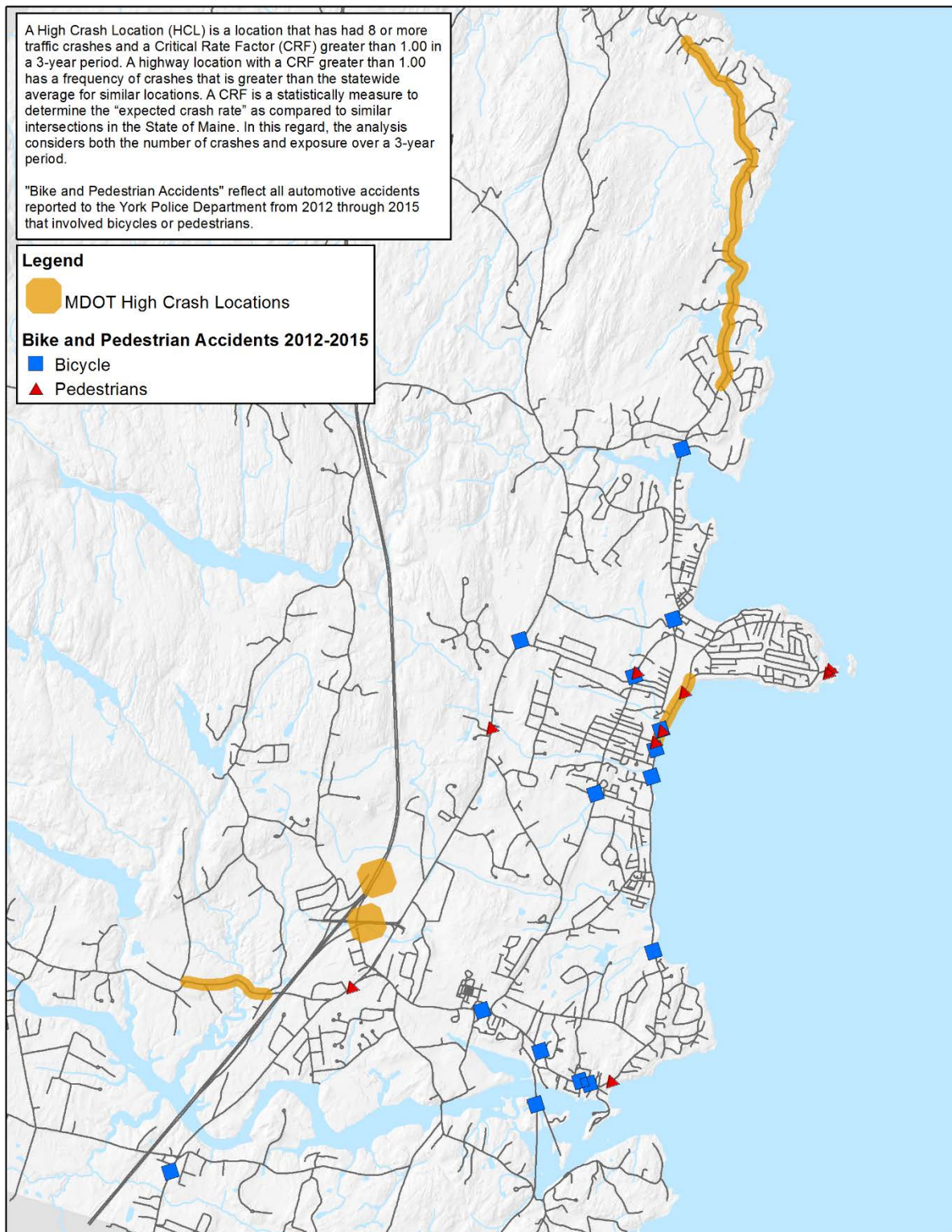
Road Jurisdiction



Sidewalks and Crosswalks



Bicycle and Pedestrian Safety in York



Public Input

Public input was a crucial element in the creation of this plan. Determining on-the-ground conditions and their perception by the public greatly informed the committee's inventory of the existing conditions and the needs of the community. The public's input was also instrumental in prioritizing improvements. Public input was gathered through direct communication at committee meetings, a public survey, and a workshop meeting.

Workshop:

A public workshop was held on May 7th 2016 at the York Public Library. The workshop presented early versions of the existing conditions data shown above, with particular focus on accident data and the existing sidewalk network. Information was also presented on potential signage and amenities that could be used in town to improve biking conditions. Attendees marked up maps and recorded opinions, issues, and desires on the following topics: Pedestrian safety, sidewalks and crosswalks, bicycle safety, education/enforcement, amenities, and general comments. Approximately 30 people attended and provided input. The following is a summary of the input received at the workshop.

Pedestrian Safety and Sidewalks/Crosswalks:

The largest broad response on the issue of pedestrian safety was a desire for additional sidewalks. The requests for sidewalks primarily centered on roads in the village area or that lead to schools, with the most mentioned improvement being the completion of the sidewalk on Woodbridge Road. The need for sidewalks to be consistent, along the same side of the road, with well-established crosswalks at intersections and important mid-block crossings was also expressed. Attendees noted the need for safe crossings of Route 1 with particular focus on Spur Road and the stretch of Route 1 between Route 91 and York St. Similarly making improvements to the intersection of Organug Road and York Street to improve safety and congestion was mentioned.

Bicycle Safety:

Two major themes arose from the feedback received on bicycle safety at the workshop: the need for improved shoulders or bike lanes and the need for greater awareness of cyclists as road users along with motorists. People cited the need for wide, paved shoulders on roads that did not have them and for improved shoulders in areas where the pavement was breaking down. Hannaford, and the larger Route 1 area between Route 91 and York Street were repeatedly mentioned as current or desired biking destinations. While the shoulders there are wide and in good shape, the intersections on Route 1 need improvement to be able to safely and easily handle bicycle traffic. Similarly, Spur Road was frequently cited as an important connection in need of safety improvements at the I-95 highway ramps and the intersection with Route 1.

Non-infrastructure inputs:

Participants in the workshop also felt that walking and biking conditions in town could be improved by education and enforcement actions. People wanted to see further education provided on how to safely and legally navigate the roads as a cyclist, pedestrian, and driver. Suggestions included spending more time on non-driving road use in driver's education classes and renewals, road safety courses in schools,

and activities such as bike rodeos to teach safe practices and skills to younger bike riders. A strong desire to see stricter enforcement of speed limits and bicycle passing laws was also frequently mentioned.

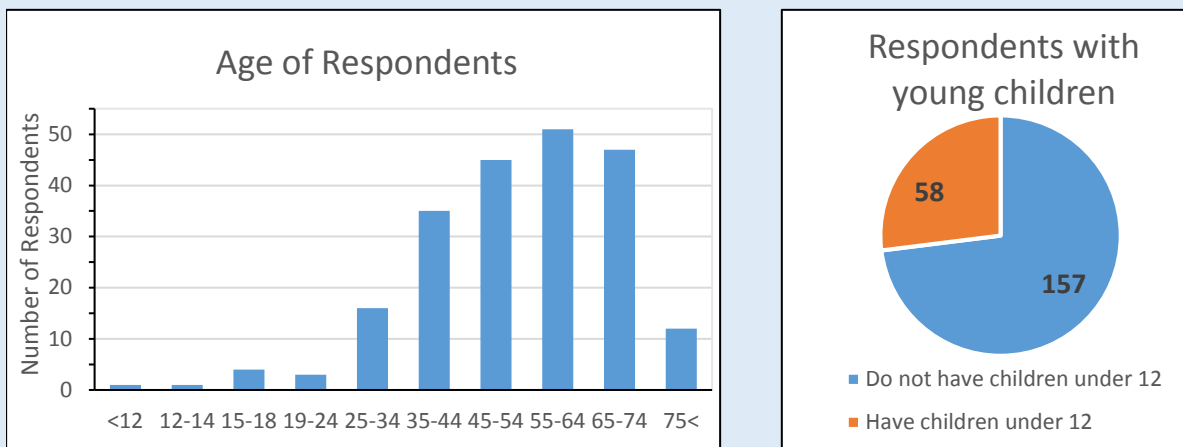
Survey:

A public survey was conducted from mid-April to mid-June of 2016. The survey was primarily conducted online through GoogleForms. In order to reach a wider, more representative population paper copies of the survey were distributed at York Town Hall, Public Library, and Senior Center. The Bicycle and Pedestrian Committee also set up a station at the May 2016 voting center with paper surveys and cards directing people to the electronic survey information. Ultimately, 219 results were received.

A detailed summary of responses can be found in Appendix C and a full list of the questions included in the survey can be found in Appendix D.

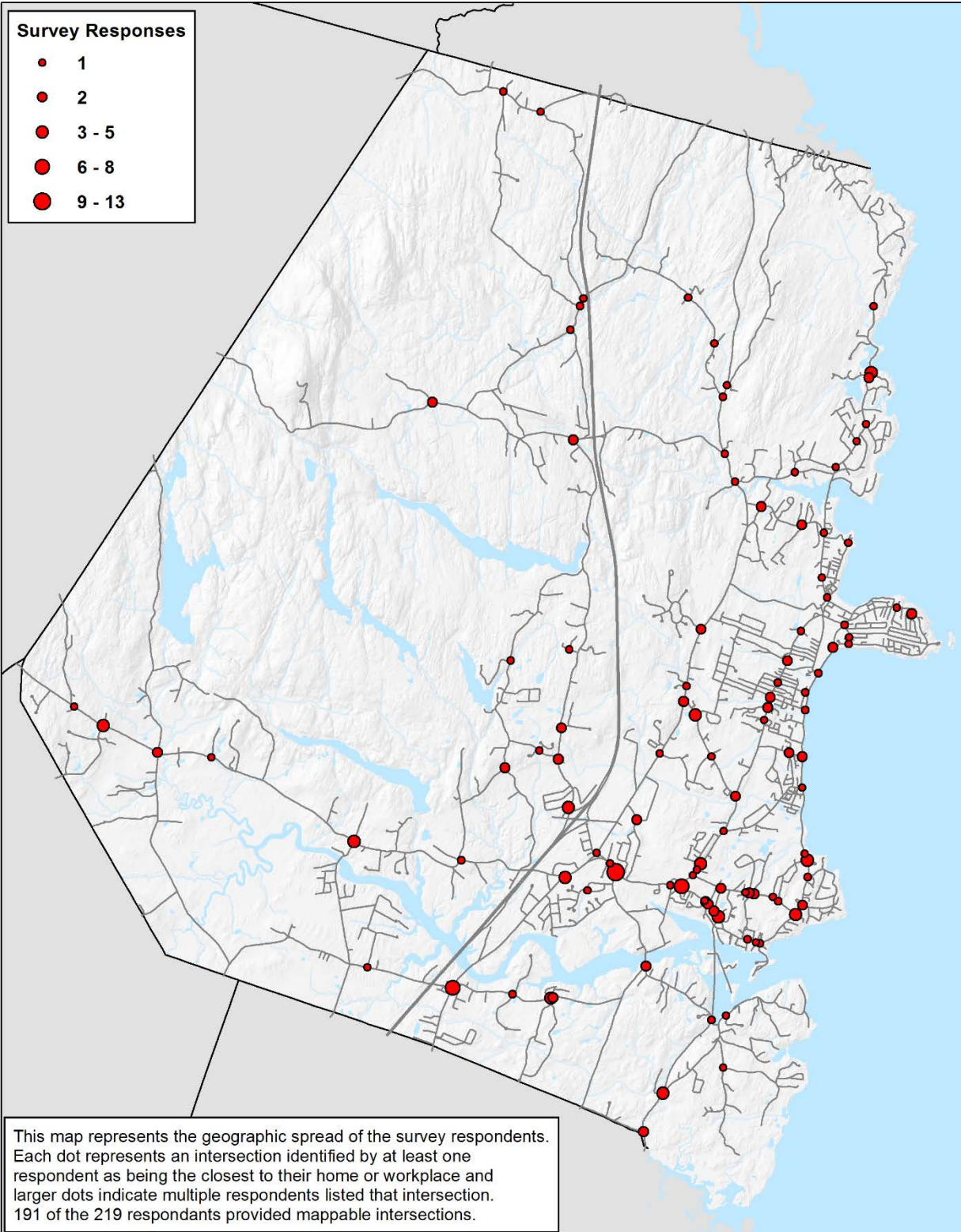
Based on answers to demographic questions in the survey, responses were largely representative of the town population. Responders covered the town geographically and the spread largely corresponded to population density (see map on Page 12). In order to capture the concerns of all age groups parents of children under age 12 were asked additional questions about their family's needs and habits. Few responses were received from the middle and high school aged population leaving that population under represented (Figure 1).

Figure 1



Graphics showing the age representation of the survey responses received.

Survey Response Geographic Distribution



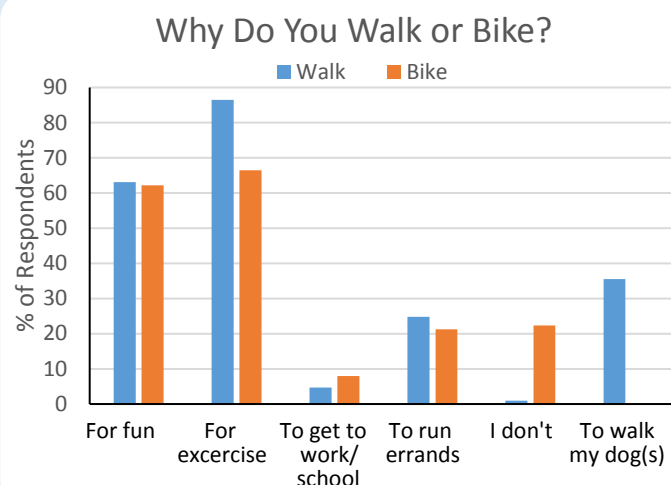
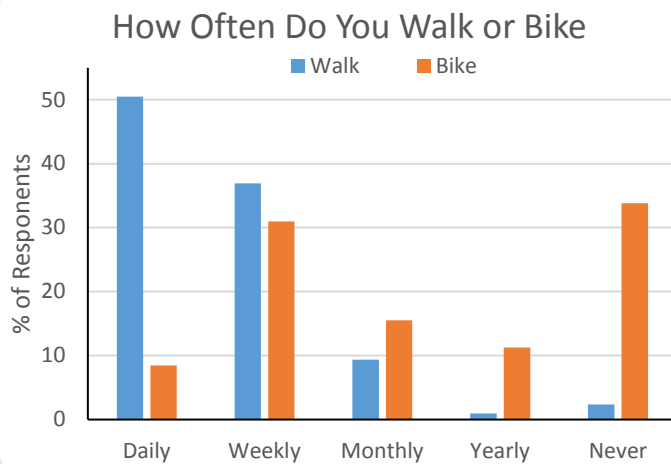
The survey responses show that York is an active community with frequent walkers and bikers (Figure 2). Respondents cited fun and exercise as the primary reasons why they walked and/or biked. A quarter of respondents said they walked to run errands and 21% said they ran errands on their bikes.

The survey asked parents of young children how their children got to and from school. Of the 58 parents that responded to this question, slightly over two thirds said that their children took the bus at least some of the time. Two parents said that their children walked sometimes and only one said that they biked. Parents of young children were also asked if they would be interested in a walking school bus program to help and encourage children to safely walk to and from school. Slightly more than half of the respondents stated that they would be interested in such a program or would like to know more about how they work (Figure 2).

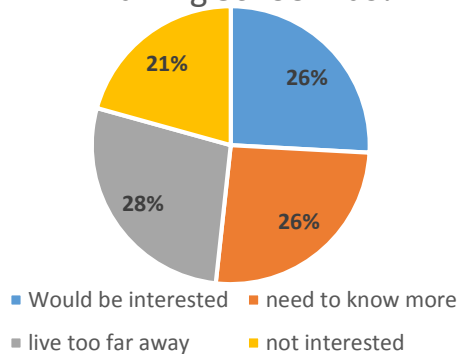
In order to assist the committee in determining and prioritizing areas of town in need of improvements, the survey asked what areas and roads they felt could better serve cyclists and pedestrians. 168 people identified 298 overlapping places that could use pedestrian improvements and 121 people identified 219 overlapping places that could use biking improvements. In total 90 different places or roads were mentioned at least once. A full tally of mentioned areas can be found in Appendix C.

To assess the needs of the community respondents were asked what services or amenities would encourage them to walk or bike more. Across both modes, the most often mentioned improvement were trails and off

Figure 2



Would You be Interested in a Walking School Bus?



road paths. This was the second most mentioned item for both walking and biking with 55 and 49 mentions respectively.

The most mentioned ideas for improving walking conditions were more and improved sidewalks. 74 people stated that this would help them to walk more. For cyclists, the most often mentioned amenity was wide and well-maintained paved shoulders or bike lanes. Improved shoulders were mentioned by 71 people as a way to encourage them to bike more and were separately mentioned 13 times as a way to encourage them to walk more.



Recommendations

The Bicycle and Pedestrian Committee was charged by the Board of Selectman to create a prioritized list of recommendations with associated timelines. Each recommendation was ranked low, medium or high priority and given a timeline during which it should be accomplished. That timeline is shown in terms of time going forward from the adoption of this master plan by the Board of Selectmen.

The committee faced the difficult task of establishing a focused set of implementable recommendations for this first generation of the Bicycle and Pedestrian Master Plan. These recommendations do not cover all suggestions and desires provided by the public or discussed by the committee. Other recommendations from the public will be a part of the committee's future efforts.

Policy Recommendations

Appropriate town policy provides a great opportunity to improve conditions for bikes and pedestrians in town. By adjusting town policies to be aware of non-motorized transportation and be more in line with current demands we can consciously shape town roads to better serve all users and all modes. These changes are cost effective in that they are not building or installing any particular infrastructure but instead are adjusting attitudes and approaches so as to ensure that future projects consider and accommodate all mode of traffic in the area they impact.

1. Adopt a "Complete Streets" policy

Priority: High

Timeline: <1 year

Action: The **Bicycle and Pedestrian Committee** will work with the **Planning Board** and **Department of Public Works** to develop and adopt a complete streets policy tailored to the Town of York.

Complete Streets is an approach to road development, improvement, and maintenance that seeks to ensure that all roads are safe for all people regardless of their mode of travel. This includes examining the needs of pedestrians, cyclists, and motorists as well as making sure that infrastructure is navigable by those with disabilities. Complete Streets is not a strict requirement for any particular infrastructure. It does not require sidewalks on every road or seek to enshrine one mode of transportation to the detriment of another. This policy would govern actions taken on all publicly built and maintained roads. This means that when a road project is proposed, such as normal road maintenance or in-road utility work, the town would examine the potential to make improvements as part of that work. Discussion with the Planning Board and Board of Selectmen may result in changes to the Town Road Acceptance Policy and Site and Subdivision Regulations to ensure that they reflect the Complete Streets Policy as it is developed.

There are many improvements raised in the public input process that would be addressed under a complete streets policy. These include:

- Paved and striped shoulders should be included on all roads where the right-of-way allows and traffic volumes warrant. Improved shoulders was the most desired improvement for cyclists and the third most mentioned for pedestrians in the public survey. Improved shoulders are particularly important for those roads inland of Route 1 where demand may not warrant the expense of sidewalks. Improving access to the western part of town, across Route 1 and I-95, was an important need identified both by the committee and the public, improving shoulders on roads is a crucial part of improving connections in this part of town.
- Sidewalks should be included where right-of-way allows and demand warrants. More sidewalks was the most desired improvement for pedestrians in the public survey. Densely developed areas and heavily used routes leading to schools and the village centers can see dramatic increases in safety for all modes of travel if pedestrians can be given a safe place in the right of way.
- Signs and markings where conditions do not allow for a safe shoulder. Many roads in the more developed areas of town do not have the right-of-way width for a safe shoulder or have roadside parking that does not allow for a safe bike lane. “Bikes may use full lane” signs, for example, have been shown to be an effective warning to motorists that there may be cyclists in the area and a reminder to all users to practice safe and respectful traffic movements.

2. Review and update the town’s skateboard ordinance

Priority: Moderate

Timeline: 1-2 years

Action: The **Bicycle and Pedestrian Committee** will work with **York Police Department** on reviewing and potentially revising the York Skateboard Ordinance.

The current Skateboard Ordinance (enacted in 1978) is overly restrictive and limits the ability for people, primarily younger residents who may be unable to drive or lack access to a car, to move about town with skateboards or scooters whether that be for recreation or transportation. A more moderate ordinance would allow for non-motorized transportation and be more in line with the realities that exist today. Any revised ordinance would need to assure continued pedestrian safety and protect property from damage by skateboards or other wheeled vehicles.

3. Review winter maintenance policies

Priority: Moderate

Timeline: Ongoing

Action: The **Bicycle and Pedestrian Committee** will work with **Public Works** to address the issue of sidewalk and road clearing to improve conditions during the winter months.

Icy and snow covered sidewalks are a serious impediment to winter pedestrians, particularly the elderly and disabled who may not have other options. The committee will work with public works to identify and pursue options for improved maintenance. This could include such things as increased staff, new equipment, and/or policy changes.

Education, Enforcement, and Encouragement

One of the most important aspects of improving bike and pedestrian conditions is to keep road activity of all users predictable and expected. Making sure that all road users are aware of the safe and legal way to navigate the roads improves conditions for everyone. Predictability, education, and experience are the best way to ensure safety.

1. Increase outreach to school populations

Priority: High

Timeline: Ongoing

Action: The **Bicycle and Pedestrian Committee** will work with **York Schools** and the **York Police Department** on training sessions and events.

Educating children to safely navigate around town on foot and by bike is an integral part of improving safety for all users. This will be accomplished through conducting bicycle and pedestrian safety education, holding an annual bicycle rodeo, and incorporating bicycle and pedestrian safety topics at the York High School Traffic Safety Fair. Additional education opportunities will be sought for adult groups and through Parks and Recreation offerings. York Schools' continued participation in the Safe Routes to Schools Program is encouraged.

2. Increase driver education outreach

Priority: Moderate

Timeline: Ongoing

Action: The **Bicycle and Pedestrian Committee** will work with the Bicycle Coalition of Maine, the Law Enforcement Collaborative, and Driver's Education Programs to improve safety for all users on the road.

Action: The **Bicycle and Pedestrian Committee** will use the Town's Public Access TV to show public service announcements on safety issues for motorists, cyclists, and walkers.

3. Increase awareness of motorist, cyclist, and pedestrian laws

Priority: High

Timeline: < 1 year and ongoing

Action: The **Bicycle and Pedestrian Committee** will work with **York Police Department's** ongoing enforcement efforts to improve awareness of all traffic laws, including the three foot law, cyclist traffic laws, distracted driving, and speed limits. Support the use of portable speed monitors to make motorists aware of their speeds in problem areas.

Action: The **Bicycle and Pedestrian Committee** will work with **York Police Department** to research and conduct enforcement education events for motorist, bicycle, and pedestrian safety and compliance with laws.

Traffic laws exist to protect all road users. Public input from both the forum and survey frequently mentioned that speeding traffic and other law violations by motorists, cyclists, and pedestrians were

major inhibitors preventing them from walking and biking in York. Complete streets and road design can aid significantly in traffic calming and safety, but do not reduce the need for enforcement of traffic safety laws.

4. Improve signage and road markings

Priority: Moderate

Timeline: <1 year

Action: The **Bicycle and Pedestrian Committee** will work with **Public Works** to determine locations in need of new and/or improved signage and road markings. This may include such items as:

- Bikes May Use Full Lane signs and/or sharrows where road width and travel speed warrants
- Pedestrian crossing signs, road markings, and/or flashing signs at crosswalks and pedestrian heavy areas as needed.
- 3 Foot Law signs on main roads entering York and other key locations
- Signage to alert pedestrians of where sidewalks end and of last safe crossings before a sidewalk ends.

Signage has been shown to encourage safe and proper use of roadways by both motorized and non-motorized users. It helps make motorists aware of increased potential for encountering other users and helps guide cyclists and pedestrians to the safest ways to travel on a given portion of road.

5. Develop and publicize safe biking and walking routes

Priority: Moderate

Timeline: 1 year

Action: The **Bicycle and Pedestrian Committee** will work to identify safe biking and walking routes and coordinate with local entities such as the **Chamber of Commerce** to publicize them.

Making the public aware of routes that are relatively friendly to bike and pedestrian users helps encourage people to get out using non-motorized transportation. This helps alleviate traffic issues by directing non-motorized traffic away from roads with more conflicts to those that are best equipped to accommodate it.

6. Install bike racks and repair stations

Priority: Low

Timeline: <1 year to ongoing

Action: The **Bicycle and Pedestrian Committee** will work with **town staff**, local organizations, and businesses to identify appropriate locations and funding sources for bike amenities in town. Initial focus would be on bike racks.

Adding bike racks at major destinations makes it significantly easier to use bikes for transportation. Bike racks improve sidewalk conditions by encouraging cyclists to leave their bikes in appropriate and consolidated locations and can double as sculptural art. Bike racks can be installed on public or private land and the town can work with local business owners to obtain, locate, and install bike racks at destinations in town. Grants are available for bike rack installation.

Bike repair stations are self-contained and publically available resources for conducting minor repairs on bikes. Repair stations can be particularly desirable in towns such as York with large summer and tourist populations that may not have the appropriate tools easily accessible.

7. Benches

Priority: Low

Timeline: 1 year

Action: The **Bicycle and Pedestrian Committee** will work with local organizations to identify routes and locations that could most benefit from benches.

Benches were requested by multiple survey participants as a way to improve walking conditions for the elderly and disabled. Strategically placed benches would allow these populations to comfortably cover more ground on foot opening up new parts of town to populations that may not be able to drive.

Infrastructure

New and improved infrastructure can provide the biggest leap in improving biking and pedestrian conditions. It can also be the most expensive. In order to keep this section concise and to stay within the expertise and time frame available to the committee these recommendations have been kept to higher level needs rather than specific infrastructure projects. Within each of these points the committee has identified example areas that are particularly important. By pairing these recommendations with a complete streets policy as mentioned above, it is the committee's intention that possible improvements be enacted over time as opportunities present themselves. While some may need to be separate projects many can be undertaken in tandem with other road work projects in order to save money and construction time.

In addition to the recommendations below, the Committee will continue to work with and support other Town Committees and efforts with shared goals of improving safety and access to cycling and walking in York. This includes the following currently active projects:

- The Long Beach Avenue road improvements and Bathhouse
- The new road connecting Route 1 to York Beach to ensure safe conditions for all modes of travel.
- The York Village Committee's efforts to revitalize in the Village
- The extension of the Fisherman's Walk under the Route 103 bridge
- The York Energy Committee's efforts to convert to LED street lighting

1. Improve and expand sidewalk network

Priority: High

Timeline: 2 years to ongoing

Action: Bicycle and Pedestrian Committee will work with **Public Works** to construct new sidewalks with a priority on filling gaps in the existing network and building connected additions as appropriate.

Additional sidewalks was the most frequently received feedback received from the public on how to improve safety and encourage pedestrians. The existing sidewalk network serves a good portion of town but has some significant gaps. The committee has identified the following locations as important gaps in the sidewalk network:

- Woodbridge road between the existing segments of sidewalk.
- Lilac Lane between the Wiggly Bridge and York St.
- Gaps on Route 1 between Route 91 and York street
- Ridge Road
- Webber Road and the High School Access Road
- Both sides of Long Sands Road
- Improvements to Long Beach sidewalks

2. Improve road shoulders

Priority: Moderate

Timeline: Ongoing

Action: Bicycle and Pedestrian Committee to work with **Public Works** to establish safe, rideable shoulders as traffic volume and right-of-way allows. Priority should be given to creating a network of safe routes through town.

Paved and striped shoulders were the most frequently mentioned cyclist oriented improvement brought up by the respondents to the public survey and the third most mentioned pedestrian oriented improvement. Shoulder improvements can be implemented in the course of normal road maintenance as seen in the recent improvements to Route 91. Improved shoulders are not a formal bike lane which would require a certain width and forbid parking on the shoulder. Striping a substantial shoulder visually narrows the roads which calms speeds and helps to keep vehicles to the center of the road reducing conflicts with slower modes of transportation. The committee has identified the following roads as in need of improved shoulders:

- Shore Road
- Old Post Road
- Cape Neddick Road
- Chases Pond Road
- Mountain Road
- Bog Road, between Route 91 and the Bog Road Athletic Fields.

3. Study and recommend improvements for The Nubble

Priority: High

Timeline: 2-4 years

Action: Bicycle and Pedestrian Committee will work with the town to hire a consultant to examine conditions and needs on the Nubble and to develop an implementable plan for improved bike and pedestrian safety.

This area sees large amounts of traffic by all modes of travel and is severely constrained by narrow rights-of-way. It is a popular destination for locals and visitors alike and any improvements must be done with sensitivity to the character of the area. This has been an ongoing issue for many years and is specifically called out as an item of Immediate Priority in the Town's Comprehensive Plan.

4. Creating safe connections across Route 1 and Interstate 95

Priority: High

Timeline: Ongoing

Action: Bicycle and Pedestrian Committee will work with **Public Works** to improve conditions at major crossing points of Route 1 and I-95.

The parallel corridors of Route 1 and I-95 form an effective barrier to non-motorized travel between the inland and coastal portions of town. They cut off access to destinations on either side from neighborhoods on the other. This issue came up repeatedly in public feedback, particularly in reference

to improving and encouraging biking in town. The following have been identified by the committee as major areas in need of improvement:

- The intersection of Route 1 and Spur Road
- Spur Road, crossing the highway ramps.
- The intersection of Route 1 and Mountain Road
- The intersection of Route 1 and River Road
- The intersection of Route 1, Beech Ridge, and Southside Roads

5. Explore potential for off road paths

Priority: Moderate

Timeline: 1-5 years

Action: Bicycle and Pedestrian Committee will work with the town and property owners to identify existing trails that can be formalized and improved and to identify areas where new connections can be made.

Off road paths were frequently mentioned at the workshop and in the survey as desirable amenities, both as recreation opportunities and as safe, direct travel connections. There are many potential locations for such trails in town through publicly owned lands, undeveloped rights-of-way (paper streets), and potential arrangements with non-profit or private land owners. The following areas were identified by the Committee as priorities for trail development:

- The village; connecting between the elementary schools and the village center.
- Connecting between the village center and the High School.
- Connecting Route 1 to the Short Sands Beach area.
- Connecting Spur Road to the Bog Road Athletic Fields.

6. Improve street lighting in pedestrian areas

Priority: Low

Timeline: Ongoing

Action: Bicycle and Pedestrian Committee will work with **The Energy Steering Committee** and **Public Works** to identify places in need of new or improved street lighting with a focus on crosswalks.

Ensuring that crosswalks are safely lit, particularly in the dark winter months, can greatly increase pedestrian visibility and therefore safety. The Committee will work with Public Works, the Energy Steering Committee, and the Village Revitalization Committee to adjust street light placement and angling as part of proposed upgrades to the Town's streetlights.

7. Temporary infrastructure testing

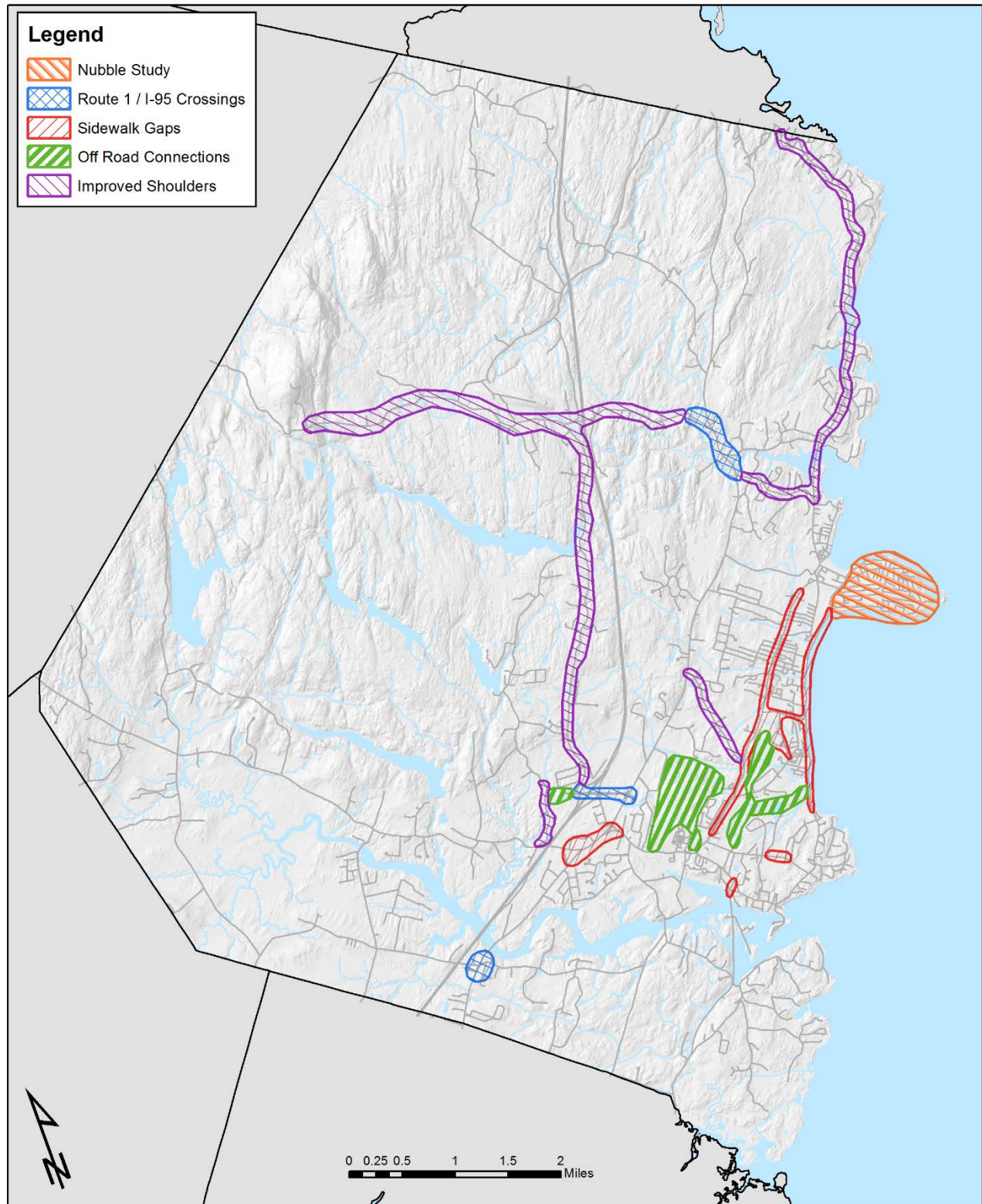
Priority: Low

Timeline: Ongoing

Action: The Bicycle and Pedestrian Committee will work with **Public Works** to identify areas and opportunities to undertake low cost, low impact tests of infrastructure improvements.

One way to save time and effort is to test potential infrastructure changes ahead of time with non-permanent solutions. There are programs and grants such as “Imagine People Here” that provide money and expertise to assist towns in these types of on-the-ground tests.

Infrastructure Recommendations



Appendix A – Funding Sources

The Town of York has successfully worked with many funding sources to continue to improve our Town. For example, the DPW's major road projects, the York Beach and Village revitalization efforts, and the Mount Agamenticus trails have successfully leveraged Town contributions to bring in funding from federal, state, regional and non-governmental sources.

The Bicycle Coalition of Maine has compiled a listing of many sources of funding available to support of pedestrian and cyclist safety and accessibility enhancements, which can be found on their website at the following location: <http://www.bikemaine.org/funding>

The major categories for funding are:

- Federal Transportation programs and state transportation bonds.
 - For infrastructure projects, these funds are primarily administered by the Maine Department of Transportation (MDOT) and/or by Municipal Planning Organizations (such as the Kittery Area Comprehensive Transportation System- KACTS). Some funds require Town contributions that generally come from the Capital Plan.
 - The Recreational Trail Program transportation funding is managed by the Maine Department of Conservation and can be used for trail and path projects. A 20% match is required from the Town.
 - The Quality Community Program provides funding for stand-alone bike/ped projects. A 20% Town match is required.
 - MDOT also periodically provides signage and equipment such as traffic/speed monitors for communities at no or little cost.
- Bicycle and Pedestrian Safety and Education Programs in Maine are largely administered by the Bicycle Coalition of Maine on behalf of MDOT. York Schools have participated in the Safe Routes to School (SRTS) Program and the Bicycle and Pedestrian Safety Education program. SRTS also supports the "Walking School Bus" program and some infrastructure enhancements under the Quality Improvement Program. Grants are available as part of these programs.
- The Coastal Community Grant Program provides grants up to \$50,000 for trails which increase access to the coast. The program is administered by the Maine Department of Agriculture, Conservation and Forestry. This program is currently supporting the Fisherman's Walk project under the Route 103 bridge.
- There are many local, state, and national foundations and trusts with diverse goals that can be solicited to support small and large bicycle and pedestrian safety enhancements. A partial list of these organizations be found on the Bicycle Coalition web site.

Appendix B – Resources

Items cited in this report:

Florida, Richard (2014) “Walkability Is Good for You”. The Atlantic: CityLab. <http://www.citylab.com/design/2014/12/growing-evidence-shows-walkability-is-good-for-you-and-for-cities/383612/>
Last accessed on 10/25/2016

Local Government Commission (2000) “The Economic Benefits of Walkable Communities” Local Government Commission website. http://www.lgc.org/wordpress/docs/freepub/community_design/focus/walk_to_money.pdf. Last accessed on 10/25/2016

National Association of Realtors (2013) “2013 Community Preference Survey”. National Association of Realtors Website. <http://www.realtor.org/reports/nar-2015-community-preference-survey>. Last accessed on 10/25/2016

Torrey, Bates (1895) A Road Book for Cycling and Carriage Driving In Maine. Portland, ME: Stevens & Jones Co., Publishers. (available online)

Complete Streets

General information:

- Local Complete Streets Overview from the Bicycle Coalition of Maine:
 - <http://www.bikemaine.org/advocacy/legislative-advocacy/build-local-complete-streets>
- AARP Complete Streets Information Archive
 - <http://www.aarp.org/livable-communities/archives/info-2014/complete-streets.html>
- What are Complete Streets? From Smart Growth America:
 - <https://smartgrowthamerica.org/program/national-complete-streets-coalition/what-are-complete-streets/>

Example Policies from Maine

- State of Maine Complete Streets Policy
 - <http://www.maine.gov/mdot/completestreets/>
- Bath
 - <http://www.cityofbath.com/Bike-Ped/>
- Fort Kent
 - http://www.fortkent.org/maps_forms_ordinances/ordinances/index.php

- Portland
 - <http://www.portlandmaine.gov/1363/Transportation-Division>
- Scarborough
 - <http://www.scarboroughmaine.org/departments/planning-codes/planning/complete-streets>
- Windham
 - <http://www.windhammaine.us/documentcenter/view/1790>

Safety and Cash Data

- Maine DOT Bicycle and Pedestrian Laws
 - <http://maine.gov/mdot/bikeped/>
- MDOT Bicycle and Pedestrian Safety Information
 - <http://www.maine.gov/mdot/bikeped/bikepedsafety/>
- Bicycle Coalition of Maine Safety and Education Resources:
 - <http://www.bikemaine.org/education-safety>
- MDOT High Crash Location data:
 - <http://www.pactsplan.org/long-range-transportation-planning/mapping-data/high-crash-locations/>

Programs

- Federal Highway Administration Bicycle and Pedestrian Program
 - https://www.fhwa.dot.gov/environment/bicycle_pedestrian/
- Maine Department of Transportation Bicycle and Pedestrian Information
 - <http://maine.gov/mdot/bikeped/>
- Maine Walking School Bus
 - <http://walkingschoolbus.me/>
- Maine Safe Routes to School Program
 - <http://www.bikemaine.org/education-safety/youth-education>
- National Safe Routes to School Center
 - <http://www.saferoutesinfo.org/>
- Bike Friendly Communities
 - <http://bikeleague.org/community>
- Walk Friendly Communities
 - <http://www.walkfriendly.org/>

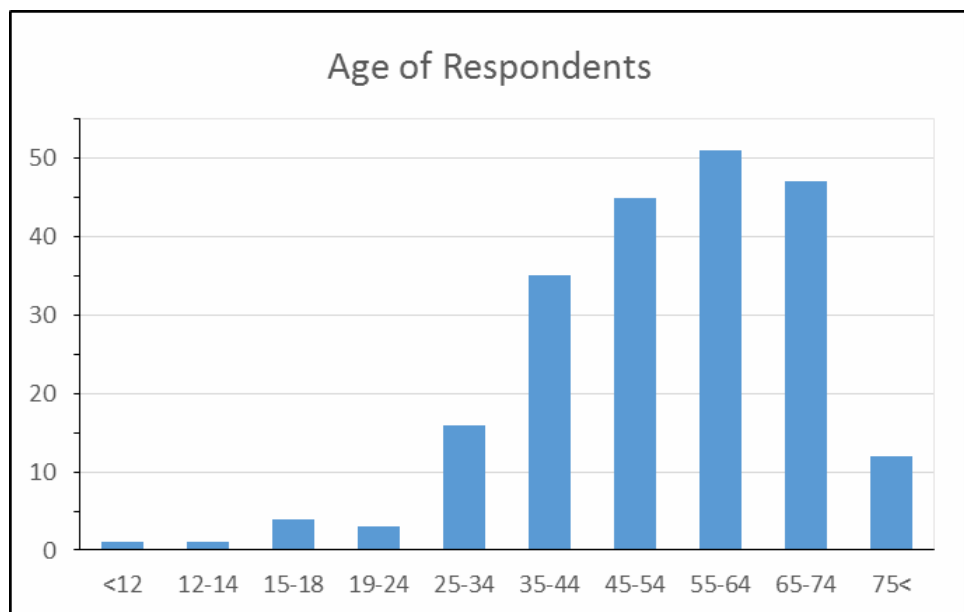
Appendix C – Survey Results

The York Bicycle and Pedestrian Committee has been with developing a Master Plan for improving safety and accessibility for pedestrians and cyclists in York. The first step in gathering public input for this plans was The Town of York Walking and Biking Survey. This survey was made available to the residents and visitors to York online and in hard copies from early April to mid June of 2016. 219 people filled out the survey and the following is a graphical and tabular summation of those responses sorted by category.

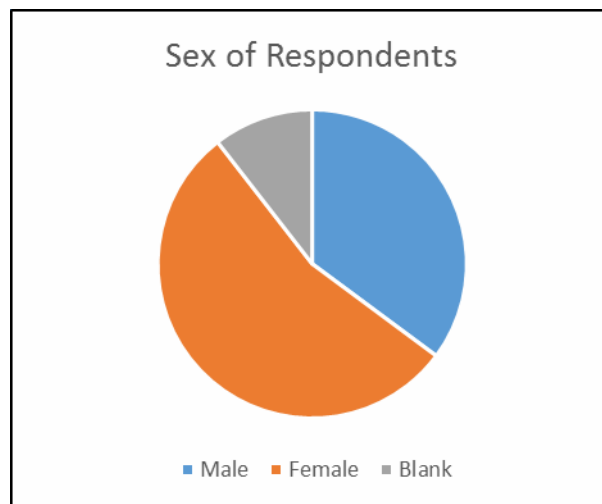
Demographics:

The first section asked some basic demographic questions to make sure that the responses we got were representative of the town.

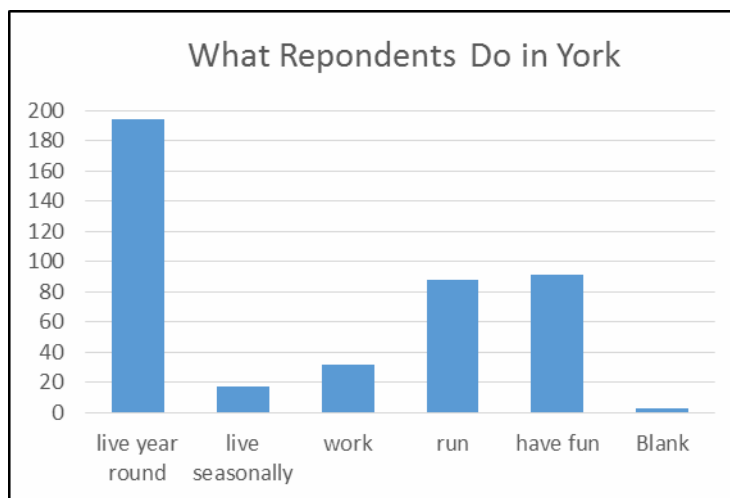
Age	
<12	1
12-14	1
15-18	4
19-24	3
25-34	16
35-44	35
45-54	45
55-64	51
65-74	47
75<	12
blank	4



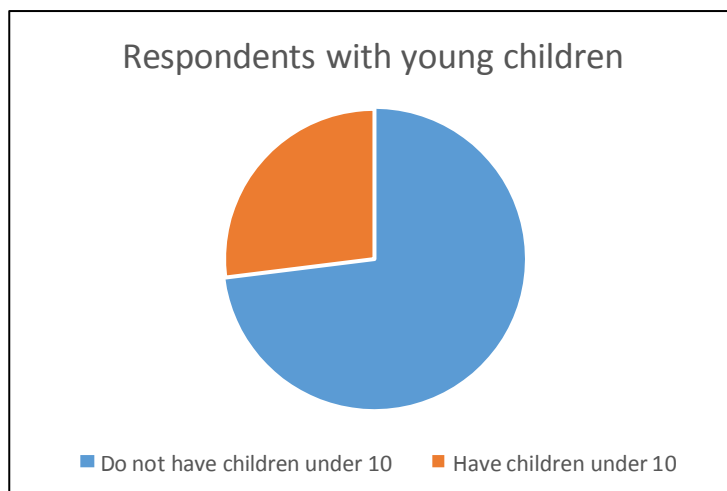
Sex	
Male	77
Female	119
Blank	23



What do you do in York? Check all that apply	
I live in York year round	194
I live in York seasonally	17
I work in York	32
I regularly run errands in York	88
I have fun in York	91
Blank	3



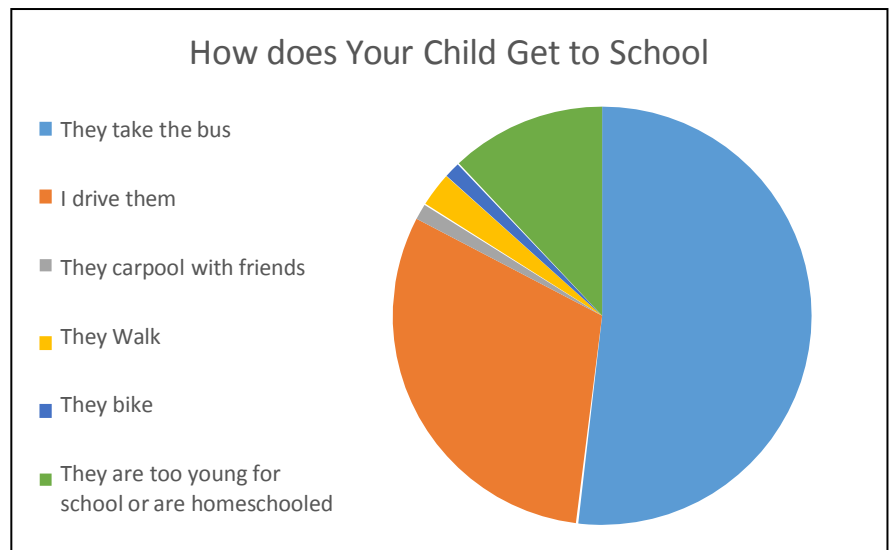
Do you have children under 10	
no	157
yes	58



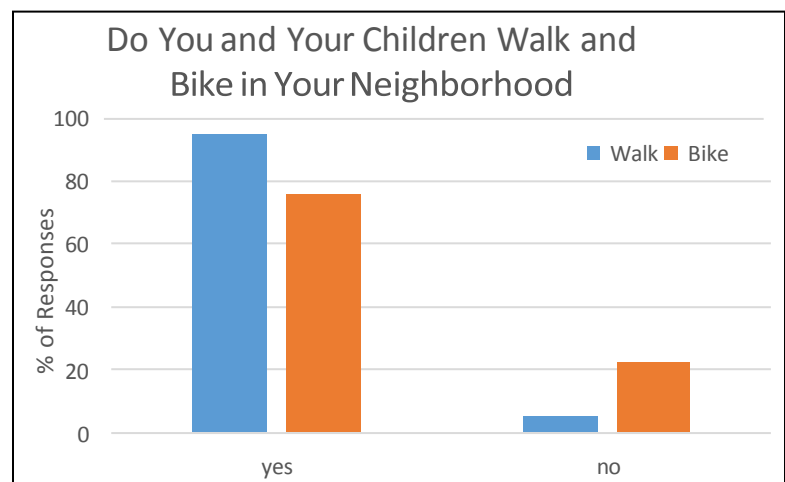
Younger Children:

In order to get an understanding how bike and pedestrian issues affect our youngest residents we asked the parents of young children to answer a few questions aimed just at them.

How do your children get to school	
They take the bus	39
I drive them	23
They carpool with friends	1
They Walk	2
They bike	1
They are too young for school or are homeschooled	9
Total	58

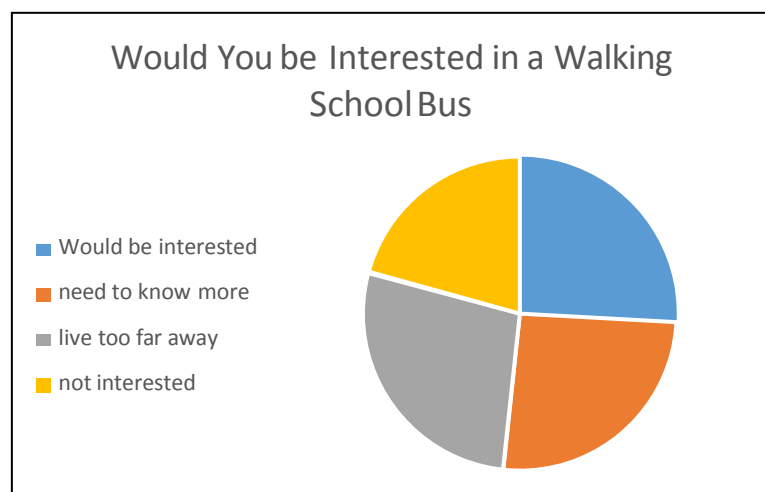


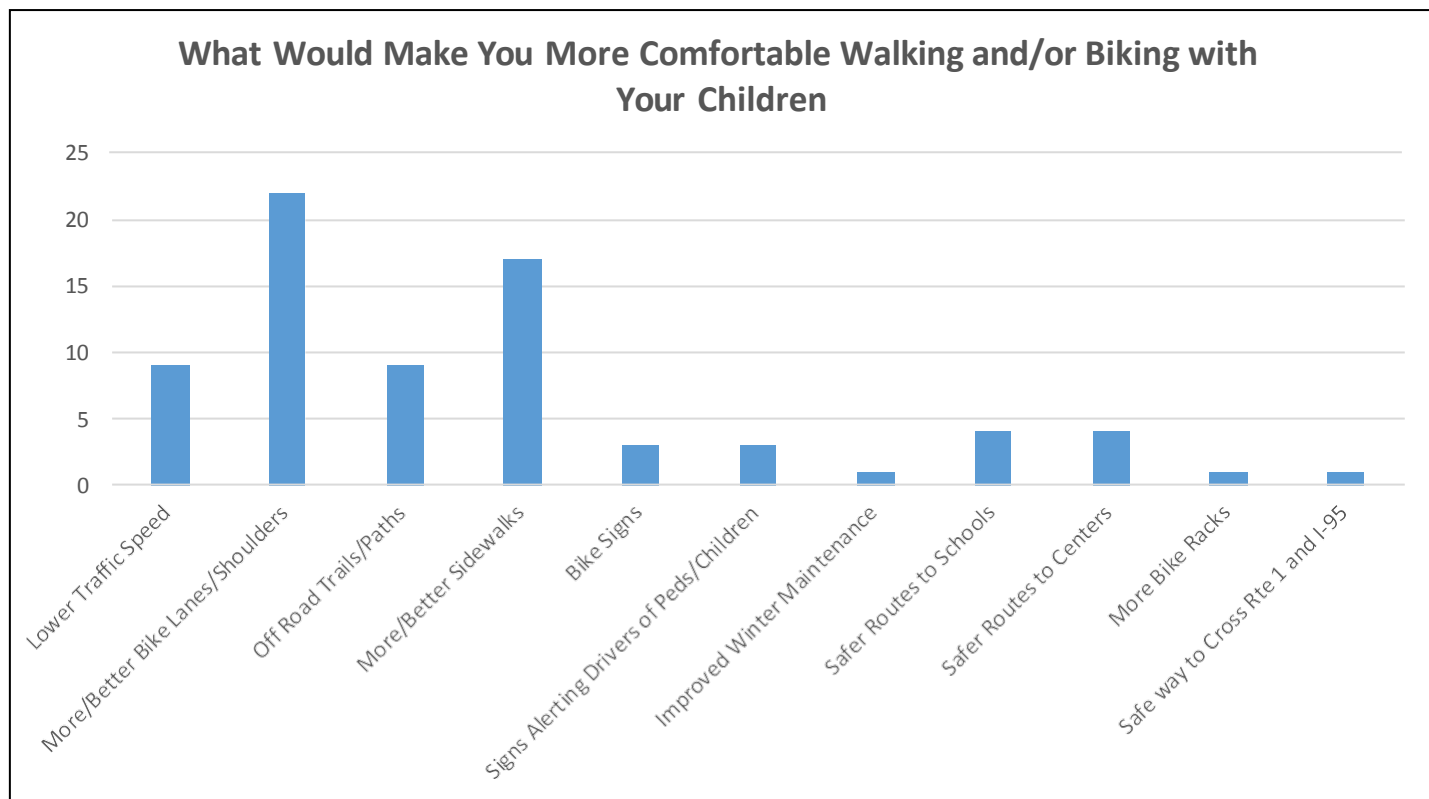
In your neighborhood do you and your children:	Walk	Bike
Yes	55	44
No	3	13



Would you be interested in walking School Bus program in York?	
Would be interested	15
Need to know more	15
We live too far away	16
Not interested	12
Total	58

The Walking School Bus program has adults walk a route through a neighborhood to the local school, collecting and accompanying children on their way to and from school.





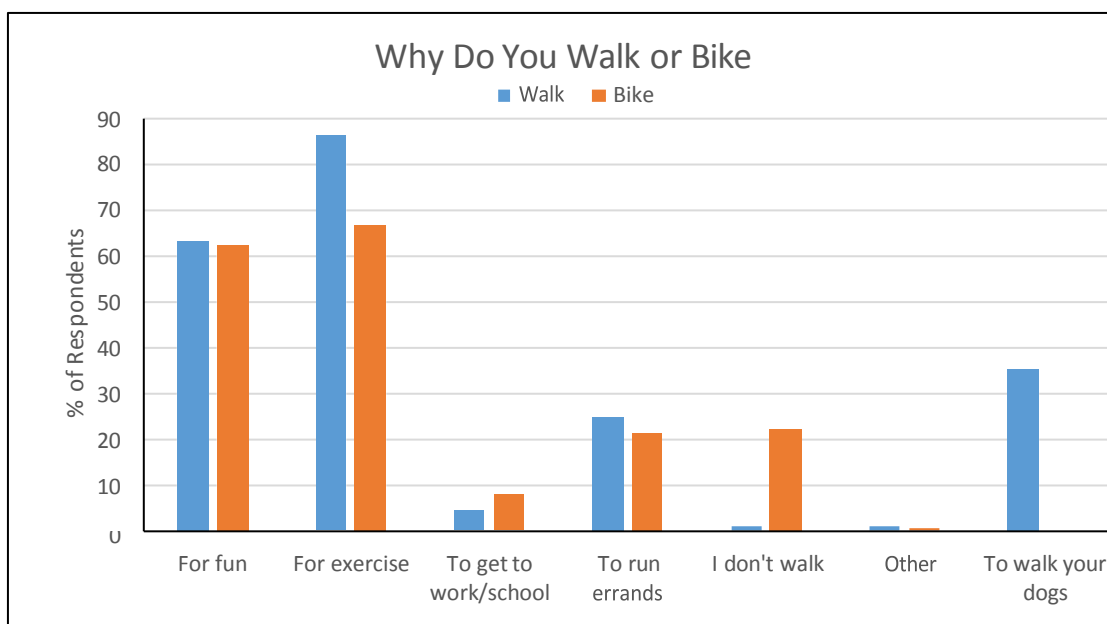
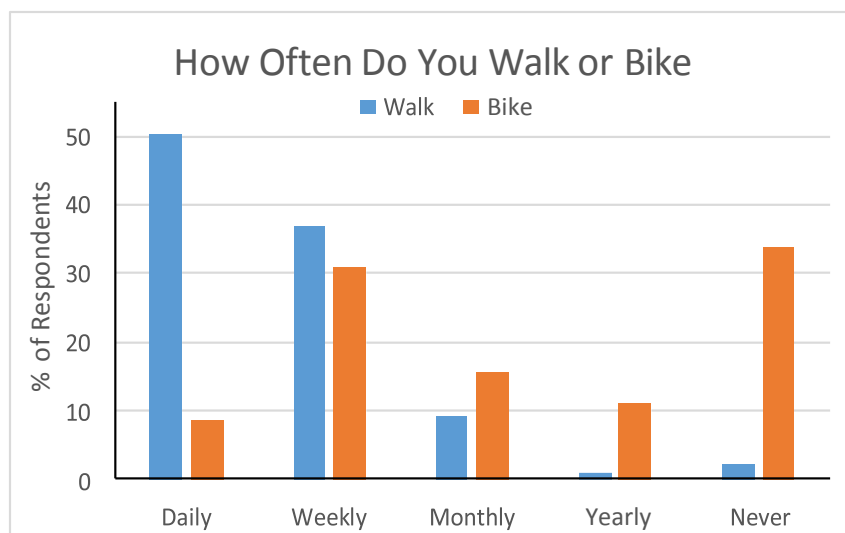
We specifically asked what could be done in town that would make parents of young children more comfortable to walk and bike with their kids.

Are there any improvements or amenities that would make you more comfortable biking and/or walking with your children.	
Lower Traffic Speed	9
More/Better Bike Lanes/Shoulders	22
Off Road Trails/Paths	9
More/Better Sidewalks	17
Bike Signs	3
Signs Alerting Drivers of Peds/Children	3
Improved Winter Maintenance	1
Safer Routes to Schools	4
Safer Routes to Centers	4
More Bike Racks	1
Safe way to Cross Rte 1 and I-95	1

How much and why do people in York Walk and Bike?

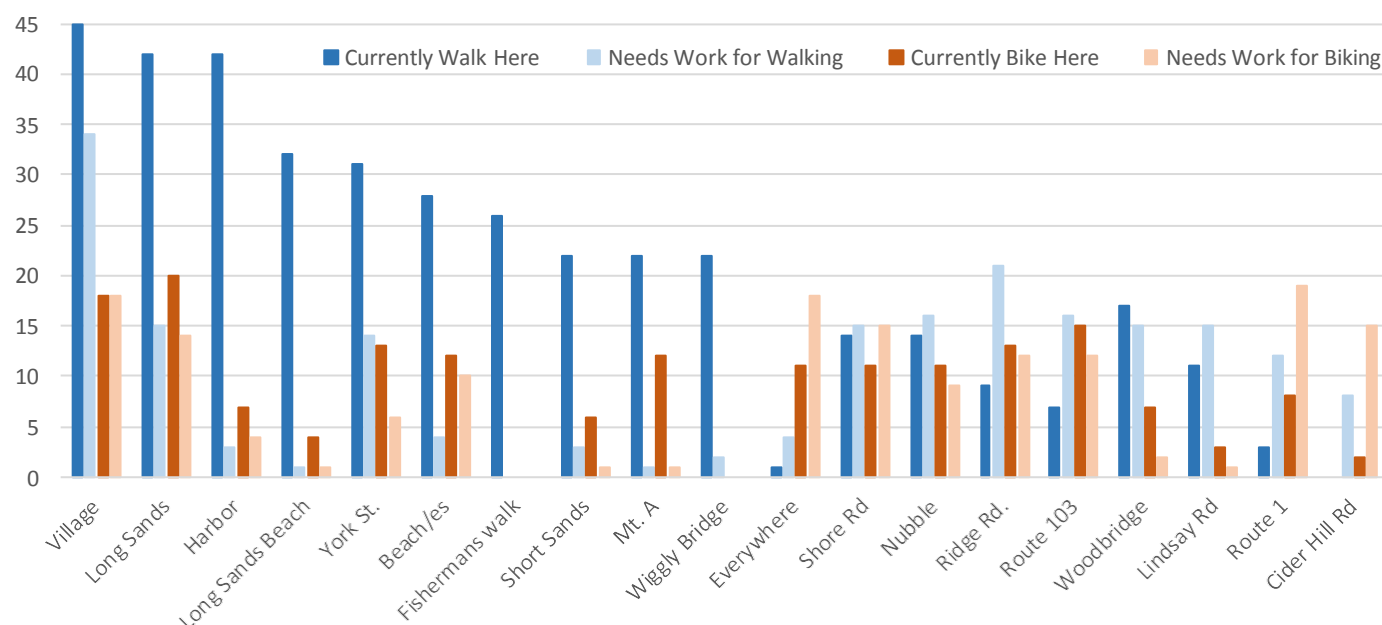
The next section focused on how frequently, for what reasons, and where in town people chose to walk and bike.

How often do you:	Walk	Bike
Daily	108	18
Weekly	79	66
Monthly	20	33
Yearly	2	24
Never	5	72
Total respondents	214	213



Why do you:	Walk	Bike
For fun	135	117
For exercise	185	125
To get to work/school	10	15
To run errands	53	40
I don't	2	42
Other	2	1
To walk my dogs	76	N/A
Total Responses	214	188

Where Do People Walk or Bike and Where Do They See Need for Improvements



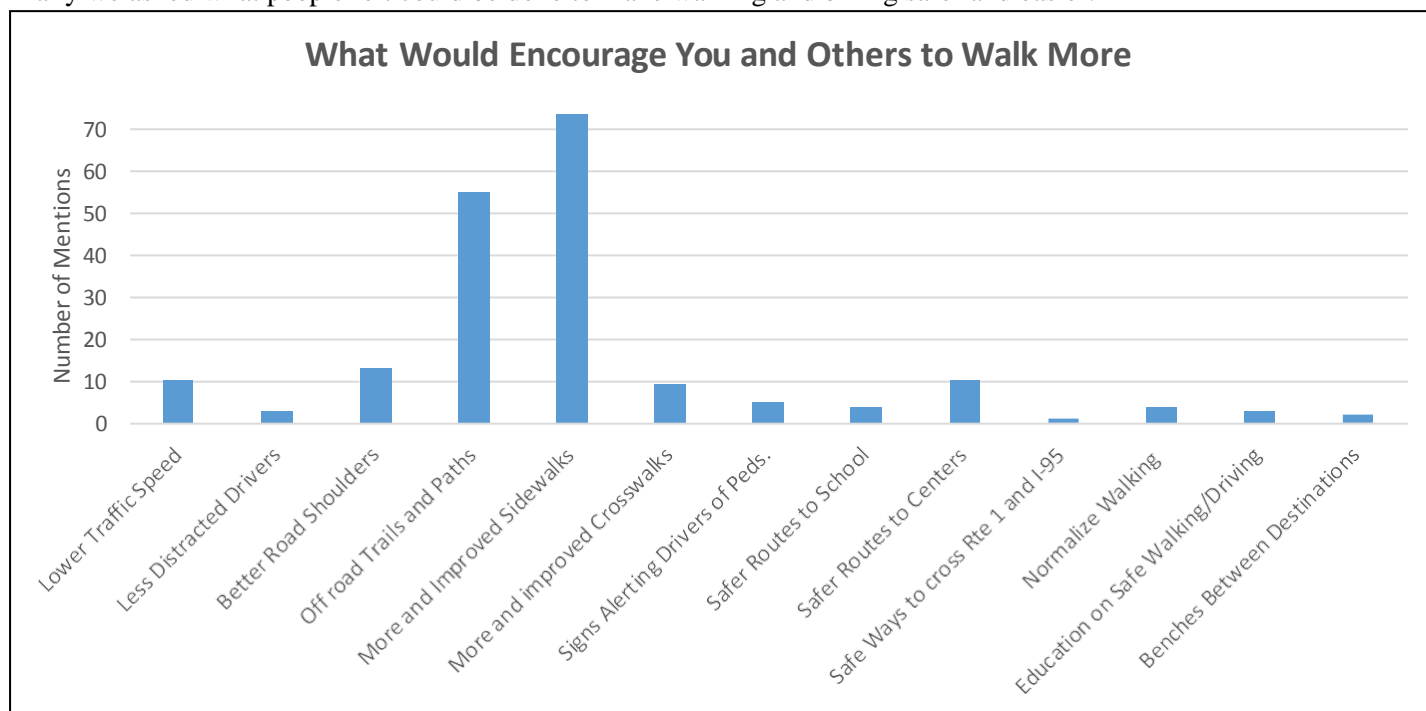
	Currently Walk Here	Could be better for Walking	Currently Bike Here	Could be better for Biking
Village	45	34	18	18
Long Sands	42	15	20	14
Harbor	42	3	7	4
Long Sands Beach	32	1	4	1
York St	31	14	13	6
Beach/es	28	4	12	10
Fisherman's walk	26	0	0	0
Short Sands	22	3	6	1
Mt. A	22	1	12	1
Wiggly bridge	22	2	0	0
Everywhere	1	4	11	18
Shore Rd	14	15	11	15
Nubble	14	16	11	9
Ridge Rd.	9	21	13	12
Route 103	7	16	15	12
Woodbrige	17	15	7	2
Lindsay	11	15	3	1
Route 1	3	12	8	19
Cider Hill	0	8	2	15

90 different places/roads were mentioned at least once and the top 10 of each category are shown here.

201 people identified 545 places they walk and 168 people identified 298 places that could use pedestrian improvements

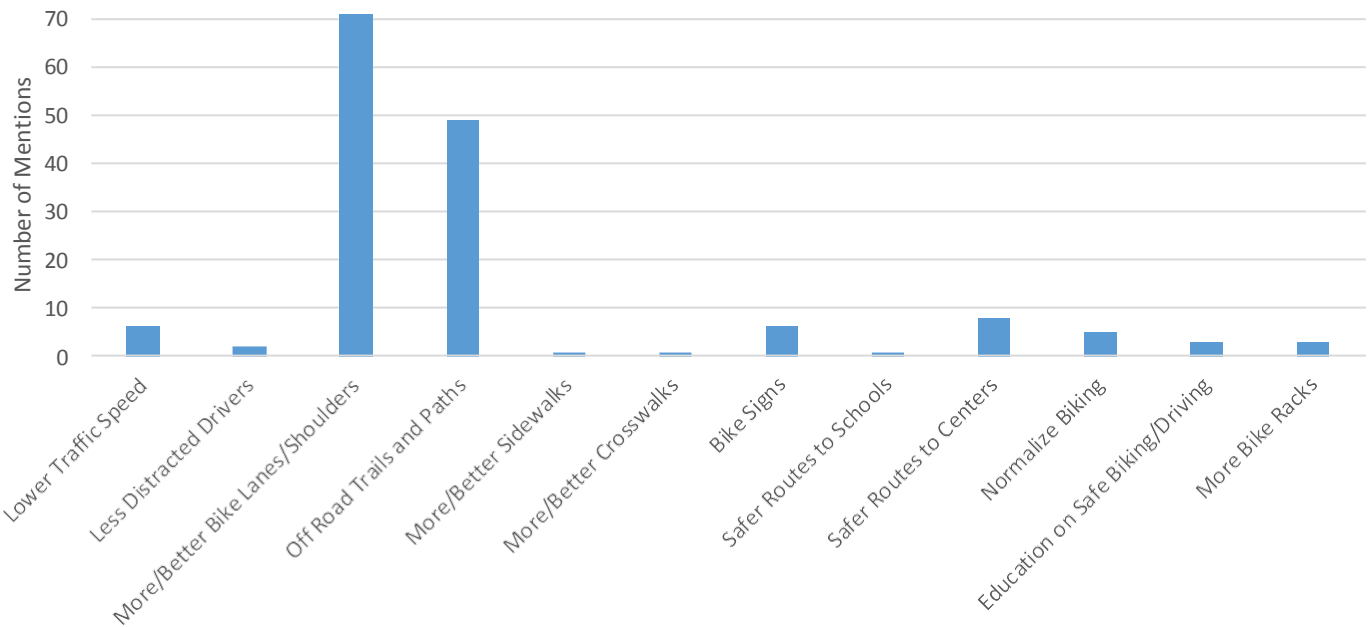
127 people identified 277 places they bike and 121 people identified 219 places that could use biking improvements

Finally we asked what people felt could be done to make walking and biking safer and easier.



What would encourage you and others to walk more	
Lower Traffic Speed	10
Less Distracted Drivers	3
Better Road Shoulders	13
Off road Trails and Paths	55
More and Improved Sidewalks	74
More and improved Crosswalks	9
Signs Alerting Drivers of Peds.	5
Safer Routes to School	4
Safer Routes to Centers	10
Safe Ways to cross Rte 1 and I-95	1
Normalize Walking	4
Education on Safe Walking/Driving	3
Benches Between Destinations	2

What Would Encourage You and Others to Bike More



What would Encourage You and Others to Bike More	
Lower Traffic Speed	6
Less Distracted Drivers	2
More/Better Bike Lanes/Shoulders	71
Off Road Trails and Paths	49
More/Better Sidewalks	1
More/Better Crosswalks	1
Bike Signs	6
Safer Routes to Schools	1
Safer Routes to Centers	8
Normalize Biking	5
Education on Safe Biking/Driving	3
More Bike Racks	3

Town of York Walking And Biking Survey



The Town of York has formed the York Bicycle and Pedestrian Committee and tasked it with developing a Master Plan for improving safety and accessibility for pedestrians and cyclists in York. This survey is the first step in gathering public input to inform this work.

DEMOGRAPHICS

First please answer some demographic questions that will allow us to make sure that the answers we get represent everyone.

How old are you?

- ☐ <12
- ☐ 12-14
- ☐ 15-18
- ☐ 19-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75<

Are you: ☐ Male ☐ Female

What do you do in York? (check all that apply)

- ☐ I live in town year round
- ☐ I live in town seasonally
- ☐ I work in town
- ☐ I regularly run errands in town
- ☐ I have fun in town

What is the closest intersection to where you live? For example the closest intersection to Town Hall is Lindsay Rd. and York St. If you don't live in York but work or attend school here use the closest intersection to your work or school.

CHILDREN

If you have children under 12 please answer the next few questions. If not please skip to the next section. If you have children over 12 that live or work in York encourage them to fill out this survey themselves!

How do your children usually get to school?

- ☐ They take the bus.
- ☐ A family member drives them.
- ☐ They car pool.
- ☐ They walk.
- ☐ They bike.
- ☐ They are too young for school or are homeschooled.

Would you be interested in the town starting a Walking School Bus Program? The Walking School Bus Program has adults walk a route through a neighborhood to the local school, collecting and accompanying children on their way to and from school. Grants are available to schools to recruit and vet these adults.

- ☐ I would be interested in a Walking School Bus program.
- ☐ I would need to know more about the program.
- ☐ I live too far away from a school.
- ☐ I would not be interested in such a program.

Do you walk in your neighborhood with your children?

- ☐ Yes
- ☐ No

Do you bike in your neighborhood with your children?

- ☐ Yes
- ☐ No

Are there any improvements or amenities that would make you more comfortable walking and/or biking with your children?

WALKING

How often do you walk in town?

- | | |
|---------------------------------|---|
| <input type="checkbox"/> Daily | <input type="checkbox"/> A couple of times a week |
| <input type="checkbox"/> Weekly | <input type="checkbox"/> Monthly |
| <input type="checkbox"/> Yearly | <input type="checkbox"/> Never |

Why do you walk? (check all that apply)

- | | |
|---|---|
| <input type="checkbox"/> For fun | <input type="checkbox"/> For exercise |
| <input type="checkbox"/> To get to work or school | <input type="checkbox"/> To run errands |
| <input type="checkbox"/> To walk your dog(s) | <input type="checkbox"/> I don't walk |
| <input type="checkbox"/> Other: _____ | |

Where do you walk the most? What are the top three areas where you most often walk? These can be certain streets, parts of town, trails, or destinations.

What areas would you like it to be easier to walk? Let us know where you would like to walk but feel unsafe, uncomfortable or unable. These can be places where you walk now but that you still think could be improved.

What would help or encourage you or others to walk more? Let us know what improvements you think could be made that would make it easier and more enjoyable to walk in York. Would you like to see sidewalks? If so where? Would you like more and/or improved hiking trails? Maybe you would like to see parts of town connected with paved multi-use paths. Let us know!

BIKING

How often do you bike in town?

- | | |
|---------------------------------|---|
| <input type="checkbox"/> Daily | <input type="checkbox"/> A couple of times a week |
| <input type="checkbox"/> Weekly | <input type="checkbox"/> Monthly |
| <input type="checkbox"/> Yearly | <input type="checkbox"/> Never |

Why do you bike? (check all that apply)

- | | |
|---|---|
| <input type="checkbox"/> For fun | <input type="checkbox"/> To run errands |
| <input type="checkbox"/> To get to work or school | <input type="checkbox"/> I don't bike |
| <input type="checkbox"/> For exercise | |
| <input type="checkbox"/> Other: _____ | |

Where do you bike the most? What are the top three areas where you most often bike? These can be certain streets, parts of town, trails, or destinations.

What areas would you like it to be easier to bike? Let us know where you would like to bike but feel unsafe, uncomfortable or unable. These can be places where you bike now but that you still think could be improved.

What would help or encourage you or others to bike more? Let us know what improvements you think could be made that would make it easier and more enjoyable to bike in York. Would you like to see bike lanes? If so where? Would you like more and/or improved mountain biking trails? Maybe you would like to see parts of town connected with paved multi-use paths. Let us know!

OTHER

Did we miss anything?

Are there any other bike or pedestrian improvements, amenities, or services that you would like to see but didn't have a chance to talk about above?

Thank you for filling out this survey!

The York Bicycle and pedestrian committee will be holding a public work shop at the York Public Library on May 7th from 10am-Noon. Make sure you swing by for a chance to provide more input to the committee and to take a real in depth look at walking and biking conditions in town!

Please return this survey to the person who gave it to you or bring it to Town Hall and give it to **Scott Hastings, Assistant Planner**. To stay up to date on the York Bike and Pedestrian Committee's activities and see the results of this survey check out their Facebook page: www.facebook.com/Yorkbikeped/ or attend their meetings on the first and third Wednesday of every month at 1pm at the York Public Library. If you have any other thoughts or comments feel free to leave them below. Thanks!