

Maine Active Community Environments Workshops

INSTRUCTORS

Anne Ball, Maine Downtown Center

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Maine Active Community Environments Workshops

Working to improve your community's built environment? Want to make it easier for people in your community to be more active where they live, work and learn? The Maine Active Community Environments workshops can help community members build places where people of all ages and abilities have the opportunity to have an active lifestyle through many venues including transportation, walking and biking. Learn how!

Take-aways:

- opportunities for healthy active living
- success stories
- financial resources
- networking with neighboring communities
- resource materials and hands-on map work.



3 WORKSHOP OPPORTUNITIES

Thursday, November 12 - Bangor, City Hall, 73 Harlow St. 2 pm - 4 pm

Wednesday, March 2 - Lisbon, MTM Rec. Center, School St. 10:30 am - 12:30 pm *

Wednesday, March 9 - Rockport Opera House, 6 Central St. 8 - 10 am

Register on line at <http://tinyurl.com/2015-16-ACE>

*All sessions are free of charge and include all materials and light healthy snack.
Bring a team from your city or town for the best results.*

**in conjunction with a Maine Downtown Institute at 8:30-10:30 am. Information provided separately.*



Wednesday, March 9

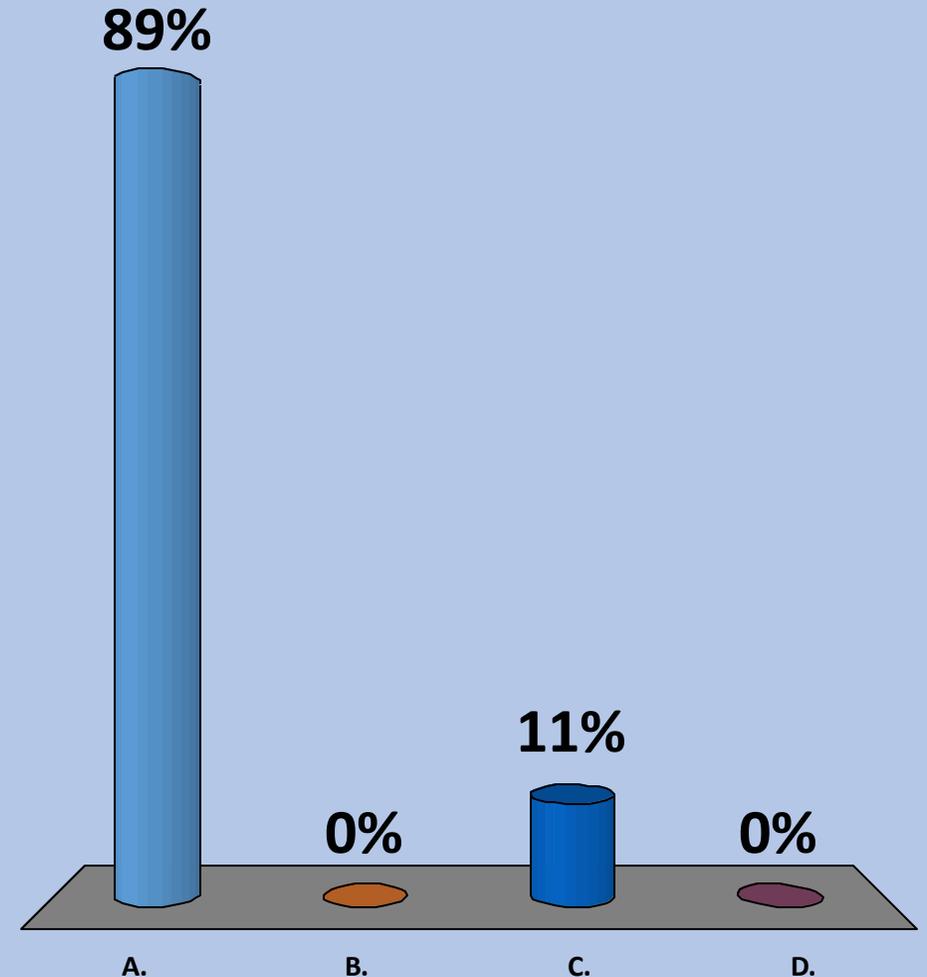
Rockport Opera House



- 8:00 am Welcome and introductions
- 8:10 am Why care about Active Communities?
- 8:30 am Introduction to Building Active Communities –tools, techniques and funding
- 9:15 am Local Case Study and Discussion
- 9:45 pm Wrap Up: Next Steps / Action planning
- 10:00 pm Adjourn

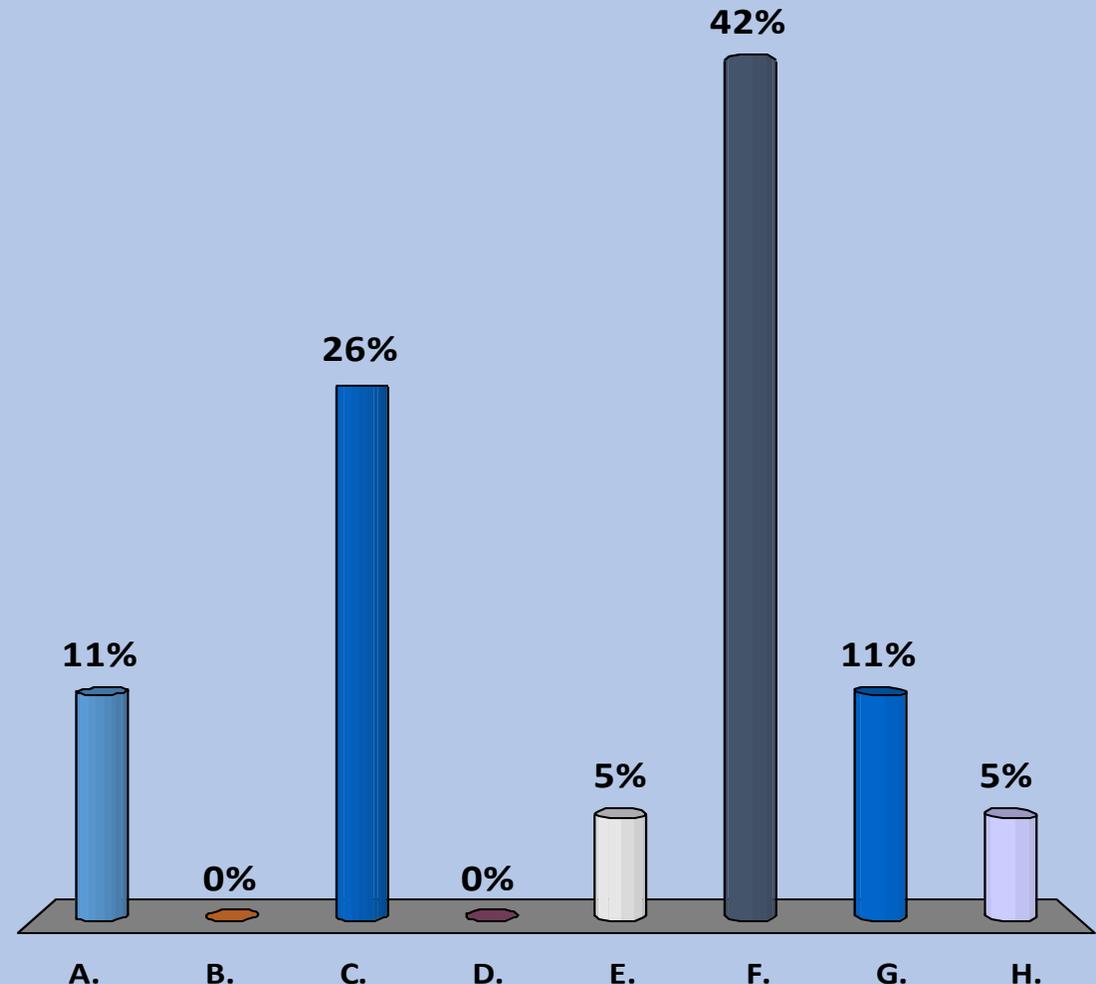
Are you engaged in improving physical activity in your community?

- A. Yes
- B. No
- C. No, but I am interested in starting this work.
- D. I'm not sure



Which best describes your work with active community environments (ACE)?

- A. Volunteer
- B. Municipal level staff
- C. State level staff
- D. Consultant
- E. Public health official
- F. Non-profit organization representative
- G. Planner/engineer/architect
- H. Other



Why does walkability matter? The problem...



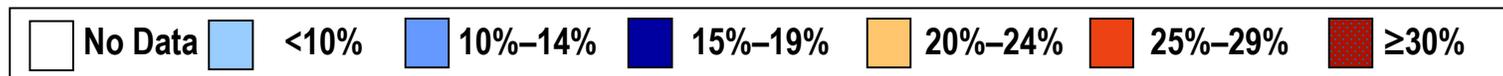
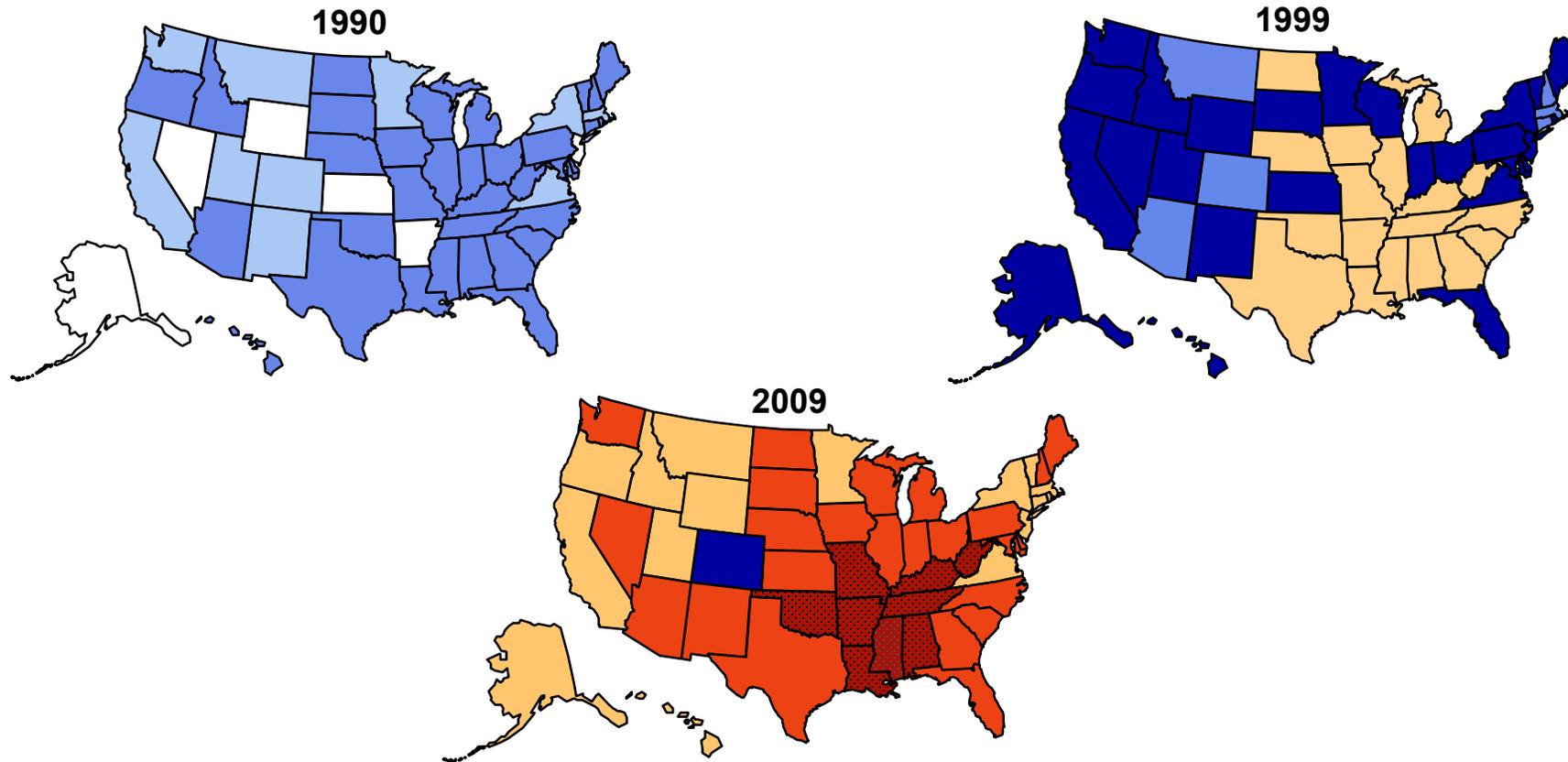


Health starts where you live.

Obesity Trends* Among U.S. Adults

BRFSS, 1990, 1999, 2009

(*BMI ≥ 30 , or about 30 lbs. overweight for 5'4" person)



The Problem - Health

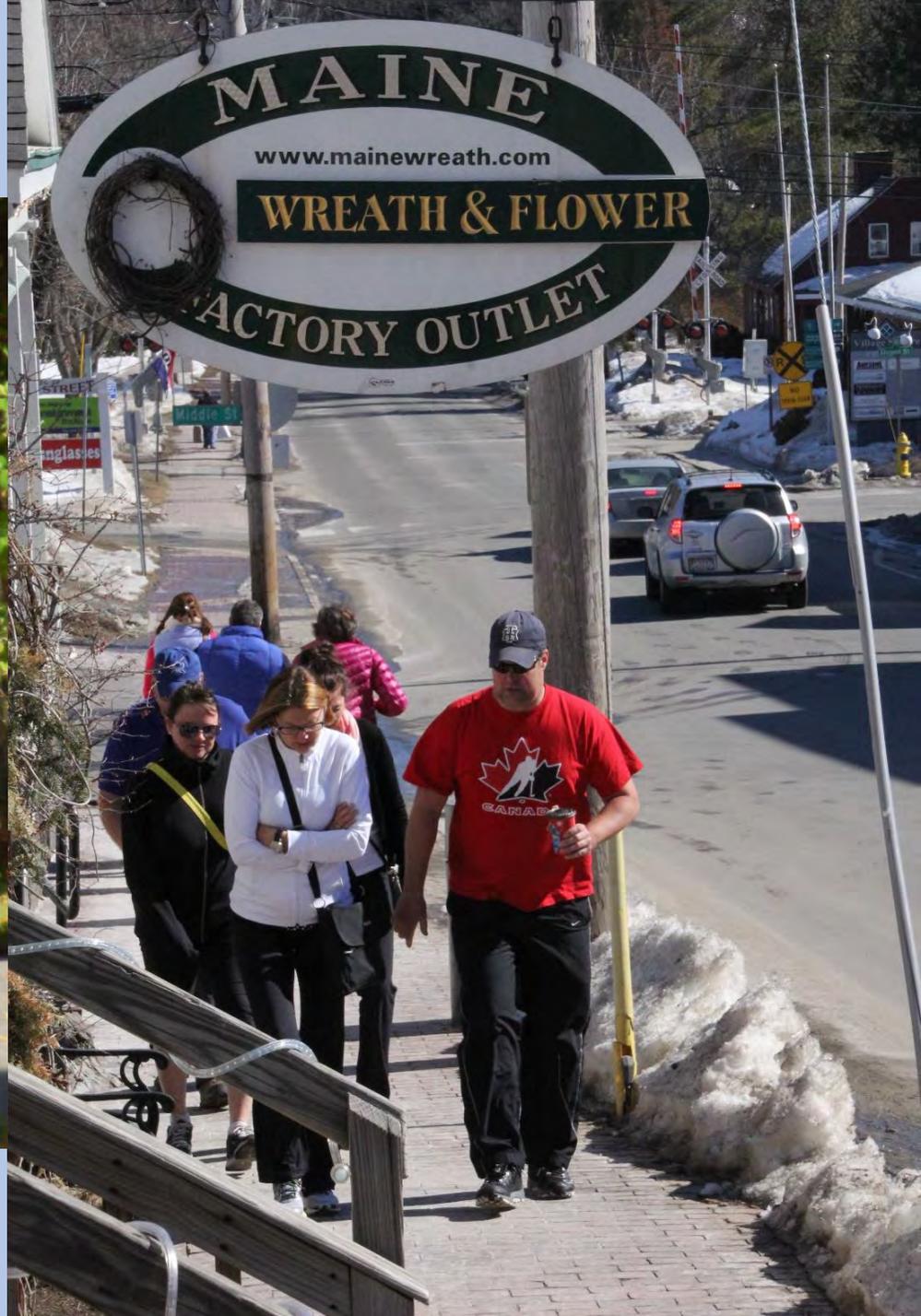
A new epidemic in the US - Obesity

Chronic Disease

Childhood Obesity

= increased Type II Diabetes and other Chronic Disease





What factors determine our health?



Family Health History



Environment



Behaviors/Lifestyles

Physical Activity Levels

A sedentary lifestyle is a primary risk factor in cardiovascular disease, stroke, and all causes of death



Community design affects walking and biking to school



What is the Built Environment?



What is Healthy Community Design?

Planning and designing communities that make it easier for people to live healthy lives



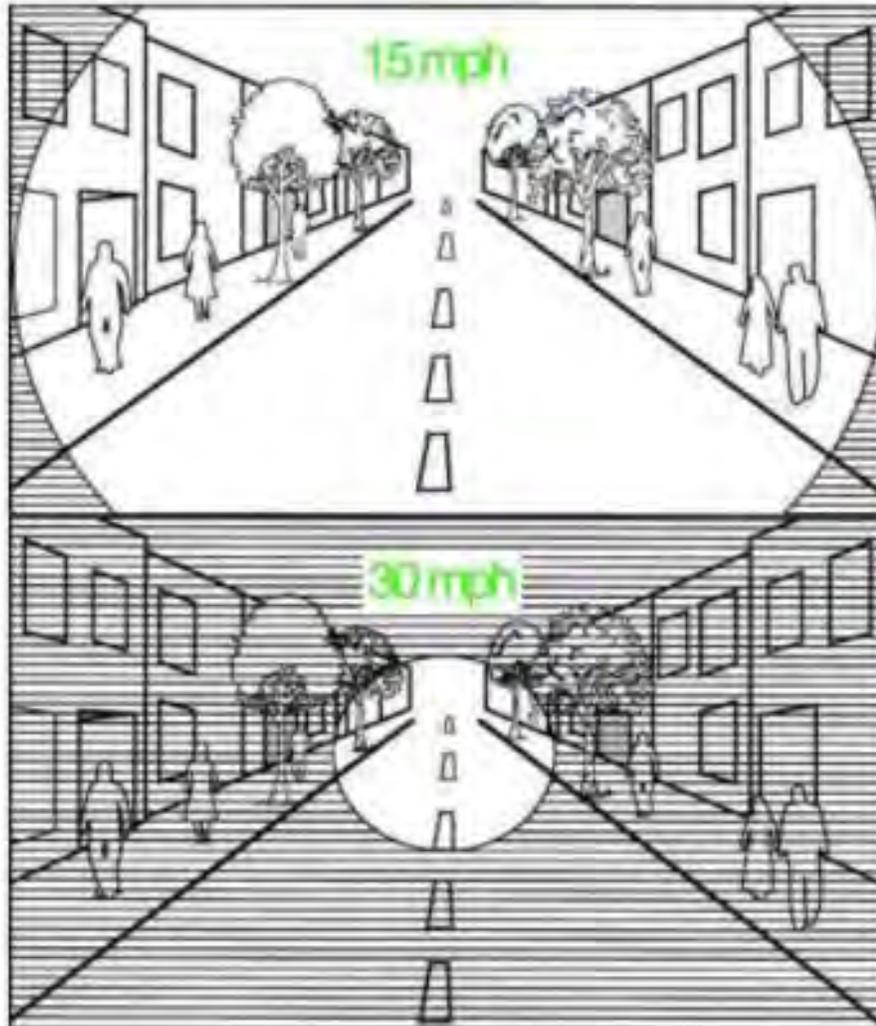


Both are 20mph zones, but only



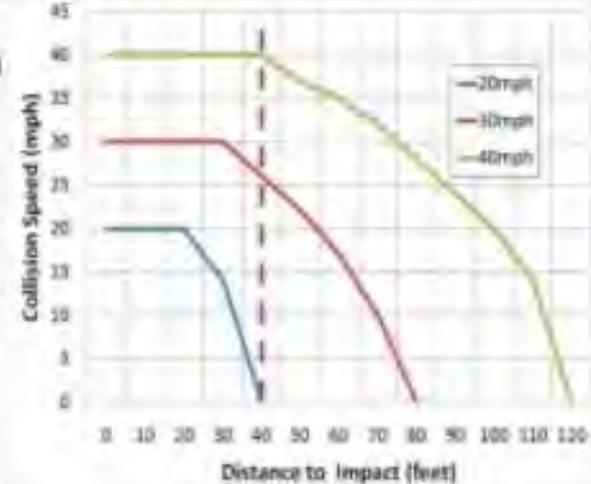
one of them is designed like it.

Design Impacts Speed



Stopping distances

- 40** 120 ft / 37m
- 30** 75 ft / 23m
- 20** 40 ft / 12m



Data from Road Safety Web Publication No. 16 Relationship between Speed and Risk of Fatal Injury: Pedestrians and Car Occupants - Department for Transport (September 2010)

Image from <http://greatergreaterwashington.org/post/26389/theres-a-critical-difference-between-20-mph-and-30-mph/>

How do we change this pattern and build a healthier community?

- Why are people not more active?
 - Safety
 - Inadequate infrastructure
 - Inconvenience
- Where to start?
 - Who in your community can work building active community environments?
- Examples and success stories in Maine
- Low and no cost actions
- Demonstration Projects – Why and How?
- Taking Action



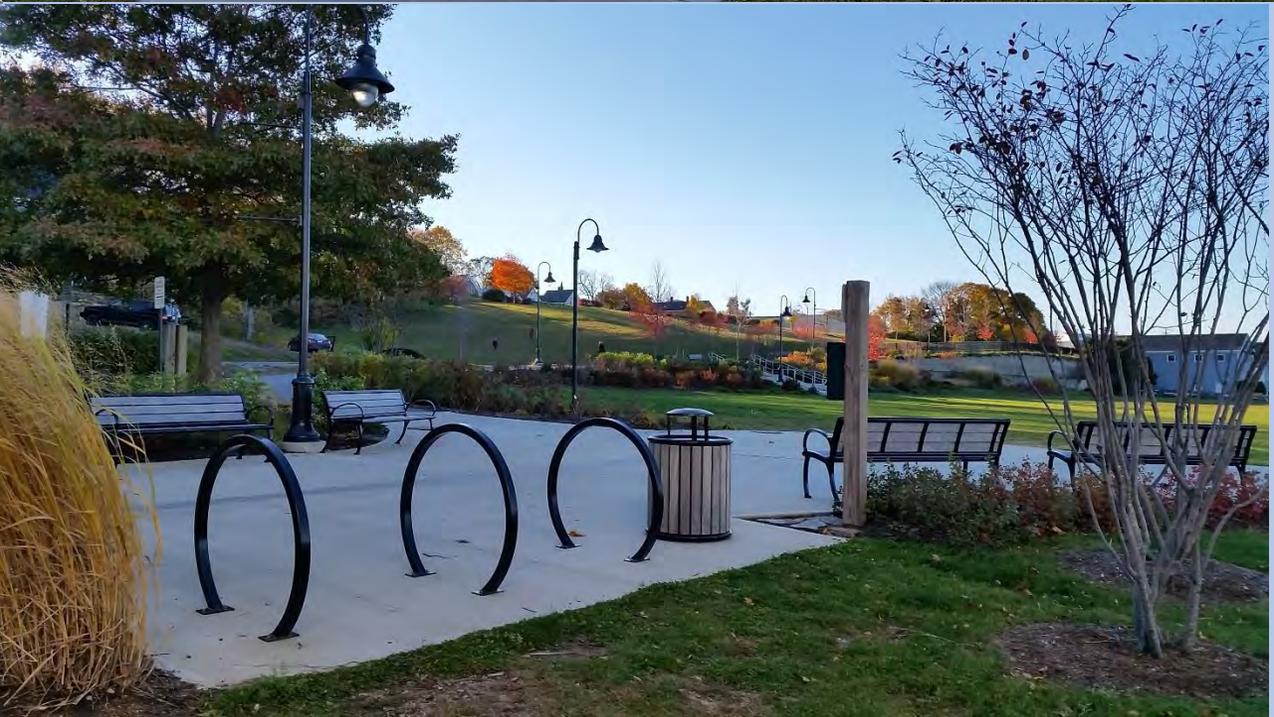
Other Maine Examples

Summary of Maine examples

- Camden-Rockport
- Belfast
- Bucksport
- Portland
- Lisbon



Belfast





Walking School Bus – Ellsworth, Norway, Portland and more....



The Gardiner Walking Train



Low-cost projects

Take it to make it





**TRAFFIC
CALMING
AHEAD**

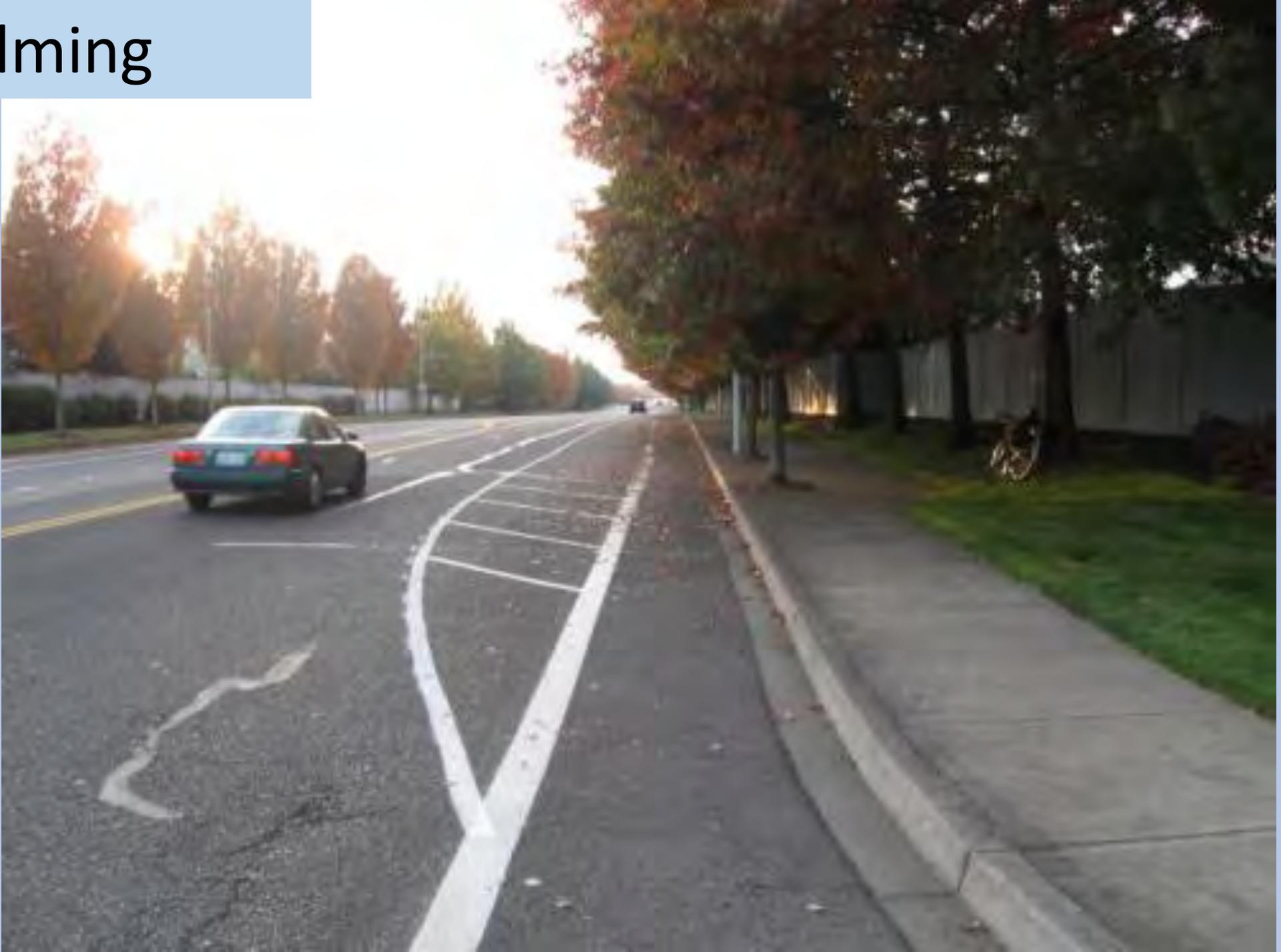








Traffic calming



Traffic Calming Speed Humps, not Speed Bumps



Speed table and Island Refuge



Chicane



Demonstration projects





Curb Extension or Bump-Out



MAIN ST

Better Spaces THE MAGELLO GROUP

STUDIO GALLERY

OLDE

CO

Curb Extension or Bump-Out





Demonstration Curb Extension or Bump-Out

Demonstration Curb Extension or Bump-Out



Demonstration Curb Extension or Bump-Out



Demonstration Curb Extension or Bump-Out



Demonstration Curb Extension or Bump-Out



Demonstration Curb Extension or Bump-Out



Demonstration Curb Extension or Bump-Out



Demonstration Curb Extension or Bump-Out



Demonstration Curb Extension or Bump-Out



Emerging Issues and Opportunities

Level of service (LOS)

A measurement of how quickly traffic flows through an intersection or road segment.

Despite what you may have been told, “there is no federal mandate for Level of Service,” she said. The federal government has never compelled state and local governments to emphasize LOS above all. But Level of Service is a deeply ingrained engineering convention. Transportation planners might not be attuned to the value judgments inherent to LOS, or to its flaws. Barbara McCann of the Policy office of the Secretary at U.S. DOT

The new rule replaces LOS with a measurement of “Vehicle Miles Traveled” (VMT). i.e. if a development generates additional VMT, there is a negative impact. Focus will be on people, pedestrians and bicyclists.



Photo: Andy Singer

Emerging Issues and Opportunities

**We have been Building Transportation Through
Communities, not communities through transportation**



Emerging Issues and Opportunities

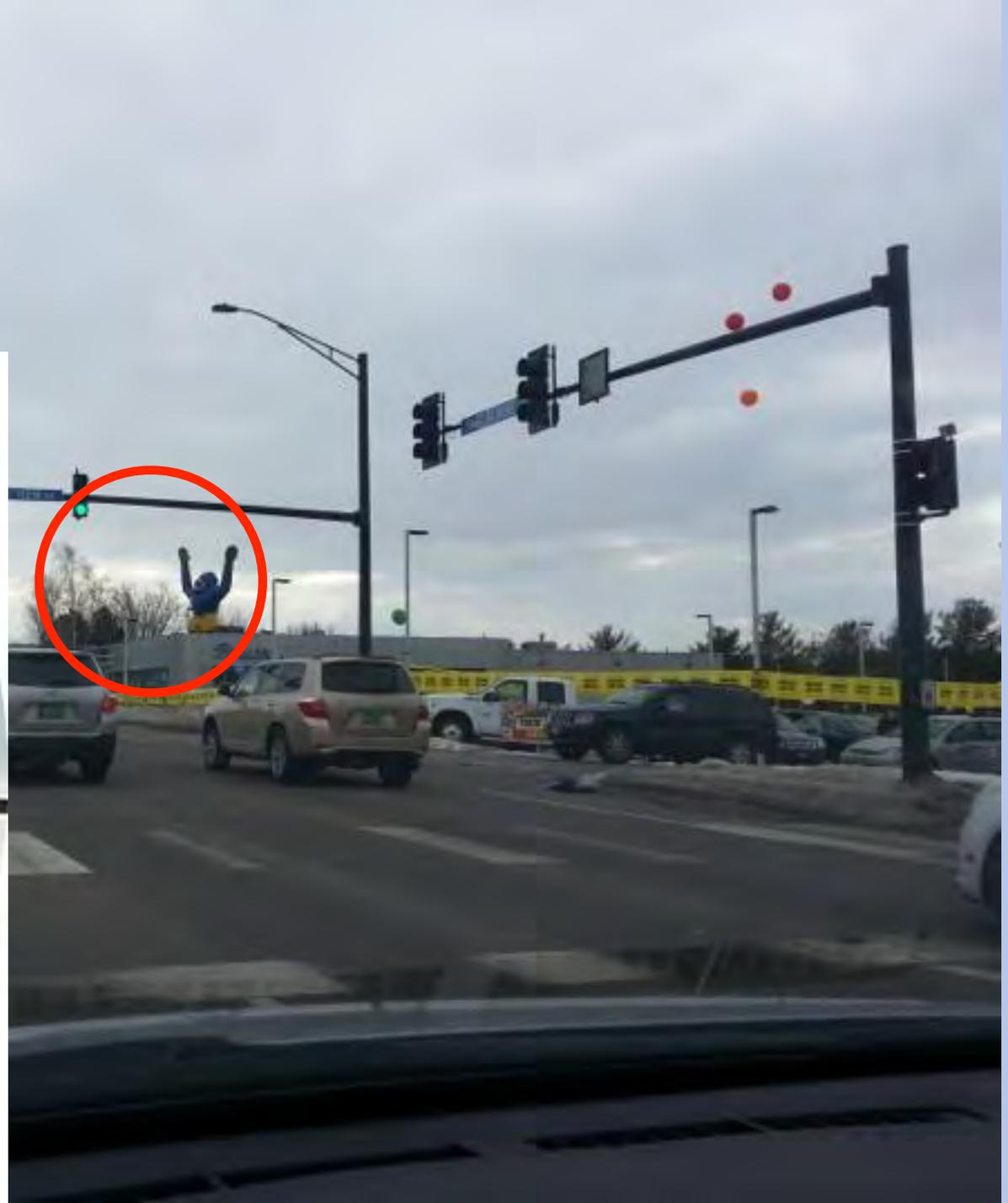


Emerging Issues and Opportunities

A 21st Century Main Street Is it a successful street?







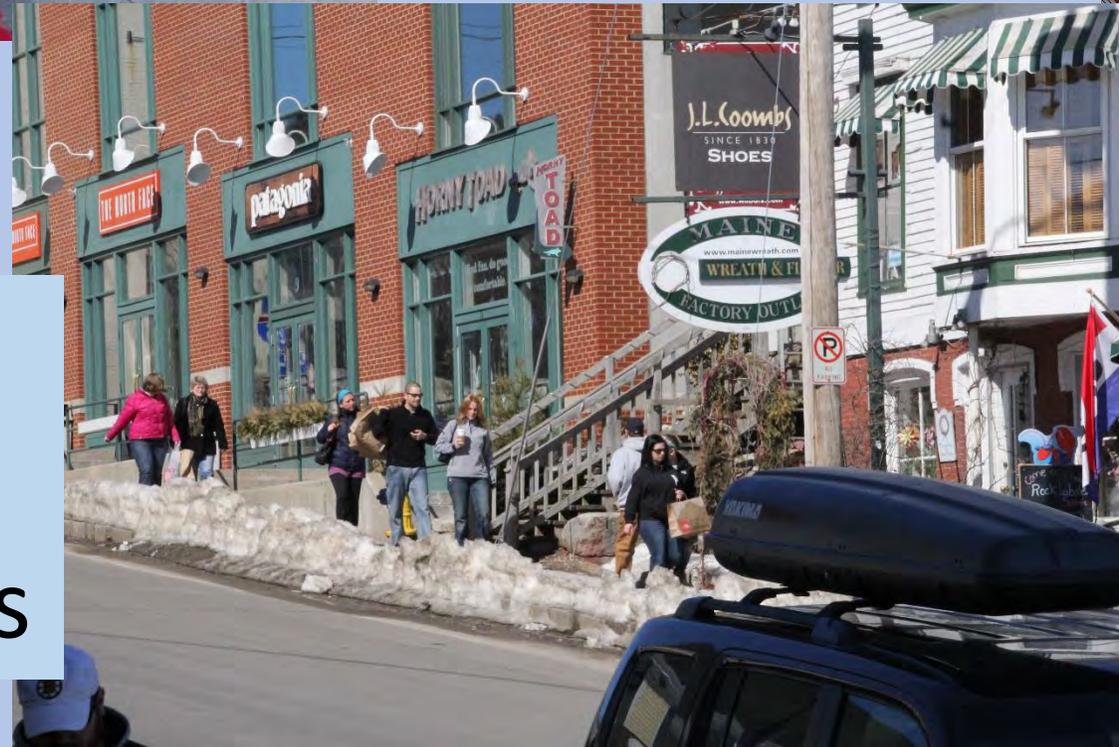
Emerging Issues and Opportunities



Emerging Issues and Opportunities



Are these Successful Streets?



Emerging
Issues and
Opportunities

Emerging Issues and Opportunities

So what do we do?





Two Steps to Achieve Context Sensitive Streets as Places

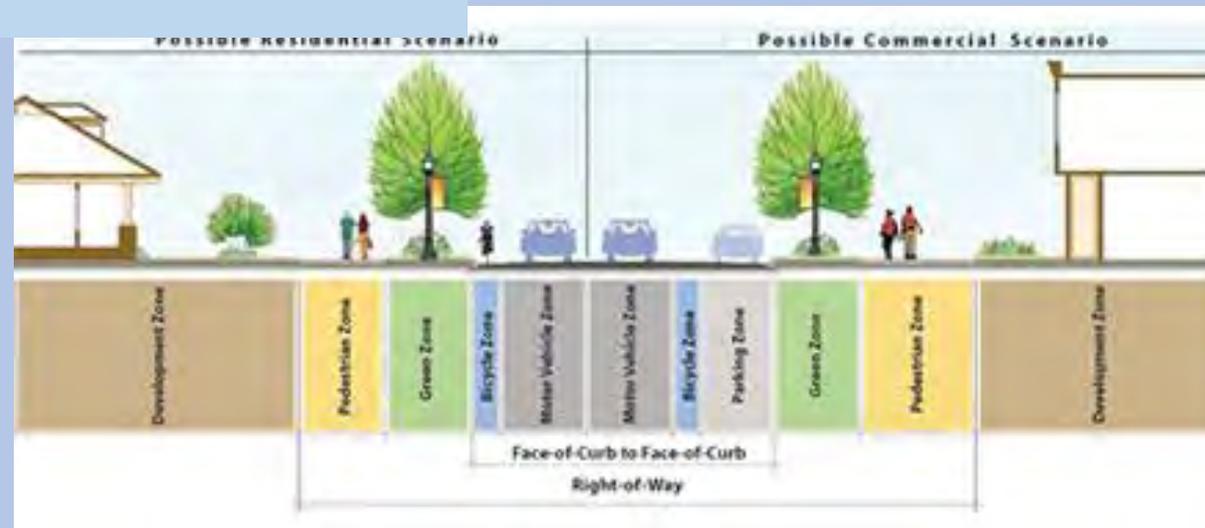
- Reallocate Street Space (aka Complete Streets)
- Address Land Use and Placemaking!



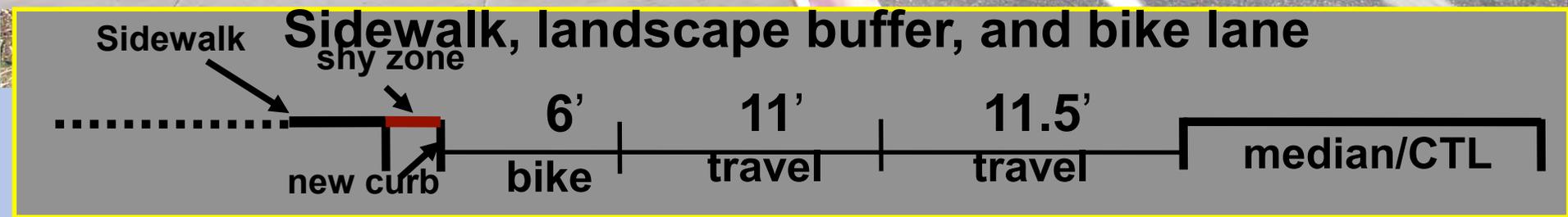
- Reallocate Street Space (aka Complete Streets)
- Address Land Use and Placemaking!

Emerging Issues and Opportunities

Complete Streets



CHARLOTTE, NORTH CAROLINA





2nd Avenue, South

Photomorph courtesy of Dan Burden

Emerging Issues and Opportunities



East Boulevard

Charlotte

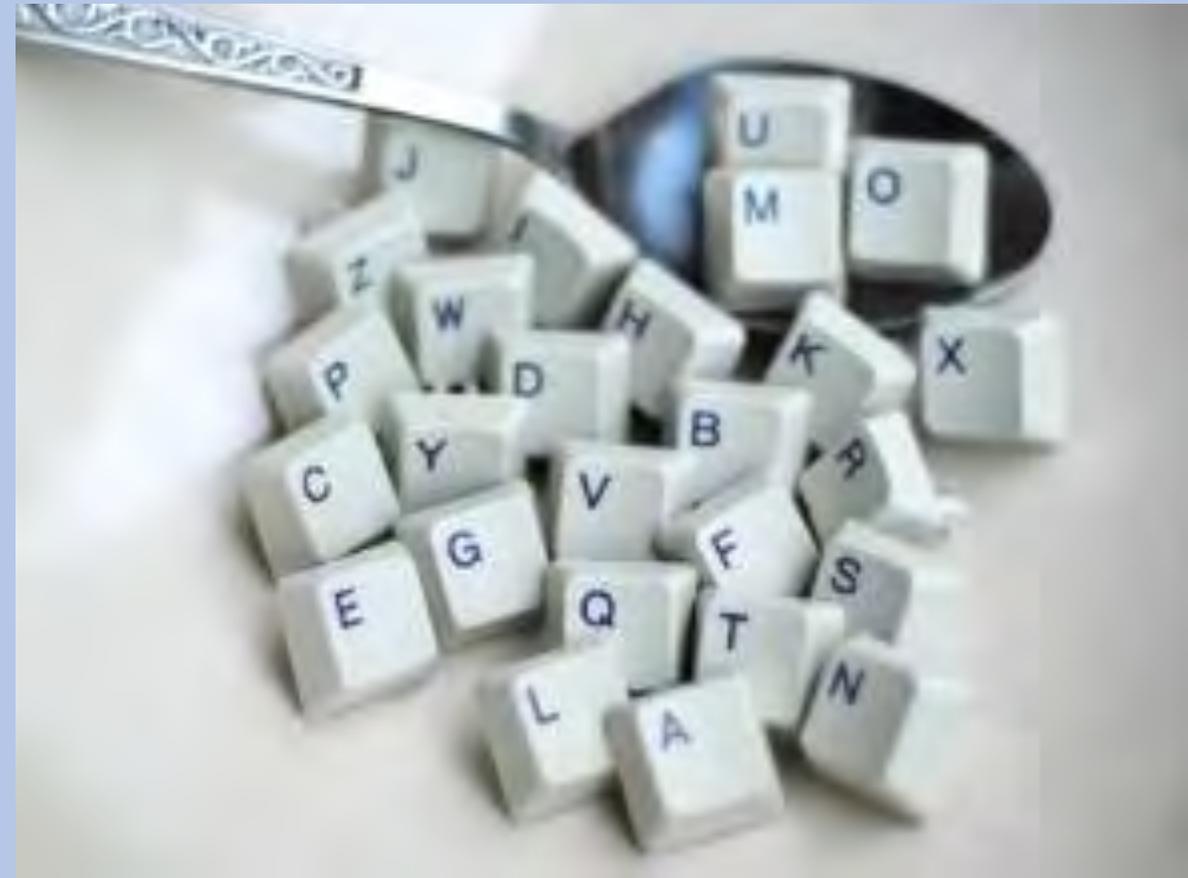


Emerging Issues and Opportunities



ACE Technical Assistance and Funding Resources

- Partners and Resources
 - Regional groups
 - Regional Planning Commissions (RPC's),
 - Councils of Governments (COG's),
 - MPO's (BACTS, PACTS, LACTS)
 - Other Organizations (Friends of Midcoast Maine)
- Local funding
 - Foundations
 - CDBG
 - Local support for low cost improvements without capital expense: i.e. walk with the Doc, local business initiatives



Bicycle Coalition of Maine

www.bikemaine.org

Founded in 1992, BCM is a statewide non-profit organization that works to make Maine a better place to bicycle.

- Safe Routes to School
- Community Spokes
- Imagine Bikes Here



Resources

Wayne Emington, Federal Highway, FHWA



Patrick Adams,
Bicycle and Pedestrian Program Manager,
MeDOT



Skill Building Tools

- **RALA: Rural Active Living Assessment**
- **EPA Rural Smart Growth Audit** tool for promoting active healthy living
- **Walking Audits**
- **MAP WORK**
- **Other data sources** from participants (STRAVA Global Heat Map, etc.)



RALA's- Forming a RALA Team and Rural Active Living Assessments



SEGMENT ID#: _____

AUDITOR ID: _____

RALA Segment Assessment		Primary land use & terrain	
Town Name: _____		5. Land Use: <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Public / civic <input type="checkbox"/> Open space <input type="checkbox"/> Other	
1. Primary streets: _____		6. Terrain: <input type="checkbox"/> Flat <input type="checkbox"/> Hills <input type="checkbox"/> Wooded / undeveloped <input type="checkbox"/> Winding roads <input type="checkbox"/> Water body <input type="checkbox"/> Other	
2. Segment Boundaries: _____		_____	
3. Date _____		4. Start Time: _____	
7. Segment Zone Type: <input type="checkbox"/> Town center <input type="checkbox"/> Thoroughfare		<input type="checkbox"/> Neighborhood <input type="checkbox"/> Isolated school zone	
Comments: _____			
Walkability	Types <i>(check all that apply)</i>	Condition <i>(check one for each type)</i> 1 = poor/fair; 2 = good/excellent	
8. Sidewalks	<input type="checkbox"/> Both sides of street	<input type="checkbox"/> 1	<input type="checkbox"/> 2
	<input type="checkbox"/> One side of street	<input type="checkbox"/> 1	<input type="checkbox"/> 2
	<input type="checkbox"/> Intermittent	<input type="checkbox"/> 1	<input type="checkbox"/> 2
	<input type="checkbox"/> Footpath only	<input type="checkbox"/> 1	<input type="checkbox"/> 2
	<input type="checkbox"/> None		
9. Buffers and shoulders	<input type="checkbox"/> Sidewalk buffer	<input type="checkbox"/> 1	<input type="checkbox"/> 2
	<input type="checkbox"/> Defined shoulder	<input type="checkbox"/> 1	<input type="checkbox"/> 2
	<input type="checkbox"/> None		
10. Cross walks and pedestrian signage	<input type="checkbox"/> Crosswalks	<input type="checkbox"/> 1	<input type="checkbox"/> 2
	<input type="checkbox"/> Crossing signals	<input type="checkbox"/> 1	<input type="checkbox"/> 2
	<input type="checkbox"/> Pedestrian signs	<input type="checkbox"/> 1	<input type="checkbox"/> 2
	<input type="checkbox"/> Children at play signs	<input type="checkbox"/> 1	<input type="checkbox"/> 2
	<input type="checkbox"/> None		
11. Other safety features	<input type="checkbox"/> Traffic lights	Comments: _____	
	<input type="checkbox"/> Stop signs		
	<input type="checkbox"/> School flashing lights		
	<input type="checkbox"/> Speed bumps		
	<input type="checkbox"/> Public lighting		
	<input type="checkbox"/> None		
12. Road/Traffic characteristics	Road Type: <input type="checkbox"/> Paved multi-lane roads <input type="checkbox"/> Paved single lane roads <input type="checkbox"/> Unpaved roads	Posted speed limit: _____ <input type="checkbox"/> None posted	
	Road Condition: <input type="checkbox"/> Poor/fair <input type="checkbox"/> Good/excellent	Traffic Volume: <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low	
13. Barriers	<input type="checkbox"/> Highway	Comments: _____	
	<input type="checkbox"/> Train tracks		
	<input type="checkbox"/> Private property—no trespassing		
	<input type="checkbox"/> Industrial zone		
	<input type="checkbox"/> Natural features		
	<input type="checkbox"/> Other		
14. Connectivity: Do sidewalks, a bikepath or other trail link this segment to other parts of town / attractions or to another segment or road?	<input type="checkbox"/> Yes	Condition of connectors: <input type="checkbox"/> 1 <input type="checkbox"/> 2	
	<input type="checkbox"/> No		

EPA Tools - Sustainable Strategies for Small Cities and Rural Areas



Rural Smart Growth Audit Tool

Improve Health and Promote Active Living

Goal: Improve Health and Promote Active Living	Adopted? (Yes or No)	Add or Improve? (Yes or No)	Context ¹
Strategy 26: Critical gaps in pedestrian and bicycle networks are identified and filled in downtowns, around schools, in residential neighborhoods, and in other key activity centers. ^{66,67}			1,2
Strategy 27: Sidewalks and trails between downtowns, schools, residential neighborhoods, and other activity centers connect to form a regional pedestrian and bicycle network. ^{68,69}			1,2,3
Strategy 28: High-risk locations for pedestrians and cyclists are identified and targeted for improvement in community or neighborhood plans. ^{60,61,62}			1,2,3
Strategy 29: The local government encourages walking and biking to school by collaborating with local schools on Safe Routes to School programs. ⁶³			1,2
Strategy 30: Transit service (equipped to transport bicycles) is provided between village, activity, and residential centers, and users can safely and conveniently reach transit stops. ⁶⁴			1,2
Strategy 31: New school facilities are located in village centers or near existing communities. ⁶⁵			1,2
Strategy 32: Health care providers, transit providers, taxi services, and nonprofits collaborate to establish reliable transportation to medical appointments for people who do not drive. ^{66,67}			1,2,3
Improving Health and Promoting Active Living Through Programs and Services			
Are there programs for health providers and employers to improve residents' access to health care?			

⁶⁶ Bicycle and Pedestrian Sample Plans (http://www.pedbikeinfo.org/planning/sample_plans.cfm)

⁶⁷ Kane County Pedestrian Design Guide (<http://www.manualmake.com/system/854080/>)

⁶⁸ Wisconsin Rural Bicycle Planning Guide (<http://www.dot.wisconsin.gov/projects/bike.htm>)

⁶⁹ Scott County Rural Regional Trail Development & Design Guidelines

(<http://www.co.scott.mn.us/PropertyGISLand/2030CompPlan/DetailedAreaPlanStudy/Pages/DAPRuralTrailAnalysis.aspx>)

⁶⁰ Factors Contributing to Pedestrian and Bicycle Crashes on Rural Highways (<http://www.trb.org/Main/Blurbs/163774.aspx>)

⁶¹ Pedestrian Safety Guide and Countermeasure Selection System (<http://www.walkinginfo.org/pedsafe/>)

⁶² Bicycle Safety Guide and Countermeasure Selection System (<http://www.bicyclinginfo.org/bikesafe/>)

⁶³ Introduction to Safe Routes to School (<http://guide.saferoutesinfo.org/introduction/>)

⁶⁴ Toolkit for Rural Transit Planning (<http://nationalcenterformobilitymanagement.org/by-topic-rural-transportation/>)

⁶⁵ Planning for Schools and Livable Communities (http://www.ncef.org/r1/site_selection.cfm)

⁶⁶ Medical Transportation: Toolkit and Best Practices (<http://trid.trb.org/view.aspx?id=846197>)

⁶⁷ Senior Transportation: Toolkit and Best Practices (<http://webbuilder.nationalrtap.org/findanything/FreeandLowCostResources/InformationandBestPractices.aspx>)



United States Environmental Protection Agency
Office of Sustainable Communities



Walk Audits



STRAVA and more....

<http://labs.strava.com/heatmap/#8/-70.45078/44.26195/blue/bike>

Global Heatmap

Find Your City

Heatmap Style

Gray Blue Yellow

Path Opacity

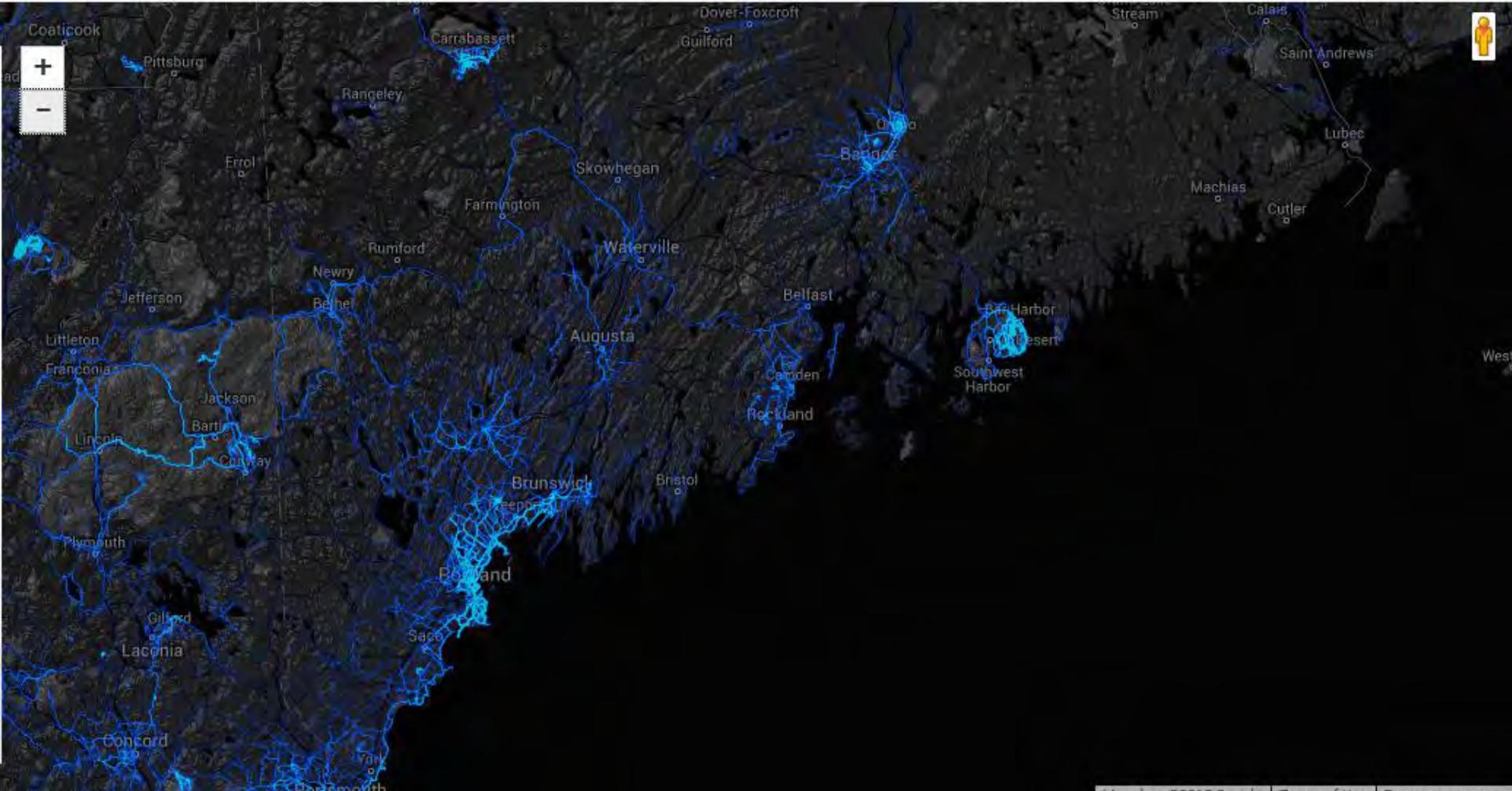
0% 40% 60% 80% 100%

Activity View

Bike Run Both

A total of 140 million rides and runs from Jan 2014 - May 2015, [learn more](#).

Seeking deeper insight and analysis?
See [Strava Metro](#).



Bike and Pedestrian Planning

STEPS

- Identify important landmarks
- Identify origins and destinations of walkers (where are they coming from and where are they going?)
- Add counts of people who walk and people who bike
- Label the routes that they travel most frequently
- Identify the condition of existing route and identify room for improvements
- Prioritize segments and projects, short and long term, capital and program projects

Local Case Study

Camden Rockport Pathways Committee





Camden/Rockport Pathways Committee



Camden/Rockport Pathways Committee





Camden/Rockport Pathways Committee



Camden/Rockport Pathways Committee



Camden/Rockport Pathways Committee

Camden Rockport Pathways Committee and ACE

- **Two Towns - 10 members – 6 alternates**
- **Founded in 2000**
 - Manage a specific project
 - Enhance Bike/Ped transportation
 - Develop a Master Plan
 - Work cooperatively



Projects

1. Two cycles of Town Master Plans – Camden/Rockport
2. 1.5 miles of paved multi-use pathways constructed
3. .5 mile multi-use paved path – grant only
4. 2 mile Riverwalk Plan – 1800 feet completed (3 grants)
5. .5 mile sidewalk extension – grant only
6. Downtown pedestrian master plan - Camden
7. 1 mile of sidewalk reconstructed (Town funded)



Lessons Learned

aka the Four P's

- **People**
- **Plan**
- **Patient**
- **Persevere**



Lessons Learned

- **Master Plans are key**
- **Lots of meetings and collaborations**
 - With other town committees
 - With Town Officials
 - With related interest groups
- **PR**
 - Press
 - Celebrations
 - Social Media
- **Grants**
- **Opportunistic**



Patience



Camden/Rockport Pathways Committee



Camden/Rockport Pathways Committee

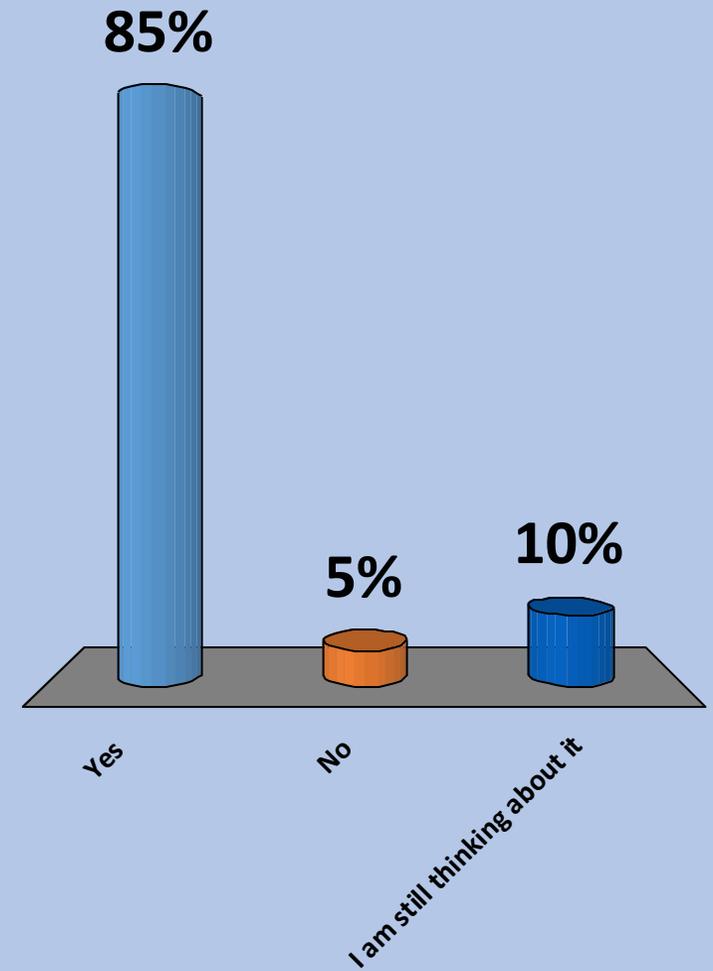
Wrap Up

- What steps will YOU take within the next 100 days?
- What do YOU need from ACEW other practitioners/providers?
- What are opportunities for other trainings and meeting around the state?



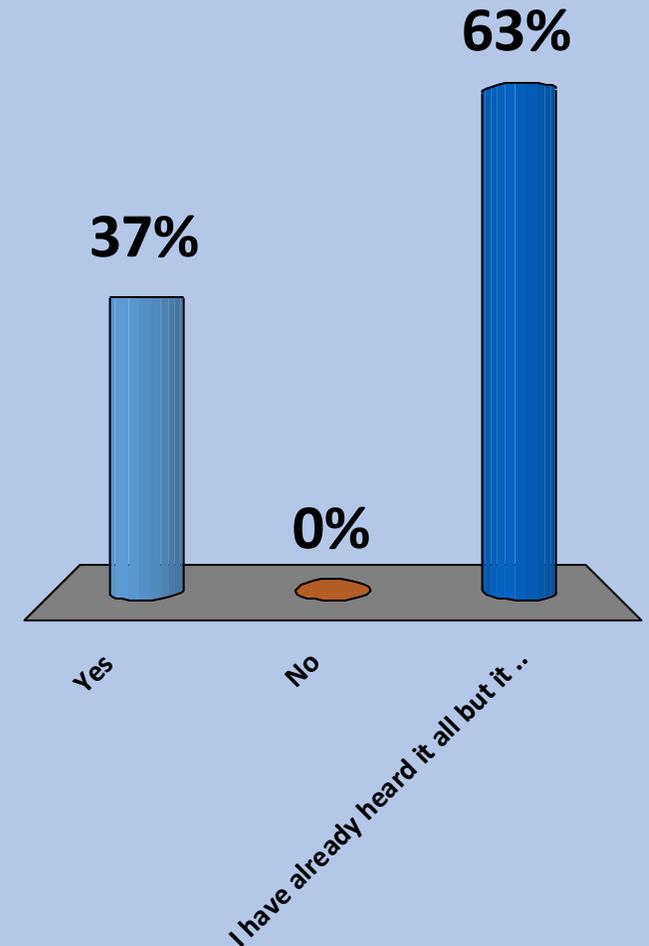
Did you find this session useful to your work or to your role in your community?

- A. Yes
- B. No
- C. I am still thinking about it



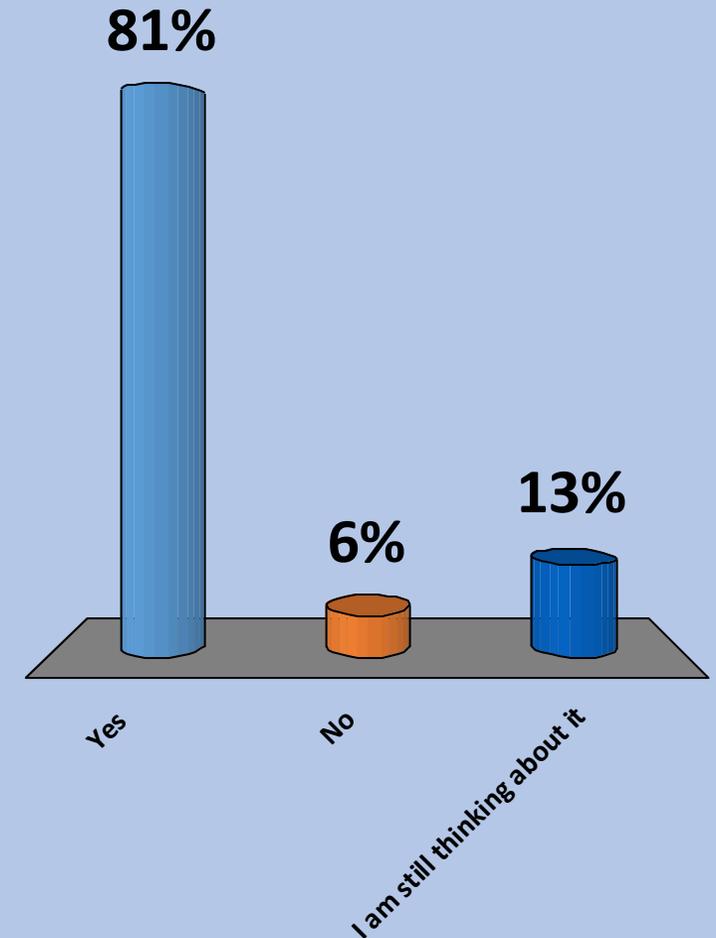
Did you find the introductory health data new or interesting?

- A. Yes
- B. No
- C. I have already heard it all but it is good to repeat it



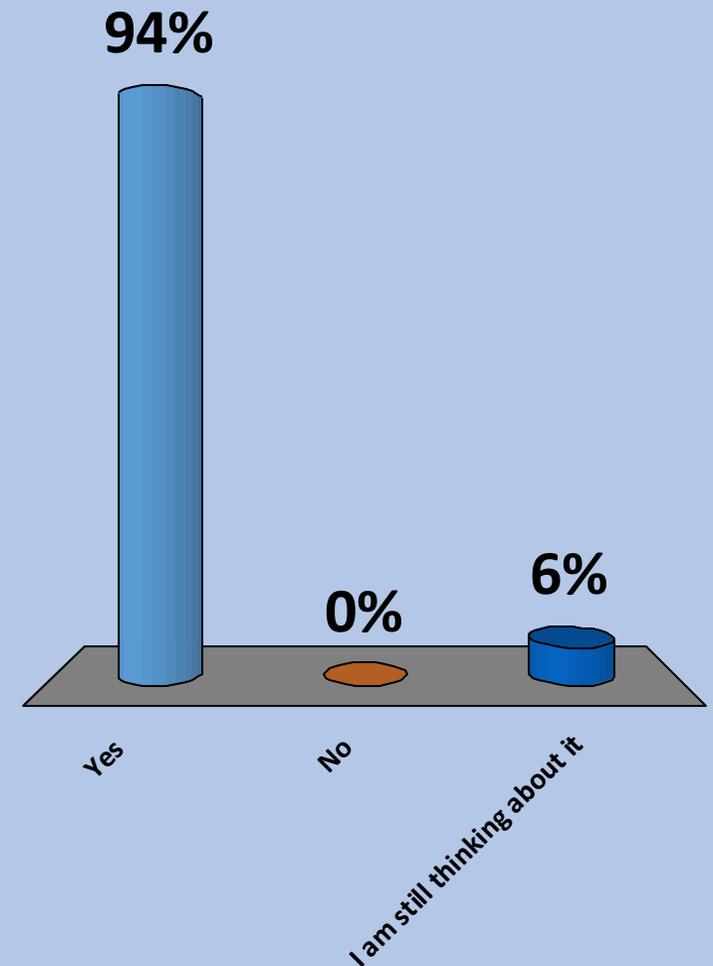
Did you find the information on funding useful?

- A. Yes
- B. No
- C. I am still thinking about it



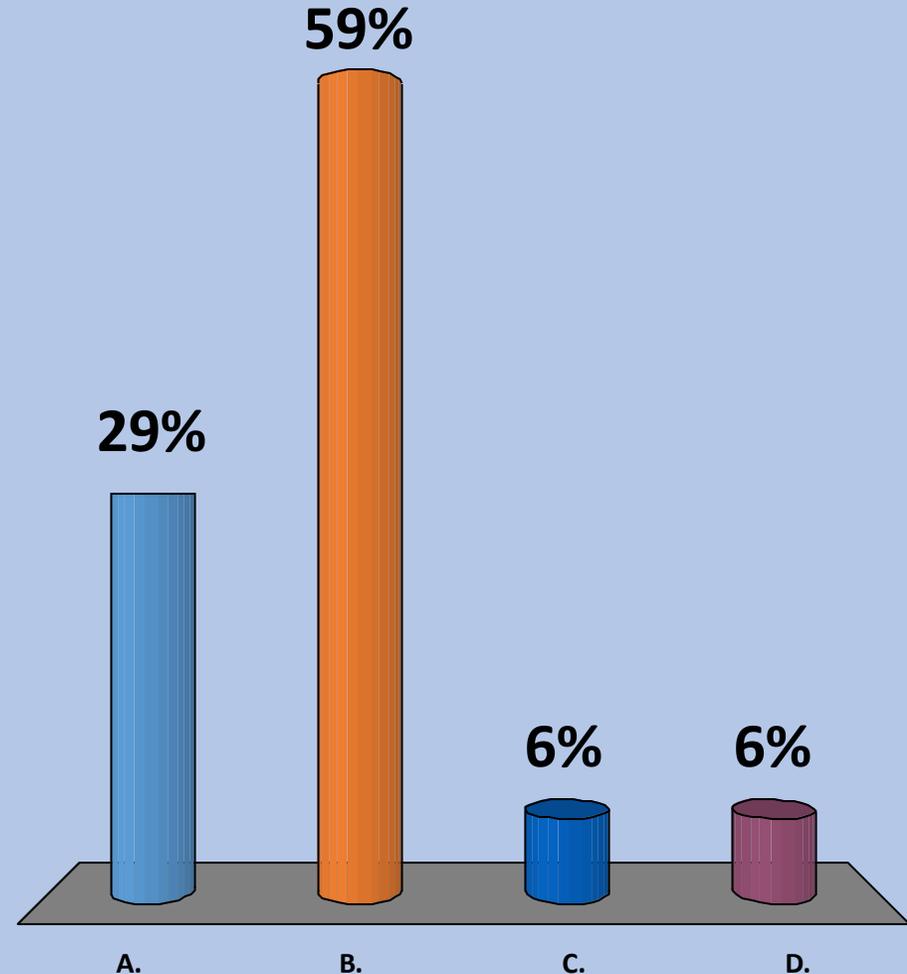
Did you find the “tools” information useful?

- A. Yes
- B. No
- C. I am still thinking about it



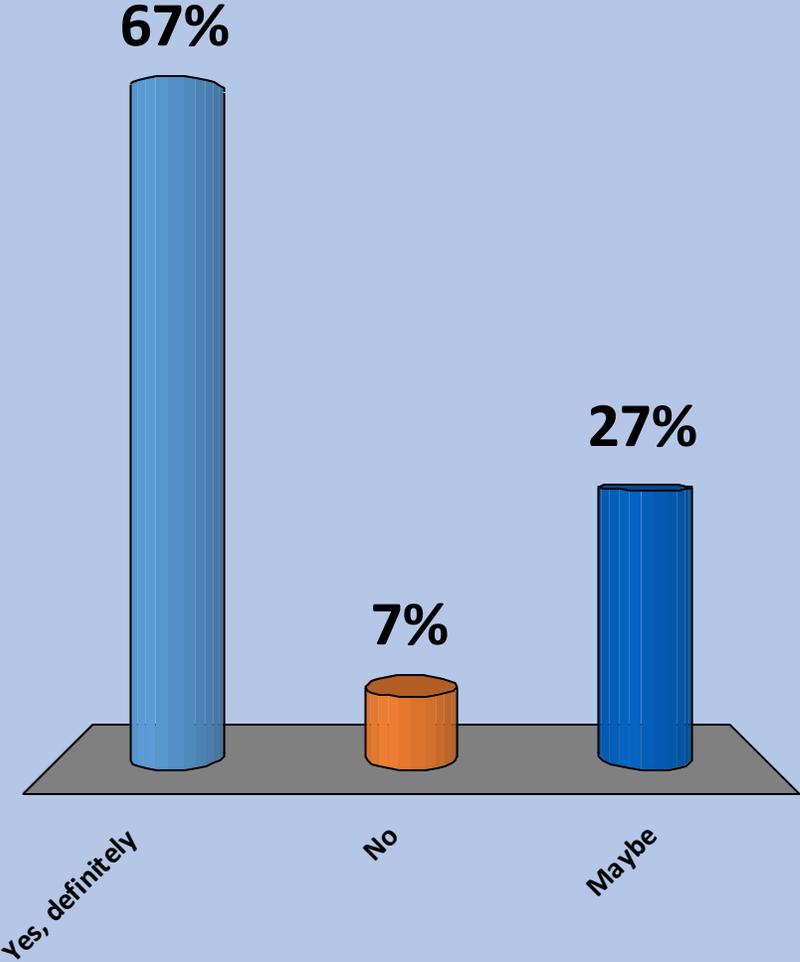
Do you have some next steps for your community?

- A. Yes, I came with them in mind
- B. Yes, as a result of this workshop
- C. No
- D. Not yet and I could use some assistance



Would you attend another ACE training on a different topic?

- A. Yes, definitely
- B. No
- C. Maybe



Questions? Thank you.

Dawn Littlefield-Gordon

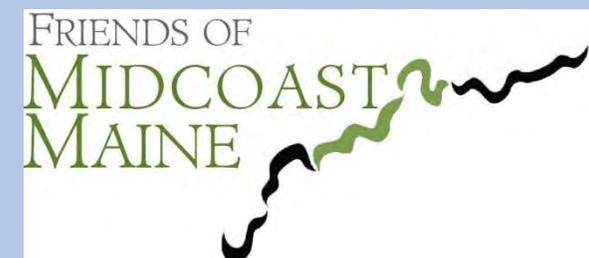
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www.friendsmidcoast.org and www.communityinstitute.org



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<iframe width="560" height="315"
src="https://www.youtube.com/embed/EsX2ArE2uyo"
frameborder="0" allowfullscreen></iframe>
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Designing Healthy Communities

<https://www.youtube.com/watch?v=UIHY-XpBL54>

