

Maine Active Community Environments Workshops

INSTRUCTORS

Anne Ball, Maine Downtown Center

Jane Lafleur, Friends of Midcoast Maine

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 2

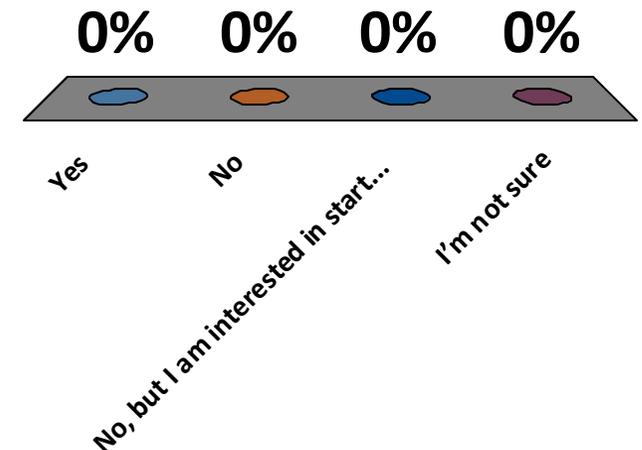
Lisbon MTM Rec Center



- 10:30 am Welcome and introductions
- 10:40 am Why care about Active Communities?
- 11:00 am Introduction to Building Active Communities –tools, techniques and funding
- 11:30 am Local Case Study and Discussion
- 12:15 pm Wrap Up: Next Steps / Action planning
- 12:30 pm Adjourn

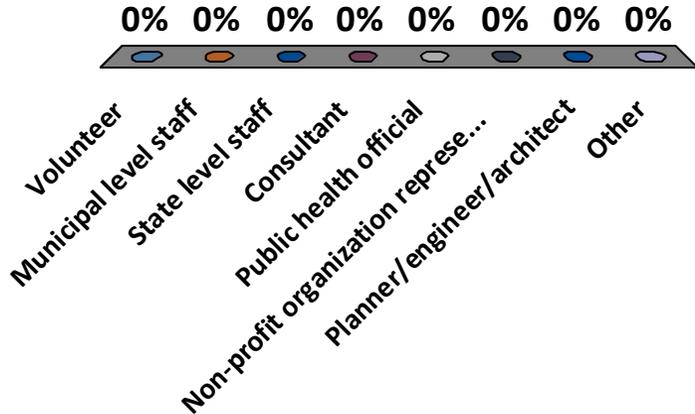
Are you engaged in improving physical activity in your community?

- 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...



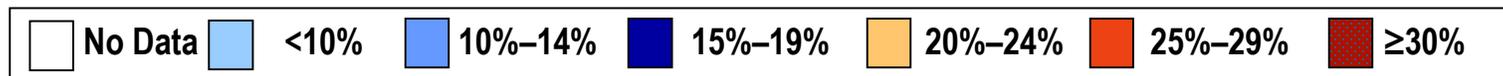
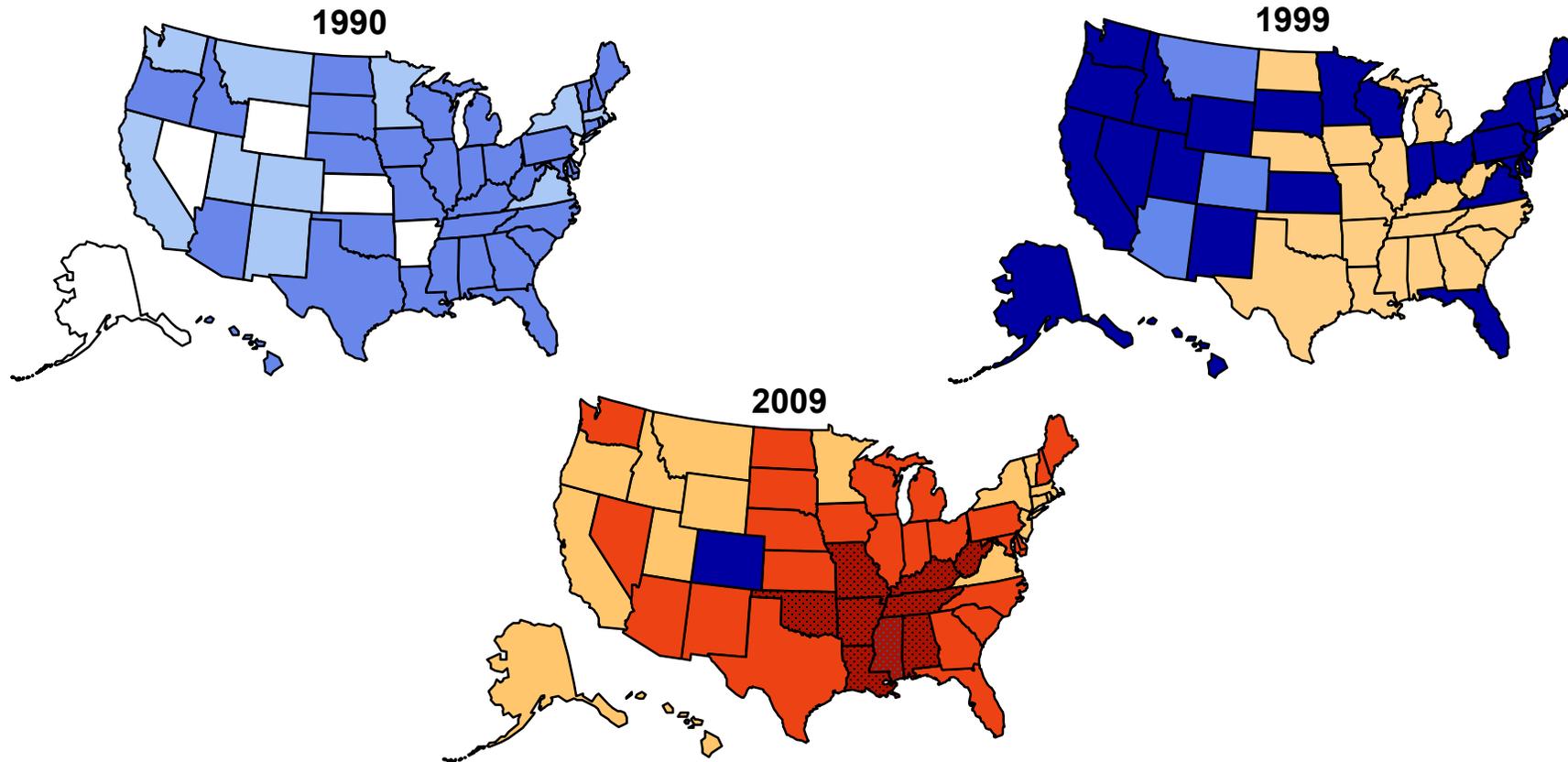


Health starts where you live.

Obesity Trends* Among U.S. Adults

BRFSS, 1990, 1999, 2009

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



The Problem - Health

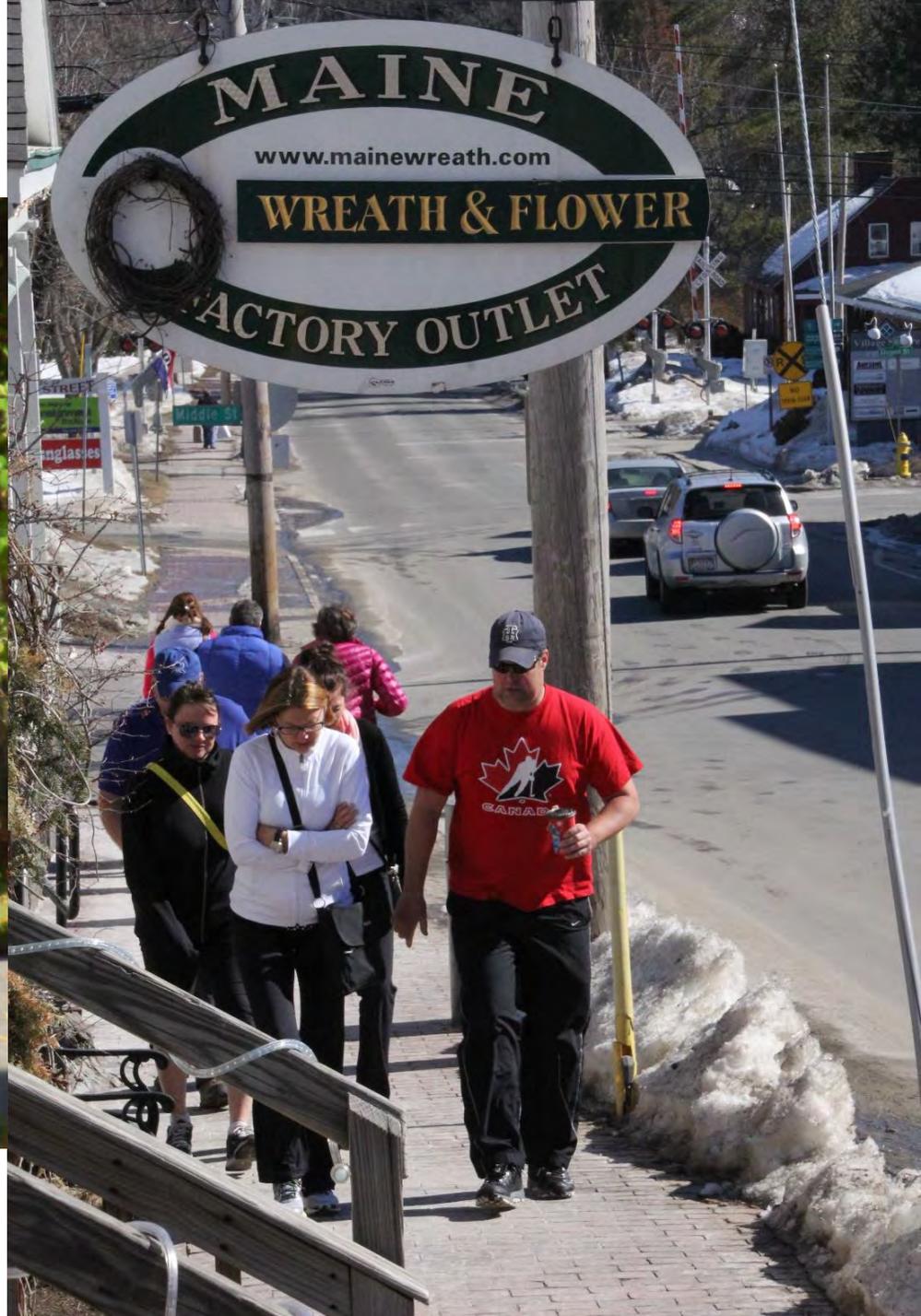
A new epidemic in the US - Obesity

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



Safer Streets, Stronger Economies



Focus on

Livable Communities

The Economic Benefits of Walkable Communities

People Pay A Premium to Live Where It's Walkable.

A 1999 study by the Urban Land Institute of four new pedestrian-friendly communities determined that homeowners were willing to pay a \$20,000 premium for homes in them compared to similar homes in surrounding areas.¹

Each of the four communities, including Remington Heights in Gaithersburg, Maryland, promoted transit and pedestrian access. Design features included systems of interconnected, often narrow streets, sidewalks, some of residential, retail and office land uses, and features such as street trees, open front yard setbacks, front porches, and rear yards accessed by alleys.

"First fix the streets, then the people and business will follow."

—Dan Burden, Walkable Communities, Inc.

City and county leaders in California are most motivated to push for pedestrian-oriented infrastructure and land uses when there is a clear economic benefit to their communities.² There are solid connections between walkable environments and economic viability. This brochure highlights some aspects of that nexus.

Walkability Is A Good Investment.

According to a 1998 analysis by ERE, Yarmouth and Real Estate Research Corporation,³ real estate values over the next 25 years will rise fastest in "smart communities" that incorporate traditional characteristics of successful cities including a mix of residential and commercial districts and a "pedestrian-friendly configuration."

Walkability Increases Property Values.

Reducing traffic noise, traffic speeds, and vehicle-generated air pollution can increase property values. One study found that a 5 to 10 mph reduction in traffic speeds increased adjacent residential property values by roughly 20%. Another study found that traffic restraints that reduced volumes on residential streets by several hundred cars per day increased home values by an average of 18%.⁴

Local Government
Center for Livable Communities

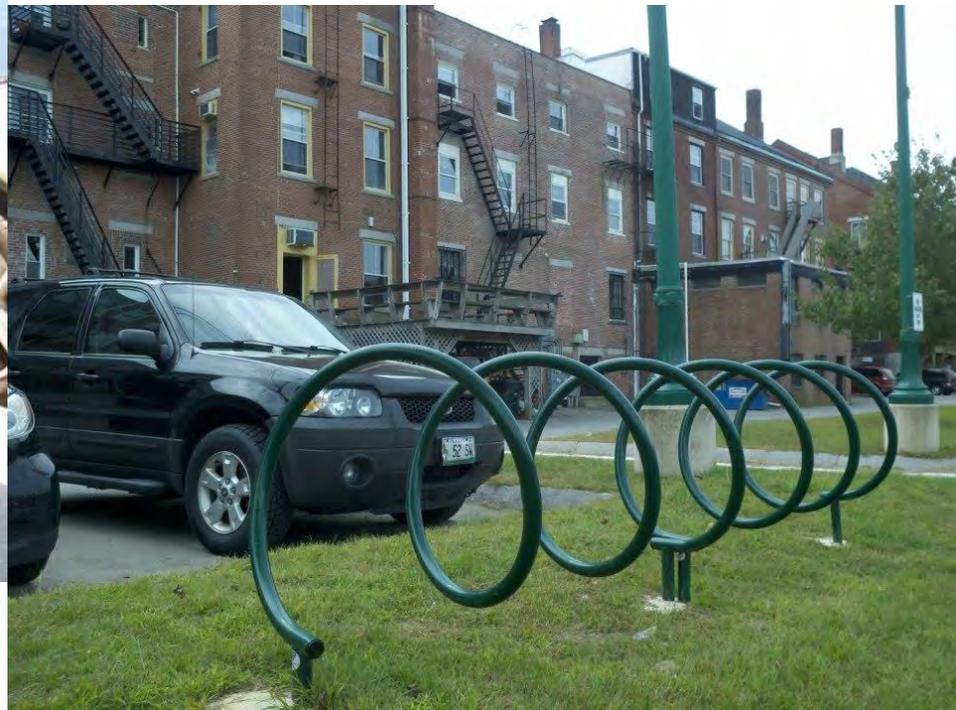
1814 R St., Suite 200
Sacramento, CA 95814-3064
Tel: (916) 448-2198
Fax: (916) 448-2585
Web: www.lgccc.org

SAFER STREETS, STRONGER ECONOMIES

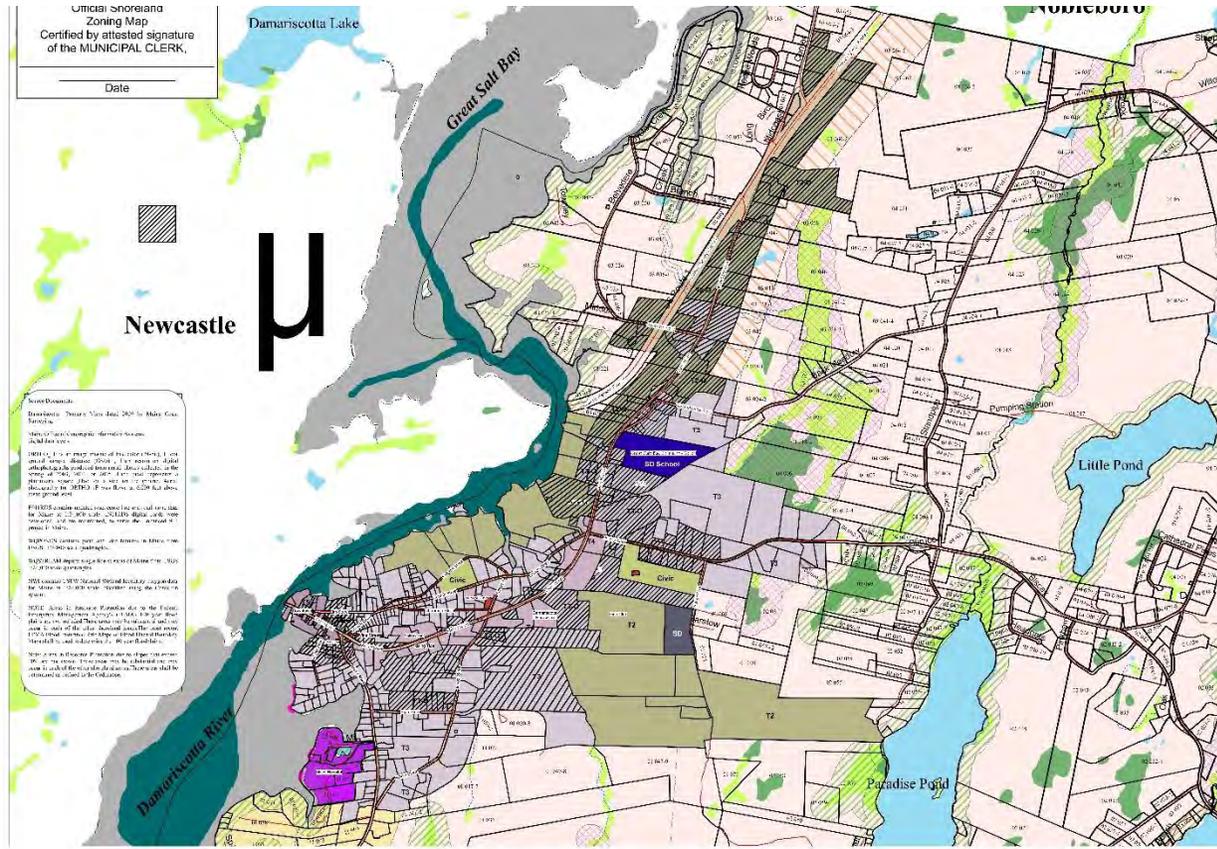
Complete Streets project outcomes
from across the country

MARCH 2015

What is the Built Environment?



What is community design?



What is Healthy Community Design?

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



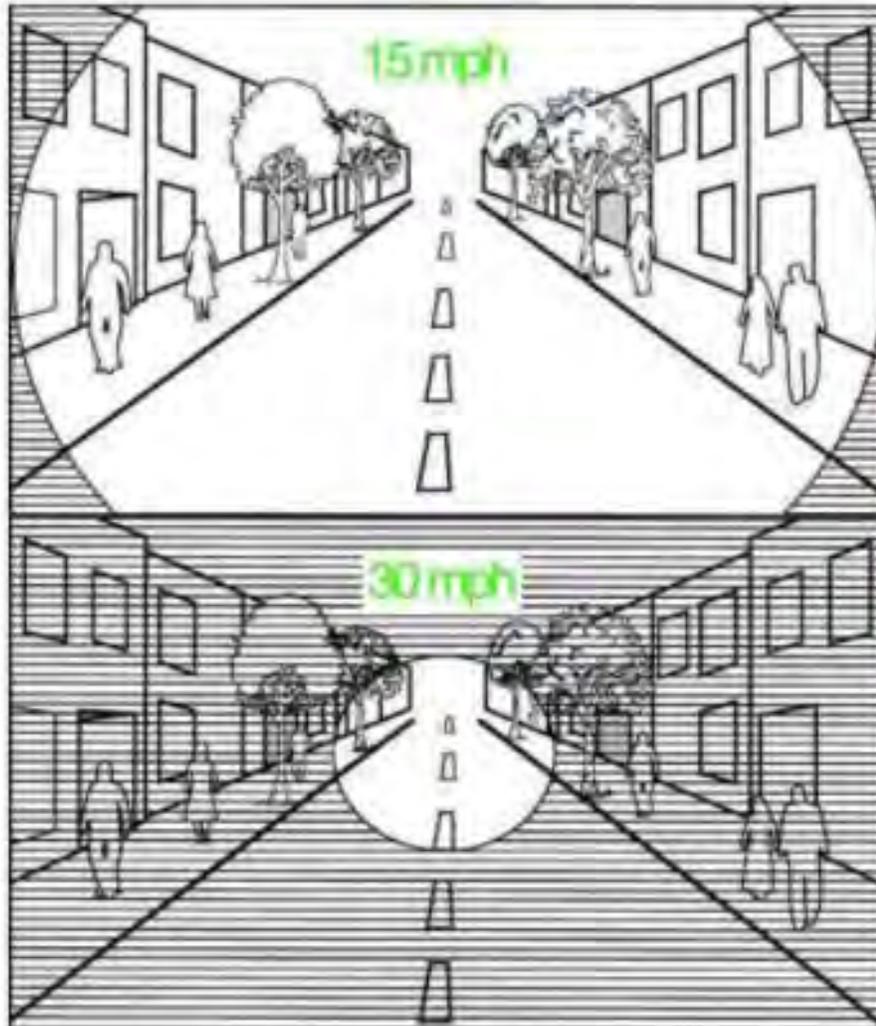


Both are 20mph zones, but only



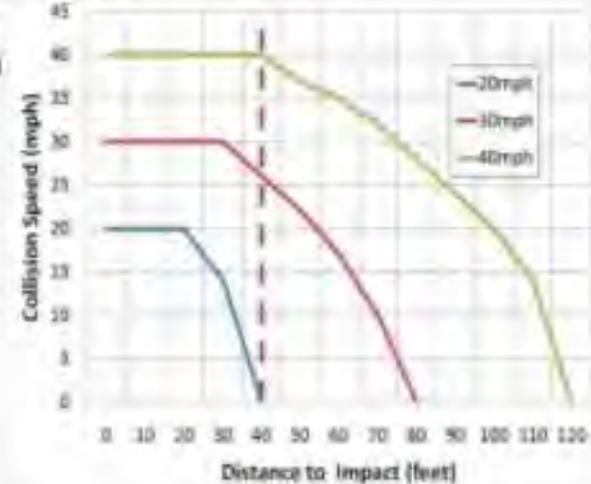
one of them is designed like it.

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?

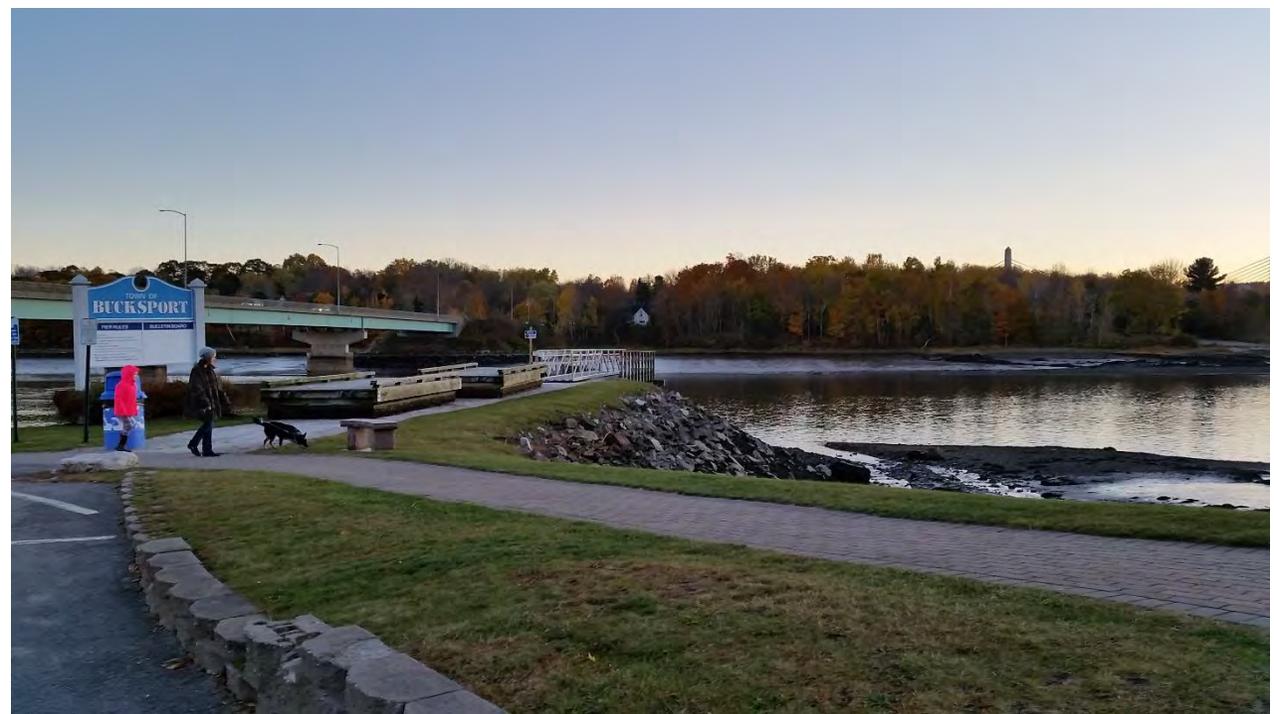
- Why are people not more active?
 - Safety
 - Inadequate infrastructure
 - Inconvenience
- Where to start?
 - Who in your community can work building active community environments?
- Examples and success stories in Maine
- Low and no cost actions
- Demonstration Projects – Why and How?
- Taking Action



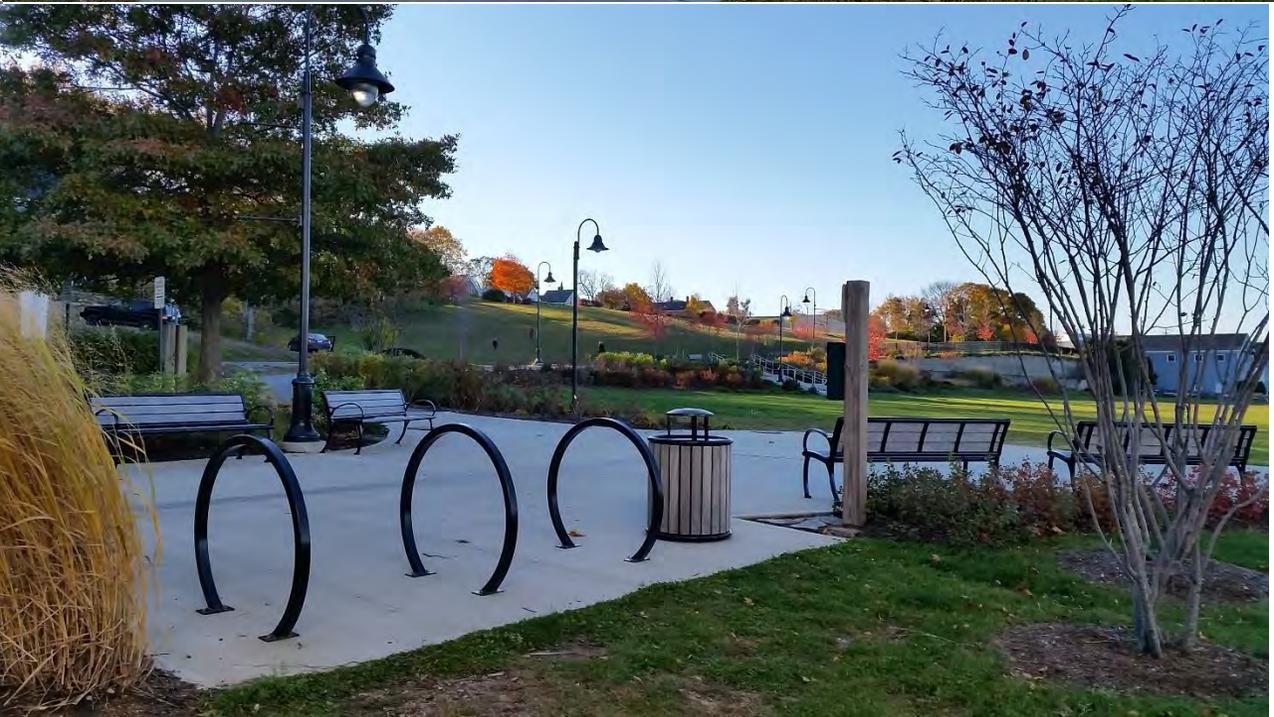
Other Maine Examples

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**

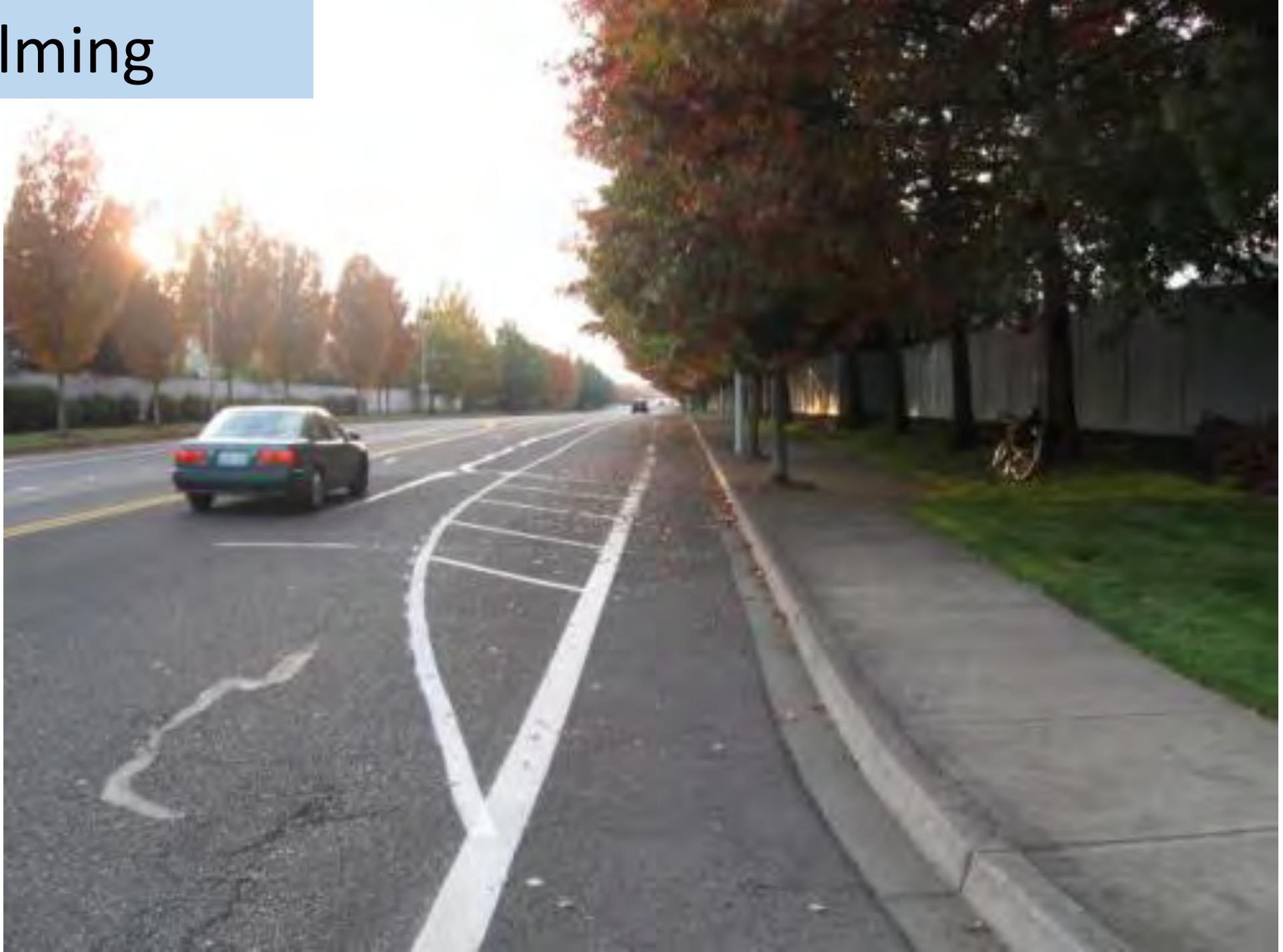








Traffic calming



Traffic Calming Speed Humps, not Speed Bumps



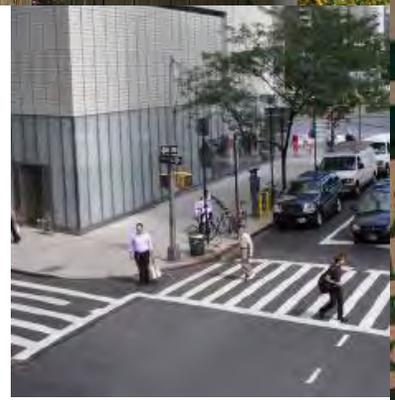
Speed table and Island Refuge



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.

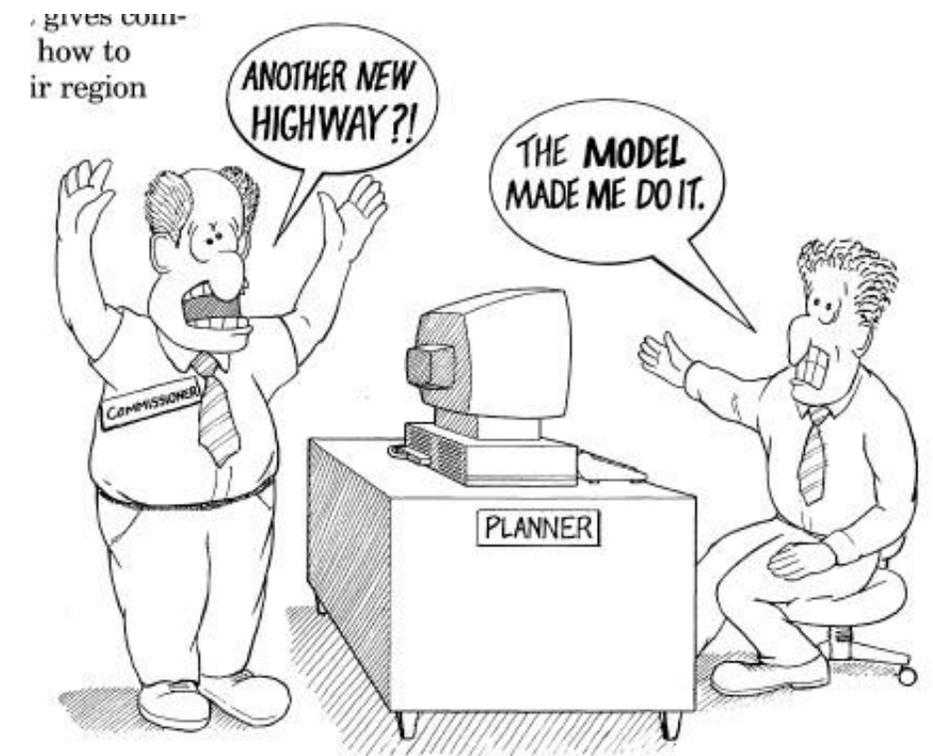


Photo: Andy Singer

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



Slide courtesy of Don Burden

HIGH L.O.S.



SUCCESSFUL
CITY

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



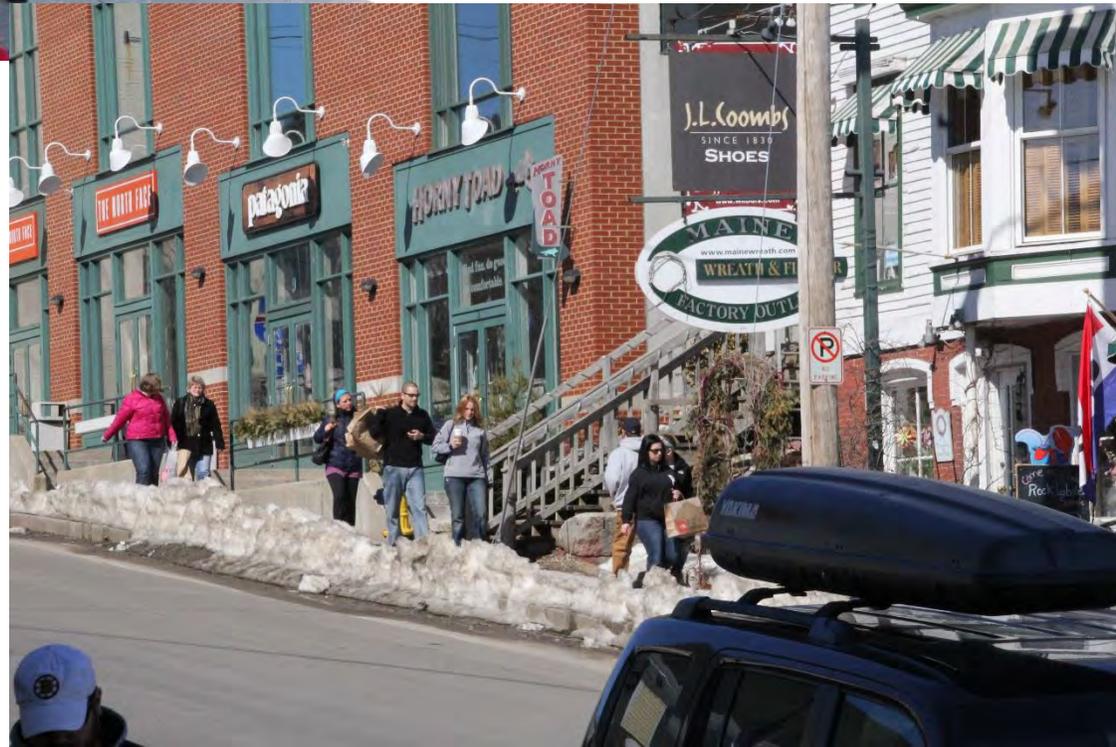








Are these Successful Streets?



So what do we do?



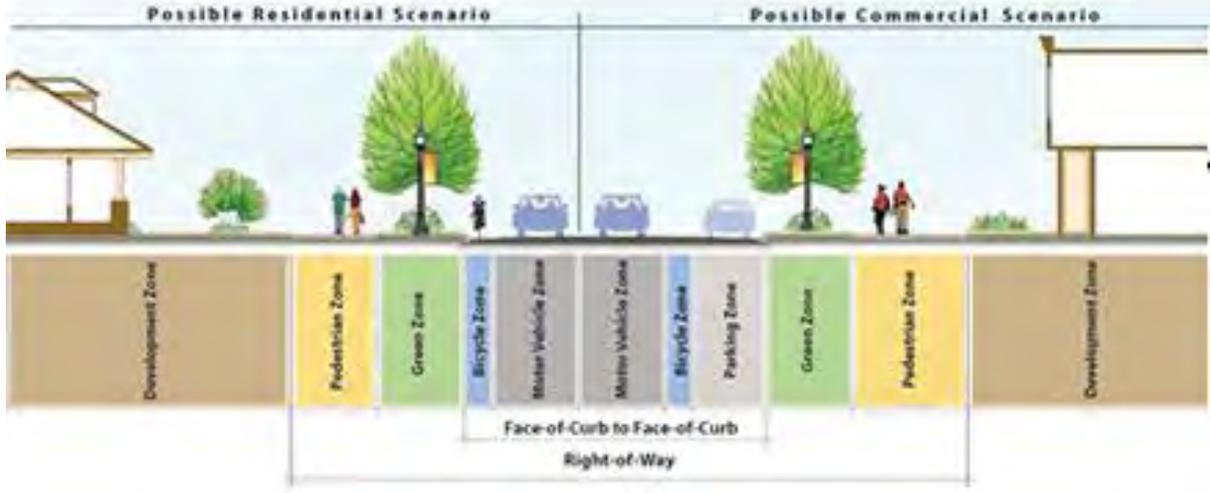


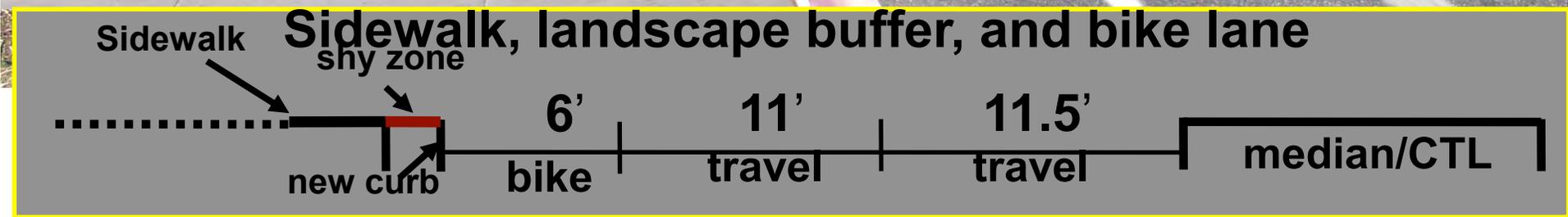
- Reallocate Street Space (aka Complete Streets)
- Address Land Use and Placemaking!



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

Complete Streets







2nd Avenue, South

Photomorph courtesy of Dan Burden

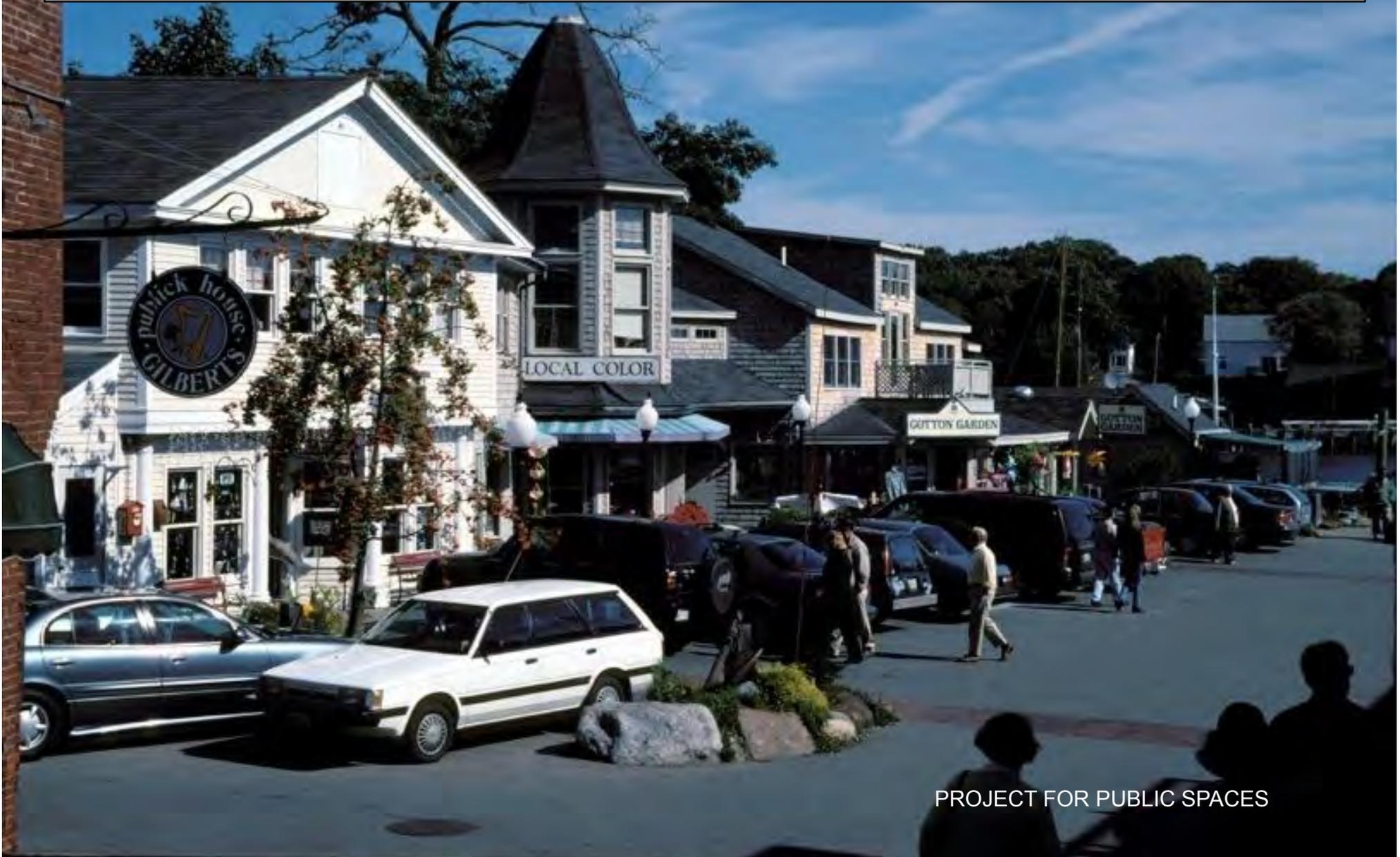
East Boulevard

Charlotte





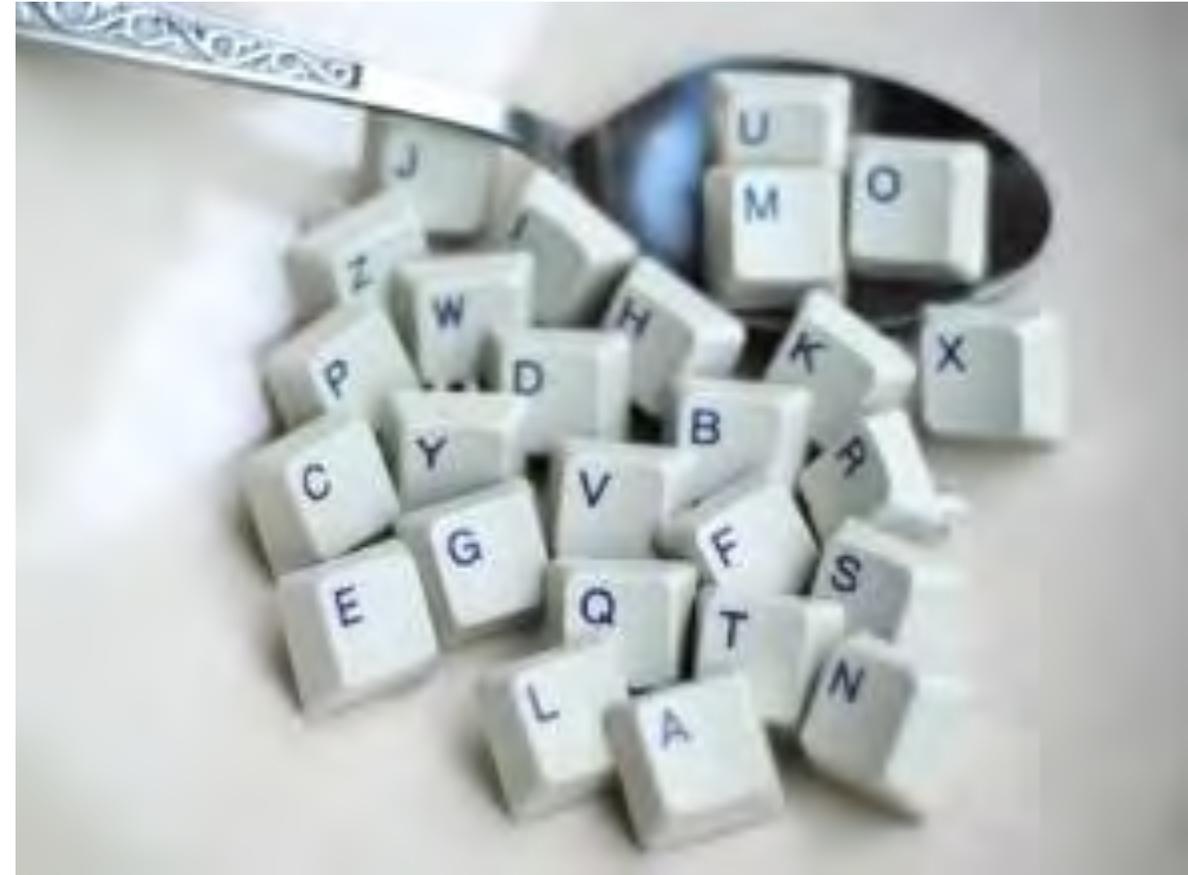
People put the **Place** back in streets



PROJECT FOR PUBLIC SPACES

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

The screenshot shows the website's navigation menu with options: ABOUT, EVENTS, ADVOCACY, SAFETY & EDUCATION, BIKING RESOURCES, NEWS, JOIN & RENEW. The main content area is titled 'MAINE SAFE ROUTES TO SCHOOL PROGRAM'. It includes a sub-header 'SAFETY & EDUCATION' and a list of links: Bike / Ped Safety Education, Bike Safety, Safe Routes to School, 2013 Safe Routes to School Map, and Become a Cycling Instructor. A 'QUICK LINKS' section lists: Request a Presentation, Join/Renew Volunteer, Report An Incident, Where to Ride, and Weekly Rides. The main text describes the program's partnership with the Maine Department of Transportation and lists benefits like increasing physical activity, easing traffic, and reducing pollution. A photo shows a group of people on a bike path. Logos for 'BIKE MAINE', 'Great Maine BIKE SWAP', and 'MAINE women's ride' are visible.

The screenshot shows the 'ADVOCACY' page with a navigation menu including: ABOUT, EVENTS, ADVOCACY, SAFETY & EDUCATION, BIKING RESOURCES, NEWS, JOIN & RENEW. The main content is titled 'COMMUNITY ADVOCACY' and features a 'COMMUNITY Spokes' logo. It describes the program's support for local advocacy and lists actions like 'Imagine Bikes Here', 'Build Complete Streets', and 'Build Local Complete Streets'. A photo shows a group of people in a meeting. A 'Community Spokes Program' section explains the program's goal of creating a statewide network of advocates.

The screenshot shows the 'IMAGINE BIKES HERE' page with a navigation menu including: ABOUT, EVENTS, ADVOCACY, SAFETY & EDUCATION, BIKING RESOURCES, NEWS, JOIN & RENEW. The main content features a large photo of people riding bicycles on a street. A prominent black box with white text reads 'IMAGINE BIKES HERE' and 'LEARN MORE HERE'. A red banner at the bottom says 'Join Us For BikeMaine 2016! Click here for the all-new route!'.

MAKING MAINE BETTER FOR BIKING AND WALKING

Resources

Wayne Emington, Federal Highway, FHWA



U.S. Department of Transportation
**Federal Highway
Administration**

Patrick Adams,
Bicycle and Pedestrian Program Manager,
MeDOT



MAINEDOT
Maine Department of Transportation

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 (check all that apply)	Condition (check one for each type) 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. ^{36,37}			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. ^{38,39}			1,2,3
Strategy 28: High-risk locations for pedestrians and cyclists are identified and targeted for improvement in community or neighborhood plans. ^{40,41,42}			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. ⁴³			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. ⁴⁴			1,2
Strategy 31: New school facilities are located in village centers or near existing communities. ⁴⁵			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. ^{46,47}			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?			

³⁶ Bicycle and Pedestrian Sample Plans (http://www.pedbikeinfo.org/planning/sample_plans.cfm)

³⁷ Kane County Pedestrian Design Guide (<http://www.manualmake.com/system/854080/>)

³⁸ Wisconsin Rural Bicycle Planning Guide (<http://www.dot.wisconsin.gov/projects/bike.htm>)

³⁹ Scott County Rural Regional Trail Development & Design Guidelines

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

⁴⁰ Factors Contributing to Pedestrian and Bicycle Crashes on Rural Highways (<http://www.trb.org/Main/Blurbs/163774.aspx>)

⁴¹ Pedestrian Safety Guide and Countermeasure Selection System (<http://www.walkinginfo.org/pedsafe/>)

⁴² Bicycle Safety Guide and Countermeasure Selection System (<http://www.bicyclinginfo.org/bikesafe/>)

⁴³ Introduction to Safe Routes to School (<http://guide.saferoutesinfo.org/introduction/>)

⁴⁴ Toolkit for Rural Transit Planning (<http://nationalcenterformobilitymanagement.org/by-topic-rural-transportation/>)

⁴⁵ Planning for Schools and Livable Communities (http://www.ncef.org/r1/site_selection.cfm)

⁴⁶ Medical Transportation: Toolkit and Best Practices (<http://trid.trb.org/view.aspx?id=846197>)

⁴⁷ 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

RE-ALIGNING RE-BRANDING RE-DESTINATION(ING)

Integrating Bike/Ped
Into the Fabric of a Small Community





Community

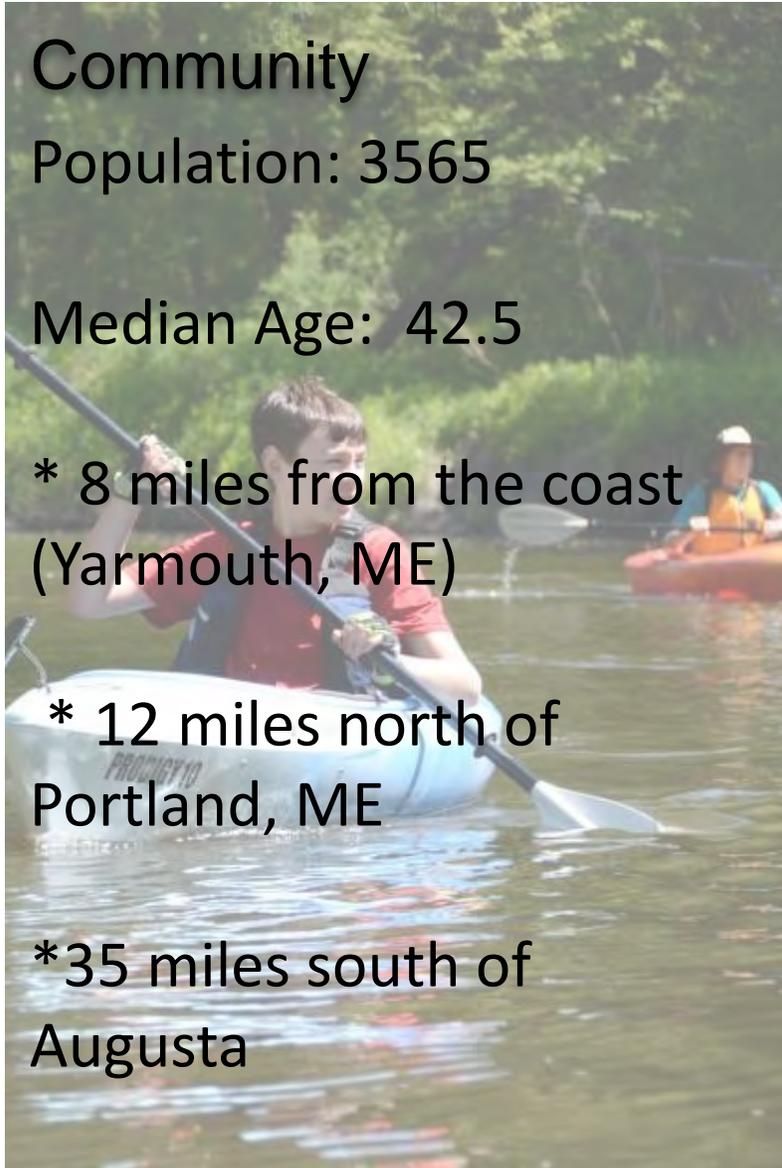
Population: 3565

Median Age: 42.5

* 8 miles from the coast
(Yarmouth, ME)

* 12 miles north of
Portland, ME

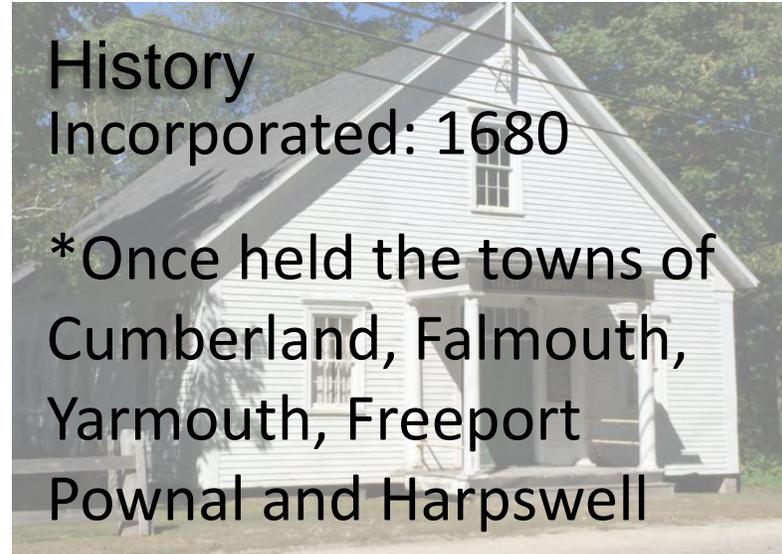
* 35 miles south of
Augusta



History

Incorporated: 1680

* Once held the towns of
Cumberland, Falmouth,
Yarmouth, Freeport
Pownal and Harpswell



Commerce

* Over 200 local
businesses registered







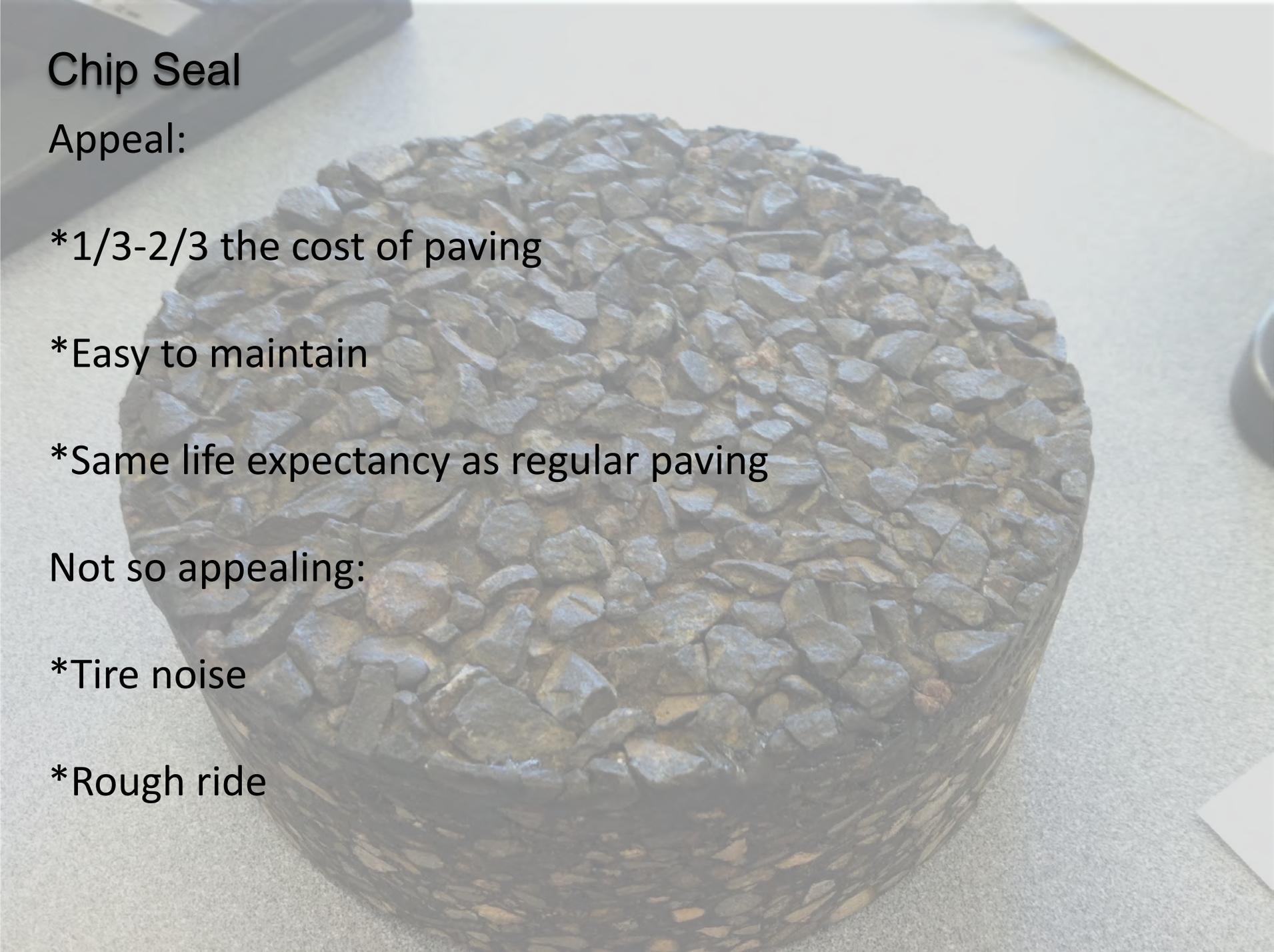
Chip Seal

Appeal:

- *1/3-2/3 the cost of paving
- *Easy to maintain
- *Same life expectancy as regular paving

Not so appealing:

- *Tire noise
- *Rough ride



“Winning is awesome. Except win it’s not.”

–Me



Town of North Yarmouth
WESCUSTOGO
PARK

A TOBACCO
FREE ZONE

North Yarmouth Parks and Recreation Plan

The 100 Year Plan

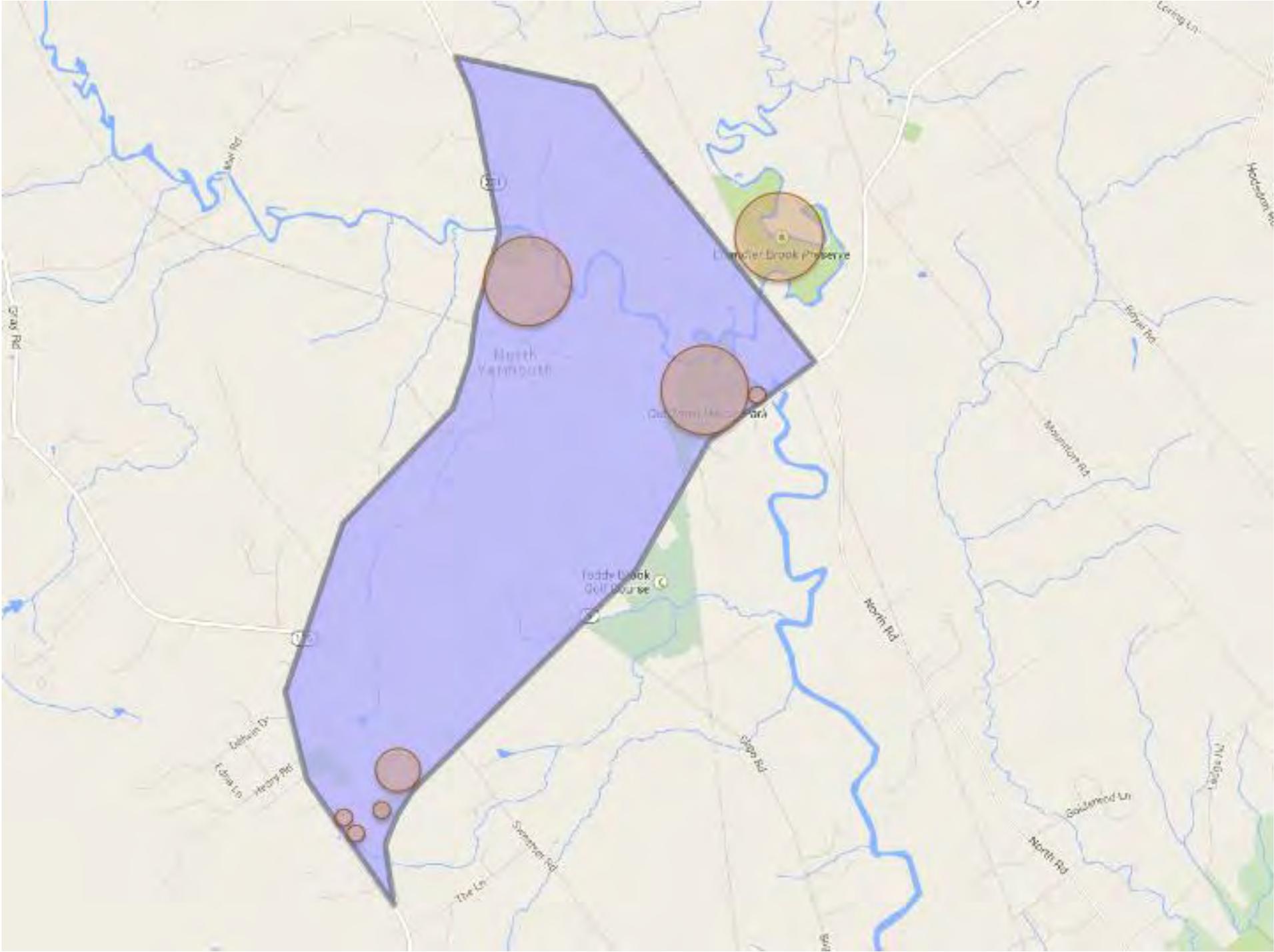
Draft Adopted November, 2014



20 year plan - 2035

- Significant Economic Benefits
- Royal River Path on one side of River
- Trails connect Pineland, Bradbury, Twinbrook
Portland, West Side Trail
- 7+ signed trails
- Some major and minor roads bike friendly









START
HERE

North Yarmouth
"The Town Where Others Began"

Community
History
Commerce



START HERE

NORTH YARMOUTH

Integration

- Board of Selectmen Approval
- Adopted by all committees
- Relaunch of town website
- Partnerships with broader community partners
- New promotional events (Tri NY)



Promotion!

- Article in The Forecaster
- Speaking engagements

We want people to access our town assets and Start Here: bike rides, trail walks, group runs, river paddling, family walks. We want businesses to Start Here: to establish commercial enterprises in a town that is filled with entrepreneurs and businesses of all sizes. We want families to Start Here: to join a community that honors green space and supports great local services, such as our schools.

–North Yarmouth Brand Manual

What We Learned

- People want to see the big picture, not the process.
- A great story transcends local politics.
- Economic arguments are always more effective than emotional ones
- Data is awesome. (Except when it is not.)
- Chip seal ain't so bad...
 - There is such a thing as 'smaller 3/8" stone'

Start Here is about a town that is looking into the future—while honoring the past and highlighting what we have in the present. Start Here is about building a local identity with a broad appeal beyond our town borders.

–Start Here Brand Manual



Thank You

Brian Sites

Chair, North Yarmouth Parks and Recreation

brian@claydog.com

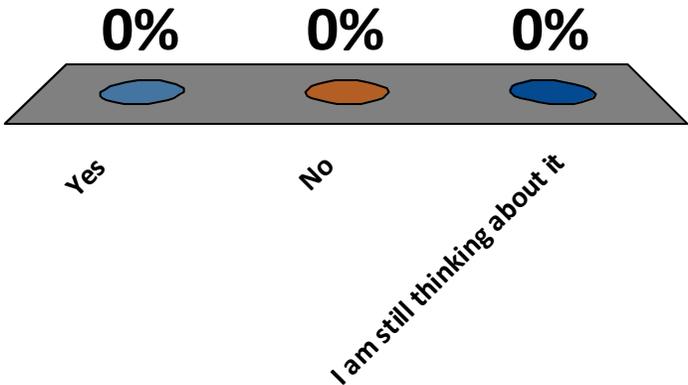
Wrap Up

- 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?



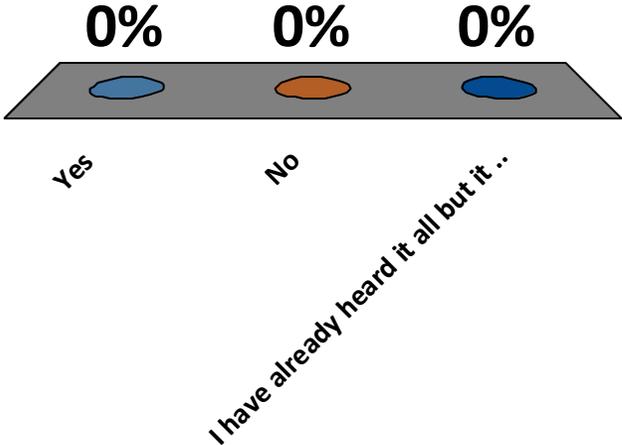
Did you find this session useful to your work or to your role in your community?

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



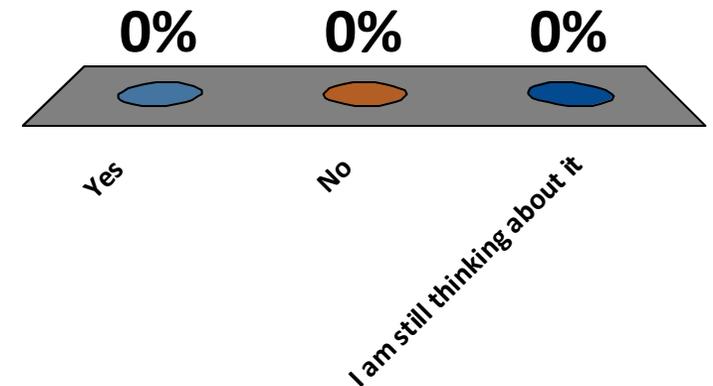
Did you find the introductory health data new or interesting?

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



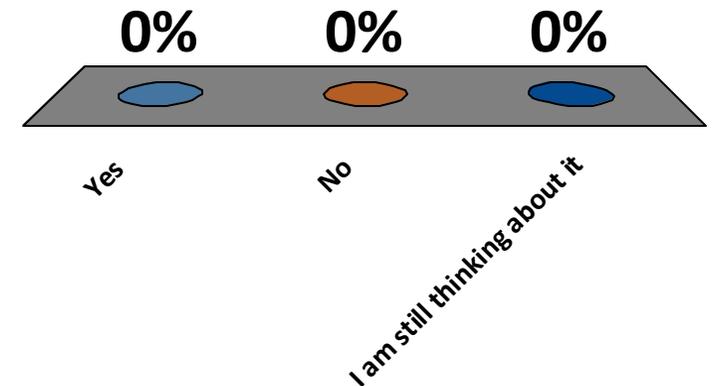
Did you find the information on funding useful?

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



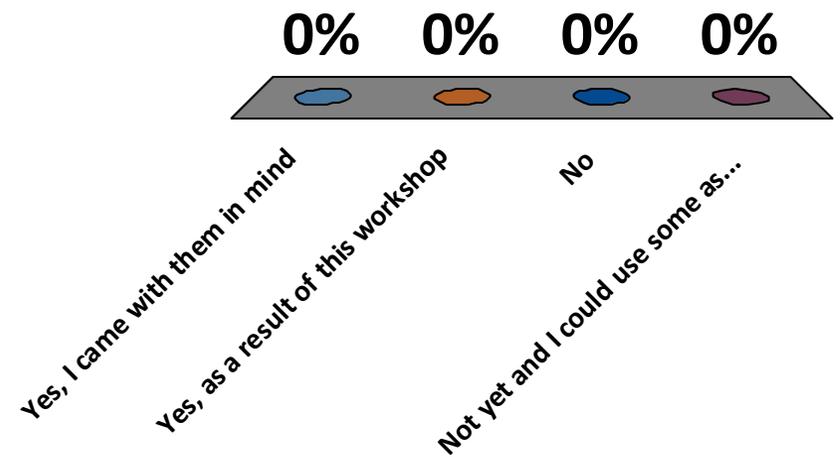
Did you find the “tools” information useful?

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



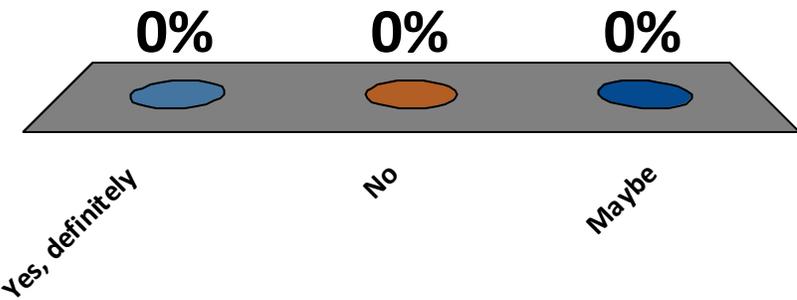
Do you have some next steps for your community?

- 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.



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

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

