



Support Materials Ordering Information

Bikeability Checklist

Pedestrian and Bicycle Information Center

Contact: Sara Latta—Communications Specialist

730 Airport Road, Suite 300, Campus Box 3430, Chapel Hill, NC 27599-3430

Tel: (919) 962-7419 • E-mail: latta@claire.hsrmc.unc.edu • Web: www.bicyclinginfo.org

Downloadable version: <http://www.bicyclinginfo.org/pdf/bikabilitychecklist.pdf>

Order originals:

NHTSA

400 Seventh St. S.W., Washington, D.C. 20590 • Web: www.nhtsa.dot.gov

Max Allowed: 50

Walkability Checklist

Pedestrian and Bicycle Information Center

Contact: Sara Latta—Communications Specialist

730 Airport Road, Suite 300, Campus Box 3430, Chapel Hill, NC 27599-3430

Tel: (919) 962-7419 • E-mail: latta@claire.hsrmc.unc.edu • Web: www.walkinginfo.org

Downloadable version: <http://www.walkinginfo.org/pdf/walkingchecklist.pdf>

Order originals:

NHTSA

400 Seventh St. S.W., Washington, D.C. 20590 • Web: www.nhtsa.dot.gov

Max Allowed: 2

Bike Storage Program

Maine Department of Transportation

Contact: John Balicki, Bicycle/Pedestrian Coordinator

MDOT/Office of Passenger Transportation

16 State House Station, Augusta, Maine 04333-0016

Tel: 207-624-3252 • Web: <http://www.state.me.us/mdot/opt/bike/homepage.htm>

E-mail: john.balicki@maine.gov

Additional copies: Reproduce locally.



Be a Safe Bike Driver

Bicycle Coalition of Maine

Contact: Jeff Miller, Executive Director

Bicycle Coalition of Maine

P.O. Box 5275, Augusta, Maine 04332-5275

Tel: (207) 623-4511 • Web: www.bikemaine.org • E-mail: BCM@Bikemaine.org

Additional Copies: Order from Bicycle Coalition of Maine as listed above.

Walk to School Initiatives

Pedestrian and Bicycle Information Center

Contact: Sara Latta—Communications Specialist

730 Airport Road, Suite 300, Campus Box 3430, Chapel Hill, NC 27599-3430

Tel: (919) 962-7419 • E-mail: latta@claire.hsrb.unc.edu

Additional Copies: Order from Pedestrian and Bicycle Information Center as listed above.



How to Improve Conditions for Walking and Biking*

In Maine, many factors contribute to reduced participation in physical activity. Rural roads with low, dirt shoulders; lack of sidewalks in residential areas and villages and limited crosswalks are just a few. However, with its rocky coast, many lakes, farmlands and mountains, Maine's physical environment is also one of its greatest assets and can actually provide many opportunities to increase physical activity.

Trails (off-road paths)

A trail can be an important part of the network that connects pedestrian and bike facilities or it can act as its own facility. Ideally, rather than substituting for a good system of on-street bike and pedestrian facilities, trails should be considered an addition to the existing network.

What do successful trails look like?

Successful paths have:

- Continuous separation from traffic, such as along a river or greenbelt.
- Few street or driveway crossings that would cause conflicts. Paths adjacent to roadways are generally not recommended.
- Convenient and safe access to the local road network.
- Connection to land uses, such as shopping malls, downtown, schools and other community destinations.
- Well-designed street crossings, with measures such as bike- and pedestrian-activated signals, median refuges and warning signs for both motor vehicles and path users.
- Shorter trip lengths than the road network, with connections between dead-end streets or cul-de-sacs, or as shortcuts through open spaces.
- Scenic qualities, offering an aesthetic experience that attracts cyclists and pedestrians.
- Visibility from nearby buildings and streets for safety.
- Good design, including adequate width and sight distance, good drainage and moderate slopes.
- Proper maintenance, with regular sweeping and repairs.
- Clear trail distance, destination and directional markers.



Sidewalks

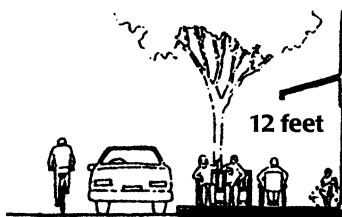
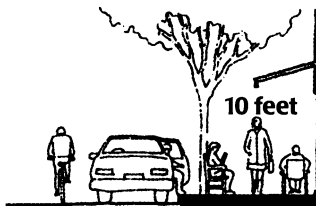
A network of connected sidewalks is essential to encourage more people to walk. It is vital that sidewalks are continuously connected and are linked by highly visible and well-marked crosswalks. Ideally sidewalks are also connected to building entrances, making it easier to be active while shopping, doing business or going to places like the post office, library or school.

*Used with permission from "Increasing Physical Activity Through Community Design" from the National Center for Bicycling and Walking, www.bikewalk.org/PubHealth.htm



How to Improve Conditions for Walking and Biking* (continued)

What do successful sidewalks look like?



The preferred sidewalk width in a downtown or other activity area is 12 feet, at least 6 feet of which should be clear of obstructions. This width allows two pedestrians to walk side-by-side or to pass each other comfortably. It generally provides enough width for window shopping, some street furniture (benches, lamps, etc.) and places for people to stop. More width is desirable to accommodate bus shelters, sidewalk cafes and other outdoor retail. In a pinch, 8 feet is acceptable. Outside of the downtown, sidewalks should be at least 5 feet wide.

What do successful paved shoulders look like?

Paved Shoulders

Here in Maine paved shoulders are often the appropriate choice for safe walking and biking. This is due to our many rural roads which tend to be less connected than streets in villages or cities. Not only do paved shoulders reduce roadway maintenance costs—a real issue during the Maine winters—but they can also serve as commuter routes into villages from outlying residential areas. Rural roads with paved shoulders also encourage more people to try long-distance bicycle journeys as well as shorter recreational rides and walks.

What benefits do paved shoulders provide?

Shoulders have many benefits (most also apply to bike lanes):

- Greater separation from traffic for bicycles.
- A place for pedestrians and wheelchairs in places with no sidewalks.
- Space for normal and evasive vehicle maneuvers.
- Recovery area to regain control of a vehicle.
- Space for disabled vehicles and emergency equipment.
- Better sight distance for drivers.
- Reduced passing conflicts between motor vehicles and bicyclists and pedestrians.
- Pedestrians more visible to motorists.
- Storm water discharge farther from travel lanes, reducing hydroplaning, splash and spray.
- Less dust and debris kicked up by vehicles.
- Structural support to the pavement.



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Maine Department of Transportation Bike Storage Program

MDOT has a bicycle storage matching grant program where MDOT will pay for 50% of the total costs of whatever racks are ordered as long as the order is placed by a public entity. MDOT, through a contract with a leading manufacturer of bike racks, has two different types of bike racks available which can hold anywhere from three to fourteen bikes. Note that these racks are different from traditional bike stalls which aren't recommended because they provide low security and can bend bicycle wheels if a bike gets knocked over. Private businesses are eligible to purchase racks at the full price, which is still a considerable discount from the normal purchase price. MDOT will order directly from the vendor, pay the vendor and then invoice the recipient for their share of the cost. Recipients are responsible for installing the racks.

Contact: John Balicki, Bicycle/Pedestrian Coordinator
MDOT/Office of Passenger Transportation
16 State House Station, Augusta, Maine 04333-0016
207-624-3252 • E-mail: John.balicki@state.me.us

Bicycle Storage Available: Manufactured by GraberUSA, Madison, WI, 1-800-783-7257

The Wave

A simple design which separates each bicycle from the other. The Wave comes in different models which can accommodate 5, 7 or 9 bicycles.

The Bike Dock

This too is a simple design which can lock two bicycles. Multiple bike docks can be ordered and placed parallel to each other to accommodate any number of bicycles.

Mounting: Mounting for both the Wave and the Bike Dock can be either below grade or flange mounted. Below grade works best on grassy areas where the posts can be sunk in concrete. Flange mount works best on existing concrete or asphalt surfaces where the racks are bolted into the surface.

Finish: The Bike Dock comes in a hot-dipped galvanized finish that gives it a chrome sheen. The Wave comes in a basic black galvanized finish. Powder coat colors are available for both the Wave and Bike Dock in a wide variety of colors for an \$150 additional cost, which is independent of the number of racks.

Action Packet

 Healthy Maine Partnerships
the state's commitment to taking us the longer and healthier.
Maine Cardiovascular Health Program
in collaboration with the Maine Nutrition Network
Bureau of Health, Department of Human Services

Promoting Trail Development and Use of Safe
Community Routes for Walking and Biking

Support Materials

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Costs:	5-Bike Wave (below grade)	\$109.67	5-Bike Wave (flange mount)	\$112.84
	7-Bike Wave (below grade)	\$151.22	7-Bike Wave (flange mount)	\$155.57
	9-Bike Wave (below grade)	\$197.71	9-Bike Wave (flange mount)	\$201.48
	Bike Dock (below grade)	\$70.43	Bike Dock (flange mount)	\$79.89

Note: Shipping costs are in addition to these prices.



Developing Relationships with Municipal and County Officials: Activities and Actions for Partnerships

As a Partnership, identify advocacy needs and review your priorities, for example:

- Bicycle- and pedestrian-friendly routes through towns/neighborhoods.

Invite municipal and county officials to a Partnership meeting to:

- Educate them about the bicycle and pedestrian goals within their community.
- Find out where they stand on your priority issues and what is important to them. What are their priorities? What do they need from you?
- Provide advice regarding other persons or organizations with whom you should be linking.
- Find out if there are existing ordinances regarding zoning issues or environmental concerns.
- Have a dialogue regarding their perspective on physical activity and community health in relation to bicycle- and pedestrian-friendly routes.

Train Partnership and community members on “how to advocate.”

- Gather and disseminate contact information and send a “practice” e-mail, telephone call, or letter to town and county officials.
- Do these officials prefer to be contacted at home or work, by e-mail or by telephone?
- How and where do your Partnership members prefer to be contacted?

Put municipal and county officials (select persons, town managers, city council members, county commissioners) on your mailing lists for minutes. Be strategic about how you use these folks, e.g. no grunt work please, but have them hand out awards, use them in photo opportunities, ask them to help you with describing financial impact in a positive light, etc.

Identify and cultivate relationships with community opinion leaders and “influence” leaders, i.e., business leaders, political donors, chambers of commerce, Rotary, Lions, Elks, Knights of Columbus, Masons, Grange members, Volunteer Fire Department, Women’s Auxiliaries to previously mentioned male membership organizations, faith communities.

Sponsor a legislative breakfast to discuss health issues...feature local legislators. Make sure key opinion leaders and members will be there to ask questions, etc.

Talk to local papers about reoccurring Partnership articles (twice/month) regarding Partnership activities/priorities – have a reporter or someone from the editorial staff in the Partnership or on a Committee.

Keep Partnership/community members informed of priority issues and progress on activities.



Relationships with Municipal and County Officials: What are the challenges?

The municipal or county official is:

- Your relative
- The person you least liked in high school
- Your sister's best friend
- Someone you ran against for the position
- New in town, from "away"

Relationships are complicated. Don't pretend that conflicts don't exist. Figure out how to work within or around difficult persons or organizations to accomplish your goals.

Every community has people with a variety of agendas, personality quirks, and social histories.

Distinguish clearly between personal conflicts and community tensions. Not all stressors are personal or individual. Take the pulse of the community, know when you are wading into undertow.

You cannot expect meetings to be "safe spaces." If you say it, expect to own it and be accountable.

How do you create credibility? Who should be the messenger?

What are the concerns and priorities of municipal or county officials? What is important to an elected official vs. one who is appointed to a position vs. someone in a career or staff position? Knowing what they value will help you pitch to them effectively because you will already know at least some of the answers to "what is in it for me?"

Know your facts, be organized, be knowledgeable about the financial implications of what you are requesting, understand and design your efforts to work within the existing decision-making process. Figure out where your target is (physically and psychologically), how to reach them where they are, and identify strategies to bring them around to your perspective.

Use the intimacy of small town communities to your advantage. You already know most of the people with whom you need to work. This is an opportunity to talk with them about something you care about that will help make their community a more desirable and pleasant place to live.