

Characteristics & Reported Bicycle & Pedestrian Infrastructure for Communities of Less Than 10,000 People in Maine, Minnesota and New Hampshire

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Thank you!

- Small Urban and Rural Tribal Center on Mobility (**SURTCOM**)
- **Maine** Department of Transportation
- **Minnesota** Department of Transportation
- **New Hampshire** Department of Transportation

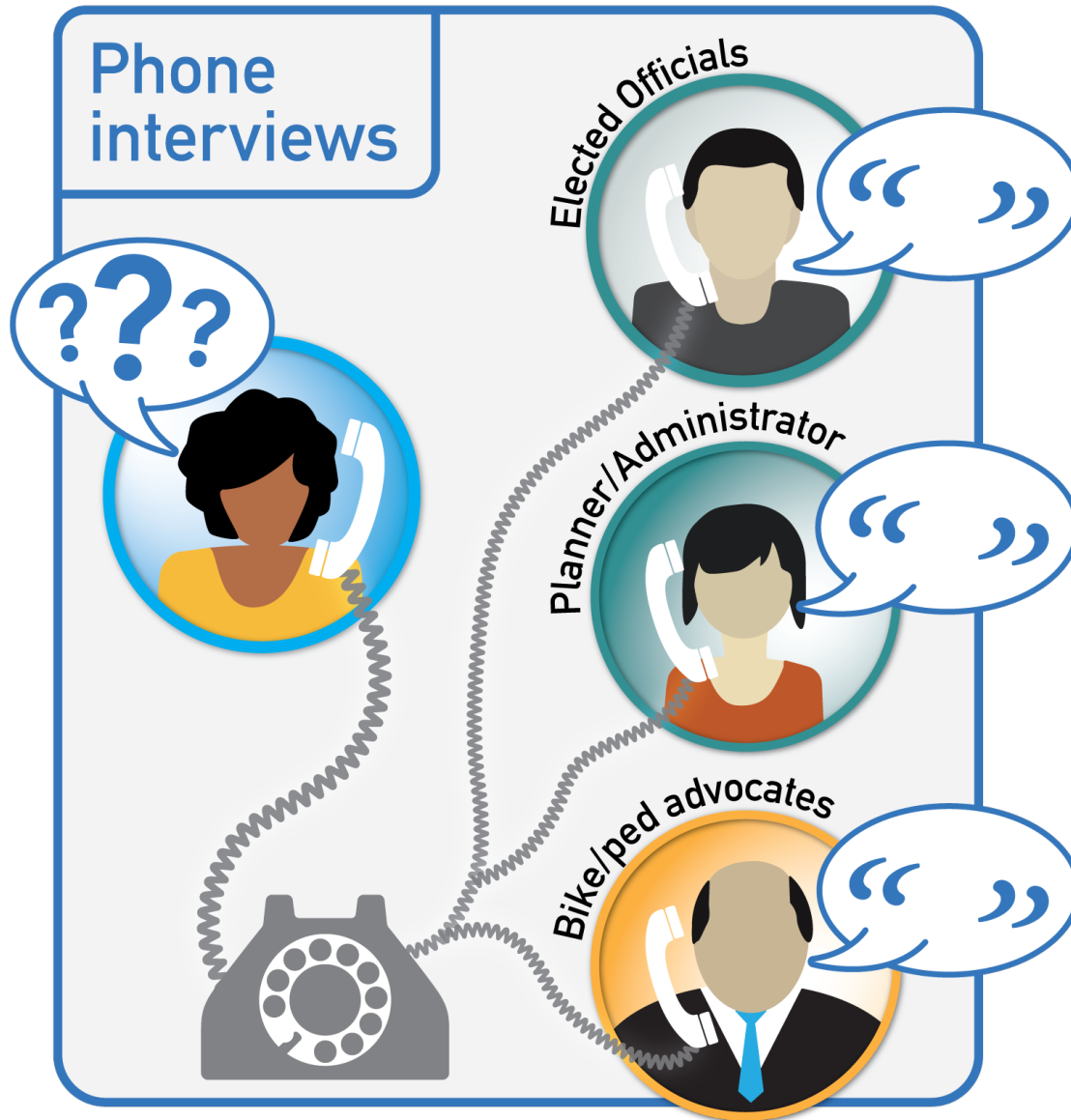
For communities of less than 10,000 people:

- What bicycle and pedestrian **infrastructure** has been implemented?
- What **characteristics** have enabled or facilitated its implementation?

Key Findings from the Literature

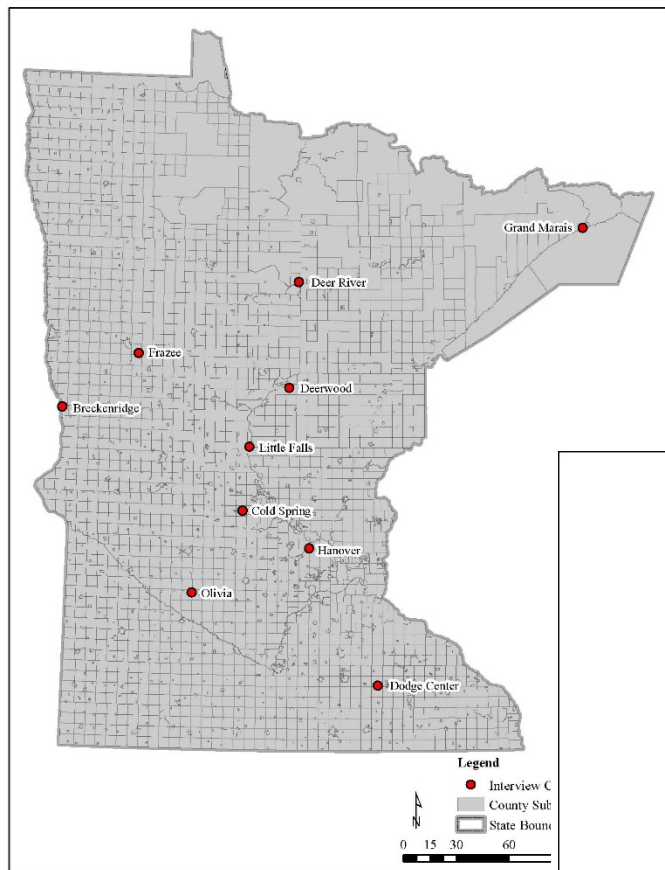
- **Colvin et al.** – “*small, rural and low-income communities with limited tax bases and financial resources*” were able to use SRTS funding
- **Bicycle Friendly Communities** – Bath, ME; Frazee, MN; Grand Marais, MN
- **Langdon** – recommendations for mid-block crossings and flashing lights; one person can make a difference



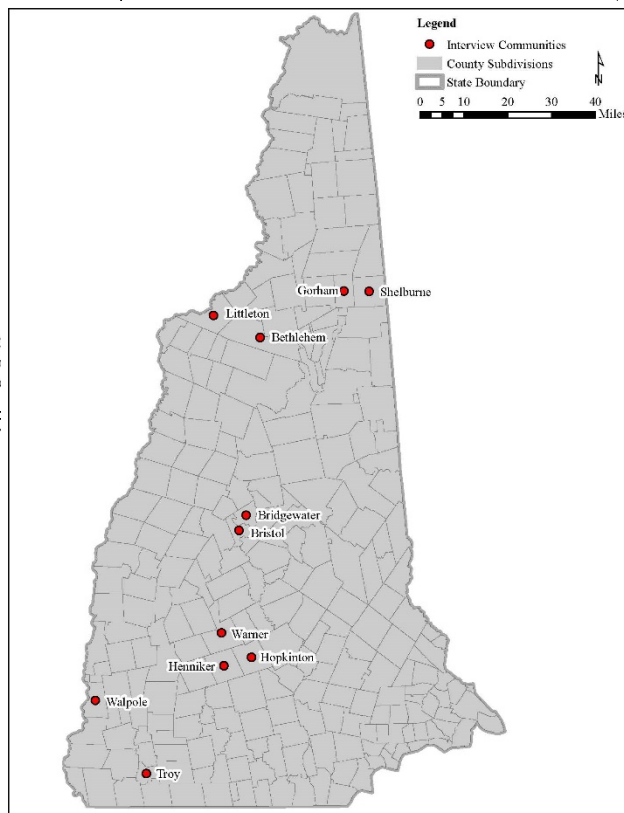


Selected Communities

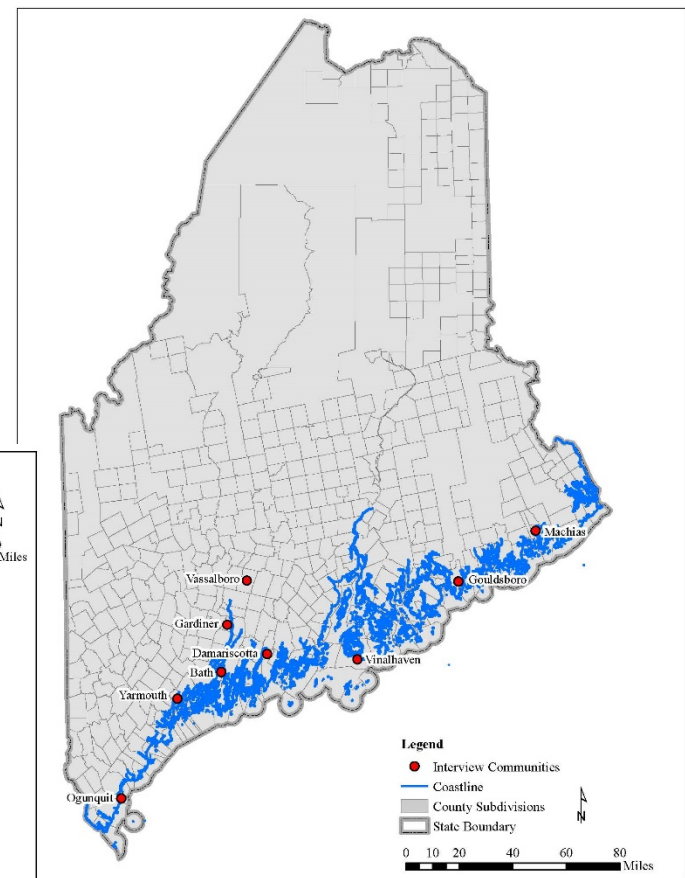
Maine		Minnesota		New Hampshire	
Community	Completed Interviews	Community	Completed Interviews	Community	Completed Interviews
Bath*	3	Breckenridge*	4	Bethlehem	3
Damariscotta	4	Cold Spring	1	Bridgewater	2
Gardiner*	3	Deer River	3	Bristol*	4
Gouldsboro	3	Deerwood	1	Gorham*	3
Machias	4	Dodge Center*	1	Henniker	3
Ogunquit*	2	Frazee*	3	Hopkinton	3
Vassalboro	4	Grand Marais*	3	Littleton*	3
Vinalhaven	1	Hanover	3	Shelburne	1
Yarmouth*	3	Little Falls*	3	Troy*	4
		Olivia*	3	Walpole*	1
				Warner	3
TOTAL	27		25		30



Minnesota



New Hampshire



Maine



17 Interview Questions

- 1) Within your community, please describe the **speed limits** that are posted on the roadways. For example, are local streets signed at 25 mph? Are the speed limits enforced?
- 2) Do you view someone in your community as a **champion** for bicycle & pedestrian travel?
- 3) Do you offer **programs** through a recreation department, the school systems, or elsewhere that teach people how to ride a bicycle?
- 4) Does your community have **groups** specifically devoted to: 1) pedestrian issues and/or 2) bicycle issues?
- 5) How are projects in your community **approved** (i.e. is there a board that approves them)? What is your viewpoint on their level of understanding of the types of pedestrian and bicycle infrastructure that are available?

Speed Limits

Exemplary Community	Yes	No	N/A	Promising Community	Yes	No	N/A
Bath, ME	0	2	0	Damariscotta, ME	2	0	2
Gardiner, ME	2	0	1	Gouldsboro, ME	2	1	0
Ogunquit, ME	1	1	0	Machias, ME	3	0	1
Yarmouth, ME	1	2	0	Vassalboro, ME	2	0	2
Breckenridge, MN	1	3	0	Vinalhaven, ME	1	0	0
Dodge Center, MN	0	1	0	Cold Spring, MN	0	0	1
Frazee, MN	0	2	1	Deer River, MN	0	2	1
Grand Marais, MN	3	0	0	Deerwood, MN	0	0	1
Little Falls, MN	1	2	0	Hanover, MN	2	1	0
Olivia, MN	1	1	1	Bethlehem, NH	1	0	2
Bristol, NH	1	1	2	Bridgewater, NH	1	0	1
Gorham, NH	0	3	0	Henniker, NH	0	1	2
Littleton, NH	0	0	3	Hopkinton, NH	1	2	0
Troy, NH	1	1	2	Shelburne, NH	1	0	0
Walpole, NH	1	0	0	Warner, NH	0	2	1
TOTAL	13	19	10	TOTAL	16	9	14

Champions

Community Category	Yes	No	No Response
Exemplary	40	2	1
Promising	28	10	1
TOTAL	68	12	2

Education Programs

Category	Exemplary Community	Promising Community	TOTAL
Yes	27 (63%)	13 (33%)	40
Maybe	4 (9%)	4 (10%)	8
No	8 (19%)	17 (44%)	25
Previously	4 (9%)	4 (10%)	8
No Response	0 (0%)	1 (3%)	1
TOTAL	43	39	82

- Most programs are focused on children
- Most programs are offered through:
 - ✓ Police departments
 - ✓ Schools
 - ✓ Recreation centers



Bicycle & Pedestrian Groups – National & State Levels

- National
 - AARP Network of Age-Friendly Communities (Gardiner, Yarmouth)
 - Adventure Cycling
 - International Mountain Biking Association (IMBA)
 - Rails-to-Trails Conservancy
 - Rotary International
- State
 - Bicycle Alliance of Minnesota (BikeMN)
 - Bike-Walk Alliance of NH
 - Maine Community Foundation
 - Minnesota Chapter of the League of American Bicyclists
 - PartnerSHIP 4 Health (Minnesota)
 - The Bicycle Coalition of Maine

Regional Bicycle & Pedestrian Groups

- Central Maine Cycling Club
- Coos Cycling Club
- Downeast Acadia Regional Tourism
- Downeast Riders (Facebook for mountain bikers)
- East Coast Greenway
- Essentia Health (Minnesota)
- Friends of the Concord-Lake Sunapee Rail Trail
- Get Fit Itasca
- Healthy Maine
- Itasca County Trails Task Force
- Kennebec Estuary Land Trust
- Live Better Live Longer, CHI St. Gabriel's Health
- Merrymeeting Wheelers Bicycle Club
- Newfound Lake Region Association (NLRA)
- Newfound Pathways (New Hampshire)
- Prairie View Trail Association
- Rocori Construction Trail
- Superior Cycling Association (SCA)
- Three Rivers Park District
- West Central Initiative (Minnesota)
- White Mountain Velo (New Hampshire)

Local Bicycle & Pedestrian Groups

- 1) Bath Maine Mountain Bike Ride
 - 2) Bath Bicycle and Pedestrian Committee
 - 3) Bath City Transportation Committee
 - 4) Breckenridge, Minnesota; Active Living Committee
 - 5) Bristol, Economic Development Committee
 - 6) Bristol, Parks & Recreation Department
 - 7) Bristol Road Community Association
 - 8) Frazee Community Club
 - 9) Gardiner Cobbossee Trail Advisory Committee
 - 10) Gardiner Sidewalk Committee
 - 11) Gorham Conservation Committee
 - 12) Grand Marais, Moving Matters
 - 13) Grand Marais, Community-Wide Active Living Committee
 - 14) Grand Marais, Safe Routes to School Committee
 - 15) Little Falls: Live Better, Live Longer
 - 16) Littleton Land Sharks
 - 17) Ogunquit Bike-Pedestrian Committee
 - 18) Olivia, Minnesota: Park Board
 - 19) Town of Bristol Economic Development Committee
 - 20) Yarmouth Bicycle Pedestrian Committee.
- 1) Bethlehem Trails Association
 - 2) Damariscotta River Association
 - 3) Henniker Trails Committee (*appears inactive*)
 - 4) Hopkinton NH Conservation Commission and Open Space Committee
 - 5) Machias Downtown Revitalization Committee
 - 6) Vassalboro Conservation Commission
 - 7) Warner Water Conservation Commission

Approval Process

*“In Maine, none of the towns are cities. They are all run by boards of Selectmen, it’s elected similar if you had a town council. You usually have between 3 and 5 selectmen. They are usually either voted at large...they elect a president of the board of Selectmen, once a year. The board of selectmen can’t spend money that hasn’t been approved by the public. [The community] will have a town meeting in May. It’s once a year. For the rest of the year, whatever has been approved, that’s all that is available unless there is a special meeting. They cannot approve an ordinance or fund a project beyond what has been approved at the annual town budget. For example, if a funding opportunity came up to build a sidewalk, **unless the match has already been approved by the town meeting, you have to wait until the next town meeting.** They are approved at the majority of the town meetings. Everyone that’s interested comes to the town meeting. If it’s 45 to 46, then it’s approved.*

*In some ways, it lengthens the process. You can’t just call a town meeting tomorrow. It’s kind of an involved process to do advertising. **They don’t like special town meetings.** Bring in interest groups. Strongly opposed, strongly supportive. The 50% funding is more of a challenge. None of the roads are being reconstructed, usually the 50% requirement is what the match normally is. That’s a significant cost. That’s what probably delays implementing sidewalks and pedestrian and bicycle improvements [more] than anything else.”*

Characteristics

- *Perception* of adherence to speed limits
- *Numerous* bicycle and pedestrian champions
- Programs that support walking and bicycling
- Bike/ped groups within the community
- Easy project approval process

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Infrastructure

- All three (Bath, ME; Frazee, MN; Grand Marais, MN) Bicycle Friendly Communities reported the most infrastructure
- Most commonly reported infrastructure:
 - Sidewalks, multi-use pathways
- Only two communities (Ogunquit, ME; Hanover, MN) reported mid-block crossings

Mid-Block Crossings

“We’ve been trying to get a crosswalk at one of the roads in town that’s used by high school students every day and community members every single day. We want to highlight the pedestrian crossing but have been told we can’t do anything until someone gets hurt...They [state DOT] say it doesn’t warrant enough foot or car traffic to put that in. At the same time, before or after, and during the lunch hour of the school, you have 40-50 kids crossing twice, and it’s the intersection of two major highways. It’s always busy for small town terms.”

Most Common Bicycle & Pedestrian Infrastructure

- Sidewalks
- Multi-use pathways



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Future Work

- Develop case studies of exemplary communities
 - More thorough photos/documentation
 - Deeper dive into what the community has done
- Incorporate communities in other regions within the U.S.

Report:

https://westerntransportationinstitute.org/research_projects/bicycle-and-pedestrian-infrastructure-improvements-realized-in-communities-of-less-than-10000/

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QUESTIONS?

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