



# Town of North Yarmouth Pedestrian Walkways Planning

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# DISCUSSION TOPICS:

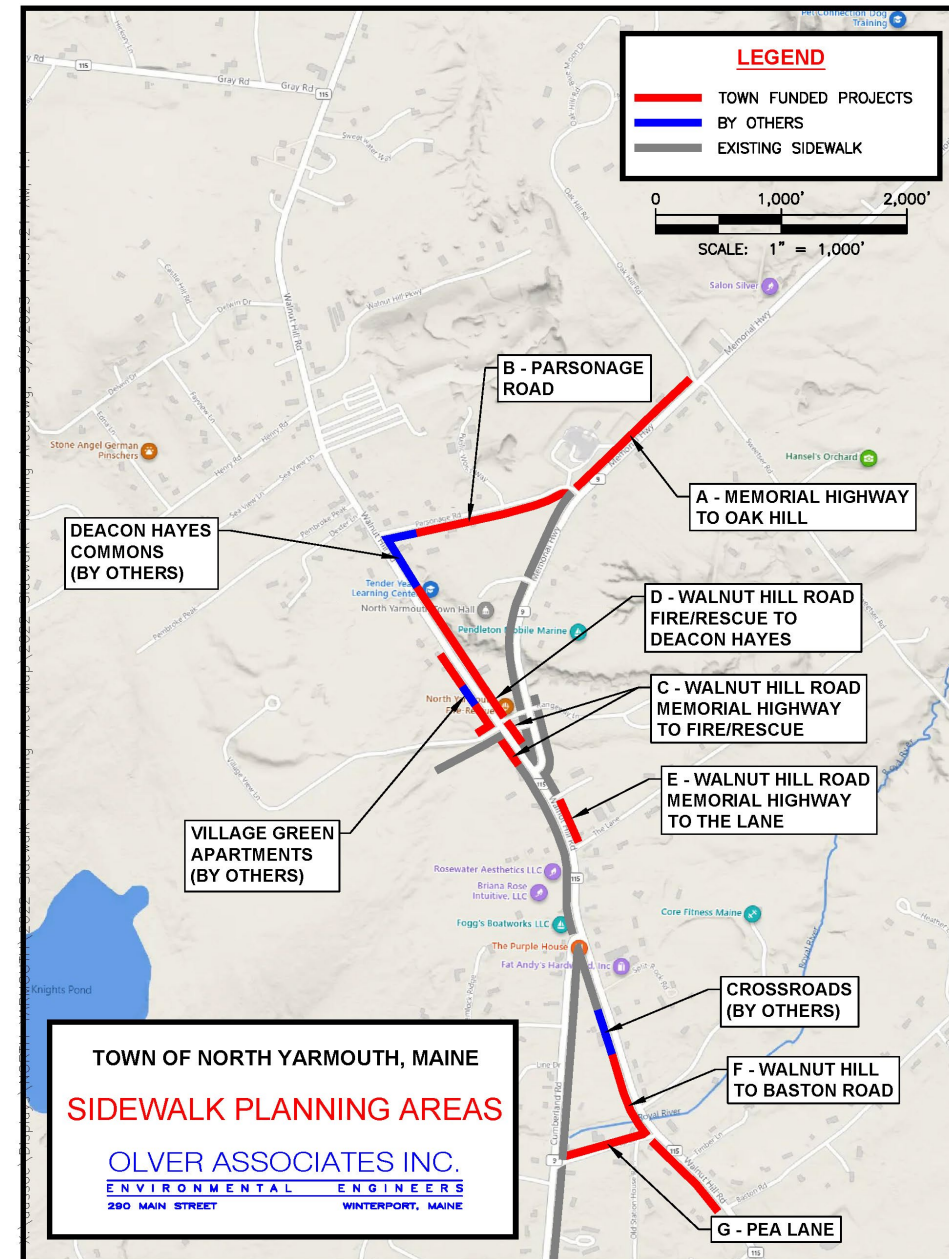
- What does the Town want to focus on as priorities for sidewalk improvements?
- How does the process for planning and construction look for North Yarmouth? Public participation is important in the planning process.
- What funding is available to help the Town achieve these goals while minimizing taxpayer contributions?

# WHAT ARE THE OBJECTIVES?

- Pedestrian safety and connections to village features.
- Slow down traffic, especially on Walnut Hill Road coming into Village area.
- Add parking?
- Accommodate bicycles?
- Facilitate business growth
- What else?

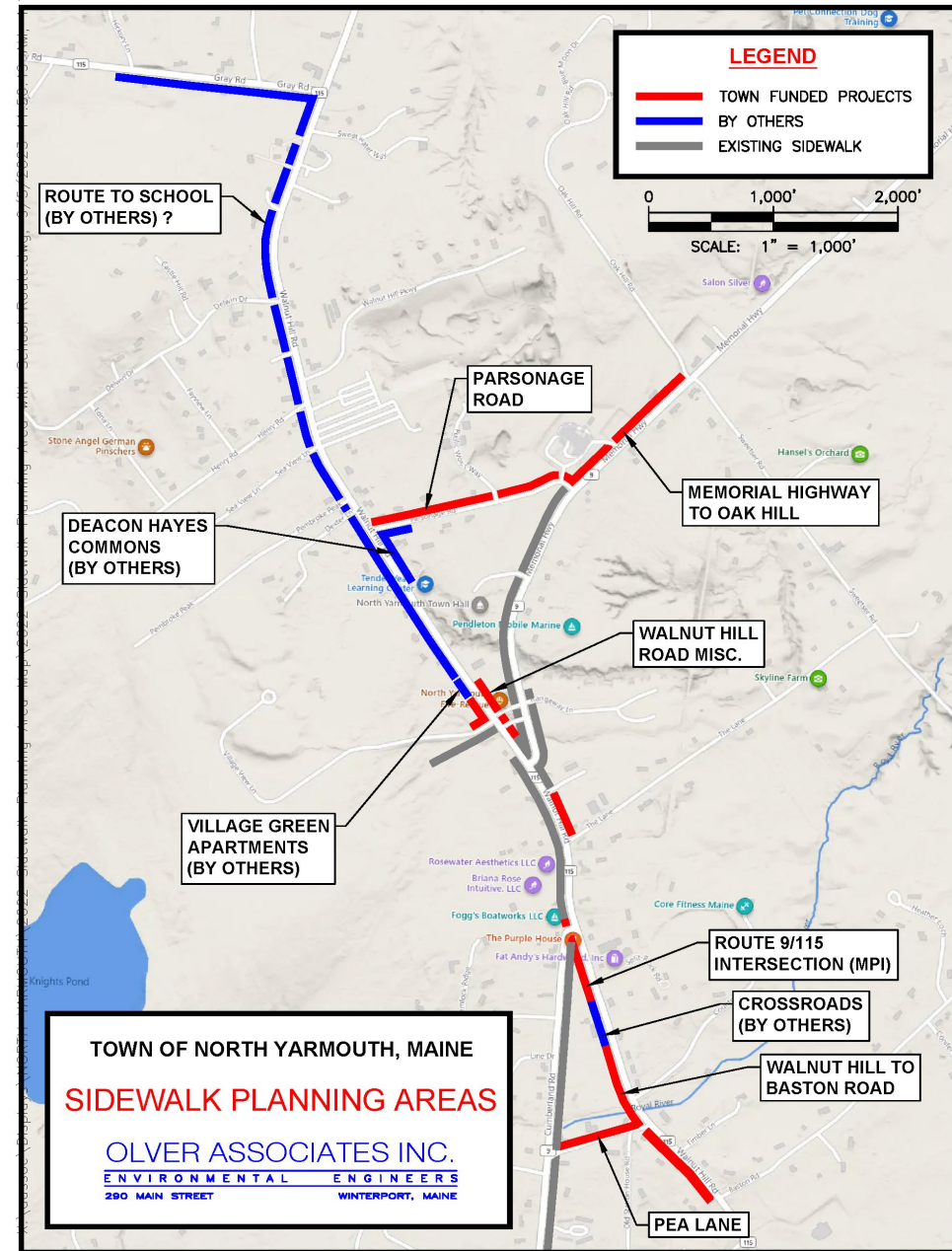
# VILLAGE AREA SIDEWALK MASTER PLANNING

- What are the limits that the Town wants to evaluate?



# VILLAGE AREA SIDEWALK MASTER PLANNING

- What are the limits that the Town wants to evaluate?
- Or beyond?



# PROJECT CONSIDERATIONS

- **WHERE ARE THE PRIORITIES?**
- **WHAT WILL BE THE PHASING?**
- **WHAT CAN BE DONE IN HOUSE BY PUBLIC WORKS?**
- **DOES THE TOWN WANT TO PURSUE OUTSIDE FUNDING FOR PLANNING A LARGER PROJECT?**

# PRELIMINARY PLANNING LEVEL COSTS DEVELOPMENT

We were asked to development preliminary cost estimates for phased implementation of sidewalk construction for discussion and budgeting purposes. Actual costs would need to be based on designed elements selected by the Town.

The differing sidewalk configurations are associated with varying levels of cost:

- **BASIC**-A simple paved 5 foot wide pathway with 12" of gravel and 2" pavement.
- **INTERMEDIATE**-Some drainage culverts/ditching and ADA features are added to the basic. Might include some curb.
- **FULL**-Curbed with drainage, ADA features. Would be used in more densely developed areas.

# POSSIBLE SIDEWALK CONFIGURATIONS-FULL



- Sidewalk directly adjacent to traveled way-would typically have some closed drainage required.



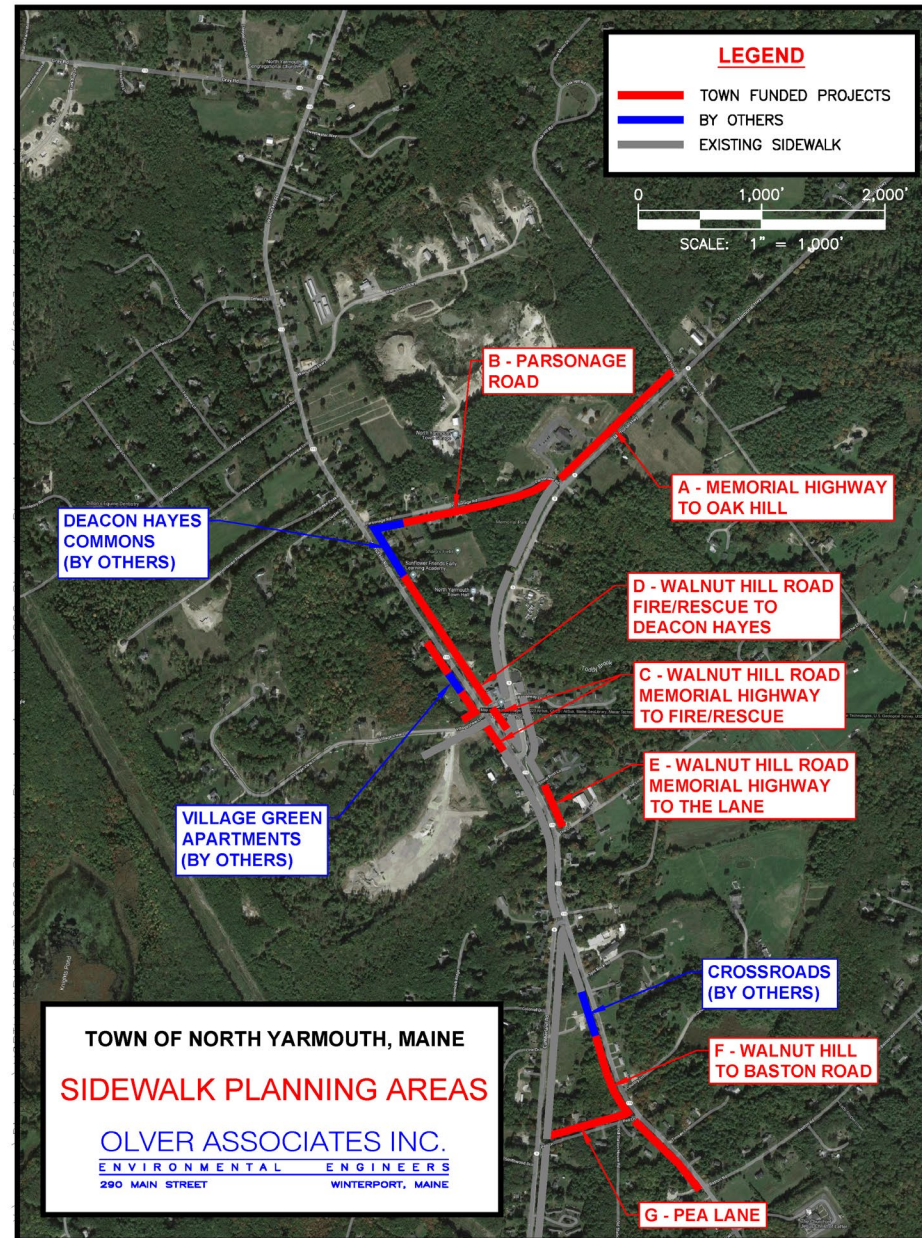


# POSSIBLE SIDEWALK CONFIGURATIONS-BASIC-INTERMEDIATE



- Sidewalk with shallow drainage ditch between walkway and travel surface

# POSSIBLE PHASING OF PROJECT AREAS



# PRELIMINARY COSTS PER SECTION

TABLE 1 : PRELIMINARY OPINION OF COSTS FOR BUDGETING SIDEWALK IMPROVEMENTS

Section	Project Description	Sidewalk Length (feet)	Treatment Type	Budget Estimate
A	Memorial Highway Parsonage to Oak Hill	1300	Basic	\$105,000
B	Parsonage Road	1500	Basic	\$120,000
C	Walnut Hill Memorial Highway to Fire-Rescue Building (Both Sides)	600	Full	\$240,000
D	Fire Rescue to Deacon Hayes (at Parsonage)	1500	Intermediate	\$200,000
E	Walnut Hill Road From Memorial Highway to The Lane	700	Full	\$280,000
F	Walnut Hill Road from End of Proposed Crossroads Sidewalk to Baston Road	800	Intermediate	\$100,000
G	Pea Lane	815	Intermediate	\$100,000

# POSSIBLE FUNDING PROGRAMS- MAINE DEPT OF TRANSPORTATION

- MUNICIPAL PLANNING INITIATIVE - Same funding you are using for the current project 50-50 dollar match, obtain funds through PACTS. PACTS boundary would limit work to Walnut Hill Road South of its intersection with Cumberland Road.
- VILLAGE PLANNING INITIATIVE - Can fund projects in the Village area to implement an 'agreed upon local vision' for the community that incorporates balanced use and safety of all village patrons whether in vehicles, on bicycles, or walking. Also a 50-50 match.
- BICYCLE AND PEDESTRIAN PROGRAM FUNDING - Goal is to improve transportation and safety while improving livability and vitality of local communities. There is an annual application process and the Town would need to commit a 20% match. DOT is accepting applications for projects to be constructed 3 years out.