

# Active Transportation Partnership Initiative

A local partnership program to improve Active Transportation Safety in Maine

## Overview:

MaineDOT created the Active Transportation Partnership Initiative (ATPI) to assist in funding small location-specific improvements in the transportation system that enhance safety and mobility for vulnerable road users (VRU), fostering safe and usable human-scale transportation options in Maine. MaineDOT understands the crucial role that municipal partners play in local transportation safety. This program intends to create strong municipal/State partnerships for safe and walkable village and downtown centers, increased opportunities for economic viability and quality of life, and investment in impactful enhancements to VRU safety in locations on, or adjacent to the State transportation network. The ATPI program seeks to design and implement transportation system improvements in partnership with Municipal partners via three available implementation tracks: Targeted Transportation Improvements, Measurable Safety Interventions, and Demonstration/Pilot Projects.

## 1. Measurable VRU Safety Interventions

This program category targets specific interventions that will result in measurable safety benefits for pedestrians and/or bicyclists. The program is established to address locations with demonstrated safety needs, such as those identified via Safe Streets and Roads for All (SS4A) Action Plans, HeadsUp! Pedestrian Safety Reports and other similar planning efforts.

**Eligible Applicants:** Municipal Governments

**Eligible Project Locations:** Locations on State or local public roads with VRU safety deficiencies that can be demonstrated or measured, and that have feasible solutions that will effectively increase safety. These safety needs should be demonstrated with all readily available data:

- Any available bicycle or pedestrian crash data
- Crosswalk yield compliance data
- Bike/Ped count data
- Current vehicle speeds are outside the appropriate range of speeds based on roadway context
- Documented unsafe bicyclist or pedestrian behavior due to inadequate infrastructure
- Consideration of Community surveys and Public Engagement
- Other measurable safety considerations

Eligible Project Scope: Design and construction of infrastructure enhancements only. The proposed bicycle and pedestrian infrastructure should align with best practices found in FHWA, AASHTO or NACTO design guides, or other widely accepted guidance documents. Some example project scopes may include:

- Enhanced pedestrian crossings
  - o Rapid Rectangular Flashing Beacon (RRFB)
  - o Pedestrian Hybrid Beacon (PHB)
  - o Pedestrian Refuge Islands
  - o Raised Crossings
  - o Lighted Crossings
- Bump-outs
- Intersection safety improvements
  - o Pedestrian Signal Equipment
- ADA Accessibility Improvements
- Permanent Implementation of Pilot Project Recommendations
- Short gaps in priority sidewalk networks
- Pedestrian lighting
- Bicycle facility safety improvements
- Roadway Width Reallocation or Retrofit Installations
- Speed management countermeasures
- Gateway treatments
- Other proven safety countermeasures

Application Period: Rolling open application period

Maximum MaineDOT Project Award: \$500,000

Match Requirement: 20% local match (match requirement may be reduced to 10% if the municipality has successfully implemented a demonstration/pilot project at the proposed location, or if project location falls within a Federally recognized Tribal community or an [area of persistent poverty](#))

Reporting Requirement: All projects funded through the program will be required to submit before and after data regarding the specific safety concerns for vulnerable users (speed data, yield compliance, use data, other documented conditions from before and after project implementation).

## 2. Targeted Transportation Improvements

These projects address location-specific transportation deficiencies, improvements, and shared goals between MaineDOT and a municipality. These projects may relate to all transportation modes but are intended to increase viability and access to human-scale community centers that may link business and economic development areas, public facilities (such as parks, libraries, community centers), and other areas that seek to improve transportation for all modes.

Eligible Applicants: Municipal Governments

Eligible Project Scopes: Design and construction of infrastructure enhancements only

- Pedestrian and/or bicycle facility enhancements
- Crosswalk enhancements
- ADA Accessibility Improvements
- Rehabilitation of existing bicycle/pedestrian facilities
- Implementation of traffic calming measures (See MaineDOT Traffic Calming Guidance)
- Installation of Gateway Treatments
- Intersection improvements
- Connectivity enhancements between popular traffic generators
- Design, implementation, and evaluation of pilot projects

Application Period: Rolling open application period

Maximum MaineDOT Project Award: \$300,000

Match Requirement: Based on Municipal Valuation Cost Share [Scale](#)

### 3. Demonstration and Pilot Projects

Quick-Build Pilot, or Demonstration Projects are typically short-term, low-cost efforts to pilot improvement options to identify possible long-term implementation solutions. These projects should correct an unsafe situation or deficiency in the existing conditions of a given location, and projects should define clear goals to measure the success of a pilot project.

#### Pilot Project Types

Pilot and Demonstration Projects have proven effective in Maine and throughout the United States to provide safety improvements and mitigate conflicts between vehicles and vulnerable transportation users such as bicyclists and pedestrians. Definitions and detailed technical information are available in MaineDOT's [Guidance on Traffic Calming and Demonstration Projects](#).

#### Example Project Goals

Intersection Safety	Turn Calming	Roadway Width Reallocation
Pedestrian Crossing Yield Compliance	Bicycle Facility Enhancement	Speed Management
Pedestrian Intersection Improvements	Pedestrian Accessibility	Community Gateway Enhancement
Seasonal Demand Considerations	Minor Traffic Changes*	Parking Management

### Example Project Elements

Temporary/Seasonal Bump Outs	Temporary Speed Tables	Striping Changes
Intersection/Turning Radius Adjustments	Bike Lane Enhancements	Median Islands
Gateway Enhancements	Lane Width Reduction	Parking Modifications
Raised Elements	Minor Traffic Changes*	Many Others

\* In certain instances, communities may desire traffic pattern changes such as eliminating a travel lane, intersection turning lane or changing highway access from public roadways, or changes in use of traffic signals or traffic circulation. In these instances, a municipality should have a scoping meeting with MaineDOT's Region Traffic Engineer and Regional Planner as these types of efforts may be better suited to a planning study or at a minimum a degree of traffic modeling and analysis. As indicated in technical guidance, these types of changes will need to be approved and stamped by a Professional Engineer licensed in the State of Maine.

### Funding

Municipally initiated demonstration/pilot projects on the State transportation network will be fully managed and implemented by the municipality. MaineDOT will provide technical assistance and ultimately must review all project proposals on the State transportation network. If funded through ATPI, MaineDOT will reimburse up to 50% of the cost of a professional design consultant and/or up to 50% cost of project materials up to a total State investment of \$10,000 in any single project.

### Pilot Project Design

Depending on the size and purpose of a pilot project, scoping and design may be performed by municipal staff with MaineDOT assistance, or the procurement of professional design services may be required. In the case where a professional consultant is required, MaineDOT recommends any pilot project consultant be prequalified for MaineDOT Consultant Service Numbers 103.60 (Planning-Feasibility Studies) and/or additional prequalification relevant to any specific pilot project scope items. Any proposed pilot project that will impact traffic capacity or change traffic flow (e.g. lane removal, lane reconfiguration, signal removal, signal changes, and other traffic control changes) will require plans to be stamped by a Professional Engineer licensed in the State of Maine or a memo documenting the scope or the project and explaining its impacts to the traveling public must be provided to MaineDOT.

### Evaluation

All pilot projects supported by MaineDOT shall include a final summary evaluating the success of the project in achieving its stated goals within 60 days of the end of project implementation. Before and after data relating to speed or other metrics should be provided as applicable, along with a report on

community feedback or public engagement. Final reports should clearly indicate both positive and negative outcomes of the project, and any information specific to the safety impacts of the project. MaineDOT, MPOs and RPOs, or consultants may be able to assist in supporting data collection for pilot projects with technical assistance, equipment, or other support.

### **ATPI Program Process:**

Interested municipalities should engage their MaineDOT Urban, Regional, or Active Transportation Planner to discuss participation in the program for a specific project location in their community. MaineDOT staff will work through program requirements and screen locations for demonstrated safety needs, working with other DOT staff as needed. MaineDOT staff will assist in screening potential projects and determining if the project is best suited for the Targeted Transportation Improvements, Measurable Safety Interventions, or Demonstration/Pilot Project program track; a municipality may not use both program tracks for one single project. If deemed an appropriate project, the municipality will submit a short letter of interest, and if approved will enter into a municipal/State agreement for the project. Projects will be implemented wholly by the municipality in accordance with Municipal Partnership Initiative (MPI) processes but will be coordinated through MaineDOT.