Village Bicycle & Pedestrian Access Plan

*Cherryfield * Harrington * Columbia Falls*
*Whitneyville * East Machias * Dennysville*

June 22, 2011

Prepared by
Washington County Council of Governments
Helping washington County communities plan for tomorrow
Phone: 454-0465 **Website: www.wccog.net**

With funding from
Maine Department of Transportation

Village Bicycle & Pedestrian Access Plan

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WASHINGTON COUNTY COUNCIL OF GOVERNMENTS
Helping Communities plan for their future in Washington County, Maine

Website: www.wccog.net
Phone: (207) 454-0465

Overview

The focus areas included in the Bicycle and Pedestrian Access Plan include the village areas of Cherryfield, Harrington, Columbia Falls, Whitneyville, East Machias and Dennysville.

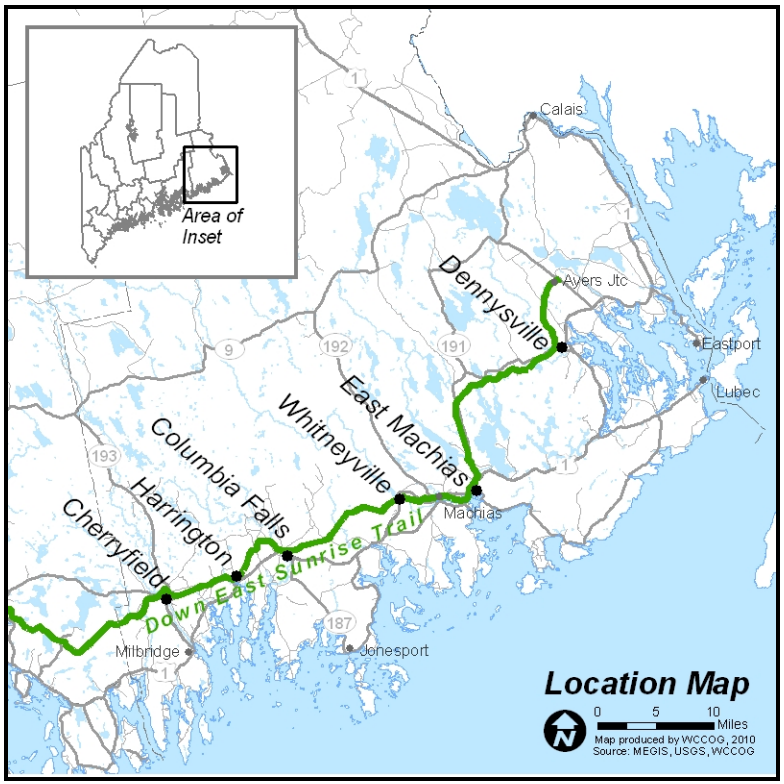
Village areas in these six communities in Washington County, Maine were selected for inclusion in this plan due to their location on or along the Down East Sunrise Trail.[1] The Sunrise Trail is an 85-mile, off-road, multi-use trail between Ayers Junction in Charlotte, Maine and Washington Junction in Hancock, Maine.

The Washington County portion of the Sunrise Trail, which is part of the larger East Coast Greenway, has been open for public use since 2009.

The report looks at bicycle and pedestrian access within each of the six identified villages, as well as access between the village centers and the Down East Sunrise Trail. Recommendations presented in the report draw on existing plans; and input from local officials, the Sunrise Trail Coalition and the Down East Sunrise Trail Manager.

Major recommendations included in the report are:

- Construction of sidewalks along Rte 193 and Rte 1 from Narraguagus Estates to the Town Office in Cherryfield
- Construct sidewalks in Harrington between Railroad Street and Mill Street
- Complete formal trailhead on the Sunrise Trail at Tibbettstown Road in Columbia Falls
- Construct sidewalks and pedestrian enhancements at the Elm Street School in East Machias



Methodology

This report looks broadly at where people live, recreate, shop, and work within six villages along the Down East Sunrise Trail to assess the need for bicycle and pedestrian improvements that will improve safety; and foster greater connectivity within villages and with the trail. Field work was conducted in the summer of 2010 with cameras, printed maps and global positioning units. Maps and data were digitized in a geographic information system (GIS) to highlight the challenges and opportunities that exist.

[1] Machias, the seventh Washington County community with a village area near the Trail conducted a bicycle and pedestrian assessment in 2009. See Machias Bicycle and Pedestrian Assessment (WCCOG, 2009).

WCCOG developed an inventory (maps, photos, descriptions) of the bicycle and pedestrian network in the six village areas. In each village, the inventory includes:

- Schools and other pedestrian traffic origins and destinations
- The extent of sidewalks (existing and proposed)
- Width of paved shoulders
- Identified bicycle and walking routes (Explore Maine, Healthy Maine Walks)
- Suitability of bridges for bicycle and pedestrian use

WCCOG used available Census data (2000) to map the approximate extent of village areas and estimate the resident population living in each village area.

At the same time, WCCOG reviewed existing state and municipal plans (including municipal comprehensive plans, Maine DOT Six-Year Plan and other transportation plans, and Sunrise Trail planning documents).

WCCOG staff met with Selectmen from each of the six villages and other key stakeholders (Sunrise Trail Coalition and school officials) to review draft maps and identify bicycle and pedestrian safety concerns.

Based on review of existing plans, inventory work and meetings with local officials and other stakeholders, WCCOG developed a preliminary set of recommendations for improvements.

This project was coordinated by the Washington County Council of Governments and funded by the Maine Department of Transportation.

Cherryfield

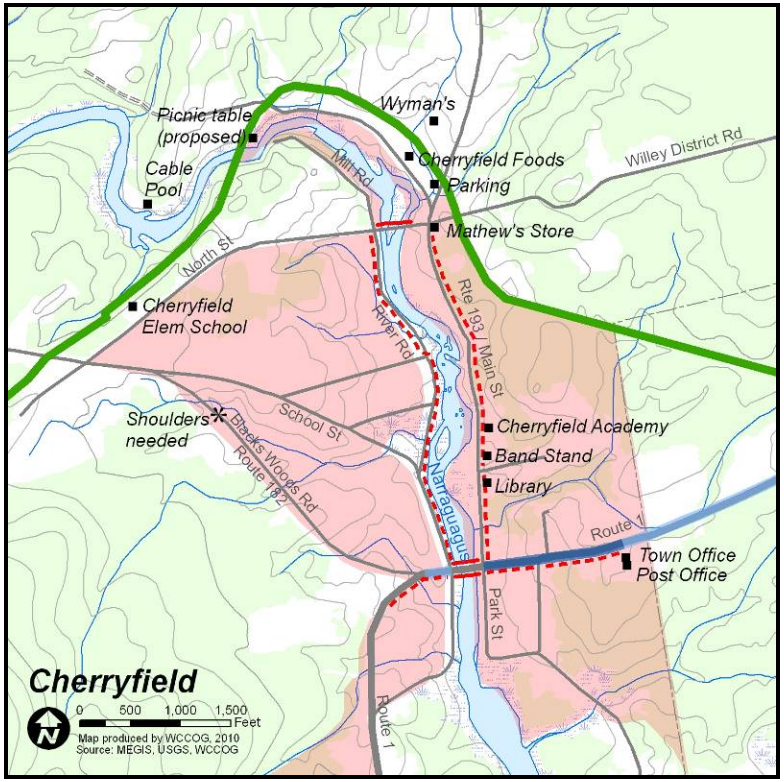
Cherryfield is located on Route 1 near the junction with Route 182 and Route 193. The village population is around 600 people. Cherryfield has a variety of pedestrian origins and destinations. These include an elementary school, two major regional employers, two town parks, a small grocery store, a library, a post office and the Town Office.

In 2010, the Town of Cherryfield was awarded a CDBG Community Enterprise Grant to construct a pedestrian loop, which implements the first two priorities of a 2007 Pedestrian Improvement Plan. Construction is set to be completed in 2011.

Other recommended pedestrian improvements include:

- an extension of sidewalks along portions of Route 1; and
- paved shoulders along a section of Route 182.

Together with a walking path along River Rd, new sidewalks to be constructed in 2011 along Route 193 from the Lower Corner to Mathews Store will create a village pedestrian loop in Cherryfield. Photo: WCCOG



Village Area
Population density greater than 150 people per square mile (Census 2000).

Sidewalks (Existing)
Sidewalks (Proposed)
Down East Sunrise Trail
Paved Shoulders (+4 ft)
Paved Shoulders (2 - 4 ft)

Village Description

Cherryfield has a relatively compact village with a broad range of bicycle and pedestrian destinations located within the village. Residential areas are located along both sides of the Narraguagus River. Most of the housing within the village is made up of single family homes; however there is also a mix of multi-family and subsidized housing within the village area (including Narraguagus Estates near the junction of Route 1 and Route 182).

Cherryfield Historic District is located entirely within the village. The Historic District includes 8 structures listed on the National Register of Historic Places and over 50 other contributing structures.

Bicycle and pedestrian destinations located within the village include Cherryfield Elementary School, a grocery store (Mathew's Store), a public library, the Town Office, a post office, two parks (Cable Pool and the Bandstand), a bed-and-breakfast, and several smaller shops. The entire village area is located within a two-mile radius of Cherryfield Elementary School.

Cherryfield has historically had sidewalks along Main Street. In the past several years, existing sidewalks have fallen into disrepair. The Town is currently working to restore sidewalks and create a pedestrian walking path.

Relation to Existing Plans

The Town of Cherryfield identified the need to revive a village sidewalk network as part of its municipal Comprehensive Plan (2004). In 2007, Cherryfield was awarded for a Community Development Block Grant (CDBG) Community Planning Grant to develop a Pedestrian Plan for the village.

Recommendations for Village Pedestrian Improvements (Coplon Associates, 2008) establishes five priorities for pedestrian improvements in Cherryfield Village:

- Sidewalks along Main Street from Rte 1 to North St
- A walking path along River Rd
- Sidewalks along Route 1 from the River Rd to Narraguagus Estates
- Sidewalks along Rte 1 from Rte 193 to the Town Office
- A pedestrian bridge across the Narraguagus River

In 2010, the Town was awarded a CDBG Community Enterprise Grant to implement the first two priorities. This will create a pedestrian loop in the village. Work is scheduled to be completed during the 2011 construction season.

In the medium term, the Town should work with MaineDOT to pursue funding for the next two priorities – sidewalks along Route 1 from Narraguagus Estates to the Town Office – through the Safe Routes to School or Quality Communities program.

The Trail Management Plan (2006) for the Down East Sunrise Trail identifies Cherryfield as a potential location for a trailhead.

In 2007, MaineDOT identified a rail siding just off Route 193 that appeared to be part of the State's ROW. WCCOG conducted an initial assessment of the siding for use as a trailhead; however subsequent research has revealed that the site is not in public ownership.

Walking Routes

There are currently no designated walking routes in Cherryfield listed on Healthy Maine Walks.

Maine Sea Coast Mission has a number of trails on the Weald Bethel Campus immediately south of the village area. An

informal path runs through the woods from the southern part of Cherryfield village along the west side of the Narraguagus River connecting in with the trail system at Weald Bethel. The Maine Sea Coast Mission would like to improve the path to allow for better pedestrian access to the campus from Cherryfield, but they have no formal plans to do so at this time. The Town should encourage Maine Sea Coast Mission to list existing trails on Maine Healthy Walks.

Bike Routes

The only designated bicycle route in Cherryfield is the alternate on-road route for the East Coast Green way. The current on-road route (2011) enters Cherryfield along the Unionville Road from Steuben, joining Route 182 / Blacks Woods Rd just west of the village. After crossing the Sunrise Trail, the alternate on-road route, turns left on North Street. It continues west along Willey District Road to Harrington.

Paved shoulders along these roads are either very narrow or non-existent. However, traffic volume is light enough to allow for safe bicycle movement.

Children riding to the Library down the middle of Route 193. New sidewalks will create a safer alternative for school children on bikes in Cherryfield.
Photo: WCCOG

Although not a designated bike route, the section of Route 182 / Blackwoods Road from Route 1 to North Street is also commonly used by student bicyclists and pedestrians. Shoulders along this portion of Route 182 are not paved.

MaineDOT should consider plans for paved shoulders along Route 182 from the junction with Route 1 west to the junction with North Street.

Down East Sunrise Trail

The Down East Sunrise Trail includes two sections in Cherryfield, totaling 4.4 miles. The main section enters Cherryfield from Steuben. After crossing the Blackwoods Rd / Route 182, the Trail passes just north of Cherryfield village.

The Sunrise Trail offers good access to bicycle and pedestrian destinations in Cherryfield, including Cable Pool – a town park, just west of the Narraguagus River Bridge – and Mathews Store. Construction of sidewalks along Main Street will enhance bicycle and pedestrian connections from other parts of the village to the Sunrise Trail. The trail crosses into Milbridge just west of the village.

A second segment of the trail parallels the Cherryfield Stretch (US Route 1) in eastern Cherryfield for 1.2 miles. There are no bicycle or pedestrian destinations along this portion of the trail.

Plans for the current year (2011) include construction of a small picnic area along the trail near the Narraguagus River Bridge. The Trail Coordinator reports that this site has also been identified as a potential site for the location of a port-a-potty.

Trail users currently park at several informal trailheads in Cherryfield. The most frequently used area is along Route 193 near Cherryfield Foods. Lack of a formal trailhead in Cherryfield has not created any issues to date. The Trail Coordinator and

Sunrise Trial Coalition will continue to monitor the situation and identify a location for an official trailhead if it becomes necessary.

Since the trail crosses Route 193 about a mile north of Route 1 in Cherryfield, the Down East Sunrise Trail in Cherryfield is not particularly visible from Route 1. If a more formal trailhead is developed in Cherryfield, visibility of the trail could be enhanced by appropriate signage on Route 1.

Recommendations

1. Complete construction of sidewalk along Main St / Route 193 and walking path along River Road.
   Timeframe: Immediate
   Cost Estimate: $220,000
   Funding Source: CDBG Community Enterprise Grant
   Responsible Party: Town of Cherryfield

2. List Weald Bethel Trails on Healthy Maine Walks.
   Timeframe: Short-term
   Cost Estimate: No cost
   Funding Source: None
   Responsible Party: Maine Sea Coats Mission

3. Pursue funding for sidewalks along Route 1 from Narraguagus Estates to the Town Office.
   Timeframe: 2015
   Cost Estimate: $120,000
   Funding Source: Safe Route to School, Quality Communities program
   Responsible Party: Town of Cherryfield, MaineDOT

4. Pave shoulder on Route 182 from Route 1 to North Street.
   Timeframe: Unknown
   Cost Estimate: Unknown
   Funding Source: Highway fund
   Responsible Party: MaineDOT

Harrington

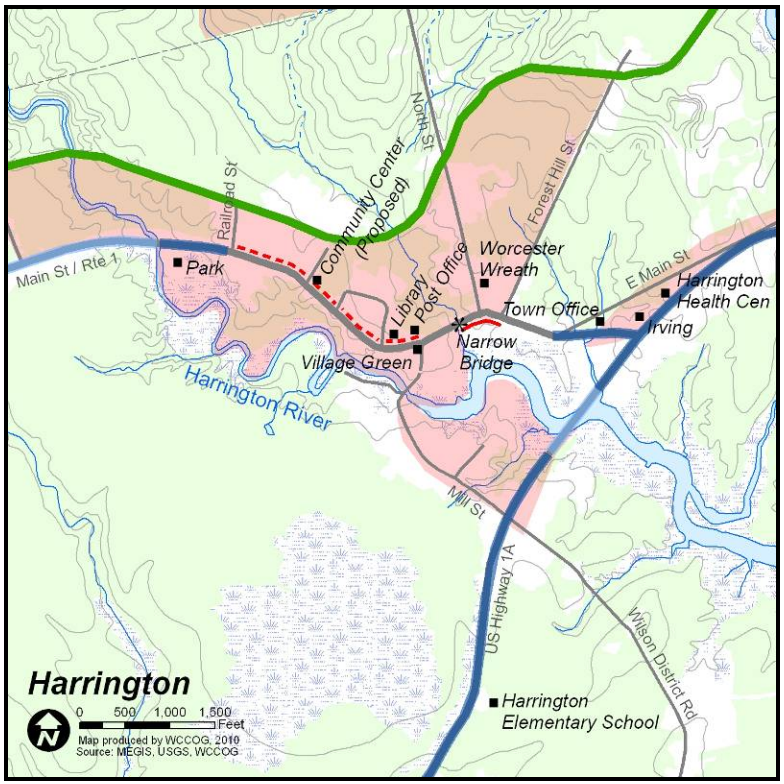
With a village population of around 300 people, Harrington's village supports a core cluster of pedestrian destinations including a library, post office, restaurant, park, town office, health center, and a convenience store. Two schools – Harrington Elementary School and Narraguagus High School are also located in Harrington. Both schools are within a two mile radius of the village, although they both are located outside of the immediate village area.

The Town of Harrington identified construction of sidewalks along Main Street as a municipal priority in its Comprehensive Plan (2009).

Recommended pedestrian improvements include:

- Construction of sidewalks along Main Street / Route 1 between Railroad Street and Mill Street
- Improved directional signage between the village and the Down East Sunrise Trail

With few remained segments of sidewalk along Route 1 in Harrington, pedestrians make due with narrow paved shoulders. Photo: WCCOG



Village Area
Population density greater than 150 people per square mile (Census 2000).

Sidewalks (Existing)
Sidewalks (Proposed)
Down East Sunrise Trail
Paved Shoulders (+4 ft)
Paved Shoulders (2 - 4 ft)

Village Description

Harrington has a relatively compact village with a broad range of bicycle and pedestrian origins and destinations located within or immediately adjacent to the village. Residential areas in the village are mainly located along Route 1 and Mill St and primarily include single family homes. There is also a multi-family and subsidized housing development within the village.

Bicycle and pedestrian destinations located within the village include Gallison Memorial Library, Harrington Community Health Center, the Town Office and Post Office, Bigelow Field, a bed-and-breakfast, a restaurant and a gas station/convenience store. Worcester Wreath's – a major regional employer – is also located in the village.

Both Harrington Elementary School, on Route 1A, and Narraguagus High School, on Route 1, are located outside of the village, but close enough for bicycling. The entire village is within a two-mile radius of Harrington Elementary School (pre-K to Grade 8).

Harrington historically had wooden sidewalks along Main Street. These were partially replaced by concrete and asphalt sidewalks. However, few existing segments of former sidewalks remain.

Relation to Existing Plans

Harrington's Comprehensive Plan (2009) identifies rebuilding sidewalks within the village as a village revitalization strategy. The Comprehensive Plan was found consistent with the Growth Management Law in January 2009 and adopted in March 2009.

The Comprehensive Plan also raises the possibility of a sidewalk or trail connection from Bigelow Park to the Sunrise Trail, via Route 1 and Railroad Street, to use of existing parking area at the park for an informal trailhead.

The Town of Harrington is currently pursuing plans to develop a Community Center and Town Office within the center of the village to replace the current Town Office on East Main Street. Site plans for the Community Center should be aligned to allow adequate room for a sidewalk along Main Street.

The Trail Management Plan (2006) for the Down East Sunrise Trail identifies Harrington as a potential location for a trailhead.

In a 2007 review, MaineDOT did not identify any sidings within the State's ROW that appear suitable for use as trailheads. WCCOG's assessment of potential trailheads identified the possibility of establishing a trailhead at or near Narraguagus High School.

Pedestrian Facilities

There is currently only one short segment (a few hundred feet) of narrow, bituminous sidewalk within the village. It appears to have been constructed by a property owner primarily as a traffic barrier.

In September 2010, WCCOG conducted an initial site walk of Harrington village. Based on consultation with town officials, the scope of the site walk was limited to Route 1 / Main Street. Side streets within the village generally have very low traffic volume and are considered safe for pedestrian use.

WCCOG identified a proposed route for sidewalks along the north side of Main Street from Railroad Street to Mill Street – a distance of approximately 2,200 linear feet. With a crosswalk to the Village Green at Mill Street, this proposed route would allow for safe pedestrian movement from residences on Railroad Street and Main Street to the Library, Post Office, Village Green, restaurant and the proposed site of the new Town Office. It would also create a safe corridor for bicyclists moving through

the village from the Sunrise Trail toward Route 1A and Harrington Elementary School.

During the site walk, there appeared to be sufficient room to construct a 6' wide bituminous sidewalk adjacent to existing bituminous curbing within the wrought portion of the right of way. Most utilities appeared to be set back far enough from the right of way to accommodate sidewalk construction; however the project may require coordination with utilities for relocation of 4 or 5 poles. Drainage along the proposed routes is subsurface; and no obvious issues with ditching or catchment basements were noted.

Based on recent cost estimates for similar projects in Cherryfield and East Machias, an initial cost estimate for construction of sidewalks from Railroad Street to Mill Street in Harrington is $80,000 if the existing curbing is retained; or $140,000 if the existing curbing needs to be replaced.

A narrow bridge just east of Mill Street is the major impediment to extending sidewalks east to North Street. Photo: WCCOG

WCCOG determined that extending sidewalks east along Route 1 to North Street would be impractical at this time, because it would require reconstruction of a narrow bridge or construction of an adjacent pedestrian bridge.

Walking Routes

There are currently no walking routes in Harrington listed on Healthy Maine Walks.

Harrington Health Center has a paved walking track, which is a popular destination for walkers. In past years, the track has been plowed for use in winter. The Town should coordinate with Harrington Health Center to have the walking track listed on Healthy Maine Walks.

Bike Routes

The only designated bicycle route in Harrington is an alternate on-road route for the East Coast Greenway. The designated route enters Harrington from the west on Willey District Road. It crosses the Sunrise Trail just west of the junction with Route 1, continuing along Route 1 through the village into Columbia.

There are no paved shoulders along Willey District Road, but traffic volume is low enough to allow for safe bicycle movement. On Route 1, paved shoulders are sufficient for bicycle safety on both sides of the village. Shoulders within the village, though, are very narrow. In places there is no shoulder at all. Nonetheless, traffic moves through the village at a slow enough speed to allow for safe bicycle movement. Construction of sidewalks within the village would further enhance safe bicycle movement.

Down East Sunrise Trail

The Down East Sunrise Trail includes 3.6 miles of trail in the Town of Harrington. Shortly after entering Harrington from Cherryfield, the trail passes by Narraguagus High School. About one mile east of the high school, the Trail passes through a

residential area on the north side Harrington. The trail is not clearly visible from Route 1 in Harrington village, but several village streets provide access to the village.

The trail provides a safe off-road route for bicycle travel between Narraguagus High School and the village. Access to the trail in Harrington could be improved with signage on Route 1 indicating trail access at Railroad Street and North Street.

As noted above, MaineDOT's 2007 review of sidings did not identify any rail siding suitable for use as a trailhead in Harrington.

In 2007, WCCOG assessed the parking area at Narraguagus High School for subsequent consideration as a potential trailhead location. The proposed location is directly visible from Route 1 and would provide easy, high-visibility access.

The 2007 Assessment notes that the "site has the potential to greatly increase access to the trail for local bicycle, pedestrian and cross-country ski users." The Trail Manager is aware that some trail users make occasional use of the High School parking lot for access to the trail.

Occasional use of the facilities is not causing problems; and the Trail Manager has not indentified the need to develop a formal trailhead at this location at the present time. A primary constraint for development of a formal trailhead at this location is coordination with SAD 37 to insure that use of the site as a trailhead does not interfere with operation of the school.

Development of a trailhead at this location may also require a foot path from the existing parking area to the corridor (approximately 250 feet).

The Sunrise Trail Coalition and Trail Manager should continue to monitor that situation and coordinate with the school department, as needed. Safe Routes to School mini-grants and Recreational Trail Program funding could be used to purchase appropriate signage and/or for construction of a path between the parking area and the trail, if necessary.

Recommendations

1. Seek funding to build sidewalks along the north side of Main Street / Route 1 from Railroad Street to Mill Street.
   Timeframe: 2012 - 2014
   Cost Estimate: $80,000 - $140,000
   Funding Source: CDBG Community Enterprise Grant
   Responsible Party: Town of Harrington

2. List Harrington Health Center Walking Track on Healthy Maine Walks.
   Timeframe: Short-term
   Cost Estimate: No cost
   Funding Source: None
   Responsible Party: Harrington Health Center

3. Improve direction signage between the village and Down East Sunrise Trail at Railroad Street and North Street.
   Timeframe: Short-term
   Cost Estimate: Minimal
   Funding Source: Recreational Trail Program, Safe Route to School mini-grant, Scenic Byways
   Responsible Party: Sunrise Trail Coalition

Columbia Falls

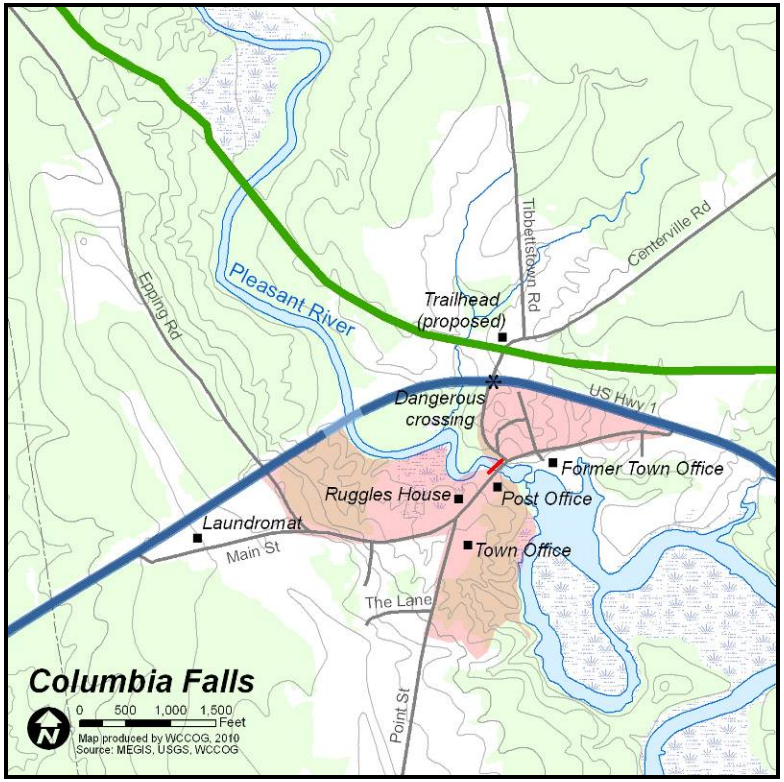
Columbia Falls village sits just south of US Route 1 on the lower Pleasant River. Around 300 residents live within the village area. The village supports a handful of pedestrian destinations including the Ruggles House (historic home), the post office, a pottery shop, and the Town Office. Columbia Falls Elementary School closed in 2009 and currently houses the Town Office.

Bicycle and pedestrian facilities within the village are limited, but low traffic volume on Main Street makes it safe to walk or ride a bicycle through town.

Recommended pedestrian improvements include:

- Development of a formal trailhead at Tibbettstown Rd
- Identify pedestrian and bicycle safety enhancements at Route 1 & Tibbettstown Road intersection

Slow traffic speed and low traffic volume make Columbia Falls a safe place to walk or bike. Photo: WCCOG



Village Area
Population density greater than 150 people per square mile (Census 2000).

Sidewalks (Existing)
Sidewalks (Proposed)
Down East Sunrise Trail
Paved Shoulders (+4 ft)
Paved Shoulders (2 - 4 ft)

Village Description

Columbia Falls has a relatively compact village with a limited range of bicycle and pedestrian origins and destinations. Residential areas in village are mainly located along Main Street and Point Street, and primarily include single family homes.

Bicycle and pedestrian destinations located within the village include the Town Office and Post Office and a laundromat just outside the village. Columbia Falls Elementary School, which was located within the village, closed in 2009. The building is now occupied by the Town Office. There are currently no schools within walking distance of the village.

Pedestrian Facilities

Currently, the only segment of sidewalk within the village is a concrete sidewalk on the bridge on Main Street across the Pleasant River. Roads within the village, including Main Street, generally have a low enough traffic volume to allow for safe pedestrian travel. There are no marked crosswalks within the village.

Planter boxes on line the pedestrian crossing structure on the bridge across the Pleasant River in Columbia Falls. Photo: WCCOG

Relation to Existing Plans

The Town of Columbia completed its current Comprehensive Plan in 2002. The Plan was adopted in April 2003. Columbia's Comprehensive Plan does not specifically address bicycle or pedestrian issues.

The Trail Management Plan (2006) for the Down East Sunrise Trail identifies Columbia Falls as a potential location for a trailhead. In 2007, MaineDOT identified a rail siding near the junction of Route 1 and Tibbettstown Rd that appears to be part of the State's ROW. WCCOG conducted an initial assessment of the siding for use as trailhead. The assessment concluded this site would provide high-visibility, easy access to the Down East Sunrise Trail from Route 1.

WCCOG staff met with the Columbia Falls Selectmen in August 2010. The only bicycle and pedestrian safety issue raised by the Selectmen was concern about the Route 1 crossing at the junction with the Tibbettstown Road. There are reasonably good sightlines at this location; however, traffic volume on Route 1 is high; and traffic generally moves at 55 mph to 60 mph in the vicinity of this crossing.

Due to the high posted speed limit on this section of Route 1, a marked crosswalk is not an option. The Town would like to work with MaineDOT to identify other solutions that may improve pedestrian safety at this location.

Walking Routes

There are currently no walking routes in Columbia Falls listed on Healthy Maine Walks.

Bicycle Routes

The only designated bicycle route in Columbia Falls is the alternate on-road route for the East Coast Greenway. The designated route enters Columbia Falls from the west on Route 1.

It turns right onto Main Street through the village. The designated route then turns left onto Tibbettstown Road, re-crossing Route 1 and the Sunrise Trail before turning right onto Centerville Road toward Jonesboro.

Paved shoulders on Route 1 are sufficient for safe bicycle travel. Within the village, there are no paved shoulders. However, both traffic speed and volume are low enough to allow for safe bicycle movement.

Down East Sunrise Trail

The Down East Sunrise Trail includes 4.4 miles of trail in the Town of Columbia Falls. The Trail enters Columbia Falls from Columbia. The only road crossing in Columbia Falls is on Tibbettstown Road, just north of Route 1.

As noted above, this site was identified as a potential trailhead location in the Trail Management Plan (2006) and WCCOG 2007 assessment of rail siding for use as trailheads. An existing, informal trailhead offers limited parking. The Trail Coordinator for the Sunrise Trail reports that he is developing plans to expand parking at this location.

Expansion of parking at the Tibbettstown Road site in Columbia Falls should be coordinated with directional signage on Route 1; and improvements to the Route 1 / Tibbettstown Road crossing in order to facilitate safer movement of bicyclist and pedestrian between the trail and the village.

Recommendations

1. Develop a formal trailhead at Tibbettstown Road.
   Timeframe: 2012
   Cost Estimate: Unknown
   Funding Source: DOC, Recreational Trails Program
   Responsible Party: DOC, Sunrise Trail Coalition

2. Identify improvements at the Route 1 / Tibbettstown Road crossing to enhance connections between the Down East Sunrise Trail and the village and improve bicycle and pedestrian safety.
   Timeframe: Medium term
   Cost Estimate: Unknown
   Funding Source: Unknown
   Responsible Party: MaineDOT, Town of Columbia Falls, Sunrise Trail Coalition

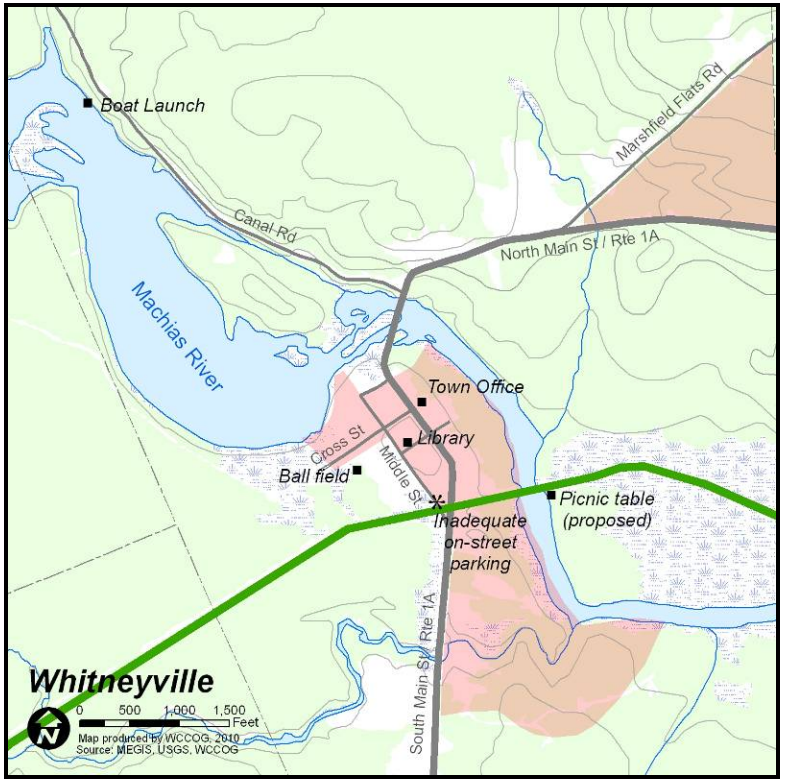
Whitneyville

Whitneyville is located on the banks of the Machias River, a few miles upstream from Machias. Around 200 residents live in the village area. The village has limited bicycle and pedestrian destinations, which include the Whitneyville Library, Town Office and a baseball field.

Bicycle and pedestrian facilities within the village are limited, but low traffic volume on Main Street and side streets makes it safe to walk or ride a bicycle through town.

Recommended pedestrian improvements include coordination with the Town of Whitneyville to improve parking for trail access at the Middle Street crossing.

Main Street in Whitneyville Photo: WCCOG



Village Area
Population density greater than 150 people per square mile (Census 2000).

Sidewalks (Existing)
Sidewalks (Proposed)
Down East Sunrise Trail
Paved Shoulders (+4 ft)
Paved Shoulders (2 - 4 ft)

Village Description

Whitneyville has a small, relatively compact village. There are limited bicycle and pedestrian origins and destinations located within or immediately adjacent to the village limits. The main residential area in Whitneyville is on the south side of the Machias River, with a small residential area north of the river along North Main Street and Canal Road. Housing in Whitneyville is almost exclusively made up of single family homes.

Bicycle and pedestrian destinations within the village are very limited. They include the Whitneyville Public Library, Hillgrove Community Center / Town Office and a baseball field. Whitneyville does not have a Post Office; and there are currently no stores or restaurants within the village.

There are no schools within a 2 mile radius of Whitneyville. The former Whitneyville Elementary School closed in the 1980's. It is now occupied by the Town Office.

Pedestrian Facilities

There are currently no sidewalks or other dedicated pedestrian facilities in Whitneyville. Roads within the village, including Main Street, generally have a low enough traffic volume to allow for safe pedestrian travel. There are no marked crosswalks within the village.

Relation to Existing Plans

Whitneyville's Comprehensive Plan was developed in 1982, prior to adoption of Maine's Growth Management Act. The Town is currently in the process of developing a Comprehensive Plan consistent with Maine's Growth Management Act.

The Plan has not yet been adopted; a current (June 2011) draft of the Comprehensive Plan highlights the lack of paved shoulders on Route 1A between Whitneyville and Machias as a safety concern for bicyclists and pedestrians. The plan also indicates that the Town would like to see some additional off road parking (possibly paved shoulders) near the Down East Sunrise Trail on Middle Street.

The Trail Management Plan (2006) did not identify any potential trailhead locations in Whitneyville. WCCOG assessed a siding at the former Whitneyville station for potential as a trailhead; it was determined not to be a good site for a trailhead because the site is not located near a road crossing.

Walking Routes

There are currently no walking routes in Whitneyville listed on Healthy Maine Walks.

Bicycle Routes

The only designated bicycle route in Whitneyville is Route 1A, which is an alternate on-road route for the East Coast Greenway. There are no paved shoulders along Route 1A in Whitneyville. In places the roadway is very narrow.

Within the village, traffic moves slowly enough to allow for safe bicycle movement. Bicycle safety would be significantly enhanced by paved shoulders outside of the village, especially on the section of Route 1A between Whitneyville and Machias.

This section of road is classified as "unbuilt," meaning that it is not built to modern engineering standards. MaineDOT should consider plans for paved shoulders along Route 1A from Whitneyville to Machias as part of plans to build the road to modern standards.

Down East Sunrise Trail

The Down East Sunrise Trail includes 1.8 miles of trail in Whitneyville. The trail passes through the southern most portion of Whitneyville village, offering excellent access to the village.

As previous noted, the Trail Management Plan (2006) did not identify any potential trailhead locations in Whitneyville. The Trail Manager reports that there are no plans to develop a trailhead in Whitneyville at this time.

Some trail users are accessing the trail from the junction of Middle Street. Soft-shoulders and deterioration of the road surface mean that trail users who park in this location sometimes have to park within the travel way. While this has not caused significant problems yet, the Town would like to see expanded parking for trail users near the Middle Street crossing. Additional parking could take the form of an expanded paved shoulder or a small pull-off.

The Town has identified the need to repair a portion of Middle Street near the junction with the Sunrise Trail within the next 2 years; and would like to coordinate with the Sunrise Trail Coalition to see if repairs to the roadway could be made in a way that expands available parking for trail users along Middle Street.

The Trail Manager reports that plans for the current year (2011) include installation of a picnic table on a site near the Machias River Bridge in Whitneyville.

Recommendations

1. Coordinate reconstruction of the deteriorating section of Middle Street to improve parking for better access to the Down East Sunrise Trail.
   Timeframe: 2012 or 2013
   Cost Estimate: Unknown
   Funding Source: Town of Whitneyville, Recreational Trails Program
   Responsible Party: Town of Whitneyville, Sunrise Trail Coalition

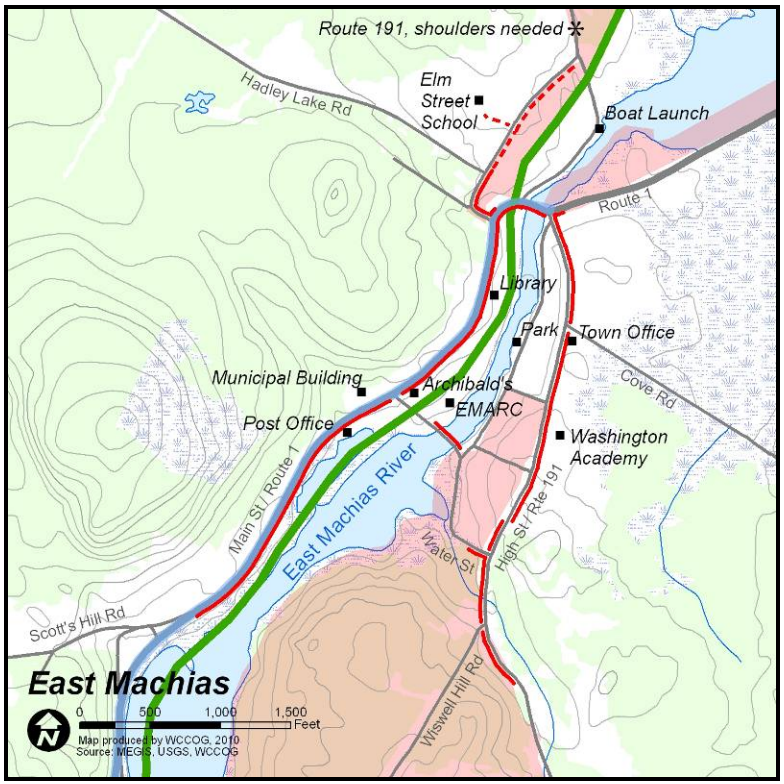
East Machias

East Machias is located on the lower East Machias River. The year-round village population is around 550 people; however, residential students at Washington Academy increase the village population during the school year. East Machias has a variety of pedestrian destinations, including an elementary school (Elm Street School), a high school (Washington Academy), a convenience store, restaurant/bed & breakfast, a town park, library, post office, and the Town Office.

East Machias is well served by an existing network of sidewalks. One notable gap is that sidewalks do not currently extend to the Elm Street School. In 2011, the Town received a Safe Routes to School grant for the design phase of a sidewalk extension.

Recommended pedestrian improvements include seeking funding to construct sidewalks to Elm Street School and paved shoulders on Route 191 north from the East Machias.

An existing network of sidewalk in East Machias contributes to the quality of life for local residents. Photo: WCCOG



Village Area
Population density greater than 150 people per square mile (Census 2000).

Sidewalks (Existing)
Sidewalks (Proposed)
Down East Sunrise Trail
Paved Shoulders (+4 ft)
Paved Shoulders (2 - 4 ft)

Village Description

East Machias has a compact village with a broad range of bicycle and pedestrian origins and destinations located within the village limits. Residential areas are located along both sides of the East Machias River. Most of the housing within the village is made of single family homes; however there is also a mix of multi-family and subsidized housing within the village area, as well as residential student housing at Washington Academy.

Bicycle and pedestrian destinations located within the village includes Elm Street Elementary School (pre-K to Grade 8), Washington Academy, a public library, the Town Office, a post office, a town park, a bed-and-breakfast/restaurant, a gas station and convenience store and a handful of small shops. The entire village area is located within a two-mile radius of Elm Street School and Washington Academy.

Pedestrian Facilities

East Machias has an existing network of sidewalks that includes just over 1.5 miles of sidewalks along Route 1 and Route 191. Sidewalks in East Machias have a 4' wide bituminous surface and are generally separated from the travel way by bituminous curbing (except for concrete sidewalks on both bridges). Existing sidewalks in East Machias are generally in good condition.

One gap in the existing sidewalk network is that sidewalks stop several hundred feet before the Elm Street School. The Town of East Machias submitted a Safe Routes to School Application in June 2010 (see below).

Relation to Existing Plans

East Machias's Comprehensive Plan was found consistent in 1997 and adopted the following year. The Comprehensive Plan establishes a goal of supporting a walk-able village center, but does not make specific recommendations for bicycle and pedestrian enhancements.

The Trail Management Plan (2006) for the Down East Sunrise Trail identifies East Machias as a potential location for a trailhead. In 2007, MaineDOT identified a rail siding just off Route 191 and Factory Road that appears to be part of the State's ROW. WCCOG conducted an initial assessment of the siding for use as a trailhead and recommended development of a trailhead in that location. Subsequently, two land owners within the village (Archibald's Store and Down Salmon Federation) have developed gravel parking areas adjacent to the trail for public use.

In the Spring of 2010, school officials and the East Machias Selectmen identified that the lack of a crosswalk at the Elm Street School and a gap in sidewalks between the school and Route 1 create a safety issues for students.

The Town of East Machias submitted a Safe Routes to School application for funding to build sidewalks along Route 191 from the existing sidewalks to the Factory Road, install flashing school warning signs and install a marked crosswalk in front of the school; and was awarded funding to complete the design phase of the project.

East Machias should work with the design team to refine cost estimates and submit an application for a CDBG Community Enterprise Grant to fund construction of the project in 2012.

Walking Routes

There are currently no walking routes in East Machias listed on Healthy Maine Walks.

Bicycle Routes

The only designated bicycle route in East Machias is an alternate on-road route for the East Coast Greenway. The designated route enters East Machias from the west on Route 1. It passes through the village and then turns north onto Route 191.

Paved shoulders on Route 1 are sufficient for safe bicycle travel. On Route 191, however shoulders are soft and narrow. In addition, short sight lines limit visibility for oncoming motorists.

MaineDOT should incorporate plans for paved shoulders along Route 191 in East Machias as part of plans to build the road to modern standards.

Down East Sunrise Trail

The Down East Sunrise Trail includes 10.5 miles of trail in East Machias. The Trail enters from Machias in the west and passes along the East Machias River directly through the center of the village. Road crossings at Willow Street and Main Street / Route 1 offer excellent access to the village from the trail. Two property owners within the village – Archibald's Store and the Down East Salmon Federation – have developed gravel parking areas adjacent to the trail that are available for public use; food and fuel are also available for trail users at Archibald's.

The Trail Manager reports that plans for the current year (2011) include installation of a picnic table at the Downeast Salmon Federation property. The Trail Manager reports that there is no need for an additional trailhead in East Machias at this time.

Recommendations

1. Complete sidewalks and other pedestrian safety enhancement to improvements on Route 191 to improve access to the Elm Street School.
   Timeframe: 2012 / 2013
   Cost Estimate: $90,000
   Funding Source: Safe Route to School / CDBG Community Enterprise Grant
   Responsible Party: Town of East Machias

2. Incorporate plans for paved shoulders on Route 191 into planning for highway construction in order to meet modern engineering standards.
   Timeframe: Long-term
   Cost Estimate: Unknown
   Funding Source: Highway Fund
   Responsible Party: MaineDOT

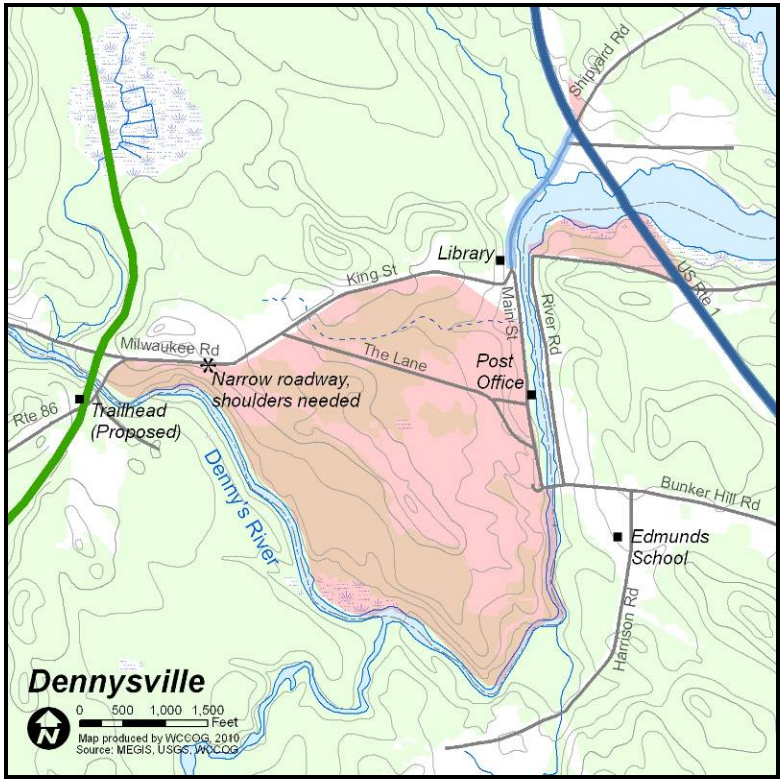
Dennysville

Dennysville is located on the lower Dennys River, just west of Route 1. Around 300 people live in the village area, which includes some residents in neighboring Edmunds Township. The village has limited bicycle and pedestrian destinations, including the Edmunds Consolidated School, public library and the Post Office.

Bicycle and pedestrian facilities within the village are limited. The Town has some concerns about bicycle safety along portions of King Street / Route 86. Low traffic volume on Main Street and other side streets makes it safe to walk or ride a bicycle in other parts of the village.

Recommended pedestrian improvements include roadway enhancement between the Down East Sunrise Trail and the village (paved shoulders or sidewalk) and development of a formal trailhead in Dennysville.

Main Street and the Lane in Dennysville. Very low traffic volume makes most of Dennysville a safe place to walk or bike. Photo: WCCOG



Village Area
Population density greater than 150 people per square mile (Census 2000).

Sidewalks (Existing)
Sidewalks (Proposed)
Down East Sunrise Trail
Paved Shoulders (+4 ft)
Paved Shoulders (2 - 4 ft)

Village Description

Dennysville has a relatively small village. There are limited bicycle and pedestrian origins and destinations located within or immediately adjacent to the village. The main residential area in the village is located between King Street / Route 86 and the Dennys River; with some nearby residences on the opposite side of the river in Edmunds Township. Housing in Dennysville is almost exclusively made up of single family homes.

There are limited bicycle and pedestrian destinations within the village. Destinations include the Edmunds Consolidated School, Lincoln Memorial Library, and the Post Office. There are currently no stores or restaurants within the village. The entire village is located within a 2 mile radius of Edmunds Consolidated School (pre-K to Grade 8).

Relation to Existing Plans

Dennysville's Comprehensive Plan was found consistent in January 2004 and adopted in March 2004. The Comprehensive Plan recommended further study of "the need for sidewalks along US 1 between Rte 86 and the Smith Ridge Road." The Comprehensive Plan also recommended "a pedestrian bridge over the Dennys River."

In 2005, Dennysville was awarded $10,000 in CDBG funding to conduct a feasibility study for a Denny's River Foot Bridge and walking trail. The study identified a potential location and cost estimates. The Dennysville Selectmen report that they would welcome private efforts to implement the plan; but construction of a foot bridge is not currently a municipal priority.

The Trail Management Plan (2006) for the Down East Sunrise Trail identifies Dennysville as a potential location for a trailhead. In 2007, MaineDOT identified a rail siding near the King Street crossing that appears to be part of the State's ROW. WCCOG conducted an initial assessment of the siding for use as trailhead. The assessment noted some potential encroachment issues and recommended that the site be considered as a second tier priority for development of a trailhead.

Pedestrian Facilities

There are currently no sidewalks within the village area of Dennysville. With the exception of King Street /Route 86, traffic volume on most streets in the village is low enough to allow for safe pedestrian travel.

Dennysville's Comprehensive Plan (2004) identified excessive traffic speed and the lack of sidewalks as a safety concerns on King St / Rte 86. The Plan identified improved signage, traffic calming devices and/or sidewalks as potential solutions.

Dennysville should coordinate with the Sunrise Trail Coalition and MaineDOT to prepare an application to the next round of Safe Routes to School for funding seek for paved shoulders and appropriate traffic calming measures along this stretch of Rte 86.

Due to the fact that Dennysville sought a Growth Area exception for its Comprehensive Plan, the Town is not eligible to apply for CDBG Public Facilities or Community Enterprise funds to make streetscape improvements along King Street.

Walking Routes

There are currently no walking routes in Dennysville listed on Healthy Maine Walks.

Bicycle Routes

The only designated bicycle route in Dennysville is an alternate on-road route for the East Coast Greenway. The designated route enters Dennysville from the west on Route 86. It follows Route 86 through the village, turning north onto Route 1 toward Pembroke.

Paved shoulders on Route 1 are sufficient for safe bicycle travel. However, the Town has identified the lack of paved shoulders along Route 86 as a safety issue for bicyclists and pedestrians moving between the Sunrise Trail and the village.

Down East Sunrise Trail

The Down East Sunrise Trail includes 5.8 miles of trail in the Town of Dennysville. The Trail comes closest to the village where it crosses King St / Route 86 and the Milwaukee Road.

There is limited off-road parking in Dennysville on the existing siding. This would be a good location for the eventual development of a trailhead; however, the Trail Manager reports that there are no current plans to expand parking at this site. As noted above, the section of Route 86 between the Sunrise Trail and the village does not have paved shoulders.

The Trail Manager reports that plans for the current year (2011) include installation of a picnic table near the Dennys River. The Trail Manager has also identified this site as a possible location for a port-a-potty. It may eventually be a good location for a privy.

Recommendations

1. Preparing an application for the next round of Safe Routes to School funding for paved shoulders and traffic calming measures to address bicycle and pedestrian safety concerns on King Street / Route 86 between the Down East Sunrise Trail and the village.
   Timeframe: 2012 /2013
   Cost Estimate: Unknown
   Funding Source: Safe Route to School
   Responsible Party: Town of Dennysville, MaineDOT, Sunrise Trail Coalition

2. Develop plans for a formal trailhead in Dennysville.
   Timeframe: 2014 - 2016
   Cost Estimate: Unknown
   Funding Source: Recreational Trail Program, Scenic Byways
   Responsible Party: Sunrise Trail Coalition

References

"Assessment of Sidings for Trailhead Development along the Down East Sunrise Trail in Washington County" (WCCOG, 2007)
www.wccog.net/docs/transport/Sunrise%20Trail%20Trailheads%20Assessment.pdf

"Trail Management Plan and Proposal: Calais Branch Corridor" (MaineDOT et al., 2006)
www.hcpcme.org/transportation/sunrise/plans/DESTPlan022306.pdf

"Machias Bicycle and Pedestrian Assessment" (WCCOG, 2009)
www.wccog.net/docs/bikeped/Machias%20Bike%20Ped%20Assessment.pdf

Recommendations for Village Pedestrian Improvement (Coplon Associates, 2008). Available at the Cherryfield Town Office.