

Gray, Maine
Bicycle-Pedestrian Plan
2018



Acknowledgements

This plan was prepared by the Gray Bike-Ped Committee in cooperation with the Town of Gray.

Committee Members:

Anne Gass, Chair

Dean Bennett, Director, Gray Parks and Recreation

Rick Licht

Lacy Antonson

We gratefully acknowledge the help of the Greater Portland Council of Governments with the survey, mapping, and ongoing encouragement.



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Introduction

Much has happened in the four years since the Gray Town Council accepted the Gray Bike-Ped Committee's first-ever Bike-Ped Plan. This revised plan celebrates our successes and brings focus to our work in the next 3-5 years.

When we first began working on the plan in 2012 many people questioned our sanity. "Gray's no place to ride a bike!" people said. "It's far too dangerous."

That's precisely the point. Our streets are scary in places, yet it's possible to design roadways, crosswalks, and sidewalks to make them safer and more attractive. In fact, the more Gray grows, the more imperative it becomes that we do so.

The Gray Bike-Ped Committee advocates for the fundamental concept that all streets and roadways should be designed and operated to be safe and accessible for current and future pedestrians, bicyclists, motorists, or even (some day!) transit riders, regardless of age or ability. This will contribute to the safety, health, economic vitality, and quality of life in our community by providing accessible and efficient connections between home, school, work, recreation, and commercial centers. Ultimately, our goal for Gray is to have a well-connected, multimodal network of streets, bike-pedestrian trails, and other transportation facilities that balance the needs of all users and are appropriate to our local needs and conditions.

Since the Gray Town Council adopted the plan in April 2013, we've made substantial progress in building new bike-ped trail segments, expanding our understanding of what's possible, and strengthening resident awareness and support for new bike-ped infrastructure. An example of this is the response to our latest community survey. We did a similar survey for the first plan and got only 80 responses. This time we got just over 200; importantly, about 30% were from youth under age 18.

We look forward to continued cooperation with the Town of Gray, as well as local residents and businesses, as we continue to work toward making Gray a safer place to ride, walk, and run.

A. Successes

Village Area Loop Trail (VALT)

The concept of the VALT was to help people navigate the village area on foot or by bike, using off-road trail segments wherever possible. We mapped out possible trail segments and helped the Town obtain a \$31,088 grant from the Maine Recreational Trails Program to build them. The town provided part of the required in-kind match. Local businesses, the Gray Community Endowment, Androscoggin Savings Bank, the Lion’s Club, and others provided cash and volunteer labor as well.

With these resources we constructed a new quarter mile stone dust trail behind the ball fields at Pennell, and out from Pennell Park to Route 100. We also reconstructed the existing paved trail segment that leads from the foot of Hancock Street across from Meadowview to the Gray Plaza, making the trail wider, adding a bench and solar accent lighting, and curving it so it exited directly onto the Plaza to create more visibility. In support of this, the Town of Gray rebuilt the sidewalk on Brown Street and striped a brand-new crosswalk to improve safety for walkers and bikers crossing Brown Street and Rte 115. In June 2017 Hancock Street received an innovative new striping pattern that enhances safety for all users. The Gray Public Works Department made this permanent in September 2018.

The VALT map on page 41 shows the existing streets and sidewalks, what was improved or upgraded as part of the recent improvements, and other potential village area improvements. We’re far from finished, but we learned a good deal. We’re building momentum and are confident that we continue to make improvements in the village area.

Other successes since the first plan was written include:

- Four “share the road” signs installed on Egypt Road, in partnership with the MDOT and the Towns of Gray and Raymond;
- A logo design created for the Gray Trail Network which we can use on signage as the we build trail linkages throughout the town;
- A new Gray Trail Network Facebook page established with over 160 followers (follow us @GrayTrailNetwork);
- A Complete Streets forum held to introduce the concept;
- A draft of a Complete Streets policy completed and provided to the Town of Gray for review- anticipating adoption in 2018;



- Collaborating with the ATV Club and the Gray Sno-Wolves to begin planning and implementing the Gray Trail Network, a system of off-road trails designed to link destinations in Gray and to provide opportunities for mountain-biking, trail running, walking, and cross-country skiing;
- Holding “bike rodeos” in May 2017 and 2018 to teach children bike safety. These were planned in partnership with the YMCA of Southern Maine, Pineland Branch, Fiddlehead Center, the Gray Recreation Department, Gray Physical Therapy, the Bicycle Coalition of Maine, and Jerry’s Bike Barn;
- A very successful Bike/Walk-to-School Day (as part of a national initiative) in May 2018;
- Steadily expanding consensus that Gray needs improved bike and pedestrian infrastructure.



With help from the Bicycle Coalition of Maine, temporary striping was completed on Hancock Street in June 2017. This pattern was made permanent in September 2017.

FIGURE 1: NEW STRIPING PATTERN ON HANCOCK STREET ADDS SAFETY FOR ALL USERS

B. The Planning Process

The Bike-Ped Committee was established in 2012 by the Gray Community Endowment (GCE), a nonprofit with a mission to help make Gray a healthy, vibrant, and sustainable community. Currently, the Bike-Ped Committee is an independent citizen’s advisory group that is not a Town of Gray committee but cooperates with it on public education, planning, and construction.

The Bike-Ped Committee updated the 2018 plan through discussions at its monthly meetings, ongoing input from town staff and residents, and through a comprehensive resident survey to help guide priorities related to expanding access to biking and walking in Gray.

The Bike-Ped Committee's three long-range goals remain the same from the first plan:

- To provide a platform for and to encourage ongoing advocacy for more federal, state, and local transportation investment in bicycle/pedestrian infrastructure within the town of Gray.
- To coordinate with other interested parties, planning efforts, and Town and State officials to provide guidance and feedback regarding the location, safety and design of bike-ped facilities in Gray. Looking ahead and “piggybacking” on other planned infrastructure improvements can help reduce the cost of bike-ped friendly projects.
- To increase the quantity and quality of bike-ped facilities in Gray, including sidewalks, trails, crosswalks, bike lanes, and signage.

This plan provides the town of Gray with an overarching strategy to maintain, improve and expand its bicycle and pedestrian access within and outside its village center. It recommends funding options to help cover the cost of infrastructure investments, and provides a list of priority policy, signage, and infrastructure improvements.

Adoption of this plan is a starting point. Plan implementation is expected to be ongoing. Some parts of the plan may be able to be funded and implemented as stand-alone projects, but others will need to be part of larger capital or infrastructure improvement projects. For example, it may make sense to wait to do significant bike-ped improvements along Route 26 north of the bypass until planned roadway reconstruction is undertaken.

C. The Gray Community

Demographics

Gray's population continues to grow, although slowly. According to the 2012-2016 American Community Survey (ACS) 2010 Gray's population grew from roughly 7,761 in 2010 to 7,988, an increase of just under 3% (227 people).

The median age of residents is 38.5 years old, younger than both Cumberland County as a whole (42.1 years) and the State of Maine (44 years). Fully 25% of Gray residents are 18 and

under, compared to Cumberland County and Maine as a whole at around 18-19%. This suggests Gray is seeing younger families with children move in. Gray's share of older residents (ages 50 and over) is about 33%, compared to 38% for Cumberland County and almost 43% for Maine.

According to the Greater Portland Council of Governments Gray's population is expected to continue growing through 2020 to an estimated 8,550 residents. Gray's growth is likely related to our housing prices which at a median of \$217,500 are more modest than Cumberland County (\$251,300, 15.5% higher).

It appears that most workers in Gray commute outside the town to their jobs, with mean commute times of about 31 minutes. About 81% commute by themselves via car, but 10% carpool, almost 6% work from home and 5% walk. Increasing walking and biking infrastructure could help make it easier to use these alternative methods to commute to work.

As seen in Figure 2, below, Gray is bordered by Windham to the southwest, Cumberland and North Yarmouth to the southeast, New Gloucester to the north, and Raymond to the northwest and west. While it is home to a typical New England village center it also boasts significant recreational opportunities including a golf course, multi-use trails, conservation lands, lakes, and the Maine Wildlife Park. It has several lakes, including Crystal Lake, most of Little Sebago Lake, and parts of Forest Lake and Notched Pond.

Gray's location makes it a desirable location for residential and commercial development. It is located at the crossroads of several major state routes; 26, 100, 115, 202, 4 and US Route 95 (exit 63). It is conveniently located an easy commute halfway between the Portland and Lewiston/Auburn metropolitan areas.

While providing convenient access to nearby employment centers Gray is also a gateway to the western lakes and mountains of Maine. Route 26 takes travelers from Portland through Gray, New Gloucester, Oxford County, and Bethel, and close to New Hampshire's White Mountains.

Gray is home to the Maine Department of Inland Fisheries and Wildlife and to the weather forecast office for NOAA's National Weather Service. It is also home to Enercon Technologies, a state of the art precision engineering company located at the junction of Route 115/202 and Route 26A.

The completion of the Oxford Casino in 2012 has led to a significant increase in daily traffic along Route 26 through Gray. Many residents believe that another major issue is passenger car and tractor trailer traffic exiting I-95 at the Gray and Auburn exits to avoid the tolls in New Gloucester. This issue was likely exacerbated by Maine Turnpike Authority's 2012 toll increase. Route 100 leads straight through Gray village and the added traffic, especially the

tractor-trailers, worsens an already difficult traffic pattern. Traffic congestion, especially during peak hours, and the perceived lack of safety for bikes and pedestrians is a significant issue that presents challenges to economic development in the village.

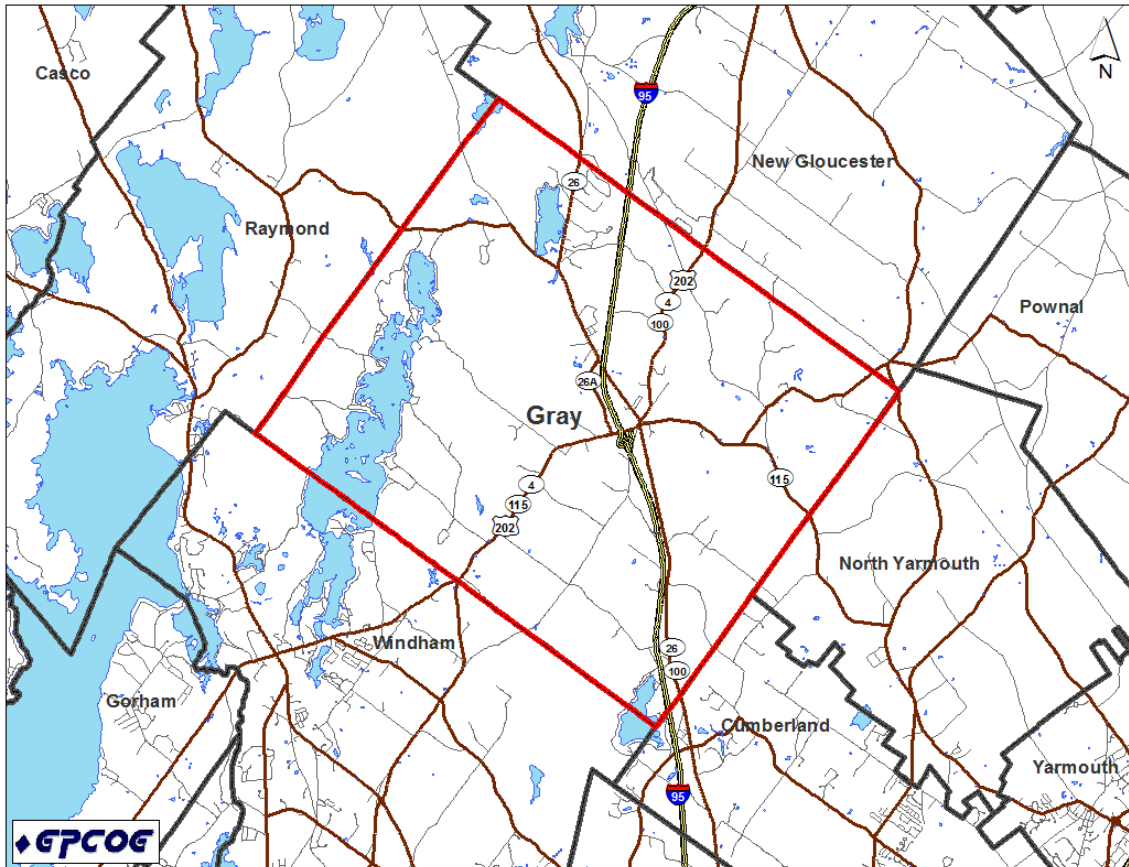


FIGURE 2: MAP OF GRAY AND BORDERING TOWNS

The High Cost of sCommuting

Commuting by car to work is expensive, both in time and in dollars spent. For example, [Commute Solutions](#) is a website that helps estimate commuting costs. Estimating a 15-mile commute to work, driving a compact car, and with gas prices at \$2.60/gallon and a monthly car payment of \$250, the monthly cost of commuting by car is roughly \$443, or \$5316 annually for an individual, and over \$10,600 for a household with two workers. Reducing dependence on cars would help put money back into the pockets of many Gray households.

Another website, the [H+T Index](#) (Housing+Transportation) estimates that for a moderate-income commuting household in Gray the total annual cost of vehicle ownership is about \$13,200 annually, or about 188% of what's considered affordable (15% of household income). Combining transportation and housing costs is another way to look at affordability; in Gray, the site estimates the typical Gray household is spending over 53% of its income on these two things alone. Adding health insurance and health care, child care, student loans, as well as basics like food and clothing, makes it easy to see that moderate-income households are likely to have difficulty managing if they commute long distances by car.

Better broadband could help more people work from home, and more local economic development could help people work and play locally instead of driving long distances. These are two issues the Town of Gray is already working on. Improving bike and pedestrian infrastructure will help encourage more people who are making local trips for shopping or work to forego their cars and walk or bike.

Commuting to work by car is expensive, both in time and in dollars spent.



FIGURE 3: MAIN STREET INTERSECTION

Existing Bike-Ped Infrastructure

Gray Village:

Sidewalks in Gray village have seen some improvement since the last bike-ped plan was completed, although more work is needed. Investing in bike and pedestrian infrastructure is a critical to attracting and supporting businesses in the village. This includes traffic calming devices that slow traffic down and make it safer for pedestrians.

If the Maine Narrow Gauge Railway Museum is successful in building its museum at the southern edge of Gray Plaza, the town could see tens of thousands of visitors each year, many of whom may be interested in strolling through the village to visit other businesses. With limited parking, and traffic already difficult at peak commute times, we should be encouraging these trips to be done on foot or bike as much as possible. Building attractive bike-ped infrastructure makes it safer and more inviting for residents and visitors alike to move around the village.

Recent Infrastructure Improvements:

- The Town of Gray reconstructed the sidewalk on Brown Street traveling east from McDonald's in the summer of 2017 (see Figure 3).
- The Bike-Ped Committee also successfully advocated for the Town of Gray to stripe a new crosswalk across Brown Street to a safety island on the tip of the

triangle in front of the Congregational Church, and then from there across to Hancock Street (see Figure 4). This greatly strengthens the walkability of this block.

- In 2016 the Town worked with Fiddlehead Center to install a new crosswalk with flashing lights connecting Fiddlehead and Russell School. This greatly improves safety and allows children to walk from Russell to Fiddlehead. Previously, due to safety concerns, they were bused.



FIGURE 4: NEW CROSSWALK ON RTE 26 BETWEEN FIDDLEHEAD CENTER AND GRAY PARK IMPROVES WALKABILITY AND SAFETY FOR STUDENTS.

- Recognizing the significant challenges for walkers and bikers in moving around Gray Village, the 2014 Bike-Ped plan envisioned creating a village area loop trail (VALT), that would enable people on foot or bikes to be off-road as much as possible. Two VALT trail segments have been completed and have seen increasing use. More work is needed to complete the VALT; some segments, such as through Monument Square behind the old town hall and post office, and the land across Main Street from Pennell, will have to wait until these areas are redeveloped. The proposed route of the VALT can be seen in Appendix 5. The two completed segments are:
 - A new trail around the playing fields behind Pennell and Newbegin (see Figure 5);
 - A reconstructed link between the bottom of Hancock Street next to Meadowview Senior Housing through the woods to Gray Plaza (see Figure 6).



FIGURE 5: BROWN STREET SIDEWALK RECONSTRUCTION, LOOKING WEST TOWARD VILLAGE



FIGURE 6: NEW CROSSWALK AND SAFETY ISLAND, LOOKING NORTH ACROSS YARMOUTH RD. AND BROWN STREET.



FIGURE 7: NEW PORTION OF VALT THROUGH THE WOODS BEHIND PENNEL BALLFIELDS

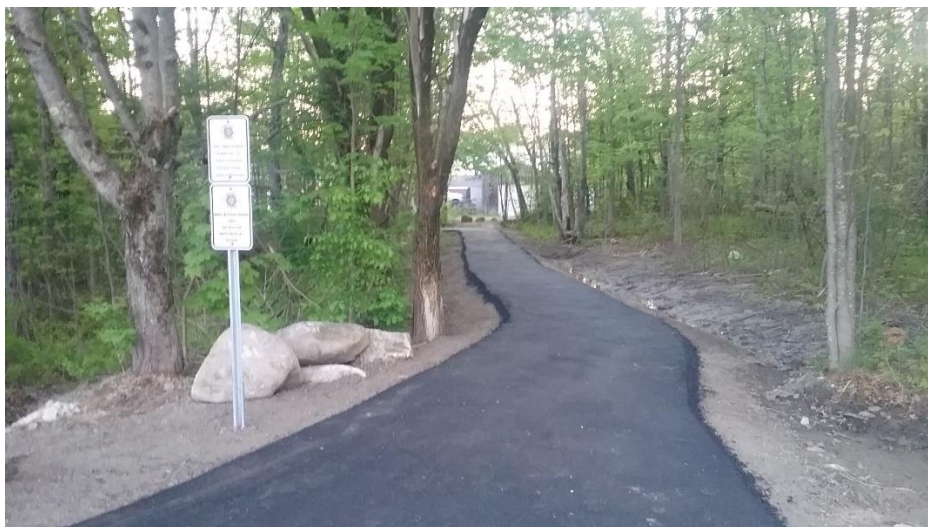


FIGURE 8: HANCOCK-PLAZA LINK UNDER CONSTRUCTION, LOOKING WEST FROM MEADOWVIEW. WITH HELP FROM THE GRAY-NEW GLOUCESTER LIONS CLUB A BENCH IS NOW PLACED ON THE FAR END.

Other Existing Village Sidewalks:

Fiddlehead-Russell School Sidewalk

- The crosswalk with flashing lights that links Fiddlehead and Russell School is a good start, but there is no sidewalk along Gray Park to Russell School. For this reason, students are still bussed back and forth across Route 26 between Fiddlehead and Russell, because vehicle and bus traffic along Gray Park it isn't safe for smaller children. A short section of sidewalk would make it possible for them to walk.

Sidewalks along Route 202 (Main Street) have different conditions, width, and material.

- Along Route 202 from Brown Street to the Pennell Complex the sidewalks were rebuilt in the summer of 2012. They are five feet wide and made of brick. These are attractive and still in excellent condition.
- On the west side of Main Street, the sidewalk in front of Manee Thai to the Subway restaurant is rated fair with a varying width of approximately 2-4 feet. Multiple curb cuts along this section make it uninviting and unsafe for pedestrians (see Figure 9).
- Continuing from the Subway restaurant the sidewalk continues north along Route 100 to the Amvets Hall. This sidewalk is in generally good condition and is 2-4 feet.
- From the central intersection of Routes 115/26/202/100 along the east side of Main Street in front of One Gray Center, the town-owned parking lot, and Manny's Motors, the asphalt sidewalk is rated fair to poor; the sidewalk is narrow, and the pavement is broken in places. There's also a telephone pole planted in the middle of the sidewalk, making it impossible for someone in a wheelchair to maneuver around it (see Figure 10).
- Across the street, in front of the Gray Historical Society, the sidewalk narrows, and the surface becomes chopped up before disappearing altogether (see Figure 11).
- In front of the Puffin gas station the existing sidewalk lacks significant safety for people with mobility disabilities due to the location of telephone poles and the wide roadways. This must be re-built.
- From the Puffin stop extending down Route 26 to Gray Plaza the sidewalk is located only on the east side of the street. This is approximately four feet wide and in fair condition. Due to the steep slope down into the asphalt covered drainage ditch this sidewalk lacks safety for someone with mobility disabilities.

Adding an esplanade and widening the sidewalk would make it much more attractive and inviting for pedestrians (see Figure 12).



FIGURE 9: SIDEWALK IN FRONT OF MANEE THAI



FIGURE 10: SIDEWALK IN FRONT OF MANNY'S MOTORS WITH TELEPHONE POLE.



FIGURE 11: SIDEWALK IN FRONT OF GRAY HISTORICAL SOCIETY

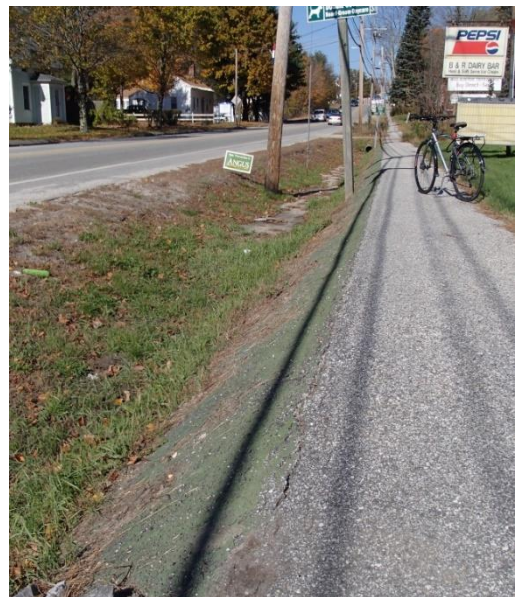


FIGURE 12: SIDEWALK BETWEEN GRAY PLAZA AND VILLAGE, LOOKING NORTH FROM THE PLAZA

Town wide:

- Gray currently lacks an integrated, town-wide bikeway network. Paved shoulders on major roadways vary greatly in width and condition. Shoulders of varying condition exist along Route 100/26 (Old Portland Road), Route 115 (Yarmouth Road), and Route 202/100 (Lewiston Road). Simply adding new- or expanding-existing shoulders on some roads would significantly improve the safety of cyclists and walkers. Many streets outside the village area are rural and have minimal shoulders.
- Gray also lacks bike safety share-the-road signage throughout the town.

Off-Road Trails:

Gray has a significant number of trails that offer recreational uses including walking, running, hiking, mountain biking, cross-country skiing, horseback riding and snowmachine and ATV use. The Gray Snowolves maintain a network of marked, interconnected snowmachine trails throughout Gray which are used in the off-season by ATVs, and also by walkers, runners and mountain bikers. There are miles of other trails on private land that- if we obtained landowner permission- might be used for non-motorized activities.

The Libby Hill Forest Trails, located adjacent to the MSAD 15 school complex off Libby Hill Road, offers unparalleled year-round recreational opportunities to residents of Gray and surrounding communities. Free and open to the public, Libby Hill offers almost five miles of groomed Nordic ski trails and a total of nine miles of non-motorized trails. The Gray-New Gloucester Patriots cross-country running and Nordic ski teams train on the trails and host regional meets. Libby Hill provides interconnections and links to other snowmachine trails, which links it to other parts of the town such as Wilkie's Beach, Little Sebago Lake, and trails in west and south Gray.

Synergy: Other Town of Gray Planning Initiatives

The following is a list of past and current planning efforts conducted by the Town of Gray. As these plans are implemented or updated it makes sense to incorporate bike-ped infrastructure and planning into them.

The Gray Town Council has decided to update the Gray Comprehensive Plan. The Bike-Ped Committee will work collaboratively with the town to incorporate bike-ped planning and the recommendations in this plan. In 2017 the Bike-Ped Committee prepared a draft Complete Streets Policy for staff and Council review and approval and will recommend that this new policy be incorporated into the Comprehensive Plan.

2003 Gray Comprehensive Plan

The Gray Comprehensive Plan was originally adopted in 1991. It was updated and adopted by the Gray Town Council in August of 2003 but was never approved by the State Planning Office.

http://www.graymaine.org/Pages/GrayME_Plan/toc

2006 Gray Village Master Plan (GPCOG)

In 2006, the Town of Gray conducted a master planning process for its village that included a detailed set of challenges, goals and objectives. The plan focused on pedestrian improvements in five focus areas in the village, including Route 100 (north and south), Gray Plaza, Route 115 east, and Route 202/4 west. Specific locations cited for sidewalk upgrades were:

- Route 100 through Gray Plaza
- Both sides of Route 100 to the Pennell Institute
- Both sides of Route 26 to Gray Park, and
- Both sides of Route 115 East from the Village to Brown Street.

Other locations cited for improvements included a realignment of crosswalks along Route 100 in front of Pennell and installation of a crossing adjacent to the new Post Office, as well as the need for improvements to pedestrian signals at the intersection in front of the Gray Historical Society (Durgin Corner). The plan also noted the need for an inventory of all the trails throughout town and the need to establish connections from existing trails to the village. Finally, it cited the need for striped bike lanes on both sides of all roads in the village.

<http://www.pactsplan.org/documents/GrayVillageReport.Nov06.pdf>

2010 HUD Regional Sustain Southern Maine Pilot Project- (GPCOG, USM, SMRPC)

A Department of Housing and Urban Development Sustainable Communities Grant was awarded to GPCOG and its partners in 2010. This initiative, called Sustain Southern Maine, selected nine towns in York and Cumberland Counties to serve as pilot planning projects. Gray is one of the communities that volunteered to participate in the process. The town focused the planning on the village area; recommendations included increasing residential development in the village, adding or upgrading sidewalks, and reducing tractor-trailer traffic in order to create a more bike-ped friendly environment.

<http://sustainsouthernmaine.org/>

2011 Monument Square Master Plan

The focus of this study was to determine potential build out options for the former post office and town hall parcels, and the disposition of Stimson Hall, all owned by the Town of Gray. The analysis concluded that lack of parking was a major obstacle to the redevelopment of the properties. To improve marketability of both the town-owned and adjacent privately-owned properties, the report recommended that the old post office and town hall be demolished, and shared parking and septic systems be explored with abutters.

<http://www.graymaine.org/Pages/MonumentSquare/MonumentSquareIndex>

2012 Hancock Triangle Block

The Hancock Block, also known as “The Triangle”, contains several parcels just off the intersection of four state routes. It includes several well-maintained homes as well as a few properties in disrepair. Gray received a CDBG grant in 2012 to create a redevelopment plan for this block.

<https://www.graymaine.org/sites/grayme/files/file/file/hancock-block-master-plan.pdf>

The Route 26 Corridor Study

This study was completed in 2014 by T.Y. Lin International as a joint project of the Town of Gray and the Maine Department of Transportation (MDOT). The section of Route 26 from the northerly end of the by-pass (26A) to the New Gloucester line is the last remaining section of this road that MDOT has not substantially widened and improved. The study found that the Average Annual Daily Traffic Volume of vehicles north of 26A

was about 14,730 vehicles. The intersections of 26A with 26, and Libby Hill Road and 26, were found to meet acceptable level of service requirements. The intersection of Route 26 and North Raymond Road had a failing level of service, especially during afternoon peak traffic periods. The study projected and analyzed 22 years of traffic growth for the corridor using a number of assumptions. Partly as a result of this study MDOT will build a new traffic light at the North Raymond Road intersection; this is scheduled to begin in 2019.



FIGURE 13: THE NEW BENCH ON THE RECONSTRUCTED HANCOCK-PLAZA LINK (INSTALLED WITH HELP FROM THE G-NG LIONS CLUB).

D. Community Survey

To obtain public input into the revised Bike-Ped plan, the Gray Bike-Ped Committee, with assistance from GPCOG staff, conducted a resident survey. The survey was designed with the help of GPCOG using SurveyMonkey software, and was distributed through the News About Town, to the Bike-Ped Committee mailing list, and on the Gray Trail Network Facebook page. The survey link was also emailed directly to respondents via several other organizations. The survey questions can be found in Appendix 1.

In total, 204 people responded to the survey (last time only 80 people responded). A total of 17 did not live in Gray; they were either students or taught in the school system. We had strong youth participation with 66 youth under age 18 completing the survey. Sixty percent of the respondents were female, and 40% were male.

Survey Results

Respondents came from all over Gray, with concentrations in Gray village, west Gray, Dry Mills, and Egypt Road/May Meadows.

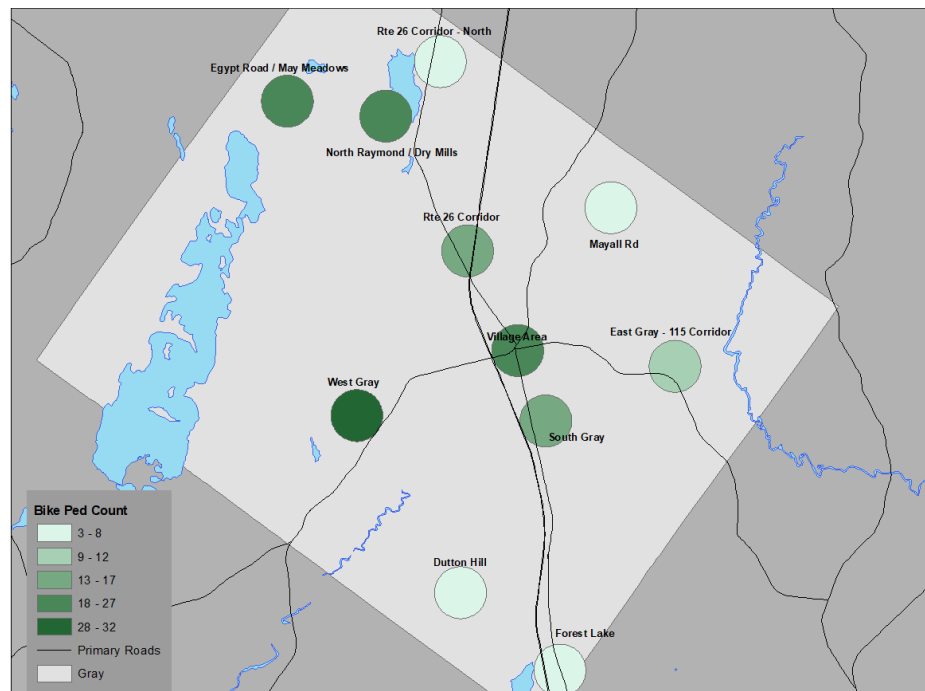
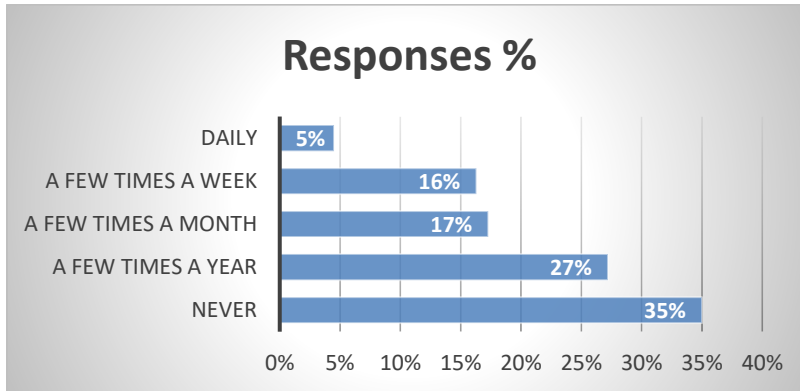


FIGURE 2: MAP OF RESPONDENTS TO THE BIKE-PED SURVEY

Q4 How frequently do you ride a bike in Gray? (202 responses)



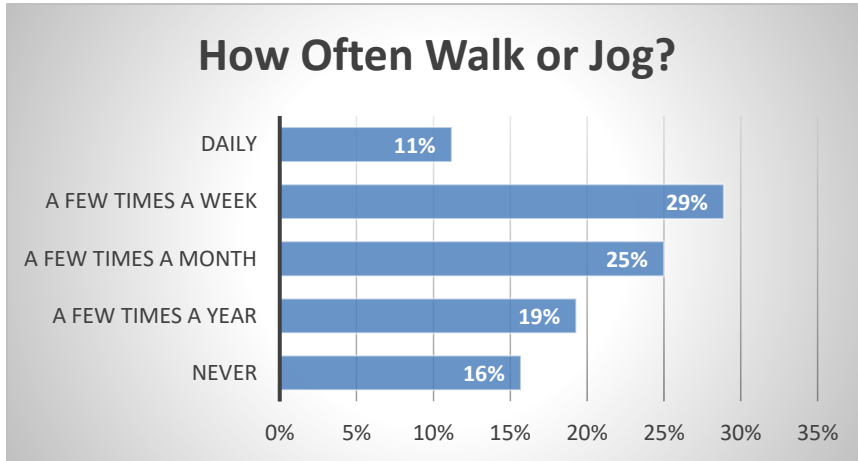
21% of respondents said they rode bikes daily, or a few times a week. This is up from 15% in 2012.

Q5 What prevents you from biking more often in Gray? (199 responses)

	Significant Reason	Moderate Reason	Minor Reason	Not Applicable	Total
No access to bike	7.2% 13	5.0% 9	11.7% 21	76.1% 137	180
Destinations too far away	12.3% 22	22.9% 41	33.0% 59	31.8% 57	179
Too many cars/Cars drive too fast	56.3% 107	19% 36	15.3% 29	9.5% 18	180
I travel with small children	18.6% 33	5.1% 9	12.4% 22	63.8% 113	177
Roads too narrow/lack of bike lanes or signage	54.2% 103	20.5% 39	11.1% 63	14.2% 27	190
I don't have time	7.2% 13	17.7% 32	34.8% 63	40.3% 74	181
Lack of bike racks	8.5% 15	9.6% 17	32.2% 57	49.7% 88	177
Lack of workplace amenities	5.5% 10	5.0% 9	18.2% 33	71.3% 129	181
Health issues	2.7% 5	3.3% 6	14.8% 27	79.2% 145	183
Prefer to drive	15.9% 29	15.4% 28	22.5% 41	46.2% 84	182

Fully three-quarters (143) of respondents said high traffic volumes and cars driving too fast were a primary reason why they didn't bike more often in Gray. Similarly, 75% (142) said roads that lacked bike lanes or signage were primary reasons why they didn't bike more often.

Q9 How often do you walk or jog in Gray? (197 responses)



Roughly 4 out of 10 respondents walk or jog either daily or a few times a week. This is down from 54% in 2012.

Another 25% walks or jogs a few times a month.

Q 10 What prevents you from walking or jogging more often in Gray? (192 responses)

	Significant Reason	Moderate Reason	Minor Reason	Not Applicable	Total
I don't want to walk/jog alone	11.2% 20	7.3% 13	27.4% 49	54.2% 97	179
Destinations too far away	10.7% 19	16.4% 29	32.8% 58	40.1%	177
Too many cars/Cars drive too fast	51.6% 96	14.5% 27	20.4% 38	13.4% 25	186
I travel with small children	11.4% 20	6.3% 11	12.5% 22	69.9%	176
I don't have time	8.3% 15	17.2% 31	30.6% 55	44.0% 79	180
Insufficient lighting/ personal safety concerns	23.8% 43	19.9% 36	23.2% 42	33.2% 60	181
Lack of sidewalks/sidewalks in poor condition	46.2% 85	21.2% 39	12.5% 23	20.1% 37	184
Lack of workplace amenities (lockers, showers, dressing rooms)	2.3% 4	3.4% 6	16.9% 30	77.5% 138	178
Health issues	4.5% 8	1.1% 2	11.7% 21	82.7% 148	179
Prefer to drive	11.8% 21	8.4% 15	23.0% 41	56.7% 101	178

Again, too many cars and cars that drive too fast were cited by two-thirds of respondents (66%) as a reason for not walking or biking more often. Another 67% blamed lack of sidewalks or the poor condition of sidewalks for not walking or running more. Relatively few (6%) cited health issues, suggesting that if we could provide more safe, attractive locations for people to walk or jog they would do so.

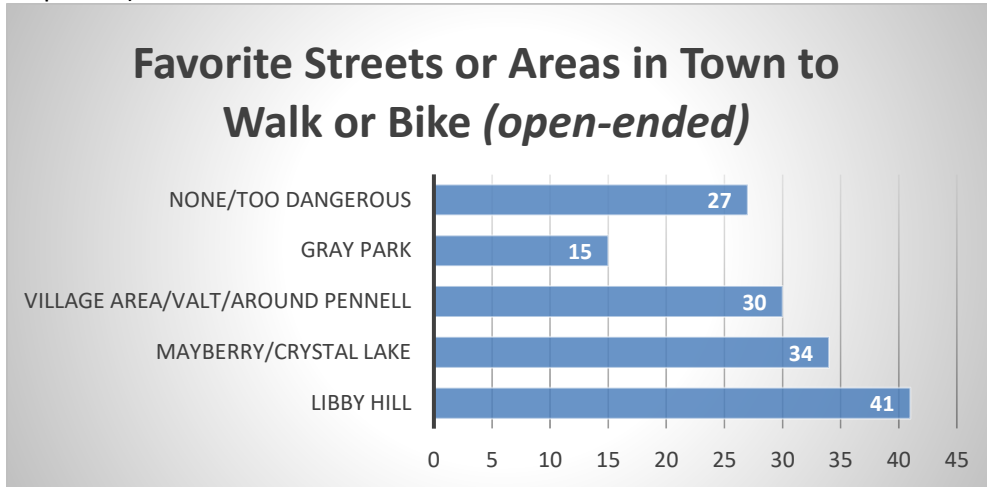
Q 12 How important to you are the following projects or initiatives in Gray? (Choose as many as apply) (194 responses)

There’s significant support for a number of proposed bike-ped improvements in town, with more than half of respondents viewing most of the list below as either Very Important or Important.

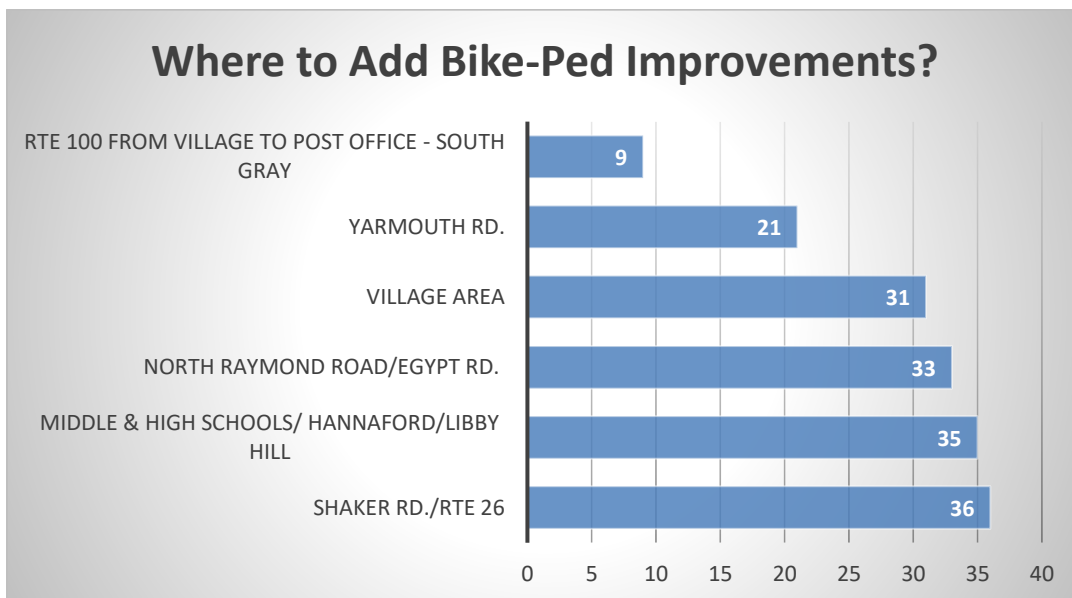
How important to you are the following projects or initiatives in Gray?	Very Important (VI)	Important (I)	Somewhat Important	Not at All Important	No Opinion	Total
Adoption of a Complete Streets policy (total 69% VI or I)	42%	27%	11%	7%	11%	190
Paths or other bike-ped improvements in Gray village (total 68% VI or I)	43%	25%	18%	7%	7%	190
Sidewalk along N. Raymond Rd. between Dry Mills and Wilkie’s Beach (total 56% VI or I)	38%	18%	24%	11%	10%	187
Sidewalk on Rte 100 along Gray Plaza up to Turnpike Acres (total 55% VI or I)	37%	18%	24%	11%	10%	187
Sidewalk along Rte 115 east from Gray village to Appletree Village (total 54% VI or I)	29%	25%	21%	9%	16%	187
Crosswalks across Route 26 between Spruce Dr. and path across from high school, and sidewalk from Spruce/Adler to the Libby Hill intersection (total 69% VI or I)	51%	18%	14%	5%	11%	189
A sidewalk in front of Rite Aid to McConkey Rd., crosswalk across 202, and a sidewalk to allow access to the mini-mall/office space, extending to Marden’s and down to Howell’s/Frisky Whisk.	23%	21%	30%	12%	14%	191
Extending the sidewalk on the old Route 26 down to the mini-mall/office space building and the Chipman Farm Stand (total 54% VI or I)	30%	24%	21%	10%	16%	187
Off-road trails that link to trails in adjacent towns (total 57% VI or I)	28%	29%	14%	15%	14%	184
More “share the road” signs alerting motorists to share the road with bikers (total 53% VI or I)	32%	21%	23%	13%	11%	184

We received unusually strong responses from the open-ended questions we asked, with respondents suggesting sidewalk, bike lane or other improvements all over town. Respondents could make more than one suggestion, and most did at least one. There were some clusters of agreement, however.

The first open-ended question asked people to write where they liked to walk or bike in Gray (198 responses).



We also asked where in Gray respondents would most like to see bicycle or pedestrian improvements, such as bike lanes, crosswalks, "share the road" signage, etc. (190 responses).



Below are highlights of some of the open-ended, concluding responses:

- Yarmouth Road is a terribly dangerous road for bikers to travel on, yet there are many that do. Also, foot traffic for students around the middle and high schools. There is no safe place for walkers between middle and high school and there is a huge volume of traffic passing through during the school day and after school with athletics, concerts, etc. Winter time is even worse. Also, a foot path around the perimeter of the schools and fields that might connect with Libby Hill would be useful.
- I've lived on the back side of Crystal Lake for 27 years and I always wondered why there was never a side walk from Dead River to the public beach. The North Raymond road is narrow and very dangerous for walkers and bikers. With all the traffic (especially in the summer) in this area it would be great for everyone if there were either a bike lane or sidewalk for pedestrians.
- Sidewalk/bike lanes are needed on Route 26 from Mayberry Rd to where the sidewalk behind on Shaker Road. This would give adjacent neighborhoods connection. A sidewalk is also desperately needed from the town beach to route 26. Many people (kids) walk this in the summer and many more would if it were safe. I hope that the DOT intersection project will accommodate future bike/ped improvements if none are to be included in the project itself. Egypt Rd needs better shoulders and bike signage. There needs to be more education on how bikers and peds can be safer. Where to walk/bike, what to wear especially at night...
- It would be great to have some way to safely connect Blueberry Ln, Lindan Ln, Charlonate and Mayberry together with only a single Rte 26 crossing and no other Rte 26 travel.
- I would like to see bike bypasses for the major intersections at the center of Gray. It would be best if bikes could avoid these intersections all together.
- Forest Lake Rd and Portland Rd. have no share the road signs, it seems to make bicyclists think they don't have to take responsibility for their own safety.

E. Gray's Existing Land Use Tools

Making changes to local land use ordinances is an effective long-term approach to improving bicycle pedestrian infrastructure in any community. This reduces the cost of pedestrian infrastructure to local municipalities and the DOT by shifting some of the burden associated with growth to the developer. Examples of Gray's current Land Use Policy language pertaining to pedestrian and bicycle facilities and infrastructure are listed below.

As noted above, the Bike-Ped Committee has drafted a Complete Streets Policy for review by planning staff and review/adoption by the Gray Town Council. We are hopeful this policy can be completed and adopted in 2018.

Gray Business Transitional (BT) District Standards and Design Guidelines, 11.13.07

These design guidelines regulate the Business Transitional (BT) zoning district, located on Shaker Road at the end of the new Route 26 bypass. They supplement the Gray Land Use Ordinance Performance Standards and are described as mandatory standards. The purpose of these standards is to promote economic development while encouraging mixed use neighborhood character, and they include language regarding how access management standards, siting and coordination of buildings, pathways, parking lots, internal roadways, walkways, landscaping, lighting, signage and other site features should be planned, designed, and coordinated to meet the District's design goals. There is a specific section on bicycle and pedestrian standards that dictate future improvements on Route 26 "should include improved facilities for advanced cyclists." Additionally, it states that internal sidewalks should be provided, extending along the length of buildings' façades, and sidewalks, and "planted esplanades" should be provided within or near the right-of-way on all commercial uses where appropriate, to encourage safe pedestrian and bicycle movement parallel to Route 26 and along interior access roads to encourage safe pedestrian access. These guidelines encourage the construction and maintenance of pedestrian and bicycle infrastructure. Adopting a Complete Streets Policy would add greater strength to these guidelines.

Gray Village Center Design Guidelines

These guidelines are structured in a similar style to the BT District Guidelines and are intended to inform development within the Village Center (VC) District located in the center of Gray. Unlike the BT standards, this document references the goal of increasing pedestrian activity and ties this concept to economic development. Once again, however, although the introduction states the requirements in this document are mandatory, it notes that it is a flexible document that is intended to "provide a context for coordinated discussions of design issues in advance of formal site plan review procedures." Ultimately, these guidelines will be difficult to implement without a supportive applicant engaged in the development review process. Furthermore, while pedestrian needs are highlighted in several places there is no mention of bicyclists. This document would be strengthened significantly by adoption of the Complete Streets ordinance.

Gray Comprehensive Plan (Note: The Council is planning to undertake a new Comprehensive Planning effort in 2018)

The Gray Comprehensive Plan was approved by the Town Council in 2003, although it did not receive State Planning Office approval. There is only a brief section discussing existing conditions of both bikeways and sidewalks (Sections 6.1, 6.2). The plan recommends that “urban roads in new subdivisions should be constructed to a width of 36 feet with vertical curbing included on both sides (a width of 30 feet if vertical curbing is on one side); have sidewalks constructed to a 5-foot width on at least one side of the road; and have buffers of 3.5 feet between the road and sidewalk to provide for pedestrian safety.” These road width guidelines are excessively wide, as a typical road width is only 22 ft. in most communities. The Plan further states that urban roads in established areas should be widened to include a 6-8 foot shoulder for pedestrian and bicycle use (when there is no sidewalk), with 4 inch wide white edge-of-travel marking per M.U.T.C.D. (Manual on Uniform Traffic Control Devices) criteria. The plan asks for the same shoulders width “when practical” along rural roads as well. Unfortunately, most of this language is directed towards new development and does not address the significant problem of existing infrastructure lacking pedestrian and bicycle amenities, or on-going maintenance of existing infrastructure.

Gray Land Use Ordinance

The Site Plan Review section of the Gray Land Use Ordinance is focused primarily on ensuring safe vehicular access to the site. However, pedestrian concerns are mentioned in Section 402.10.9C. *Pedestrian Access*, as quoted below. Bicycles are mentioned in three sections, including addressing interference with bicycle traffic (pp., 107, 121), and encouragement to add bicycle racks where appropriate (p. 119). Again, this ordinance would be strengthened by adoption of a Completes Streets policy.

The site plan must provide for a system of pedestrian ways within the development appropriate to the type and scale of development. This system must connect the major building entrances/exits with parking areas and with existing sidewalks, if they exist or are planned in the vicinity of the project. The pedestrian network may be located either in the street right-of-way or outside of the right-of-way in open space or recreation areas. The system must be designed to link the project with residential, recreational, and commercial facilities, schools, bus stops, and existing sidewalks in the neighborhood or, when appropriate, to connect with amenities such as parks or open space on or adjacent to the site.

Additional language is located in 402.10.13, *Site Design Standards for Site Plan Review, Section F Sidewalks*:

Where an existing or planned public sidewalk is interrupted by a proposed project driveway, the sidewalk material must continue to be maintained across the driveway, or the driveway must be painted to distinguish it as a sidewalk. Further, if street trees exist on an adjacent property, street trees must be planted, in a like manner, on the new site.

F. Recommendations

This bike-ped plan updates the original plan adopted by the Town of Gray in 2014. We recognize that an up-to-date, written plan is essential as we continue working to improve bicycle and pedestrian access in Gray. A plan keeps us focused on common goals and communicates the town's desires to residents and business owners, as well as to potential developers and funders.

We identify below the top five priorities that the town should begin working on immediately. However, we also recognize that in future years opportunities may result from new residential or commercial development, or from Maine Department of Transportation projects, that may bring lower priorities to the top of the list.

The plan and its recommendations are intended to support a productive and continually evolving discussion between the town government and residents. They identify specific locations where new infrastructure, or the enhancement of existing infrastructure, could improve pedestrian and bicycle access and connectivity among areas where increased pedestrian activity is desired, such as schools, recreation areas and the village. Some of the recommendations could be done right away, some should be incorporated into the town or the state's capital improvement plan, and still others may be modified as new opportunities or conditions arise that alter our collective understanding of what's needed. Many will require some sort of public-private collaboration to complete. We recognize that virtually all of these recommended improvements will require funding; in some cases, this will be significant. However, not all of it needs to come from Gray residents and businesses.

Potential funding sources, in addition to Town of Gray capital improvement budget, include:

- The Maine Department of Transportation (MDOT) [Bicycle and Pedestrian Program Funding](#), which has a maximum application amount of \$400,000, and requires the town to commit to a 20% cash match.
- The Maine Recreational Trails Program (RTP) also requires a 20% local match, which can be cash or in-kind. We used RTP funding to construct the new stone dust trails behind Pennell and to reconstruct the Hancock link.
- The Land for Maine's Future program to acquire land or easements on which off-road trails can be built (this funding was used to help acquire land on Libby Hill behind the Middle School for the Libby Hill Forest Trails).
- The Community Development Block Grant (CDBG), which can be used for sidewalk and other bike and pedestrian improvements.

- Income from the Town of Gray’s new Village Area Improvement Tax Increment Financing (TIF) District, approved at a special town meeting on February 14, 2018.
- Contributions from developers as part of planned projects.
- In-kind support from local residents and businesses.
- Other state and national bike-ped planning and implementation initiatives as identified.

Top Five Priorities:

Priority	Rationale	Potential Funding Options
1. Sidewalk on Gray Park from Shaker Rd. to Russell School	Lack of a sidewalk means students are bussed between Russell School and Fiddlehead Center, despite the new crosswalk.	Town of Gray CIP, TIF
2. Extend sidewalk on Libby Hill Rd. from High School to Middle School	Students are forced to walk in the street, especially in the winter, putting them at risk during periods of high traffic volume.	MDOT Bicycle and Pedestrian Program Funding ; Town of Gray CIP
3. Construct new sidewalk on N. Raymond Rd. from Rte 26 to Wilkie’s Beach	High traffic volumes in this section put walkers and joggers at risk.	MDOT Bicycle and Pedestrian Program Funding ; Town of Gray CIP; possibly Circle K
4. Construct new crosswalk across Rte 26 from Spruce Ave. to ROW through woods to the High School	Students crossing on foot from Spruce Ave. to this ROW must dodge traffic here; this is especially dangerous in poor visibility.	MDOT Bicycle and Pedestrian Program Funding ; Town of Gray CIP
5. Add a sidewalk to Yarmouth Road heading east from the village to at least Appletree Village.	This section of road is dangerous for bikers, and the lack of a sidewalk coupled with speeding traffic prohibits walking.	MDOT, TIF, Town of Gray CIP

1. Village Center

- Add a sidewalk on the eastern side of Route 26, from the Gray Plaza to the new Post Office.
- Install traffic improvements such as roundabouts, narrowed lanes, bump outs, safety islands, etc. to calm traffic and improve safety for bikes and pedestrians in Gray village. Design of these should be done within the context of a Village Master Plan and the upcoming Gray Comprehensive Plan.
- Complete the village area loop trail (VALT) network connecting the Pennell Complex, the Library, Fiddlehead, and the Cemetery parcels, as well as behind the former town office and across Rte. 100 from Pennell (see VALT map, page 41). These improvements should be completed working

in concert with the Town of Gray, the Gray Cemetery Association, and the new owners of these properties.

- d. Discourage all tractor-trailer traffic (other than local traffic) through Gray village by adding traffic calming and other devices.
- e. Work with MTA to study truck traffic exiting the turnpike through Gray in order to avoid the New Gloucester tolls, and develop solutions for discouraging this.
- f. The old Inter-urban bed, which lies behind the Gray Plaza and extends south to Long Hill Road and north to Yarmouth Road, currently exists as a trail and is used year-round. If the Maine Narrow Gauge Railway Museum (MNGRM) is successful in its campaign to move to Gray and lay track on this road bed, this trail will need to be redeveloped. MNGRM is interested in seeing this happen as well. This work should wait until planning for the narrow-gauge track begins.

2. Shaker Road/Route 26

- a. Add a crosswalk on Rte. 26 from Spruce Drive just north of Libby Hill Rd. to the trail through the woods (a MSAD-owned right of way) that continues to the high school parking lot.
- b. Extend the sidewalk along Libby Hill Road between the High School and the Middle School so students no longer have to walk in the road.
- c. Install crosswalks across Rt. 26 connecting Weymouth Road to the convenience store.
- d. Improve existing sidewalks on both sides of Shaker Road as road improvements are made to Route 26. Sidewalks/shoulders should be extended to connect Gray village to the Hannaford/School/Libby Hill Trails area.
- e. Continue existing sidewalks adjacent to the Hannaford parcel on Route 26 to the Adler/Fairview residential neighborhood.

3. North Raymond Road

- a. Increase the width of the shoulders between Route 26 and the intersection with Mayberry.
- b. Add a sidewalk on one side of the road, to accommodate pedestrians. This stretch of road is especially busy during the summer when people are using Wilkie's Beach. Traffic continues to increase from both local development and from commuters and vacationers heading to other towns, increasing the risk to pedestrians.
- c. Extend shoulders along North Raymond Road to create safer access to Egypt Road intersection.

4. Town-wide Programs/Policy Changes

- a. Work with the Town of Gray to adopt a Complete Streets Policy (the Bike-Ped Committee has already completed a draft for the staff and Council to review).
- b. Add bike lanes and (where appropriate) sidewalks to MDOT and MTA bridges throughout the town to improve safety.
- c. Design, map, and build the town-wide Gray Trail Network to include trail/off road connections within Gray and to trails in adjacent towns. Add signage to off road trails where possible.

- d. Add share the road signs and “sharrows” at busy, narrow roadways throughout town
- e. Add bicycle racks to the Gray-New Gloucester High School.
- f. Provide bicycle safety education, enforcement, and encouragement programs through local and state partnerships, and in coordination with organizations like the Bicycle Coalition of Maine, and National Off-Road Bike Association (NORBA).
- g. Design and institute wayfinding signage program that incorporate existing and proposed sidewalks, linking major landmarks, recreation areas, and downtown.
- h. Advocate for crosswalk and other bike-ped safety striping to take place earlier in the spring so that it helps protect walkers and bikers throughout the season.
- i. Add "edible" landscaping, and other educational enhancement activities where appropriate along select trail networks.
- j. Plan and implement a greenbelt throughout Gray to protect open space and preserve access to off-road trails.

Appendix 1: Bike-Ped Community Survey Questions

1. Where in Gray do you live? (Please use general information such as street name, closest intersection, or neighborhood).
2. Please list your favorite streets or areas in town to walk or bike.
3. Where in Gray would you most like to see bicycle or pedestrian improvements such as bike lanes, crosswalks, “share the road” signage, etc.
4. How frequently do you ride a bike in Gray? (Choose one answer and, if never, skip to Question 7)
 - A. Never
 - B. A few times a year
 - C. A few times a month
 - D. A few times a week
 - E. Daily
5. What prevents you from biking more often in Gray? (Choose as many as apply)
[Note: Options are Significant Reason, Moderate Reason, Minor Reason, Not Applicable]
 - A. No access to a bicycle
 - B. Destinations are too far away
 - C. Too many cars/cars drive too fast
 - D. I travel with small children
 - E. Roads too narrow/lack of bike lanes or signage
 - F. I don’t have time
 - G. Lack of bike parking
 - H. Lack of workplace amenities (lockers, showers, dressing rooms)
 - I. Health Issues
 - J. Prefer to drive
 - K. Other (Please specify)
6. Are there areas of town where you would like to see additional bike racks? (Provide a neighborhood, address, or name of building or business)
7. What other neighboring town(s) do you currently bike/jog in and why?
Town(s): _____
Reason(s): (Choose as many as apply)
 - A. Proximity to my house
 - B. Proximity to my work
 - C. I am not aware of the trail system in Gray
 - D. Well-marked trails

- E. More trails with hills
- F. Flatter trails
- G. Other

8. How often do you walk or jog in Gray? (Choose one answer)

- A. Never
- B. A few times a year
- C. A few times a month
- D. A few times a week
- E. Daily

9. What prevents you from walking or jogging more often in Gray? (Choose as many as apply)

[Note: Options are Significant Reason, Moderate Reason, Minor Reason, Not Applicable]

- A. I don't want to walk/jog alone
- B. Destinations are too far away
- C. Too many cars/cars drive too fast
- D. I travel with small children
- E. I don't have time
- F. Insufficient lighting/personal safety
- G. Lack of sidewalks/Poor condition of sidewalks
- H. Lack of workplace amenities (lockers, showers, dressing rooms)
- I. Health issues
- J. I would rather drive
- K. Other (Please specify)

10. Do you walk, jog, or bike on any off-road recreational trails in Gray? If so, please describe which ones you use, and for what purpose (walking jogging, or biking).

11. How important to you are the following projects or initiatives in Gray? (Choose as many as apply)

[Note: The options are Very Important, Important, Somewhat Important, Not at all Important, No Opinion)

- A. Adoption of a Complete Streets policy that designs streets that are safe for walkers and bikers as well as motorists.
- B. Paths or other improvements in the village area to make it safer and more attractive to walk or bike.
- C. Sidewalk along North Raymond Rd. between Dry Mills and Wilkie's Beach.
- D. Sidewalk on Rte 100 along Gray Plaza up to Turnpike Acres (where the post office is located).
- E. Sidewalk along Rte 115 east from Gray village to Appletree Village.
- F. Improved safety for students such as:
 - Crosswalk across Rte 26 between Spruce Dr. and path across from high school
 - Sidewalk from Spruce/Adler to the Libby Hill intersection.

- Constructing a new sidewalk on Libby Hill Rd. from the High School to the Middle School (no sidewalk there now).
- G. A sidewalk in front of Rite Aid to McConkey Rd., a crosswalk to get from there to the other side of 202 with a sidewalk to allow access to the mini-mall/office space, and then extending to Marden's and down to Howell's/Frisky Whisk.
- H. Extending the sidewalk on the old Route 26 down to the mini-mall/office space building and the Chipman Farm Stand.
- I. Off-road trails that link to trails in adjacent towns.
- J. More "share the road" signs alerting motorists to bikers.
- K. Other: (Please describe)

12. What is your age?

- <18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65+

13. What is your gender?

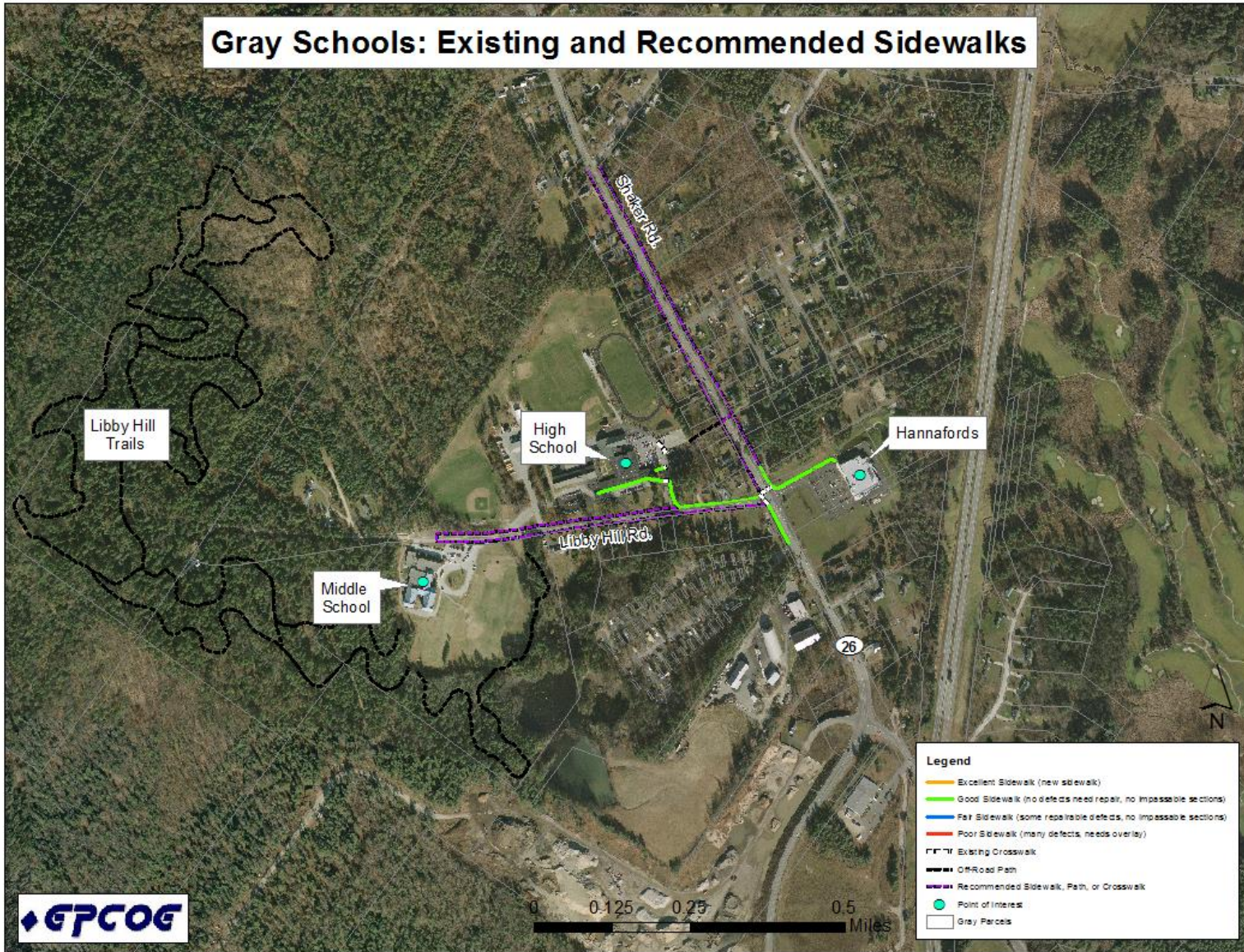
- Male
- Female

14. Any additional comments or suggestions you have regarding walking, jogging or biking in Gray?

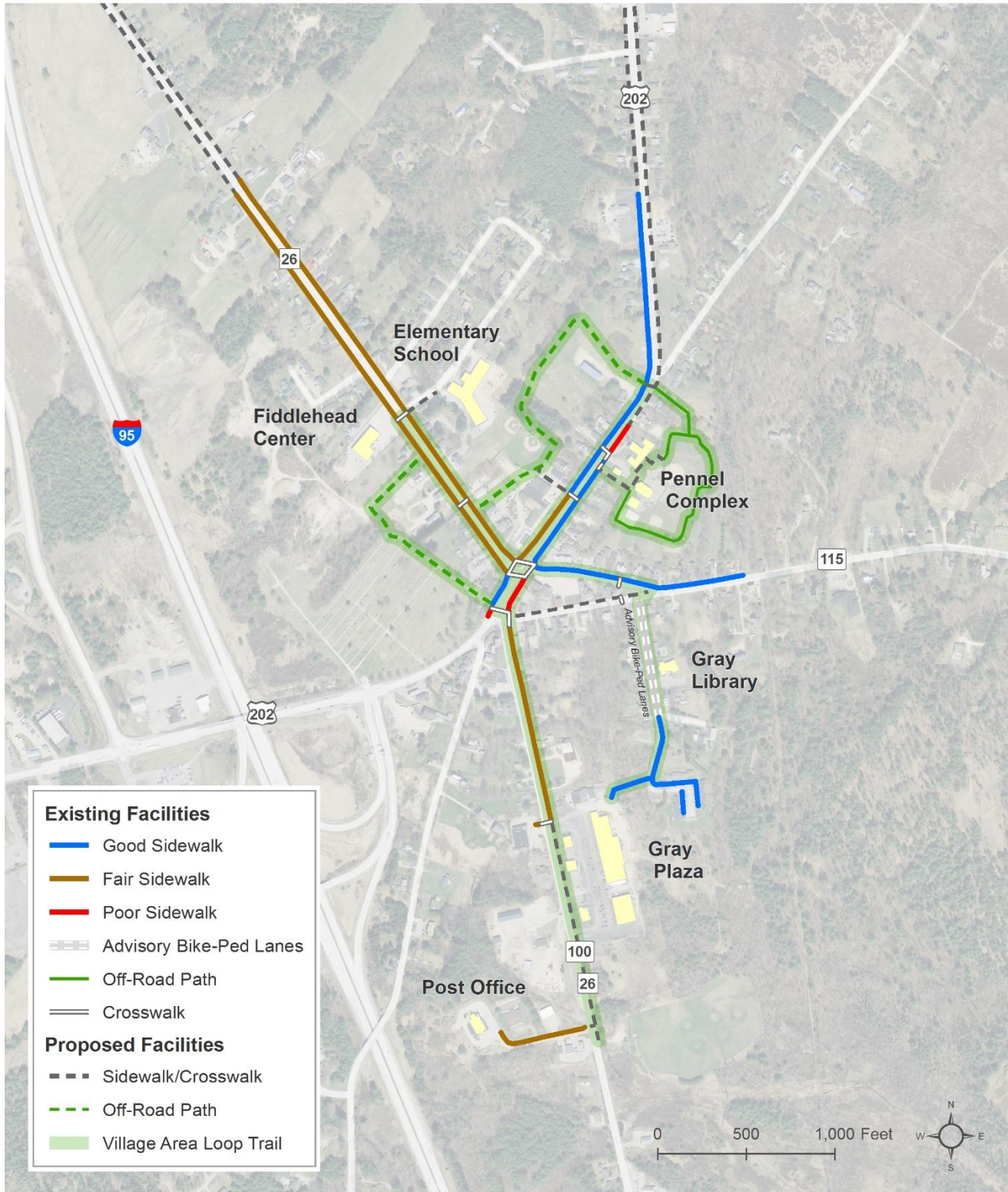
Appendix 2. Inventory Maps

1. Gray Schools: Existing and Recommended Sidewalks
2. Gray Village: Existing and Recommended Sidewalks
3. Gray: Existing Conditions for Biking
4. Gray: Proposed Pedestrian Nodes and Priority Corridors
5. Village Area Loop Trail

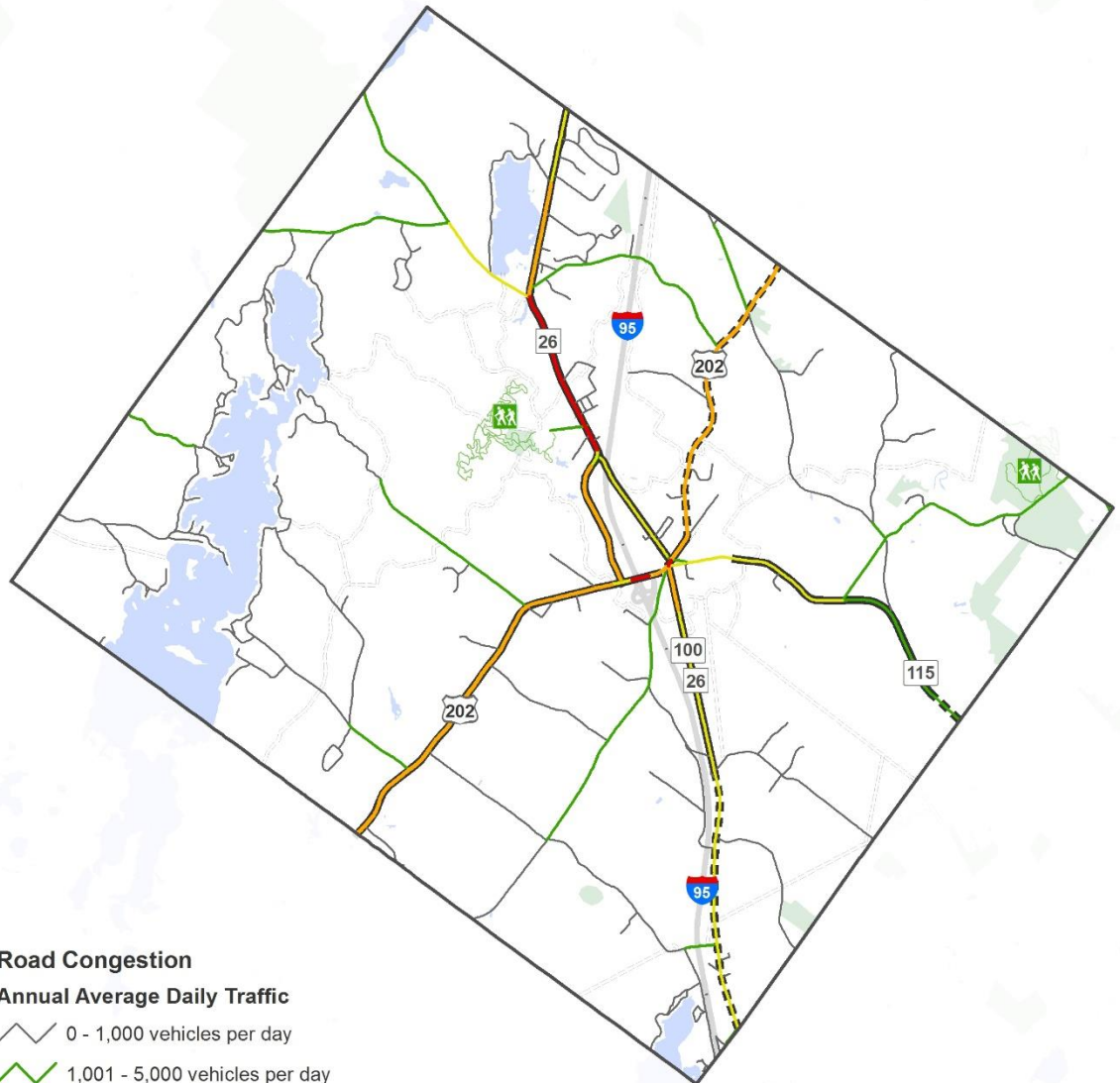
1. Gray Schools: Existing and Recommended Sidewalks



Gray Village: Existing and Proposed Facilities



Existing Conditions for Biking in Gray



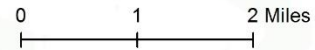
Road Congestion

Annual Average Daily Traffic

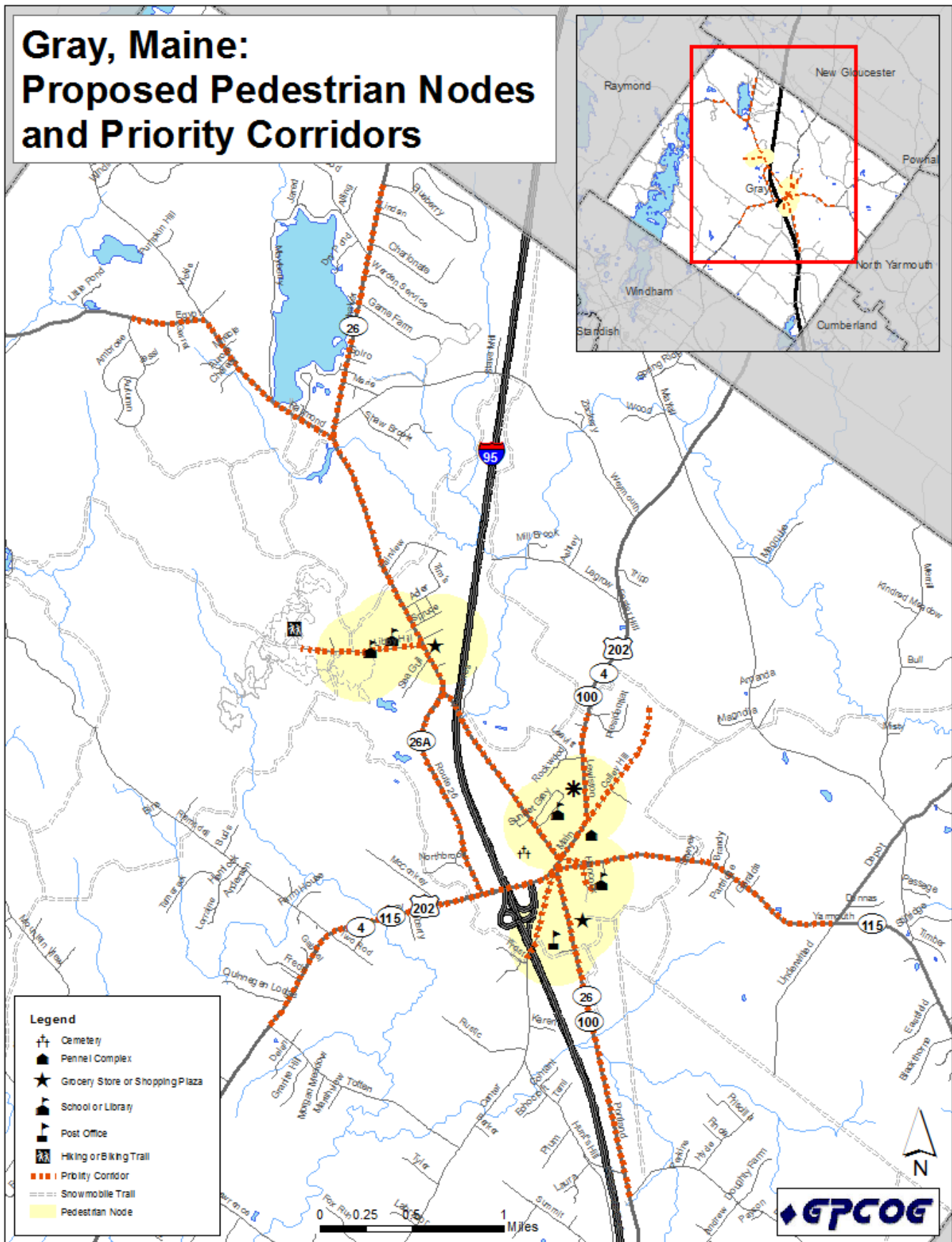
- 0 - 1,000 vehicles per day
- 1,001 - 5,000 vehicles per day
- 5,001 - 10,000 vehicles per day
- 10,001 - 15,000 vehicles per day
- 15,001+ vehicles per day

Road Shoulders

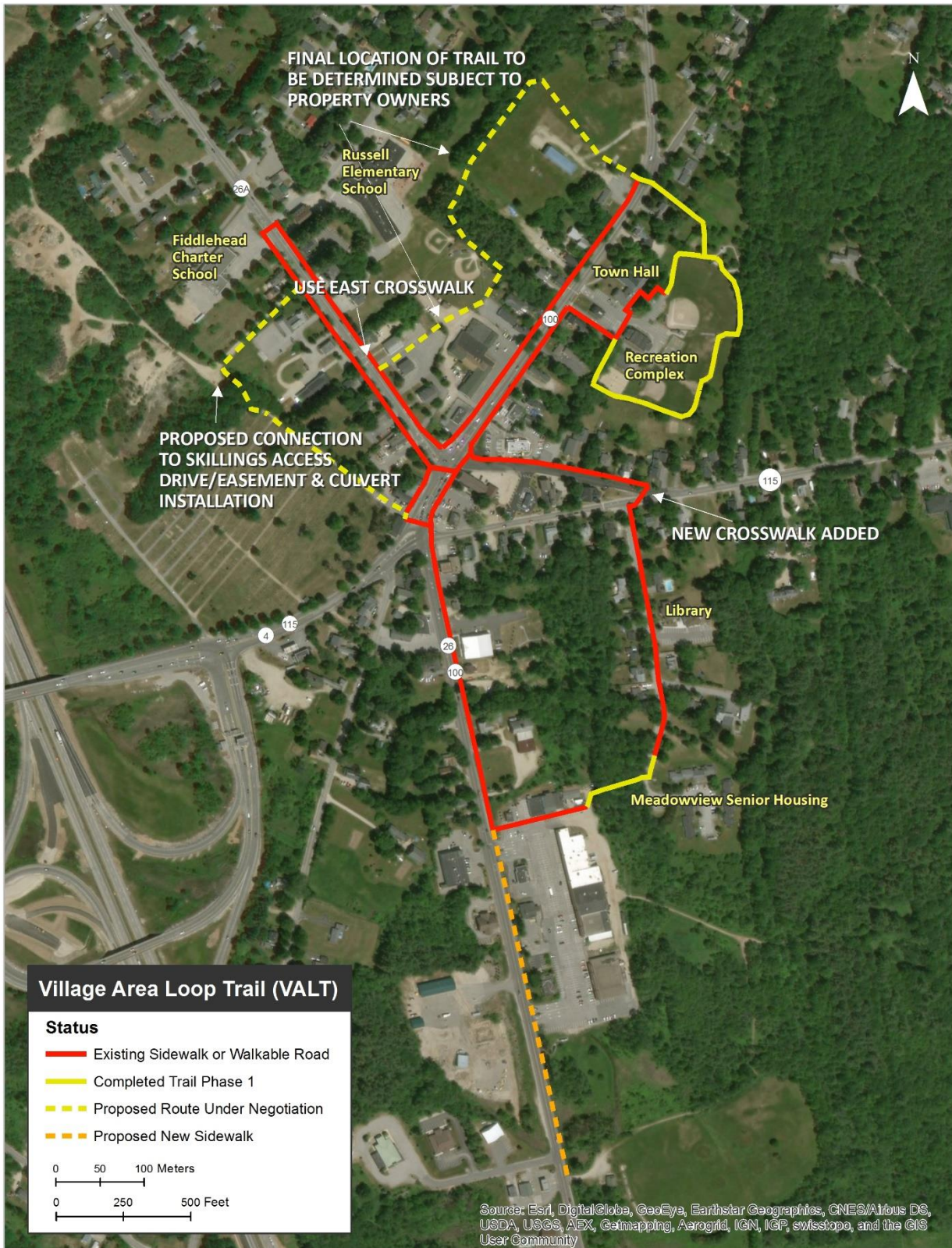
- Fair/Good Condition
- Poor Condition



4. Gray: Proposed Pedestrian Nodes and Priority Corridors



5. Village Area Loop Trail



6. Sidewalk Data Tables

Existing Sidewalks	Condition	Width (in.)	Length (mi.)	Length (ft.)	Material
Brown St. (from McDonalds east past Yarmouth Rd intersection- rebuilt in 2017)	Excellent	48 in.	0.09	469	Asphalt
Hancock St. (Near Meadowview, east side)	Good	56 in.	0.14	765	Asphalt
Hannaford (parcel)	Good	58 in.	0.11	572	Asphalt
High School to Spruce Dr. (needs crosswalk across Rte 26, improvements on path to High School)	Off-Road Path	NA	0.04	223	Dirt
Libby Hill Rd. (north side) to High School only; does not extend to Middle School	Good	58 in.	0.13	686	Asphalt
Main St. (American Legion to Subway - west side)	Good	58 in.	0.35	1,844	Asphalt
Main St. (Subway to Shaker Rd. intersection - west)	Fair	26-51 in.	0.09	485	Asphalt
Main St. (intersection of Shaker Rd. to Cemetery Rd. - west side)	Excellent	38-102 in.	0.04	190	Brick
Main St. (Historical Society parcel - west side)	Poor	56 in.	0.01	49	Asphalt
Main St. (Pennell Complex parcel - east side)	Poor	44-52 in.	0.04	196	Asphalt
Main St. (McDonalds to Pennell Complex - east side)	Excellent	60 in.	0.14	760	Brick
Main St. (Yarmouth Rd. to Brown St. - east side)	Fair	29-59 in.	0.05	241	Asphalt
Paved path between Gray Plaza and Hancock St. (rebuilt in 2017)	Excellent	42 in.	0.04	300	Asphalt
Rt. 26/100 (Gray Plaza to Yarmouth Rd. intersection - east side)	Fair	42-55 in.	0.21	1,132	Asphalt
Shaker Rd. (Libby Hill Rd. to Maplewood Dr. - west side)	Good	58 in.	0.05	268	Asphalt
Shaker Rd. (Main St. to end of sidewalk - south side)	Fair	50 in.	0.50	2,639	Asphalt
Shaker Rd. (Gray Park Rd. to end of sidewalk - north side)	Fair	29-78 in.	0.50	2,656	Asphalt
Turnpike Acres (Rt. 26 to Post Office)	Fair	38-42 in.	0.10	517	Asphalt
Yarmouth Rd. (Brown St. to Beehive Dr. - north side- rebuilt in 2017)	Excellent	48 in.	0.09	487	Asphalt
Totals	NA	NA	2.78	14,683	NA
¹ Sidewalk rating scale is based on the following characteristics: Excellent- newly constructed sidewalk Good- no defects need repair, no impassable sections Fair- some repairable defects, no impassable sections Poor- many defects, needs repair					

E. Sidewalk Data Tables (Cont'd)

Proposed Sidewalk Segment Priorities	Length (mi.)	Length (ft.)
Gray Park Rd. (from Shaker Rd. intersection to Russell School - east side)	0.04	208
Libby Hill Rd. (from existing sidewalk to Middle School - north side)	0.28	1,503
Libby Hill Rd. (from High School to Middle School)	0.4	2,038
Shaker Rd. (from Hannaford sidewalk to Fairview Ave. - east side)	0.39	2,086
Shaker Rd. (from Libby Hill Rd. to Fairview Ave - west side)	0.42	2,238
Shaker Rd. (from Post Office to Yarmouth Rd. intersection - west side)	0.43	2,304
Yarmouth Rd. (from Hancock St. to just past Beehive Dr. - south side)	0.13	698
Yarmouth Rd. (from Rt. 26 to Brown St. intersection - north side)	0.15	797
Yarmouth Rd. (from Shaker Rd. to Hancock St. - south side)	0.14	754