

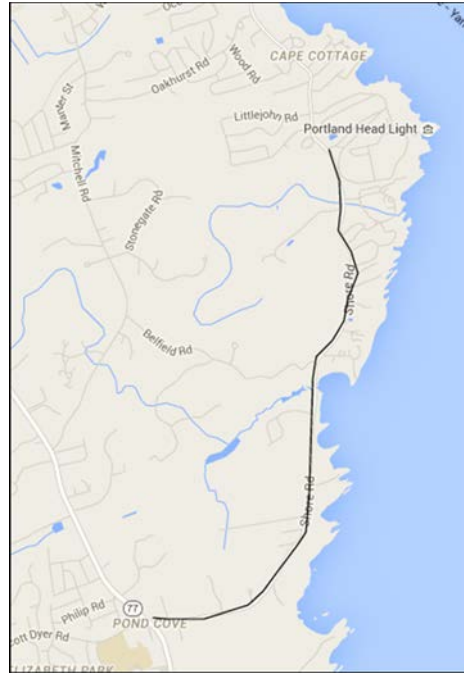
# The Cape Elizabeth Shore Road Path and its Potential Applicability in Lincoln County

We have completed bicycle-pedestrian plans for seven communities in Lincoln County since 2009 (<http://lcrpc.org/municipal-and-county-planning/transportation-planning>) and one of the most consistent recommendations has been improving pedestrian access along village roads and rural highways. It is sometimes difficult to envision what a pedestrian path might look like along the side of a paved road especially if trees, driveways, stone walls or other features are present. Few of us understand how such facilities are designed and constructed but we do know that we want to be able to walk our communities for both recreation and exercise and enjoy the beauty of small town and rural Maine to the fullest.

The *Cape Elizabeth Shore Road Path* offers some insights on how a pedestrian path might be sited adjacent to a rural roadway in Lincoln County.

([http://www.capeelizabeth.com/government/rules\\_regs/reports/shore\\_road\\_path\\_report.pdf](http://www.capeelizabeth.com/government/rules_regs/reports/shore_road_path_report.pdf)) It is not a traditional sidewalk in appearance but more closely resembles what it was intended to be – a meandering path along a mostly wooded roadside.

The Shore Road Path was completed in 2012. The 2.2-mile facility cost a bit more than \$1m. Except for two drainage easements and one path easement the entire path is located within the road right-of-way. Where the path was to be elevated above adjacent residential yards block retaining walls were installed, again entirely within the road right-of-way although temporary grading or access easements may have been acquired. No property was taken to complete the project.



Shore Road is a suburban residential street with a posted speed of 30 mph, which is likely close to the actual speed of traffic. Average annual daily traffic is about 3600-4000 trips and heavy truck traffic is limited. Low speed, moderate volume and few heavy trucks probably make limited path-to-roadside setbacks in areas along the facility more feasible than in a typical rural highway setting.

As illustrated in the before and after photos below, the path fits in quite nicely within the Shore Road environment, much of which consists of woods and fields. The path required very little tree removal because it was allowed to meander as necessary but never outside of the road right-of-way. The limited path-to-roadside setbacks that are apparent in the photos also helped achieve the goal of keeping the path within the right-of-way, within which the road itself wanders, to avoid the need to acquire property or easements and to accommodate areas of steeper slopes or environmental constraints. A downside of these narrow esplanades is that they can be affected by road sand and salt, making it sometimes difficult to maintain vegetated groundcover.

The Public Works Department maintains a policy of clearing the path a maximum of 56 hours after a storm so that it is available to users year round. Snow is pushed back over the path in areas. Snow is removed by a sidewalk plow/snow blower that also applies sand if there is any icing. The path is swept in the spring. The Public Works Director says that while crews take more care in plowing with the path in place, there is no significant difference in time required to remove snow from Shore Road with the path compared to before it was constructed.

Summer maintenance is a bit more time-consuming because of the need to mow some steep esplanades and to address sanding and salting damage to narrow esplanades. The Director is anticipating a 10-15 year lifespan for the wooden guardrail segments that were installed for the path.

Parking on residential side streets was anticipated to be a potential problem but there have been virtually no complaints to date. The facility is used mostly by residents who start out at the northerly or southerly ends and walk about half way and return or who park at a small area near the midpoint of the path.

The Shore Road Path offers a good example of how thoughtful design can help achieve the goal of incorporating year-round pedestrian facilities into Lincoln County's rural roadscapes.

If a bicycle-pedestrian plan has been completed for your community and you would like to get started on implementing its recommendations, review the plan, which is available at <http://lcrpc.org/municipal-and-county-planning/transportation-planning>, and speak to your Select Board, Planning Board or Recreation Committee about taking the next steps. If your community has not yet prepared a bicycle-pedestrian plan and you want to get started on one, review this information [http://lcrpc.org/uploads/visual\\_edit/p98218activecommunitiesconf13d1-1.pdf](http://lcrpc.org/uploads/visual_edit/p98218activecommunitiesconf13d1-1.pdf) and then contact Bob Faunce, Lincoln County Planner [rfaunce@lcrpc.org](mailto:rfaunce@lcrpc.org), for assistance.

# Cape Elizabeth Shore Road Path Before and After Photos



**Replace Metal with Wooden Guardrail and Site Path in Tight Spaces**

# Cape Elizabeth Shore Road Path



Little Change in Roadside Appearance

# Cape Elizabeth Shore Road Path



**Narrow Esplanade Impacts Ability to Maintain Groundcover**

# Cape Elizabeth Shore Road Path



Guardrail Plus Slope Protection

# Cape Elizabeth Shore Road Path



**Tree Preservation; Wider Esplanade Permits Better Maintenance of Groundcover**



# Cape Elizabeth Shore Road Path



**Accommodate Power Pole and Grade Differential**

# Cape Elizabeth Shore Road Path



Tree Preservation

# Cape Elizabeth Shore Road Path



**Narrow Esplanade Affects Ability to Maintain Groundcover**

# Cape Elizabeth Shore Road Path



Accommodate Grade Differential

# Cape Elizabeth Shore Road Path



**Accommodate Power Poles and Grade Differential**

# Cape Elizabeth Shore Road Path



Water Crossing in Sensitive Area

# Cape Elizabeth Shore Road Path



Vary Path Layout

# Cape Elizabeth Shore Road Path



Accommodate Private Property Improvements



# Cape Elizabeth Shore Road Path



**Preserve Significant Trees and Accommodate Grade Differential With Right-of-Way**

# Cape Elizabeth Shore Road Path



Span Significant Grade