

# Van Buren Bicycle and Pedestrian Plan

June 2016



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## **Introduction**

The Town of Van Buren, Maine Department of Transportation, Power of Prevention, and the Northern Maine Development Commission began a bicycle and pedestrian planning exercise in September 2015 with the intention of defining projects and programs needed to improve safety for bicycles and pedestrian in Van Buren. A Bicycle and Pedestrian Steering Committee (see list below) representing a wide range of interests, was formed to guide and assist with the development of the plan. The Committee, with the assistance of Town Officials and through the review of a resident survey identified no/low cost projects that the community can accomplish while seeking to create biking and walking opportunities during all four seasons. The Plan also contains projects that are more expensive and longer term. These projects will be considered as funding become available

Readers of the Van Buren Bicycle and Pedestrian Plan are encouraged to get involved with local community leaders, schools, bike clubs, exercise groups and neighbors to encourage policies, programs and projects that will allow everyone to move about safely on foot, bike and wheelchair.

The time frame envisioned for implementation of this plan is ten years. The Bike and Pedestrian Committee will work with the Recreation and Roads Committees as well as other interested parties toward successful implementation with periodic review of the goals and objectives.

The list of projects, ranging from simple signs and markings, to improved sidewalks and crosswalks, to major trail development, including surfaces, lighting and benches were prioritized. For example, identification of safe walking/bicycling routes between places where people live, work, go to school, and play, was a first step. Safety improvements, sidewalks, signs, maps, and designated trails that connect existing have been suggested to encourage "active" (vs. motorized) transportation. The plan also offers action steps and suggests potential funding sources to enable the plan projects to become reality to improve the pedestrian and bicyclist environment in Van Buren.

## **Bicycle and Pedestrian Committee**

The Bicycle and Pedestrian Committee was formed for the purpose of creating this plan.

## **Convening Members of the Advisory Committee**

John Hebert	Dan LaPointe
Miles Garcia	John Ducette
Edmund Saucier	Becky Ouellette
Rebecca Smith	Julie Daigle

The committee began with describing their mission:

***Mission:*** To identify no/low cost projects that the community can accomplish while seeking to create biking and walking opportunities during all four seasons.

The Van Buren Bicycle Pedestrian Plan is a dynamic document that will be evaluated and updated continually to meet changing conditions and priorities. In order for this plan to be implemented and updated, the Town of Van Buren empowers the Planning and Economic Development Department to work with Municipal Committees to provide advice, logistical support and coordination with other public works and planning initiatives. The Bicycle and Pedestrian Committee will provide ongoing input to the Planning Department.

## **The Planning Process**

The following summarizes the steps that were taken during the planning process. The planning process included committee meetings where ideas were discussed, priorities stated, hand drawn maps were created and decisions made, and back office analyses where staff planners assembled data, created maps and summarized committee proposals.

### **1. Bike Pedestrian Committee Support**

- 1: Recruit committee members
- 2: Prepare agenda and minutes
- 3: Facilitate meetings
- 4: Respond to information requests

### **2. Summary of Maine Programs**

- 1: Gather information
- 2: Create summary report
- 3: Report findings to committee

### **3. Update Infrastructure Maps**

- 1: Create baseline GIS Maps
- 2: Conduct field survey with GPS
- 3: Prepare updated GIS Maps

### **4. Integrate Policies**

- 1: Review existing documents
- 2: Prepare draft synthesis
- 3: Present draft for comments
- 4: Prepare final policy synthesis

### **5. Create Bicycle and Pedestrian Plan**

- 1: Public Involvement
- 2: Goals-Objectives-Strategies
- 3: Draft Document
- 4: Revise Document
- 5: Final Draft

## Van Buren -The Community

Van Buren is located in along the St. John River on the Canadian border. The town has a rich heritage in Acadian and Franco American background that is instilled in the community. The



area provides numerous tourist attractions with some of the best snowmobiling in the State, excellent ATV trails, hiking and skiing trails and offers i Clubs and Trails, and excellent hunting and fishing. It is named after U.S. President Martin Van Buren. According to the United States Census Bureau, the town has a total area of 34.86 square miles (90.29 km<sup>2</sup>), of which 33.78 square miles (87.49 km<sup>2</sup>) is land and 1.08 square miles (2.80 km<sup>2</sup>) is water. Van Buren is connected to Saint Leonard, New Brunswick via the Saint Leonard-Van Buren Bridge. Van Buren is part

of Francophone North America: 76.6 per cent of residents are habitual speakers of French. Links with Quebec and New Brunswick are consequently strong.

The economy is driven by forestry, agriculture and tourism, with the majority of occupations in sales, management/professional services, health services, farming/forestry, construction, production, and transportation.

### Geography:

Known as the “Gateway to the St. John Valley,” Van Buren, incorporated in 1881, is a northern Maine border town located along the St. John River and named after US President Martin Van Buren. Due to its proximity to Canada, it is also economically and culturally linked to St. Leonard, New Brunswick and has easy access to the Trans-Canada highway. Over sixty-two percent of Van Buren’s residents are habitual speakers of French. The variety of French spoken in Van Buren and most of the St. John River Valley closely resembles the French spoken in Quebec and New Brunswick Canada. Van Buren is located at the intersection of U.S. Route 1 and 1-A and contains the only commercial port of entry in the St. John Valley.

According to the United States Census Bureau, the town has a total area of 35.2 square miles. Its nearest major cities are Caribou, 22 miles, Presque Isle, 56 miles away, and Edmundston, New Brunswick, 20 miles away. There is a state designated Scenic Byway in Van Buren, The St. John Valley Cultural Byway which is located on US Route 1. This byway ends (or begins) in Hamlin and travels through the St. John Valley to Allagash. There is also a rail line, sea plane base, boat launch and variety of trail systems that connect the downtown with more rural areas.

### Demographics:

According to the 2010 US Census, there were 2,171 people, 1,027 households, and 601 families residing in the town. The population density was 64.3 inhabitants per square mile. There were 1,184 housing units at an average density of 35.1 per square mile (13.6/km<sup>2</sup>). The racial makeup

of the town was 96.9 percent white, 0.3% African American, 0.4% Native American, 0.1% Asian, 0.3% from other races, and 2.1% from two or more races.

There were 1,027 households of which 20.5% had children under the age of 18 living with them, 43.1% were married living together, 11.2% had a female householder with no husband present, 4.2% had a male householder with no wife present, and 41.5% were non-families. 36.7% of all households were made up of individuals and 17.2% had someone living alone who was 65 years of age or older. The average household size was 2.06 and the average family size was 2.55.

The median age in the town was 51.5 years. 15.9% of residents were under the age of 18; 6% were between the ages of 18 and 24; 18.2% were from 25 to 44; 35.1% were from 45 to 64; and 24.7% were 65 years of age or older. The gender makeup of the town was 48.5% male and 51.5% female.

The following table shows Van Buren and Aroostook County's population between 1990 and 2010.

<b>Population:</b>	<b>1990</b>	<b>2000</b>	<b>2010</b>
Van Buren	3,045	2,631	2,171
Aroostook County	86,936	73,938	7,1870

Source: US Census

### **Local and Regional Trail Systems**

The Split Cedar Trail system is located on the St. Mary's Brook Road on property owned by the Van Buren Light and Power Company. The 11.5 mile trail system contains four (4) easy to moderate trail loops around the reservoir. Terrain ranges from relatively flat to undulating and there are connections to trails leading to downtown Van Buren. Much of the trail system is maintained with either crushed stone or mowed but several section are wet and not maintained for summer use. A trailhead is located on St. Mary's Brook Road. This is a true multi-use trail systems and, the trail system is also utilized by ATVers and snowmobilers.

Van Buren also has an extensive network of mapped trails and access points for land and water based recreation during all seasons. Snowmobile and ATV trail information and maps are readily available from the Chambers of Commerce, [visitaroostook.com](http://visitaroostook.com) and at most Chamber of Commerce offices. The 2,200 mile snowmobile trail system is maintained by about 40 local clubs and the 1,200 mile ATV trail system is maintained by about 28 local clubs. Hiking, mountain biking and canoe/kayak trails are available throughout the region and include Aroostook State Park, the Allagash Wilderness Waterway, North Maine Woods, Maine Public Reserve Lands and others. There are 31 mapped water trails in the region that comprise about 250 miles for paddling. Trails and trail information is supported by many public and private entities. Detailed information is available on-line at several locations including [GoAroostookOutdoors.com](http://GoAroostookOutdoors.com) and the North Maine Woods and Maine Department of Conservation websites.

## Coordination with Existing Plans

A number of transportation related projects and plans are underway in Van Buren. The committee recognized the importance of coordinating this document with these existing programs. The following plans are particularly significant with respect to planning for bicycle and pedestrian access:

- Van Buren Comprehensive Plan
- St. John Valley Scenic Byway Plan

## Van Buren Comprehensive Plan

Van Buren's Comprehensive Plan, while dated, contains historical information on the transportation system and set forth a series of goals, policies, and strategies that the community wished to undertake. The plan includes information identifying pedestrian and bicycle infrastructure and issues, and sections outlining related transportation goals and objectives.

Highlights of the Plan include:

- Calling for improving traffic flow and safety in the downtown that considers safety for vehicles, pedestrian, and bicyclist.
- Removing barriers and curb cuts that impede bicyclist and pedestrians.
- Work with trail groups that protect and preserve rail rights-of-ways for public use.
- Development of a comprehensive sidewalk improvement plan and dedicated funding as part of the Capital Improvement Planning effort.
- Submit projects to the MaineDOT for sidewalk improvements.
- The creation of a dedicated pedestrian/bike trail in the downtown and along the St. John River.
- Encourage the town and school to place bike racks in appropriate locations around town.
- Encourage complete bike and walkability studies of the Town.
- Provide safe and convenient bicycle and pedestrian access to the downtown, neighborhoods, schools, and businesses.

## St John Valley Scenic Byway Corridor Management Plan



**MAINE**  
SCENIC BYWAYS

The St. John Valley Scenic Byway Corridor Management Plan identified scenic and recreational resources that should be preserved and enhanced in the St. John Valley. The St. John Valley Scenic byway begins in Allagash and ends in Hamlin and utilized Route 161, Route 1, and a portion of Route 162 and 1-A. In addition to identifying the dangerous areas due to low shoulders and poor geometrics, the CMP also identifies the importance of the Tour De La Vallee bike race.

## Existing Ordinances

Van Buren does not currently have a bicycle and/or pedestrian plan. Neither the Subdivision Ordinance nor the Site Plan Review Ordinance requires a developer to consider bicycle or pedestrian needs when planning projects. The Road Design and Construction Ordinance only indicate that a developer must provide for a continuation of pedestrian traffic.

### **Existing Conditions**

With a population of 2,171 (2010 US Census) and a land area of approximately 35 square miles, Van Buren is a small town with a relatively large expanse of undeveloped land. Van Buren has large undeveloped areas, rural residential areas, suburban residential neighborhoods, commercial/industrial areas and a central business district. Recent commercial growth is occurring primarily in the downtown and along the major transportation routes. Most of the commercial development has been small scale. Residential growth is occurring throughout Van Buren with several large subdivisions occurring along Route 161 west of the downtown and Route 1 east of the hospital.

No clear boundary exists that neatly divides Van Buren into built-up areas and rural areas. The geography of the town is such that development has occurred in a spider like fashion along the relative lowlands of the community and along the river bottoms. More recently, residential development has spread to the higher elevations and more “back country” areas of the community. The Comprehensive Plan does however delineate future land use goals with well defined rural and built up areas. The plan suggests that areas defined as “mixed use”, “urban residential” and “downtown” would be the highest priority for sidewalks and other pedestrian facilities. Areas outside of these land use categories, including commercial designations and residential growth areas would be likely areas for creating safe access for bicycles and pedestrians as possible.

### **Conditions-Sidewalks**

Unfortunately, Van Buren does not have a detailed, online inventory of sidewalk issues. The Bicycle and Pedestrian Planning Committee has identified areas where sidewalks were in disrepair, interrupted, damaged or in other ways unsafe for persons walking, running or bicycling. The sidewalk inventory identifies several kinds of challenges that particularly affect persons using wheel chairs, but many that are impediments to all travelers including:

- Crosswalks that are inaccessible or poorly marked
- Cuts in paving - sudden drop-offs or step-ups
- Damaged paving
- Debris including sand, gravel, sand, snow and water
- Drainage grates
- Gaps where sidewalks end forcing people into the roadway
- Obstructions including utilities, vegetation, fences, walls, signage and parked cars
- Slope of sidewalk side to the other or in the direction of travel
- Substandard width



In many cases these kinds of problems overlap. For example, a poorly designed drainage grate accumulates debris, causes undermining of existing sidewalks and resulting sudden changes in the surface.

Van Buren's Public Works Department works annually to maintain sidewalks. Pedestrians are served by a 5.8 mile network of sidewalks located in the more densely developed parts of town and 7.6 miles of trails. Recent sidewalk maintenance costs were approximately \$15,000. Sidewalks are located on both sides of Main Street School Drive, east to St. Francis Street. Southeast of St. Francis Street sidewalks are located on the north side of Route 1-A and continue to the medical center. North of School Drive, sidewalk is located on the north side of Route 1 to Wright Street and then on the south side to Church Street. Overall the sidewalks are in good to very good condition. None of the residential neighborhoods have sidewalks.

Continued maintenance is necessary and reconstruction should occur on up to 25 percent of the network. To encourage bicycle use the town and schools provide bike racks at several locations. The trail network available for bike use includes the 7.6 miles available for pedestrian use.

As stated previously, sidewalks are in good condition however, there are areas where the sidewalks end abruptly or change sides of the street. There are several areas of concern with the lack of marked crosswalks at School Drive, Champlain Street, and Wright Street. The area near School Drive and Champlain Street (serves the Recreational Department area) should have the Heritage Trail (Market Street) has a crossing marked along with electronic signage where the sidewalk ends on the north side of the road and crosses to the south. .

## **Safety Concerns**

A review of the Van Buren's comprehensive plan identified several dangerous locations along local roads. These may include curves, blind hills or driveways, unprotected embankments, solar glare, shaded areas and other hazards. At the time of the writing of the Plan there were twelve location on Route 1 that had a higher than normal Critical Rate Factor (CRF) which is a comparison of actual accidents to the expected rate of accidents for that road type. The area between Franklin Street and Lafayette Street, Lafayette and McKinley Streets, and McKinley Street and Bridge Street had the highest number of accidents.

The comprehensive plan also identified the "heavily developed and Main Street" area as being problematic. This area serves as both the Main Street and for through traffic heading into and out of the St. John Valley. The plan called for the development of provisions for bicycle and pedestrian safety where appropriate. According to the MaineDOT Region 5 engineer, it is doubtful that traffic calming or pedestrian safety measures are needed as traffic generally is traveling at a lower rate of speed than other areas of Route 1.

Pedestrian safety issues were also identified. Speeding in the school zone has been an issue. While enforcement has been stepped up, the zone lacks the proper signage to indicate the school zone limits. Pedestrians and bicyclists living in the residential neighborhoods east of Violette Brook and wishing to access the school or recreation facilities have to cross Violette Brook at some point. The intersection of Route 1 and Poplar Street as being dangerous, even though

there are wide paved shoulders. Town officials will work with MaineDOT to identify a solution to the crossing issues. Safety issues in this area are varied depending on time of day (light conditions) and speed.

ATVers and bicyclist/pedestrians have been sharing certain sections of Van Buren's road system for several years. To date, the interaction has been positive and all parties have been mindful of each other. Pedestrians, bicyclist, and ATVers need to be aware of their responsibilities when using the transportation system and operate in a safe and predictable manner.

Traffic accident information was gathered from MaineDOT Traffic Engineering Accident Records to determine if there were any serious issues with traffic safety in Van Buren. During the study period of January 2008 to December 2014, there were a total of 67 accidents along the Route 1/Route 1-A corridors. Of those, there was one (1) fatal accident which occurred on Route 1 in 2012. During the time frame, there were no reported accidents where pedestrians or bicyclist were involved. Also, according to MaineDOT accidents were very underreported between 2008 and 2010.

Not surprising, Route 1 had had the highest number of accidents at 49. A review of the data does not indicate any one location where there was a higher than expected number of accidents nor are there any location that are considered High Crash Locations (HCLs).. Crash rates in Van Buren are highest in the most heavily congested areas and often involve rear end accidents or side swiping. However those accidents that are considered the most severe typically occur where traffic speeds are at their maximum outside of the built up downtown area.

## **Goals, Objectives, Strategies**

### **Pedestrian/Bicycle Vision for Van Buren**

Van Buren's downtown has a modest sidewalk system but major transportation corridors such as Route 1 south of Main Street, Poplar Street, Champlain Street, and Violette Street lack pedestrian and bicycle facilities. There are areas of paved shoulders along each of these corridors that could be better defined as bicycle and pedestrian routes. Generally, however, bicycle facilities are absent, requiring bicyclists of all abilities to share most roads with motor vehicles. Even with these important safety considerations, roads are still attractive to a growing number of bicyclists in the community and those visiting the Van Buren area. This may become even more prevalent as the marketing for the St. John Valley Scenic byway, the Acadian culture and the Acadian Village, muskie fishing, and other tourism initiatives increases and regional events attract additional visitors. For these reasons and others, the creation of improved pedestrian and bicycle safety initiatives and facilities are important for Van Buren and the surrounding community's future.

The Van Buren Bicycle and Pedestrian Committee brings forward the following goals, objectives, and strategies.

## Goals, Objectives and Strategies

**Goal 1: Safety:** Provide safe routes for bicyclists and pedestrians.

**Objective:** Create and maintain pedestrian crosswalks in key locations.

### Strategies

- The Van Buren Bicycle and Pedestrian Committee will continue to work with the town council, planning board, Power of Prevention Healthy or other community health organizations, citizens and the business community to identify areas of critical needs as they emerge and as pedestrian traffic increases.
- Improve existing pedestrian crossing locations along Main Street in the downtown and on Routes 1 and 1-A especially near the school, recreation facility, Community Center or other public facilities, and in the downtown area. Other pedestrian crossing areas include: the church, the bank, the intersection of Coolidge and Main Street, the intersection of Bridge Street and Main Street, and the intersection of School Street and Main Street. Areas of concern are where sidewalks change sides of the road and discontinue.
- Create new pedestrian crossings wherever new sidewalks are developed.
- Create new pedestrian crossings at the following locations:
  - Intersection of Champlain Street and Route 1; this is a high priority area.
  - Intersection of Route 1 and 1A (sidewalk along the south side, up to State Street).
- Improve sidewalks at the following locations;
  - Fulton Street; this is a high priority area
  - From Rite Aid to the clinic; this is also a high priority area

Other areas of need along Route 1 will be identified in collaboration with the Van Buren Public Works Department.

**Objective:** Ensure safe routes between neighborhoods and along routes with significant bicycle and pedestrian usage.

### Strategies

- Install paved shoulders on local roads where feasible when they are slated for reconstruction or major improvements.
- Better delineation (marking) of bicycle and pedestrian routes on Champlain Street, Roosevelt Avenue, Violette Street, St. John Avenue, and Poplar Street.
- Request that MaineDOT install paved shoulders wherever feasible when it schedules state and state-aid roads for reconstruction or significant improvements. Especially as new home construction occurs on Route 1 north of Champlain Street and towards the Grand Isle town line.
- Sweep paved road shoulders at least annually and more frequently during high use periods between May and October.

**Objective:** Use signage and other traffic calming measures to enhance bicycle and pedestrian safety on key routes.

### Strategies

- Install “bike lane” signs wherever paved shoulders satisfy state standards.
- Install “bike lane” signs on St. John Avenue, at the Violette Brook Bridge on Main Street, and connections between neighborhoods and the school and community center.
- Install pedestrian and bike signage indicating crosswalks and the presence of bicyclists and pedestrians at the following locations
  - Intersection of Coolidge and Main Street
  - Intersection of Bridge Street and Main Street.
  - Intersection of School Street and Main Street (Route 1).
  - Intersection of Champlain Street and Route 1.
- Consider installing traffic calming devices to allow safer pedestrian crossings on Route 1 and elsewhere near the schools, public facilities and similar areas.
- Install traffic calming devices at the intersection of Poplar and Main Street/Route 1 to allow safer bicyclist navigation.
- Consider installing traffic calming devices at the intersection of Roosevelt and Poplar Streets.
- Install “Share the Road” signage on US Route 1 south out of the downtown, and west towards Grand Isle; Route 1-A towards Hamlin, and on Champlain Street south towards Van Buren Cove on Long Lake.

**Goal 2: Education and Awareness:** Educate the public about bicycle and pedestrian facilities and issues, the health benefits of walking and biking and facilitate easy access to information.

**Objectives** Build awareness of existing bicycle/pedestrian assets.

### Strategies

- The town will continue to support the efforts of the bicycle and pedestrian committee.
- In conjunction with Power of Prevention or other community health organization, create and maintain a publicly accessible website or link to the town website with local bicycle/pedestrian information and maps.
- Work with Aroostook County Tourism to publicize a link to local bicycle and pedestrian information and maps.
- Design and install signage for trails and walking/biking routes including:
  - Signage delineating multi-season multi-use trail systems at the end of the following roads:
    - McKinley Street.
    - Poplar Street.
    - Violette Street.
    - Fulton Street

- Signage delineating trail system along the St. John River in the downtown area, beginning at the boat launch and heading points east.
- Signage indicating shared use status of the Split Cedar Trails, throughout the trail system.
- Delineating the multi season multi use trail system from the intersection of Route 1 in the downtown south and west. Town should also consider the acquisition of the snow dump located at the intersection of Route 1 and 1-A from the Maine Department of Transportation. This could serve as a parking area and informational area for those walking and biking in Van Buren.
- Marking existing trail systems and connections of existing trail systems in Van Buren. Marking includes better delineation of shoulder and signs indicating that pedestrian/bicycles are present.
- Marketing existing trail systems in Van Buren and on a regional level. This should include working with the St. John Valley Scenic Byway Committee, Aroostook County Tourism, Chambers of Commerce, recreation department and other groups marketing the region and County.

**Objective:** Provide educational programs about bicycle/pedestrian safety.

### **Strategies**

- Encourage elementary, middle and high schools to promote bicycling and walking to school and embrace Maine Safe Routes to School programs.
- Engage Power of Prevention or other community health organization, the Maine Bicycle and Pedestrian Safety Education Program and other local, regional and state organizations to collaborate with school administration and parent-teacher groups in order to conduct bike events at schools including but not limited to:
  - Bike rodeos
  - Walking and Bicycling safety classes
  - Walk and Bike to school events
  - “Walking Bus” program
  - Walk and Bike to Work events

**Objective:** Sponsor public events that encourage use of bicycle and pedestrian infrastructure.

### **Strategies**

- Develop and distribute a map of existing facilities within Van Buren.
- Locate bike racks in destination areas in the downtown, schools and the recreation facilities.
- Partner with the recreation department, Power of Prevention, Chamber of Commerce, and other community organizations such as Cary Medical Center’s Healthy You program to hold bicycle and pedestrian friendly events, including the development and promotion of walking club events and community snowshoe hikes as well as more “traditional” bike/ped events.

**Goal 3: Connectivity and Infrastructure:** Modify the transportation infrastructure to provide safe bicycle/pedestrian access to and between significant destinations and neighborhoods and enhance connections to the network of other bicycle/pedestrian facilities.

**Objective:** Establish and sign routes to key destinations.

### Strategies

- Complete a bicycle and pedestrian trail system between the neighborhoods located on the west and east sides of Violette Brook. With landowner permission, develop a trail that connects the neighborhoods, downtown, and the area around the school and recreation buildings. These potential projects include:
  - Marking McKinley Street, Roosevelt Avenue, Poplar Street, and Watermill Road for
  - Construction of a bridge across Violette Brook that connects Watermill Street with Violette Street (in the area around the fire hydrant located on Violette Street.
  - Marking Violette Street north to the downtown and south to the trail system.
  - Signage and marking in Roosevelt Avenue, Poplar Street, and McKinley Street.
  - Request MaineDOT review the design of the Violette Brook Bridge to make more bicycle and pedestrian friendly.
- Develop marking and signage for bicycles and pedestrians on Coolidge Street, St. John Avenue, and Bridge Street. This is an effort to reduce bicycle and pedestrian traffic on the sidewalks located in the downtown. Signage on St. John Avenue should be developed that highlights to downtown area.
- Delineate, map, and mark trail system in the neighborhoods.
- Work with the Downtown Committee or other downtown revitalization group to ensure that bicycle and pedestrian facilities are part of the downtown design.
- Investigate the ability to reacquire the town dump property from MDOT, in order to use it as a parking/congregation area with signage for the beginning of a walk/bike ride.

**Goal 4: Policy and Planning:** Develop townwide policy promoting bicycle and pedestrian activities and safety.

**Objective:** Research, develop and implement townwide policies promoting bicycle and pedestrian activities and safety

### Strategies

- Establish responsibility for policy research and development.
- Review comparable town bicycle and pedestrian policies and obtain model policies and ordinances.
- Encourage the development of a Complete Streets policy
- Develop a sidewalk usage policy that includes the use of bicycles on sidewalks.
- Encourage the development of bike lanes in appropriate locations.
- Ensure that bicycle and pedestrian considerations are discussed during the planning stages for large developments.

