

# **VINALHAVEN SIDEWALK COMMITTEE**

## **CONDITION ASSESSMENT AND MAINTENANCE & DEVELOPMENT PLAN**



**Prepared by  
Vinalhaven Sidewalk Committee  
Spring 2006**

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# **INTRODUCTION**

For the automobile we have built an immense network of roads on which to drive, and we are quick to repair them when they age and become rough. Likewise, trains have their rails, airplanes have their airports, and even ferries have their slips and buoyed routes. But for a human pedestrian (often those of us with the most difficulty getting about) there is only the small and often overlooked sidewalk.

The Town of Vinalhaven, for its size, is lucky to already have a good network of sidewalks, many of which are leftover from a time when the island supported a much larger population. This network of sidewalks carries our children to school, helps our elderly to the market and supplies many of us with a safe place to walk for both our business and recreation. Clearly sidewalks are an important piece of our daily transportation whether we realize it or not. Just moving from our car to the Post Office, paying the light bill, then into the Grocery Store will have us traveling over a sidewalk a good distance, and more so if we decide to walk downstreet for these errands. Sidewalks are very important to our community in the following ways:

***Safety:*** One of the most basic reasons for developing a network of sidewalks is for the safety of the pedestrian. Vinalhaven streets and roads are quite narrow and hilly, and forcing pedestrians to walk along the roads edge would create a dangerous situation for drivers and walkers alike. This factor becomes all the more important when we realize that a majority of our sidewalks' users are either too young or too old to drive, and that this population is the most likely to be unaware of potential hazards approaching them on the road. Providing these residents a safe place to walk is therefore of the utmost importance.

***Summer influx:*** Each summer the population on Vinalhaven grows dramatically over its population the rest of the year. With our compact village and limited parking areas, a population swing such as we see can be hard on the island's infrastructure. Our network of sidewalks helps the island deal with this influx in two separate but equally important ways. First, it allows those of us who live close enough to town to run our errands without having to drive and park. Secondly, it makes the roads much safer and less congested by keeping pedestrians out of the roads.

***Tourism development:*** It is indisputable that Vinalhaven is solidly on the tourist map. Many summer residents and day visitors come to the island from their respective homes looking for a quiet community with a slower pace. Sidewalks allow visitors without a car the ability to safely get around the island, give visitors a safe and welcoming place to walk through our historic neighborhoods, provide homes with a buffer from the street, help calm traffic, and make a neighborhood more aesthetically pleasant. All of these factors have an impact on the island's existing and potential tourism.

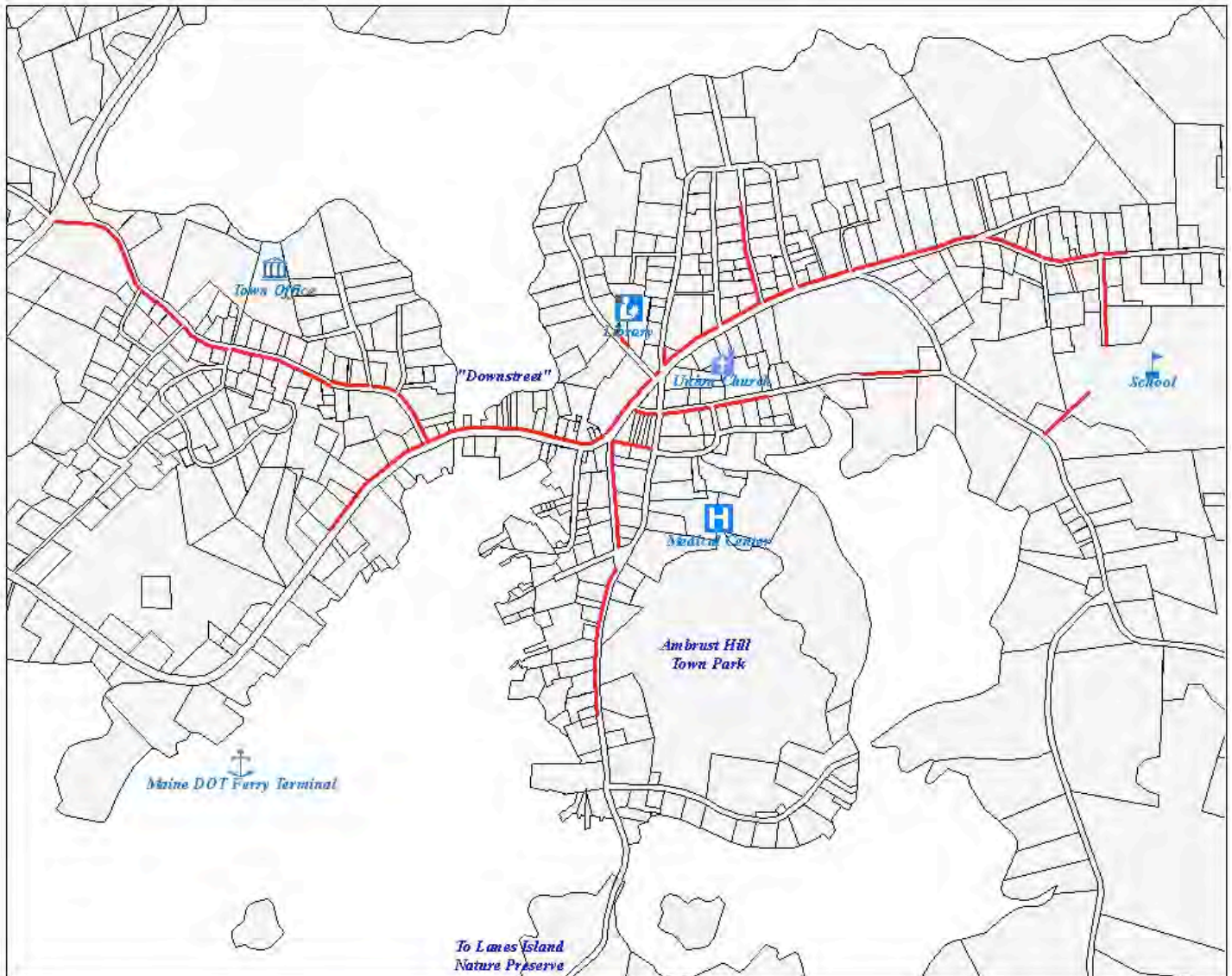
***Health Benefits of Walking:*** Walking is one of the most basic exercises and one of the easiest for people to integrate into their daily routines. Studies show that people who walk regularly enjoy a markedly better health over their non-walking counterparts. To neglect the town's sidewalks would effectively discourage walking that much more. Upkeep of the town's sidewalks is an important piece of encouraging the citizenry to walk, particularly in our harsh climate, where walking can be unpleasant regardless of the condition of the sidewalks. The Town should encourage its residents to walk by maintaining the existing network.

***Tie-in to Comprehensive Plan:*** Vinalhaven's existing Comprehensive Plan does not specifically address sidewalk maintenance or improvements. However, the draft plan developed in 2005 (which was ultimately voted down) did identify projects to improve and expand the sidewalks as a priority that would significantly improve the island's quality of life and ability to accommodate expected growth.

## EXISTING SIDEWALK NETWORK

Vinalhaven currently has an extensive network of sidewalks connecting its major neighborhoods and destinations. However, there are a few critical locations which are not connected to the sidewalk network, such as the Ferry Terminal and the Lane's Island Nature Preserve. The map below shows the areas the existing sidewalk network does and does not serve.

***Figure 1: Existing Sidewalk Network***



# **OVERALL CONDITION ASSESSMENT**

An assessment of the condition of the town's sidewalk network was performed on March 17, 2006. During this process, the following variables were assessed: Surface Condition, Base Condition, Sidewalk Width, Lateral Slope, Height above curb / ditch, Curb Condition, Drainage, and Overall Accessibility. Overall, there is a wide range in the condition of the sidewalks throughout town, and the most apparent observation is that one can walk from a portion of walk in excellent condition to a portion in poor condition in a matter of steps. In other words, there is little contiguity in the condition of the sidewalks throughout town.

Below are two examples of the condition of sidewalk encountered on Vinalhaven:



Excellent Condition



Poor Condition

In addition to the above general observations, a vast majority of the sidewalks are deficient in at least one area. For instance, a sidewalk with a good surface may be too narrow or a sidewalk with a solid base may have a steep lateral slope. This leaves the community with very few areas where the sidewalks are appropriate, and many areas where improvement in at least one aspect is needed. In some cases, the needed improvements are minor, in other places the needed repairs are major.

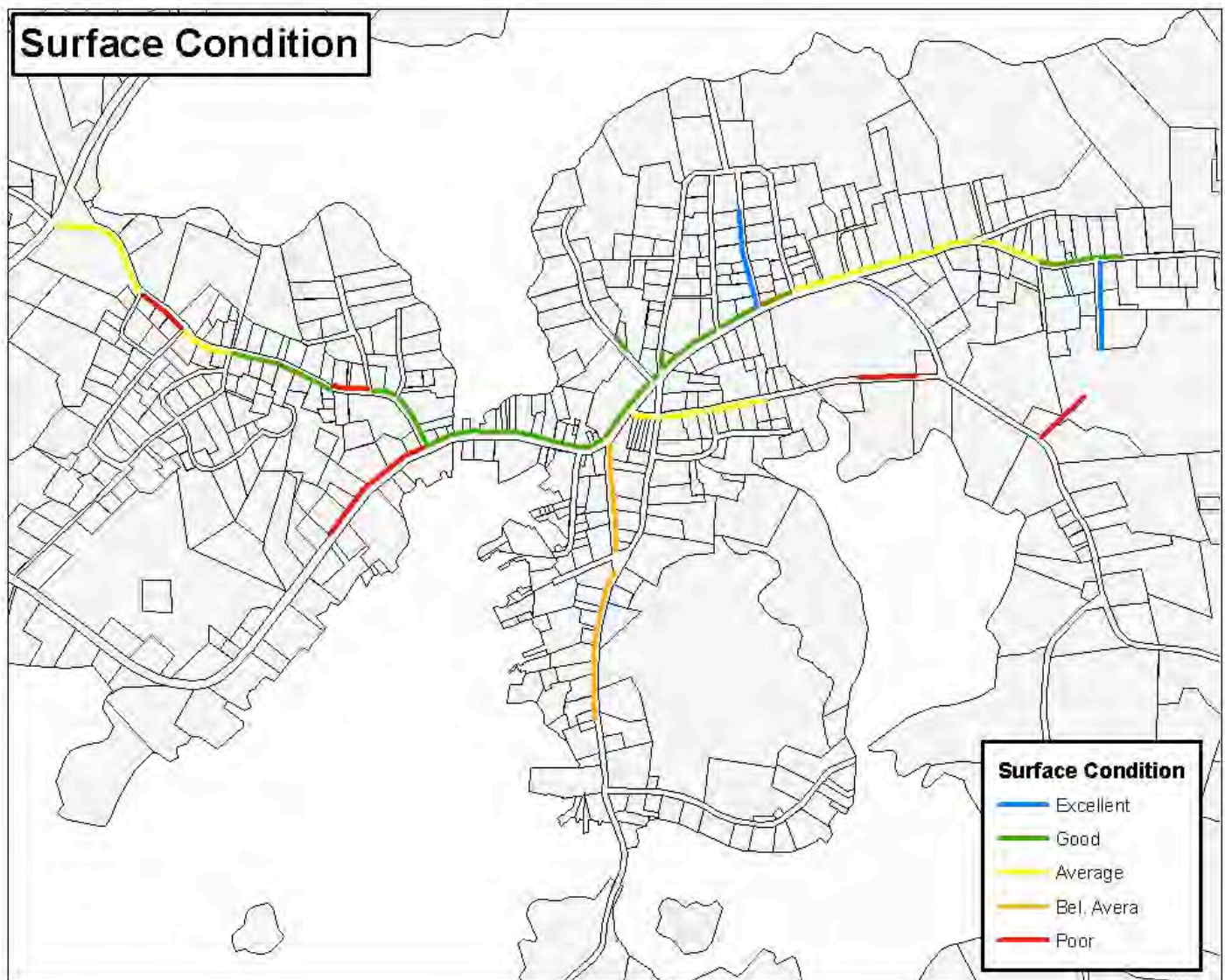
In some instances, the problem is somewhat secondary to the actual deficiency in the sidewalk. A good example of this is an area which is not appropriately curbed – a minor problem in itself, but when a sloped portion of walk is covered with sand and gravel from the road, conditions can become very slippery. This is a common situation throughout the island and hint at the need for a major curbing project along the main streets in town. Specific situations will be looked at in greater detail.

The condition of the entire network has been analyzed by each variable assessed. The following pages detail the overall condition of the sidewalk network.

**Surface Condition:** Surface condition was a simple measure of the smoothness of the surface of each section. This had to do not only with the actual condition of the surface material (generally asphalt), but also whether the asphalt had heaved, cracked, or otherwise been compromised. In certain cases, storm drainage basins and driveway cuts were allowed to disrupt the sidewalk, resulting in severe dips, slopes, and undulations throughout its course.

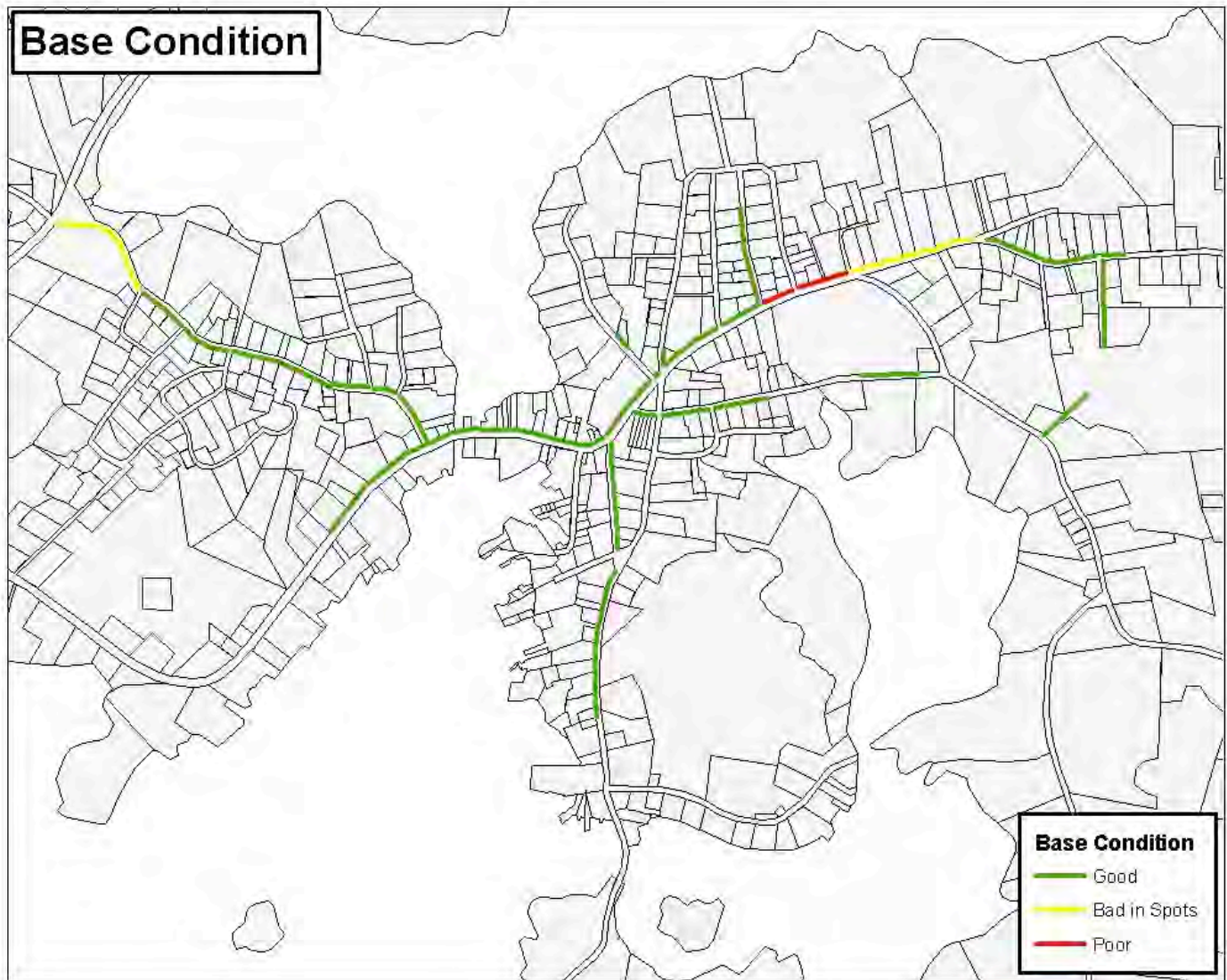
Specific areas to note are West Main street, where storm drainage and driveway cuts have impacted the sidewalk, East School Street, where the sidewalk is all but obliterated, and sections of High Street and the School walkway where cracking and heaving have taken their toll.

***Figure 2: Surface Condition Map***



Specifically, the area between Cottage Street and Clayter Hill Road is in dire need of reconstruction. Areas along the western end of High Street also look as though they could become problematic in the coming years, though they appear sound for the time being.

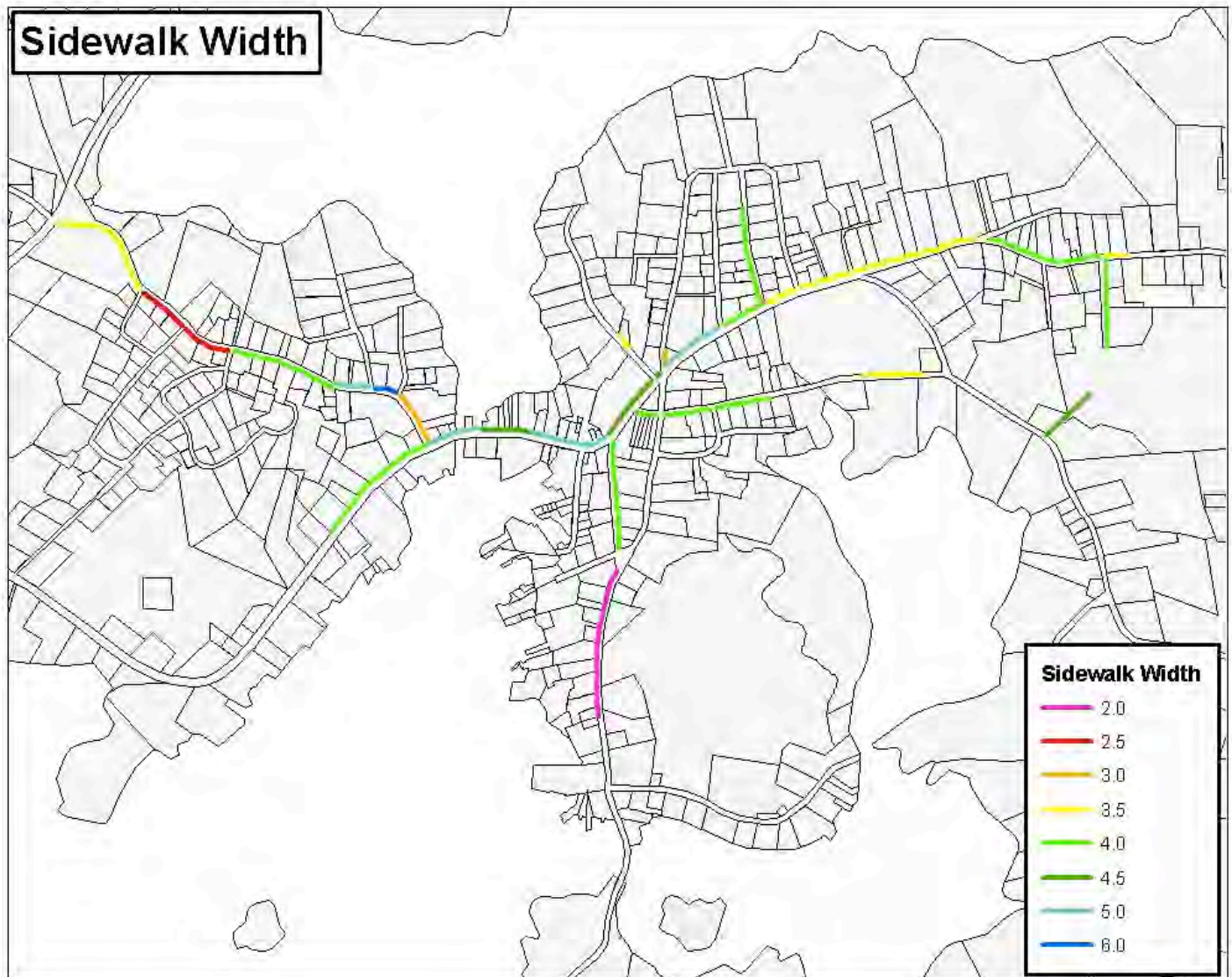
**Figure 3: Base Condition Map**



**Sidewalk Width:** In general, sidewalks should be 4' wide and be free of obstructions. This is wide enough to allow two people to walk comfortably side-by-side, or for two people to pass one another without one having to leave the sidewalk. In heavily traveled areas (such as Downstreet), a wider sidewalk is obviously needed. There are many spots on the island where the minimum 4' width is not met. Our sidewalks are greatly variable in regard to width. The following map shows the narrowest points along the course of each section.

Specific areas to note are along Atlantic Avenue, where the sidewalk is quite narrow because of slope encroachment, as well as near the western end of High Street where the sidewalk is nearly as narrow.

***Figure 4: Sidewalk Width Map***

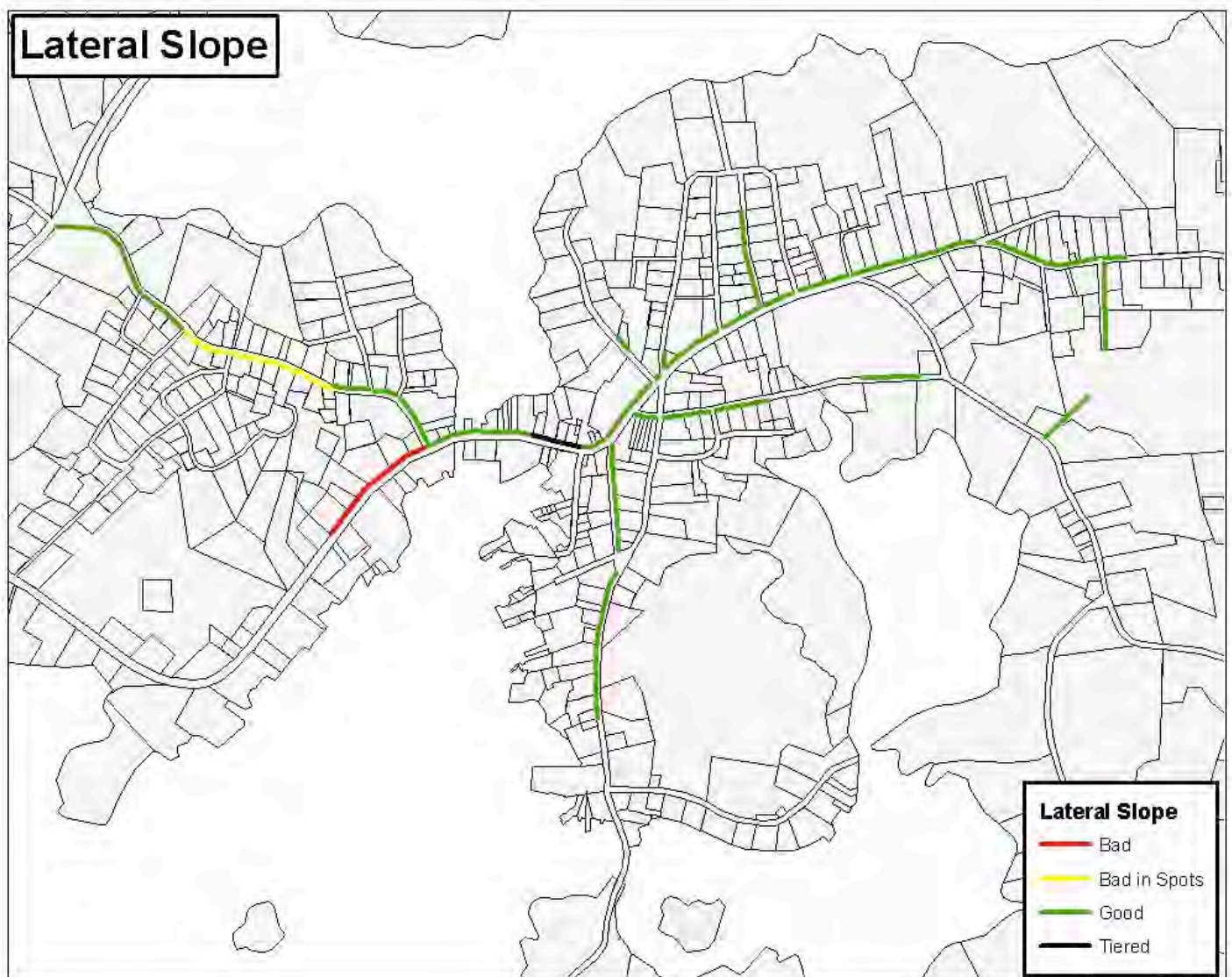


***Lateral Slope:*** Lateral slope can be a serious safety hazard when it is present on a sidewalk. If a sidewalk slopes toward the road, it can cause bikes, wheelchairs, strollers, etc. to roll off the sidewalk and into oncoming traffic. If there is gravel on this sloped surface, it becomes very hazardous for walkers as well.

In general, the lateral slope of sidewalks in Vinalhaven is not a problem, with exception of two areas. Along High Street the sidewalk has been intentionally sloped to create a ‘curb’. This method of curbing is actually counterproductive to the proper function of the sidewalk, for the safety reasons mentioned above and also because the angle of the slope significantly reduces the sidewalk’s width. In other words, if the walk drops directly off to street level, the walk can effectively be much wider and safer.

The other area of concern is along West Main Street where numerous driveway cuts and one long section along a parking lot give this sidewalk an uneven lateral slope which is very steep in places. Also of note is the sidewalk in front of the post office, which has been tiered to alleviate the problem of requiring a slope. This particular situation may create problems around handicapped accessibility.

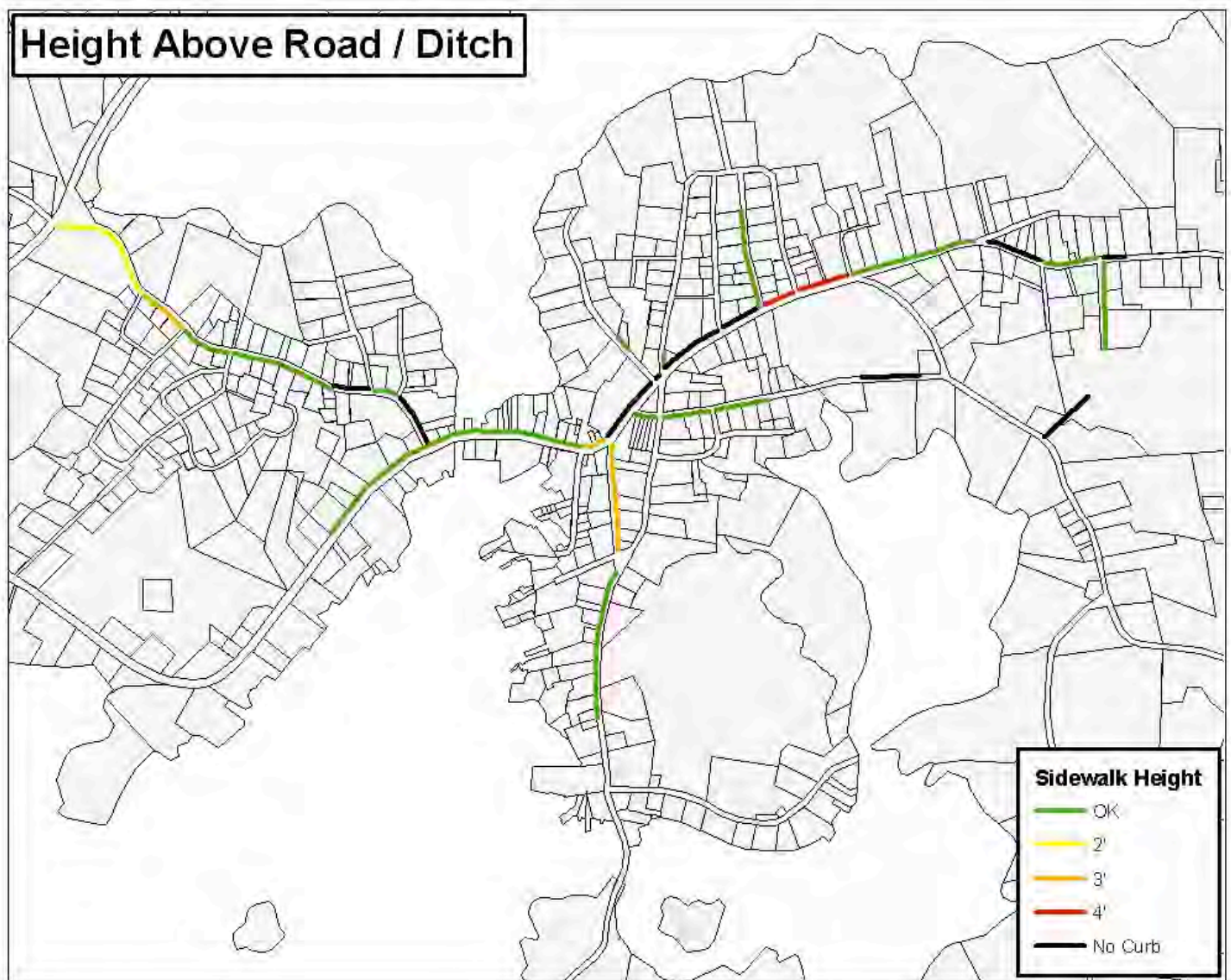
***Figure 5: Lateral Slope Map***



***Height Above Road / Ditch:*** Height above the road or ditch is important from two aspects – safety is a concern in that a pedestrian can fall a significant distance off the sidewalk. Falling a few inches (typical of a curbed sidewalk) is one thing, but falling several feet into the road or a drainage ditch can be quite another. An additional consideration is of pedestrians who may cross the road mid-block – are they able to do so at all, and if so, can they get onto the sidewalk and out of traffic easily?

There are a few areas of concern in this regard. The foremost is the stretch of sidewalk between Cottage Street and Clayter Hill Road. This sidewalk is dangerously high above the drainage ditch below. Sidewalks in other areas, such as along Water Street and the western end of High Street, are also set dangerously high above drainage ditches. Additionally, the section of sidewalk along Main Street across from Clamshell Alley is very high above the road, and visibility in this area is quite limited. This is another area where a redesign of the sidewalk could drastically improve safety.

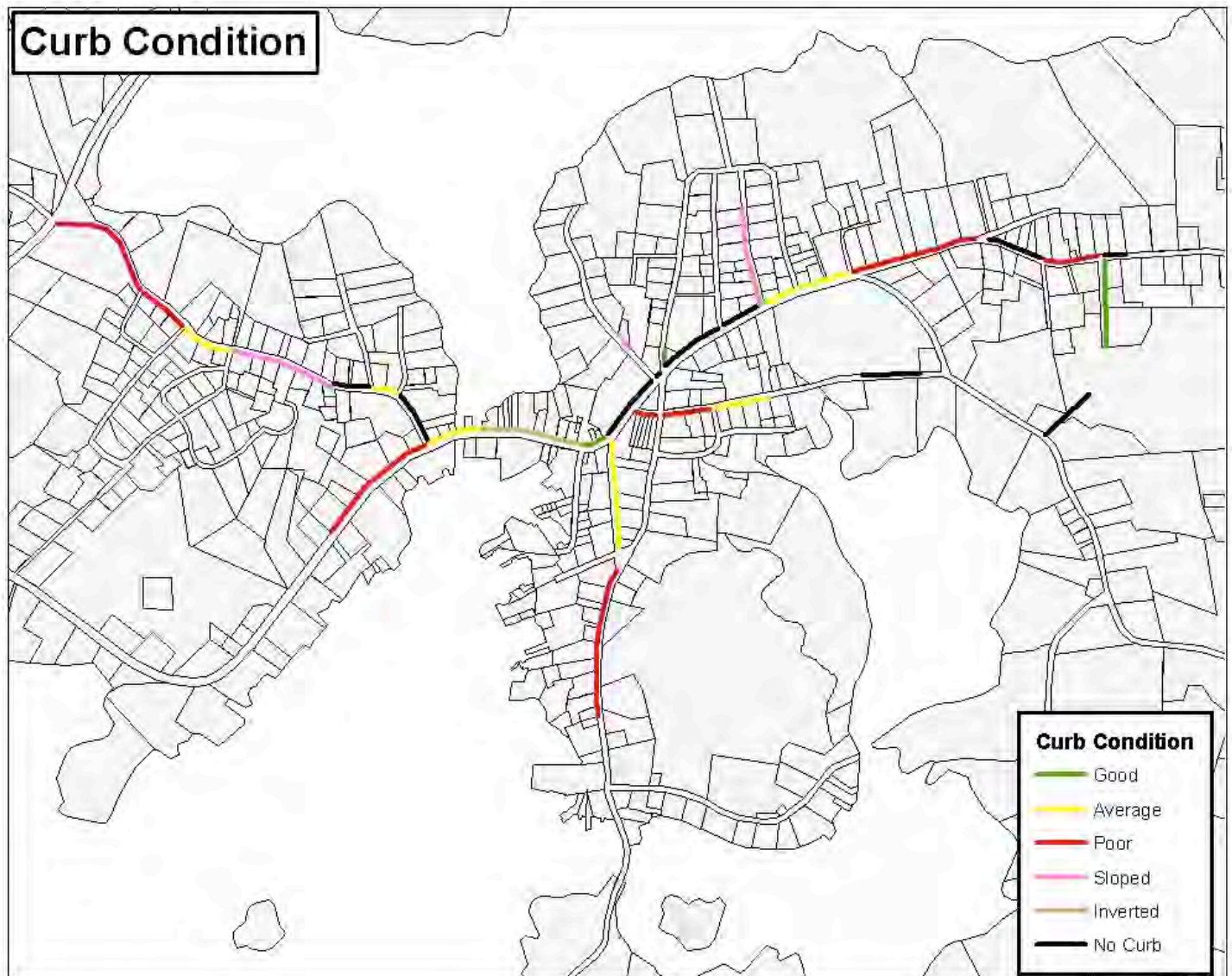
***Figure 6: Sidewalk Height Map***



***Curb Condition:*** Curbs are an important component of a safe and functional sidewalk. They accomplish several tasks at once: They separate the sidewalk both visually and physically from the road, help keep road debris and gravel off the sidewalk, keep vehicles from parking on the sidewalk, limit damage that can be done by plows to the sidewalks, and provide appropriate drainage for the road in a fraction of the space required for a drainage ditch and without the safety concerns and aesthetic impact. For all these reasons, appropriate curbing should be seen as a vital piece of a sidewalk in any given location.

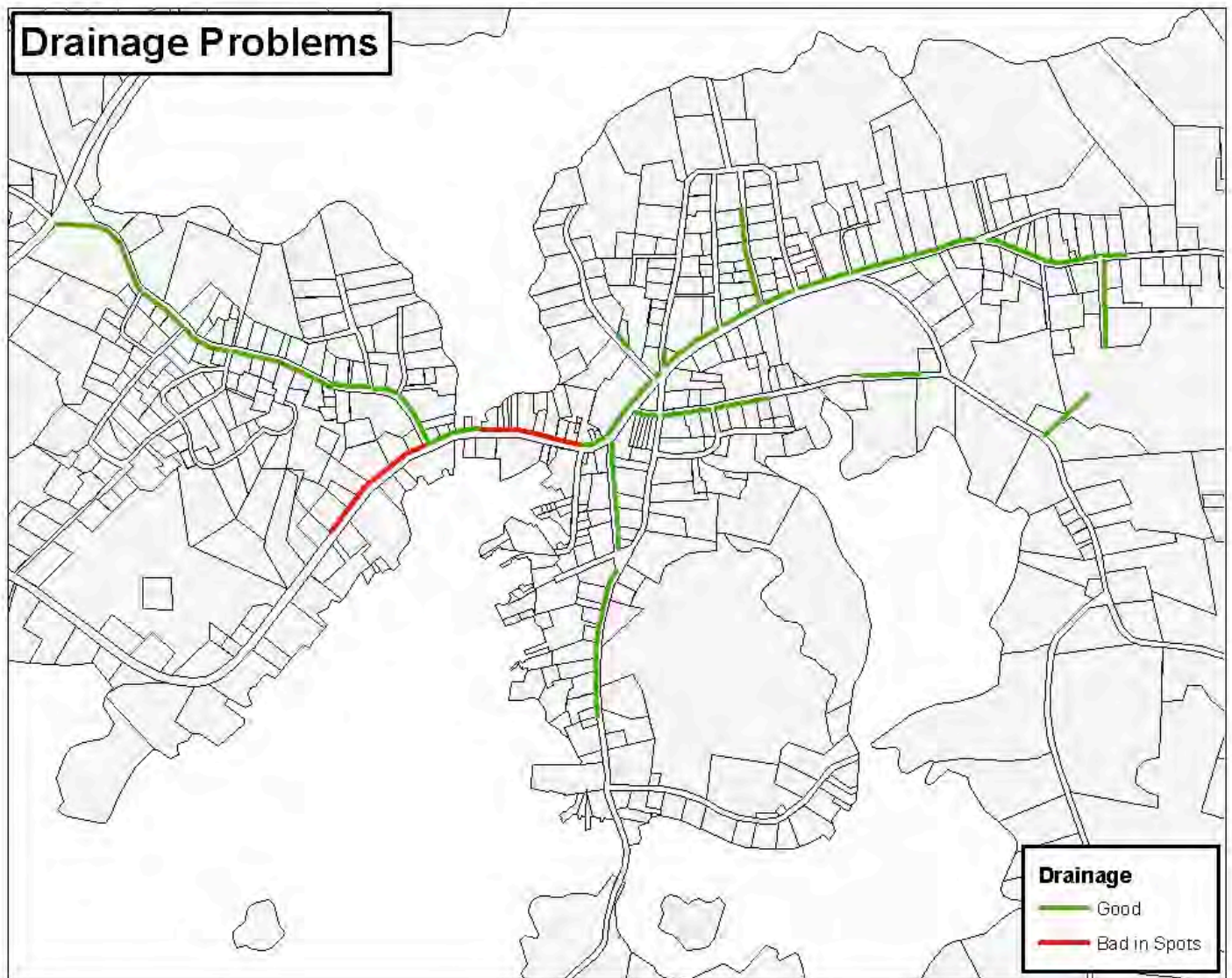
Curbs come in many shapes and sizes on Vinalhaven. As previously mentioned, there are sections of sloped curbing which may be dangerous to the sidewalk user. There are also ‘inverted’ curbs, where the sidewalk’s surface is below the top of the curb surface (seemingly done this way because of storefront doors Downstreet), which can lead to drainage issues. In many places in town, there is simply no curb, or a curb that has become significantly shorter as the roads haven been resurfaced. In general, areas with no curb are the worst in terms of being covered with gravel or being used as a defacto part of the road. While being covered in gravel may sound harmless, a thin coat of gravel atop a sloped asphalt surface can be very slippery! And merely sweeping off the sidewalk area is not an effective long-term solution. These areas would function much better with appropriate curbing.

***Figure 7: Curb Condition Map***



**Drainage:** In general, drainage is not a problem for the sidewalks on Vinalhaven. There are only two areas that are at times problematic, and these areas only have a few localized spots of concern. The two areas of concern are through the Downstreet area, where the ‘inverted’ curb tends to hold water on the sidewalk instead of shedding it into the street, and along West Main Street where the uneven surface of the sidewalk tends to hold water in pockets throughout its course. A reconstruction of the latter with proper curbing and a smoother surface would easily remedy this problem.

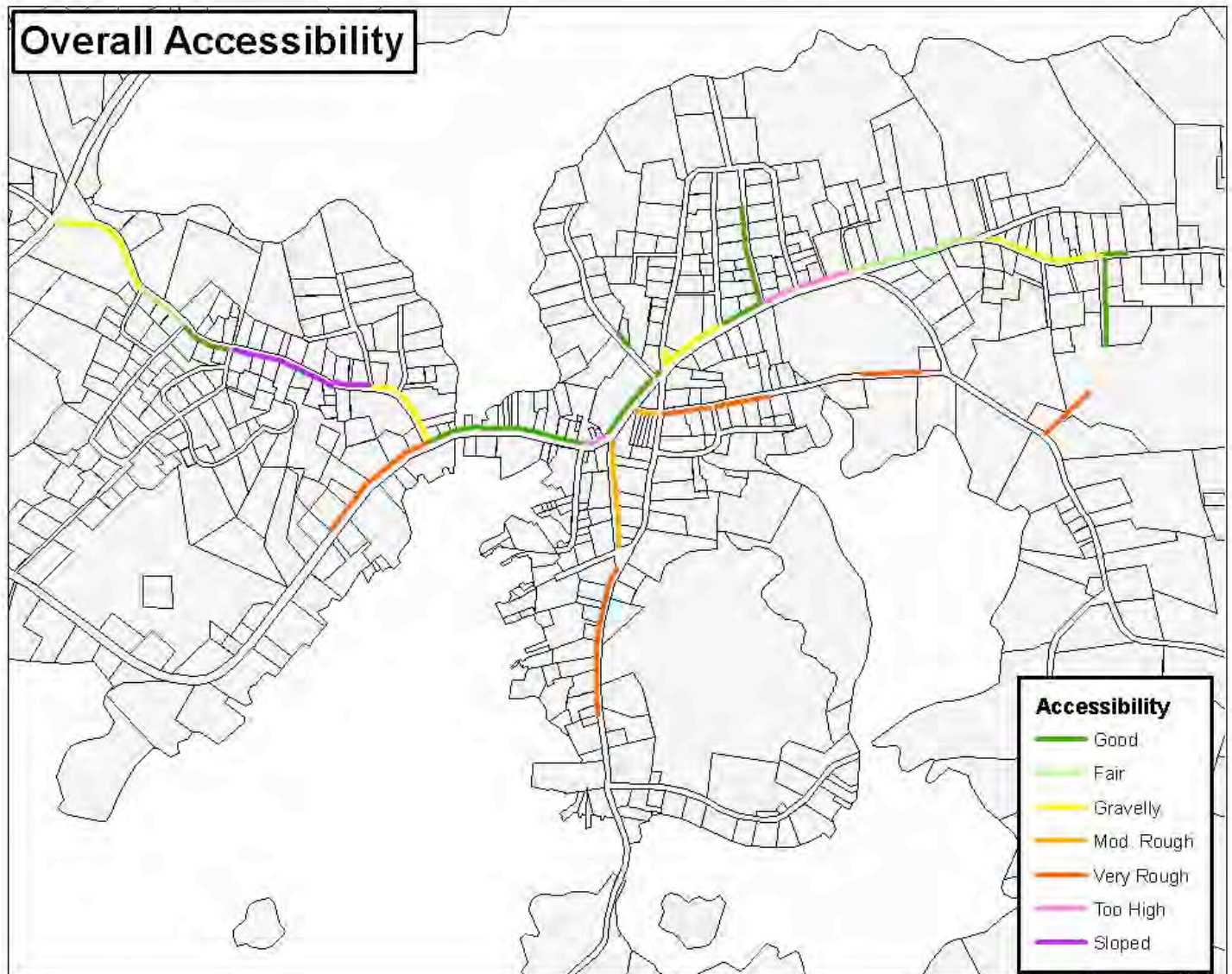
***Figure 8: Drainage Problems Map***



**Accessibility:** Accessibility can be thought of as really the composite of the entire condition assessment. This variable picks out areas based on their surface condition, height, lateral slope, and amount of road debris. Basically anything that could make negotiating the sidewalk difficult for an elderly pedestrian or someone in a wheelchair is captured here.

The important piece to see on this map is how little of the Island's sidewalk network actually can be classified as good or fair. Many areas need a simple resurfacing, but other areas will require the addition of appropriate curbing to keep gravel and road debris off the sidewalk before they can be considered appropriately accessible.

***Figure 9: Accessibility Map***



## ASSESSMENT BY SECTION

### ***High Street – Triangle to Ingerson St.***

This stretch of sidewalk is wide enough to accommodate its use. The surface in this area is rough in spots, but acceptable overall. The sidewalk is quite gravelly in places, particularly toward its north/west end. It is set above a sizeable drainage ditch and its base appears weak in places. This picture shows the base of this section of sidewalk literally falling out from under its surface



### ***High Street – Ingerson St. to Starr St***

This short stretch of sidewalk is set rather high above a drainage ditch. The surface is generally good, though the sidewalk is discontinuous with the walk coming from the opposite direction at the Ingerson Street Intersection. This picture shows the drainage ditch along this stretch of High Street.

### ***High Street – Starr St. to Mountain St.***

This section is in decent shape, barring one area of recent damage to the surface which could likely be repaired. Sloping curb begins in this area and can be quite steep. This picture shows the area of plow damage. Concrete curbing could prevent such damage in the future.



### ***High Street – Mountain St.. to just before Summer St.***

This is the worst area for sloping curb, and the resulting reduction in sidewalk width. Also note the telephone poles are installed into the sidewalk, which is also a hazard. This section lies along a very steep part of the hill on High Street. The visibility in this area is low and traffic tends to be fast.

***High Street – just before Summer St. to Summer St.***

This small area of sidewalk is in very rough shape and should be repaired. Also notable is that the sidewalk abruptly changes sides of High Street at this location. It appears as though sidewalk could be continued along the south side of High Street down to Main Street, instead of crossing over to this point. This would bring continuity to the sidewalks and would help residents of the John Carver Apartments access Downstreet.



***High Street – Summer St. to Lakeview St.***

This is another short stretch of sidewalk. It is in relatively good condition, except for a small area where the curb is crumbling. This could become a problem spot in the future if it is not repaired.

***High Street – Lakeview St. to Main St..***

This section of sidewalk is not at all separated from the street, and as such is very gravelly and is basically used as part of the street – people drive over the sidewalk area and park atop it at times. This is a steep area and the gravel here can at times be precarious.



***West Main St. – High St. to Harbor Wharf***

This is one of the roughest sections of sidewalk in Vinalhaven. Ironically, it is also one of the most used, as it is along the route to the Ferry Terminal. The roughness is caused by a generally uneven surface, multiple driveway cuts, and the placing of storm drains in the sidewalk, as shown at left. Repairing this area of sidewalk should be a high priority.

### ***Main Street – High St. to Mill Race***

This sidewalk is a bit narrow, but otherwise functions well. The only issue with this sidewalk is an occasional drainage problem where the surface of the sidewalk drops below the top of the curb. This area is shown in the picture at right.



### ***Main Street – Mill Race to Post Office***

This is probably the most used section of sidewalk in town, and it is in good shape. The only problem of note is that the curb directly in front of Carver's Harbor Market is beginning to chip away. In addition, the sidewalk was damaged at Windy Way during the Market's recent expansion project.

### ***Main Street – Post Office to Clamshell Alley***

This is another well used section of sidewalk in good condition. Again, drainage problems are known to occur in the area where the curb is inverted. Despite the drainage issues, this curbing works well to keep road debris off the sidewalk and keeps drivers from parking atop the walking area.



### ***Main Street – Clamshell Alley to Water St.***

This area is generally in good repair, but is perched high above Main Street at a point where visibility is very poor. The storefronts in this area are several feet higher than the road's surface, and the sidewalk is placed to meet these storefronts. The Town should explore its options for lowering this sidewalk to a safer height while still maintaining appropriate access to these storefronts.

### ***Main Street – Water St. to Carver St.***

This section is generally in good shape, though a little narrow for its amount of use. Most notable about this section is that its curb has literally been swallowed up by the many layers of paving on Main Street. In the picture you can see an area where the curb is crumbling. You can also see the original curb nearly completely covered by the asphalt on Main Street.



### ***Chestnut St.***

At one time a good sidewalk was located along this street. However, the sidewalk has become completely covered by turf and is currently undetectable. The town should attempt to restore this sidewalk.

### ***Carver St.***

This is another very short and dead-end piece of sidewalk, placed assumedly to sever the library. However, this sidewalk is used as a parking area for the library far more than it is actually used as a sidewalk.



### ***Main Street – Carver St. – Brighton Ave.***

This area of sidewalk is in good condition in all but one regard – it is completely covered in gravel and road debris. This is undoubtedly because of the lack of appropriate curbing along this stretch. A curb could greatly improve the function of this area, as well as its appearance.

### ***Main Street – Brighton Ave. to Pleasant St.***

Similar to the preceding section, this section lies directly along Main Street and is very gravelly. A curb emerges at the eastern end of this section which cleans up the gravel quite a bit. The actual structure of this section is good, only the lack of curb creating any hazards.



### ***Pleasant Street***

This stretch appears to be quite new and is in great condition. However, the ‘curb’ here is nothing more than the sidewalk sloping down into the street, which can be problematic (as previously discussed). It is doubtful this sidewalk receives much use on this quiet residential street.

### ***Main Street – Pleasant St. to Cottage St.***

The most apparent problem with this sidewalk is its elevation above the adjacent drainage ditch and the fact that the granite cribbing composing its base is slipping out from under it. This sidewalk needs to be rebuilt very soon, which will present the opportunity to reduce its elevation.



### ***Main Street – Cottage St.. to Clayter Hill Rd.***

This is a continuance of the above stretch, and probably the worst part of the base problem. The sidewalk here is alarmingly high above the drainage ditch. This section of sidewalk is also in dire need of reconstruction.

***East Main St. – Clayter Hill Rd. to Beaver Dam Rd.***

This section is generally in good condition, however, there is one area of the base which looks problematic. Telephone poles are installed into this sidewalk and obstruct the path of travel. This sidewalk is used by many children on their way to school each day.



***East Main St. –Beaver Dam Rd. to Ava St.***

The sidewalk here is generally in good shape though it is gravelly. The ditch along this section is particularly rough, which again suggests that perhaps a curb and catch basin would better serve the drainage situation here.

***East Main St. – Ava St. to Arcola Ln.***

This section is very similar to the section before it in all regards. This section receives a lot of use by schoolchildren each day.



***East Main St. – Arcola Ln. to end***

This is a very short area of sidewalk, but it is in good condition. It extends only a short distance east of the school crosswalk. It is doubtful that it receives much use.

### ***Arcola Lane***

This section is perfect – has appropriate curbing, is an even width throughout, is free of obstructions, has an even lateral slope, is not interrupted by driveway cuts, and is very smooth. This is a good example of what sidewalks could be like throughout town. Notice how the curbing keeps the sand and gravel on the road instead of on the sidewalk.



### ***School Walkway***

This is a short segment between the school and East Boston Road. It is actually not within the Town's jurisdiction, but it is a vital piece of the sidewalk network. It is in very rough condition and receives a lot of use. Unfortunately the road it leads to does not have a sidewalk of its own. Rebuilding this section and extending a sidewalk along East Boston Rd. should be explored.

### ***School Street at Ballground***

This section of sidewalk is in very poor shape – it is barely holding together. It also begins out of nowhere and ends abruptly in the middle of nowhere. It is doubtful that this receives any use, as people walking in the area generally walk on the road. Luckily traffic is relatively light here, but it does tend to move quickly.



### ***School Street to Frog Hollow Rd.***

This area is in fair condition, with some drainage issues in spots. Again, it seems that most people walking in this area choose to walk in the road. A better sidewalk along the length of School Street might change this.

***School Street – Frog Hollow Rd. to Atlantic Ave.***

This area is in fair condition – the surface is rough near Frog Hollow Road, it is gravelly near Atlantic Avenue (because there is no curb). This area receives quite a bit of use from people going to & from the school and the East Boston Neighborhood.



***School Street – Atlantic Ave. to Main St.***

This is a very short and rough stretch. The most problematic feature here is the ramp onto the sidewalk from Main Street – it is very steep and rough and forces most pedestrian traffic directly into School Street instead of onto the sidewalk.

***Water Street – Main St. to Atlantic Ave.***

This section is largely in good shape, except that at each end it becomes rough and very gravelly. Along its course it follows a deep drainage ditch. Removal of this ditch would make this walk much more safe and pleasant and would allow for a slight widening of Water Street.



***Atlantic Avenue – Water St. to end***

This is a long section and it is generally in rough condition. Near Water St the turf is encroaching such that the width of the sidewalk is only 1½ - 2 feet. Toward the end, the surface becomes very rough. This area is much used by visitors to Lane's Island. Atlantic Avenue is narrow and hilly, so walking in the street can be hazardous.

# **10 YEAR MAINTENANCE P& DEVELOPMENT PLAN**

The adoption of a long-range development and maintenance plan is critical in assuring the repair and expansion of the Vinalhaven sidewalk network. A long-range plan such as this should consist of two pieces: The maintenance of the existing system and the development of new sidewalks as the need arises. This plan will also assure that the sidewalks will not become neglected to their current state in the future and will allow for new sites to be appropriately connected as they are developed.

## ***Existing Sidewalk Maintenance***

The first piece of any maintenance and development plan should be a section detailing how to maintain the existing system. Maintenance of the Vinalhaven sidewalks can be broken down into two distinct categories, spot repair and overall system improvements.

### **1. Spot Repair** – Priorities in this area should include the following projects:

- Repairing the base and reducing height along Main Street East of the Union Church.
- Resurfacing & leveling the existing sidewalk along West Main Street.
- Reducing the sidewalk height on Main St. across from Clamshell Alley
- Resurfacing the short sidewalk along High Street just west of Summer St.
- Widening / reclaiming the existing sidewalk along Atlantic Ave.

### **2. Overall System Improvements** – these overall improvements should be pursued:

- Installing curbs along major streets where they currently do not exist.
- Removing areas where sidewalks abruptly crosses street (High St. & W. Main St.)
- Developing a schedule of regular resurfacing on a rotating basis.

## ***Network Development***

As mentioned in the first pages of this report, there are many critical sites which are not currently connected to the Town's sidewalk network. To create a sidewalk network which really serves the population and the island's visitors, a few key connections are necessary.

***Table 1: Areas Connected by Sidewalks***

<b>Major Areas Connected by Sidewalks</b>	<b>Major Areas Not Connected by Sidewalks</b>
"Downstreet" Business District	Maine State Ferry Terminal
Vinalhaven School	Vinalhaven School (Rear Entrance)
Vinalhaven Public Library	Lane's Island Nature Preserve
Ambrust Hill TownPark	Vinalhaven Town Office
Islands Community Medical Center	East Boston Neighborhood
Union Church	Round-The-Mountain Neighborhood
Harbor Hill Neighborhood	The Sands Neighborhood
Skin Hill Neighborhood	
East Main Street Neighborhood	
Atlantic Avenue Neighborhood	
Pond Street Neighborhood	
School Street / Frog Hollow Neighborhood	

## ***Unconnected Sites***

The following areas are not currently connected to the sidewalk network. Extensions to these areas should be considered .

**Ferry Terminal** – Six times a day several people walk to and from the Ferry Terminal, particularly in the summer when the several can turn to scores. This is undoubtedly the most important site that is not currently connected to the village’s sidewalk network. To make matters worse, West Main Street can be busy and at times and congested with walkers, bikers, semi trucks, forklifts, and regular vehicles. Clearly a priority.

**Vinalhaven School (Rear Entrance)** – This entrance to the school property is used by a large number of students every day. Sidewalks along the route to this end of the school end at Frog Hollow Road, leaving children a great distance to walk in the road. Traffic along the lower portion of School Street and East Boston Road tends to move quickly. This could also be the first phase in connecting the East Boston neighborhood.

**Lane’s Island Nature Preserve** - This park is well used, particularly during the summer months when the roads are busier. Many people walk to this park from the village, and the southerly portion of Atlantic Avenue is steep and very narrow and without a sidewalk. The bridge to Lanes Island is very narrow, so a sidewalk across the bridge is not feasible. But an extension of the sidewalk from the top of the hill on Atlantic Avenue down to the bridge would be a great improvement. Once on Lanes Island, the road widens and traffic drops.

**Vinalhaven Town Office** – While the Town Office is accessible via quiet streets, the most direct route is a short trip from High Street down a gravel lane alongside the Historic Society. A sidewalk placed here could improve pedestrian access to the Town Office greatly.

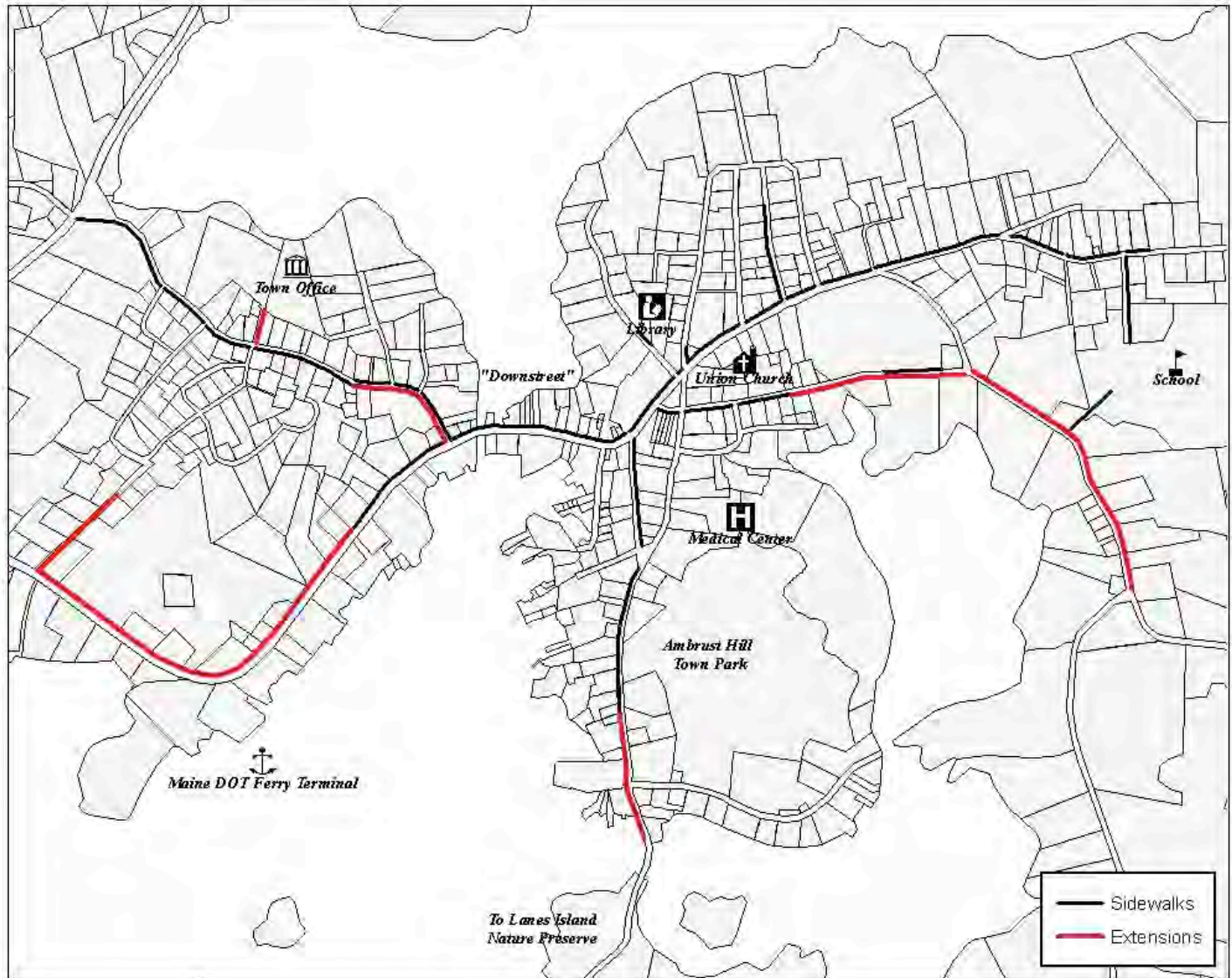
**East Boston Neighborhood** – A sidewalk here would connect this small neighborhood to the rear entrance of the school and the rest of the village. It could also provide access to the proposed skate park, if constructed.

**Round-the-Mountain Neighborhood** – This neighborhood will be served by the sidewalk extension to the Lane’s Island Bridge, if it is constructed.

**The Sands Neighborhood** – Not a large neighborhood, this is the entrance to the village from the west and traffic tends to speed through this area. The loop formed by High Street, Old Harbor Rd, Sands Rd, and West Main Street is a popular place for residents to walk for exercise. A connection to the Skin Hill neighborhood via Mountain Street Extension (a “paper street”) would allow those residents and people at the Town Office easier access to the Ferry Terminal. A Town Park and the Land Trust Offices are also in this area.

**High Street, South Side** – To keep the sidewalk from crossing street abruptly in the middle of a hill and to better serve the John Carver Apartments, an extension of the sidewalk along the south side of High Street down the hill to Main Street should be considered.

**Figure 10: Recommended Sidewalk Extensions**



### ***Other Recommendations***

**Curbing with Granite Block or Poured Concrete** – As evidenced in this report, proper curbing is very important. The Town is strongly encouraged to consider curbing in any new areas of sidewalk it establishes. This will keep the sidewalk separate from the street, help it drain properly, and keep it free of gravel and debris. It could also relieve the necessity of a drainage ditch which could allow for a wider street or sidewalk, and would help standardize the sidewalk height. Granite block curbing is more attractive and may be more plentiful here, however, concrete curbing is easier to install, drains water better, and holds up against plows better.

**Surfacing Sidewalks with Concrete** – The surface of concrete is more rigid than that of asphalt, so it should lump, crack, and heave less than an asphalt surface would. In general concrete lasts longer, though tree roots can heave entire blocks up on end. If concrete curbs are being placed in specific areas, it may make sense to surface the sidewalk with concrete at the same time.

**Relocating Obstructions in Sidewalks** – If a given utility pole is already going to be replaced, it may be able to be moved slightly so that it does not project out of the sidewalk. This option should be explored with the Electric Co-op in the places where such conditions exist.

# **MAINTENANCE / DEVELOPMENT PRIORITIES**

***Table 2: Priority Matrix***

	<b>Project Impact</b>	<b>Cost to Implement</b>
Reconstruction – Main St from Pleasant Street to Clayter Hill Road	<b>H</b>	<b>M</b>
Reconstruction of existing sidewalks along West Main Street	<b>H</b>	<b>M</b>
Reducing height on Main Street across from Clamshell Alley	<b>L</b>	<b>H</b>
Resurfacing along High Street	<b>L</b>	<b>L</b>
Reclamation and resurfacing along Atlantic Avenue	<b>M</b>	<b>L</b>
System-wide Curbing project	<b>H</b>	<b>H</b>
Establish Annual Resurfacing Program	<b>H</b>	<b>M</b>
Extension to Ferry Terminal	<b>H</b>	<b>M</b>
Extension to Back of School	<b>H</b>	<b>H</b>
Extension to Lane’s Island Bridge	<b>H</b>	<b>M</b>
Extension to Town Office	<b>L</b>	<b>L</b>
Extension to East Boston Neighborhood	<b>L</b>	<b>L</b>
Extension to Sands Neighborhood	<b>M</b>	<b>H</b>
Removing Sidewalk Obstructions	<b>M</b>	<b>M</b>

## **Tier 1 Priorities**

- Establish Annual Resurfacing Plan
- Extension to Ferry Terminal
- Extension to Lane’s Island Bridge
- Reconstruction along Main Street between Pleasant St & Clayter Hill Rd
- Reconstruction along West Main Street
- Reclamation & resurfacing along Atlantic Ave

## **Tier 2 Priorities**

- Extension to Back of School
- System-wide curbing project
- Resurfacing along High Street
- Removing Sidewalk Obstructions
- Extension to East Boston Neighborhood
- Extension to Town Office

## **Tier 3 Priorities**

- Reducing Height along Main Street at Clamshell Alley
- Extension to Sands Neighborhood

## ***Potential Sources of Funding***

The following are potential sources of funds to support sidewalk maintenance and development projects:

**Annual Town Budget** – A set amount should be contributed each year toward annual resurfacing projects as well as an additional amount to be put away each year for larger projects or major spot repairs as they arise. Approximately \$X should be set aside for resurfacing a small area each year, and \$X should be put away to contribute to larger projects. In certain cases, the annual resurfacing fund could act as a contingency budget for larger projects.

**State of Maine** – Grant programs through the State DOT, Planning Office, etc. will be vital for any major repair or development projects. Specifically, the Safe Routes to School and Transportation Enhancement Grant Programs may be appropriate sources of funding.

**Special Town Infrastructure Project** – Funds could be borrowed for large projects as with the sewer project or the roads project. This should be the last option considered, as large-sum loans eventually cost the town significant amounts in interest. It would be in the town's interest to budget funds each year to finance projects itself, rather than relying on lenders to fund significant sidewalk projects.

**APPENDIX A:**  
**SIDEWALK CONDITION ASSESSMENT**  
**SPRING 2006**