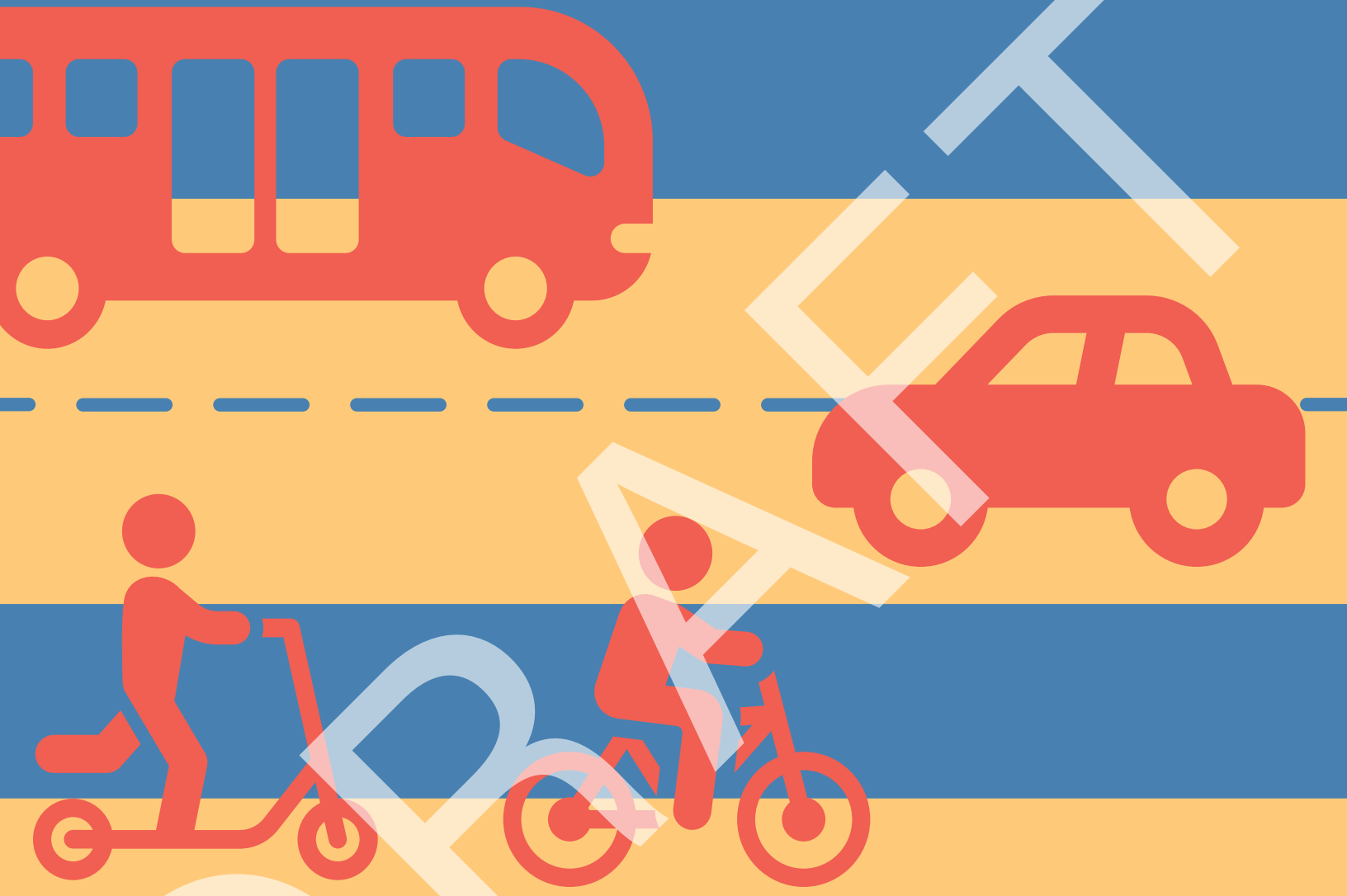
BAR HARBOR VISION ZERO

DRAFT PLAN - JANUARY 2026



TOWN OF BAR HARBOR
COUNTY OF HANCOCK · STATE OF MAINE · INCORPORATED 1796

Stantec

ACKNOWLEDGMENTS

COLLABORATION, PARTNERSHIP, AND ENGAGEMENT ARE A CRITICAL PART OF BAR HARBOR'S VISION ZERO WORK. THANK YOU TO ALL THE COMMUNITY MEMBERS, AGENCY PARTNERS, AND STAFF WHO HELPED SHAPE THIS PLAN.

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Hailey Bondy - Bar Harbor Planning Department
Bethany Leavitt - Bar Harbor Public Works Department
David Kerns - Bar Harbor Police Department
Matt Bartlett - Bar Harbor Fire Department
Jarod Farn-Guillette - MaineDOT
Patrick Adams - Federal Highway Administration

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Paul Murphy - Downeast Transportation
Doug Springer - MDI Hospital
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Michael McKernan - Jackson Lab
Ken Carter - Jackson Lab
Bryan Paxton - Acadia Bike & Coastal Kayaking Tours
Leila Long - Acadia Bike & Coastal Kayaking Tours
Paul Drinan - Bicycle Coalition of Maine
Sandy Fortin - Healthy Acadia
Allie Bodge - MDI Housing Authority
Constance Millinor - Bar Harbor Manor
Abby Morrow - Jesup Library
Ann Tikkanen - MDI YMCA
Andrew Zarro - Bicycle Coalition of Maine

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CONTENTS

GLOSSARY OF TERMS IN THIS PLAN

CRASH REDUCTION FACTOR (CRF)
The percentage by which we estimate that a street design intervention, also known as a safety countermeasure, will reduce the number of crashes at a given location. CRFs are based on before- and-after studies collated in the U.S. Department of Transportation (USDOT) Crash Modification Factors Clearinghouse.

HIGH INJURY NETWORK (HIN)
A map of corridors where high numbers of people have been killed or severely injured in traffic crashes..

PROVEN SAFETY COUNTERMEASURES
Roadway design and operational strategies that have been rigorously evaluated and shown to significantly reduce serious injuries and fatalities. These measures, promoted by the Federal Highway Administration, are evidence-based and support a Safe System approach to improve safety for all road users.

SAFE STREETS FOR ALL (SS4A)
The federal grant program that funded this Plan. This grant program funds planning and implementation projects that seek to prevent roadway deaths and serious injuries.

SAFE SYSTEM APPROACH
An approach that underpins Vision Zero plans and includes five elements: safe speeds, safe streets, safe people, safe vehicles, and post-crash care. These elements work together as layers of redundancy to prevent crashes.

VISION ZERO
A strategy to eliminate traffic fatalities and severe injuries by treating them as preventable. The approach recognizes that mistakes are inevitable and that road systems and policies should be designed to prevent them from resulting in fatalities or severe injuries.

ACADIA
COFFEE HOUSE
Loren St

INTRODUCTION

THE BIG PICTURE

Before diving into the specific findings and goals tailored for Bar Harbor, this introduction provides an overview of the Vision Zero framework and the Safe System Approach. Understanding the foundational principles of Vision Zero is essential to appreciating how Bar Harbor's unique context and community values shape its local implementation.

VISION ZERO OVERVIEW

Vision Zero is an international strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all. It is also an international movement that asserts that deaths and severe injuries on our roadways are not acceptable. The Vision Zero movement started in Sweden in the 1990s and has spread worldwide. Thanks to concrete action in the US, Hoboken, NJ has achieved zero traffic fatalities for the past seven years and Alexandria, VA achieved zero traffic fatalities in 2023. Many more places across the country have made progress toward this goal, including some close to home, such as Sanford, Maine, the Greater Portland region (Greater Portland Council of Governments), and Southern Maine (Kittery Area Comprehensive Transportation System).

Vision Zero represents a fundamental change in priorities. Embracing this goal encourages everyone to focus on saving lives on roadways. This goal redirects from past priorities around speed and vehicle throughput in favor of safe and equitable transportation access. It is not enough to say that "accidents happen," instead we must ensure that people are not killed or seriously injured on our roadways.

The Vision Zero Network provides more details and context about this approach: visionzeronetwork.org/about/what-is-vision-zero

NO DEATHS OR SERIOUS INJURIES

There were 5 fatal crashes and 17 severe injury crashes in Bar Harbor between 2019 and 2023. Even one fatal or incapacitating injury crash is too many.

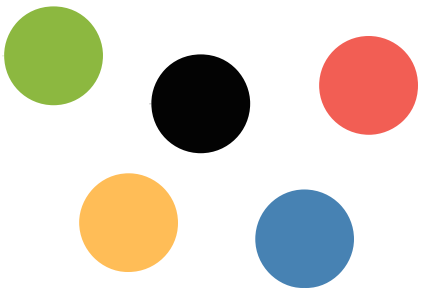
VISION ZERO, a campaign to eliminate fatalities and serious injuries on our roads, acknowledges that even one loss of life on our roads is unacceptable.

The Town of Bar Harbor is committed to achieving lasting change through practical and impactful solutions.

THE NATIONAL SAFE SYSTEM APPROACH

The U.S. Department of Transportation's National Roadway Safety Strategy (NRSS) promotes the Safe System Approach as a foundational framework for reducing serious injuries and deaths on all of the nation's highways, roads, and streets. This holistic approach involves the pursuit of five key components: Safer Roads, Safer Speeds, Safer Vehicles, Safer People, and Post-Crash Care. Each of these includes a series of mitigative measures that, when fully implemented together, can remove the conditions that contribute to potential crashes.

The Safe System Approach views safety through a different lens than traditional methods that, historically, have been reactive rather than proactive, put the responsibility solely on individuals involved in crashes, or prioritized adjusting travel speeds as just one of the many factors potentially contributing to crashes. This approach makes safety the highest priority and is driven by the recognition that even one fatality on our roads is too many. Multifaceted solutions aim to improve all aspects of risk in the transportation system, from how people travel, to their speeds, to post-crash care.



Traditional Approach	Safe System Approach
✗ Prevent crashes	✓ **Prevent deaths** and serious injuries
✗ Improve human behavior	✓ **Design** for human mistakes/limitations
✗ Control speeding	✓ **Reduce** system kinetic energy
✗ Individuals are responsible	✓ **Share** responsibility
✗ React based on crash history	✓ **Proactively** identify and address risks

The national Safe System Approach offers five holistic objectives to work toward:

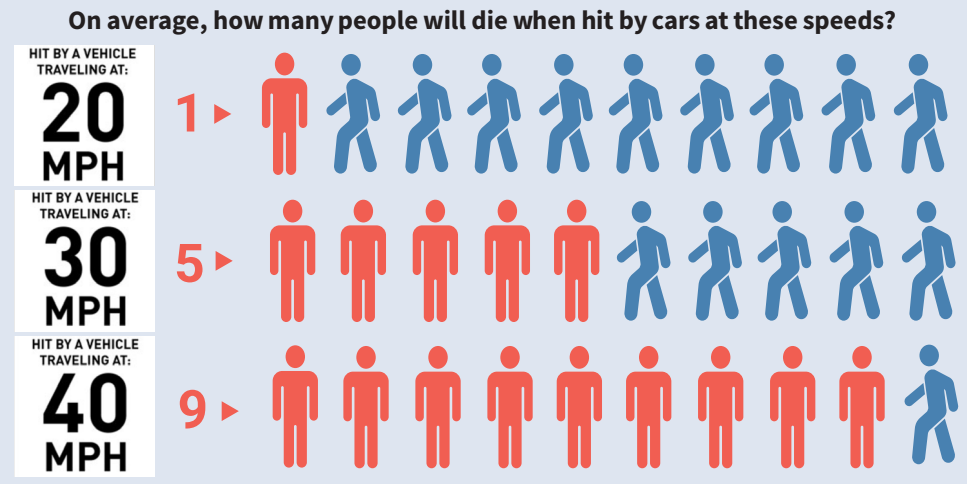
Core Principles of the Safe System Approach:

1. **Traffic deaths** and severe injuries are **preventable** and **unacceptable**.
2. **Humans make mistakes.** Our transportation system should be designed so human error does not result in death or severe injury.
3. **Humans are vulnerable.** It is critical to design and operate a transportation system that recognizes that our physical bodies can only sustain so much force.
4. **Responsibility is shared.** Everyone has a role to play in ensuring that crashes do not lead to serious injury or death.
5. **Safety is proactive.** Rather than waiting for a crash to happen and reacting afterward, we should use all tools available to identify and mitigate the risks of crashes before they happen.
6. **Redundancy is critical.** All elements of transportation safety should be strengthened so that if one part fails, the others still protect people.

Key community components impacted by improving roadway safety though Vision Zero and the Safe System Approach:

Personal Safety

The faster a vehicle is traveling, the greater the risk of serious injury or death for someone walking.



The Economy

When people don't feel safe using the roads, they are less likely to visit in the future. It is also likely that local employees and seasonal workers will face more challenges with their daily commute.

The Environment

Streets that do not safely accommodate pedestrians, cyclists, and transit-users increase dependence on automobiles for travel, which generates more emissions. Safe street designs also support healthy environments.

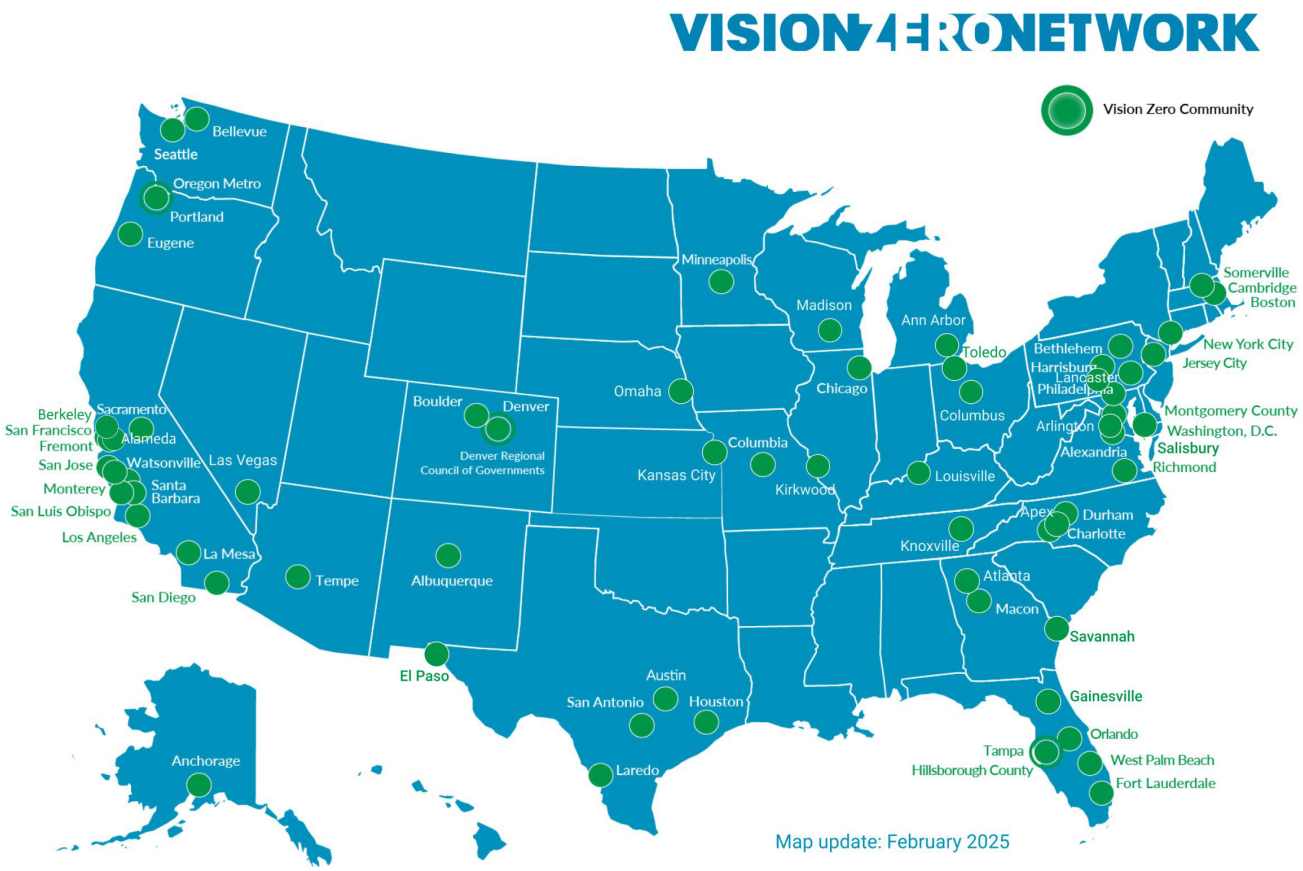
BREAKING THE TREND

National roadway safety trends make the Safe System Approach especially relevant today. Traffic deaths reached a recent peak in 2021 and have since started to decline, falling from 42,721 in 2022 to 40,901 in 2023, with early estimates in 2024 pointing to further reductions. Yet, the U.S. fatality rate remains higher than it was a decade ago, and speeding, impairment, and distracted driving, continue to cause preventable tragedies. While injury crashes have decreased nationally, they have increased in Bar Harbor, emphasizing the local importance of action.

In response to the 2021 peak in roadway fatalities, the U.S. Department of Transportation introduced the National Roadway Safety Strategy (NRSS) in 2022, which established safety as the highest priority in roadway design and management.

To support communities at the local level, the federal government created the Safe Streets for All (SS4A) grant program. This program has awarded more than $1.15 billion between 2022 and 2024 to help communities develop Safety Action Plans, road-maps that align with the Safe System Approach. Completion of these plans helps make communities eligible for additional implementation grants to carry out their strategies.

With the adoption of this plan, Bar Harbor is committing to breaking recent trends and to improve roadway safety for all. The Town is joining a national movement while maintaining the flexibility to tailor solutions to its own needs, values, and unique context. By grounding safety planning in the Safe System Approach, Bar Harbor can better address the outsized seasonal demands it faces, safeguard residents and visitors, and take practical steps toward eliminating fatalities and serious injuries on local roadways.



LOCAL CONTEXT

Bar Harbor is a small coastal town of about 5,089 year-round residents (2020 US Census) that serves as the primary commercial and tourist hub for Mount Desert Island. Despite its modest size, the Town experiences extraordinary seasonal pressures as a result of its role as both a gateway to Acadia National Park and a destination in its own right. Acadia typically records close to four million visits each year. While this figure counts entries rather than unique visitors, it still illustrates the enormous scale of demand placed on Bar Harbor's infrastructure and services relative to its small year-round population.

During peak season, sidewalks, parking areas, and local streets become crowded, and traffic congestion is routine. These conditions intensify roadway safety concerns as residents, workers, and visitors converge on the same narrow and historic roads. Vulnerable users such as pedestrians and cyclists face particular risks, requiring appropriate signage, crosswalks, and other safety features to ensure accessibility and safety.

The contrast between Bar Harbor's year-round population and the vastly larger seasonal presence underscores the Town's unique challenge: maintaining a safe, functional transportation network for everyone while preserving the quality of life for residents. This Plan provides an opportunity to identify local priorities, secure resources, and implement solutions tailored to Bar Harbor's needs within the broader Vision Zero framework.

ACHIEVING VISION ZERO IN BAR HARBOR

As part of this planning process, a Vision Zero goal was proposed by the Steering Committee and adopted by Town Council on August 19, 2025. This goal will help guide the community build on what works, address the areas where risks are greatest, and adapt best practices in ways that serve Bar Harbor's residents, businesses, and visitors.

BAR HARBOR'S VISION ZERO GOAL ADOPTED BY THE TOWN COUNCIL ON AUGUST 19TH, 2025:

"The Town of Bar Harbor is committed to significantly reduce or eliminate severe injury crashes and fatalities for all roadway users — people walking, biking, using transit and driving — on Bar Harbor's roadways by the year 2035"

COMMUNITY OUTREACH

MAKING CONNECTIONS

All residents and visitors in Bar Harbor deserve safe streets, regardless of how they travel, their age, or their physical ability, and whether they are actively using the streets or living and working alongside them. Bar Harbor is committed to listening to and empowering those who are most vulnerable on the road. Throughout 2024 and 2025, the Vision Zero message was shared through community surveys, social media, fliers, pop-up events, press releases, and public meetings.

Advisory Group

This project was supported by a strong Advisory Group made up of nearly 20 members, each representing different organization and perspectives within the community. The group included representatives from Connors Emerson, College of the Atlantic, Healthy Acadia, the Bicycle Coalition of Maine, Jackson Laboratory, the Bar Harbor Chamber of Commerce, MDI Housing Authority, Acadia National Park, MaineDOT, the Federal Highway Administration, and the Town of Bar Harbor Staff, along with several local employers.

The Advisory Group played a central role by bringing together professional, institutional, and community perspectives. Members helped connect the steering committee to seasonal workers, and to those with greater accessibility needs, such as older adults and people with limited mobility. Drawing on the experience and guidance of the group allowed the planning process to reflect the unique needs of Bar Harbor and to better understand the economic, social, and safety impacts of the current transportation system.

The group met multiple times beginning in October 2024, March 2025, and again in October 2025. Each meeting combined data review with interactive discussion, which helped shape recommendations and provided context for interpreting the information that had been collected. These conversations were important in identifying community priorities and ensuring that the final plan reflects the realities and concerns of the people who live, work, and visit in Bar Harbor.

Hybrid Advisory Group Meeting

Public Engagement

The public engagement for the Bar Harbor Vision Zero Plan was conducted in three rounds of outreach at strategic points in the plan's development. Round 1 Educated the public of key risk factors and principles around the Safe System Approach and sought initial local input on safety issues and opportunities rooted in the lived conditions experienced by Bar Harbor community. Round 2 Informed the public of high injury locations in the community and potential strategies to minimize risks. Round 3 Involved the public in the prioritization of safety improvement project and policy recommendations.

Public Engagement Survey Poster and Stickers

ROUND 1 – EDUCATE

The first round of public engagement was completed in September 2024. The project team held pop-up events during the week of September 23rd, 2024, at Open Table MDI, the Village Green, and Agamont Park. At the pop-ups the project team educated the public about the project and the importance of Vision Zero. Attendees were also asked to indicate locations where they had safety concerns on a map.

A formal public meeting was held on September 25th to present the Safe System Approach, the importance of Vision Zero and what to expect through this planning process. About 20 people attended the meeting.

Project team members also met with representatives from the hotel industry, including many seasonal workers at The Atlantic Oceanside Hotel on September 26th. Approximately 35 people attended this event.

A community survey was open from September 4,2024 to October 18, 2024, receiving 485 responses. As part of the survey, respondents had the option to complete a community mapping exercise using an interactive map to place geo-coded comments regarding the safety of the transportation network for all modes of travel. This resulted in a more accurate representation of people's concerns on the roadway network.

Community mailer + survey
September-October 2024

Open Table pop-up
September 23rd, 2024

Downtown pop-ups
September 24th, 2024

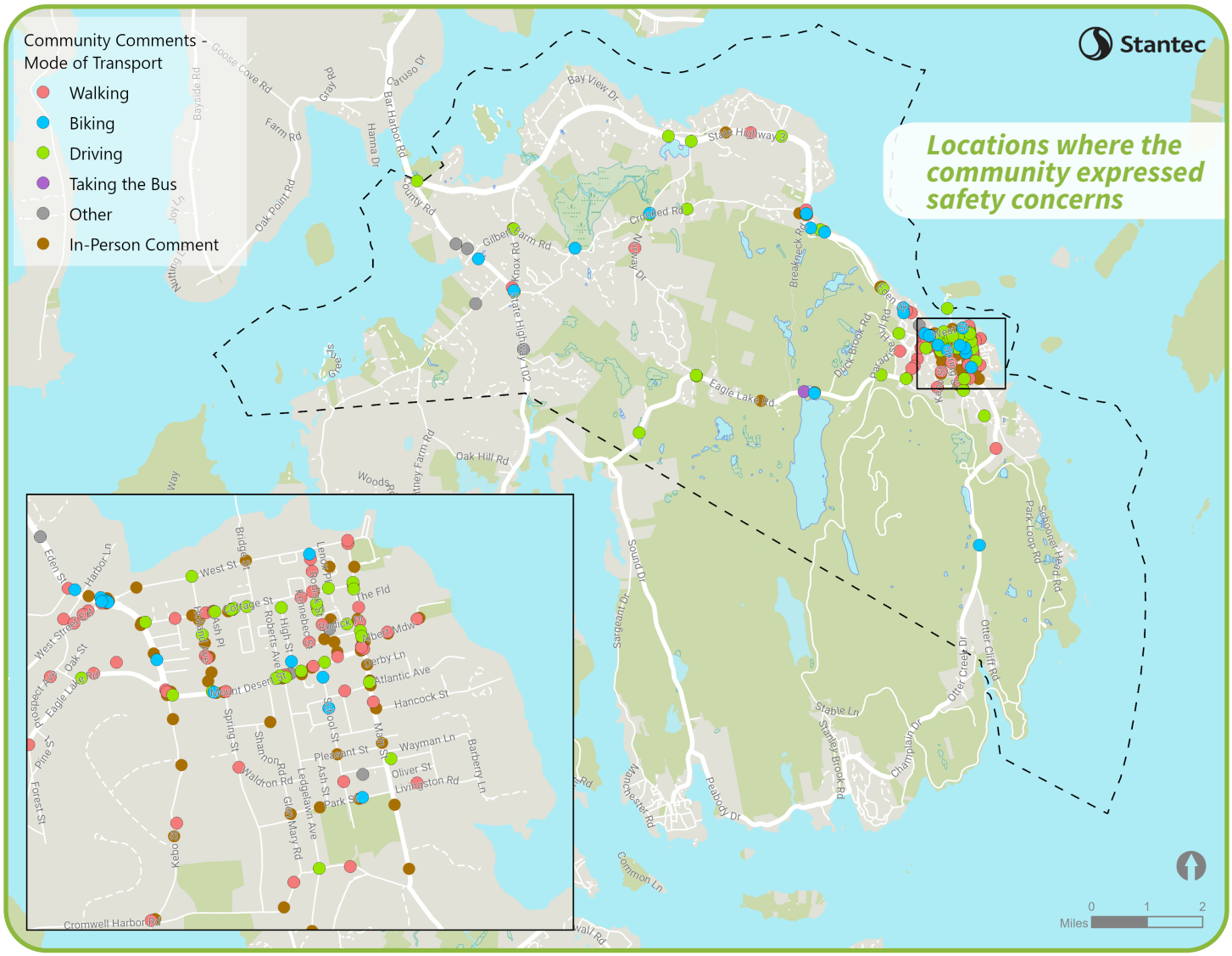
Atlantic Oceanside Hotel meeting
September 25th, 2024

Public meeting at MDI BioLab
September 24th, 2024

Community mapping exercise

Feedback received from the community, through the map based portion of the survey and the in-person mapping exercise, was very valuable and formed the basis for the community-based network and selecting key locations around the Town for improvements.

259 unique pins were placed on the map by the community to represent areas with safety concerns. Some of the areas of high concern include Mount Desert Street, Route 3, and Main Street, with an emphasis on safety for pedestrians and bicyclists.



Community Survey

The survey responses revealed several recurring themes and topics related to roadway safety in Bar Harbor:

VISIBILITY AND SIGHT LINES

- Many observed that parked cars obstruct visibility at intersections and crosswalks, making it difficult for drivers to see pedestrians and other vehicles
- Overgrown vegetation and poorly placed signs also contribute to reduced visibility

PEDESTRIAN SAFETY

- A significant number of comments highlighted the issue of pedestrians not using crosswalks and walking out between parked cars.
- There were suggestions for more crosswalks and better-marked crosswalks, including the use of flashing lights to alert drivers.

BICYCLE AND SCOOTER SAFETY

- Respondents noted the absence of bike lanes creates safety concerns for cyclists sharing the road.
- Concerns were raised about cyclists and scooter riders not following traffic rules, including use of sidewalks and wrong-way travel on one-way roads.

TRAFFIC CONGESTION AND SPEED

- Speeding was frequently identified as a major safety concern, particularly on local roads.
- The high volume of traffic, especially during tourist season, was cited as a contributing factor to unsafe conditions.

INFRASTRUCTURE AND ROAD CONDITIONS

- Several comments noted that the roads are too narrow to safely accommodate both parked cars and moving traffic.
- Respondents mentioned issues with uneven pavement, deep holes, and poor sidewalk conditions.

ENFORCEMENT AND EDUCATION

- There were calls for stricter enforcement of traffic laws, including jaywalking and illegal parking.
- Some respondents suggested more education for both locals and visitors on traffic rules and safe behavior.

ROUND 2 – INFORM

The second round of public engagement was completed on April 29th and 30th, 2025. The project team led a walk audit and hosted targeted engagement sessions with key community partners to share the High Injury network and discuss potential strategies to minimize threats. Attendees included:

- Patrick Adams - Federal Highway
- John Therault - MaineDOT
- Dakora Hewlett - MaineDOT
- Kathryn Grond - MaineDOT
- Travis Smith - Bar Harbor Public Works Department
- David Kerns - Bar Harbor Police
- Chris Wharff - Bar Harbor Police
- Michele Gagnon - Bar Harbor Planning Department
- Hailey Bondy- Bar Harbor Planning Department
- Paul Murphy - Downeast Transportation
- Regan Greer - College of the Atlantic
- Andrew Zarro - Bicycle Coalition of Maine
- Paul Pottle - Stantec
- Jessa Berna - Stantec

Downtown Walk Audit

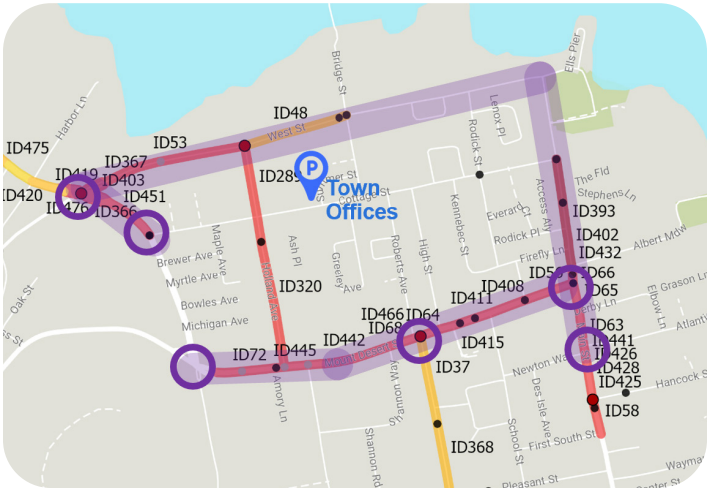
On April 29th, the Stantec team met with Town employees from various departments, Federal Highway and MaineDOT employees, and representatives from the Bicycle Coalition of Maine and College of the Atlantic to share safety data and walk through and near parts of the High injury Network. The audit included the following locations:

- Eden Street
  - Cottage Street and Eden Street Intersection
  - West Street and Eden Street Intersection
- West Street Corridor
- Main Street Corridor
  - Main Street and Mt. Desert Street Intersection
  - Main Street and Atlantic Avenue Intersection
- Mt. Desert Street Corridor
  - Mt. Desert Street and Ledgelawn Avenue Intersection
  - Mt. Desert Street and Kebo Street Intersection

During and after the site walk, the team discussed the pros and cons at each location, as well as potential design ideas.

At the intersection of Cottage Street and Eden Street, the group observed that there was good sight distance, and turning right out of Cottage Street works well, but there is a lack of bicycle facilities and usable right-of-way. Design ideas included traffic calming on Eden Street, eliminating on-street parking spaces close to the intersection, prohibiting or restricting left turns, and installing raised concrete centerline median at the entrance of Cottage Street.

At West Street and Eden Street, the group noted that the intersection is a wide and fast and lacks adequate bicycle and pedestrian amenities. However, it is still aesthetically pleasing and has no history of bicycle



Downtown Walk Audit Route
April 29, 2025

Eden Street and West Street Intersection

crashes. Design ideas included everything from lighting and signage improvements, to short term traffic calming techniques, to a roundabout.

Along West Street the group noted overgrown vegetation, utility poles on both sides of the roadway, and a lack of cross walk signage. Design ideas included eliminating parking to provide a dedicated separated bicycle lane, and improving sidewalks and crosswalks.

On Main Street, there are a lot of destinations and good sidewalk widths and amenities, including benches, trees, and lighting. Crosswalks were often hard to see because of nearby parked cars. Design ideas included traffic calming measures such as raised intersections and bumpouts, as well as improving the visibility of crosswalks by eliminating parking spots.

At the Intersection of Main Street and Mount Desert Street, the group observed that parked cars in and around the intersection made turning angles and visibility challenging. They also noted that this would be an appropriate location to tighten the intersection and add an all way stop.

On Mount Desert Street, the group noted the sidewalk was pleasant to walk on, with good capacity and regular crosswalks. However, some crossings needed improvement, and some of the shoulder and stormwater infrastructure was in poor condition.

The signalized intersection at Kebo Street and Mount Desert Street has long delays and poor accommodations for other modes of travel aside from cars. Design ideas included closing off the motel entrance in the intersection, adjusting signal timing, providing no right on red signs during the pedestrian crossing phase, adding a crosswalk through the slip lane, and relocating the bus stop on Kebo Street.

Hulls Cover Walk Audit

On the afternoon of April 29th, the same group from the Downtown Walk Audit conducted a shorter audit at Hulls Cove. At this location, the group noted the fast traffic on Eden Street, the lack of bicycle and pedestrian infrastructure, the insufficient crosswalks and the wide turn radius at the Crooked Road intersection.

West Street

Mount Desert Street

Crooked Road and Eden Street Intersection

Policy Engagement Sessions

On April 30th, the Stantec Team hosted two engagement sessions where the team shared the existing safety data and discussed possible recommendations to address these concerns.

The first meeting was held at 9am at the Jesup Libary with representative from local organizations:

- Matt Delaney - Jesup Library
- Heather Webster - Connors Emerson
- Jenn Britz - MDI YMCA
- Sandy Fortin - Healthy Acadia
- Hailey Bondy - Bar Harbor Planning Department
- Paul Pottle - Stantec
- Jessa Berna - Stantec

The second engagement session was a hybrid meeting at Town Hall at 2pm. Attendees included:

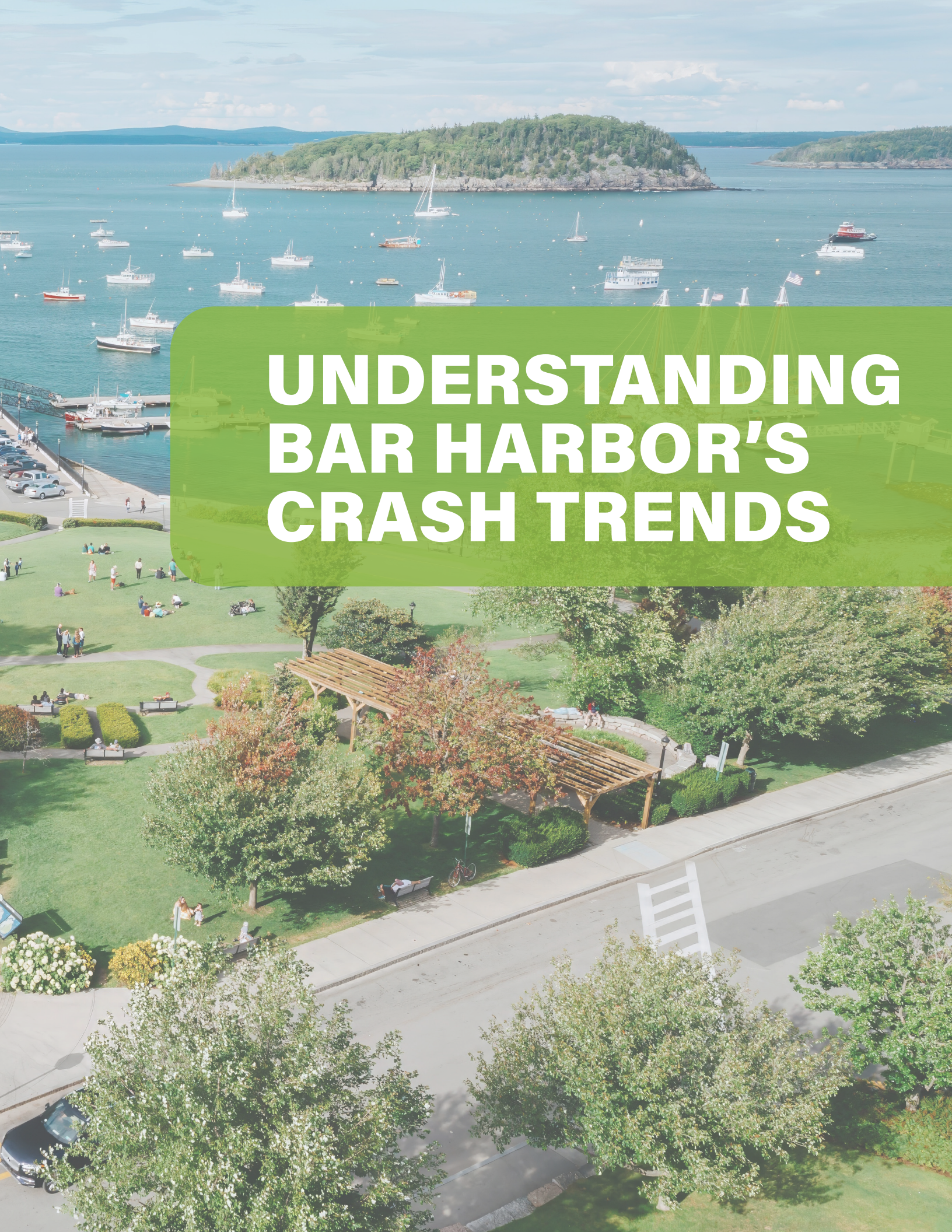
- Dakota Hewlett - MaineDOT
- Kathryn Grond - MaineDOT
- Andrew Zarro - Bicycle Coalition of Maine
- Bryan Paxton - Acadia Bike
- Leila Long - Acadia Bike
- John Kelly - Acadia National Park
- Hailey Bondy - Bar Harbor Planning Department
- Michele Gagnon - Bar Harbor Planning Department
- Paul Pottle - Stantec
- Jessa Berna - Stantec

At each meeting, Stantec shared existing safety data and discussed possible recommendations to address these concerns. Attendees discussed safety concerns including glare at certain times of the day, sidewalk maintenance, and the Park Street crossing. The attendees also discussed a range of educational and awareness ideas, including formalizing a public arts program, piloting demonstration projects, creating designated walking and biking routes for children between schools and community destinations such as the library and YMCA. They also discussed potential partnerships with AARP and Bicycle Coalition of Maine, local schools and other community organizations.

Policy Engagement Session at Jesup Libarary
April 30, 2025

ROUND 3 – INVOLVE

Placeholder. This section will be completed in the final draft of the plan.



UNDERSTANDING BAR HARBOR'S CRASH TRENDS

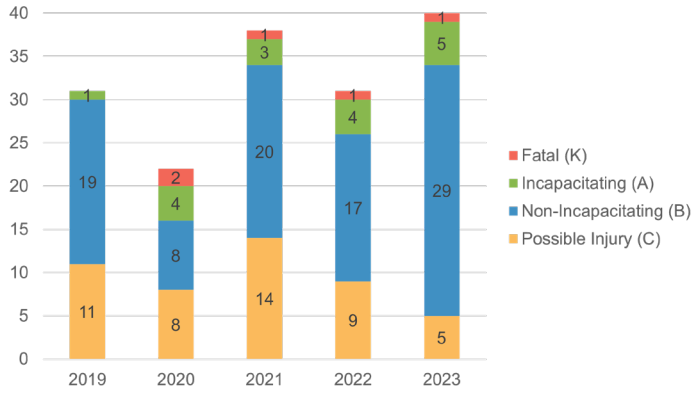
OVERALL CRASH TRENDS

Past crash data is the most critical input into identifying the Priority Network (most impactful and highest priority locations for safety investments). Even one death on Bar Harbor's roadways is too many – in the last five years there were five (5). The crash analysis underpinning this Action Plan is based on the most recent five years of crash data (2019-2023) collated by the Maine Department of Transportation (MaineDOT). This analysis focused on where and how crashes that resulted in death or serous injury occurred historically to help identify the highest risks for future injuries and fatalities. Therefore, this analysis excludes property damage only (PDO) crashes. Crashes where the severity was unknown and crashes that were not geolocated by MaineDOT or Stantec or were geolocated outside of Bar Harbor are also excluded throughout. The injury crash map on the next page identifies the geocoded crashes in Bar Harbor between 2019-2023. The heat map shows that the majority of crashes occur in a few specific areas, including the Downtown, Bar Harbor Rd, and Eagle Lake Rd.

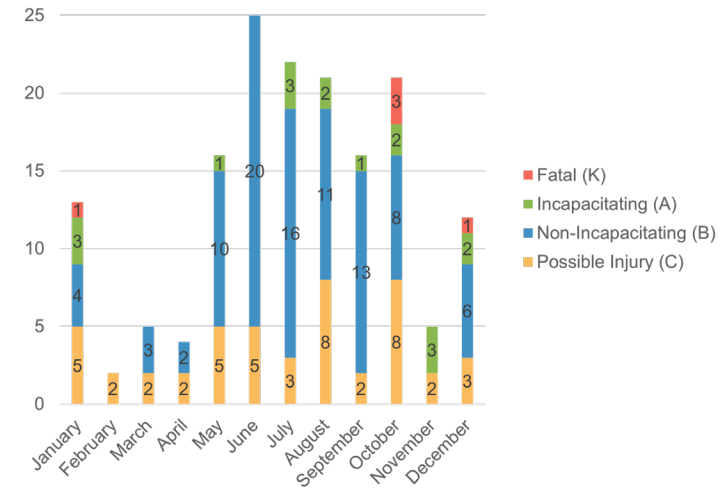
While the prevalence of vehicular safety devices such as automatic braking and blind spot detection has increased dramatically, overall injury crashes have kept increasing over the last 5 years. According to the Federal Highway administration, there were fewer cars on the road during the 2020 pandemic, and during this time average automotive speeds increased. This is when Bar Harbor had the most fatalities. Since then, there has still been one fatality per year. Meanwhile, incapacitating (serious) injury crashes have grown precipitously since 2019, with this crash type increasing 5 times by 2023. Other injury crashes have also been steadily increasing. Overall, there were 40 crashes in 2023 which is high for a community the size of Bar Harbor.

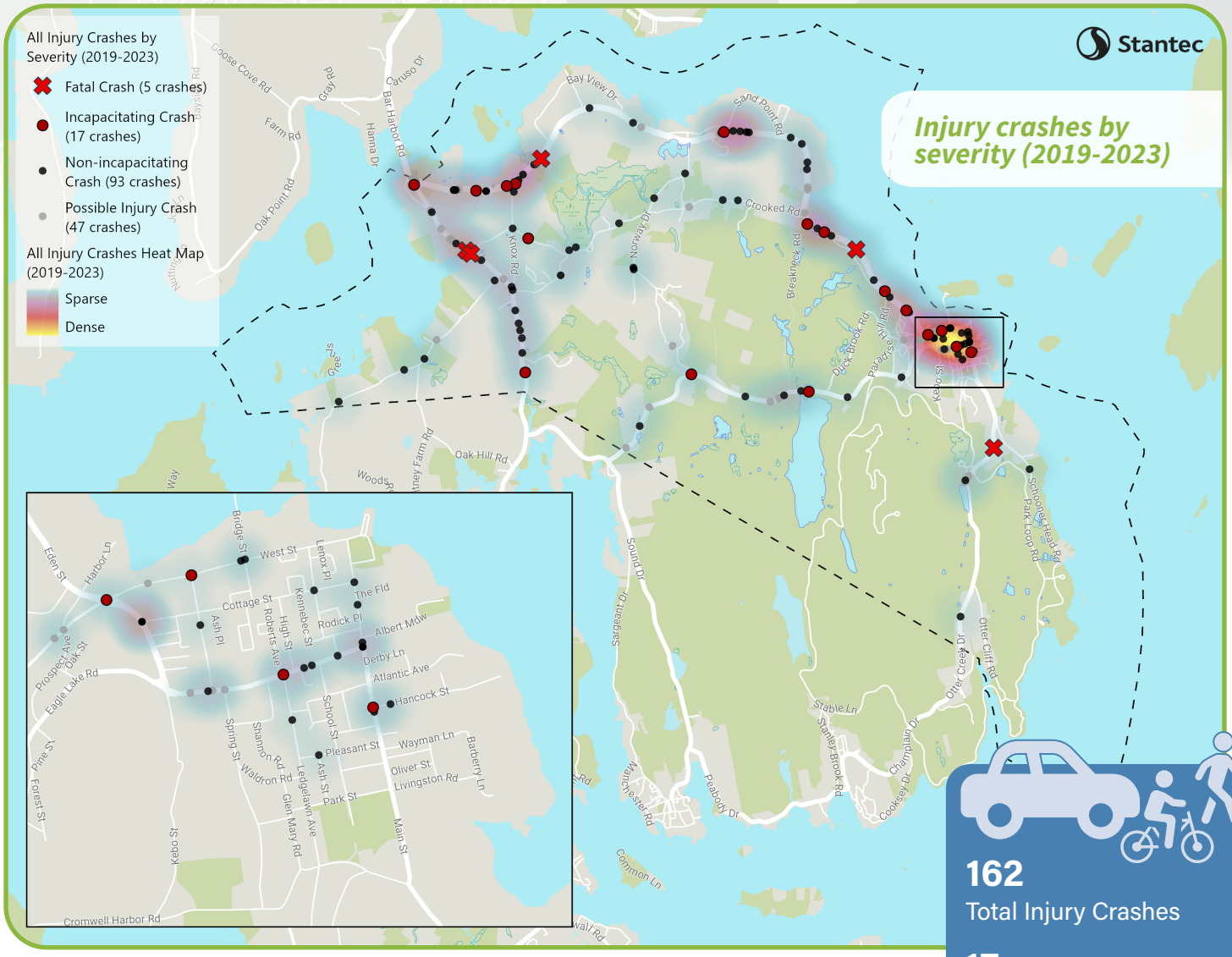
In Bar Harbor, a major summer tourist destination, 75% of injury crashes occur between May and October, and a majority of fatal crashes occurred in October.

Yearly crashes by severity



Injury crash trends by month (2019-2023)





162
Total Injury Crashes

17
Severe Injury Crashes

5
Fatal Crashes

How is crash severity defined?

- **Fatal (K)** – Any injury that results in death within a 30 day period after the crash occurred.
- **Incapacitating (A)** – Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. Often defined as needing help from the scene. These crashes are called severe or serious injury crashes.
- **Non-incapacitating (B)** – Any injury, other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the crash in which the injury occurred. Examples: Contusions (bruises), laceration, bloody nose.
- **Possible Injury (C)** - Complaint of pain without visible injury. Includes momentary unconsciousness, claim of injuries not evident, limping, complaint of pain, nausea, hysteria.

CRASH TRENDS FOR BICYCLISTS AND PEDESTRIANS

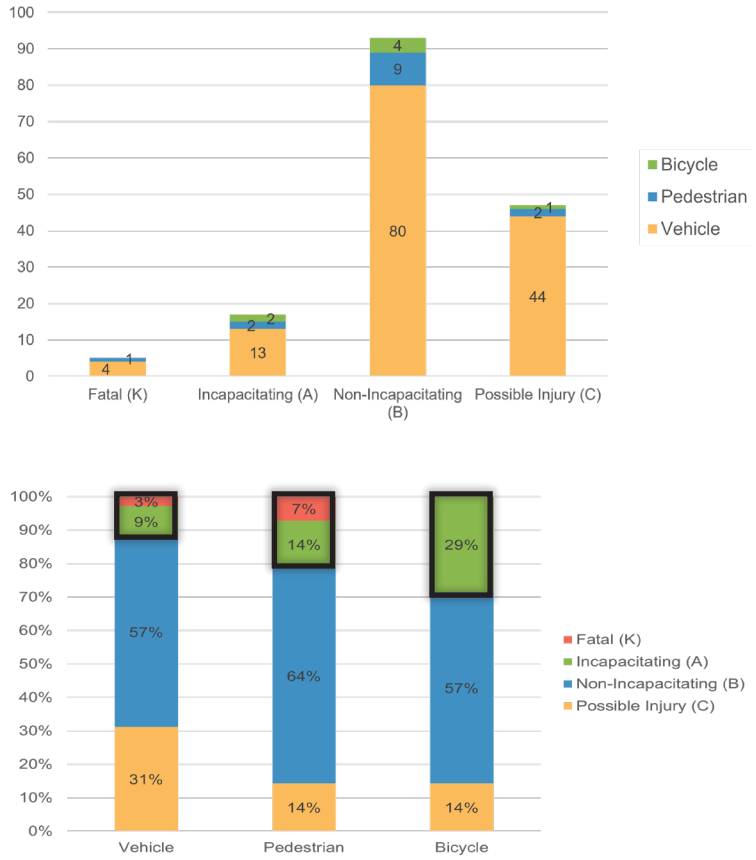
Of the injury-related crashes that occurred in Bar Harbor, those that involved bicyclists and pedestrians are disproportionately much more likely to result in a severe or fatal injury. While overall pedestrian and bicycle injury crashes make up only 13% of all injury crashes, (9% and 4%, respectively) a higher percentage of pedestrian and bicycle injury crashes are fatal or incapacitating. Fatal or severe pedestrian and bicycle injury crashes make up about 21% and 29%, respectively, of all pedestrian and bicycle injury crashes. In comparison to the percentage of vehicle crashes that are fatal or incapacitating (18% of all vehicle injury crashes), fatal or incapacitating injury crashes make up a notably higher percentage of all pedestrian and bicycle crashes.

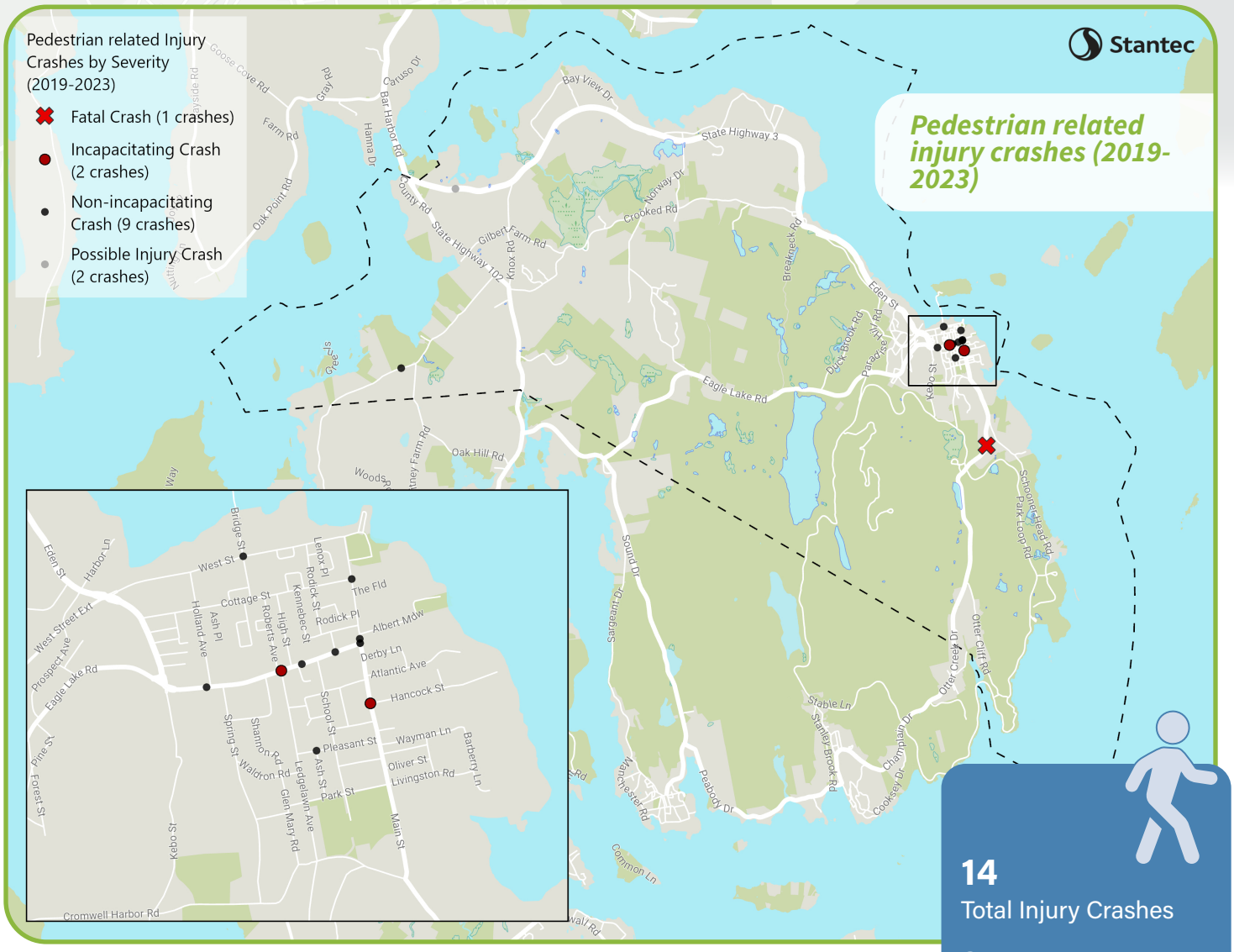
The majority of crashes involving a pedestrian took place in Downtown, especially on Mount Desert Street. Currently the street is a major roadway through Town featuring a lot of commercial, retail and restaurant activities. One fatal crash occurred near the Jackson Laboratory along Main Street.

The leading cause of pedestrian crashes is when a motorist failed to yield to a pedestrian in the right-of-way. This could be attributed to many factors such as sightlines, road geometry, speed limits and sign postings.

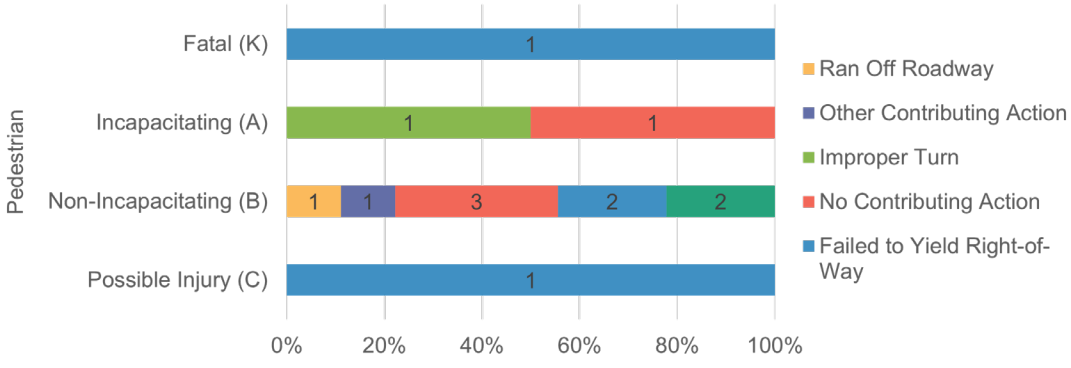
There are fewer crashes involving bicyclists compared to the other modes. Most of these occurred in downtown, with most crashes involving minor injuries. Similar to pedestrian crashes, the leading cause for bicycle crashes is failing to yield to a bicycle in the right-of way.

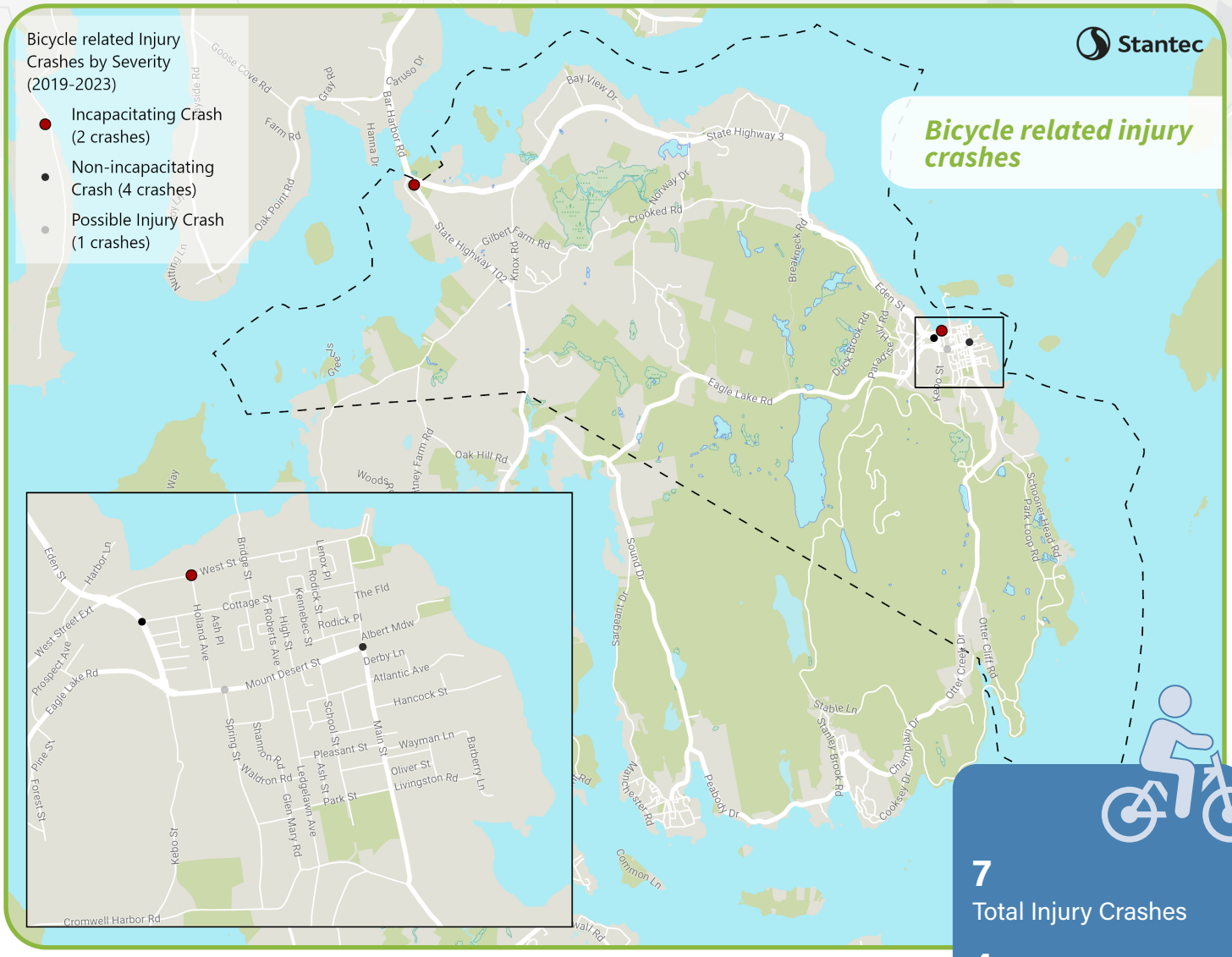
Injury crashes by mode and severity (2019-2023)



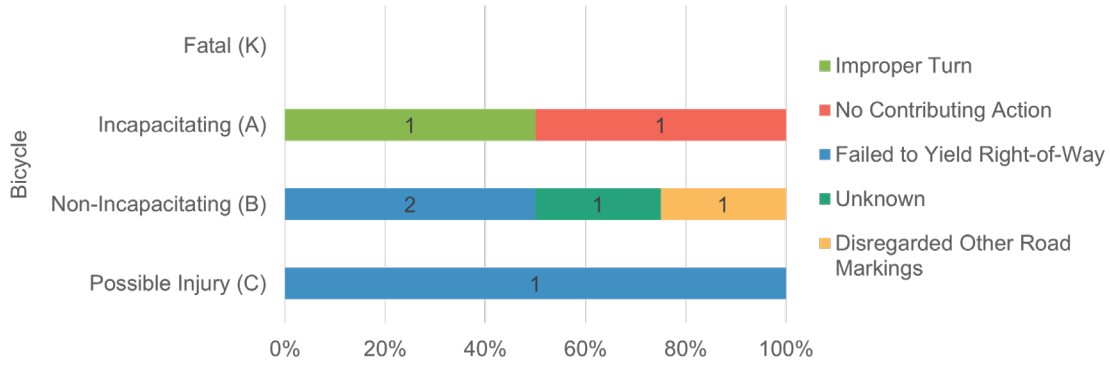


Driver Action Involving Pedestrian Injury Crashes by Crash Severity (2019-2023)





Driver Action Involving Bicycle Injury Crashes by Crash Severity (2019-2023)



NEAR MISS FINDINGS

Reviewing historical crash data provides a solid foundation for assessing safety. However, there may be locations that also need safety improvements that do not have a history of injury crashes. A near-miss analysis enables communities to identify latent safety issues and recommend targeted interventions—such as traffic calming techniques, signal timing adjustments, geometric modifications, or signing enhancements—prior to the occurrence of actual crashes.

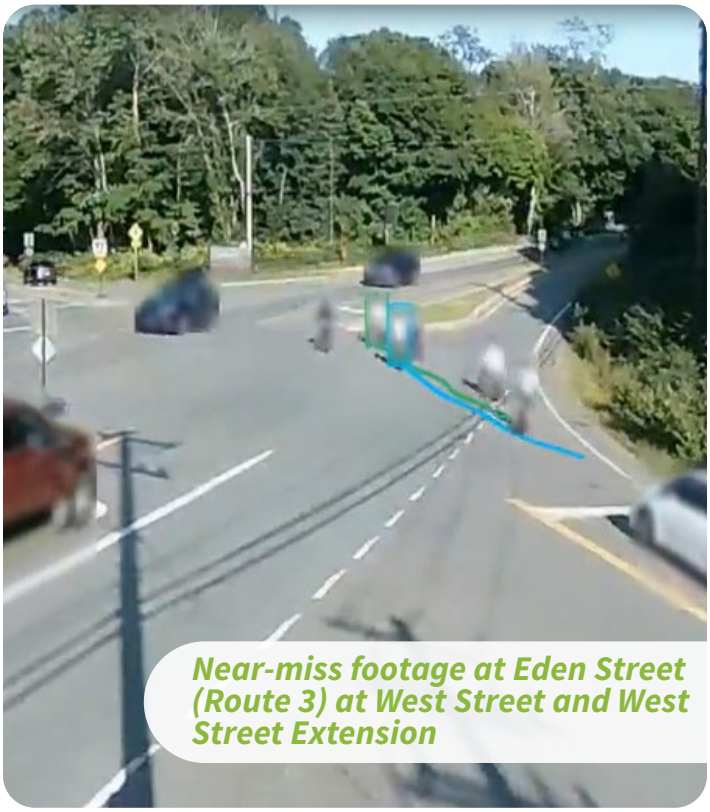
Based on the crash data available publicly through MaineDOT and the Town of Bar Harbor's knowledge of the community, a near-miss analysis was completed at the following intersections:

- Eden Street (Maine Route 3) at West Street and West Street Extension
- Eden Street (Maine Route 3) at Cottage Street
- Eden Street (Maine Route 3) at Highbrook Road
- Eden Street (Maine Route 3) at Mt. Desert Street, Kebo Street, and Eagle Lake Road (Maine Route 233)
- Cottage Street at Roddick Street
- Main Street at West Street
- Main Street at Cottage Street
- Main Street at Mt. Desert Street
- Maine Route 3 at Crooked Road
- Maine Route 3 at Knox Road
- Maine Route 102 at Gilbert Farm Road

Data collection vendor National Data & Surveying, Inc. (NDS) coordinated with Advanced Mobility Analytics Group (AMAG) for the near miss analysis. AMAG received the high-resolution footage from NDS's traffic data collection and processed them using their specialized software platforms capable of detecting and quantifying near miss events through metrics such as Time to Collision (TTC) and Post Encroachment Time (PET).

These metrics identify interactions between road users—vehicles, pedestrians, and cyclists—that occur within critical temporal thresholds, often set at 1.5 seconds, indicating elevated crash risk. In addition, AMAG extracted conflict counts and rates (e.g., conflicts per 1,000 vehicles) and generated heat maps to highlight high-risk zones within the intersection.

After analyzing all of these locations, noticeable near-miss trends were found at three intersections: Eden Street (Maine Route 3) at West Street and West Street Extension, Main Street at West Street and Main Street at Cottage Street, and Maine Route 3 at Crooked Road.



Near-miss footage at Eden Street (Route 3) at West Street and West Street Extension

Eden Street (Route 3) at West Street and West Street Extension

Of all of the intersections reviewed, this intersection had the most near-misses, defined as conflicting movements occurring less than 1.5 seconds from each other. This intersection is notably a gateway between Acadia National Park and downtown Bar Harbor, and is heavily used by vehicles, walkers, bicycles, and scooters. At this intersection, near-misses were recorded between vehicles as well as between bicycles and pedestrians and vehicles.

From the videos provided along with the near miss analysis, common conflict exposures include:

» Vehicles near-missing pedestrians and bicycles crossing Eden Street where no intersection crossings are provided. At times, these pedestrians or bicyclists are in large groups traveling to Acadia National Park.

» Vehicles were seen turning at the intersection through small gaps in traffic, potentially underestimating the speed of oncoming traffic.

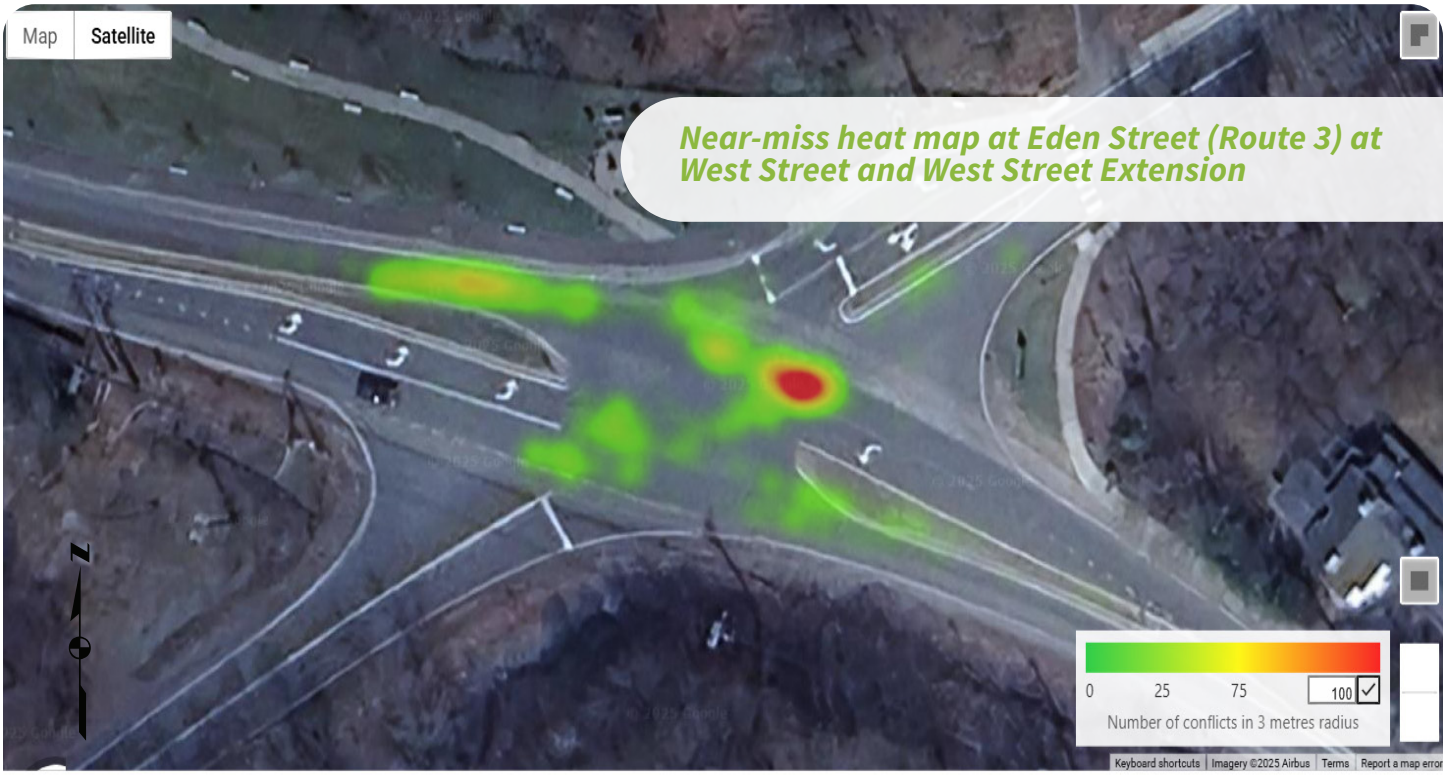
Based on a review of the near miss analysis alongside the crash data and field observations, needs at the intersection to reduce these conflicts include:

» Considering alternative intersection types (roundabout, signalization).

» Providing highly visible bicycle and pedestrian crossings at the intersection.

» Traffic calming to reduce prevailing speeds to allow for more reasonable gaps in Eden Street traffic.

» Realigning roadways for better sight distances to and from West Street and West Street Extension.



Road Users: Bus, Double Trailer, Rigid Truck, Articulated Truck, Triple Trailer, Pedestrian, Bicycle, E-Scooter, Ute/Pickup truck, Van, Passenger Car, Motorbike, Car/Ute With Trailer Conflict Type:All ConflictsDate From:21-Aug-2024 to 21-Aug-2024 Time From: 6:00 - 20:00 Version: v2.2.1

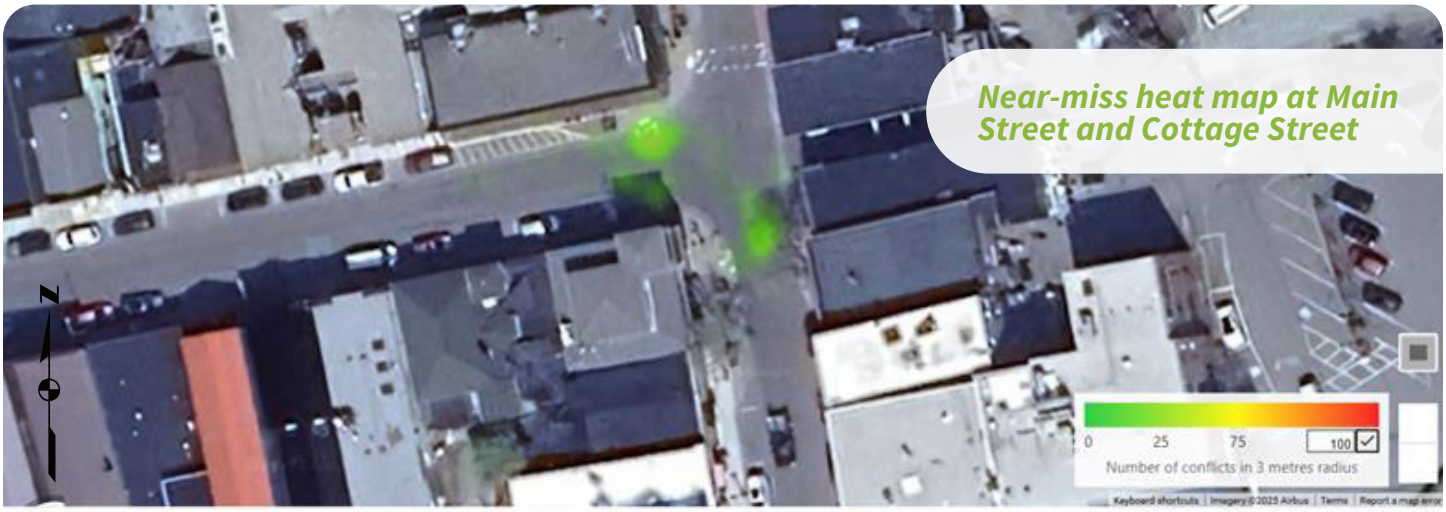
Main Street at West Street and Main Street at Cottage Street

Main Street in Bar Harbor has a lot of pedestrians, particularly at the intersections with West Street and Cottage Street, and at both locations, vehicle and pedestrian near-misses were observed. While there were some noted incidents of pedestrians crossing outside of designated crosswalks, many of the near-miss incidents were vehicles seizing gaps in pedestrian crossing traffic that occur very close to the crossing pedestrians themselves.

Based on a review of the near miss analysis alongside the crash data and field observations, needs at the intersection to reduce these conflicts include:

- Improving pedestrian crossings so they are highly visible.
- Adjusting intersections and curbs to improve visibility and create safer spaces for people walking.
- Exploring design features such as raised crosswalks or intersections that both highlight pedestrian crossings and help calm vehicle traffic.

Road Users: Bus, Double Trailer, Rigid Truck, Articulated Truck, Triple Trailer, Pedestrian, Bicycle, E-Scooter, Ute/Pickup truck, Van, Passenger Car, Motorbike, Car/Ute With Trailer Conflict Type:All ConflictsDate From:21-Aug-2024 to 21-Aug-2024 Time From: 6:00 - 20:00 Version: v2.2.1



Road Users: Bus, Double Trailer, Rigid Truck, Articulated Truck, Triple Trailer, Pedestrian, Bicycle, E-Scooter, Ute/Pickup truck, Van, Passenger Car, Motorbike, Car/Ute With Trailer Conflict Type:All ConflictsDate From:21-Aug-2024 to 21-Aug-2024 Time From: 6:00 - 20:00 Version: v2.2.1

Route 3 at Crooked Road

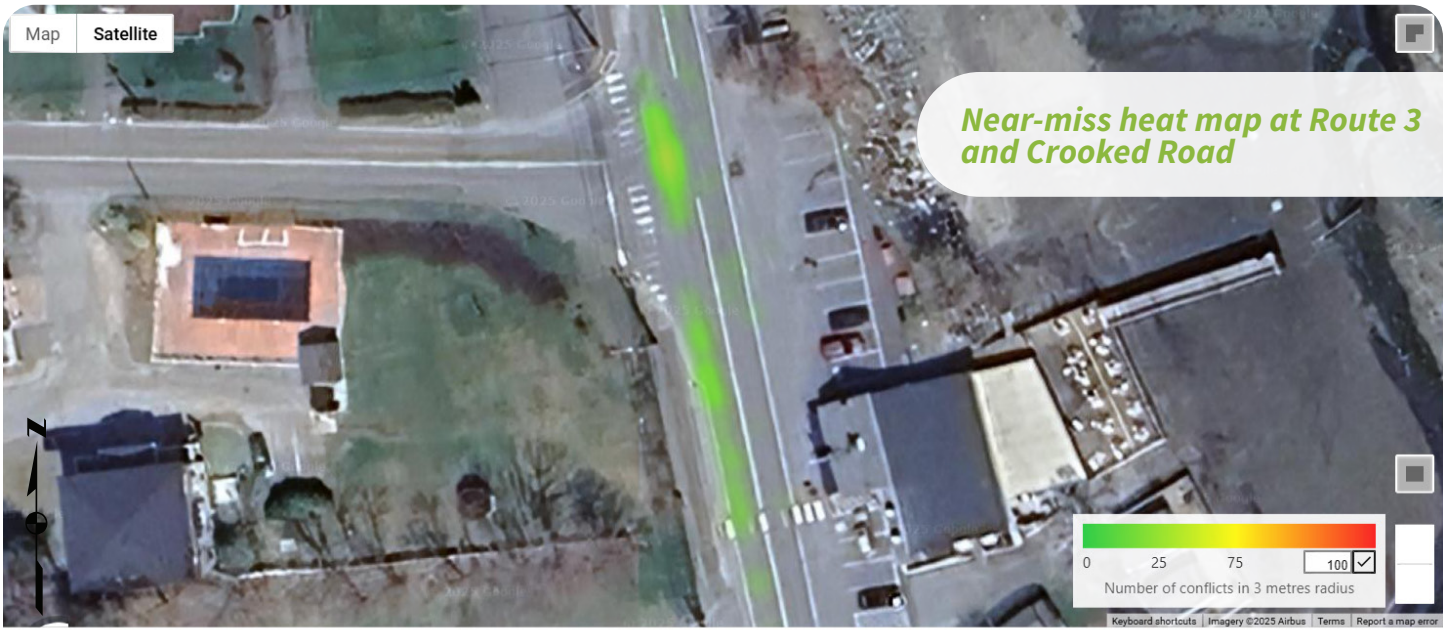
This location is outside of Downtown Bar Harbor, and is used by several different groups, including Chart Room customers, bikers and pedestrians, commuting vehicle traffic, and recreational visitors. Speed assessments included in the near miss analysis showed that over 55% southbound traffic and over 40% Northbound traffic on Route 3 exceeded the posted speed limit of 35 MPH by at least 5 miles per hour during the data collection period.

From the videos provided along with the near miss analysis, common conflict exposures include:

- Vehicles were near-missing pedestrians crossing Route 3 where a pedestrian crossing is provided, but could be improved to meet the most current version of the Manual of Uniform Traffic Control Devices (MUTCD) and Public Right-Of-Way Accessibility Guidelines (PROWAG).
- Vehicles were seen turning at the intersection through small gaps in traffic, potentially underestimating the speed of oncoming traffic.

Based on a review of the near miss analysis alongside the crash data and field observations, needs at the intersection to reduce these conflicts include

- Improve pedestrian crossings with treatments that increase visibility and driver awareness, such as high visibility paint or Rectangular Rapid Flashing Beacons (RRFBs).
- Introduce a gateway treatment with traffic calming measures to lower speeds and create safer opportunities for crossing and turning vehicles.



Road Users: Bus, Double Trailer, Rigid Truck, Articulated Truck, Triple Trailer, Pedestrian, Bicycle, E-Scooter, Ute/Pickup truck, Van, Passenger Car, Motorbike, Car/Ute With Trailer Conflict Type:All ConflictsDate From:21-Aug-2024 to 21-Aug-2024 Time From: 6:00 - 20:00 Version: v2.2.1

ADDITIONAL DATA

In addition to data obtained from our conventional report-based sources—including MaineDOT and Public Safety—we identified further crash incidents that were not officially documented. These cases typically occurred outside of roadways, did not involve motor vehicles, or were subject to other exceptional circumstances. This supplementary information was acquired through multiple engagement sessions with Town Departments, and partner organizations such as Acadia National Park, and centered on non-vehicular crashes occurring on Town streets, Acadia's Carriage Road system, or private property within the community. The findings included several serious injury crashes, predominantly involving interactions between cyclists and pedestrians, or solo cycling crashes. Due to the limited details available for these occurrences, they were excluded from our comprehensive crash analysis, though they received consideration during the development of recommendations for the plan. These crashes were often associated with cyclist and pedestrian activity in high-traffic areas such as West Street Extension and the intersection of West Street and Eden Street.

CHALLENGES ON THE ROADS TODAY

Some of the factors contributing to safety vulnerability on Bar Harbor's roadways relate to physical characteristics:

Intersection Design

Areas where intersections are poorly designed, leading to confusion and potential conflicts between different modes of transportation, such as vehicles, bicyclists, and pedestrians.

Infrastructure Maintenance

Areas with sidewalk obstructions, gaps in the sidewalk network, or other maintenance issues. Some of these issues may also be temporary challenges, such as during planned road improvements or construction.

Road Characteristics that do not Reinforce Speed Limits

Areas where speed limits are either inappropriate for road characteristics (including lane and road widths) or where speed limit signs are needed (particularly around schools).

Pedestrian Accessibility

Locations that lack additional features to improve safe crossings or where crossings are missing to connect between long blocks, such as crosswalk bumpouts, Rapid Rectangular Flashing Beacons (RRFBs), or pedestrian-activated push buttons.

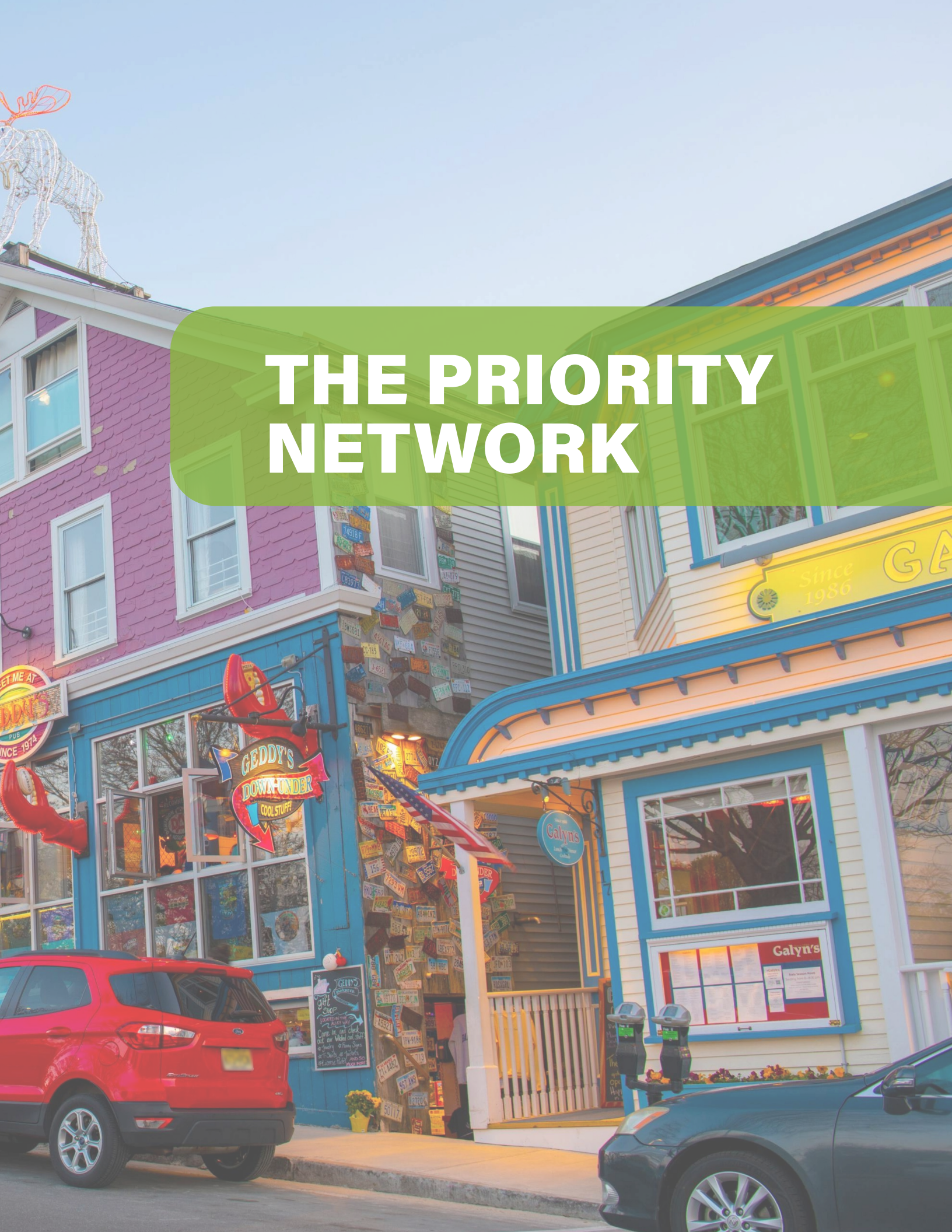
Visibility and Sightlines

Areas where parking, topography, buildings, and other factors contribute to reduced sightlines for both drivers and pedestrians/cyclists.

Bicycle Infrastructure

Areas that lack dedicated bike lanes, bike racks, or other facilities that support safe and convenient biking. This includes places where bike lanes are needed, where existing bike lanes are poorly maintained, or where bike lanes are not clearly marked.


GEDDY'S BY THE SEA
MEET ME AT
GEDDY'S
SINCE 1974
RESTAURANT



THE PRIORITY NETWORK

METHODOLOGY

Part of the challenge of applying Vision Zero in Bar Harbor is narrowing down roughly 103 miles of roadway in the Town to a Priority Network that identifies where improvements are most likely to reduce crashes and injuries.

The Priority Network is based on an analysis that includes crash data, contextual roadway and land use characteristics, and community input. All of these variables together serve to narrow down all roads in Bar Harbor to a manageable list of priority locations, where the Town can invest in to make the most progress toward improving safety and reducing crashes. The Priority Network combines the trends-based network, risk-based network, and community-based network.

- **The Trends-based Network** (also knows as the High Injury Network) reviews the past five years of crash data to understand where injury crashes are occurring based on past crash trends. Crashes are analyzed to identify overall trends, and the crashes are mapped on the roadway to identify the high injury network of roadways with higher densities of crashes.
- **The Risk-based Network** considers roadway and land use contexts that may elevate crash risk, even where crash history is limited. Examples include proximity to schools and community destinations higher speed limits, lack of crosswalks, and other systemic factors.
- **The Community-based Network** incorporates community experiences and input on where people feel unsafe. Crashes may commonly be underreported and there may be common near-miss locations. This community-based network aims to catch these under-reported and near-miss crash locations and supplement the priority network and locations.

The Priority Network captures and overlays these three networks to identify the top priority locations. The priority network helps guide the decision-making and next steps for safety improvements and strategies.

DATA-DRIVEN

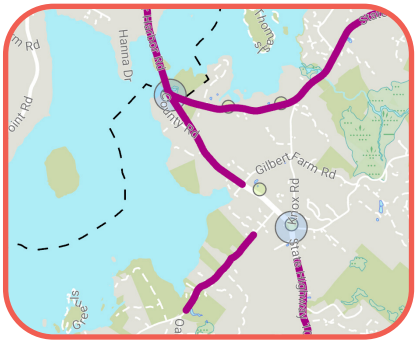
COMMUNITY-DRIVEN

Trends-Based Network (HIN)

Locations where **existing fatal and severe injury crashes** occur based on past crash trends

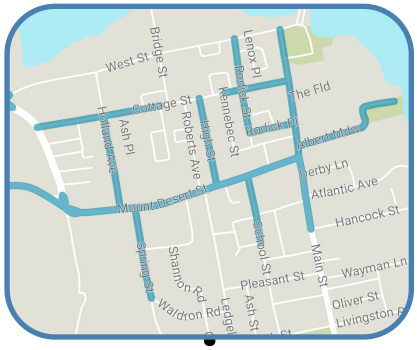
Risk-Based Network

Locations where **high-risk contexts** occur, regardless of the crash history, based on roadway and land use context characteristics



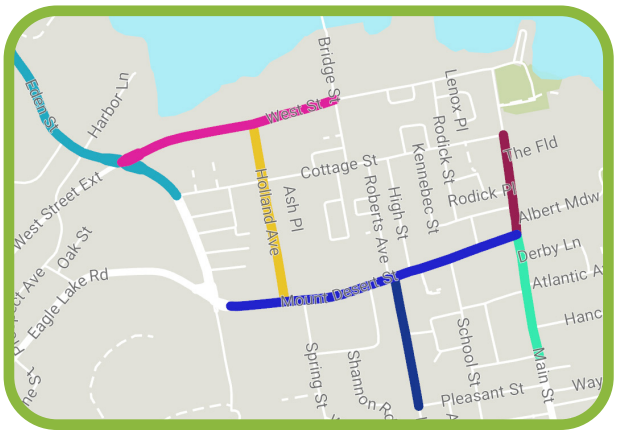
Community-Based Network

Locations where **people feel unsafe**. Crashes may be underreported, and may be common near-miss locations.



PRIORITY NETWORK

Most impactful and highest priority locations for safety investments

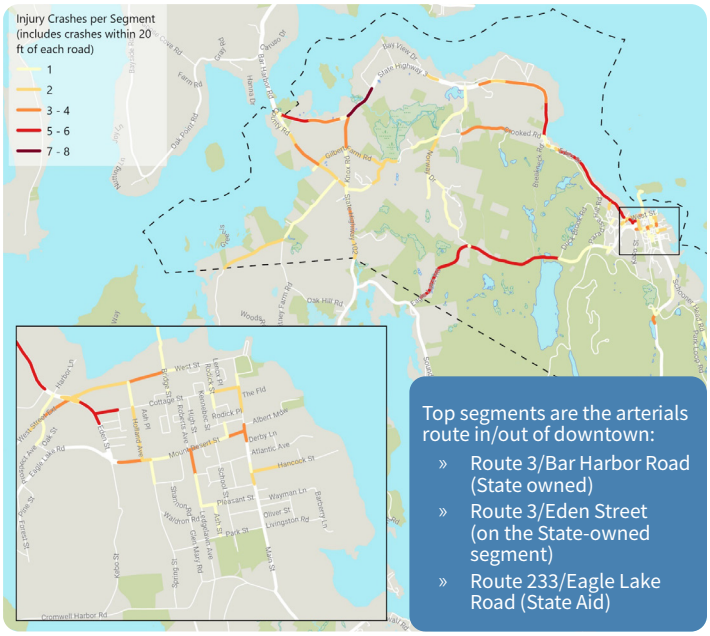


Trends-Based Network

The trends-based network, also called the high injury network (HIN) indicates the roadway segments with a higher density of injury crashes. While the HIN covers only 16% of all Bar Harbor roadways, it captures 86% of all fatal and severe injury crashes.

The HIN was drafted by first spatially joining fatal and injury crashes to the most adjacent road segments using a 20 ft buffer. Crashes that happened at intersections were joined to all approaching roadways.

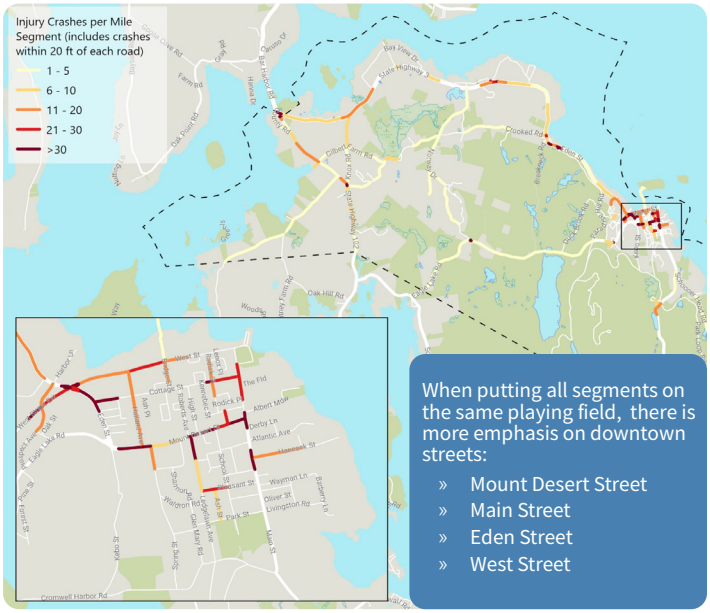
First, density of injury crashes were visually displayed by road segment:



Top segments are the arterials route in/out of downtown:

- Route 3/Bar Harbor Road (State owned)
- Route 3/Eden Street (on the State-owned segment)
- Route 233/Eagle Lake Road (State Aid)

Since Bar Harbor roads in Downtown are shorter in length and roads outside Downtown are longer, injury crashes were displayed by segment per mile to normalize the data and put all road segments on the same playing field:

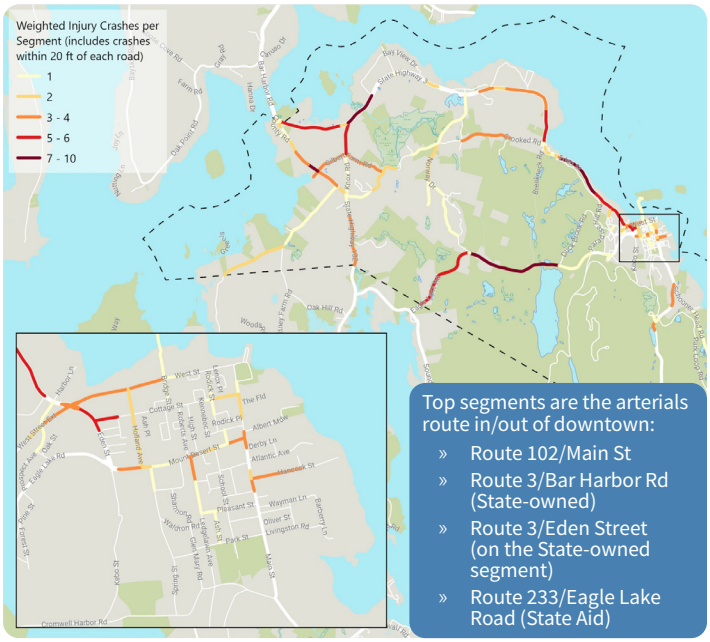


When putting all segments on the same playing field, there is more emphasis on downtown streets:

- Mount Desert Street
- Main Street
- Eden Street
- West Street

Injury crashes were also weighted to give more weight to fatal and severe injury crashes:

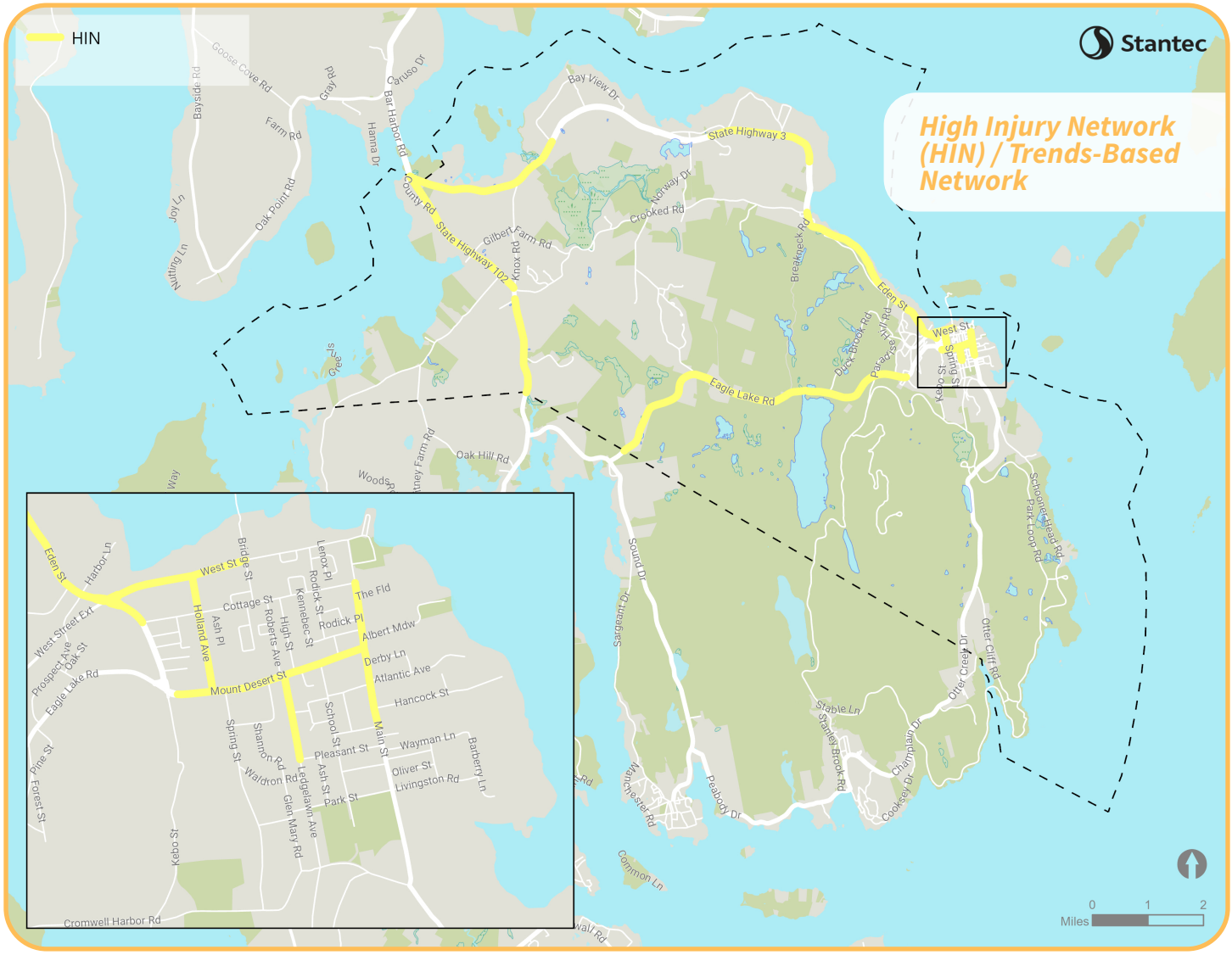
- Fatal crashes were multiplied by 3
- Severe injury crashes were multiplied by 2
- Minor injury crashes were given a score of 1



Top segments are the arterials route in/out of downtown:

- Route 102/Main St
- Route 3/Bar Harbor Rd (State-owned)
- Route 3/Eden Street (on the State-owned segment)
- Route 233/Eagle Lake Road (State Aid)

Based on the roadway injury crash maps, roadways with higher scores of fatal and injury crashes were included in the HIN. A few shorter segments that had lower scores but were in between HIN segments were included in the HIN to create a more logically-connected network.



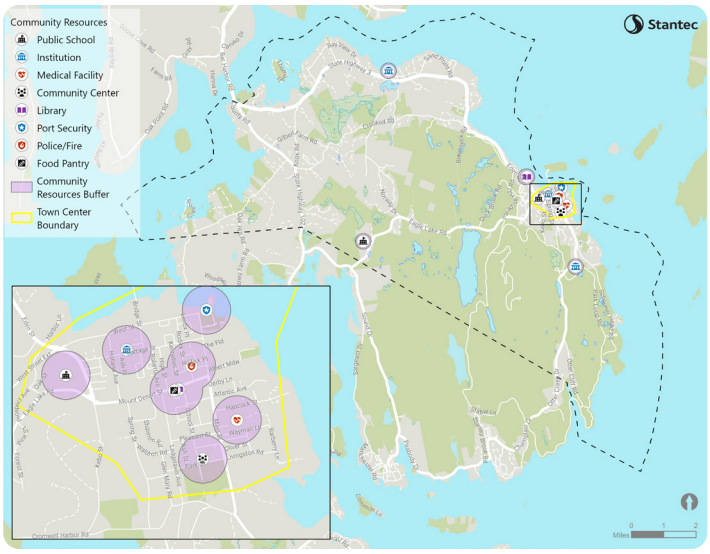
	Total Townwide Crashes	Crashes on HIN	% Crashes on HIN
Fatal Crashes	5	4	80%
Severe Injury Crashes	17	15	88%
Fatal + Severe Injury Crashes	**22**	**19**	**86%**
Mileage	103.43 Miles	16.6 Miles	16%

Risk-Based Network

The risk-based network was identified by the Advisory Group in the spring of 2025. It is designed to highlight areas that are associated with a higher risk of crashes based on the surrounding land use and infrastructure context rather than past crash trends. A map and description of each of the eight (8) risk-based variable is shown below:

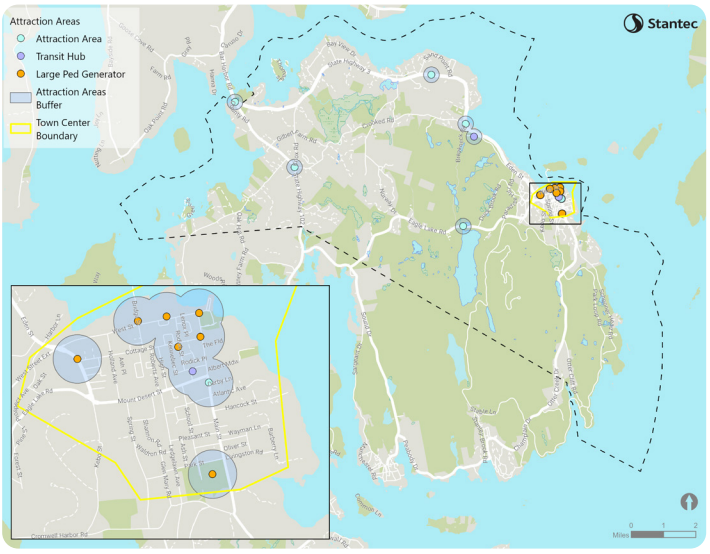
Community Facilities

All community facilities were combined as one variable and included public schools, colleges, medical facilities, community centers, libraries, food pantries, police stations, fire stations, and port security. Community facilities are areas where pedestrians, bicyclists, children under the age of 18, and people in underserved communities are more likely to visit and populate. Community facilities are along only 6% of all Bar Harbor roadway but this variable captures 50% of all pedestrian-involved injury crashes and 71% of all bicycle-involved injury crashes.



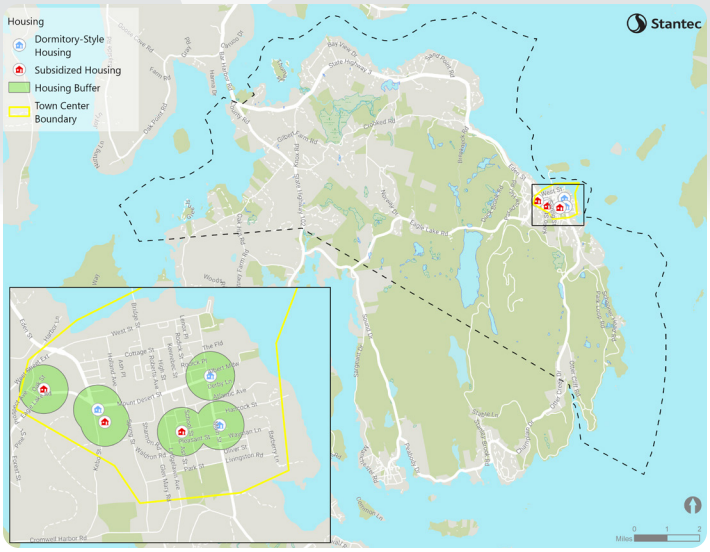
Attraction Sites

Because of the unique nature of Bar Harbor and the surrounding Acadia National Park the Town draws many visitors. To ensure that visitor activity and locations of high visitor usage were included, Stantec collaborated with Town officials and through the public engagement process to identify high pedestrian and cyclist usage areas such as transit hubs, campgrounds, and high-volume pedestrian areas were included as a risk variable in the analysis. These areas see higher levels of foot, bicycle, and vehicle activity, and they are strongly associated with injury crashes. Although attractions are located along only about 8% of Bar Harbor's roadways, they account for 23% of fatal and severe injury crashes, 43% of pedestrian injury crashes, and 71% of bicycle injury crashes.



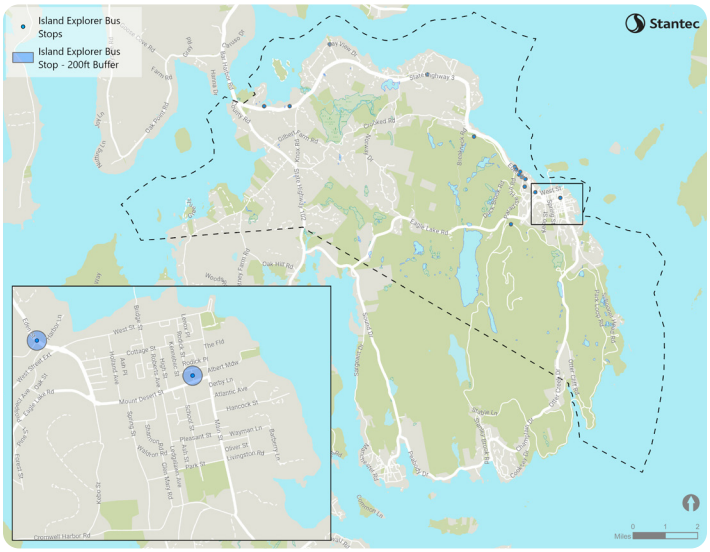
Housing

Given the seasonal nature of a lot of the Town's tourism industry, and the large percentage of workers in those industries rely on non motorized forms of transport it was important to include areas of known employee housing. This included locations with the highest density such as the permitted dormitory style accommodations. It was also important to include other high density housing such as Malvern Belmont and others, especially considering a higher percentage of their residents rely on non-motorized forms of transport as well. Because many of these workers live in dormitory-style or subsidized housing and often walk to their jobs, these areas were included as a risk factor in the analysis. Although worker housing is located along only about 3% of Bar Harbor's roadways, these areas account for roughly 50% of all pedestrian injury crashes.



Island Explorer

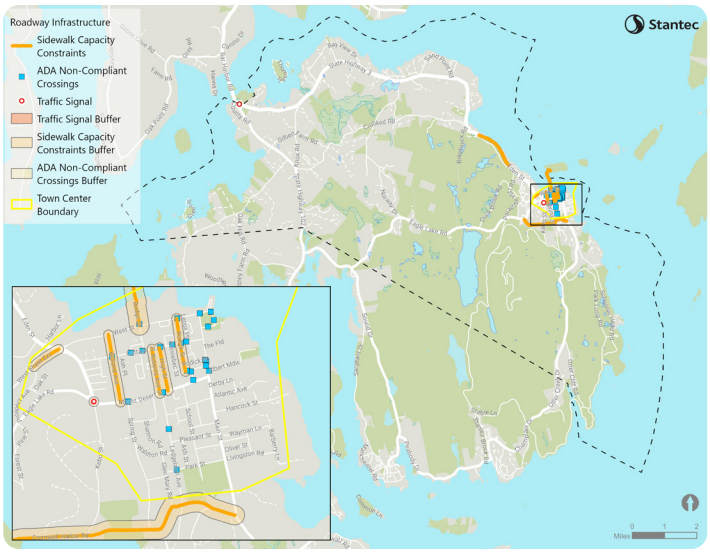
The island Explorer, a privately owned and operated transit system, is one of the main services used by Bar Harbor visitors and seasonal workers to travel to, from, and around Town. The five busiest routes and stops were included as risk variables in the analysis. Although Island Explorer stops were located along only about 5% of Bar Harbor's roadways, they account for 18% of fatal and severe injury crashes.



Sidewalk and Crosswalk Capacity and ADA Compliance

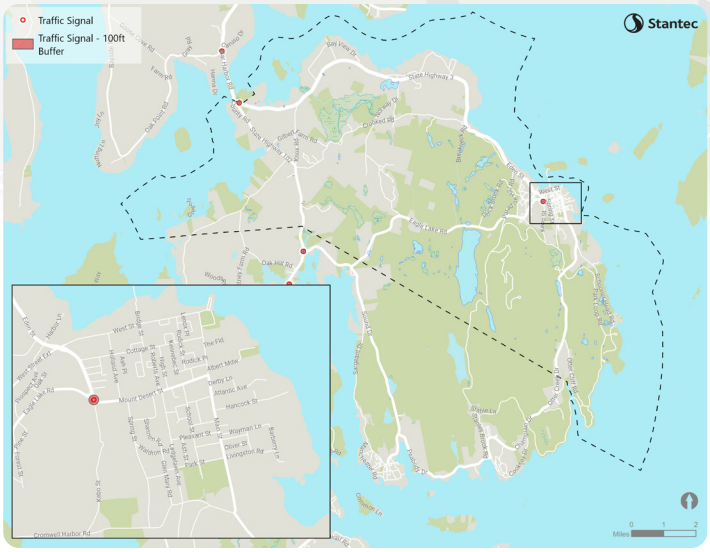
When sidewalks are crowded, pedestrians may step into travel lanes, increasing their risk of being involved in a crash. Roadways with low sidewalk capacity make up only about 5% of the network but account for 18% of fatal and severe injury crashes, 21% of pedestrian injury crashes, and 14% of bicycle injury crashes.

Crosswalks that are not compliant with ADA standards also create safety risks for people walking and biking. Although they represent just 0.3% of Bar Harbor's roadways, these crosswalks are associated with 14% of injury crashes involving a bicycle.



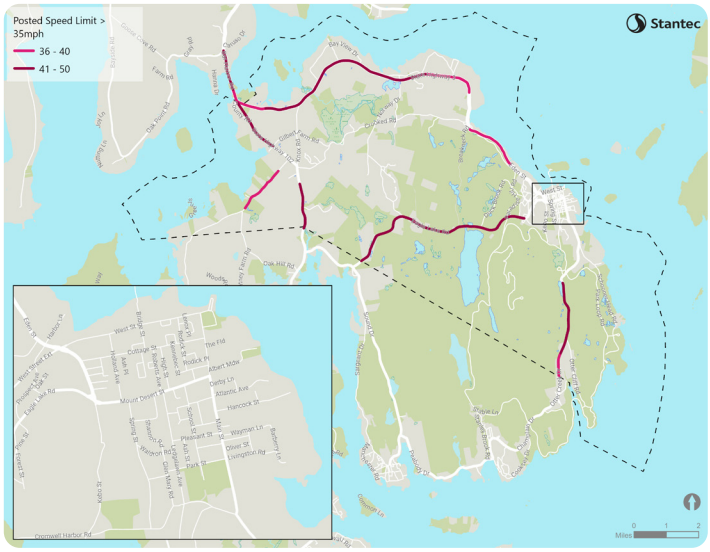
Traffic Signals

Traffic signals can have an important role in managing traffic flow, improving pedestrian crossings, and reducing risk when carefully designed and maintained. Bar Harbor currently has only two traffic signals, and there was not a strong association with injury crashes at these locations. However, traffic signals are generally recognized as locations associated with increased risk.



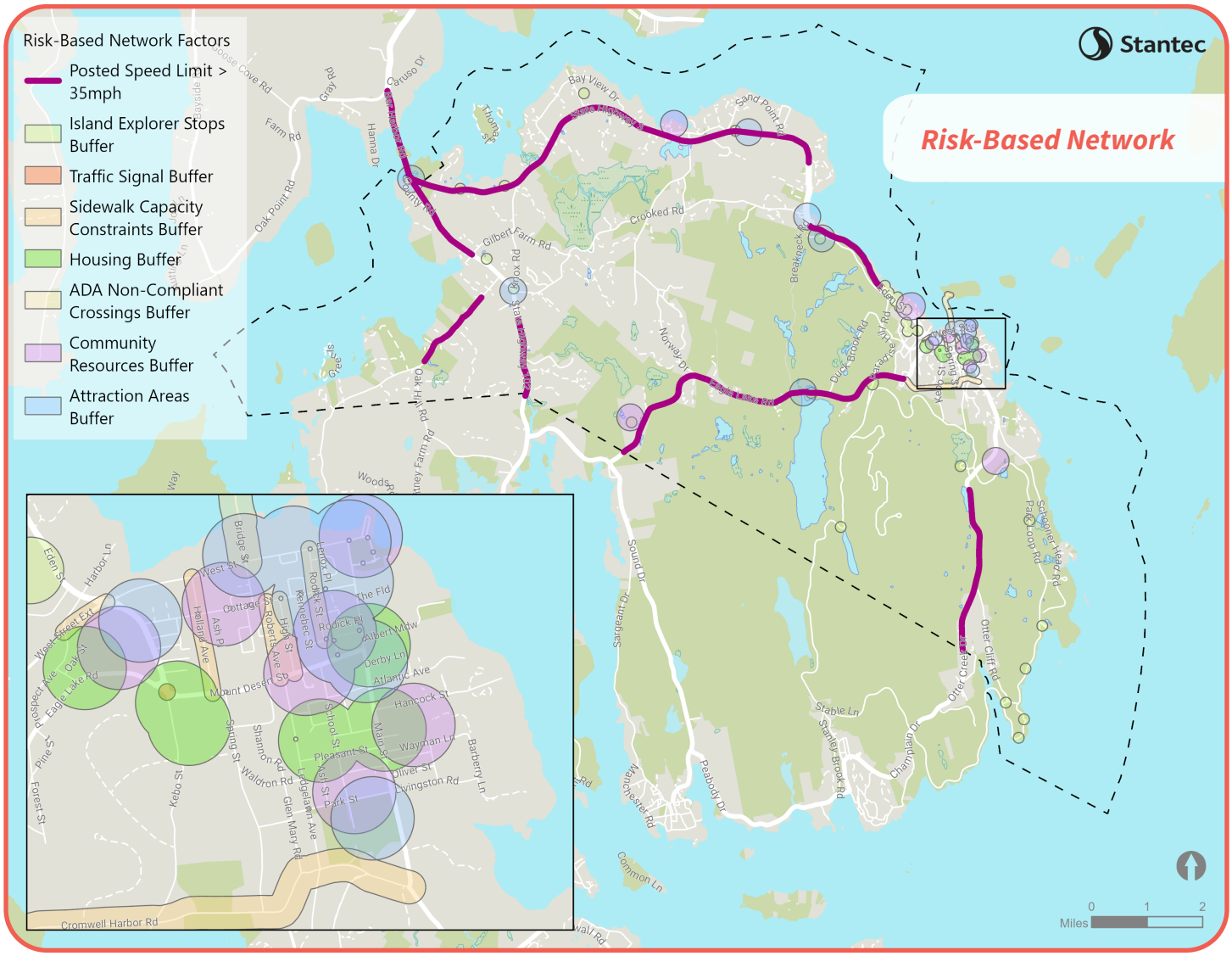
Posted Speed Limits >35 MPH

Posted speed limits set an enforceable limit to how fast a vehicle is allowed to travel. The higher the actual vehicle speed is when involved in a pedestrian crash, the more likely that the pedestrian injury will be severe or fatal, so higher limits are considered a risk variable. Posted Speed Limits greater than 35 mph cover 20% of Bar Harbor roadways but capture 59% of all fatal and severe injury crashes.



The table on the next page shows all the risk-based variables included in the analysis and their association with injury crashes. Pink shading indicates that these locations are risk-factors because they are overrepresented in the crash data. Overall, the risk-based network covers only 28% of all roadways, but captures 95% of all fatal and severe injury crashes. The map shows the locations of all risk-based variables.

Risk-Based Factors and Crashes						
Risk Factor	**Radius**	**% of All Bar Harbor Roads (Mileage)**	**% of All Injury Crashes**	**% of Fatal and Severe Injury Crashes**	**% Pedestrian Involved Injury Crashes**	**% Bicycle Involved Injury Crashes**
Community Facilities	500 ft In Town 1000 ft Out of Town	5.75%	17%	18%	50%	67%
Attraction Sites	500 ft In Town 1000 ft Out of Town	8.2%	27%	23%	43%	56%
Housing	500 ft In Town 1000 ft Out of Town	3.4%	9%	5%	50%	11%
Island Explorer	200 ft In Town 400 ft Out of Town	4.75%	11%	18%	7%	0%
Sidewalk Capacity	100 ft In Town 200 ft Out of Town	4.86%	12%	18%	21%	22%
ADA Non-compliant Crosswalk	500 ft In Town 1000 ft Out of Town	0.27%	3%	5%	7%	11%
Traffic Signal	25 ft In Town 50 ft Out of Town	0.28%	2%	0%	0%	0%
Posted Speed Limit >35 mph	50 ft In Town 100 ft Out of Town	19.89%	51%	59%	7%	11%
All Risk-based Factors	Merging all buffers	28%	89%	95%	100%	92%



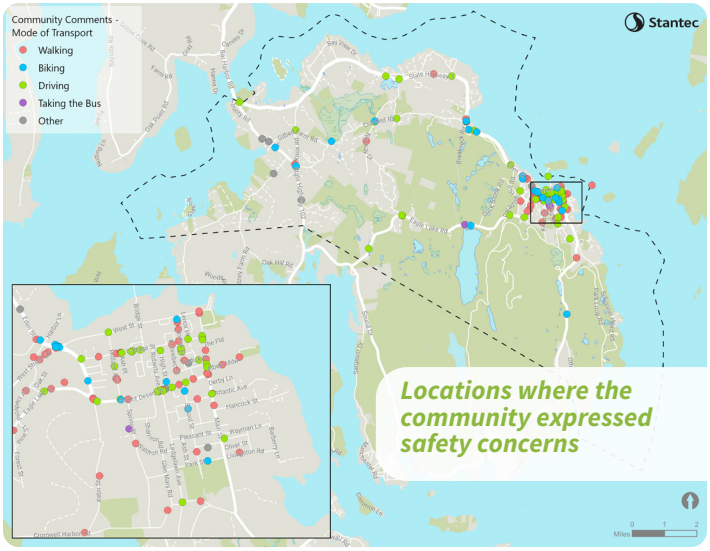
Community-Based Network

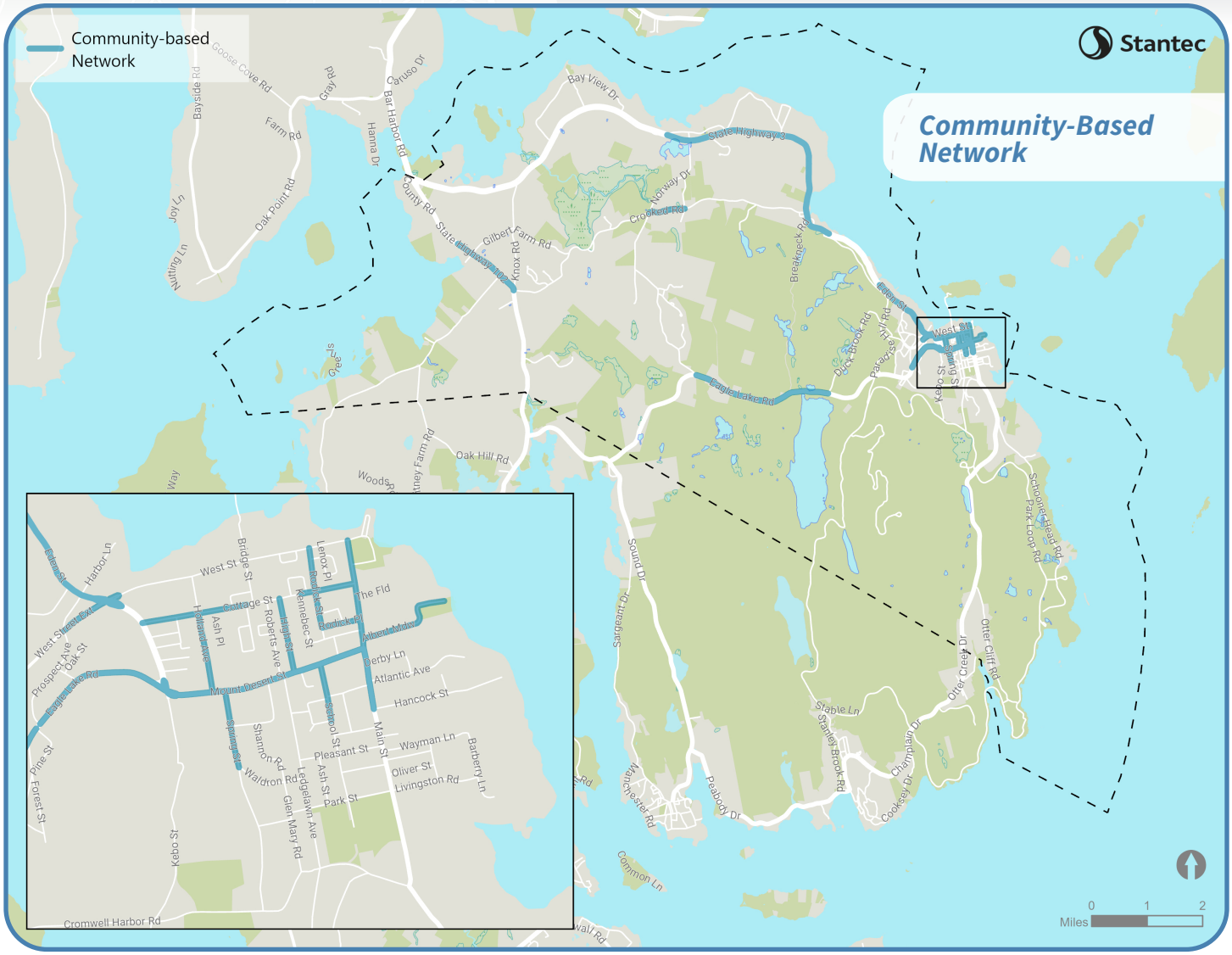
As part of the survey that was open in September and October 2024, and the community engagement conducted in Round 1 in September 2024, respondents had an option to use an interactive map to place geo-coded comments regarding the safety of travel by different modes of transportation. 259 unique points were added to this map. This resulted in a more accurate representation of people's concerns on the roadway network.

Some of the areas of high concern include Mount Desert Street, Route 3, and Main Street, with an emphasis on safety for pedestrians and bicyclists.

The community-based network was drafted by first spatially joining community input points to nearby road segments using a proximity analysis. Density of community input was visually displayed by road segments. Since Bar Harbor roads in Downtown are shorter in length and roads outside Downtown are longer, community input points were displayed by segment per mile to normalize the data and put all road segments on the same playing field. Based on the community inputs map, roadways with higher scores of community input points were included as the community-based network. A few segments that had lower scores but were near intersections were included in the community-based network to account for the approaching streets that make up an intersection.

The community-based network indicates the roadway segments with higher density of community inputs. The community-based network covers 9% of all Bar Harbor roadways and captures 59% of all comments.

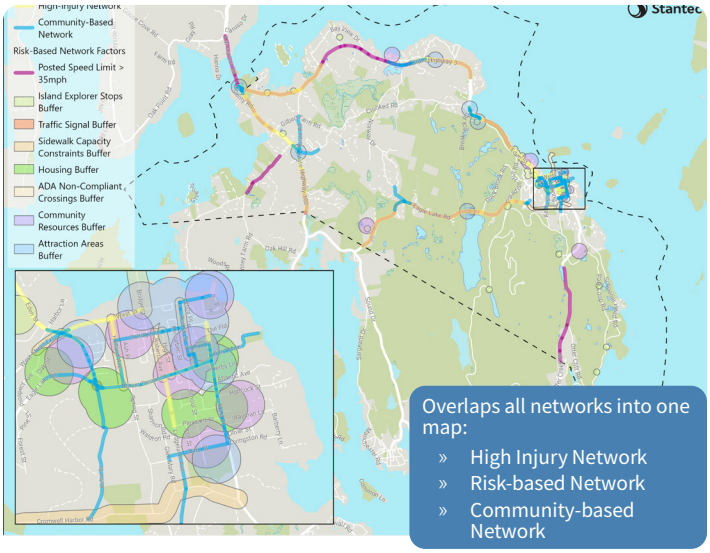



Community-based Network
Stantec
Community-Based Network
Bay View Dr
State Highway 3
Norway Dr
Crooked Rd
Breakneck Rd
Eden St
West St
Kebo St
Main St
Duck Brook Rd
Paradise Hill Rd
Eagle Lake Rd
Gilbert Farm Rd
Knox Rd
County Rd
Hamm Dr
Bar Harbor Rd
Caruso Dr
Gray Rd
Farm Rd
Bayside Rd
Goose Cove Rd
Oak Point Rd
Joy Ln
Nutting Ln
Oak Hill Rd
Whitney Farm Rd
Woods Rd
Sound Dr
Sargeant Dr
Schooner Head Rd
Park Loop Rd
Otter Creek Dr
Otter Cliff Rd
Stable Ln
Stanley Brook Rd
Champlain Dr
Cooksey Dr
Peabody Dr
Newcastle Rd
Common Ln
Harbor Ln
West St
Bridge St
Cottage St
Roberts Ave
Rennebec St
Lenox Pl
Roosevelt St
Broadview Ter
The Fld
Derby Ln
Atlantic Ave
Hancock St
Wayman Ln
Oliver St
Livingston Rd
Barberry Ln
Pleasant St
Ash St
Park St
Main St
School St
Spring St
Shannon Rd
Waldron Rd
Ledgelawn Ave
Glen Mary Rd
Mount Desert St
Ash Pl
Highland Ave
Prospect Ave
Oak St
West Street Ext
Eagle Lake Rd
Pine St
Forest St
Kebo St
Cromwell Harbor Rd
0
1
2
Miles

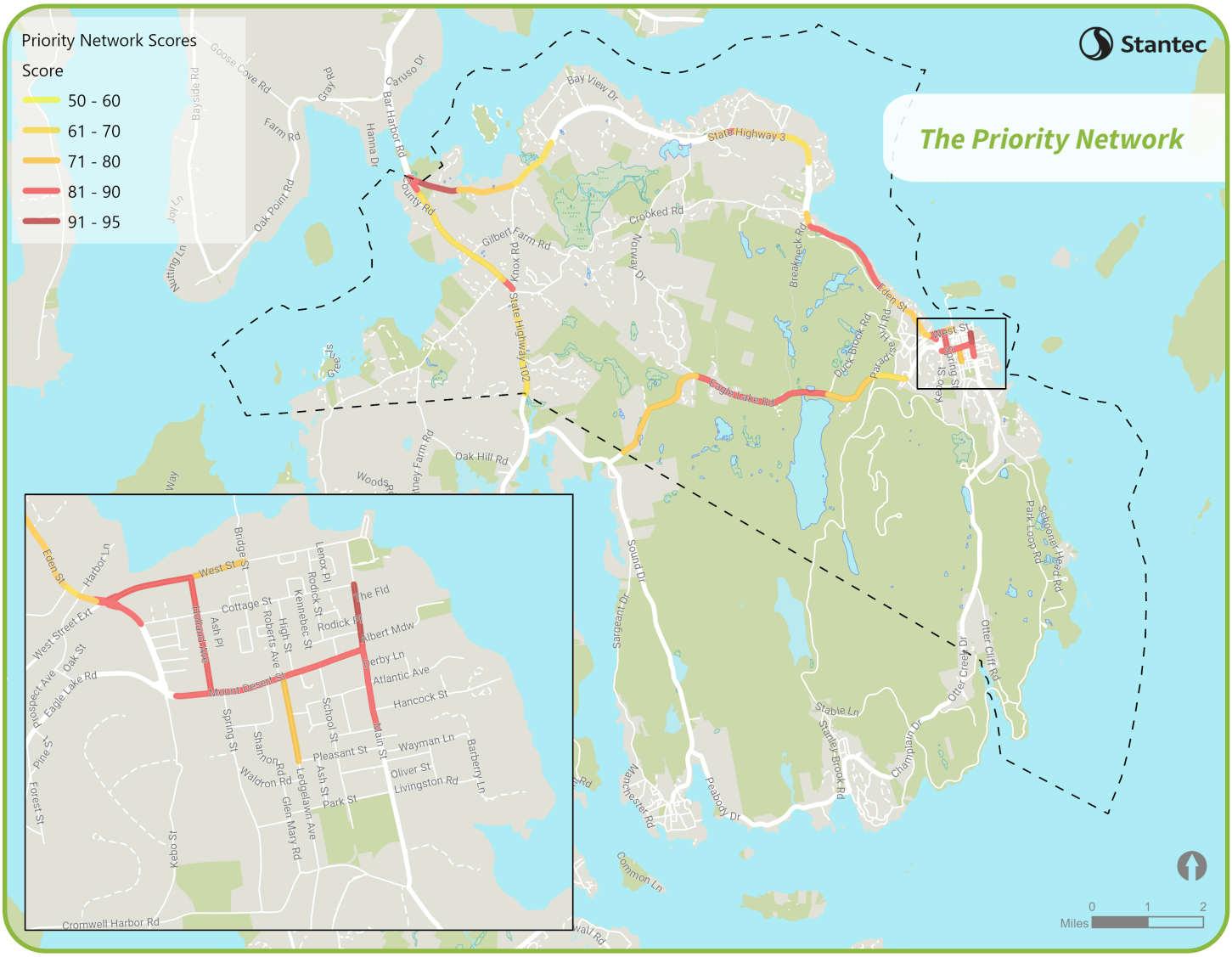
PRIORITY NETWORK

The priority network overlays all three networks – the trends-based network (High Injury Network), risk-based network, and community-based networks – and gives scores for each road segment based on each network and an overall weighting scheme. The High Injury Network (HIN) was given the most weight of 65% as it indicates the locations where past crashes occurred. Risk-based network made up a total weight of 25% as it notes the risk areas that are associated with increased risk of injury crashes but not necessarily actual crashes. Each risk-based variable was given different weights based on the percentage of injury crashes associated with these variables. Finally, the community-based network was given a weight of 10% for its valuable additional anecdotal insight.

Using these scores, a top priority network was created by introducing a threshold where only the roadways with a score of greater than 50 were considered a top priority. **While the top priority network only covers 16% of all Bar Harbor roadways, it captures 86% of all fatal and severe injury crashes.**



Priority Network Weighting		
Factor	**Weight**	**Rationale**
High Injury Network (HIN)	65%	Captures 86% of all severe and fatal injury crashes
Community-Based Network	10%	Includes 59% of comments on community-based network
Risk-Based Network	25%	Captures 95% of all severe and fatal injury crashes
Posted speed limit >35 mph	*5%*	*59% of all severe and fatal injury crashes*
Roadway Infrastructure	*5%*	*21% of all pedestrian involved injury crashes & 33% of all bicycle involved injury crashes*
Community Facilities	*5%*	*50% of all pedestrian involved injury crashes & 67% of all bicycle involved injury crashes*
Attraction Areas	*5%*	*43% of all pedestrian involved injury crashes & 56% of all bicycle involved injury crashes*
Housing	*2.5%*	*50% of all pedestrian involved injury crashes & 11% of all bicycle involved injury crashes*
Island Explorer	*2.5%*	*18% of all severe and fatal injury crashes*


Priority Network Scores
Score
50 - 60
61 - 70
71 - 80
81 - 90
91 - 95
Stantec
The Priority Network
State Highway 3
State Highway 102
Eagle Lake Rd
West St
Eden St
Crooked Rd
Gilbert Farm Rd
Oak Hill Rd
Bay View Dr
Breakneck Rd
Dick Brook Rd
Paradise Hill Rd
Sound Dr
Sargeant Dr
Peabody Dr
Stable Ln
Otter Creek Dr
Otter Cliff Rd
Schooner Head Rd
Park Loop Rd
Common Ln
Stanley Brook Rd
Chamberlain Dr
Manchester Rd
Cromwell Harbor Rd
Bridge St
Harbor Ln
West Street Ext
Cottage St
Ash Pl
High St
Roberts Ave
Kennebec St
Rodick St
Rodick Pl
Lenox Pl
The Fld
Albert Mdw
Derby Ln
Atlantic Ave
Hancock St
Wayman Ln
Oliver St
Livingston Rd
Barberry Ln
Main St
School St
Pleasant St
Ash St
Park St
Ledgelawn Ave
Glen Mary Rd
Waldron Rd
Shannon Rd
Spring St
Mount Desert St
Holland Ave
Oak St
Eagle Lake Rd
Prospect Ave
Pine St
Forest St
Kebo St
0
1
2
Miles

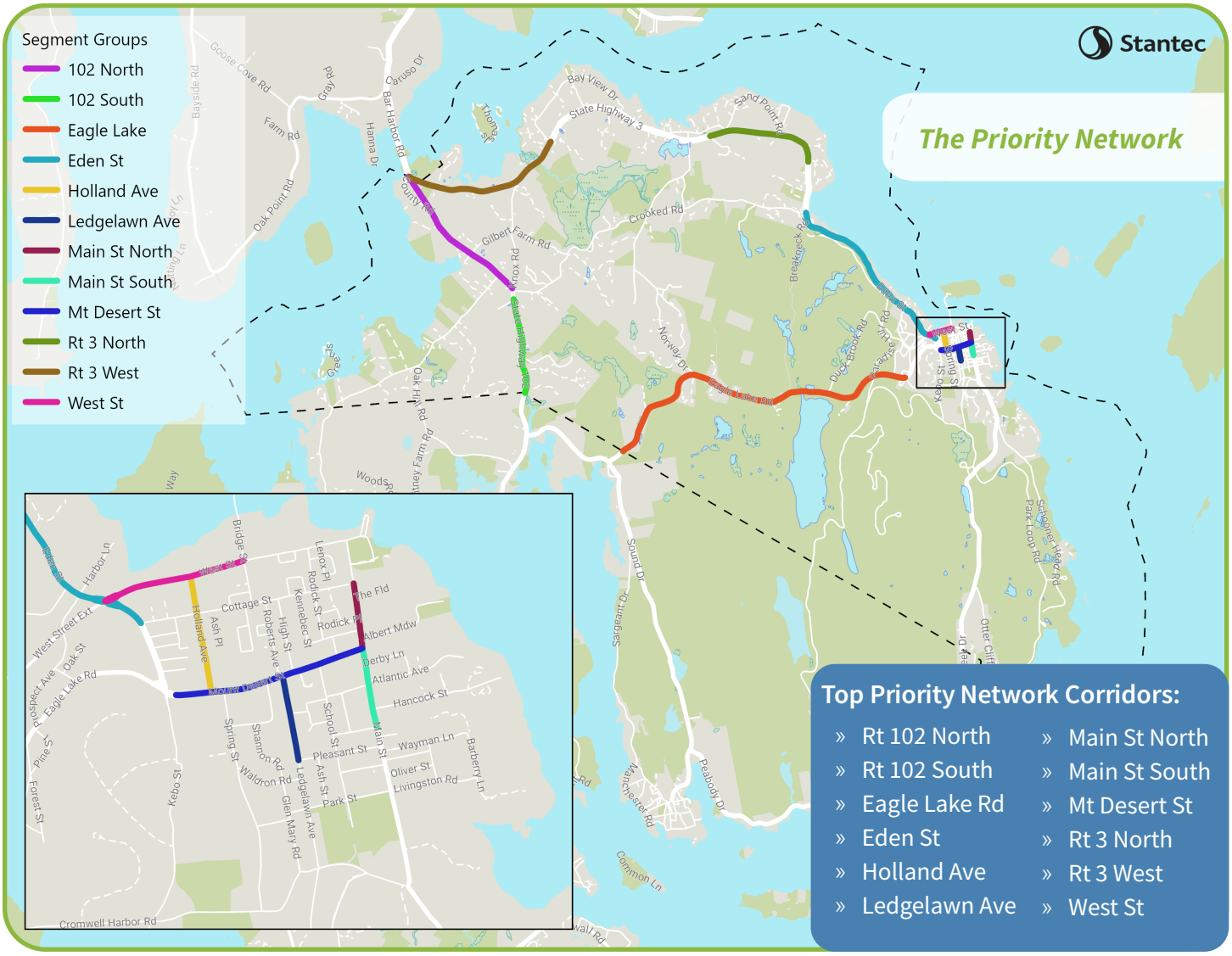
What To Know About The Priority Network

By examining the trends and finding in the Priority Network, recommendation to achieve Vision Zero can be more targeted to address the underlying factors of fatalities and severe injury crashes.

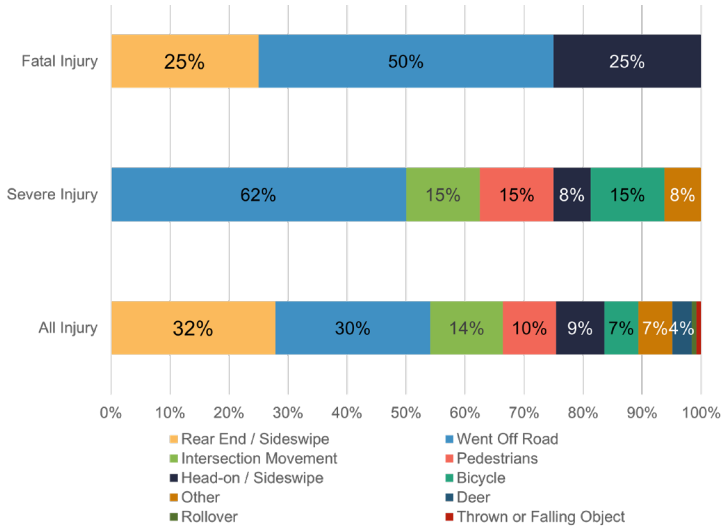
Overall, Eden Street had the most injury crashes and the most severe crashes, while Route 102 North had the most total crashes.

Across the Priority Network, crashes involving rear end / sideswipe and going off the road made up more than half of all injury crashes. The most common driver action preceding an injury crash was failing to yield right-of-way (17%), followed by followed too closely (14%), and failed to keep in the proper lane (12%). Roadway surface conditions did not appear to be a very significant factor, as 81% of injury crashes happened on dry road surfaces.

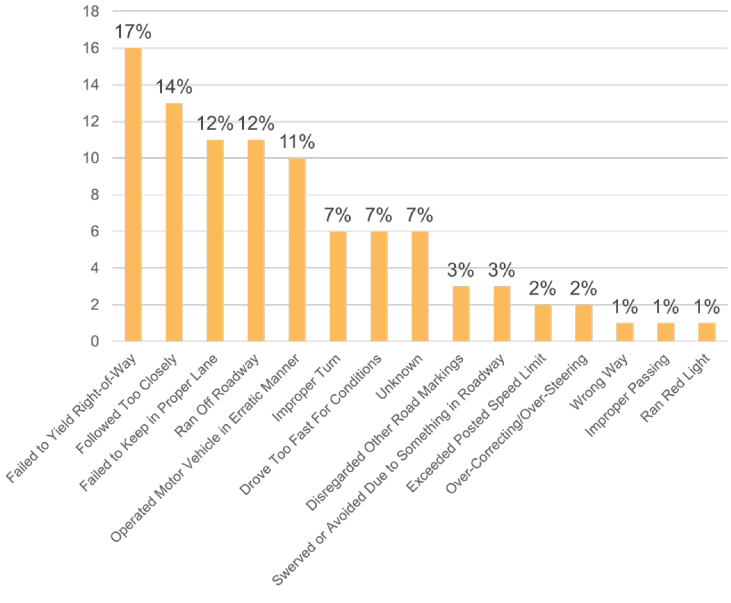
Roadway speed and capacity was also a notable factor. Roadways with an Average Annual Daily Traffic (AADT) of over 6,000 vehicles were more likely to be where fatal injury crashes occurred. All fatal crashes since 2019 occurred on 6,000 AADT roadways, while only 71% of all injury crashes occur on 6,000 AADT roadways. Additionally, roadways a posted speed limit of 40+ miles per hour (MPH) were more likely to be where fatal injury crashes occurred. All fatal crashes occur on roadways with a posted speed limit of 40 or higher, and 62% of all injury crashes occurred on roadways with a posted speed of 40 or higher.



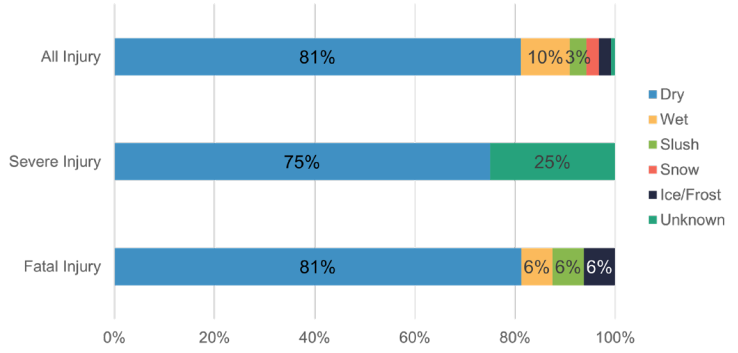
Priority Network Injury Crash Type by Severity (2019-2023)



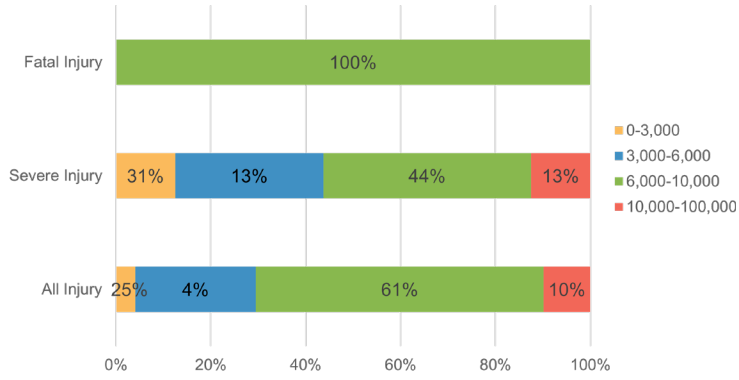
Priority Network Crashes by Driver Action (2019-2023)



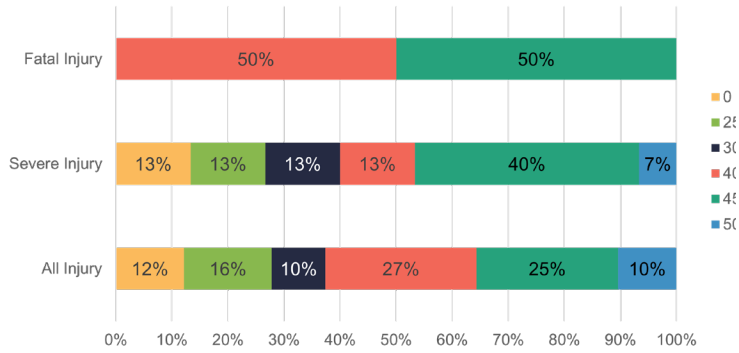
Priority Network Injury Crash Type by Road Surface Condition (2019-2023)



Priority Network Injury Crashes by AADT (2019-2023)



Priority Network Injury Crash Type by Posted Speed Limit (2019-2023)

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RECOMMENDED STRATEGIES

RECOMMENDATIONS FRAMEWORK AND OVERVIEW

By building upon Bar Harbor's early successes and integrating new best practices, the Town can immediately begin to pursue successful solutions to address traffic deaths and severe injuries on Bar Harbor's streets. The following pages outline a series of recommendations that follow the Safe System Approach. The recommendations fall within four key strategy areas: Location-based designs, systemic design and operations improvements, policy, strategies and partnerships, and educations, enforcement and awareness. This approach recognizes that a long-term and sustainable approach to safe streets requires change both behind the scenes, on the ground, and within the broader community.

All recommendations are detailed on the following pages. Each recommendation includes essential next steps and responsible parties to be able to clearly initiate progress. "Early wins" are also identified where the Town has already begun to make changes.

The Safe System Approach

Key Strategy Areas

Location-Based Designs. These recommendations focus on near-term infrastructure improvements at specific locations along the Priority Network. They target locations where data, community input, and field observations show that infrastructure improvements have an opportunity to improve safety.

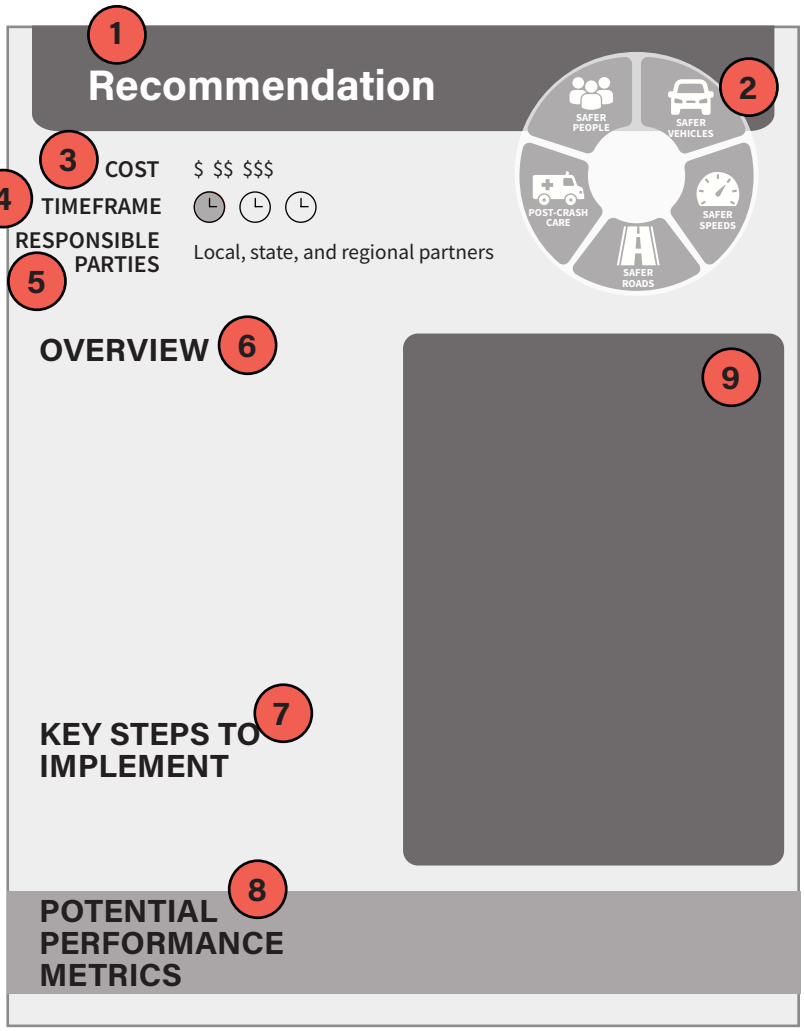
System-Wide Design + Operations Improvements. These recommendations include infrastructure improvements that are programmatic in nature, rather than tied to a single location. They can be applied across the community with particular attention to places where people gather or travel frequently

Policies and Partnerships. These recommendations are non-infrastructure improvements that support improved collaboration, proactivity, and responsiveness to roadway safety, including between multiple Town departments and local institutions and non-profits.

Education + Public Awareness. These recommendations outline a series of next steps to continue the journey of public awareness and accountability as the Town pursues next steps toward Vision Zero.

Within the four strategy recommendation areas, each individual recommendation identifies:

1. **Recommendation:** The recommendation statement, broadly identifying desired outcome
2. **Safe Systems Wheel:** The components that are supported by the recommendation
3. **Cost:** The order-of-magnitude scale of cost required to implement the recommendation
4. **Timeframe:** The timeframe to it will take to implement the recommendation from initial action to completion
5. **Responsible Parties:** The parties responsible for leading the action required to implement the recommendation
6. **Overview:** A summary of the issue or concern the recommendation is addressing
7. **Key Steps to Implement:** Steps or actions to take as a part of implementing the recommendations
8. **Potential Performance Metrics:** A list of performance metrics that can be used to monitor for success
9. Photos, case studies, or additional information to support the recommendation



LOCATION-BASED DESIGNS

Location-Based Design recommendations were informed by a number of factors including the historical crash data and near miss analysis. Additional inputs included:

Traffic Counts. Counts were conducted at critical locations using a camera-based system to evaluate current conditions and assess the potential impacts of proposed recommendations and improvements. These counts focused on commuter and school peak periods, including morning, midday, and evening time frames.

Roadway and Multimodal Inventories. Crosswalk and roadway conditions were reviewed by the study team to understand user behaviors and operational patterns at intersections and along road segments. Observations included drainage issues and ADA compliance, particularly regarding curb ramps and obstructions such as ponding. Measurements were taken of parking spot widths, sidewalk widths, and other key elements of the transportation system to inform future planning and improvements.

Signal Inventories. The Town's two traffic signals were examined by the study team to assess existing equipment, signal timings, and any operational issues. Peak commuter operations were evaluated to identify strengths and weaknesses. Understanding current conditions is essential for identifying both low-cost, short-term improvements and higher-cost, long-term enhancements to signal operations.

Location-Based Design recommendations were designed based on proven safety countermeasures, and evaluated using Crash Reduction Factors.

Proven safety countermeasures. Roadway design and operational strategies that have been rigorously evaluated and shown to significantly reduce serious injuries and fatalities. These measures, promoted by the Federal Highway Administration, are evidence-based and support a Safe System approach to improve safety for all road users.

Crash Reduction Factors (CRFs). The Crash Modification Factor (CMF) Clearinghouse (https://cmfclearinghouse.fhwa.dot.gov/) is a central online directory developed by the Federal Highway Administration (FHWA) to share information regarding safety-based design elements. Using this directory, Crash Reduction Factors (CRFs) can be applied to quantify the impact of safety improvements at any given location based on historical crash rates.

Each Location-Based Design recommendation in this report includes a table of applicable CMFs (Star Level 3 or greater) and uses 2019-2023 crash history to estimate the anticipated reduction in crashes after implementation.

Main Street and Mount Desert Street Intersection Improvements

COST $ **$$** $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor, MaineDOT

OVERVIEW

The intersection of Main Street and Mount Desert Street has been identified as a location presenting safety concerns for motorists, pedestrians, and cyclists. This wide intersection features extended crosswalks, limited shoulder width, and constrained on-street parking, all of which contribute to restricted sight lines. Currently, only the Mount Desert Street approach is stop-controlled, and the high traffic volumes along Main Street complicate turning movements, particularly during peak periods when sidewalk usage is also elevated. Given these factors and corresponding crash data, this site has been designated as part of the priority network.

KEY STEPS TO IMPLEMENT

SHORT TERM SOLUTION

- Install Stop Signs and stop bars for all directions.
- Remove the right turn lane on Mount Desert Street.

LONG TERM SOLUTION

- Modify the curb lines for all three legs of the intersection.
- Shift cross walk locations closer to the intersection and in front of the stop bars.
- Eliminate the parking spaces at the intersection and add a wider sidewalk.

POTENTIAL PERFORMANCE METRICS

- Monitor the speeds and number of crashes and injuries reported before and after the implementation of safe street design solutions.
- Periodically collect near-miss data at hot spots and evaluate changes.
- Measure the usage rates of redesigned roads by different types of road users, such as pedestrians, cyclists, and motorists.

Estimated Concept Crash Modification				
Design Element	**Crash Reduction Factor (CRF)**	**Crash Type (that CRF applies to)**	**Number of Crashes (2019-2023)**	**Anticipated Reduction in Crashes (over 5 years)**
Install high-visibility crosswalk	19%	All	15	3
Convert minor-road stop control to all-way stop control	75%	All/Angle	0	*
	43%	Pedestrian	3	1.5
	70%	All/Injury	4	3

** No recorded angle crashes from 2019-2023, but potential future crashes are expected to decrease by 75%*

West Street and Eden Street Roundabout

COST $ $$ **$$$**

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor, MaineDOT

OVERVIEW

During the initial phases of the public engagement process, the Eden and West Street intersection was repeatedly identified as a safety concern for all users. This assessment is corroborated by both available crash data and recorded near-miss incidents. The intersection's current geometry and width facilitates higher vehicle speeds and skewed angles, which limit visibility. Additionally, this location is a primary access point for pedestrians and cyclists traveling to Acadia National Park via West Street Extension, yet it has no bicycle or pedestrian crossings.

KEY STEPS TO IMPLEMENT

SHORT TERM SOLUTION

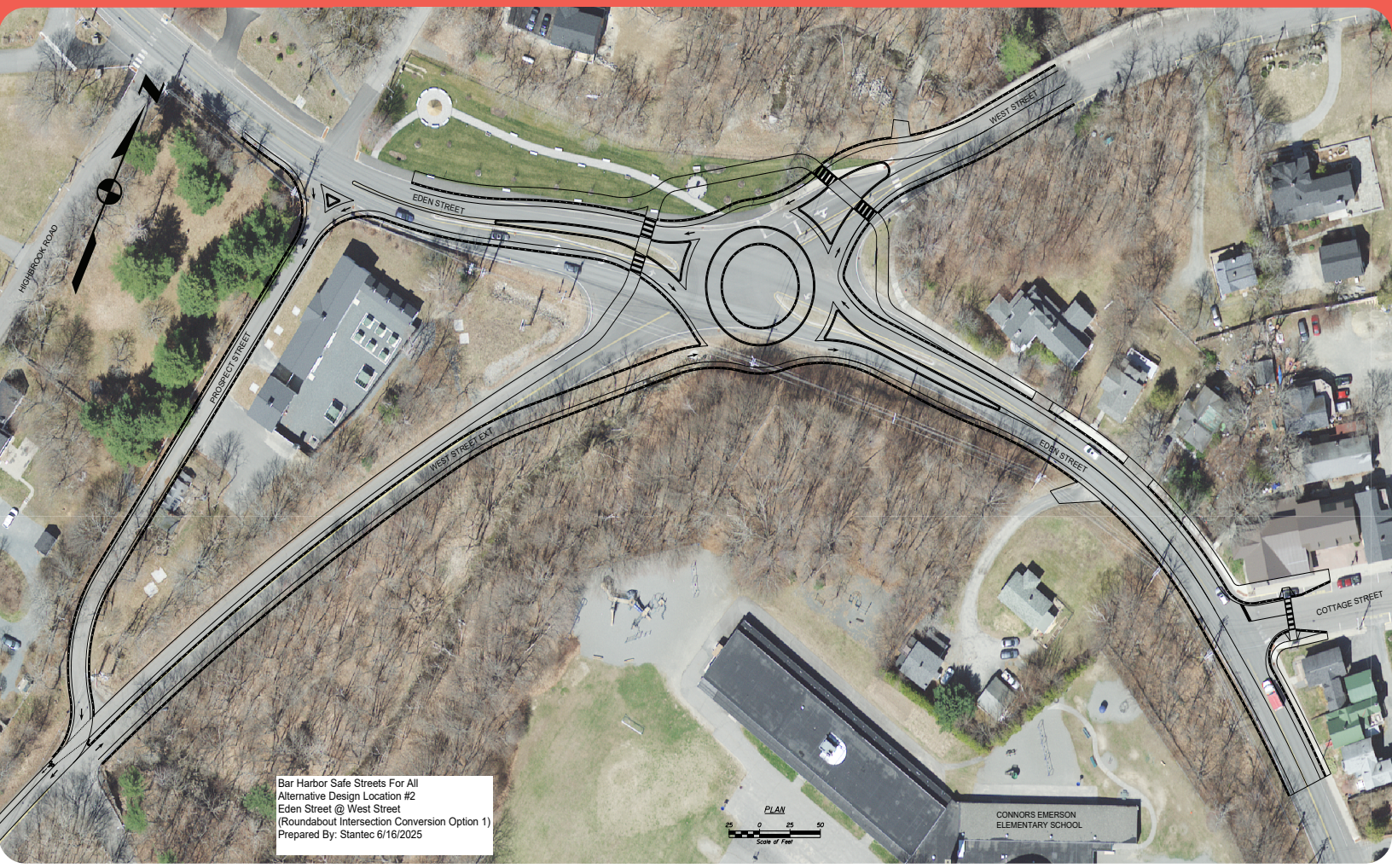
- Provide an additional crossing on Eden Street.
- Improve the existing median islands to become a refuge for both pedestrians and cyclists
- Add a have a multi-stage RRFB to allow for walkers and bikers to cross each lane separately.
- Improve wayfinding to better direct visitors.
- Improve striping to make crossings more visible to motorists.

LONG TERM SOLUTION

- Convert the intersection into a Roundabout to eliminate the most severe crash movements.
- Shift the Eden Street east approach to provide a 10' multi-use path from Cottage Street.
- Continue the multi-use path through the roundabout to connect to existing path on Eden Street West.
- Provide multi-use path up West Street Extension and have dedicated crossings through the intersection.

POTENTIAL PERFORMANCE METRICS

- Monitor the speeds and number of crashes and injuries reported before and after the implementation of safe street design solutions.
- Periodically collect near-miss data at hot spots and evaluate changes.
- Measure the usage rates of redesigned roads by different types of road users, such as pedestrians, cyclists, and motorists.



Estimated Concept Crash Modification				
Design Element	**Crash Reduction Factor (CRF)**	**Crash Type (that CRF applies to)**	**Number of Crashes (2019-2023)**	**Anticipated Reduction in Crashes (over 5 years)**
Convert of stop-controlled intersection into single-lane roundabout	72%	All	6	4
Convert intersection from minor-road stop control to modern roundabout	82%	Injury	2	1-2
Replace traditional intersection with a roundabout with grade-separated cycle path	44%	Bicycle	0	*

** No recorded bicycle crashes from 2019-2023, but potential future crashes are expected to decrease based on the respective CRFs*

Eagle Lake Road Improvements

COST $ **$$** $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor, MaineDOT, Acadia National Park

OVERVIEW

This segment of Eagle Lake Road serves as a prominent access point to the carriage road system within Acadia National Park. As a result, numerous recreational cyclists, walkers, and hikers use this area for parking. During periods of peak visitation, vehicles are frequently parked along both sides of the roadway, generating potential conflicts between pedestrians and cyclists close to oncoming traffic moving at posted speeds of 45 MPH. Individuals unloading bicycles and equipment often do so within only a few feet of the travel lane. These circumstances have resulted in multiple near misses and close calls.

KEY STEPS TO IMPLEMENT

SHORT TERM SOLUTION

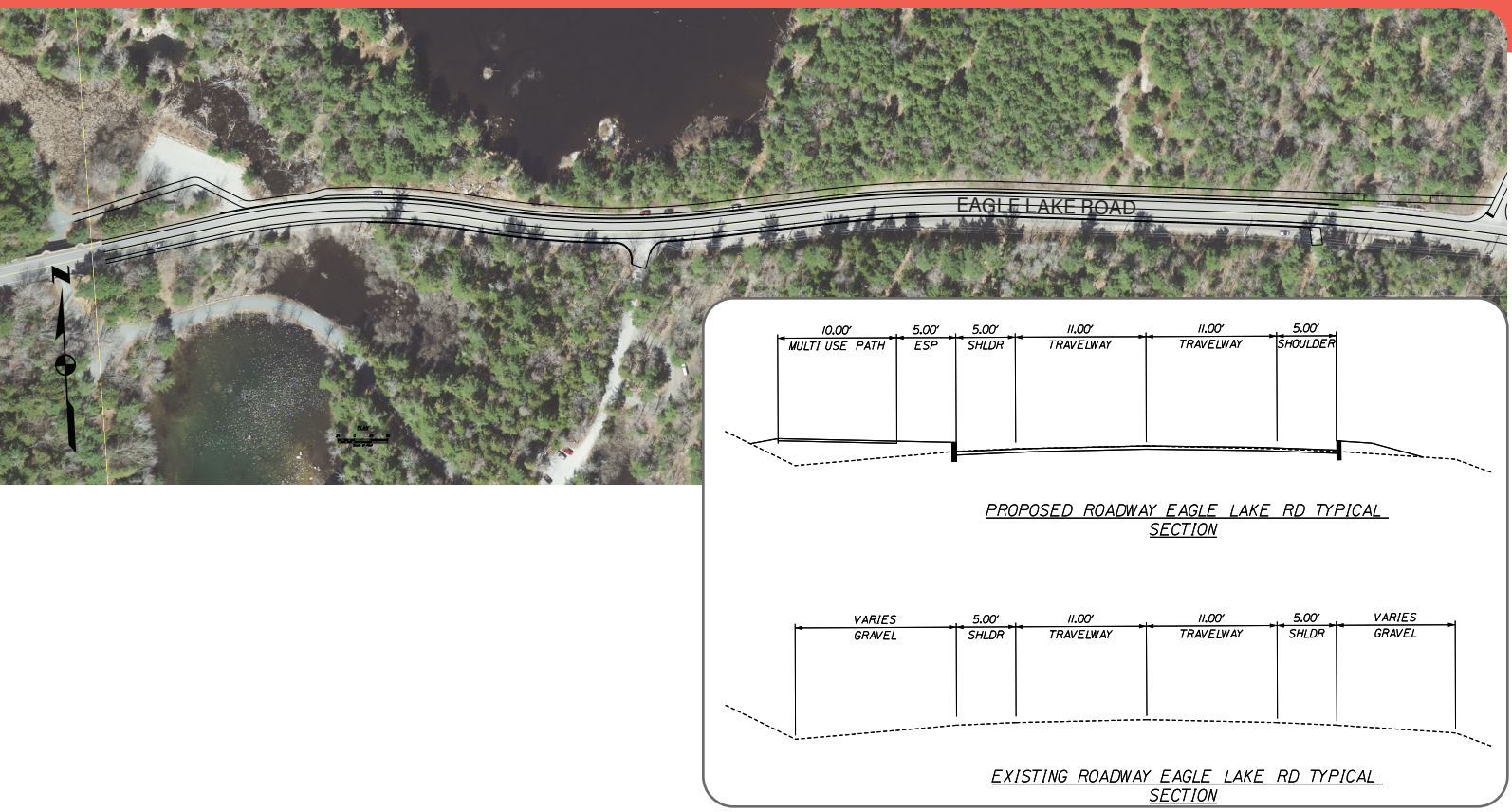
- Install Curb along both sides of the roadway to reduce the shoulder to 5’ and prevent vehicles from parking.
- Work with Acadia National Park to close the current parking lot along Eagle Lake Road once the larger lot is complete.

LONG TERM SOLUTION

- Install a 10’ wide multi-use path behind the curb, connecting Duck Brook Road to the Carriage Road System. This provides another pedestrian and bicycle route to access Acadia National Park.

POTENTIAL PERFORMANCE METRICS

- Monitor the speeds and number of crashes and injuries reported before and after the implementation of safe street design solutions.
- Periodically collect near-miss data at hot spots and evaluate changes.
- Measure the usage rates of redesigned roads by different types of road users, such as pedestrians, cyclists, and motorists.



Estimated Concept Crash Modification				
Design Element	**Crash Reduction Factor (CRF)**	**Crash Type (that CRF applies to)**	**Number of Crashes (2019-2023)**	**Anticipated Reduction in Crashes (over 5 years)**
Install separated bicycle lane	45%	All	7	3

Head of Island Roundabout

COST $ $$ **$$$**

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor, MaineDOT

OVERVIEW

The head of the island was identified early in the process as an area of potential safety concern. As the primary gateway to Mount Desert Island, it experiences significant traffic volumes daily, particularly during peak commuting periods. The triangular traffic configuration and the existing signal at the main intersection create multiple perpendicular crossing movements, which are historically associated with more severe intersection crashes. Both southern approaches include double storage lanes followed by alternating merge points, contributing to frequent near misses, as documented through the public engagement process. Additionally, the triangle lacks dedicated bicycle and pedestrian infrastructure, despite the presence of nearby pedestrian attractors such as campgrounds, lodging, restaurants, and Thompson Island picnic area.

KEY STEPS TO IMPLEMENT

SHORT TERM SOLUTION

- Review the signal timing and phasing to optimize traffic flow.
- Provide striping of bike lanes through the intersection.
- Explore Pedestrian routes through the intersection and look at adding sidewalk in these locations.

LONG TERM SOLUTION

- Convert the intersection into a Roundabout to eliminates the most severe crash movements.
- Provide space for cyclists to safely enter and exit traffic flow.
- Consider adding sidewalks if needed to safely direct pedestrians through the intersection.

POTENTIAL PERFORMANCE METRICS

- Monitor the speeds and number of crashes and injuries reported before and after the implementation of safe street design solutions.
- Periodically collect near-miss data at hot spots and evaluate changes.
- Measure the usage rates of redesigned roads by different types of road users, such as pedestrians, cyclists, and motorists.

Estimated Concept Crash Modification				
Design Element	**Crash Reduction Factor (CRF)**	**Crash Type (that CRF applies to)**	**Number of Crashes (2019-2023)**	**Anticipated Reduction in Crashes (over 5 years)**
Convert signalized intersection to multi-lane roundabout	22%	All	11	2
	20%	All/Injury	2	Up to 1

Hulls Cove Intersection Improvements

COST $ **$$** $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor, MaineDOT

OVERVIEW

The Hulls Cove village area was recognized early in the process as a location with significant pedestrian and vehicular conflict. This assessment was corroborated by both crash data and supplemental near-miss analysis. Further examination revealed that many of these conflicts occur near Hulls Cove beach and adjacent businesses. Multiple parking lots located across the roadway result in pedestrians crossing at various points. The current roadway geometry offers limited mechanisms for traffic calming, and the wide shoulders allow vehicles to bypass left-turning traffic on the right, thereby encroaching upon spaces typically used by pedestrians. Additionally, the intersection where Crooked Road meets Route 3 is notably broad, making it challenging for pedestrians to cross in a single movement.

KEY STEPS TO IMPLEMENT

SHORT TERM SOLUTION

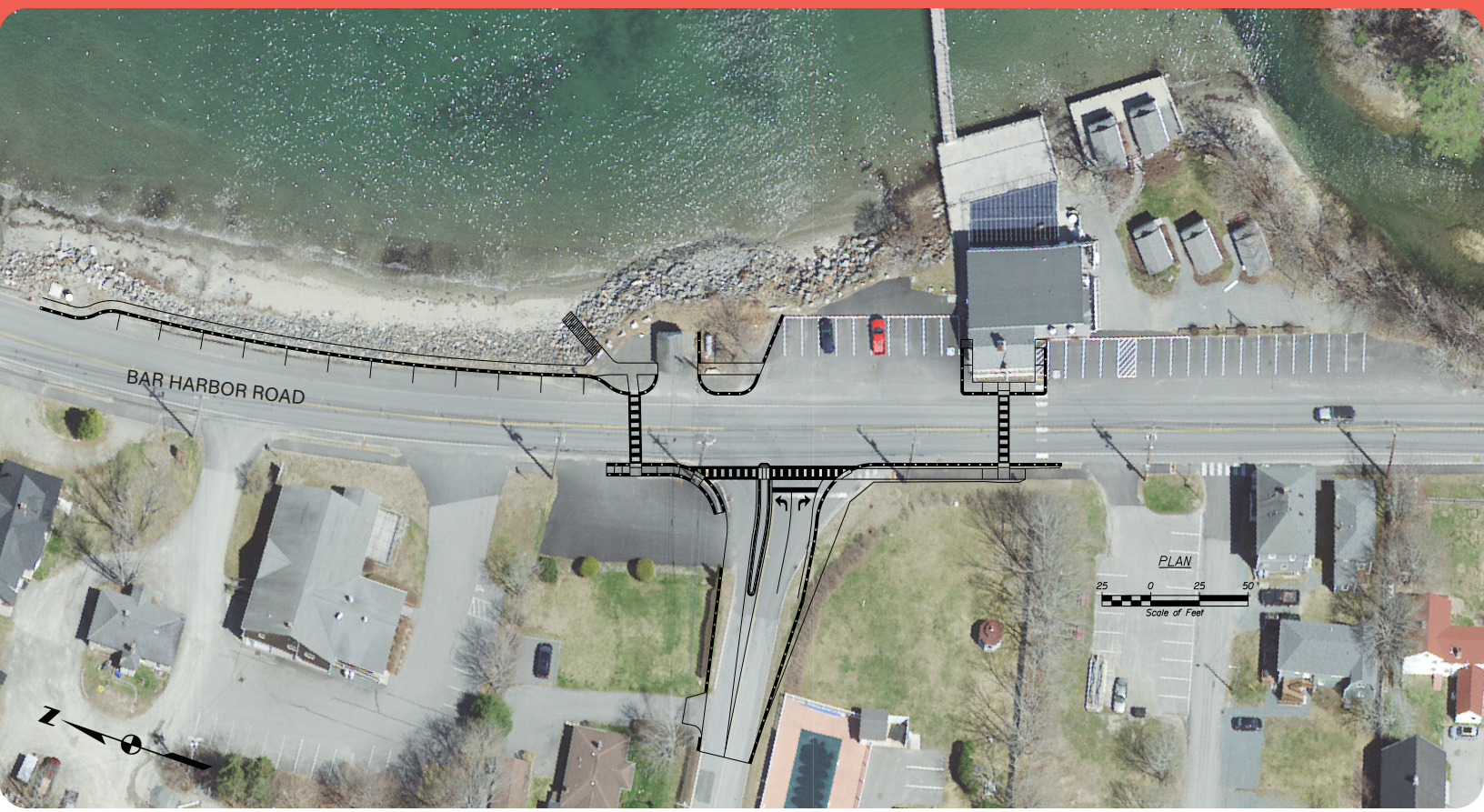
- Install temporary delineators at the current crossing to and reduce vehicular speeds.
- Install an RRFB and advanced warning signage at the crosswalk.

LONG TERM SOLUTION

- Modify the curbline on both sides of Eden street to provide a more defined crossing location.
- Add curbing along Eden Street towards the Hulls Cove beach to prevent motorists from passing turning vehicles on the right.
- Reconfigure the Crooked Road entrance to provide a median refuge island and allow pedestrians to cross the intersection in two segments.
- Add an additional crossing closer to the beach to give pedestrians multiple locations to safely cross Eden Street.
- To eliminate the need for some pedestrians to cross the roadway, convert the paved shoulder on the beach side of the road into on-street parking.

POTENTIAL PERFORMANCE METRICS

- Monitor the speeds and number of crashes and injuries reported before and after the implementation of safe street design solutions.
- Periodically collect near-miss data at hot spots and evaluate changes.
- Measure the usage rates of redesigned roads by different types of road users, such as pedestrians, cyclists, and motorists.



Estimated Concept Crash Modification				
Design Element	**Crash Reduction Factor (CRF)**	**Crash Type (that CRF applies to)**	**Number of Crashes (2019-2023)**	**Anticipated Reduction in Crashes (over 5 years)**
Install high-visibility crosswalk	19%	All	10	2
Install Rectangular Rapid Flashing Beacon (RRFB)	47%	Pedestrian	0	*
Install Pedestrian Hybrid Beacon (PHB)	12%	All	10	1
	19%	Injury (all users)	1	<1
	46%	Pedestrian	0	*
	45%	Injury (pedestrian crashes)	0	*
	12%	Rear End / Sideswipe	8	1

** No recorded angle or pedestrian crashes from 2019-2023, but potential future crashes are expected to decrease based on the respective CRFs*

Kebo Street and Mount Desert Street Intersection Improvements

COST $ $$ **$$$**

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor, MaineDOT

OVERVIEW

The intersection of Mount Desert and Eden Street was identified as an area of concern during the initial data collection phase of the project. Although no serious injury crashes were recorded in the available data, numerous near misses were reported through community engagement initiatives. Consequently, this location was included for further analysis, particularly as it represents the terminus of two corridors highlighted within the priority network.

The intersection features a wide geometry that facilitates higher vehicle speeds, and there is a notable absence of pedestrian infrastructure along both the Kebo Street and Eagle Lake Road approaches. Significant pedestrian activity is generated by establishments located on each leg of the intersection, including an elementary school, motel, childcare facility, senior housing, and employee housing. Many pedestrians have reported challenges related to limited sight distance and elevated vehicle speeds when traversing the intersection. Additionally, the presence of multiple perpendicular crossing movements increases the potential for more severe intersection crashes, as indicated by historical trends. Several commercial and residential entrances are either in the intersection or close to the intersection leading to additional conflicts and decision points for drivers.

KEY STEPS TO IMPLEMENT

SHORT TERM SOLUTION

- Review the signal timing and phasing to optimize traffic flow through the signalized intersection and prioritize pedestrian movements.
- Close the Motel driveway adjacent to the Intersection.

LONG TERM SOLUTION

- Convert the intersection into a Roundabout with sidewalks and improved pedestrian crossings.
- Shift Mount Desert Street and Eden Streets to provide a 10’ multi-use path, connecting Connors Emerson to both Mount Desert Street and Cottage Street.
- Add a new bus stop along Kebo Street.
- Restrict current driveways and limit future driveways and commercial entrances near the intersection.

POTENTIAL PERFORMANCE METRICS

- Monitor the speeds and number of crashes and injuries reported before and after the implementation of safe street design solutions.
- Periodically collect near-miss data at hot spots and evaluate changes.
- Measure the usage rates of redesigned roads by different types of road users, such as pedestrians, cyclists, and motorists.

Estimated Concept Crash Modification				
Design Element	**Crash Reduction Factor (CRF)**	**Crash Type (that CRF applies to)**	**Number of Crashes (2019-2023)**	**Anticipated Reduction in Crashes (over 5 years)**
Convert intersection to roundabout	25%	All	7	2
	40%	Injury and Fatal	0	*

**No recorded injury or fatal crashes from 2019-2023, but potential future crashes are expected to decrease by 40%*

SYSTEM-WIDE DESIGN + OPERATIONS IMPROVEMENTS

Implement Pedestrian Safety Improvements Around Uncontrolled Crosswalks

COST $ $$ $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor

OVERVIEW

Bar Harbor, known for its scenic beauty and bustling tourist activity, faces significant pedestrian traffic, especially around uncontrolled crosswalks. Pedestrian safety is most at risk when crossing roadways. At unsignalized crossings, pedestrians rely on motorists from all directions to see them and yield the right-of-way. Certain roadway characteristics, such as geometry and lighting, may make it more difficult to see pedestrians waiting to cross or stop safely in time for a crossing pedestrian.

KEY STEPS TO IMPLEMENT

- Prioritize the list of crosswalks for improvements, giving greater weight to locations in the high injury network and/or communities of concern.
- Install high visibility, continental-standard or "ladder" markings, daylight the space before a crosswalk (preventing parking near crosswalks), extend the curb to make pedestrians more visible when waiting to cross, add a midway pedestrian refuge island, raise the crossing, and reduce the number of travel lanes to be crossed.
- Consider control devices, including clear, MUTCD-compliant signing, advanced yield markings and signs, signalization, Pedestrian Hybrid Beacons (PHBs), or Rectangular Rapid Flashing Beacons (RRFBs).
- Remove or relocate on-street parking that is within 20ft of a pedestrian crossing.

Potential Crosswalk Safety Improvements

Countermeasure	Crash Reduction Factor (CRF)
Daylight corners (clear visual obstructions from corners)	30% reduction in crashes
Install Refuge Island	56% reduction in pedestrian crashes
Advanced stop or yield markings, ahead of crosswalk	25% reduction in pedestrian crashes
Pedestrian Hybrid Beacons (PHBs)	55% reduction in pedestrian crashes, 29% reduction in total crashes
Rectangular Rapid Flashing Beacons (RRFBs)	47% reduction in pedestrian crashes
High-visibility crosswalk	40% reduction in pedestrian crashes
Raised pedestrian crosswalks	36% reduction in total crashes

POTENTIAL PERFORMANCE METRICS

- Track the quantity, and location of new or improved crosswalks constructed, including across different neighborhoods.

Implement Pedestrian and Bicycle Improvements Around Schools and Other Community Facilities

COST $ $$ $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor, Bar Harbor Schools, YMCA, Bicycle Coalition of Maine

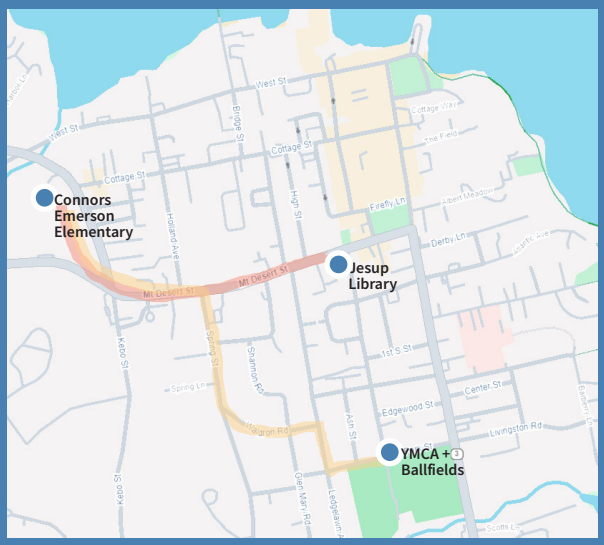
OVERVIEW

Schools, the YMCA, and the library are critical community hubs in Bar Harbor. To ensure the safety of children and other vulnerable road users, the Town should develop a safe route program.

KEY STEPS TO IMPLEMENT

- Partner with MaineDOT, schools, parent groups, the Bicycle Coalition of Maine, and/or the YMCA to initiate assessments of safety needs near schools, beginning with the top crash locations. This includes engaging with faculty, students, and families to determine:
  - Key paths of travel
  - A project focus area (may include priority routes between key destinations), and
  - Safety issues along each path
- A variety of infrastructure improvements should be considered and tailored to each path. These may include a variety of solutions such as widening sidewalks, completing gaps in the walking network, enhancing crosswalks, adding visibility, protecting bicyclists, adding pedestrian signals or crossing guards, and more.
- Incorporate visual aids such as stencils into key paths of travel to provide additional traffic calming, beautification, and wayfinding.

Possible designated walking + biking routes between key destinations for kids in Bar Harbor



POTENTIAL PERFORMANCE METRICS

- Track the quantity, linear distance and location of new or improved sidewalks crosswalks, and bicycle facilities constructed with a half mile of schools and community facilities.

Develop a Traffic Calming Toolkit for Neighborhood Streets

COST $ $$ $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor, Neighborhood organizations

OVERVIEW

Many segments of the Community Network that are not in the Priority Network category are local neighborhood roads where year-round residents live. These are locations where traffic calming programs are appropriate solutions.

KEY STEPS TO IMPLEMENT

- Develop a comprehensive traffic calming toolkit that balances neighborhood needs with complete streets goals and includes measures such as speed humps, chicanes, and curb extensions.
- Include tools and guidance on which traffic calming measures are most effective in different contexts.
- Designate specific streets as low-traffic, pedestrian-friendly zones, encouraging walking and cycling.
- Use pilot projects to test the effectiveness of different measures before wider implementation.
- Implement low-cost solutions such as murals, painted bump outs, signage, flexible delineators, and planters.

A traffic calming toolkit is a comprehensive guide designed to help communities implement measures that reduce vehicle speeds and improve safety for all road users. Elements include:

Traffic Calming Measures

- Physical Measures: Speed humps, chicanes, curb extensions, roundabouts, raised crosswalks, and pedestrian refuge islands.
- Visual Measures: Road markings, signage, and landscaping to create a sense of narrowing.
- Operational Measures: Changes in traffic flow, such as one-way streets or restricted turns.

Selection Criteria

- Guidelines for selecting appropriate measures based on road type, traffic volume, speed, and community needs.
- Consideration of factors like effectiveness, cost, and impact on emergency services.

Implementation Process

- Steps for planning and implementing traffic calming measures.
- Community engagement and feedback mechanisms.
- Pilot projects and evaluation methods.

Maintenance and Monitoring

- Guidelines for maintaining traffic calming measures.
- Methods for monitoring and evaluating their effectiveness over time.

YARMOUTH MAINE

The Town of Yarmouth, Maine adopted a Traffic Calming Toolbox in 2023. Learn more at *https://cms5.revize.com/revize/yarmouth/government/boards/Complete%20Streets%20Advisory%20Committee/Toolbox_Combined_9.5.23.pdf*

POTENTIAL PERFORMANCE METRICS

- Track the number of safe street design projects designed, underway and completed.
- Monitor the speeds and number of crashes and injuries reported before and after the implementation of safe street design solutions.
- Collect and analyze community feedback on road design changes through surveys, public forums, and online platforms.

Improve Town-Wide Wayfinding Program

COST $ **$$** $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor

OVERVIEW

Clear signage and intuitive route guidance for automobiles improves safety for all. Clearly directing traffic to available parking helps to prevent distraction and frustration, as well as decreases congestion from circling traffic. Multimodal wayfinding also encourages the use of designated bicycle lanes and shared-use paths, reduces confusion at intersections, and support safer travel choices—especially for tourists and seasonal workers. By improving visibility and reinforcing safe behaviors, wayfinding strengthens the Town's commitment to eliminating traffic-related injuries and fatalities while enhancing accessibility for all.

KEY STEPS TO IMPLEMENT

- Install clear and consistent signage for cyclists and motorists, indicating key destinations, routes, and safety information.
- Complement physical signage with digital wayfinding tools, such as mobile apps and interactive kiosks.
- Engage with local businesses and tourism organizations to ensure the wayfinding system meets the needs of residents and visitors alike.

POTENTIAL PERFORMANCE METRICS

- Collect and analyze community feedback on wayfinding changes through surveys, public forums, and online platforms.
- Measure the usage rates of roads before and after wayfinding improvements by different types of road users, such as pedestrians, cyclists, and motorists.

Evaluate and Modernize Traffic Signals

COST $ $$ $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor, MaineDOT

OVERVIEW

Traffic signals are the primary traffic control device at higher volume intersections. Signals organize traffic flow so that no two movements with a significant amount of conflict are allowed to occur simultaneously. Signals also provide support for emergency vehicles by preempting normal signal operations to prioritize these vehicles during emergencies.

Bar Harbor's traffic signals have not been regularly updated to reflect the Town's changing traffic patterns and do not account for the large increase of traffic seen in the summer. When the amount of traffic reaches a critical level, intersections experience both congestion and a reduction in safety. Excessive delay can cause people make unsafe maneuvers and is associated with reduced compliance and an increase in crash frequency.

KEY STEPS TO IMPLEMENT

- Create a policy on pedestrian phases in traffic signals. This should include standard for determining under what conditions concurrent or exclusive pedestrian phases are to be applied. It should also prioritize Leading Pedestrian Intervals (LPI) and set standards for LPI duration – providing pedestrians a head start to cross prior to vehicles receiving green signal.
- Invest in remote management units for the signals (RMUs) and communication strategies (cellular, fiber, radio) for active management of traffic signals. This allows for modifications to timings to acclimate to seasonal or peak traffic, as well as receive notice of operational or maintenance issues.
- Make timing and/or phasing improvements to traffic signals a part of the Town's annual budget.

POTENTIAL PERFORMANCE METRICS

- Monitor the number and severity of reported crashes.
- Periodically collect near-miss data at hot spots and evaluate changes in near-miss rates and reports of safety concerns

Enhance the Design of Major Intersections

COST $ $$ **$$$**

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor, MaineDOT

OVERVIEW

Major intersections in Bar Harbor are critical points of conflict between different road users. While a street may be safe and low-stress along a certain segment, road users are more likely to encounter conflicts at intersections. On some streets, large turn radii and wide travel lanes can encourage people driving to make wide and fast turns, increasing exposure and risk for people walking and biking. Enhancing intersection design can reduce crashes and improve safety.

KEY STEPS TO IMPLEMENT

- Identify and prioritize intersections for improvement based on safety data.
- Add dedicated turn lanes, install roundabouts, and improve signage and road markings.
- Integrate crosswalks and bike boxes into intersection designs.

POTENTIAL PERFORMANCE METRICS

- Track the number of safe street design projects designed, underway and completed.
- Monitor the speeds and number of crashes and injuries reported before and after the implementation of safe street design solutions.
- Periodically collect near-miss data at hot spots and evaluate changes.

Audit posted speed limits and reduce them where appropriate

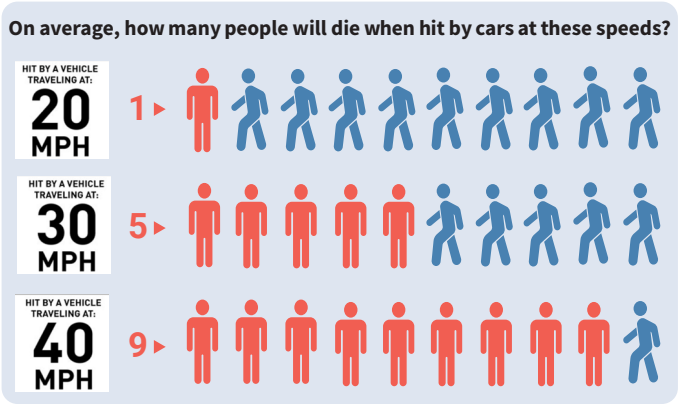
COST $ $$ $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor, MaineDOT

OVERVIEW

Fatal injury crashes happen more frequently on roads with faster posted speed limits (greater than 35 mph). In Bar Harbor from 2019-2023, roadways with 40+ posted speed limit are more likely to be where fatal injury crashes occur. In Bar Harbor, 100% of fatal injury crashes occur on 40+ posted speed limit roadways, while only 62% of all injury crashes occur on 40+ posted speed limit roadways.



Vehicle speeds are an essential factor in whether a crash results in serious injury or death. According to the National Association of City Transportation Officials (NACTO), a pedestrian is four times more likely to be killed by a vehicle traveling at 30mph, and eight times more likely to be killed by a vehicle going 40mph, than by a vehicle traveling at 20mph. A vehicle traveling at 40mph requires about 150 more linear feet of distance to come to a complete stop after seeing an obstacle, even if braking aggressively, compared to a vehicle traveling at 20mph braking normally. Additionally, motorists driving at lower speeds have far better peripheral vision compared to those driving at higher speeds, allowing for easier perception of crossing pedestrians or turning vehicles.

KEY STEPS TO IMPLEMENT

- Collect data on operating speeds using in-field devices and transportation analytics through subscription software.
- Recommend new safety-focused speeds following the guidance in NACTO's City Limits: Setting Safe Speed Limits on Urban Streets guidelines.

POTENTIAL PERFORMANCE METRICS

- Monitor the speeds, yielding rates, and number of crashes and injuries reported before and after the implementation of speed limit changes.
- Measure the usage rates of roads by different types of road users, such as pedestrians, cyclists, and motorists before and after speed limit changes.

Inventory Utility and Other Obstructions and Prioritize Improvements

COST $ $$ $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor, MaineDOT

OVERVIEW

Utility and other obstructions in the public right of way can pose significant safety hazards for all road users, including pedestrians, cyclists, and motorists. These obstructions can include utility poles, street furniture, signage, and other infrastructure elements that may impede visibility, obstruct pathways, or create collision risks. Addressing these issues is crucial for enhancing roadway safety and achieving Vision Zero goals.

KEY STEPS TO IMPLEMENT

- Conduct thorough site investigations to gather accurate data on existing utilities and obstructions. This includes using tools such as Geographic Information Systems (GIS) to create detailed models and maps.
- Developing a Prioritization Framework to evaluate and prioritize improvements based on factors such as effectiveness, cost, and impact on safety.
- Engage with relevant parties, including public utility companies and property owners, to develop a clear understanding of project goals, objectives, and constraints.
- Monitor, evaluate, and publicly share the impact of the program.

POTENTIAL PERFORMANCE METRICS

- Track the number of obstructions cleared or improved.
- Monitor the speeds and number of crashes and injuries reported before and after the improvements.
- Collect and analyze community feedback on the changes through surveys, public forums, and online platforms.

Remove or Relocate Parking Spaces Obstructing Intersections and Crosswalks

COST $ $$ $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor

EARLY WIN!

OVERVIEW

One of the critical issues impacting roadway safety in Bar Harbor is the presence of parking spaces that obstruct intersections and crosswalks. These obstructions significantly reduce visibility for both drivers and pedestrians, increasing the risk of crashes. When vehicles are parked too close to intersections or crosswalks, they create blind spots that make it difficult for drivers to see oncoming traffic, cyclists, and pedestrians. This is particularly challenging in a town like Bar Harbor, which experiences a high volume of tourists and seasonal traffic.

KEY STEPS TO IMPLEMENT

- Conduct a thorough assessment of current parking layouts to identify problematic areas.
- Consider needs and opportunities for additional off-street parking.
- Redesign parking zones to ensure clear sightlines at intersections and crosswalks.
- Install clear signage and road markings to guide drivers and pedestrians.
- Enforce parking regulations to prevent vehicles from blocking critical areas.

POTENTIAL PERFORMANCE METRICS

- Track the quantity, and location of parking spaces removed to improve sightlines at crosswalks and intersections.
- Measure the usage rates of improved crossings and intersections by different types of road users, such as pedestrians, cyclists, and motorists.

Enhance the Design of Rural Intersections and Roadways

COST $ $$ **$$$**

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor, MaineDOT

OVERVIEW

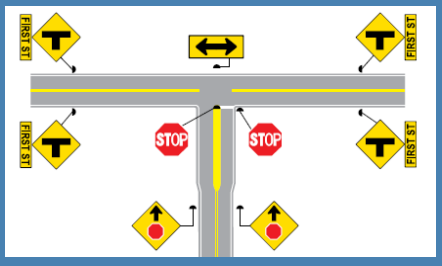
A significant number of Bar Harbor's crashes occur outside the downtown area, despite its lower density and rural character. Many crashes take place at or near three-way or four-way rural intersections. Most of these intersections are either fully or partially stop-controlled; several have limited sight lines, are located on higher-speed roads, and frequently lack facilities for cyclists and pedestrians. Modifying these types of intersections may help improve safety and reduce crash severity. In addition to the intersections, many of the rural roadways have narrow shoulders, tight curves, and often higher speed. Crashes occurring in these sections are often more severe and have led to fatalities.

KEY STEPS TO IMPLEMENT

- Identify and prioritize rural intersections for improvement based on safety data.
- Develop a rural intersection design improvement tool kit.
- Identify intersection improvements to increase visibility and slow speeds.
- Integrate crosswalks and bicycle amenities into intersection designs where feasible.
- Identify locations for rumble strip installation to prevent head-on crashes.

Federal Highway's Intersection Safety Implementation Plan Process identifies intersection countermeasure types. Suggested low-cost countermeasures to consider for stop-controlled intersections and the intersection conditions where these countermeasures can be most cost-effectively deployed are identified in the table below:

Countermeasure	Crash Reduction Factor (CRF)	Additional Implementation Factors	Typical Cost
Basic set of sign and marking improvements	40%	None	$5,000 to $8,000
Installation of a 6 ft. or greater raised divider on stop approach	15%	Widening required to install island	$25,000 to $75,000
Flashing LED beacons on advance intersection or flashing overhead intersection beacons	10%	None	$5,000 to $15,000
Dynamic warning sign which advises through traffic that a stopped vehicle is at the intersection	Unknown	5 angle crashes in 5 years and inadequate sight distance from the stop approach	$10,000 to $25,000
Transverse rumble strips across the stop approach lanes)	28%	Inadequate stopping sight distance on the stop approach	$3,000 to $10,000
Dynamic warning sign on the stop approach	Unknown	Inadequate stopping sight distance on the stop approach	$10,000 to $25,000
Extension of the through edge line using short skip pattern	Unknown	Wide throat and observed vehicles stopping too far back from the intersection	Less than $1,000
Reflective stripes on sign posts	Unknown	Sign visibility significantly degraded at night	Less than $1,000



Examples of Basic Low-Cost Countermeasures for Stop-Controlled Intersections – Double Up Oversize Warning Signs, Double Stop Signs, Traffic Island on Stop Approach (if feasible), Street Name Signs, Stop Bars, and Double Warning Arrow at the Stem of T-Intersections

Learn more at *https://www.fhwa.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa10010.pdf*

POTENTIAL PERFORMANCE METRICS

- Track the number of safe street design projects designed, underway and completed.
- Monitor the speeds and number of crashes and injuries reported before and after the implementation of safe street design solutions.
- Periodically collect near-miss data at hot spots and evaluate changes.

POLICIES AND PARTNERSHIPS

Formally Become a Vision Zero Community by Adopting a Resolution

COST $ $$ $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor

EARLY WIN!

OVERVIEW

Vision Zero is a global initiative aimed at eliminating all traffic fatalities and severe injuries while promoting safe, healthy, and equitable mobility for all. By formally adopting a Vision Zero resolution, Bar Harbor committed to prioritizing road safety and implementing strategies to achieve zero traffic deaths. This involves setting clear goals, engaging with the community, and collaborating with various partners to create a safer transportation system.

Communities around the country have stated their commitment to reducing traffic deaths to zero. Political support to make improvements and advance change is essential to continuing momentum in the right direction. The Town Council has already adopted a Vision Zero resolution, outlining the commitment to eliminate traffic fatalities and severe injuries.

KEY STEPS TO IMPLEMENT

- Formally adopt a Vision Zero resolution, outlining the commitment to eliminate traffic fatalities and severe injuries.
- Continue to show an ongoing commitment to Vision Zero and implementing and tracking the recommendations in this plan.

POTENTIAL PERFORMANCE METRICS

- Track the number of road safety policies developed and implemented. This includes policies targeting high-risk areas, specific road user behaviors, and defined populations.
- Track the effectiveness and level of compliance with new policies. This can include monitoring crash rates and compliance with speed limits and traffic controls.

Adopt a Complete Streets Policy

COST $ $$ $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor

OVERVIEW

A Complete Streets policy promotes the development of a transportation network that is safe, accessible, and accommodating for everyone. Transportation corridors should be designed and built for all users of the road. Complete Streets provide an approach to planning, designing, building, operating, and maintaining Bar Harbor's roads, paths, and sidewalks to ensure safe access for all people who need to use them. This approach includes infrastructure for pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

This strategy should include the creation of design standards for all transportation modes that will guide the design and construction of future transportation infrastructure in Bar Harbor. Once these policies are in place, they can be used to inform and guide the investments needed across the Town. These investments might include sidewalks, bicycle lanes, crosswalks, and shared use paths along with supporting amenities such as street trees, bus shelters, and bicycle racks.

KEY STEPS TO IMPLEMENT

- Draft and adopt a Complete Streets policy that outlines the principles and guidelines for designing and maintaining streets that cater to all users.
- Provide training for municipal staff and contractors on Complete Streets principles.
- Monitor and evaluate the implementation of the policy to ensure it meets the community's needs.

The Complete Streets Policy Framework, developed by the National Complete Streets Coalition (NCSC), outlines best practices for creating policies that ensure streets are safe and accessible for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. The framework includes ten key elements:

1. Establishes commitment and vision
2. Prioritizes underinvested and underserved communities
3. Applies to all projects and phases
4. Allows only clear exceptions
5. Mandates coordination
6. Adopts excellent design guidance
7. Requires proactive land-use planning
8. Measures progress
9. Sets criteria for choosing projects
10. Creates a plan for implementation

This comprehensive approach helps communities develop and implement effective Complete Streets policies that support local land uses, economies, cultures, and natural environments. Learn more at *https://www.smartgrowthamerica.org/knowledge-hub/resources/elements-complete-streets-policy/.*

POTENTIAL PERFORMANCE METRICS

- Track the number of safe street design projects designed, underway and completed.
- Monitor the speeds and number of crashes and injuries reported before and after the implementation of safe street design solutions.
- Collect and analyze community feedback on road design changes through surveys, public forums, and online platforms.

Develop a Comprehensive E-Scooter, E-Bike, and Electric Shuttle Policy

COST $ $$ $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor

OVERVIEW

E-scooters have rapidly become a popular mode of transportation in Bar Harbor, particularly among seasonal workers. While they offer a convenient and eco-friendly way to navigate the Town, e-scooters also present significant safety challenges. Without proper regulation, the increased use of e-scooters can lead to crashes, pedestrian conflicts, and other safety concerns. Developing a comprehensive e-scooter policy is essential to ensure that these devices are used safely and responsibly, while seamlessly integrating them into Bar Harbor's existing transportation network.

KEY STEPS TO IMPLEMENT

- Develop a policy that includes regulations on e-scooter usage, such as speed limits, designated parking areas, visibility/reflective requirements, and helmet requirements.
- Collaborate with e-scooter companies and major employers to improve compliance with local regulations. This can include providing safety training sessions and distributing educational materials.
- Implement public awareness campaigns to educate users on safe e-scooter practices.
- Monitor and evaluate the impact of the policy on safety and update the policy as needed.

NACTO's 2022 Bikeway Design and Enforcement Paper outlines best practices for creating safe and accessible bikeways. It emphasizes protected bike lanes, clear signage, and intersection treatments to reduce conflicts between cyclists and motor vehicles. The paper also highlights the importance of law enforcement in ensuring compliance with traffic laws and public education campaigns to promote safe cycling behaviors. Additionally, it discusses the benefits of data collection and analysis in monitoring the effectiveness of bikeway designs and enforcement strategies. *nacto.org/publication/breaking-the-cycle/*

CASE STUDIES:

The Village of Schaumburg, IL has an ordinance to regulate the use of e-bikes and e-scooters that clarifies age requirements, designates where bikes and scooters can be used, and outlines penalties for non-compliance. This approach ensures safe ridership and integrates micromobility into the community's transportation system. *villageofschaumburg.com/government/transportation/bicycles/e-bike-and-e-scooter-ordinance*

San Diego, CA has implemented regulations for e-scooters and e-bikes, including designated parking zones, speed limits, and mandatory helmet use for riders under 18. The city also requires operators to provide data on usage and incidents to help monitor and improve safety. *sandiego.gov/sites/default/files/scooters_and_alternative_vehicles3.pdf*

Tacoma, WA has an e-bike and e-scooter policy that includes an E-Bike Rebate Pilot Program to encourage use, particularly in overburdened communities. The policy classifies e-bikes into three categories, mandates helmets for riders under 18, restricts e-scooters to streets with speed limits of 25 MPH or slower, and designates parking zones to prevent clutter. *tacoma.gov/government/departments/public-works/mobility-options/bicycling/e-bike-programs/*

POTENTIAL PERFORMANCE METRICS

- Track the number of road safety policies developed and implemented. This includes policies targeting high-risk areas, specific road user behaviors, and defined populations.
- Track the effectiveness and level of compliance with new policies. This can include monitoring crash rates and compliance with speed limits and traffic controls.

Formalize a Post-Incident Rapid Response Program

COST $ $$ $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor

OVERVIEW

A Post-Incident Rapid Response Program aims to quickly address and mitigate safety hazards on the roadways following a crash. This program involves promptly identifying and responding to safety concerns, such as damaged infrastructure, hazardous conditions, and traffic incidents.

While it is important to be proactive in addressing traffic safety on a case-by-case basis, a Post-Incident Rapid Response program can contribute to improving systemic safety issues by more deliberately understanding why crashes are occurring and taking measures to prevent similar crashes moving forward.

KEY STEPS TO IMPLEMENT

- Develop a Post-Incident Rapid Response Program Plan that includes staffing commitments, a data collection protocol, a data sharing procedure, a short-list of immediate safety measures (e.g., signing, pavement markings), a rapid deployment schedule, and a budget.
- Ensure the rapid response team is equipped with the necessary tools and resources to address issues promptly.
- Regularly review and assess the effectiveness of the program and make improvements as needed.

The City of Denver's Department of Transportation and Infrastructure (DOTI) has implemented a Rapid Response (RR) program as part of its Vision Zero Action Plan. The primary goal of this program was to enhance roadway safety by quickly addressing and mitigating factors contributing to traffic-related fatalities and serious injuries, particularly for vulnerable road users such as pedestrians, cyclists, and motorcyclists.

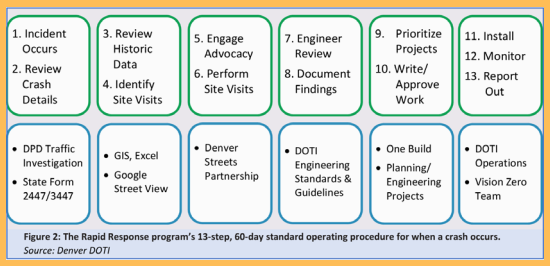


Figure 2: The Rapid Response program's 13-step, 60-day standard operating procedure for when a crash occurs.
Source: Denver DOTI

Learn more at *highways.dot.gov/sites/fhwa.dot.gov/files/Noteworthy%20Practice-DOTI-Vision-Zero-Rapid-Response-Program.pdf*

POTENTIAL PERFORMANCE METRICS

- Monitor the number and severity of reported crashes.
- Track the number of safe street design projects at locations within a year of injury crashes.

Partner with State and Regional Organizations for Demonstration Projects

COST $ $$ $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor, State and Regional Partners

EARLY WIN!

OVERVIEW

Partnering with federal, state and regional organizations can support the implementation of demonstration projects that promote roadway safety and active transportation. Temporary projects such as pop-up bike lanes, pedestrian spaces, or traffic calming pilots can be used to test ideas, engage the community, and build support for permanent improvements.

KEY STEPS TO IMPLEMENT

- Collaborate with external partners to identify and carry out demonstration projects that highlight safer street designs.
- Gather community feedback on these projects to evaluate their effectiveness and build public support.
- Use the results of successful demonstrations to inform long-term infrastructure improvements and policy updates.

BICYCLE COALITION OF MAINE

BCM's "Imagine People Here" campaigns work with local advocates and municipal officials to create temporary demonstration projects across Maine.

Using temporary infrastructure such as flexible posts, signs, and paint, these projects demonstrate the value of improving safety and comfort by adding dedicated bicycle and pedestrian facilities like bike lanes, curb extensions, and other traffic-calming measures.

Imagine People Here demonstration project in Bowdoinham Maine, 2023

POTENTIAL PERFORMANCE METRICS

- Measure the number of safety education programs conducted in local schools, tracking the number of students and demographic information, when possible.
- Monitor the number of tactical urbanism projects and demonstration projects implemented, before and after speed or other data, and public feedback about the project.

Partner with Acadia National Park to Ensure Roadway Safety

COST **$** $$ $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor, Acadia National Park

OVERVIEW

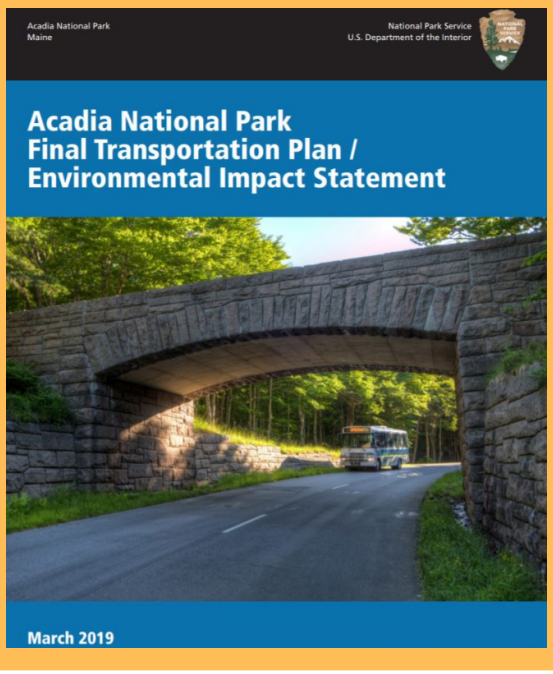
Acadia National Park (ANP) is a major destination that draws millions of visitors annually, many of whom travel through Bar Harbor to reach the park. Partnering with Acadia National Park offers opportunities to coordinate on roadway safety and promote sustainable transportation options that benefit both residents and visitors. Bar Harbor serves as the gateway from the built environment to the more natural environment of the park, which makes coordination especially important.

A growing number of visitors rent bikes and e-bikes from local outfitters in downtown and ride into the park. This influx of novice riders highlights the need for improved connections and safe facilities along the roadways linking the Town and the Park. Collaboration with Acadia National Park can help address these challenges and support a safer and more enjoyable experience for all road users.

KEY STEPS TO IMPLEMENT

- Work with ANP on initiatives that support roadway safety and sustainable travel options.
- Explore opportunities to improve the safety of connections for people walking and biking between downtown and ANP.
- Coordinate approaches to managing traffic in and around ANP to improve safety.

The **Acadia National Park Final Transportation Plan** outlines a comprehensive approach to providing safe and efficient transportation to visitors to Acadia National Park while ensuring that park resources are protected, and visitors can enjoy their experience. The plan examines current and potential visitor transportation and access opportunities and develops long-term strategies for providing access, connecting visitors to key destinations, and managing visitor use. Learn more at *parkplanning.nps.gov/document.cfm?parkID=203&documentID=94071.*



POTENTIAL PERFORMANCE METRICS

- Track the number of safe street design projects designed, underway and completed in partnership with Acadia National Park.
- Monitor the speeds and number of crashes and injuries reported before and after the implementation of safe street design solutions.

Work with Community Partners, Schools, and Major Employers to Establish Safe Commuter Routes

COST **$** $$ $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor, Major Employers,

OVERVIEW

Establishing safe commuter routes for pedestrians, cyclists, and transit users can reduce traffic congestion and promote active transportation. Collaborating with community partners, schools, and major employers ensures that these routes meet the needs of all users.

KEY STEPS TO IMPLEMENT

- Identify key commuter routes and assess their safety and accessibility.
- Work with schools, employers, and community organizations to promote the use of these routes and provide resources, such as maps and safety tips.
- Implement infrastructure improvements, such as bike lanes, sidewalks, and crosswalks, to enhance the safety of designated routes.
- Identify prime locations for new transit stops, provide infrastructure to encourage increased transit usage (Bus shelters, ridership amenities/perks), and add additional routes and services.
- Educating employees and seasonal workers about personal safety and safe commuter routes.

Jackson Laboratory is actively working to calm traffic on Route 3 following the death of a pedestrian in 2020. The initiative is a collaborative effort between Jackson Laboratory and the MaineDOT.

The project includes extending the existing sidewalk along Route 3 to improve pedestrian safety and accessibility. A six-foot-wide median is was added at the crosswalk. The pavement width doesn't narrow, but there is a decrease in the travel lanes and a slight increase in the shoulders. Additionally, the plan involves implementing pedestrian scale lighting and various traffic calming measures to reduce vehicle speeds and enhance the overall safety of the area for both pedestrians and drivers. Learn more at *barharborstory.com/2023/03/08/jackson-laboratory-works-toward-calming-traffic-on-route-3/.*

POTENTIAL PERFORMANCE METRICS

- Track the number of commuter route policies developed and implemented.
- Monitor the number and severity of reported crashes along established commuter routes
- Monitor the usage rates of walking and biking along commuter routes through surveys, counts, and automated tracking systems.

Develop a Town-Wide Bicycle and Pedestrian Plan

COST $ **$$** $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor

OVERVIEW

A comprehensive bicycle and pedestrian plan will guide the development of infrastructure and policies that promote safe and convenient active transportation options throughout Bar Harbor.

KEY STEPS TO IMPLEMENT

- Secure funding and support for the program through grants, sponsorships, and community contributions.
- Collaborate with local artists and community organizations to develop and implement public art projects that promote road safety.
- Identify key locations for art installations, such as crosswalks, intersections, and bike lanes.
- Monitor and evaluate the impact of the public art program on road safety and community engagement.

The Brunswick Bicycle and Pedestrian Improvement Plan (2020) aims to enhance the Town's infrastructure for non-motorized transportation by adding bike lanes, pedestrian crossings, and shared-use paths. The plan includes a community report card that evaluates the effectiveness of these improvements and tracks progress over time. This initiative serves as a model for prioritizing safety and accessibility in transportation planning, aligning with broader goals of promoting active transportation and reducing traffic-related injuries and fatalities. Learn more at *brunswickme.gov/230/Bicycle-Pedestrian-Advisory-Committee*.

POTENTIAL PERFORMANCE METRICS

- Track the quantity, linear distance and location of new or improved sidewalks crosswalks, and bicycle facilities designed, underway, and constructed.
- Measure the usage rates of redesigned roads by different types of road users, such as pedestrians, cyclists, and motorists.

Prioritize Regional Coordination for Safety Initiatives Through the League of Towns

COST $ $$ $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor

OVERVIEW

To enhance the effectiveness Bar Harbor's Vision Zero goal, it is crucial to prioritize regional coordination for safety initiatives through the MDI League of Towns. This collaborative approach will enable the towns and communities within the League to address common safety concerns more efficiently and effectively. By leveraging shared resources and expertise, the League can implement comprehensive safety measures that benefit all residents. Regional coordination will also facilitate the exchange of best practices and innovative solutions, ensuring that safety initiatives are both robust and sustainable.

The MDI League of Towns is a collaborative unit of government serving several towns and communities in Maine, including Bar Harbor, Cranberry Isles, Ellsworth, Lamoine, Mount Desert, Southwest Harbor, Swans Island, Tremont, Trenton, and Acadia National Park.

This organization works to foster cooperation and coordination among these municipalities to address common issues and improve the quality of life for residents. They focus on various regional initiatives such as infrastructure improvements, environmental conservation, and public safety enhancements. The League also facilitates shared services and resources, enabling the towns to work together more efficiently and effectively.

KEY STEPS TO IMPLEMENT

- Form a dedicated task force comprising representatives from each Town and community within the League to oversee and coordinate safety initiatives.
- Perform comprehensive safety assessments across all member towns to identify common issues and prioritize areas for improvement.
- Create a cohesive safety strategy that aligns with the Vision Zero goals and addresses the unique needs of each community.
- Hold regular meetings and workshops to share progress, challenges, and best practices among the member towns.
- Pool resources such as funding, equipment, and personnel to implement safety measures more cost-effectively.

POTENTIAL PERFORMANCE METRICS

- Track the number of safe street design projects designed, underway and completed in partnership with the League of Towns.
- Monitor the speeds and number of crashes and injuries reported before and after the implementation of safe street design solutions.

Complete a Downtown Mobility Study

COST $ $$ $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor

OVERVIEW

Bar Harbor traffic patterns, encompassing all transportation modes, exhibit seasonal variation. Streets that reach or exceed capacity during summer are often less congested in winter. To address overall mobility trends throughout the year, additional study is required to understand roadway user volumes during both peak and off-peak seasons. Beyond quantifying users, examining movement patterns will help identify primary safety and congestion points within the downtown area. This data can inform decisions on reallocating certain segments or areas of the Town. For instance, sections of Main Street or Cottage Street might improve movement for pedestrians, cyclists, and vehicles with wider sidewalks and safer parking options. However, it is important to ensure that changes in one area do not inadvertently create issues elsewhere. Therefore, a comprehensive pedestrian and vehicular mobility study is recommended to provide further guidance to the Town and community partners regarding potential modifications, with an emphasis on enhancing mobility and safety for vulnerable users such as pedestrians and cyclists.

KEY STEPS TO IMPLEMENT

- Gather supplementary data necessary to support the mobility study, such as traffic volumes, origin-destination statistics, pedestrian and cyclist counts, and identification of key routes for all users.
- Conduct a comprehensive mobility study using the collected information and identify high-priority locations based on the study's findings.
- Formulate strategic implementation plans to initiate the recommended improvements.

POTENTIAL PERFORMANCE METRICS

- Track the number of projects completed from the list developed.
- Monitor the number and severity of reported crashes in the downtown
- Measure the usage rates of redesigned roads by different types of road users, such as pedestrians, cyclists, and motorists.

EDUCATION + PUBLIC AWARENESS

Encourage an Educational Curriculum on Pedestrian Safety

COST $ $$ $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor

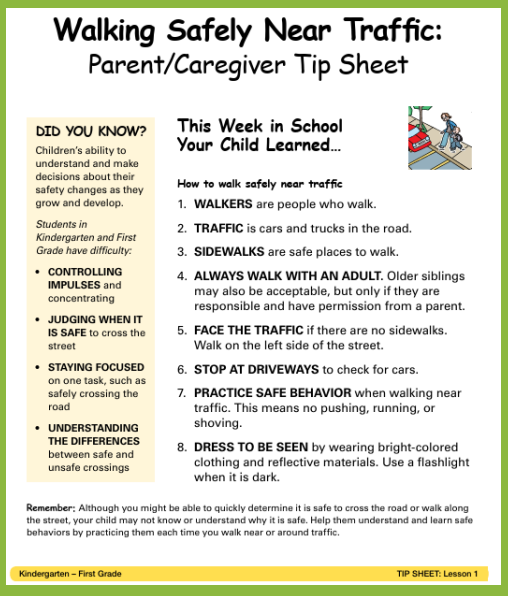
OVERVIEW

Bringing Vision Zero principles into Bar Harbor's public schools offers an opportunity to build a culture of safety from an early age. By helping students learn about road safety and responsible behavior, the Town can nurture the importance of creating a safe environment for all road user from a young age.

KEY STEPS TO IMPLEMENT

- Work with educators to integrate age-appropriate lessons on pedestrian, cycling, and driving safety into school activities and curriculum.
- Support engaging programs, such as workshops or assemblies, that encourage safe behaviors and highlight the importance of helmets, crosswalks, and traffic awareness.
- Promote safe routes to school by identifying and improving pathways for walking and biking.
- Involve parents by sharing information and resources that reinforce roadway safety at home.
- Collaborate with local and regional partners to provide additional resources and support for school-based safety education.

The **Child Pedestrian Safety Curriculum provided by the National Highway Traffic Safety Administration** (NHTSA) is designed to teach and encourage pedestrian safety for students in grades Kindergarten through 5th Grade. The curriculum is organized into five comprehensive lessons that cover essential topics such as walking near traffic, crossing streets, crossing intersections, parking lot safety, and school bus safety. Each lesson builds upon the previous set of skills learned, ensuring a thorough understanding of pedestrian safety. Learn more at *www.nhtsa.gov.*



Walking Safely Near Traffic:
Parent/Caregiver Tip Sheet

DID YOU KNOW?
Children's ability to understand and make decisions about their safety changes as they grow and develop.

Students in Kindergarten and First Grade have difficulty:

- **CONTROLLING IMPULSES** and concentrating
- **JUDGING WHEN IT IS SAFE** to cross the street
- **STAYING FOCUSED** on one task, such as safely crossing the road
- **UNDERSTANDING THE DIFFERENCES** between safe and unsafe crossings

This Week in School Your Child Learned...

How to walk safely near traffic

1. **WALKERS** are people who walk.
2. **TRAFFIC** is cars and trucks in the road.
3. **SIDEWALKS** are safe places to walk.
4. **ALWAYS WALK WITH AN ADULT.** Older siblings may also be acceptable, but only if they are responsible and have permission from a parent.
5. **FACE THE TRAFFIC** if there are no sidewalks. Walk on the left side of the street.
6. **STOP AT DRIVEWAYS** to check for cars.
7. **PRACTICE SAFE BEHAVIOR** when walking near traffic. This means no pushing, running, or shoving.
8. **DRESS TO BE SEEN** by wearing bright-colored clothing and reflective materials. Use a flashlight when it is dark.

Remember: Although you might be able to quickly determine it is safe to cross the road or walk along the street, your child may not know or understand why it is safe. Help them understand and learn safe behaviors by practicing them each time you walk near or around traffic.

Kindergarten – First Grade TIP SHEET: Lesson 1

POTENTIAL PERFORMANCE METRICS

- Measure the number of safety education programs conducted in local schools, tracking the number of students and demographic information, when possible. Programs may include bike to school days, safe streets demonstrations, bike rodeos and more.

Conduct Awareness Campaigns to Support Vision Zero

COST $ **$$** $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor

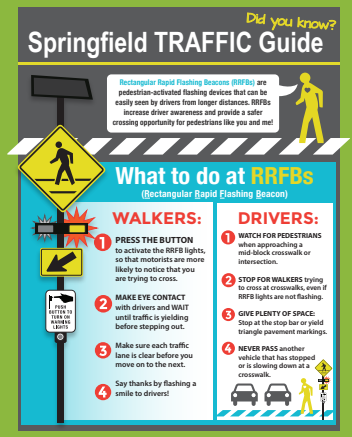
OVERVIEW

The Safe Streets for All program introduces ideas that may be new to many in Bar Harbor, especially around road design and safe travel behavior. Ongoing education and outreach are important to help the community understand these concepts and stay engaged in safety initiatives. Public awareness campaigns will keep roadway safety visible, relevant, and connected to local priorities

KEY STEPS TO IMPLEMENT

- Develop a public awareness campaign that identifies key messages, target audiences, and a mix of communication channels to reach the community.
- Use both traditional and digital media, as well as community events, to share information and encourage hands-on engagement.
- Provide educational materials that highlight safe travel behaviors and Vision Zero principles, ensuring they are accessible to all residents and visitors.
- Partner with schools and other community organizations to integrate campaign activities into the programs.
- Regularly evaluate campaign efforts and adjust strategies to improve effectiveness over time.

The City of Springfield, MO has created a series of safety and education fliers to help residents and visitors get where they need to go. Topics include accessibility, traffic signals, neighborhood traffic concerns, and bicycle and pedestrian safety. Learn more at *springfieldmo.gov/2100/Safety-Education.*



POTENTIAL PERFORMANCE METRICS

- Measure the number of safety education programs conducted in local schools, tracking the number of students and demographic information, when possible.
- Monitor the number of demonstration projects implemented, before and after speed or other data, and public feedback about the project.

Monitor Progress and Update the Vision Zero Plan Every Five Years

COST $ **$$** $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor

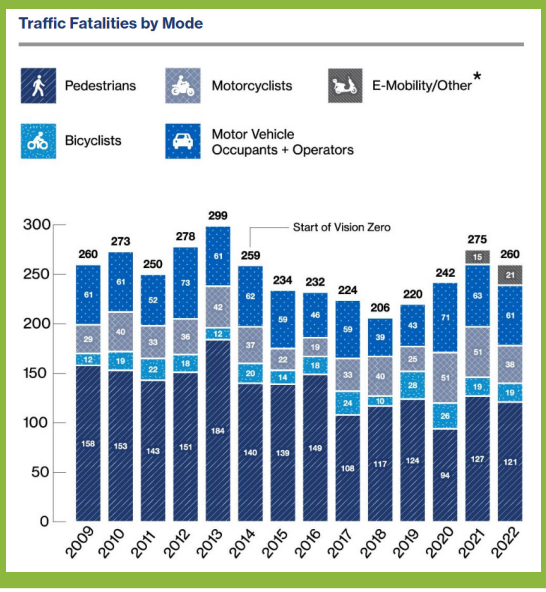
OVERVIEW

Monitoring progress by releasing an annual report provides transparency and accountability by tracking the progress of Vision Zero goals. This report should detail the achievements, challenges, and future plans related to road safety in Bar Harbor. It can also be the foundation for updating the plan every five years.

KEY STEPS TO IMPLEMENT

- Collect and analyze data on traffic accidents, fatalities, injuries, and near-misses. Include information on the implementation of safety measures and their impact on road safety.
- Structure the report to include an executive summary, detailed analysis of key metrics, case studies of successful initiatives, and a section on future plans. Use visuals such as charts, graphs, and maps to enhance readability.
- Make the report publicly accessible by publishing it on the Town's website and distributing printed copies at public buildings such as libraries and community centers.
- Include a section for community feedback to gather input and suggestions from residents. Use this feedback to inform future Vision Zero initiatives.
- Present the report at a public meeting, such as a Town council session, to ensure transparency and engage with the community.
- Update the plan every five years.

New York City's Vision Zero Open Data provides comprehensive access to data related to New York City's Vision Zero initiative. The page offers various datasets, including crash data, street design projects, and traffic safety reports, allowing users to explore and analyze information to understand and improve street safety. The initiative, launched in 2014, has significantly reduced traffic fatalities through a combination of engineering, education, and enforcement efforts. The open data platform supports transparency and community engagement by making this critical information readily available to the public. Learn more at *nyc.gov/content/visionzero/pages/vz-view*



POTENTIAL PERFORMANCE METRICS

- Monitor the number and severity of reported crashes.
- Periodically collect near-miss data at hot spots and evaluate changes in near-miss rates and reports of safety concerns

Allocate Budgetary Funds to Street Safety Improvements

COST $ $$ $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor

OVERVIEW

Dedicating funds to roadway safety in the annual Town budget reinforces the Town's commitment to the importance of safety as a priority and allows the community to see how investments are being made.

KEY STEPS TO IMPLEMENT

- Identify roadway safety as a recurring budget priority.
- Communicate safety investments clearly in budget materials and public discussions.
- Provide regular updates on the progress of funded projects in the annual Vision Zero report.

POTENTIAL PERFORMANCE METRICS

- Track the number and cost of safe street design projects designed, underway and completed.
- Monitor the speeds and number of crashes and injuries reported before and after the implementation of safe street design solutions.
- Collect and analyze community feedback on road design changes through surveys, public forums, and online platforms.

Keep Roadway Safety a Top Priority of the Bar Harbor Police Department

COST $ **$$** $$$

TIMEFRAME

RESPONSIBLE PARTIES Town of Bar Harbor

OVERVIEW

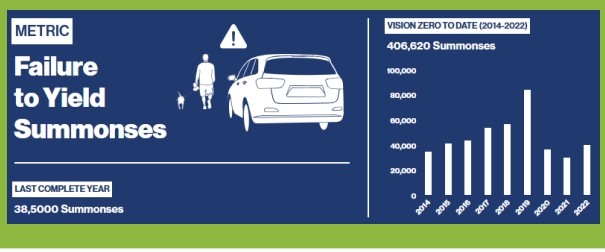
Keeping roadway safety a top priority of the Bar Harbor Police Department ensures that enforcement and education efforts are aligned with Vision Zero goals.

In Vision Zero, enforcement refers to the use of strategic, data-driven efforts to address dangerous driving behaviors that contribute to severe crashes. In Bar Harbor, this means focusing on addressing the top three known violations in the Priority Network: failing to yield right-of-way, following too closely, and failing to keep in the proper lane.

KEY STEPS TO IMPLEMENT

- Support training and professional development opportunities that strengthen traffic safety enforcement and education.
- Use crash data and community input to guide enforcement efforts toward the most significant risks.
- Continue community outreach that promotes awareness of safe driving and builds trust between officers and residents.
- Share progress on roadway safety as part of the annual Vision Zero report.

New York City's Vision Zero Open Data provides comprehensive access to data related to New York City's Vision Zero initiative. The page offers various datasets, including crash data, street design projects, and traffic safety reports, allowing users to explore and analyze information to understand and improve street safety. The data sets include information about enforcement efforts, such as the number of failure to yield and speeding summonses issued annually. Learn more at



POTENTIAL PERFORMANCE METRICS

- Track the number of safety-related traffic violations issued by law enforcement, including citations for speeding, seatbelt use, failure to yield, running red lights, distracted driving, and other infractions.

MEASURING SUCCESS

GETTING TO VISION ZERO

Achieving a truly safe transportation network with zero incidents of death or serious injury will require shifts in how government agencies and departments work together but also requires intentional safe behavior and awareness of Bar Harbor residents and visitors. Periodic data is the linchpin to understanding more comprehensively how Bar Harbor's streets influence safety for all users and should be used to regularly inform appropriate mitigative measures and action.

Once this Vision Zero Safety Action Plan has been adopted, regular monitoring of quantitative data will allow the Town to be able to track the Key Performance Indicators (KPIs) related to the pursuit of zero severe injury and fatal crashes over a period of time. This will allow for the continuity and maintenance of data for the long-term, regardless of future organizational and staffing changes.

Vision Zero prioritizes transparency in data relating to crashes and trends. Some data is recommended for inclusion in a public-facing website. Other data is recommended for analysis to help further the prioritization and implementation of Vision Zero recommendations. The KPIs should also be supplemented by essential qualitative data to provide a layer of understanding of the backstory of the quantitative data, as well as the real experience of being a driver, rider, or pedestrian on Bar Harbor's streets.

Key Performance Indicators: Periodic Quantitative Data

Data Point	Purpose	Data Source
Annual crash numbers » By mode (Car, Truck, Bicycle, Pedestrian) » By type (Property or vehicle damage only, injury, severe injury, fatality) » By crash location characteristics (Intersection, one-way street, school zone, state vs. municipal-owned road, etc.)	» Understand trends in relation to recent years » Identify broad correlations between trends and implemented Vision Zero improvements » Reveal specific conditions of crashes that require further analysis, and priority for mitigative measures	MaineDOT, Town of Bar Harbor
Annual crash locations (mapped) » All, by mode (Vehicle, Bicycle, Pedestrian) » Severe crashes, only (severe injury, fatality)	» Identify "hotspots" of intensity of crashes in relation to trends from previous years » Identify if new areas are becoming more prominent with occurrences » Reveal any correlation between increase or decrease of severe crashes and Vision Zero-related improvements	MaineDOT, Town of Bar Harbor
Annual traffic violation totals (by type) » Speeding » Drive through stop sign » Drive through red light » Failure to stop at crosswalk	» Understand trends in behaviors that potentially lead to severe crashes for all modes » Reveal violation types that may warrant further focus or priority through Vision Zero-related enforcement, education, or street design	Town of Bar Harbor
Speed analysis counts	» Identify trends in speeds compared to posted speed limits to inform where traffic calming techniques or amended speed limits should be pursued in areas with persistent issues	MaineDOT, Town of Bar Harbor
Pedestrian/Bicycle counts	» Reveal any correlation between increase or decrease of pedestrians and bicyclists and Vision Zero-related improvements	MaineDOT, Town of Bar Harbor

FUNDING OPPORTUNITIES

The Town of Bar Harbor has several options for procuring funding to implement some or all of the recommendations from this study. Funding sources are subject to change and should be reviewed regularly.

A list of potential funding sources, as of the publication of this plan, is provided below. This is not an all-inclusive list, and funding opportunities are constantly emerging and changing.

Federal Funding Programs

The Town of Bar Harbor may be eligible to apply for federal grants directly to help implement this plan. A full list of federal grants is available here: *www.transportation.gov/grants/dashboard*.

SAFE STREETS AND ROADS FOR ALL (SS4A) GRANT PROGRAM:

Under the Infrastructure Investment and Jobs Act (IIJA), the Safe Streets and Roads for All (SS4A) program provides financial support for planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation users and operators, personal conveyance, micromobility users, motorists, and commercial vehicle operators. The SS4A program provides funding for two types of grants: Planning and Demonstration Grants and Implementation Grants.

Implementation Grants provide Federal funds to implement projects and strategies identified in a comprehensive safety action plan (referred to as an "Action Plan") to address a roadway safety problem. Applicants must have an eligible Action Plan to apply for an Implementation Grant. The SS4A program is authorized at $1 billion in competitive grants per year through FY 2026.

ACTIVE TRANSPORTATION INFRASTRUCTURE INVESTMENT PROGRAM (ATIIP)

ATIIP is a new competitive grant program to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines. ATIIP projects will help improve the safety, efficiency, and reliability of active transportation networks and communities; improve connectivity between active transportation modes and public transportation; enhance the resiliency of on- and off-road active transportation infrastructure; help protect the environment; and improve quality of life in disadvantaged communities through the delivery of connected active transportation networks and expanded mobility opportunities.

As part of the program, FHWA will award competitive grants to help communities plan, design, and construct safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, recreation areas, and medical facilities within a community or metropolitan region.

Grants will also be provided for projects used for trails, pedestrian facilities, bikeways, and other routes that serve as backbones to connect two or more communities, metropolitan regions, or states.

Projects seeking Planning and Design grants must have planning and design costs of at least $100,000 to be eligible. Projects seeking Construction grants must have total costs of at least $15 million to be eligible. The Federal share of the cost of an eligible project carried out using an ATIIP grant shall not exceed 80 percent of the total project cost.

BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD) GRANTS

The Better Utilizing Investments to Leverage Development (BUILD) program provides funding for capital investments in surface transportation that will have a significant local or regional impact. The eligibility requirements of BUILD allow project sponsors to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs. For capital projects located in rural areas, the minimum award is $1 million. Planning projects do not have a minimum award size.

PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION PROGRAM (PROTECT)

The Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant program supports planning and construction projects which improve surface transportation and community resilience to natural disasters. The PROTECT program provides $1.4 billion in funding over 5 years. Individual award amounts vary. Only 40 percent of award funds can be used for construction of new capacity.

RECONNECTING COMMUNITIES PILOT (RCP) PROGRAM

The Reconnecting Communities Pilot Program (RCP) aims to advance and support reconnection of communities divided by transportation infrastructure—with a priority on helping disadvantaged communities improve access to daily needs (jobs, schools, healthcare, grocery stores, and recreation). RCP offers two tracks of grants: planning and construction.

Funds for the fiscal years (FY) 2024, 2025, and 2026 RCP grant program are to be awarded on a competitive basis to support planning and capital construction activities that aim to restore community connectivity through the removal, retrofit, mitigation, or replacement of highways, roadways, or other infrastructure facilities that create barriers to mobility, access, or economic development.

RURAL SURFACE TRANSPORTATION GRANT PROGRAM (RURAL)

The Rural Surface Transportation Grant Program (Rural) supports projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, generate regional economic growth, and improve quality of life. It is a highly competitive program.

The Bipartisan Infrastructure Law provides approximately $1.7 billion for Rural over 5 years. At least 90 percent of rural funding must be awarded in amounts of $25 million or more. If you are seeking less than $25 million, you are competing for only about $78 million nationwide this round.

INFRASTRUCTURE FOR REBUILDING AMERICA (INFRA) GRANT PROGRAM

The Infrastructure for Rebuilding America (INFRA) Grant Program supports freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. The INFRA program is a competitive program. The Bipartisan Infrastructure Law provides approximately $8 billion for INFRA over 5 years.

THRIVING COMMUNITIES PROGRAM

The Thriving Communities Program (TCP) aims to ensure that disadvantaged communities adversely or disproportionately affected by environmental, climate, and human health policy outcomes have the technical tools and organizational capacity to compete for federal aid and deliver quality infrastructure projects that enable their communities and neighborhoods to thrive.

The Thriving Communities Program will provide 2 years of deep-dive assistance and 3 years of facilitated peer learning support to selected communities to help them plan and develop a pipeline of comprehensive transportation, housing, and community revitalization activities.

State Funding Programs

Maine Bureau of Parks and Land

The Maine Bureau of Parks and Land, under the Department of Agriculture, Conservation and Forestry, has several grants that the Town of Bar Harbor may be eligible to apply for to help implement this plan. Visit *www.maine.gov/dacf/parks/grants* for more information.

LAND AND WATER CONSERVATION FUND

The Land and Water Conservation Fund Act of 1964 (LWCF) was established to assist federal, state, and local governments in the acquisition and/or development of public outdoor recreation facilities. Administered at the federal level by the National Park Service and at the state level by the Bureau of Parks and Lands in the Maine Department of Agriculture, Conservation and Forestry, LWCF grants can provide up to 50% of the allowable costs for approved

acquisition or development projects for public outdoor recreation.

MAINE TRAILS PROGRAM

The Maine Trails Program (MTP) is a statewide initiative to support the design and development of trails for outdoor recreation and active transportation. The program is administered by the Bureau of Parks and Lands (BPL) within the Department of Agriculture, Conservation and Forestry. With $30 million in state funding available through 2034, the program supports motorized, nonmotorized, and multi-use trails across Maine. Up to $7.5 million per year may be awarded to trail projects to leverage at least $3 million in public and private matching contributions.

RECREATIONAL TRAILS PROGRAM

The Recreational Trails Program (RTP) provides funds to the States to develop and maintain recreational trails and trail-related facilities for motorized and nonmotorized recreational trail uses.

The Bureau of Parks and Lands has been designated the state agency to administer the program in Maine. Within the Bureau, the Grants and Community Recreation Program provides day-to-day supervision of RTP matters. RTP can fund up to 80% of eligible project costs.

The balance must come from the project sponsor and can include cash and or in-kind / donated services and materials. The state has determined it will provide funds received under this program as grants-in-aid to municipalities, other qualified subdivisions of state government, and to qualified non-profit organizations.

Maine Department of Transportation

The Maine Department of Transportation (MaineDOT), has several grants that the Town of Bar Harbor may be eligible to apply for to help implement this plan. Visit *www.maine.gov/dot/about/funding/grants* for more information.

BICYCLE AND PEDESTRIAN PROGRAM FUNDING

The Bicycle and Pedestrian Program Funding was formerly known as the Transportation Alternatives Program (TAP), Transportation Enhancements, Quality Communities, and Safe Routes to School Funding programs. This program assists with funding sidewalks, pedestrian crossing improvements, off-road transportation-related trails, downtown transportation improvements, projects that address safety and/or ADA compliance concerns, etc.

The goal of this program is to improve transportation and safety, encourage healthful activities, and promote economic development, while improving the livability and vitality of local communities. MaineDOT annually allocates the Bicycle and Pedestrian Program about $4 million in federal funds for this statewide program. Each project has a 10% local match requirement.

PROJECTS ALONG DESIGNATED SCENIC BYWAYS

For information on MaineDOT's Scenic Byway's program administration, funding opportunities, planned projects, designation of new byways or other matters, please call 207-624-3409.

COMMUNITY-BASED INITIATIVES

MaineDOT has a long history of partnering with local communities to develop programs and deliver projects that bring out a shared vision and accentuate shared priorities. In addition to investing in core infrastructure needs, MaineDOT also allocates resources toward revitalizing village centers and downtown areas. These initiatives include the **Village Partnership Initiative, Active Transportation Partnership Initiative, Municipal Partnership Initiative, Planning Partnership Initiative and Business Partnership Initiative.**

Local Funding Options

CAPITAL IMPROVEMENT PROGRAMS (CIP) AND PROJECTS

Municipalities can budget a portion of their yearly CIP budget to roadway safety improvements, either in the form of specific projects or more system-wide or programmatic initiatives.

LOCAL BONDING

Local bonds are an option for funding safety improvements to transportation infrastructure. For example, in Maine bicycle and pedestrian groups have worked with Town leaders to bring a potential bond to the voters for approval.

TAX INCREMENT FINANCING (TIF)

Maine TIF laws allow communities to capture incremental growth in property tax revenue, over a period of time, for reinvestment within the community. TIF revenues provide opportunities to fund local development projects, such as multimodal safety improvements within a district, and are great sources for local grant matches.

PUBLIC-PRIVATE PARTNERSHIPS

Municipalities can use public-private partnerships (PPPs) to help carry out their Safe Streets and Roads for All (SS4A) plans by working together with private companies to improve transportation safety. A PPP is a cooperative agreement where the local government and a private business share the responsibilities, costs, and benefits of a project. These partnerships allow towns to access additional funding, technical expertise, and staff support that may not be available internally.

Private Grants and Foundations

AARP COMMUNITY CHALLENGE

The AARP Community Challenge offers grants to support quick-action projects that make communities more livable for people of all ages, especially older adults. There are three types of grants available:

The flagship grants typically provide up to $25,000 for projects that improve public spaces, transportation, housing, digital access, and community resilience.

Capacity-building microgrants offer $2,500 along with training and resources to help communities conduct audits, improve home safety, or prepare for disasters.

Demonstration grants, ranging from $10,000 to $25,000, focus on specific areas like pedestrian safety, broadband access, and reconnecting communities divided by infrastructure.

For more information visit: *www.aarp.org/livable-communities/community-challenge.*

PROJECT FOR PUBLIC SPACES COMMUNITY PLACEMAKING GRANTS

The Project for Public Spaces (PPS) offers Community Placemaking Grants to help U.S.-based nonprofits and government agencies transform public spaces through community-led design and programming. PPS offers funding and technical assistance for both indoor and outdoor placemaking projects, including initiatives that improve pedestrian safety, enhance mobility, and foster civic engagement. For more information visit: *www.pps.org/community-placemaking-grants.*

T-MOBILE HOMETOWN GRANTS

The T-Mobile Hometown Grant program offers up to $50,000 to support community-driven, shovel-ready projects in small towns with populations under 50,000. This grant is designed to help revitalize rural communities by funding initiatives that enhance local connections, such as improving outdoor spaces, upgrading technology, supporting the arts, or developing community centers. Eligible applicants include local government entities and nonprofit organizations. For more information visit: *www.t-mobile.com/brand/hometown-grants.*


COUNTY OF HANCOCK · STATE OF MAINE
TOWN OF
BAR HARBOR
INCORPORATED 1796

Stantec