

Mary Chapman

2002 Plan for Sebago Lake Village Standish, Maine 04084

Report to the
Standish Town Council
January 8, 2002

Online Copy:
www.standish.org

Funded by
Safe Communities Grant
BH-01-246

The following state county, and town officials as well as community members attended at least one meeting and made significant contributions to the final plan.

Councilors:

Dolly Lymburner, Chair
Gene Nesbitt
Gerry Spencer
Terri Christie
Larry Simpson

Public Safety Committee

Gene Nesbitt, Chair
Dolly Lymburner
Kathy Walker
Mary Brookings
Wesley Fox

Safe Community Coalition

Pat Price, Coordinator

Planning Board

Paul Mosely
Steve Wentworth

Town Planner

Bud Benson

Public Works Department

Roger Mosely

Standish Recreation

Linda Brooks

SBA Economic Development Committee

Ron Bognore, Chair
Pat Price, Vice Chair
Gene Nesbitt
Steve Higgins
Luella Dix

State Representative

Sue Hawes

Cumberland County Sheriffs

Capt. William Holmes
Lt. Robert Walsh
Sgt. Donald Foss
Sgt. Thomas Williams

Town Manager

Gordon Billington

MDOT (Div. #6)

Randy Dunton, Traffic Engineer

Sebago Lake Congregational Church

Paul R. Irish

Business Owners:

TJ Davis, TJ's Sandwich Shop
Mike Walker, Walkers Auto Repair
Vincent & Audra Plummer, Plummers Service Station
Rob & Brenda Walker, Korner Knitters
Bill and Jeanette Lavigne, Lavigne's Excavating

Residents

Deborah Brokofsky
Elizabeth Perry
Anna Barry
Linda Smith
Judy Thompson
Linda Sellick
Sandra Boutin
Griselda Demassey
Jodie Sheehan
John Polito
Richard Jenkins
Helen Rogers
Jin Keenan
Ros L. Cox
Susan Norton
Frank & Mary Larrabee
Joline Hachey
Christopher le Pointe
Phyllis Kent
Frank Capece
Armand & Janet Dupuis
Michelle Rowe
Joan Wright
Claire Drew
Robert Logan
Hugo & Gloria Komulainen
Robert Senter

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State Senator Bill O'Gara
State Representative Sue Hawes
Rte. 114 Corridor Committee – 2
Watershed Committee
SLV Committee - 10

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Section 1: EXECUTIVE SUMMARY

This report contains ten sections that include historic, resource, and support data organized for easy reference. A brief outline of the plan as outlined in Sections 4, 7, and 8 follows:

The rehabilitation of the intersection including pedestrian and traffic safety and all related transportation and safety needs.

This plan includes the following recommendations:

- "Building-to-Building" (horizontal surfaces) rehabilitation of the village to include:
 1. Traffic Signal
 2. Turning Lanes
 3. Wide shoulders for bicycle traffic.
 4. Crosswalks with safe landings
 5. Sidewalks – raised for pedestrian/foot traffic to connect school, church, ball field, and art center to village.
 6. Maximize parking for businesses – parallel street parking.
 7. Handicapped parking
 8. Landscaping – mini-parks where appropriate
- "No Parking Zone" within 50' of the intersection.
- Extend village limits (west) to include Fox Run Road
- Reduce speed limits within village limits to 30 mph
- Install flashing school warning lights at ELS
- Increase visibility of Cumberland County Sheriff's Department
- Create "no truck engine braking zone" within village limits
- Change School Street to either a "Dead End" or "One Way"
- Create a 90-degree turn at the intersection of School St. and Rte. 114

The promotion of business, recreation, and tourism plus improvements of all the related infrastructure and enhancement to make Sebago Lake Village a more attractive and livable place.

This plan includes recommendations to:

- Approve Johnson Field as the Mountain Division Trailhead
- Welcome signs and Information Center
- After school recreation, swimming and picnic areas, boat slips, and volleyball court
- Alternative trails and walkways to the village center from residential area
- Negotiate with PWD for:
 1. Village/Train Museum
 2. Scenic vista of Sebago Lake
 3. Community Parking Lot(s)
 4. Public Restrooms
- Businesses and Community - Form a "village association"

Long Term Improvements:

- Sewer Lines- perhaps following the rail bed

In November of 2000, the Standish Public Safety Committee (PSC) became aware of safety issues relating to Rte. 114 and the intersection with Route 35, Sebago Lake Village. Shortly thereafter, we learned of the Maine Department of Transportation's (MDOT) proposed road improvements to Rte. 114 and two other projects that would also impact the intersection – MDOT's proposed Mountain Division Trail and possible park improvements to the Standish Boat Launch area.

In June of this year, the Safe Community Coalition (SCC) invited local, county and state officials to inform the public of the proposed improvements and to hear their concerns. Following the public forums, a working group was organized, as mandated by the Safe Communities Grant Application in January 2001, to create an overall plan for Sebago Lake Village that would prepare the village for the changes.

The single most important thing we learned from the public forums is that we need to be involved in the planning process and have a plan on file with Maine Department of Transportation (MDOT) in Augusta. If not, we risk MDOT determining the roadway design and future of the village.

Our goal was to create a plan within six months, beginning in July 2001, and to form a consensus with most, if not all, agreeing to the plan. More than sixty local, county and state officials and community members participated in creating this plan. Members of the Standish Economic Development Committee were also active participants and worked in support of the interests of local businesses.

Our Mission: To create a plan for updating and revitalizing Sebago Lake Village that enhances the historic and rural character of the village while also accommodating present and future needs and safety of pedestrians, residents, businesses, and motorists.

The PSC and SCC also became active participants in two regional committees whose work impacts Sebago Lake Village. These two committees are the regional Route 114 Corridor Committee and the Mountain Division Trail Working Group. Once again, our goal has been to keep Standish's safety issues in the forefront. As of this writing, we have won support from the Rte. 114 Corridor Committee for placing a high priority on the intersection improvements, and MDOT Commissioner Melrose has agreed (A1-1) to a sidewalk connecting the trail to the village as well as fast tracking Rte. 35 improvements to include the intersection.

Sebago Lake Village is at a crossroad in its history. The residents and businesses have mixed feelings about the regional growth that has increased the demands on the intersection. Commuter traffic to Portland, motorists accessing Rte. 302 Business District and the summer tourist traffic have placed a heavy burden on the present four way stop. MDOT 2000 traffic counts confirm that 7,780 autos per day travel on Rte. 35 and 7,940 autos travel on Rte. 114 through the intersection. This has been an average increase in traffic of 26.2% since 1995. Section 6 (A6-1)

Also, MDOT considers 8 or more reportable crashes (over \$1,000 damage) over a 3-year period a high accident location. According to Cumberland County Sheriff's Department (Section 6, A6-2), Sebago Lake Village has had a total of 32 crashes during 1999-2001. This is four times the high accident rate. Accidents caused by speeding and aggressive driving are twice the regional average. (Section 6, A6-4)

On one hand, the addition of a walking/hiking trail, the proposed improvements to Rte. 114 and the boat launch area are quite exciting. The possibility of Rte. 114 gaining recognition as a "scenic highway" will also invite tourists to the village. On the other hand, the likelihood of more traffic is intimidating and creates concern for safety issues at an already precarious and outdated 4-way stop. This is the reason the number one priority of this plan is the rehabilitation of the intersection of Rte. 114 and 35.

The economic challenges are also great. We determined early on in this process that without the businesses, there would be no village. We also recognized that the future of the village is dependent on the goals of the Portland Water District (PWD) to control the Lake's watershed. The village has suffered many losses during its history. There continues to be a lot of resentment towards the Portland Water District (PWD) for razing antique homes and other historic sites. The prospect of losing the boat launch may deepen the sense of loss leaving residents and businesses feeling victimized.

The renewed spirit of cooperation between the Portland Water District and the town of Standish can only improve the prospects for Sebago Lake Village. The Council's Resolution (A1-2) to move the boat launch came so late in our planning process that we've had too little time to prepare well-thought out recommendations to include in this plan.

In the year 2000, PWD reported that 2,656 boats (A1-3) accessed Sebago Lake using the Standish Boat Launch. This represents an estimated 5,000 potential customers for the local businesses. Loss of this traffic could result in \$20,000-40,000 of lost revenue to the businesses. (A1-4) Walkers, cyclists, and nature lovers would likely replace some of the customers lost by moving the boat launch. Businesses would need to adapt to a new type of customer who would require healthy food options and other services such as bicycle repairs, sales and rentals. The question is, can the businesses survive the transition?

If, in the end, it is decided that moving the boat launch is in the best interest of the town of Standish, there are several things that the Council can negotiate with PWD that will help ease the transition. One, the Town Officials can help restore some of the history lost by negotiating with the PWD to fund, through Grants or other means, a Sebago Lake Station Railroad Museum as well as recreational improvements, both active and passive, to the former boat launch area. A gazebo for local band concerts, wading pool or play fountain for children, nature walking trails, and adequate parking will help restore some of the recreational use lost by the boat launch. Also, keeping the lake accessible to snowmobiling and ice fishing is critical. Correcting and redrawing the watershed (Section 5, A5-7) protection area to its actual location will make these improvements possible while still serving the interests of both the PWD and the town of Standish.

This committee believes that this report outlines a plan that, when acted upon, will assure that Sebago Lake Village is safer, economically sound, and prepared for future growth. The villagers who came together to work on this plan share a renewed community spirit and a commitment to working together to that end.

This report also contains most of the ingredients necessary to apply for federal and private grants. Actions taken by the Maine Legislature and the Portland Water District, which were beyond the control of the town of Standish and the village, make it (the village) an excellent candidate for a rehabilitation and restoration grant. Please don't let this opportunity pass by. Engage GPCOG or other grant writing services and explore these opportunities. An estimated 430 hours of volunteer community participation created this plan – this alone is reason enough to pursue funding.

Your support of this plan will ensure that the Sebago Lake Village Community, and Standish as a whole, grows prosperously into the next century. When you "lift" one village in Standish, you ultimately lift them all.

Respectfully Submitted by

Patricia A. Price, Coordinator
Safe Community Coalition

Online Copy: www.standish.org

Attachments:

- A1-1: Letter from Commissioner Melrose
- A1-2: Council Resolution
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- A1-4: Estimated Economic Losses
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- A1-6: News Article – Portland Press 12/21/01



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0016

ANGUS S. KING, JR.
GOVERNOR

JOHN G. MELROSE
COMMISSIONER

DEC 7

December 11, 2001

Mr. Gordon Billington
Town Manager
Town of Standish
175 Northeast Road
Standish, Maine 04084-6462

Subject: Mountain Division Trail Project, PIN 7787.22


Dear Mr. Billington:

I am writing in regards to the Department's Mountain Division Trail project currently under development from Windham to Standish. This project was chosen as an important first step toward creating a multi-use transportation corridor along the Mountain Division Rail Line purchased by the State of Maine in 1996. The Department's intent for this corridor is to maintain the ability to reestablish rail service as future needs require, while taking opportunities to accommodate other modes of transportation where practical and prudent.

I have discussed with staff your concerns with our proposed trailhead alternative that utilizes the Portland Water District "Jeep Trail" and the recreational area at Johnson Field adjacent to Route 35. I am also aware of your suggestions to continue the trail through or around Otter Ponds and under Route 35.

On November 16, I took the opportunity to tour the project area from Windham to Standish including the Jeep Trail, Johnson Field, Otter Ponds, Route 35 overpass, Sebago Lake Village and north on Route 114 to the rail crossing. It is our opinion that the continuation of the trail through the Otter Ponds is not a practical option for our project, given the Jeep Trail opportunity. The limited width of the causeway through this area makes building an adequate trail cost prohibitive. In addition to the high cost of constructing a retaining wall structure or boardwalk through the pond section (\$800K- \$1.5M), there would also be a significant cost associated with bringing the trail up to Route 35 on either the north or south side of the overpass. A trail segment through Otter Ponds would also necessitate significant removal of vegetation and disturbance to the ponds, which conflicts with our objective to blend these facilities into the natural environment as much as possible. Suggestions for removing or covering the railroad tracks temporarily run counter to our goal of maintaining the viability of future rail service in this corridor.



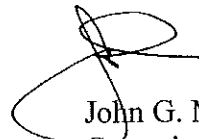
(A1-1)

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We are finding the cost of building trails next to rail is much higher than anticipated. Therefore, finding creative, inexpensive trailheads and routes around trouble areas is crucial to the feasibility of these projects. The Jeep Trail/Johnson Park alternative is *the* affordable option that will allow our current project to move forward. I believe this option will become more attractive as we partner with the town of Standish and the Portland Water District to improve the Johnson Field parking lot, and alleviate concerns with the Jeep Trail and access to Sebago Lake Village along Route 35. I have instructed staff to look for ways to mitigate steep slopes and surface texture problems with the Jeep Trail. I would also suggest we consider a sidewalk on the Johnson Park side of Route 35 for pedestrian access to the village area. This sidewalk could be accomplished in a future highway project that would include paved shoulders and improvements to the intersection of Route 114, and could be considered for inclusion in our 2004-2005 biennial program

The town of Standish is a significant feature of the Mountain Division Corridor, and we believe the trail will be a significant asset to the town. Standish, Gorham and Windham will be Maine's only communities with nearly four miles of continuous off-road trail of this quality. I urge your support for the proposed Jeep Trail/Johnson Park alternative and look forward to your continued partnership on this and future projects.

Sincerely,

A handwritten signature in black ink, appearing to be 'John G. Melrose', written over a circular stamp or seal.

John G. Melrose
Commissioner

JGM/WAP/slh

RESOLUTION
STANDISH TOWN COUNCIL

DATE: December 19, 2001
ORDER NUMBER: 193-01

SUBMITTED BY: LYMBURNER, SIMPSON

TITLE: RESOLUTION REGARDING SEBAGO LAKE

WHEREAS, the Portland Water District (District) and the Town of Standish (Town) recognize the existing high quality of Sebago Lake water is an important public resource to be valued and protected for the present and the future benefit of the Public for both the public drinking water supply for 200,000 people and public recreation purposes, and

WHEREAS, the existing boat launch is located upstream from the District's intakes and poses a potential threat to water quality and security of the water supply, and

WHEREAS, the Town of Standish and the Portland Water District have for years mutually considered proposals to relocate the Standish Public Boat Ramp in an attempt to safeguard the purity of the Sebago Lake drinking water while also allowing the public to utilize the rest of Sebago Lake's resources, and

WHEREAS, there still is a need to accomplish these issues, and

WHEREAS, the recent events have magnified the necessity to assure quality, safety and security of the lake, the Portland Water District and its users, and

WHEREAS, there is an opportunity at this time to meet these needs and also provide continued and expanded access to Sebago Lake, and

WHEREAS, the Portland Water District requests the Town of Standish to work jointly with the District to relocate the existing boat launch from Northeast Rd to District property on the easterly side of the lake near the 2-mile limit, and

WHEREAS, it is the District intention to pay for the boat launch relocation providing the costs are reasonable and just,

WHEREAS, the Portland Water District intends to engage an engineering firm to conduct a feasibility study and conceptual design for this project within 120 days, and

NOW THEREFORE TO BE IT RESOLVED, that the Town Council declares its intent to cooperate with the Portland Water District in relocating the town boat launch to a location on the east side of the lake near the two mile limit, and

BE IT FURTHER RESOLVED, that a passive recreation area be designed near the location of the current Standish Public Boat Ramp, and

BE IT FURTHER RESOLVED, that the Town of Standish shall provide the engineering firm with the Town's ideas and thoughts in the design and plans for the proposed recreational facility, and

BE IT FURTHER RESOLVED, that the Board of Trustees and the Town Council will continue to negotiate the terms and conditions for an agreement to develop the relocated boat launch facility in accordance with the conceptual design.

(A1-2)

APPROVED ✓ DISAPPROVED _____

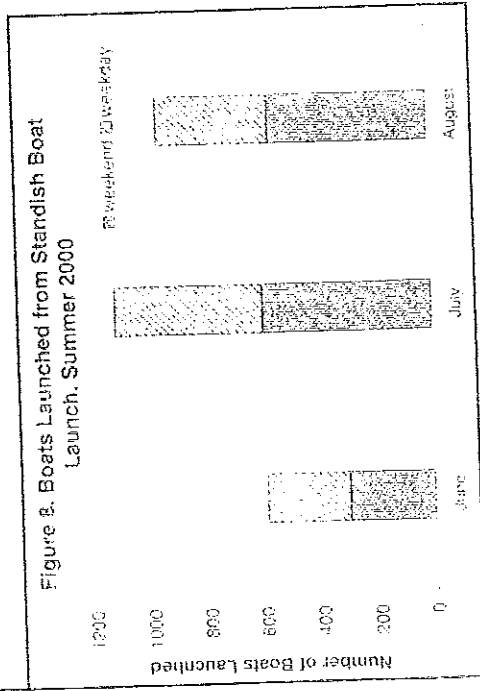
ROLL CALL YEA NAY ABSTAIN

CHRISTY _____ *Absent, however, testified in support prior to the vote. AS*
HOPKINS _____ ✓
LYMBURNER _____ ✓
NESBITT _____ ✓
POMERLEAU _____ ✓
SIMPSON _____ ✓
SPENCER _____ ✓

CHAIR *Dolores Lymburner*
CLERK/SECRETARY *Debbie*
ORDER 193-01

RECREATIONAL BOATING

There are many points of access around Sebago Lake for recreational boaters. There are four public boat launches, at least four private boat launches, and four marinas with launches. Boats can reach the lake by passing through the Songo Locks that connect Long Lake and Brandy Pond with Sebago Lake. Boat owners with shore frontage can also access the lake directly across their own property. The majority of lake activity occurs between Memorial Day and Labor Day.

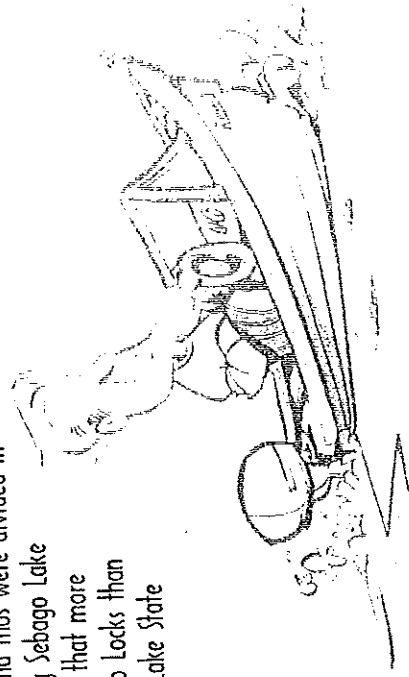


The PWD monitors daily activity at the Standish boat launch, located at the southwest corner of the lake, during the summer season. The purpose of a boat launch attendant is to educate the public about preserving and protecting the drinking water supply. The attendant records the number of boats launched and landed from June 1st until September 30th (Figure 8). These data show that the total number of boats launched during the five weekdays is approximately equal to the number launched on the two weekend days. During 2000, there were five days when more than 100 boats were launched. Boats registered in Maine made up about 90% of the total number of boats launched from the Standish boat launch in 2000.

Sebago Lake State Park has two public boat launches – one at the day use area for the general public and one for overnight campers. Park employees count the numbers of boats launched at the day use area but do not track launches or landings from the overnight area. The hand-operated locks on the Songo River make it possible to travel a 42-mile waterway from Long Lake, Brandy Pond, and Songo River through the Songo Locks and into Sebago Lake. There were 27 locks built in the 1830s and the Songo Locks is the only one still in service. The locks are operated by the Department of Conservation. Department employees record the numbers of boats that pass through the locks each day.

Table 3 includes boat counts during 2000 for the Standish boat launch, Sebago Lake State Park day use area, and the Songo Locks. Songo Locks data from the Department of Conservation are for boats traveling in either direction and thus were divided in half to estimate the boats accessing Sebago Lake through the locks. The data reveal that more boats access the lake through Songo Locks than either the Standish or the Sebago Lake State Park launch.

TABLE 3. BOATS ACCESSING SEBAGO LAKE IN 2000		
	STANDISH BOAT LAUNCH	SONGO LOCKS BOAT TRAFFIC (ONE WAY)
JUNE	589	550
JULY	1113	1903
AUGUST	954	2036
TOTAL	2656	4489
		STATE PARK DAY USE AREA
		321
		720
		486
		1527



(A1-3)

Conservative Estimate of Economic Losses to
Businesses in Sebago Lake Village

Boats accessing Sebago Lake
Standish Boat Launch
June-August 2000: 2656 (Boats)

**If the average food/beverage purchase is \$10 per person,
Expected purchases (or losses) would be \$10, 620**

Boats: 2,656
2 (passengers per auto/boat) x 2656 = 5,312
20% of 5,312 (passengers) = 1,062 Customers
1,062 (customers) x \$10 = \$10,624

**If the average gas purchase is \$20 per person,
Expected purchases (or losses) would be \$10,620**

Autos/Boats: 2,656
20% of 2,656 (autos/boats) = 531
\$20 (purchase) x 531 (autos/boats) = \$10,620

(A 1-4)

For Immediate Release Contact: Michelle Clements, PWD Public Relations Manager
(207) 774-5961, ext. 3050 (cell) 650-2303
December 20, 2001 Gordon Billington, Standish Town Manager
(207) 642-3461

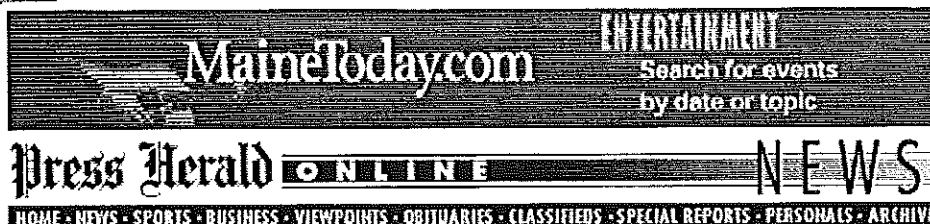
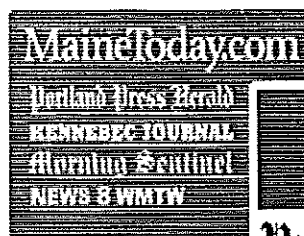
A United Resolution to Relocate Boat Launch

This week, the Portland Water District and the Town of Standish unanimously passed a united resolution recognizing the quality of Sebago Lake and the need to further protect it. After a long history of discussions, the Trustees of the Portland Water District and the Standish Town Council have arranged to negotiate an agreement to relocate the boat launch to the east side of the lake near the two mile limit. This agreement ushers in a positive era of cooperation for the protection of Sebago Lake for both public recreation and as a public drinking water supply for 200,000 people.

The recent concerns of terrorism prompted revived discussions of the boat launch site and its importance to the Town of Standish and to the Portland Water District. The proximity of the Standish boat launch to Greater Portland's public water intakes has been an ongoing concern for years. It is located within the two-mile no-bodily-contact zone which surrounds the water intakes on Sebago Lake. As such, people utilizing the launch area are not allowed to touch the water. This has long been a hindrance to boaters using the site.

"We are pleased that the town of Standish and the Portland Water District see eye to eye on this issue. We both realize Sebago Lake is an important resource to many. And the lake is big enough for all of us," jointly stated Portland Water District, Board of Trustee's President Bill Lunt and Standish Town Manager Gordon Billington.

In discussions with the Town over relocating the boat launch, the District has offered to donate shoreline property to the Town and to fund a new, state-of-the-art, boat launch and recreation facility. A passive recreation area would also be designed in the vicinity of the existing site. This possible relocation brings with it opportunities for increased access to Sebago Lake, a town park, and a public swimming beach further away from the public water intakes that supply water to 200,000 people of Greater Portland.



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Friday, December 21, 2001

E-mail this story to a friend

Town moving popular boat launch

By JOHN RICHARDSON, Portland Press Herald
Writer

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STANDISH — After years of quarreling and negotiating, town officials have agreed to move a popular Sebago Lake boat launch away from the Portland Water District's drinking-water intake pipes. The Standish Town Council voted unanimously Wednesday in support of a deal to close the launch and create a new one. The most likely new site is on the east side of the lake, about three miles north of the existing launch. The district also has tentatively agreed to create a swimming beach and park at the new facility.

"It's a wonderful opportunity for the town," said Town Manager Gordon Billington.

The move is not expected to be finished in time for the 2002 boating season. But the formal agreement removes a long-running sore spot between the water district and its host community.

And, according to the water district, it also enhances the safety of the drinking-water supply for nearly 200,000 people in Greater Portland. The change would shift the busy launch from an area where even body contact with the water is prohibited to a site about two miles from the pipes that draw drinking water out of the lake

"It's something the Portland Water District has always wanted to do, and I don't think that's been a secret," said Michelle Clements, the district's spokeswoman. "And since Sept. 11, we've done a lot at the water district in terms of increasing security and awareness."

Although endorsed by the entire Town Council, some in the community harbor reservations about the move.

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(A1-6)

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"I don't know exactly what it's going to do to my business," said Timothy "T.J." Davis, owner of TJ's Sandwich Shop near the boat launch.

The average customer on the way to the boat ramp spends about \$20 on beer and food, he said. They also spend money at the two gas stations straddling Davis' business.

Some of the traffic will still pass the village, but the proposed new launch also will be easy to reach from Windham.

"If I thought it would make a substantial difference in water quality, then by all means I'd say shut it down and relocate it," Davis said.

But, he said, a terrorist could still drive a boat from the north side of the lake to the lower bay "and do what he wants to do. I don't see where relocating it is going to benefit it at all."

New concerns about the potential for a terrorist to contaminate the water supply prompted leaders of the water district to revive negotiations over the location of the boat launch, Clements said.

"It's very difficult for us to monitor the lower bay because there's just so much activity," she said. "We perceive it as an unnecessary risk to have it so close to the intakes."

Town residents and leaders have never been convinced before, however.

The launch is right in the village of Sebago Lake, near the intersection of Routes 114 and 35. More than 120 boats typically put in here each weekend day during the summer, and the traffic helps support two gas stations and two general stores.

In 1992, the water district promised the U.S. Environmental Protection Agency that it would close the boat launch as a way to guarantee clean water. Angry residents heard about that from a newspaper article. The idea was dropped.

In more recent years, the water district has even gone to the Legislature to have the boat launch moved, with no success.

The relationship between the district and town had clearly warmed up in recent months, however. In September, the town closed the boat launch for the season because of the district's fears of terrorism.

And then town officials agreed to reopen the issue of moving the launch, leading to the deal approved this week.

(A1-6)

"I think the location is a big thing," said Billington, the town manager. "The last time they proposed it, traffic would have gone through residential streets. This time, they're willing to move the two-mile limit" so the ramp can be on water district land and accessible from Route 35.

The Legislature will have to approve a slight shift in the two-mile no-bodily-contact limit so the facility can fit on the preferred property.

Clements said the change should not be a problem. Because of the location and the counterclockwise water currents in the lake, any contaminants from the proposed new boat launch or beach would drift away from the intake pipes rather than toward them.

The water district has so far allocated \$75,000 for an analysis of the potential sites for a new launch. It hopes to win grants to help pay for the project, which both sides say may include a beach and recreational fields.

The town, which will have oversight of the design, plans a series of public meetings.

Staff Writer John Richardson can be contacted at 791-6324 or at:

jrichardson@pressherald.com

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(A1-6)

Section 2: Historical Perspective:

Sebago Lake Village (a.k.a. Sebago Lake Station) is located at the most southern point of Sebago Lake in Standish, Maine, at the intersections of Route 114 and 35. The village is rich in history – once the most westerly destination of tourists who traveled by train to enjoy the beauty of Sebago Lake. The following excerpts from “Memories of a Young Sebago Lake Girl” give the reader a sense of a place teeming with activity.

Memories of a Young Sebago Lake Girl

“This (the train station) was the center of activity for the tourists who came by train from Portland and beyond and either stayed at the Sebago Lake House or traveled by steamer across Sebago Lake to Naples. Near the lake stood the magnificent railroad station with its’ twin spires. There was a large wooden platform where the passengers waited to board the train. Large-wheeled baggage carriers were parked near by to haul the tourists’ luggage....

The area down by the lake also included a baseball diamond, a dance pavilion and a concession building. Beyond these were several rope swings hanging from the pine trees. These attractions could occupy the girls for many hours. However, the highlight was finding Yellow Violets and Lady’s Slippers near the swings. Yellow Violets were plentiful in those days.”

Author: Nancy H. Leavitt, Readfield, Maine

The Sebago Lake Village of today is quite different. Most, if not all, of the historic sites have been razed. The village has suffered tremendous loss over the years and, in some ways, is still mourning the losses. Piece by piece, antique homes and other historic sites have been removed for the protection of the Lake’s watershed, which supplies water for over 200,000 Greater Portland residences including 15% percent of Standish households and two elementary schools. (A2-1).

Over 900 residents of the Standish 9,285 population reside in the surrounding village area. Their needs are serviced by village businesses; two convenience and sandwich shops, two service stations, two hair salons, and two specialty retail stores. The Edna Libby Elementary School, Sebago Lake Congregational Church, Johnson Field, Sebago Lake School House Arts Center, and the Standish Boat Launch are all within walking distance of the village.

Recreation plays a vital role in the economic health of the village. Boating, hunting and fishing (summer and winter), snowmobiling, ice-skating, ball games, and tourists visiting the western shore of Sebago Lake attract many people to the village area.

This, however, is a double-edged sword. The urban sprawl has placed pressures on the village – both positive and negative. As motorists seek alternative routes in and out of Portland, Route 114 (and the village) has seen a dramatic increase in motorists – all of them in a “hurry to get home” (A2-2). Speeding, rude/aggressive behavior (Section 6, A6-4) and an increase in accidents have made the approaches to the village and the intersection dangerous.

On the positive side, the increase in traffic is good for the economy, provides jobs, and invites more commerce to the area to fill the needs of local residents. This translates to fewer trips to and from Portland. The proposed Mountain Division Trail will place Sebago Lake Village (and Standish) on the map. Improvements to the boat launch area will also invite more locals to the village.

This brings us up to the present and where the Public Safety Committee became involved. Through a series of public meetings held in late 2000, the Public Safety Committee became aware of the existing safety issues on Rte. 114 and included those in the Safe Communities Grant Application in January of 2001; Page 9, S#4 "... a Rte. 114 Corridor Committee will be established to identify special concerns and issues related to MDOT's plans for improvement of Rte. 114 in Standish, and to effect decisions regarding the MDOT's plan for a Mountain Railroad Trail along an abandoned rail bed that will be diverted in Standish to Rte. 114."

Community Input:

In June of 2001, the Safe Community Coalition (under the direction of the Public Safety Committee) mailed invitations to 350 Sebago Lake Village area residences (using maps 40,41,48,49,50,51) to attend a Public Forum. They were invited to express their concerns relating to three proposed projects that will impact the village. Members of the Town Council, Planning Board, Public Works, Recreation, Standish Business Association, Standish Economic Development Committee, Cumberland County Sheriff's Department, and the Safe Community Coalition were also invited to attend.

The three projects include:

1. **Rte. 114 Improvements – Various sections from Gorham town line to Ward's Cove**
2. **Mountain Division Trail – Gorham to Johnson Field**
3. **Redesign of boat launch and park by PWD**

Approximately fifty residents attended representing a cross section of residents, organizations, and town officials. The major concerns regarding the Rte. 114 improvements were: The loss of setbacks (and landscaping) from the road, increase of already worrisome auto speeds, perceived danger to school children attending Edna Libby School, safety of a wheelchair-bound child, lack of sidewalks and crosswalks, increased demands on the four way stop, number and placement of curb cuts and general safety of pedestrians and bicyclists.

The major safety concern about the Mountain Division Trail was the safe access to and from the village and the effects of increased traffic volumes on the already over-taxed four way stop. Overall the residents support the trail and appreciate its value as a recreational and economic resource for the village.

Regarding the proposed changes in the boat launch and proposed park setting, safe access to the boat launch and nature trails by pedestrians and bicyclists and the impact of increased traffic volumes topped the list of concerns.

A follow up meeting was held with MDOT officials, GPCOG and the Portland Water District to answer specific questions about the three projects. A brief summation of the status (at that time) of the three projects follows:

Rte. 114 improvements: MDOT advised that the road improvements would go up to, but not include, the intersection. Present funding (A2-3) allows minimum rehabilitation and repaving 11' lane in each direction with a 4' shoulder. We may request that additional funding be made available for the inclusion of the intersection from the state. MDOT advised creating a plan for the village that includes the desired improvements and filing it in Augusta. MDOT Planners (A2-4) will refer to this plan before starting new projects in town.

Mountain Division Trail: MDOT has limited funding for the trail but did agreed to do an engineering study on the feasibility of continuing the trail into the village along the westerly side of Rte. 35. During a recent site walk involving town officials and members of the community, MDOT officials stated that it was their belief that it is safe to cross Rte. 35 because of the site distance. They are recommending a visual site crossing but denied a marked crosswalk because it gives

users a "false sense of safety." (Update - see Commissioner's letter in Section 1.)
When asked about the motorized vehicles that presently use the jeep trail (YMCA seasonal traffic), MDOT officials said that the jeep trail was not an "official" section of the trail but an "access" to the trail and therefore, outside the non-motorized requirement.

Proposed PWD Boat Launch Revisions: PWD representative said all plans are still on the table and no decisions have been made about the revisions. Once again, concern for safe access to the boat launch and nature trails by pedestrians and bicyclists and the impact of increased traffic volumes topped the list of concerns. (Update - See Section 1.)

Residents overwhelming stated that the top priority when considering any of these projects should be the rehabilitation of the intersection of Rte. 114 and 35. The growth of outlying areas, commuter traffic to Portland, motorists accessing Rte. 302 business district and the summer tourist traffic have placed a heavy burden on the present four way stop. (It was noted that both major intersections north and south on Rte. 35 are lighted intersections.) MDOT 2000 traffic counts confirm that 7,940 autos per day travel on Rte. 35 and 7,240 autos travel on Rte. 114 through the intersection.

The Public Safety Committee and the Safe Community Coalition proposed meeting with residents and business owners until the end of the year, a total of six meetings, to create a plan for the village.

Invitations to the first meeting in July 2001 were mailed to eighty residents and business owners centered within the village limits. Also invited were members of the Town Council, Planning Board, various Town Department heads including Public Works and Recreation, Safe Community Coalition, SBA Economic Development Committee, and Cumberland County Sheriff's Department. Flyers were placed in various locations in town and press releases were distributed to area newspapers, Cable TV and Standish's Website.

Recognizing that success would depend upon community involvement, meeting agendas and reports were either mailed (A2-5) or made available to as many people as possible for all subsequent meetings.

Attachments:

- A2-1: Portland Water District - Standish
- A2-2: Letter to Rep. S. Hawes from Sheriff's Dept.
- A2-3: BTIP
- A2-4: Letter from MDOT, Kathleen Fuller, Bureau of Planning
- A2-5: Monthly Mailing List
- A2-6: News Article - Suburban News

PORTLAND WATER DISTRICT

Portland Water District provides water to 600 households, which equals 15% of the 3,987 occupied households in Standish.

With an average family size of 3, that's 1,800 residents or about 20% of the town's 9,000+ population.

The importance of public water is even greater when you consider PWD serves both the Jack and Libby elementary schools, the two village areas, and provides 120+/- fire hydrants.

(A2-1)

Sheriff's Office
County of Cumberland
State of Maine

Mark N. Dion
Sheriff

Richard J. Gagliano
Chief Deputy

August 10, 2001

Representative Sue Hawes
780 Boundary Road
Steep Falls, ME 04085

Dear Representative Hawes,

I am writing this letter in response to a conversation that we had in the parking lot of the Standish Municipal Complex last month. During our conversation, you expressed the concerns of the Standish Public Safety Committee regarding speeding vehicles on Rte 114. The specific area was determined to be from Sebago Lake Village to the Gorham town line.

As a response to the committee's concern, I assigned Deputy Robert Merritt to conduct traffic enforcement in this area. In his effort to promote voluntary compliance concerning the 35 MPH posted speed limit, Deputy Merritt patrolled the area frequently. During his shifts from July 4, 2001 through July 25, 2001, Deputy Merritt recorded fifty-two (52) traffic stops in this area. As a result, twenty (20) violators were issued summonses and thirty-two (32) were issued written warnings.

Clearly, these statistics support the Public Safety Committee's concerns. The quantity of violations reported substantiates additional enforcement. Deputy Merritt has assured me that he will continue to make a presence in the area.

If you have any questions, please feel free to contact me.

Sincerely,



Sgt. Donald Foss

Cc: Lt. Charles Elliott

36 County Way Portland, Maine 04102 (207) 774-1444

(A2-2)

Lead Unit/Type of Work/
Scope of WorkFunctional Class
Route #/Road Name
Length

Mi

Description

Fund Source(s):
Federal
State
Local-Other

Municipalities: PIN

km

Regional Program / Highway / Highway Improvements

10213.00

Major Collector-Rural
Route 114

11.87

7.37

Beginning at Route 25 and extending northerly 11.87 km
(7.37 Mi) to Route 35.

Improvements To 5.7 Miles Of "Backlog".

\$2,000,000
Surface Transportation
Program
StateGorham
Standish**Regional Program / Highway / Maintenance Paving (Hot Mulch)**Minor Arterial-Rural
Route 237

2.80

1.74

Beginning at Route 25 and extending northerly 2.80 km
(1.74 Mi) to the Little River Bridge. Includes turning lanes.**\$33,913**

State

Gorham

Urban Arterial / Highway / Highway Improvements

10541.00

Collect-Urbanized
Brackett Road

3.19

1.98

Beginning at the New Portland Road and extending
southwesterly 3.19 km (1.98 Mi) to Saco Street.Non-Federal Match Of 25% To Be Provided By The Local
Municipality.**\$1,943,500**
Surface Transportation
Program

Local-Other

Gorham

Planning / Other / Planning Study

8151.10

Minor Arterial-Rural

Supplementing of funds for PIN 8151.10 (Preliminary
engineering and Environmental Assessment for the
Gorham Bypass) Total funds available \$ 1,150,000.**\$300,000**
Surface Transportation
Program
State

Gorham

Regional Program / Highway / Level 2 Highway Resurfacing

10662.00

Minor Arterial-Rural
Route 25

10.87

6.75

Beginning at Maple Street and extending northwesterly
10.87 km (6.75 Mi) to Route 35.**\$1,411,000**
Surface Transportation
Program
StateGorham
Standish**Regional Program / Other / Culvert Replacement**

10801.00

Minor Arterial-Rural
Route 25Located 1.82 km (1.15 mi) westerly of Flaggy Meadow
Road over Brandy Brook.**\$175,000**

State

Gorham

Regional Program / Highway / Maintenance Paving (Hot Mulch)Major Collector-Rural
Depot Road

4.52

2.81

Beginning at Route 115 and extending northerly 4.52 km
(2.81 Mi) to Route 231.**\$30,830**

State

Gray

New Gloucester

Maine Department of Transportation



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0016

ANGUS S. KING, JR.
GOVERNOR

JOHN G. MELROSE
COMMISSIONER

January 19, 2001

Mr. William Kirk, Town Manager
Standish Town Office
25 Ossipee Trail E
Standish, Maine 04084

Re: Standish Public Safety Committee

Dear Mr. Kirk:

I would like to take this opportunity to commend the Standish Public Safety Committee for its high level of professional excellence. The Town of Standish should be very proud of this group of dedicated and highly knowledgeable people who have taken the arduous task of improving transportation safety in your community. Pat Price, Gene Nesbitt and the other Committee members should be praised for their "can do" attitude and their quest to change driver behavior in Standish. The Committee has developed such a model program that we would like other communities throughout the State to emulate it.

The Standish Public Safety Committee has had the foresight to include all key players in transportation safety. Rather than being confrontational with the regulatory agencies, the Committee has taken a partnership approach with them. They have sought to understand the limitations that each agency faces, and then they brought us together at a public forum to discuss those limitations, and more importantly, what a community can do to overcome them. The public forum itself was very professionally conducted. All meeting attendants seemed to get satisfaction out of it, and all were given the opportunity to present their issues. Pat Price was most effective at maintaining a high level of professionalism during the entire proceedings. Everyone had a sense of what the next steps were by the time the meeting had adjourned. The group continues to work diligently with us and its other safety partners on its goal to improve transportation safety in Standish, and we are confident that they will be successful in their efforts.

Very truly yours,

Kathleen Fuller, AICP
Assistant Director, Bureau of Planning

CC: Pat Price
Gene Nesbitt



(A 2-4)

PRINTED ON RECYCLED PAPER

Monthly Mailing list - Sebago Lake Village Residents

First Name	Last Name	Street Address	City	State	Zip	Code
Norman & Madeline	Adams	PO Box 61	Sebago Lake	ME		04084
Roger & Dolores	Andrews	437 Northeast Road	Standish	ME		04084
Debbie	Brokosky	407 Northeast Road	Standish	ME		04084
John & Mary	Brooking	12 Musselman Road	Standish	ME		04084
James & Barbara	Burdwood	PO Box 133	Sebago Lake	ME		04084
Anne	Butler	2 Clark Street	Standish	Me		04084
Ronald	Caruso	PO Box 102	Sebago Lake	ME		04084
Bruce & Mary	Chapman	3 Maple Street	Standish	ME		04084
Daniel	Collins	42 Fort Hill Road	Standish	ME		04084
Sebago Lake	Congre Church	410 Northeast Road	Standish	ME		04084
Tara & Timothy	Coste	8 School Street	Standish	Me		04084
T.J.	Davis	7 Shore Road	Windham	ME		04062
Leigh Ann	Day	34 Maple Ridge Drive	Standish	Me		04084
Gilbert & Griselda	Demasse	1 Musselman Road	Standish	ME		04084
Terry C.	Demidio	26 Musselman Road	Standish	ME		04084
Peter & Leisa	Doughty	52 Fort Hill Road	Standish	ME		04084
Eugene & Marion	Douglass	PO Box 77	Sebago Lake	ME		04084
Thomas & Mary	Eckstein	5 School Street	Standish	ME		04084
Michael	Farmer	420 Northeast Road	Standish	ME		04084
Bill	Gillis	17 Musselman Road	Standish	Me		04084
Joline	Hachey	15 Chadbourne Road	Standish	ME		04084
Mehitable	Harmon	15 School Street	Standish	ME		04084
Peter	Hassapelis	5 Maple Ridge Drive	Standish	ME		04084
Joe & Lynn	Henderson	25 Richville Road	Standish	ME		04084
Richard	Huff	78 Richville Road	Standish	ME		04084
David & Jennifer	Hunt	21 Richville Road	Standish	ME		04084
David & Ruth	Komulainen	439 Northeast Road	Standish	ME		04084
Steve	Ladd	7 Maple Ridge Drive	Standish	Me		04084
Mindy L.	Larose	8 Maple Ridge Dr.	Standish	Me		04084
Frank & Mary	Larrabee	PO Box 305	Sebago Lake	ME		04084
William & Jeanette	Lavign	PO Box 32	Sebago Lake	ME		04084
Paul & Sabrina	Libby	PO Box 114	Sebago Lake	ME		04084
Harry & Patricia	Libby	25 Chadbourne Road	Standish	ME		04084
Olie J.	Lindahl	PO Box 288	Sebago Lake	ME		04084
Robert	Low	PO Box 87	Sebago Lake	ME		04084
Mark & Neola	Lussier	58 Fort Hill Road	Standish	ME		04084
Mark & Kathleen	Maguire	10 Maple Ridge Drive	Standish	ME		04084
Victor & Susan	Makela	12 Maple Ridge Drive	Standish	ME		04084
Jesse	McDaniel	60 Richville Road	Standish	ME		04084
Alfred & Bonnie	McIntosh	PO Box 30	Sebago Lake	ME		04084
Susan	Monty	Box 109	Sebago Lake	ME		04084
Robert & Lenita	Morang	40 Richville Road	Standish	ME		04084
Rutledge & Mary	Morton	26 Fort Hill Road	Standish	ME		04084
School	MSAD #6	Box 38	W. Buxton	ME		04084
James & Debbie	Mucci	PO Box 125	Sebago Lake	Me		04084
Thomas & Pamela	Nolan	PO Box 47	Sebago Lake	Me		04084
Terrence & Suzan	Norton	31 Fort Hill Road	Standish	Me		04084
Larry	Pelletier	PO Box 395	Sebago Lake	ME		04084

Gordon & Elizabeth	Perry	30 Richville Road	Standish	ME	04084
Vincent	Plummer	PO Box 423	Sebago Lake	ME	04084
Barry	Pocock	9 Maple Ridge Drive	Standish	ME	04084
Wallace & Helen	Rogers	29 Fort Hill Road	Standish	ME	04084
Louis & Sharon	Rucci	30 Fort Hill Road	Standish	ME	04084
Barry & Wren	Saunders	449 Northeast Road	Standish	ME	04084
David & Barbara	Sawyer	PO Box 396	Sebago Lake	ME	04084
School House Arts Ctr	Sebago Lake	PO Box 217	Sebago Lake	ME	04084
Michael & Barbara	Secord	6 School Street	Standish	ME	04084
Warren & Evelyn	Shaw	PO Box 128	Sebago Lake	ME	04084
Kieran & Jodie	Sheehan	35 Fort Hill Road	Standish	ME	04084
John & Katherine	Silver	11 Maple Ridge Drive	Standish	ME	04084
Robert B.	Stack	PO Box 35	Sebago Lake	ME	04084
Stephen & Patricia	Stack	PO Box 193	Sebago Lake	ME	04084
Paul & Marie	Walker	PO Box 82	Standish	ME	04084
Michael	Walker	PO Box 106	Sebago Lake	ME	04084
Herschel	Ward	48 Fort Hill Road	Standish	ME	04084
Edward & Cindy	Watson	63 Chadbourne Road	Standish	ME	04084
Timothy	Watters	59 Chadbourne Road	Standish	ME	04084
Stephen	Wentworth, Jr.	19 Chadbourne Road	Standish	ME	04084
Mary F.	Woodbrey	PO Box 173	Sebago Lake	ME	04084
Stanley	Yankowsky	10 Cottage Road	Standish	ME	04084
Diane J.	York	1 Clark Street	Standish	ME	04084
Ernest & Michelle	Young	PO Box 295	Sebago Lake	ME	04084
Ronald	Bognore	460 Chadbourne Rd.	Standish	ME	04084
Steve	Higgins	PO Box 426	Sebago Lake	ME	04075

Dwayne

St. Houns

P.O. Box 719

Gorham, ME

04038

Route 114 residents voice concerns over widening

By JOHN BALENTINE

Suburban News Reporter

STANDISH—About 25 Sebago Lake Village and Route 114 residents attended a public forum to discuss developments in a project the Maine Department of Transportation (MDOT) is planning for the southern shore of Sebago Lake.

MDOT Engineer Dean Lessard was on hand to explain a state road project that will overhaul the section of Route 114 running between Route 25 in Gorham and Route 35 in Standish.

Lessard said the \$2 million project is still in its infancy stages. MDOT engineers are still surveying the road deciding where money should be spent.

Lessard explained that the road would be widened with an 11 foot travel lane and a four-foot paved shoulder. Presently, the shoulder on the road is loose gravel. By widening the road, Lessard hopes to improve driving conditions.

"By paving the shoulder we hope to also improve drainage. The cracking and rutting that is occurring is due to poor drainage. With paved shoulders, water will run off far from the travel lane," Lessard said.

But, Lessard continued, "Anytime you widen roads, vehicle speeds will increase."

Worried residents voiced their concerns over the anticipated speed increase.

"You better think long and hard before you do anything with these roads," said Lois Sawyer.

Sawyer and others at the meeting told stories of close calls, accidents, and excess speeds already evident on the road.

"The speed limits are a joke out there. Hardly anyone pays attention to them," added resident Chris LaPointe.

Residents also questioned the wisdom of MDOT's decision not to overhaul the intersection of Routes 35 and 114. Lessard explained that the project will work on the road right up to the intersection. But there wasn't enough money to work on the intersection too.

"I don't understand the widening. The real problem is the corner. I don't understand why you're not fixing the entire intersection," said Helen Rogers of Fort Hill Road.

Lessard responded saying "I don't have an answer why they aren't redoing the intersection."

The intersection has been the scene of many accidents. Lessard explained how the poor traffic flow into businesses at the intersection is actually a traffic hazard.

"An intersection where you can turn into any of the stores from the stop sign is a real no-no," he said.

Lessard understood the resident's frustration saying, "The way this community is growing, I may be down here again in a few years redoing that intersection!"

Section 3 - Vision for Sebago Lake Village:

Approximately thirty members of the community participated in the first meeting/workshop representing a cross section of all residents and organizations invited. Several brainstorming sessions (Section 10, A10-2) resulted in creating a "wish list" for the village and identifying the people, places and things that would work "for and/or against" improvements in the village. The results of this meeting were used as the foundation for creating this plan and the following "vision".

Vision for Sebago Lake Village

Sebago Lake Village is located at the south end of Sebago Lake in the town of Standish where recreational opportunities abound. This small but energetic community offers residents and visitors diverse experiences, from live stage performances at the Schoolhouse Arts Center to hunting and fishing in beautiful natural settings. The local businesses service the essential needs of residents and tourists alike.

Sebago Lake Village is alive with activity. The Village has managed to maintain and enhance its early nineteenth-century historic and rural character while also meeting the demands of modern transportation needs. A community parking lot is conveniently located for customers of local businesses and commuters who take advantage of public transportation to Portland. The Villager's feel connected by a network of pedestrian trails and walkways from church to school, from neighborhood to neighborhood, and business to business.

Children in the village who attend the Edna Libby Elementary School are fortunate to have a community center, ball fields, hiking/biking trails and a beautiful lake all within walking distance. Senior citizens from the Sebago Lake Retirement Complex walk to the village and enjoy the activity and beauty of the village while seated on shaded benches. The Village News keeps residents informed of all the activities and events of the area including the concert schedule for the Lakeside Gazebo and the weekly Farmer's Market.

The village is rich in history as well - once the most westerly destination of tourists who traveled by train to enjoy the beauty of Sebago Lake. Today the beauty of the lake can be viewed from the scenic vista just off Rte. 25. The village not only offers a multitude of recreational opportunities but is also the "gateway" to the Western Lakes Region. The Sebago Lake Station Museum, founded by the Portland Water District and maintained by the Standish Historical Society, offers an historical view of the railroad and Sebago Lake Village. In the late 1800's and early 1900's tourists and travelers rode the train from Portland and beyond to enjoy the beauty of the lake.

The Portland Water District, a good neighbor and benefactor, protects the water at the south end of Sebago Lake, which is drinking water for more than 500,000 Maine residents including the town of Standish. In the year 2002, the Portland Water District preserved recreation access to the Lake for Standish families by generously donating waterfront property northeast of the village. Residents gather at the beach for festivals throughout the year. ###

Section 4: Priority #1 – Rte. 114/35 Intersection Rehabilitation

The first priority is the rehabilitation of the intersection including pedestrian and traffic safety and all related transportation and safety needs.

Consensus was reached by the committee for exploring the possibility of a "building-to-building" (horizontal surfaces) rehabilitation of the village. Similar projects have been done, or proposed, in Naples, Cornish, and Harrison. The Committee recommends utilizing the grant writing services of GPCOG (A4-1) or others to pursue funding for the rehabilitation of Sebago Lake Village that may include:

1. Traffic Lights – A four-way stop is an interim solution to controlling traffic. Traffic in the village has outgrown the present four-way stop. (See attached 2000 AADT)
2. Turning Lanes – Please see attached plan. MDOT will ultimately decide on the actual turn lanes.
3. Wide shoulders for bicycle traffic – This will accommodate cyclists accessing the trail from local neighborhoods.
4. Crosswalks with safe landings
5. Sidewalks – raised for pedestrian/foot traffic to connect school, church, ball field, and art center to village.
6. Maximize parking for businesses – add parallel street parking.
7. Handicapped parking
8. Landscaping – mini-parks where appropriate

Town Planner, Bud Benson, has designed a preliminary plan for the improvements. (Section 5, A5-1) This plan may be used for grant applications as well as placing on file with MDOT.

Other needs identified for safety and quality of life:

- Increase safety of intersection by creating MDOT advised "no parking zone" within 50' of intersection.
- Extend village limits (west) to include Fox Run Road
- Reduce speed limits to 30 mph
- Install flashing school warning lights at ELS and other elementary schools in Standish. (Explore possibility of sharing cost with SAD6.)
- Increase visibility of Cumberland County Sheriff's Department by providing deputies with a laptop computer (for Standish use only) and/or office space in the village area for paperwork. **Note:** Although Standish has an increased population of nearly 20% since 1992; there is only one officer on duty during commuter hours, a ratio of one officer for 9,285 residents. Compare this to the seven officers serving 7,680 residents in 1992 at a ratio of one officer for 1,500 residents. Standish is 64 square miles large with over 125 miles of road segments (not including private roads), and three villages separated by up to eight miles.
- Create "no truck engine braking zone" within village limits.

- Change School Street to a "Dead End" or redirect traffic flow on School Street to "One Way" traffic from Rte. 114 to Rte. 35 to reduce hazards created by motorists crossing oncoming southbound lane on Rte. 35 to enter School Street. Also, the residents on School Street report habitual speeding of motorists using School Street as a shortcut endangering the twelve school age children who live there.
- Create a 90-degree turn at the intersection of School St. and Rte. 114 to prevent motorists from taking corner at 35 mph.

Attachment:

A4-1: Estimate from GPCOG

Pat Price

From: "David Willauer" <dwillae@gpcog.eddmaine.org>
To: "Pat Price (E-mail)" <patprice@thenurturedsoul.com>
Cc: "Gordon Billington (E-mail)" <manager@standish.org>
Sent: Wednesday, November 28, 2001 11:09 AM
Subject: Standish Village Master Plan

Dear Pat:

Here are some thoughts regarding your interest in funding for a Standish Village Master Plan.

In May 1998, Wilbur Smith Associates (Transportation Planners/Engineers) completed a Gorham Village Master Plan with help from Richardson and Associates (Landscape Architects) and Rothe Associates (Transportation Planning/Access Management). The Plan was completed for about \$30,000.

GPCOG could organize a similar planning effort for Standish and put together a strong team to complete the work. Given the difference in village size, the Standish Plan may not require the same level of funding as the Gorham Plan.

If you would like to apply for federal funds for a similar effort in Standish, you would be eligible for 80% or \$24,000 and the town would be responsible for 20%, or \$6,000. The earliest these funds would be available assuming the proposal was accepted would be October 2003, or about two years from now.

GPCOG can assist with the proposal if you are interested in going this route. Otherwise, you may wish to pursue other funding options if you want to begin this work earlier. A "scope of work" is usually required for MDOT to be submitted sometime between now and next fall. It would take me one day or 8 hours to generate a scope of work for such a plan to give you an idea of what is required.

One day = 8 hours @ \$99/hour (non-member rate) = \$792
 \$66/hour (member rate) = \$528

I hope this helps with your planning process.
 Regards,

David

David O. Willauer
 Transportation and Land Use Director
 Greater Portland Council of Governments
 233 Oxford Street
 Portland, ME 04101
 (207) 774-9891 (phone)
 (207) 774-7149 (fax)
dwillae@gpcog.eddmaine.org
www.gpcog.org

(A4-1)

12/5/2002

Section 5 - Project Maps, Arial Photo, and Preliminary Engineering Design

The attached Intersection Sketch Plan (A5-1) was created by Town Planner, Alton (Bud) H. Benson, and funded by the town of Standish.

The design is conceptual only and not meant to represent the final design, which will likely be revised by the Maine Department of Transportation. The design is complex and difficult to read, however, it has been color-coded and includes a color key to guide the reader. (The copy that is attached may be in color or black/white.)

To determine the actual state right-of-way, several maps (plans) were overlaid one another. The Town's tax map, MDOT's 1963 plan, and the original road plan were all compared.

Several of the buildings and parking lots are located within the right-of-way as noted below:

1. Northeast corner: Cole's Variety's steps, Rte. 114 side, are in the right-of-way.
2. Southeast corner: European Shop's front addition is in the right-of-way.
3. Northwest corner: TJ's Sandwich Shop's parking is in the right-of-way.
4. Northwest approach: Plummer's Service Station's parking is in the right-of-way.

The design has been drawn to show that the improvements to the intersection can be accomplished without taking away from the businesses. In fact, by adding parallel parking and two community parking lots, the community's access to the village improves greatly.

The design incorporates all of the improvements as outlined in Section 4.

Attachments:

- A5-1: Intersection Sketch Plan
- A5-2: Email from Bud Benson to Randy Dunton
- A5-3: Arial Photograph
- A5-4: Map – Mountain Division Rail/Trail Project
- A5-5: Map – Rte. 114 Corridor Proposed Projects
- A5-6: Map – Proposed Boat Launch Relocation Site
- A5-7: Watershed Map

ZONE

REV

DESCRIPTION

DATE

APPROVED

Sidewalks run on
Rt.114 from Edna
Libby School to
School Play house
and on Rt. 35
from Ball field to
Church.

66ft.

SEBAGO LAKE LUNCH
PAVED WALK

E&E
GENERAL STORE
PAVED PARKING AREA

PAVED
PARKING

RT# 114

100ft.

SEBAGO
LAKE GAR.

TYP. F

4ft.
21ft.
12ft.
12ft.

NORTHEAST ROAD RT#35

SEBAGO VILLAGE - STANDISH, ME RT#114 & RT#35 SKETCH PLAN

- Dashed blue line is property line 1963 MDDT plan
- Red lines are structures from 1963 MDDT plan
- Magenta lines are property lines from tax map
- Green lines are proposed parking and intersection changes.
- Cyan Blue line is stream
- Wide black line is proposed sidewalk.

SIZE

FSCM NO.

DWG NO.

REV

OCT. 2001

SEBAGO-VIL-PARKING.DWG

SCALE 1"=50'

BY:AHB

SHEET

(A5-1)

Pat Price

From: <AHBENGIN@aol.com>
To: <Randy.Dunton@state.me.us>
Cc: <patprice@thenurturedsoul.com>; <blibby@psouth.net>
Sent: Tuesday, November 27, 2001 11:41 AM
Subject: Attached Sketch plan intersection Rte#114&35

Mr. Randy Dunton
 Traffic Engineer
 MDOT Div.#6
 Pleasant Hill Rd
 Scarborough ME

Thanks for taking time to meet with us on site 9:00 AM Nov 26th. I've copied this information to Pat Price, who you met on site walk, and Brian Libby our Planning Board Chair just to keep them informed.

Per our discussion at your office on Nov.2nd, I've been hired to support Standish Public Safety Committee in planning for Sebago Village area. Some of the goals include a pedestrian friendly village including sidewalks at a safe intersection that would provide additional convenient parking for area business.

You had asked for a copy of attached plan. Attached file is a graphic image in an MS Word 6.0/95 document. Try using MS word's zoom feature to observe details on your monitor. I could fax, mail a hard copy or send this file as an autocad.dwg drawing file format if it would be easier for you to use. As you know this attached plan, and or future modifications to it, are still in an ongoing process and need to be looked at as only sketch plans. This plan was created by digitizing MDOT 1963 plan of the intersection and pasting our zoning map on top of it. Magenta colored lines are zoning map property lines. Blue dashed lines are MDOT property lines. Red lines are MDOT 1963 buildings. Solid blue lines represent proposed parking stalls and associated 12 ft. - 13 ft. lane widths. Solid black line represents 4' wide sidewalk. In most cases these plans don't take into account existing curb cuts.

I spoke with Dan Stewart from GPCOG this morning and understand that Pat Price has asked him to forward any information they have regarding current traffic information at Rte. #114 & 35 intersection. Hopefully this information will be useful in your eventual traffic feasibility warrant to determine if a traffic light is needed. I don't know if Standish would pay for a traffic study. I'm sure the town would prefer to have MDOT pick up the bill but understand this may take a few years. From our discussions about how far traffic backs up during peak traffic hours you feel the intersection may already need a light but you need to complete a "traffic feasibility warrant" to justify that expenditure by MDOT. You felt a private study would be much quicker and might take 8-10 hours work at between \$45 - \$65 / hour for an engineering firm such as (Gorrill Palmer / Bill Eaton / or Deluca Hoffman) to observe this intersection gathering data on both morning and evening peak traffic periods for a period of 3 or 4 hour each. Traffic study should reduce this turning movement data and hopefully produce collision diagrams for you to use in your feasibility warrant. Some of this information might be obtainable from Dan Stewart at GPCOG's Rte 114 corridor study. Please let us know what additional information you will need to complete your feasibility warrant.

Please feel free to give me a call should you have any questions. My home phone is 839-4780. On Wednesdays, I put on my town planner hat, and you can reach me at Standish Municipal Building 642-3461.

A5-2

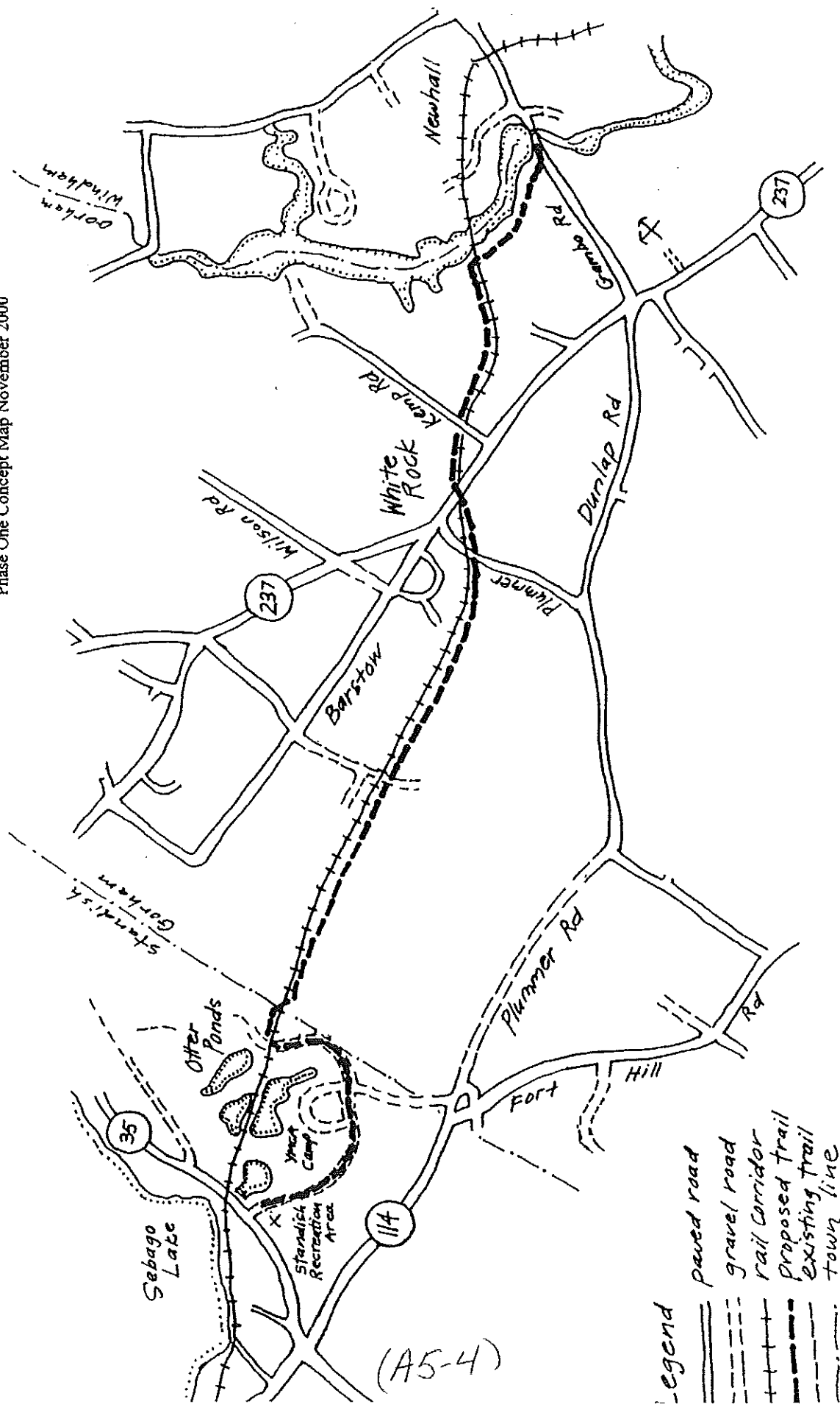
11/27/2001

A5192-29-28

A513

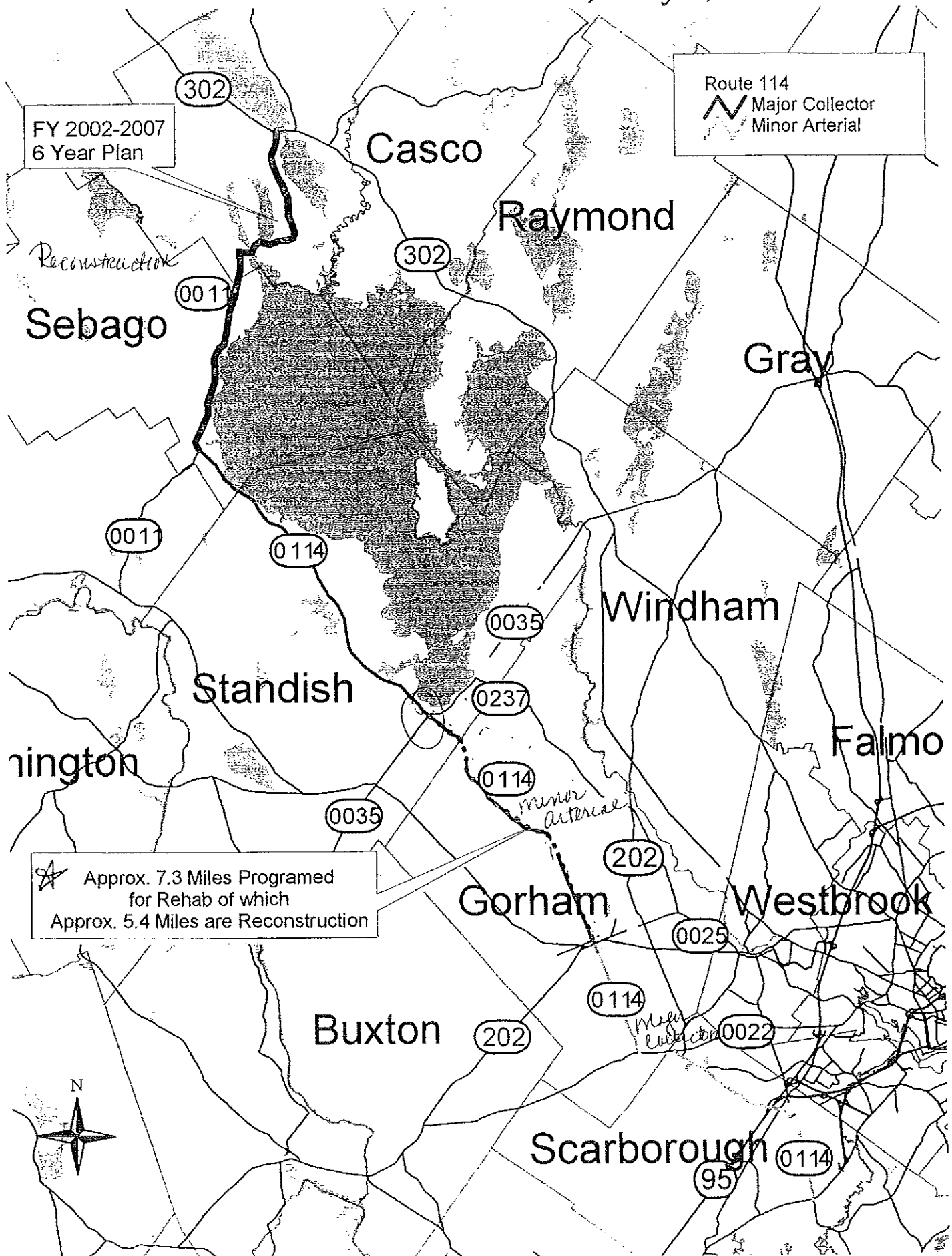
Handwritten text, possibly "A513" or "A512", is visible in the center of the image.

Mountain Division Rail/Trail Project
Phase One Concept Map November 2000

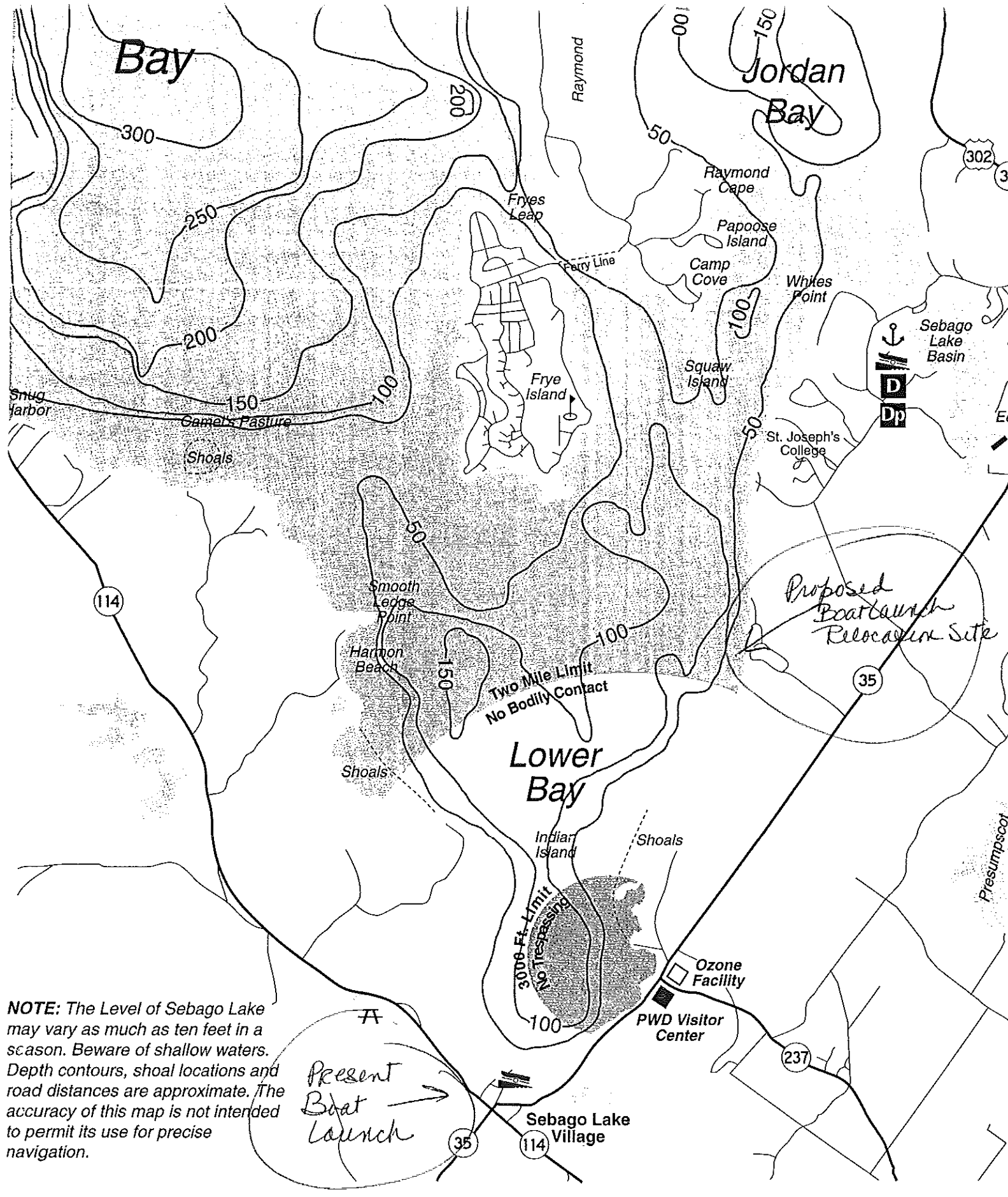


(A5-4)

Rte 114 Corridor Committee, May 2, 2001



(A5-5)

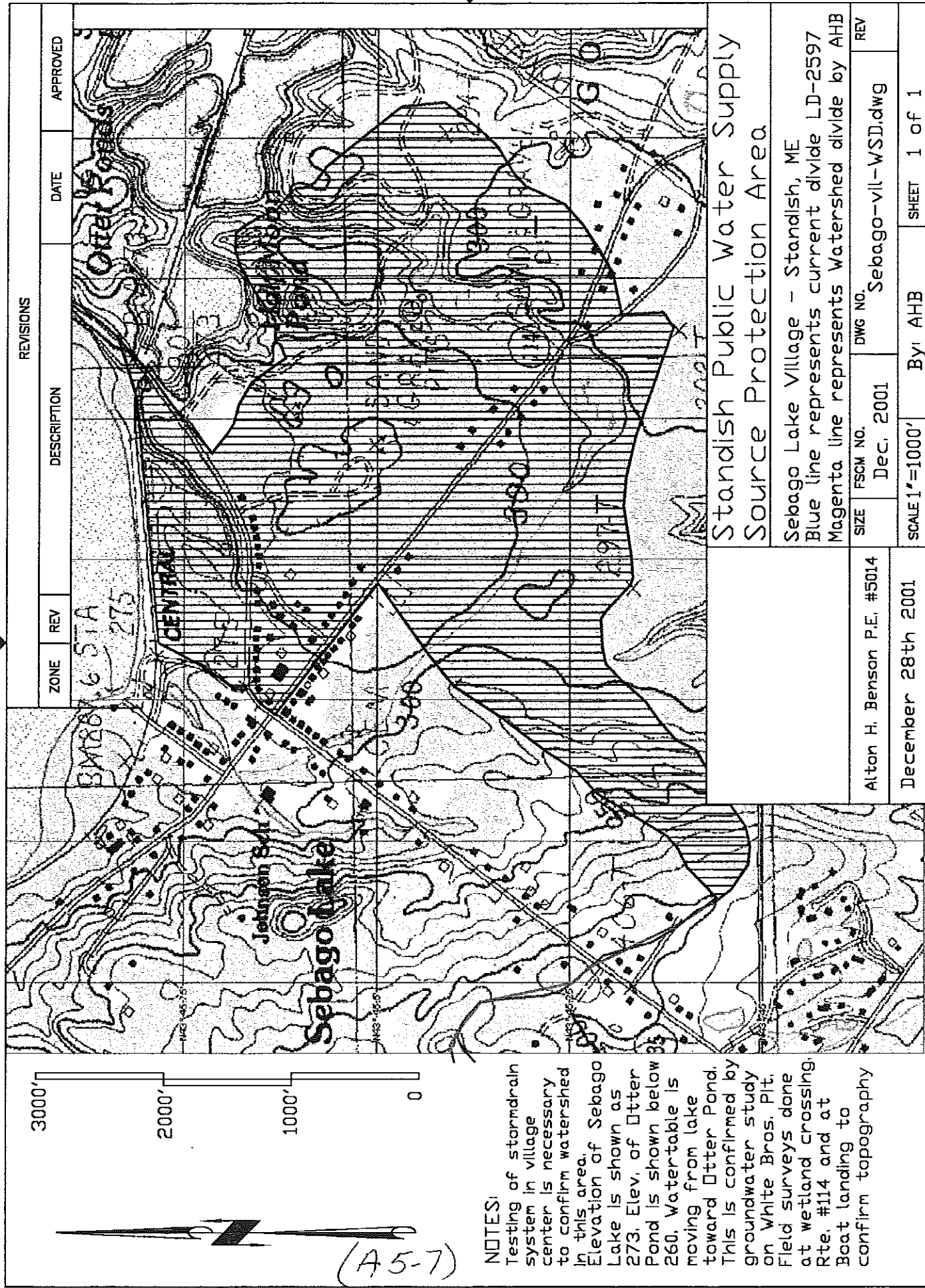


NOTE: The Level of Sebago Lake may vary as much as ten feet in a season. Beware of shallow waters. Depth contours, shoal locations and road distances are approximate. The accuracy of this map is not intended to permit its use for precise navigation.



Approximate Scale: 1 mile = 1³/₁₆"

(A5-6)



Standish Public Water Supply Source Protection Area

Sebago Lake Village - Standish, ME
Blue line represents current divide LD-2597
Magenta line represents Watershed divide by AHB

SIZE	FSCM NO.	DWG NO.	REV
Dec. 2001		Sebago-vil-WSD.dwg	
SCALE 1"=1000'			
By: AHB			SHEET 1 of 1

Alton H. Benson P.E. #5014	December 28th 2001
----------------------------	--------------------

NOTES:
Testing of stormdrain system in village center is necessary to confirm watershed in this area.
Elevation of Sebago Lake is shown as 273. Elev. of Otter Pond is shown below 260. Water table is moving from lake toward Otter Pond. This is confirmed by groundwater study on White Bros. Plt. Field surveys done at wetland crossing, Rte. #114 and at Boat landing to confirm topography

↑ (A5-7)

Section 6 - Traffic Counts & Crash Data:

The following information is provided in support of our first priority – the rehabilitation of the intersection.

Traffic counts for Rte.114/35 Intersection have raised an average of 26.2% from 1995-2000 (A6-1).

2000 AADT (Traffic Counts)

Rte. 35 Southwest of Route 114 = 7,940

Rte. 35 Northeast of Route 114 = 7,780

Rte. 114 Southeast of Route 35 = 4,560

Rte. 114 Northeast of Route 35 = 7,240

Accident Analysis – Over 32 Crashes 1999-2001

(8 or more over a 3-yr period is a high crash location)

1999 – Reportable Crashes = 11

2000 – Reportable Crashes = 9

2001 – Reportable Crashes = 12 (thru November '01)

Average Crash Cost (1997-1999) = \$20,000

Important Note:

Please refer to the attached (A6-2) Cumberland County Sheriff's Department Accident Analysis. There is a discrepancy between this report and MDOT's crash data. MDOT shows seven (7) crashes, well below the "over 8 in a 3-yr period". A possible explanation is that some accidents are un-locatable - meaning the location information was not properly reported. This misinformation directly affects the priority placed on improvements to roadways.

Follow up request:

MDOT should be notified of the discrepancies as soon as possible.

Attachments:

A6-1: Route 35/114 Intersection Average Annual Daily Traffic

A6-2: Accident Analysis - Cumberland County Sheriff's Department

A6-3: Regional Comparison of Crashes – Curved Road

A6-4: Regional Comparison of Crashes – Aggressive Driving

A6-5: Regional Comparison of Crashes – Unsanded Roads

A6-6: Regional Comparison of Crashes – Fatigued Drivers

Route 35/114 Intersection Average Annual Daily Traffic¹

	% Increase			
	<u>1995</u>	<u>1997</u>	<u>2000</u>	<u>1995-2000</u>
Route 35, Southwest of Route 114	6030	N/A	7940	31.7%
Route 35, Northeast of Route 114	6110	6860	7780	27.3%
Route 114, Southeast of Route 35	3710	3670	4560	22.9%
Route 114, Northwest of Route 35	5900	6390	7240	22.7%

¹ Source: Maine Department of Transportation and The Greater Portland Council of Governments
(January 4, 2002)

(A6-1)

TO: Sgt. Bob Walsh
FROM: Wendy Clark
DATE: December 3, 2001

SUBJECT: ACCIDENT ANALYSIS

Comp. Plan
Sebago Lake
1985 - 1 accident

Standish Corner
Total for 85-87 = 13

Per your request I have compiled the following information on accidents that occurred at the intersection of Routes 114 and 35 in Standish from January 1, 1999 through November 29, 2001.

1982 - There was
Public Trans.

1999

Total number of accidents	<u>11</u>
Fatal Accidents	<u>0</u>
Summer Accidents	<u>5</u>
Winter Accidents	<u>6</u>
Daytime Accidents	<u>8</u>
Nighttime Accidents	<u>3</u>
PD Accidents	<u>8</u>
PI Accidents	3, all with non-incapacitating injuries with complaint of pain
Cause Factors	
<u>4</u> Driver Inattention-Distracted	
<u>3</u> Animal in Roadway	
<u>2</u> Illegal Unsafe Speed	
<u>1</u> Failure to Yield Right of Way	
<u>1</u> Unsafe Backing	

Increase in
Traffic Counts

2000

Total number of accidents	<u>9</u>
Fatal Accidents	<u>0</u>
Summer Accidents	<u>3</u>
Winter Accidents	<u>6</u>
Daytime Accidents	<u>7</u>
Nighttime Accidents	<u>2</u>
PD Accidents	<u>5</u>
PI Accidents	4, all with non-incapacitating injuries with complaint of pain
Cause Factors	
<u>3</u> Driver Inattention-Distracted	
<u>3</u> Illegal Unsafe Speed	
<u>1</u> Animal in Roadway	
<u>1</u> Failure to Yield Right of Way	
<u>1</u> Vision Obscured - Sun, Headlights	

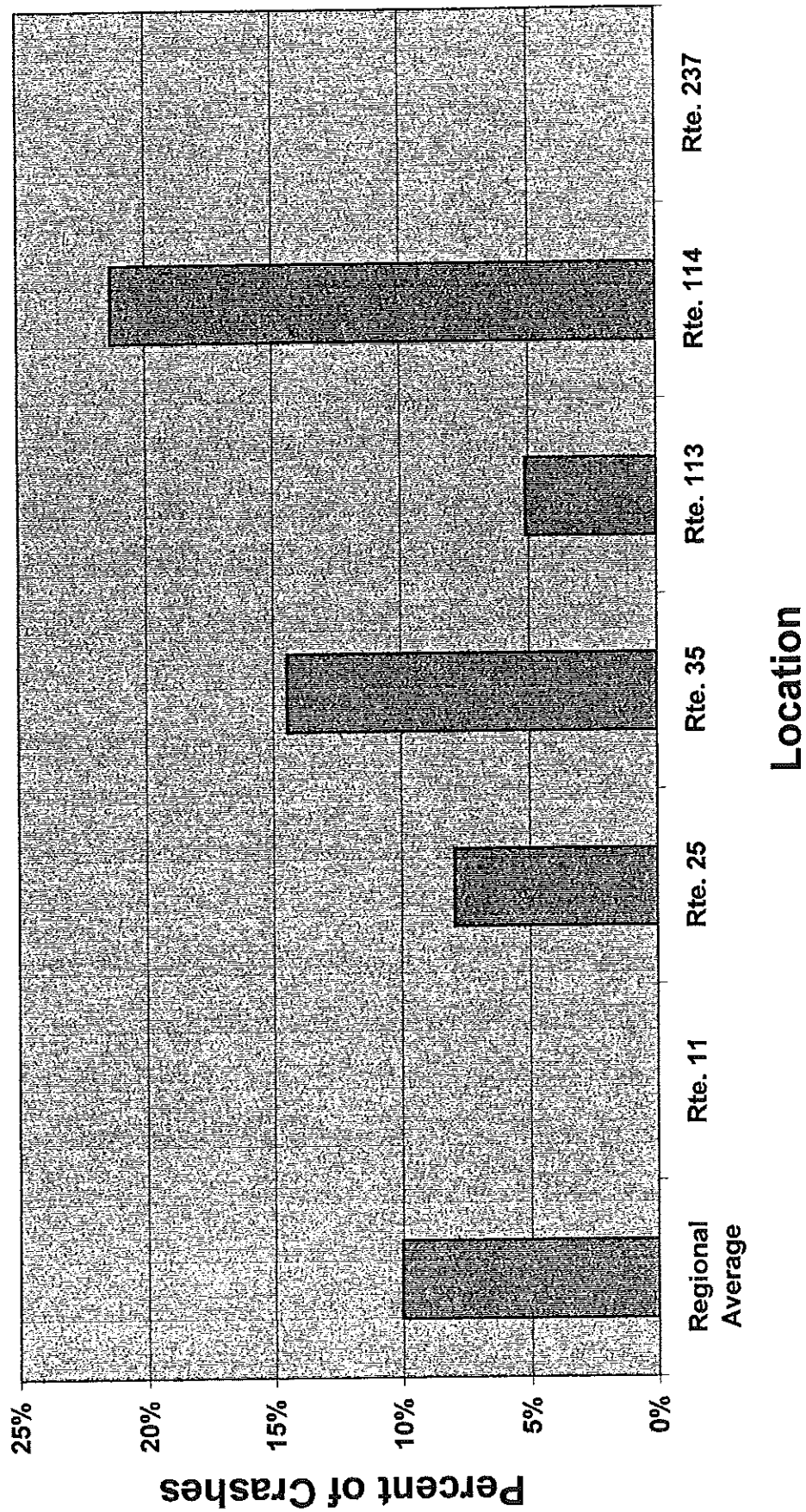
2001

Total number of Accidents	<u>12</u>
Fatal Accidents	<u>0</u>
Summer Accidents	<u>5</u>
Winter Accidents	<u>7</u>
Daytime Accidents	<u>10</u>
Nighttime Accidents	<u>2</u>
PD Accidents	<u>5</u>
PI Accidents	<u>7</u> , 6 with non-incapacitating injuries with complaint of pain, 1 with non-incapacitating injury with bleeding

Cause Factors

- 5 Driver Inattention-Distracted
- 2 Unknown
- 1 Animal in Roadway
- 1 Driver Inexperience
- 1 Failure to Yield Right of Way
- 1 Follow Too Close
- 1 Illegal Unsafe Speed

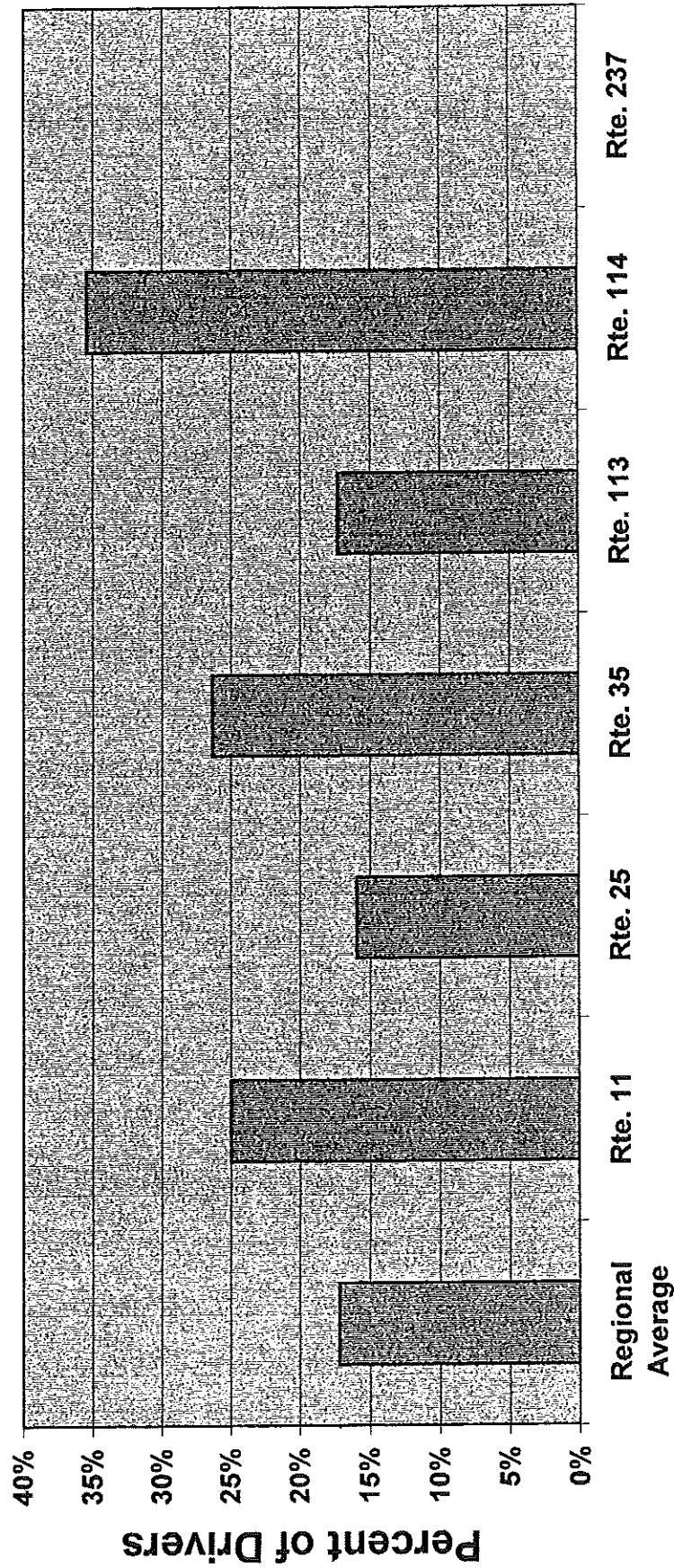
Regional Comparison of Crashes Occurring at Curved Road 1997-1999



(A6-3)

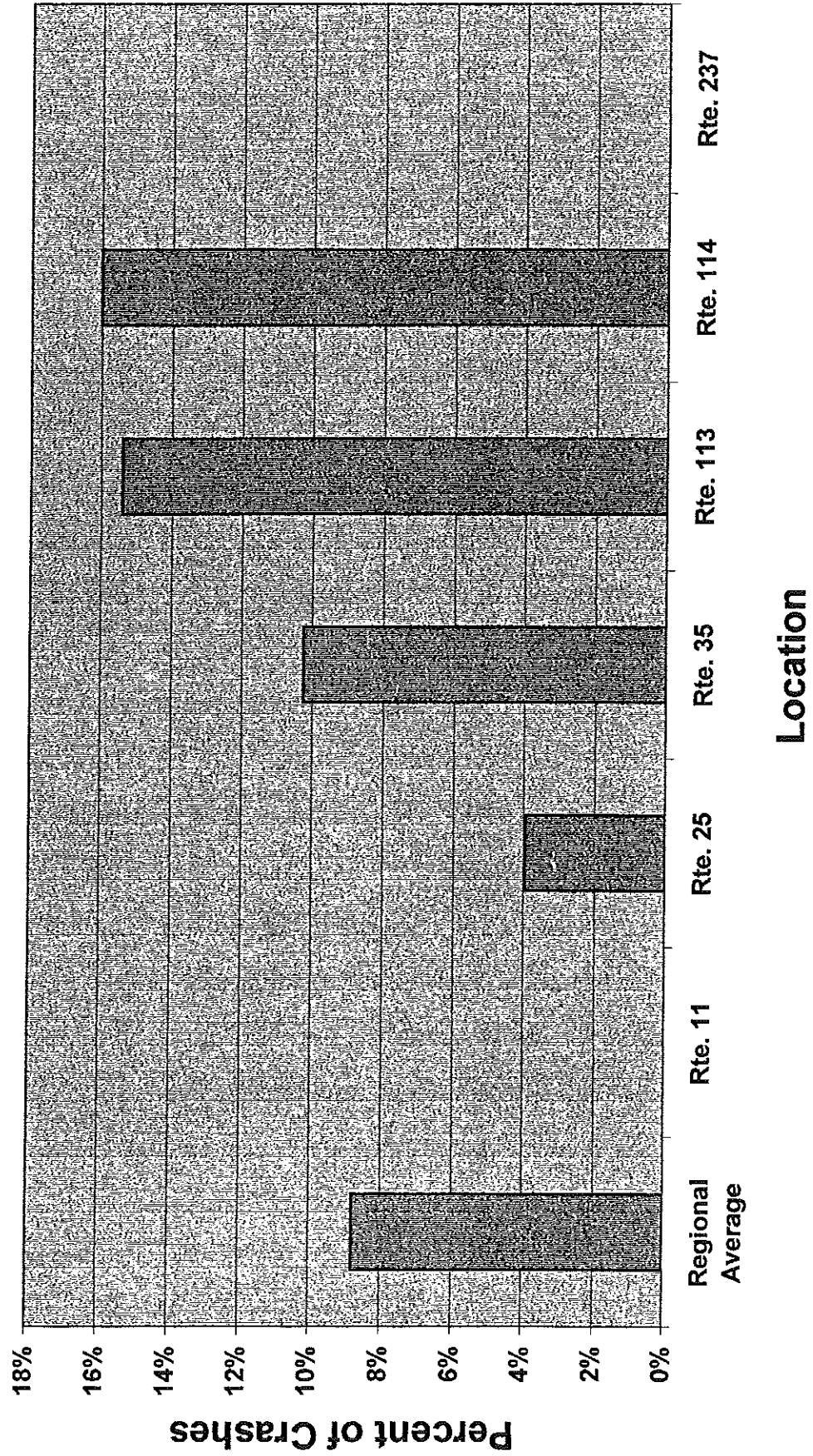
(A6-3)

Regional Comparison of Crashes Involving Aggressive Driving* 1997-1999



(*Disregard Traffic Control Device, Following Too Close, Unsafe Speed, Improper Passing or Overtaking, Unsafe Lane Change, No or Improper Signal, and Other Human Violation)

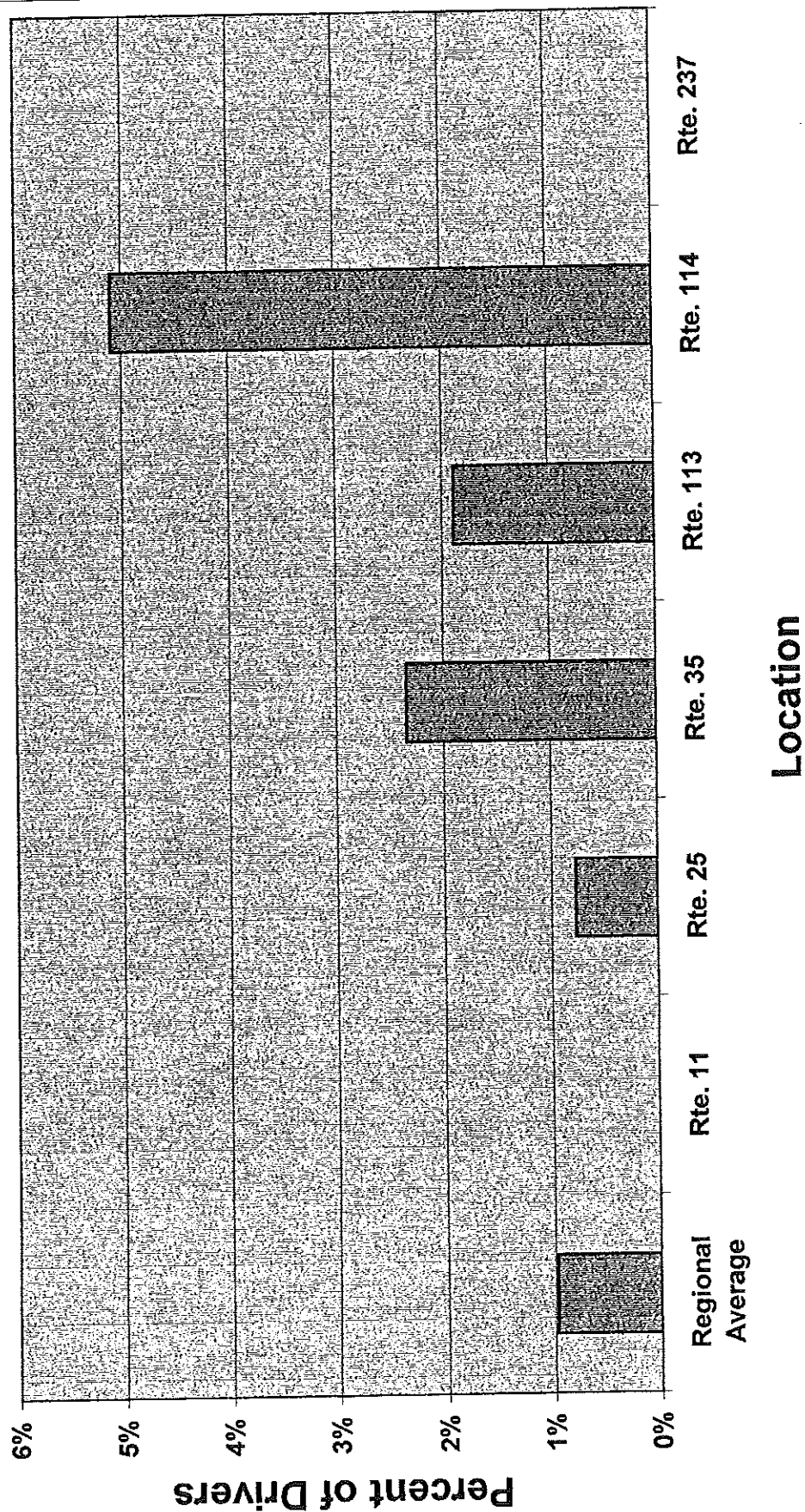
Regional Comparison of Crashes on Unsanded Snow, Slush or Ice Covered Roads 1997-1999



(A6-5)

(A6-5)

Regional Comparison of Crashes Involving Asleep/Fatigued Drivers 1997-1999



(A6-6)

(A6-6)

Section 7- Priority #2 - Economic and Recreation Development

The second priority is promoting business, recreation, and tourism and improvements of all the related infrastructure and enhancements to make Sebago Lake Village a more attractive and livable place.

This Committee recognizes Sebago Lake Village as the recreation center for the town of Standish. Development in the village should reflect the historic (A7-1) and recreation values that the village was founded on. Much of the history of Sebago Lake Village has been destroyed – railroad station and antique homes, the dance hall, and nearby Smith Mill Town are all but a memory.

Recommendations for promoting business, recreation, and tourism and improvements of all related infrastructure and enhancements to make Sebago Lake Village a safe, attractive and livable place are as follows:

- The Mountain Division Trail would be desirable additions to the existing recreation, which include ice-skating and fishing, snowmobiling, fishing, boating, and Johnson Field sports activities.
- Quality signage to welcome visitors to the "Gateway to Sebago Lake Recreation" (Reflect historic and recreation opportunities of SLV.)
- Information center, brochure to promote village businesses and recreation opportunities. Johnson Field is a possible location for a "Community Bulletin Board".
- After school recreation, community center, swimming and picnic areas, boat slips, and volleyball court.
- Create alternative trails and walkways to the village center from residential areas.

The following recommendations could be located on the Portland Water District's land and funded by private or government grants:

1. A train/village museum would help recapture what has been lost and restore a "sense of place" to the villagers and the town of Standish.
2. A scenic vista of Sebago Lake
3. Community parking lot(s) located in or near the village would be a welcome addition to the village. This lot could be used by business employees, park users, and by snowmobile enthusiasts seeking refreshments at the convenience stores.
4. Public Restrooms – Presently, two local businesses are filling this need, which at times causes some inconvenience for them.

Attachments:

A7-1: Historic Photos – 4 pages

IMAGES
of America

SEBAGO LAKE

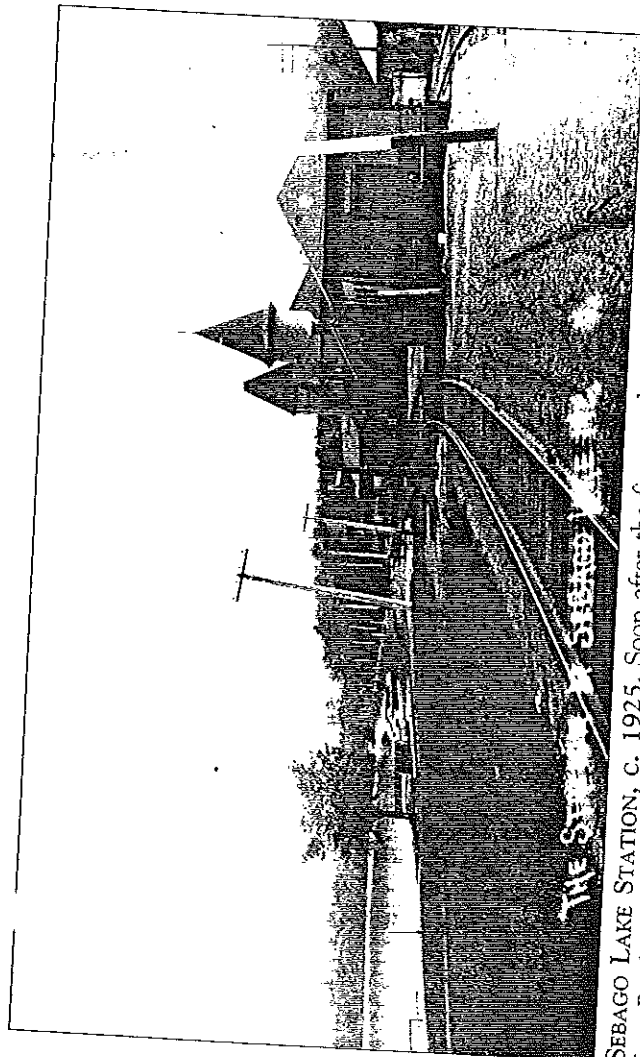
WEST SHORE

STANDISH, BALDWIN,
SEBAGO, AND NAPLES

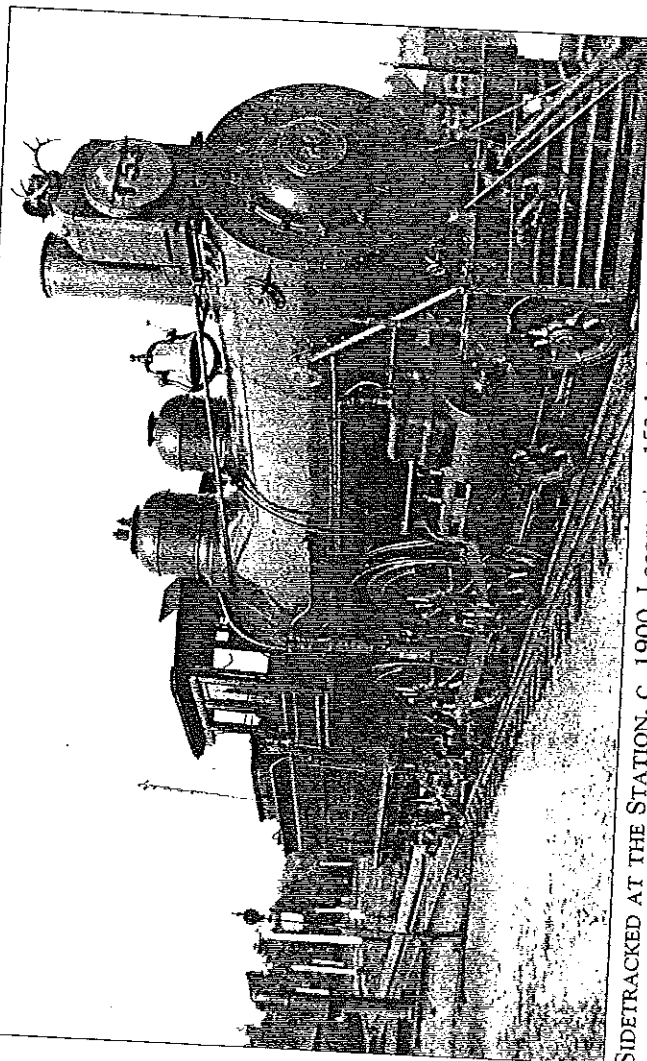


Diane and Jack Barnes

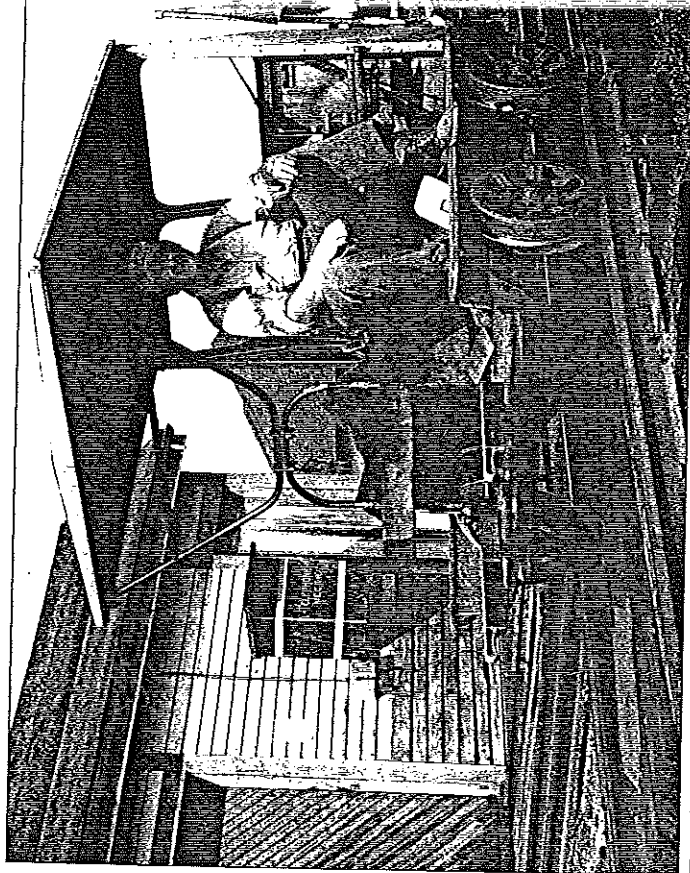
(A7-1)



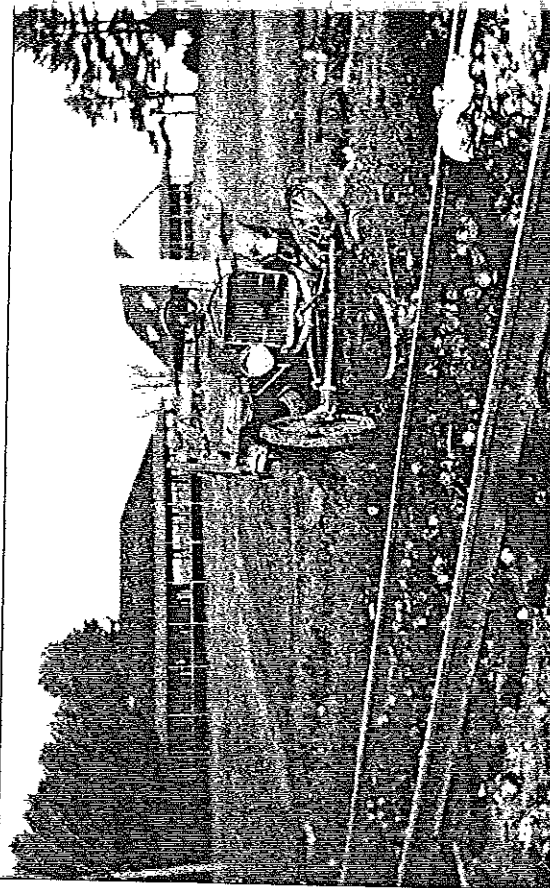
SEBAGO LAKE STATION, c. 1925. Soon after the first regular passenger service commenced from Portland to Sebang Lake on September 12, 1870, on the Portland & Ogdensburg Railroad, Sebang Lake underwent a remarkable transformation. This elaborate and ornate station with a rectangular and a round tower was constructed to handle the huge influx of excursionists who arrived and departed from Sebang Lake, especially during the summer months.



SIDETRACKED AT THE STATION, c. 1900. Locomotive 153, built in 1894 by the Schenectady Locomotive Works, sits idly on a sidetrack at Sebang Lake Station. A large turntable was constructed here at the lake so that special trains to the station could be turned around and headed back to Portland. Portland.



THE SECTION FOREMAN, c. 1950. For many years, Ben Blake, seated on his Sebang Lake Station, was a section foreman for the Maine Central Mountain Railroad. It is said that engineers on the line reported to the head office in Portland could always tell when they hit Ben Blake's section because it was so smooth.



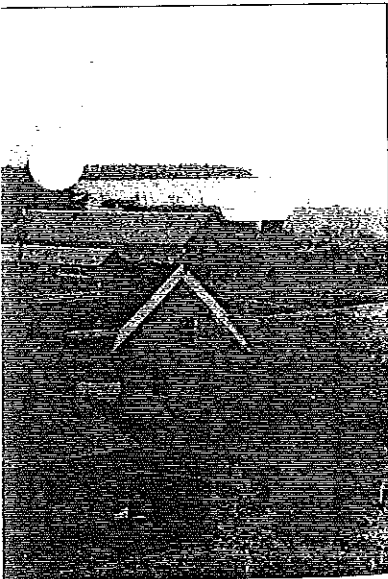
ACCIDENTS DID HAPPEN, FALL, 1922. This accident ("upsetting the applecart"), the Maple Street crossing at Sebang Lake. The first recorded accident occurred 1871, near here at Otter Pond when an empty passenger train sent up from Portland.



est on Route 35 of the Lower Bay of
rs, unfolds as one begins the descent
apple orchard are on the left. Elmer
a is now owned by Richard Walker.
hased by Ben Blake and is now the



THE MAILMAN, 1943. For many years John R. Edgecomb served as a rural mail carrier, who delivered mail by automobile in all kinds of weather all the way up Route 114 as far as the end of Long Beach in East Sebago. Here, he poses in front of the Sebago Lake Post Office platform, piled high with the last mail and equipment from the North Gorham Post Office. The building, originally owned by Lem Rich, is now TJ's Sandwich Shop.



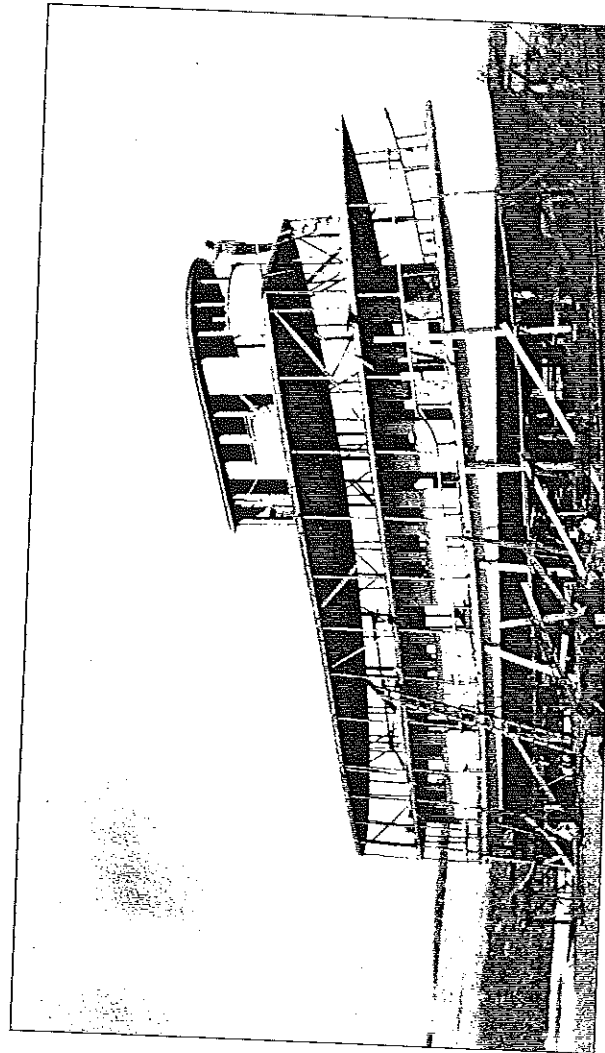
memory of anyone living today, this
any, provided welcomed seasonal
grown locally and was processed and
mercial Street in Portland.



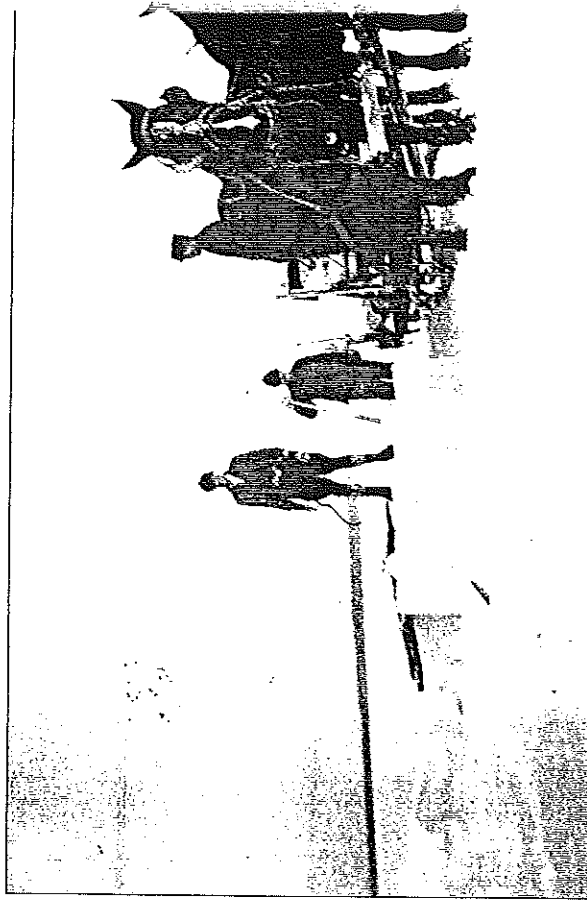
SEBAGO LAKE VILLAGE, C. 1938. The Sebago Lake House, for many years a thriving summer resort, looks lonely and forlorn with the snowbank mounting higher and higher in front of it on Route 114. Next to it, where Routes 114 and 35 converge, is Sam Hill's hardware store. On the opposite side of the intersection is Lem Rich's grocery and hardware store.



THE SEBAGO LAKE STEAMBOAT WHARF, c. 1920. The Maine Central ran a spur parallel to the station so that both freight and passengers could be easily transferred to the steamers at the 124-foot-long wharf. Passengers could go all the way to Harrison by steamboat, take the lilliputian 2-foot Bridgton & Saco River Railroad to the junction in Hiram, and return to Portland via the Central Maine Mountain Division Railroad.

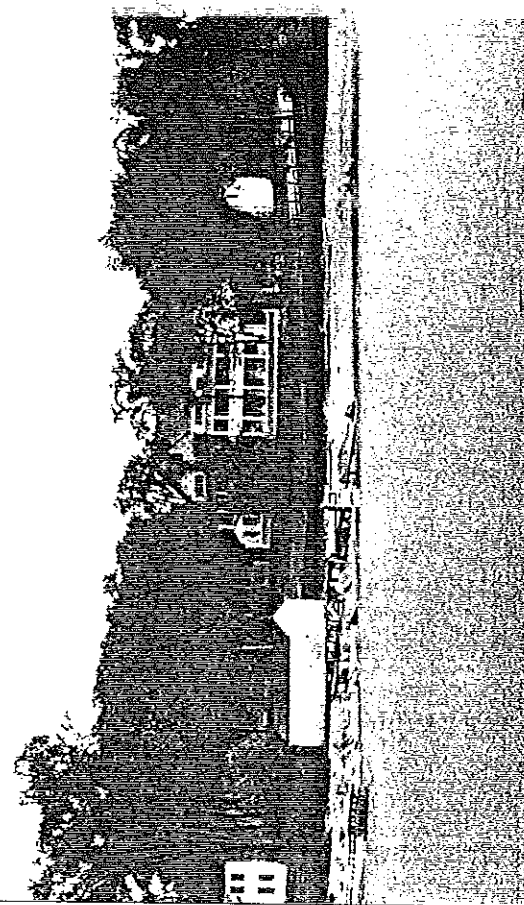


ASSEMBLING THE GOODRIDGE, 1912. Soon after S.D. Warren purchased the Sebago Steamship Company from Charles E. Gibbs of Bridgton in 1892, Charles L. Goodridge acquired the line and changed the name to the Sebago Lake, Songo River, and Bay of Naples Steamboat Company. The Goodridge, the last and largest to be added to the line.



THE ICE HARVEST, FEBRUARY 1923. Beginning in 1880, when the Clark & Company erected a mammoth complex of icehouses on the edge of the lake at S Village, harvesting and storing ice became a major commercial enterprise. The sail that ran to the steamboat wharf was extended to the complex, and boxcars were loaded daily with the "white gold" and transported to Portland and beyond.

The Chadbourne, Sebago Lake, Me.



CHADBOURNE LANDING, c. 1910. For nearly three quarters of a century, the Chadbourne House and Landing near Sebago Lake Station (16 miles from Portland) provided a popular boarding place for weary travelers who arrived either by steamboat or the Central Maine Railroad.

Section 8 - Community Building & Future Development:

A plan for the village will only be successful if it has the full support of the community. The local businesses are committed to working together to beautify the intersection by:

Business Community

- Form a Village Association and/or join Standish Business Association to:
 1. Create village identity and curbside "village appeal"
 2. Create village friendly "theme" by coordinating colors such as similar plantings, seasonal decorations, awnings, and signage for all four corners.
 3. Provide trash containers and monitor tidiness of property
 4. Promote the village by group advertising and sponsoring local events
 5. Be advocates for Sebago Lake Village and stay politically aware of plans and proposals that affect the village.
 6. Support applications for state or federal funding for revitalization of the village.

Community Support

- Join the Village Association
 1. Supporting local businesses
 2. Join and support activities of the Village Association
 3. Be advocates for Sebago Lake Village and stay politically aware of plans and proposals that affect the village.

Future Business Development

The following businesses would be welcomed additions to the village to support tourist, recreation and cultural events such as:

1. Fish & Tackle Shop
2. Bed & Breakfast
3. Restaurant
4. Bicycle Rentals, Sales, Parts & Repairs
5. Snowmobile/ATV Sales, Parts & Repairs

Long Term Improvements – To ensure future growth of the area, this committee recommends improvements to the infrastructure to include sewerage. This would allow for senior housing and business growth southeast of the village, away from the watershed. (A possible line could be installed along the Mountain Division Trail.)

Section 9 - 1992 Standish Comprehensive Plan - Excerpts

Excerpts from the 1992 Comprehensive Plan support proposed plan for the Mountain Division Trail and sidewalks.

Citizen Ratings of Services – Page 28

"Of the 20 services and facilities that the citizens of Standish rated on their 1989 resident survey, only sidewalks were rated as unsatisfactory by the majority of the Town residents."

Survey results included in the 1992 Standish Comprehensive Plan (A9-3) indicated that:

1. 76% of respondents would like to see a system of connected woodland trails and open space designated throughout the Town.
2. 44% of respondents thought the Town should use the abandoned rail for recreational opportunities.
3. 47% of respondents rated sidewalks as inadequate.
4. 40% of respondents thought the Town should develop sidewalks to protect pedestrians in some areas of Town.
5. 71% of respondents thought the Town needed a designated municipal access to Sebago Lake for Standish Citizens.

The following excerpts further support the Sebago Lake Village Plan for bike paths and sidewalks.

Recreational use of land and water bodies In Standish – Page 65 (A9-1)

GOAL: To provide for recreational use of land and water bodies in Standish.

1. Provide for recreation areas, which are accessible to all Town citizens including the elderly and those with disabilities.
 2. Identify areas currently used for public recreation and areas, which have potential for recreational use.
 3. Promote the development of parks.
 4. Develop and encourage the use of land through a cooperative network of privately and publicly owned areas for hiking, pedestrian trails, etc.
- 5-9 and 11. (See attachment.)
10. Develop a system of walking and cycling trails where motorized vehicles are prohibited.
 12. Plan for pedestrian trails connecting open spaces and woodlands, areas to be used for hiking, dirt bicycling, cross-country skiing, horseback riding, etc.

Transportation – Page 71 (A9-2)

Goal: To establish and maintain safe, efficient routes of transportation which allow scenic, easy transit with multi-use vehicular, pedestrian, and bicycle traffic while maintaining the rural character of the Town.

OBJECTIVES:

1. Provide a bike path/pedestrian path within the right of way of the Town's roads.
2. Review the potential for building sidewalks within one mile of the village centers (Steep Falls, Standish, Sebago Lake).

Attachments:

- A9-1: 1992 Comprehensive Plan, Recreational Land Use, Page 65
- A9-2: 1992 Comprehensive Plan, Transportation Goals, Page 71
- A9-3: 1992 Comprehensive Plan, Questionnaire Results, Pages 94-95

State Goal: To promote and protect outdoor recreational opportunities

GOAL: To conserve and protect open space and scenic views.

OBJECTIVES:

1. Review the community for open space and scenic view areas for inclusion on community maps.
2. Develop incentive policies to encourage the preservation of these areas by landowners.
3. Encourage the development of land trusts or conservation easements.
4. Investigate ordinances to develop open space management.
5. Investigate land which could be submitted to "Land for Maine's Future" program.

*** GOAL:** To provide for recreational use of land and water bodies in Standish.

OBJECTIVES:

- ✓1. Provide for recreation areas which are accessible to all Town citizens including the elderly and those with disabilities.
- ✓2. Identify areas currently used for public recreation and areas which have potential for recreational use.
- ✓3. Promote the development of parks.
- ✓4. Develop and encourage the use of land through a cooperative network of privately and publicly owned areas for hiking, pedestrian trails, etc.
5. Monitor impacts of recreational activities on natural resources during each of the four seasons.
- ✓6. Encourage the development of year-round use of recreational facilities.
- ⑦. Develop recreation programs for the responsible use of water bodies and surrounding areas (i.e., boating, water-skiing, and jet-skiing).
8. Promote responsible recreational use of woodlands/open space within the Town.
9. Promote low impact use of our natural resource areas by restricting mechanized vehicles where appropriate.
- ✓10. Develop a system of walking and cycling trails where motorized vehicles are prohibited.
11. Encourage the organization of clubs to negotiate with landowners for the establishment of separate trails for snowmobiles, ATV's, etc.
- ✓12. Plan for pedestrian trails connecting open spaces and woodlands, areas to be used for hiking, dirt bicycling, cross-country skiing, horseback riding, etc.
13. Encourage the private donation of land, or funds to be used for the purchase of land, for town parks.



TRANSPORTATION

- ★ **GOAL:** To establish and maintain safe, efficient routes of transportation which allow scenic, easy transit with multi-use by vehicular, pedestrian, and bicycle traffic while maintaining the rural character of the Town.

OBJECTIVES:

- ✓ 1. Provide a bike path/pedestrian path within the right of way of the Town's roads.
- ✓ 2. Review the potential for building sidewalks within one mile of the village centers (Steep Falls, Standish, Sebago Lake).
- 3. Coordinate and integrate any town-sponsored public or semi-public transportation programs with State or regional resources; (Regional Transportation Alternatives).
- 4. Encourage development of village centered public transportation (elderly, etc.)
- 5. Plan and coordinate with DOT and with neighboring towns, future highway development in order to minimize adverse impact on the rural character of the town.
- 6. Use all available means to ensure the town receives funding assistance, when eligible, for infrastructure improvements, particularly when the improvements are necessitated by regional growth.

How often do you go into the Portland urban area for non-work related activities (movies, restaurants, sports events, concerts etc.)?

29% Once a week or more
 21% 2 to 3 times a month
 9% once a month
 21% occasionally throughout the year (6 to 10 times a year)
 17% rarely
 4% never

Natural and Cultural Resources

A land trust is a legally structured private organization which may buy or receive land and hold it to protect its natural state. Donations of land to such a trust may be tax deductible. Would you support the Town's formation of a private trust?

66% Yes 6% No 17% No opinion

☒ *Do you think that we need a designated municipal access for Standish Citizens to:*

71% Sebago Lake
 22% Bonny Eagle Pond
 41% Saco River
 40% Watchic Lake

☒ *Would you like to see a system of connected woodland trails and open space designated throughout the Town?*

76% Yes 25% No

Do you feel that non-resident use of recreational opportunities significantly interferes with Town residents' use of recreational opportunities?

50% Yes 50% No

If the Maine Central Railroad right of way was abandoned and available for acquisition, should the Town use it for:

22%	Conservation	6%	ATV trail
<input checked="" type="checkbox"/> 44%	Walking trail	14%	Snowmobile trail
40%	Cross Country ski trail	26%	Reinstating a commuter train to Portland
2%	Auto road	12%	The Town should not acquire the right of way

What type of water supply do you have?

49%	Drilled well	17%	Public water
14%	Dug well	8%	Lake water
2%	Spring	9%	Driven Point

Has there been a decrease in your water available from your supply in the last five years?

6% Yes 73% No 22% Don't know

Has there been a decrease in your drinking water quality in the past five years?

12% Yes 58% No 30% Don't know

Town Services

Would your household be interested in participating in a voluntary recycling program as part of the Town's solid waste disposal efforts.

80% Yes 8% No 12% No Opinion

Would your household support a mandatory recycling program as part of the Town's solid waste disposal efforts?

74% Yes 12% No 14% No Opinion

Under which condition would you be more likely to recycle?

38% You bring the materials to the Town Dump on selected days during the week
64% The materials would be picked up curbside on a specified day once a month

37) Please rate the following existing community services:

Service/Facility	Very Good/ Good	Needs Improvement	Needs major Overhaul
Traffic law enforcement	62%	27%	11%
Town Hall	74%	20%	7%
Libraries	64%	28%	8%
Portland Water District	82%	14%	4%
Volunteer Fire Protection	83%	13%	4%
Ambulance	91%	7%	2%
Police Protection	63%	27%	10%
Town Council	66%	28%	5%
Town Manager	64%	26%	10%
Planning Board	69%	24%	7%
Appeals Board	70%	24%	6%
School Board	59%	30%	11%
Street Paving	53%	37%	10%
Street Lights	66%	28%	6%
Snow Removal	75%	20%	5%
Street Cleaning/litter pick-up	52%	37%	11%
Solid Waste Disposal	61%	32%	7%
Recreational Programs	67%	26%	7%
Sidewalks	38%	47%	15%
Building Code Enforcement	54%	29%	17%

What new Town services or facilities would you like to see added to or developed over the next ten years? Please check the appropriate blanks.

Service	Yes, with little Increase in taxes	Yes, priority regardless of taxes	No	No Opinion
Public Sewer	20%	10%	52%	18%
Expanded libraries	43	14	25	18
Town Police (24 hour)	42	30	22	6
Town fire/rescue workers (24 hour)	40	29	22	9
Town Beaches	49	16	23	12
Recreational Sports Fields	34	7	37	22
Other Recreational Facilities	39	7	31	24
Recycling program	57	22	11	10
Fire stations	38	20	30	12
Teen activity centers	38	15	27	20
Community activity centers	39	13	26	22

For those of you who are familiar with SAD 6, how would you rate the present quality of the local school system?

<u>School Service/Facility</u>	<u>Good</u>	<u>Needs Improvement</u>	<u>No Opinion</u>
Curriculum	48%	30%	22%
Classroom Facilities	48	30	22
Libraries	54	20	26
After School Programs	47	24	29
Recreational Programs	54	21	25
Adult education courses	63	12	25

How would you rate the general citizen's ability to participate in the Town budgeting process?
 3% Excellent 30% Good 36% Fair 31% Poor

How would you rate the general citizen's ability to participate in the School District's budgeting process?
 2% Excellent 22% Good 34% Fair 42% Poor

41) How often in the past year have you or any member of your household used the following recreational fields?

17% Route 25 Fields 33% Sebago Lake Fields
 19% Steep Falls Fields 31% Public School Fields (for non school related activities)

42) Do you feel that we need additional or improved fields?

22% Yes 88% No

43) Do you feel that there are adequate child care facilities in Standish?
 20% Yes 24% No 56% No opinion

44) Do you feel that there are adequate elderly care facilities in Standish?
 8% Yes 44% No 48% No opinion

Transportation

Do you feel that there are any dangerous intersections in the Town that need improvements?
 70% Yes 30% No

Are there any sections of Town roads which need improvement or repair?
 49% Yes 51% No

Are there any areas where the Town should develop sidewalks to protect pedestrians?
 40% Yes 19% No 41% No opinion

Would you like to see some public transportation available between Standish and other Communities
 36% Yes 33% No 31% No opinion

Do you think that some public transportation within Standish is necessary?
 13% Yes 58% No 29% No opinion

Would you like to see some public transportation between Standish and other Communities would be helpful during the Summer?
 32% Yes 38% No 30% No opinion

Financial Report

Sebago Lake Village Plan

Estimated Volunteer Hours 430 Hours

Consultants:

Meetings, reports, final plan	\$	3,475.00
Preliminary Engineering Design	\$	1,250.00

Postage - Initial & Monthly Mailings	\$	282.00
Postage - Report Distribution	\$	35.00

Envelops	\$	81.00
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Report Covers	\$	18.00
Indexes	\$	35.00

Copies - Monthly Reports & Agendas	\$	150.00
Copies - Final Report (100)	\$	268.00

TOTAL	\$	<u>5,594.00</u>
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Funded by the Safe Communities Grant BH-01-246
Town of Standish - Prelim Engin. Design

Resources and References:

Websites:

www.walkable.org
www.keepkisalive.com
www.livability.org
www.bicyclinginfo.org

Grant Sources:

Maine Historic Preservation Commission
65 State House Station
Augusta, ME 04333-0065
207-287-2132

Maine Office of Tourism
Dept. of Economic and Community Development
59 State House Station
Augusta, ME 04333-0059
207-287-2656
POC: Steve Lyons

Mainstreeting
Block Grants

Grant Writers:

GPCOG
Harley Oest, Portland

Attachments:

A10-2: Brainstorming Notes
A10-3: Census Data
A10-4: Resources
A10-5: US Dept of Transportation – Transit Grants
A10-6: USDA – Rural Business Opportunity Grants
A10-7: USDA – Rural Business Enterprise Grants
A10-8: USDA – Rural Economic Development Grants
A10-9: News Article – Village at crossroads worried about safety
A10-10: PACTS Publication – Transportation and Land Use, Trends and Projections

Brainstorming Session #1: Identify the "positives" of Sebago Lake Village

Lake -	Within walking distance	Small Community with growth potential
	Scenic	Involved residents and businesses
	Otter Ponds	Business Services – food, auto service, hair/nail salons,
Tourism -	Gateway to recreation (Local and Naples/Windham)	knitting supplies, specialty foods
	Accessibility	History (Railroad and tourism)
	Major Intersection (Rte. 114/35)	Arts (Schoolhouse Arts Center)
Recreation		School – Edna Libby (Elementary)
	Boat Ramp	Secondary Education (proximity to St. Joseph's and USM)
	Fishing	RR Tracks
	Ice Fishing	
	Trails - ATV, Snowmobile, Bike/Walking	
	Game Hunting	
	Ball Fields	
	Ice Skating	

Brainstorming Session #2: Create a "wish list" for Sebago Lake Village:

Pedestrian Friendly	History
Crosswalks	Museum
Sidewalks	Funds for Richville Library
Parking	Housing
Business	Retirement Community
ATV/Snowmobile	Apartments – Upscale
Handicapped/Accessibility	Infrastructure
Bike Racks	Underground Utilities
Traffic Safety	Business Services – Occupied Buildings
Traffic Lights	Restaurant – 4 star
Curbing	ATV/Snowmobile Repair & Supplies
Speed Limits - reduced	Farmers Market
Transportation	Fish Market
Speed Limits -- reduced	Groceries
Train Travel	Recreation
Rte. 35 Bypass	After School Recreation
Signage	Community Center
Lake - Accessibility/Swimming	Picnic Area
Enhancements	Boat Slips
Uniform Signage	Sports Rentals (Bike, Boats, etc.)
Flowers	Volleyball Court
Trash Cans	
Benches	Tourism
Public Toilets	Kiosks -Area Guides
Gas Street Lights	Promotion
Entertainment	Trail Maps
Band Stand - Gazebo	Hostel
	Community
	Town Cooperation (ordinances, spec. dist.)
	Newsletter

Brainstorming Session #3: Identify resources – who or what may work “with” us.

PWD
Federal Government
 Dept. of Environment Protection
 Inland Fisheries/Wildlife
 Grants
 National Guard
State Government
 Legislature Reps – State & Local
 MDOT
 State Planning Office
County Government
 Work Release
Local Government
 Planning Board
 Town Council
 Economic Development Committee
 Standish Recreation
Businesses – First Technology, Shop ‘n Save, Utilities, Inc.
 Local Trades
Organizations
 Standish Business Association (SBA)
 GPCOG
 Civic – Lions, Kiwanis, Snowmobile Clubs,
 Scouts, Fishing
 Conservation Groups Tourist Groups
 Tour Guides

Community
 Volunteers
 Public Wish List
 Philanthropic Grants
Media
 Newspapers
 Public Radio
 Local Newsletter
 Local/Public Access Channels

Brainstorming Session #4: Identify who or what may work “against” us.

PWD
MDOT
DEP
\$\$ Lack of funds
 Increased Taxes
Influx/Traffic
Community
 Fear of change
 Status Quo Fanciers
 Isolationists
 Apathy
Businesses/Property Owners
Physical Limitations/Restraints
Town Ordinances
Town Counsel
Town Planning Board

NOTES:



Quick Tables

DP-1. Profile of General Demographic Characteristics: 2000
 Data Set: Census 2000 Summary File 1 (SF 1) 100-Percent Data
 Geographic Area: **Standish town, Cumberland County, Maine**

30% Under 19 yrs
 16% Over 55 yrs
 46%

NOTE: For information on confidentiality protection, nonsampling error, and definitions, see
<http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Subject	Number	Percent
Total population	9,285	100.0
SEX AND AGE		
Male	4,508	48.6
Female	4,777	51.4
Under 5 years	585	6.3
5 to 9 years	663	7.1
10 to 14 years	677	7.3
15 to 19 years	890	9.6
20 to 24 years	746	8.0
25 to 34 years	1,257	13.5
35 to 44 years	1,575	17.0
45 to 54 years	1,403	15.1
55 to 59 years	409	4.4
60 to 64 years	323	3.5
65 to 74 years	452	4.9
75 to 84 years	246	2.6
85 years and over	59	0.6
Median age (years)	33.8	(X)
18 years and over	6,939	74.7
Male	3,295	35.5
Female	3,644	39.2
21 years and over	6,248	67.3
62 years and over	936	10.1
65 years and over	757	8.2
Male	345	3.7
Female	412	4.4
RACE		
One race	9,208	99.2
White	9,107	98.1
Black or African American	36	0.4
American Indian and Alaska Native	15	0.2
Asian	22	0.2
Asian Indian	3	0.0
Chinese	2	0.0
Filipino	4	0.0
Japanese	1	0.0
Korean	5	0.1
Vietnamese	2	0.0
Other Asian ¹	5	0.1
Native Hawaiian and Other Pacific Islander	7	0.1
Native Hawaiian	2	0.0
Guamanian or Chamorro	0	0.0
Samoan	3	0.0
Other Pacific Islander ²	2	0.0
Some other race	21	0.2
Two or more races	77	0.8

(A10-3)



U.S. Department
of Transportation
**Federal Transit
Administration**

FTA Program Fact Sheet

Nonurbanized Area Formula Grants

Appropriation: Funded under Formula Grants

Description: The goals of the nonurbanized formula program are: 1) to enhance the access of people in nonurbanized areas to health care, shopping, education, employment, public services, and recreation; 2) to assist in the maintenance, development, improvement, and use of public transportation systems in rural and small urban areas; 3) to encourage and facilitate the most efficient use of all Federal funds used to provide passenger transportation in nonurbanized areas through the coordination of programs and services; 4) to assist in the development and support of intercity bus transportation; and 5) to provide for the participation of private transportation providers in nonurbanized transportation to the maximum extent feasible.

Statutory Reference: 49USC5311

Eligible Recipients: State and local governments, non-profit organizations (including Indian tribes and groups), and public transit operators.

Eligible Purposes: Funds may be used for capital, operating, and administrative purposes.

Allocation of Funding: Funding is apportioned by a statutory formula that is based on the latest U.S. Census figures of areas with a population less than 50,000. The amount that the state may use for state administration, planning, and technical assistance activities is limited to 15 percent of the annual apportionment. States must spend 15 percent of the apportionment to support rural intercity bus service unless the Governor certifies that the intercity bus needs of the state are adequately met.

Match: The maximum Federal share for capital and project administration is 80 percent (except for projects to meet the requirement of the Americans with Disabilities Act (ADA), the Clean Air Act, or bicycle access projects, which may be funded at 90 percent.) The maximum Federal share for operating assistance is 50 percent of the net operating costs. The local share is 50 percent, which shall come from an undistributed cash surplus, a replacement or depreciation cash fund or reserve, or new capital.

(A10-5)

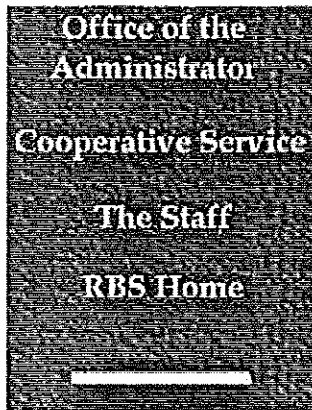
Funding Availability: Year appropriated plus two years (total of three years).

FY 2001 Appropriation: \$205,009,154

For More Information Contact: The Office of Program Management, (202) 366-4020

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[Text Version]



PROGRAMS

Business Programs

Rural Business Opportunity Grants

Purpose

The purpose is to promote sustainable economic development in rural communities with exceptional needs. This is accomplished by making grants to pay costs of providing economic planning for rural communities, technical assistance for rural businesses, or training for rural entrepreneurs or economic development officials.

Eligibility

To be eligible for a Rural Business Opportunity Grant (RBOG) applicants must be a public body, nonprofit corporation, Indian tribe, or cooperative with members that are primarily rural residents. You must have significant expertise in the activities you propose to carry out with the grant funds and financial strength to ensure you can accomplish the objectives of the proposed grant. You must be able to show that the funding will result in economic development of a rural area (any area of a State that is not within the boundaries of a city with a population in excess of 10,000 inhabitants.) Your project must include a basis for determining the success or failure of the project and assessing its impact.

Selection Process

Projects eligible for RBOG funding compete based on certain grant selection criteria. Priority points are awarded to those projects that best meet these criteria and are ranked from the highest to the lowest scoring. The criteria includes the sustainability and quality of the economic activity expected; the amount of leveraging of other funds; economic conditions in the service area, and the projects's usefulness as a new best practice. Applications are funded up to the maximum dollars that are available in any given funding cycle.

Availability of Funds

The statutory limit is \$1.5 million. The size of grants approved is limited by the amount of program funds available. We expect most grants to be \$50,000 or less.

Program Administration

(A10-6)

You may file applications with the Rural Development State Office in the State where the grant purposes will be carried out. First, obtain a copy of the program regulation and refer to the application section.

Additional information, copies of the regulations, and forms can be obtained by contacting any USDA Rural Development State Office. Check your telephone directory under "Federal Government" or visit the Rural Development Field Office website to obtain addresses and telephone numbers of State Offices. For further information on this program, please call the State Office servicing your State.

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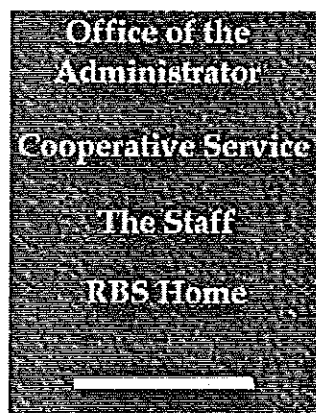


United States Department of Agriculture, Rural Development

June 2001

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[Text Version]



Business Programs

RURAL BUSINESS ENTERPRISE GRANTS

The Rural Business-Cooperative Service (RBS) makes grants under the Rural Business Enterprise Grants (RBEG) Program to public bodies, private nonprofit corporations, and Federally-recognized Indian Tribal groups to finance and facilitate development of small and emerging private business enterprises located in areas outside the boundary of a city or unincorporated areas of 50,000 or more and its immediately adjacent urbanized or urbanizing area. The public bodies, private nonprofit corporations and federally recognized Indian tribes receive the grant to assist a business. Grant funds do not go directly to the business.

PROGRAMS

Who is Eligible?

Eligibility is limited to public bodies, private nonprofit corporations, and Federally-recognized Indian Tribal groups. Public bodies include incorporated towns and villages, boroughs, townships, counties, States, authorities, districts, Indian Tribes on Federal and State reservations, and other Federally-recognized Indian Tribal groups in rural areas. The small and emerging businesses to be assisted must have less than 50 new employees, less than \$1 million in gross annual revenues, have or will utilize technological innovations and commercialization of new products and/or processes to be eligible for assistance.

How May Funds be Used?

Funds may be used to facilitate the development of small and emerging private business enterprises. Costs that may be paid from grant funds include the acquisition and development of land and the construction of buildings, plants, equipment, access streets and roads, parking areas, and utility and service extensions; refinancing; fees for professional services; technical assistance and related training for adults; establishment of a revolving loan fund; startup operating costs and working capital via a loan; production of television programs to provide information to rural residents; and to create, expand, and operate rural distance learning networks.

(A 10 - 7)

Limitations:

Grants cannot be used for:

1. Agricultural Production.
2. Comprehensive areawide planning.
3. Loans by grantees when the rates, terms, and charges for those loans are not reasonable or would be for purposes not eligible under RBEG regulations.
4. Development of a proposal that may result in the transfer of jobs or business activity from one area to another. This provision does not prohibit establishment of a new branch or subsidiary.
5. Development of a proposal which may result in an increase of goods, materials, commodities, services, or facilities in an area when there is not sufficient demand.
6. For programs operated by cable television systems.
7. To fund part of a project which is dependent on other funding, unless there is a firm commitment of the other funding to ensure completion of the project.

All applications are considered without regard to race, color, religion, sex, national origin, age marital status, or physical or mental handicap (provided applications have the capacity to enter into a legal contract) of the members of the groups applying for assistance. Service must be extended on the same basis.

How are Applications Processed?

Applicants are required to submit a preapplication with supporting data before a formal application is made. RBS will tentatively determine eligibility and funding priority score. The Agency will inform the applicants when to assemble and submit a formal application.

Where Should Applications be Filed?

Forms are available from and may be filed in any USDA Rural Development State Office, check your telephone directory under "Federal Government" or call the RBS National Office Specialty Lenders Division, (202) 720-1400.

Other Conditions

Applicants for grants to help develop private business enterprises must file written notice of intent with the State single point of contact consistent with Intergovernmental Review requirements. Federally-recognized Indian Tribes are exempt from this requirement.

Applicants for grants to establish a revolving loan program must include detail on the applicant's experience operating a revolving

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loan program, proposed projects, applicant's financial ability to administer a revolving fund, the need for a revolving fund, and other funds proposed to leverage funds made available under this program.

All community projects funded by RBS are subject to an environmental assessment in accordance with the National Environmental Policy Act.

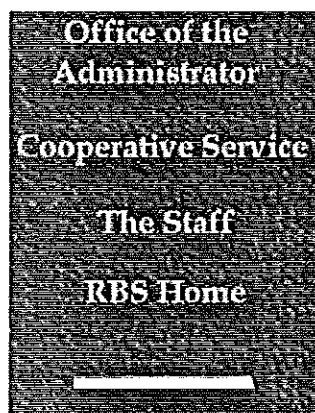
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United States Department of Agriculture, Rural Development

(A 10-7)

[Text Version]



Business Programs

Rural Economic Development Grants

Purpose

- Provides grant funds to electric and telephone utilities financed by the Rural Utilities Service (RUS), an agency of the United States Department of Agriculture, to promote sustainable rural economic development and job creation projects through the operation of a revolving loan fund program.
- Reference: Section 313 of the Rural Electrification Act of 1936 and 7 CFR 1703, Subpart B.

PROGRAMS

Eligibility and Use of Grant Proceeds

- Grants can be made, at the discretion of the Administrator of the Rural Business-Cooperative Service (RBS), to any RUS electric or telephone utility that is not delinquent on any Federal debt or in bankruptcy proceedings.
- The RUS utility is required to operate and administer a revolving loan fund program using the grant proceeds. The fund will be operated by the RUS utility in accordance with an RBS-approved revolving loan fund plan.
- To establish the revolving loan fund, the RUS utility is required to contribute to the fund an amount equal to 20 percent of the grant. This contribution will be provided by the RUS utility from its own sources and will remain as part of the fund until the fund is terminated.

Third-Party Recipients and Uses of Loans from the Fund:

- Initial loans, at zero-interest, from the revolving loan fund may only be made to:
 - Non-profit entities or public bodies for community development projects and community facilities and

(A10-8)

- services.
- Non-profit entities, public bodies, or for-profit entities for educational facilities.
- Non-profit entities, public bodies, or for-profit entities for medical facilities.
- Non-profit entities and public bodies for business incubators to assist in developing emerging enterprises.
- Subsequent loans, at an interest rate not to exceed prime, may be made to for-profit entities, non-profit entities, or public bodies for any rural economic development purpose eligible under the program in accordance with the RUS utility's revolving loan fund plan. Subsequent loans are made using repayment funds from the initial loan.

Ineligible Purposes

Grant funds will not be used by the RUS utility or the third-party recipient for:

- Projects related to the sponsoring RUS utility that would, in the judgment of RBS, create a conflict of interest, or present a potential for or the appearance of a conflict of interest.
- Project costs incurred by the third-party recipient prior to filing of the completed application with RBS.
- Refinancing or paying off any existing debt owed by the third-party recipient.
- Electric or telephone purposes related either to the RUS utility or the third-party recipient.
- Projects located in areas covered by the Coastal Barrier Resources Act or projects that would adversely impact the environment.
- Projects that will be used for residential purposes or entertainment purposes at the residential level.
- The purchase of an established business or operation or to primarily transfer property or real estate between owners without making substantial improvements or additions that will result in long-term job creation.
- Projects that will result in the transfer of existing employment or business activities from one area to another.

Availability of Funds and Grant Award Size

(A10-8)

For information concerning the amount of funds available for revolving loan fund grants under the Rural Economic Development Grant program, as well as the maximum and minimum grant award size, please contact the Rural Development State Office servicing your State.

Supplemental Financing Requirement for the Third-Party Project

- The third-party recipient must provide supplemental financing for its project. The minimum requirement is 20 percent of the amount of the loan being provided from the revolving loan fund.
- No in-kind contributions are accepted as supplemental financing.

Loan Repayment Terms between RUS Utility and Third-Party Recipient

- Initial loans made from the revolving loan fund must carry a zero-interest rate and not exceed a maximum term of 10 years. Lesser term notes are acceptable.
- The RUS utility will determine repayment terms on loans made using the RUS utility's contribution and on subsequent loans made from repayment of the initial loan. The maximum interest rate for these loans is the prevailing prime rate.
- The third-party recipient will provide collateral to the RUS utility that is acceptable to the RUS utility.
- Reasonable loan servicing fees may be charged by the RUS utility to the third-party recipient, not to exceed 1 percent a year on the unpaid principal balance of the loan.

An "Application" must consist of: (Refer to 7 CFR 1703.34)

- Standard Form 424, "Application for Federal Assistance" signed by the RUS utility.
- RUS utility Board of Directors resolution requesting the grant for revolving loan fund purposes.
- Miscellaneous Federal forms and certifications as set forth in 7 CFR 1703.34.
- Narrative discussion of the initial third-party project consisting of the following:
 - "Selection Factors" as set forth in 7 CFR 1703.35

(A10-8)

- "Project Description" as set forth in 7 CFR 1703.36
- Discussion regarding environmental impact of the third-party project.
- A revolving loan fund plan outlining, among other things, the specific objectives of the revolving loan fund program, its lending parameters, application process, and procedure for monitoring third-party projects.

Application Filing, Review, and Selection

- Applications may be filed on any official workday at any Rural Development State Office.
- A simultaneous filing must also be sent to the State single point of contact for State and local governments, if applicable.
- Application selection is competitive. Applications are awarded priority points by RBS based on the selection factors, and the highest-ranked applications are selected for funding.

Selection factors considered in the award process:

Some of the factors considered by RBS when making awards include:

- Nature of the project (medical or educational facilities, community infrastructure or services, etc.)
- Direct job creation resulting from the proposed project
- Long-term improvements in economic development resulting from the project
- County economic conditions -- unemployment rate and per capital personal income
- Physical location of project in rural area of less than 2500 people
- Loan repayment ability of the third-party recipient based on its business plan

Please refer to the regulation for details concerning the selection factors and priority points.

The following financial data is as of September 30, 2000:

- Caseload of Total Borrowers and Funds Outstanding Map
- Total Cases and Total Funds Map
- Obligations by State for 1996 through 2000

(A10-8)

Examples of Funded Projects (coming soon!)

Forms:

- Application for Federal Assistance (Standard Form 424)
- Certification Regarding Debarment, Suspension, and Other Responsibility Matters -- Primary Covered Transactions (Form AD-1047)
- Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction (Form AD-1048)
- Disclosure of Lobbying Activities (Standard Form LLL)

If applying for a grant, the applicant must also submit:

- Certification Regarding Drug-Free Workplace Requirements (Form AD-1049)

Program Administration

The program is administered at the State level by Rural Development State Offices. To obtain the addresses and telephone numbers of State Offices, visit the Rural Development Field Office website. For further information on this program, please call the State Office servicing your State.

*EP
Directory*



United States Department of Agriculture, Rural Development

Last Updated: May 2001