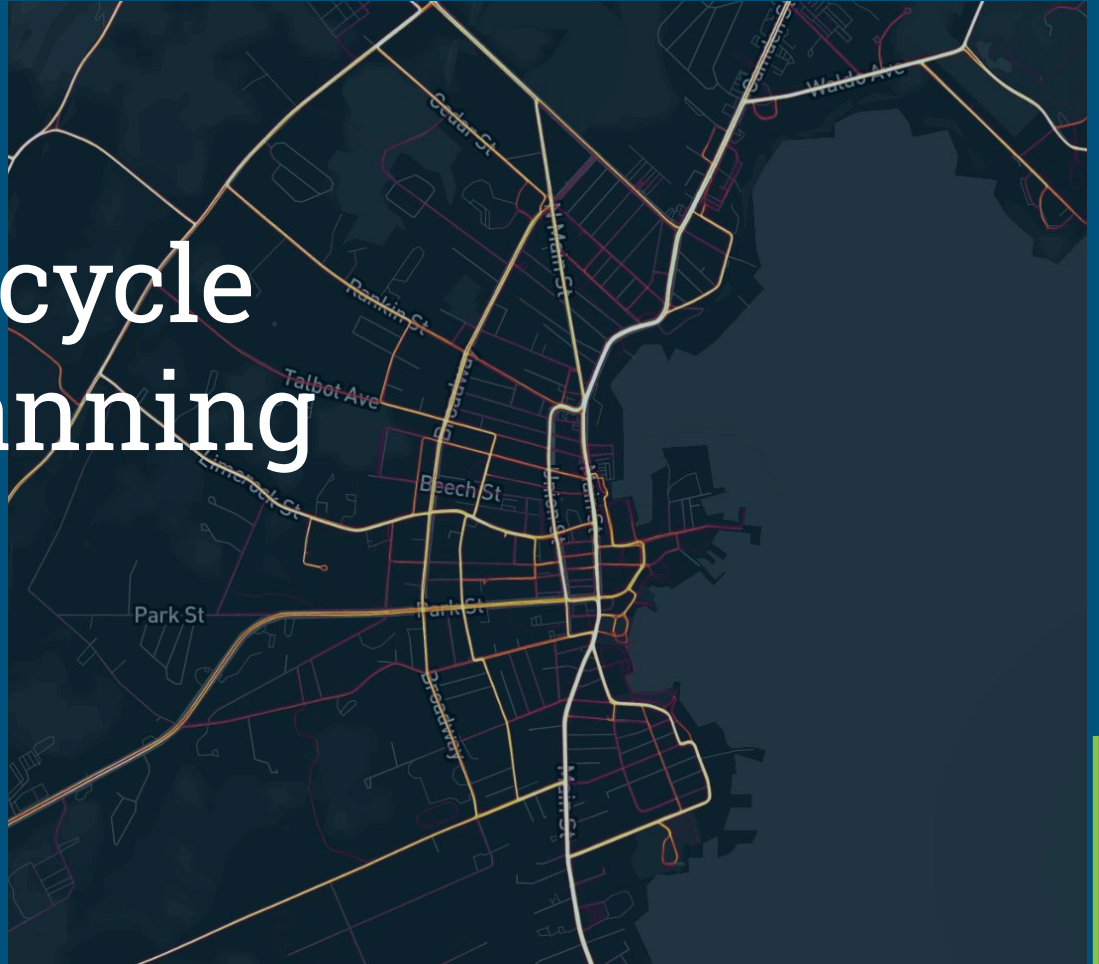


# Rockland Bicycle Network Planning

March 5, 2024



# Agenda

- Welcome and Intros
- A Bicycle Network for Rockland
  - Why? How? For Who? What? When?
- Work to Date: The Proposed Street Network and How it Was Developed
  - Strava
  - 2017 Map
  - Local Input
  - Survey
- Discussion
- Possible Interventions
- Discussion
- Next Steps
- For More Info



# Welcome and Intros

## *The Planning Team*

- Jennifer Carter
  - Sustainability Coordinator, City of Rockland
- Jim Tassé,
  - James Tassé Consulting LLC, Bike/Ped/Micromobility Consultant
- DPW, Police
- You, the Public!

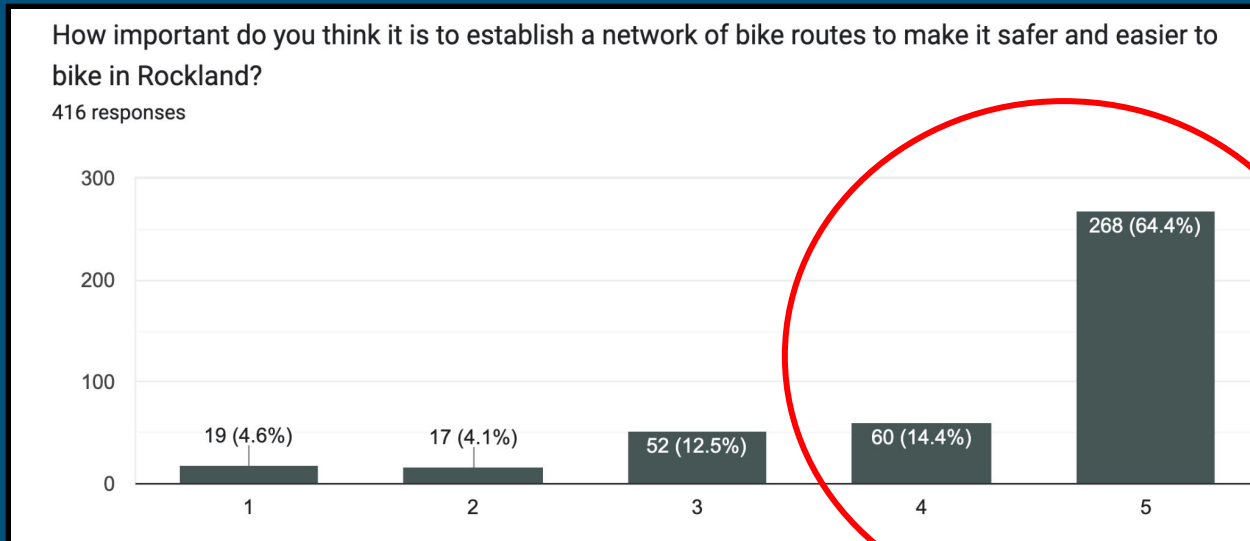
# A Bicycle Network for Rockland

## *Why?*

- To promote the use of bicycles in the downtown “core” of the city, especially from Broadway east
- To provide equitable access to streets for people who don’t drive cars
- To help meet climate mitigation goals
- To improve livability in Rockland by providing more active transportation options
- To improve conditions for all road users

# A Bicycle Network for Rockland

*Why? People say they want it.*



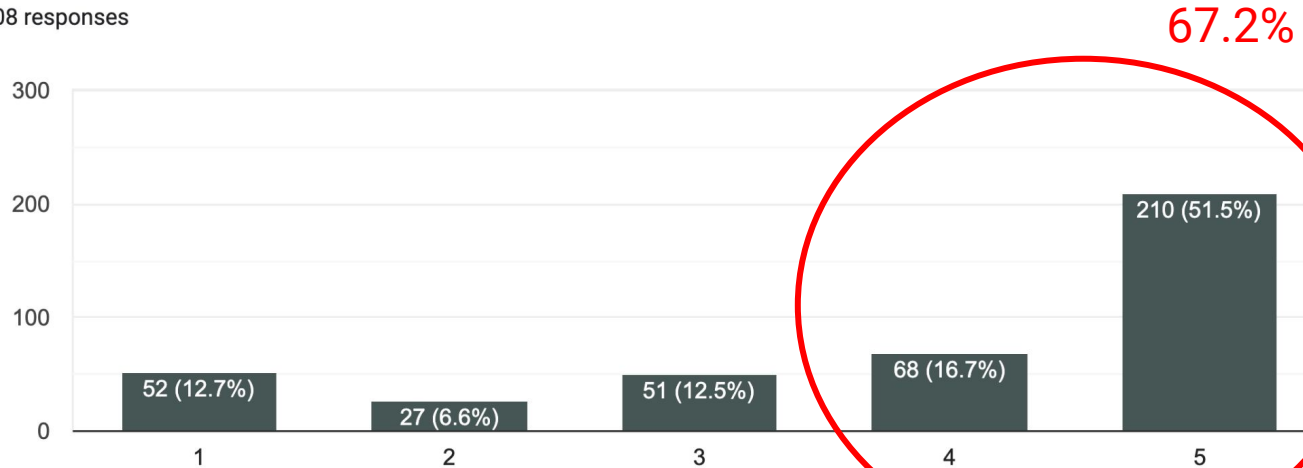
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# A Bicycle Network for Rockland

*Why? People say they will use it.*

Thinking about the places in Rockland where you spend the most time, how likely is it that you would bike to those places if a designated route existed?

408 responses



# A Bicycle Network for Rockland

## *How?*

- The Maine Community Resilience Partnership
  - Governor's Office of Policy Innovation and the Future
  - Community Action Grants (up to \$50,000)
  - Enables eligible communities to implement projects that reduce energy use and costs, transition to clean energy, and make communities in Maine more resilient to climate change.
  - \$ 37,720.00 "Strategy to Measurably Advance Bicycling as Active Transportation in Rockland"

# A Bicycle Network for Rockland

## *How?*

- Create a Plan that will identify a network of roads in town that will connect people and destinations
- Create a Plan that will identify improvements needed to improve the “bicycle level of service” on the network in Short, Medium, and Long Term timeframes
- Create a Plan that will permit some immediate improvements as “demonstrations” providing proof of concept
- Position the town for additional funding opportunities to build out the network.



# A Bicycle Network for Rockland

## *For Who?*

- Low skilled, “Interested but Concerned” Riders





### Comfort Typology of Bicyclists

Design User Profile	Non-Bicyclist	Interested but Concerned	Somewhat Confident	Highly Confident
Bicycling Preferences	Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle.	Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separate bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.	Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.	Comfortable riding with traffic, will use roads without bike lanes.
Percent of Population	31-37%	51-56%	5-9%	4-7%

# A Bicycle Network for Rockland

## *What?*

- Paint, including striping changes, bike lanes, shared lane markings etc.
- Signs, notifying drivers and riders of what streets are on the bike network and how to connect to destinations
- Flex Posts and other low cost tools to help guide and calm traffic
- Identification of bigger roadway design changes that will require more study, planning, and funding

# A Bicycle Network for Rockland

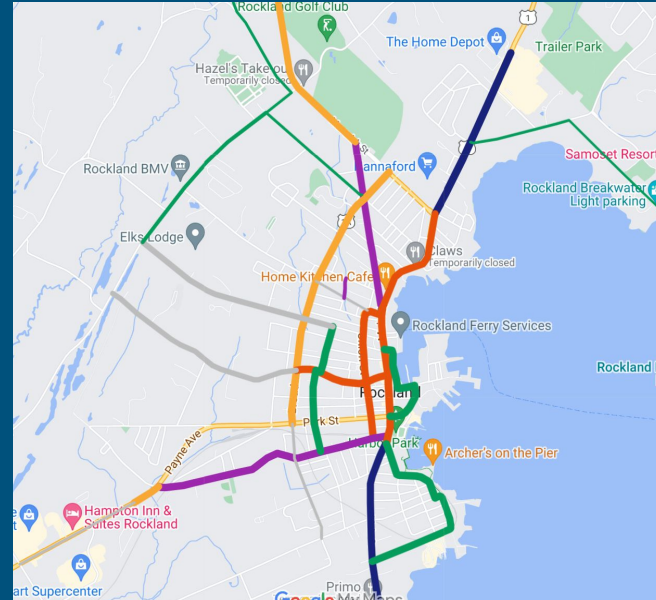
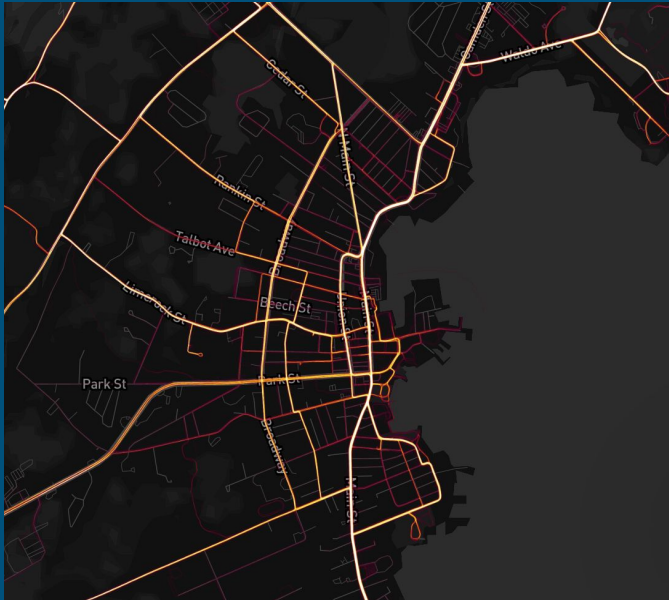
## *When?*

- Implementation will take time.
- Some fast, low cost improvements are planned to happen this summer
- More complex and costly improvements over the medium to long term timeframes (3-10 years) as opportunities permit

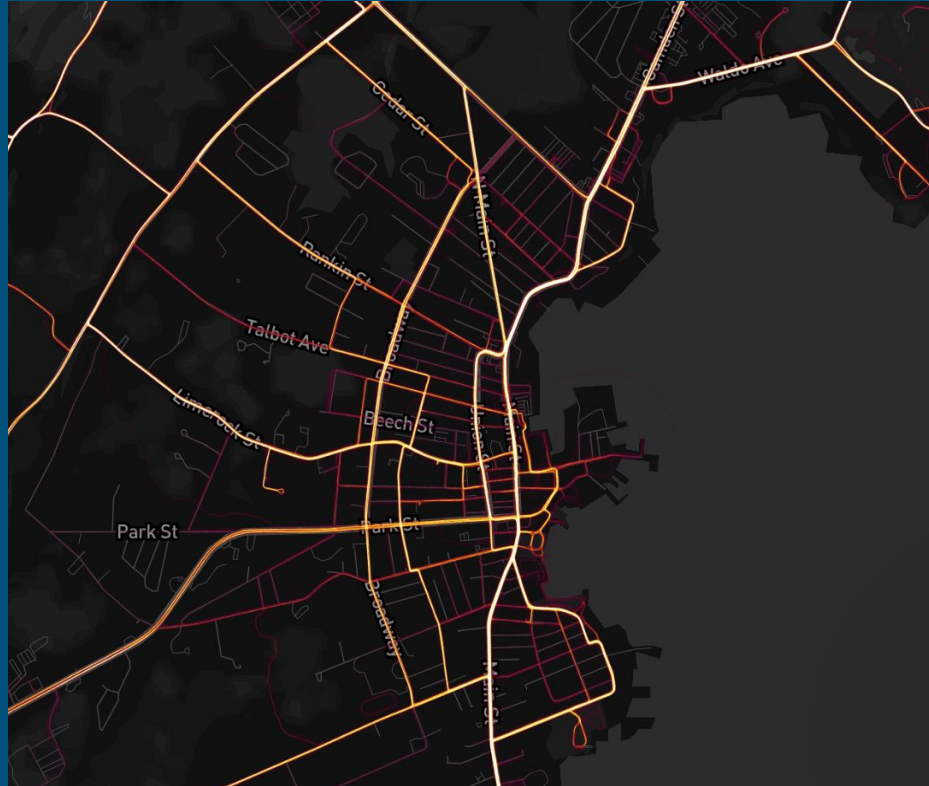
# A Bicycle Network for Rockland

## *The Proposed List of Streets*

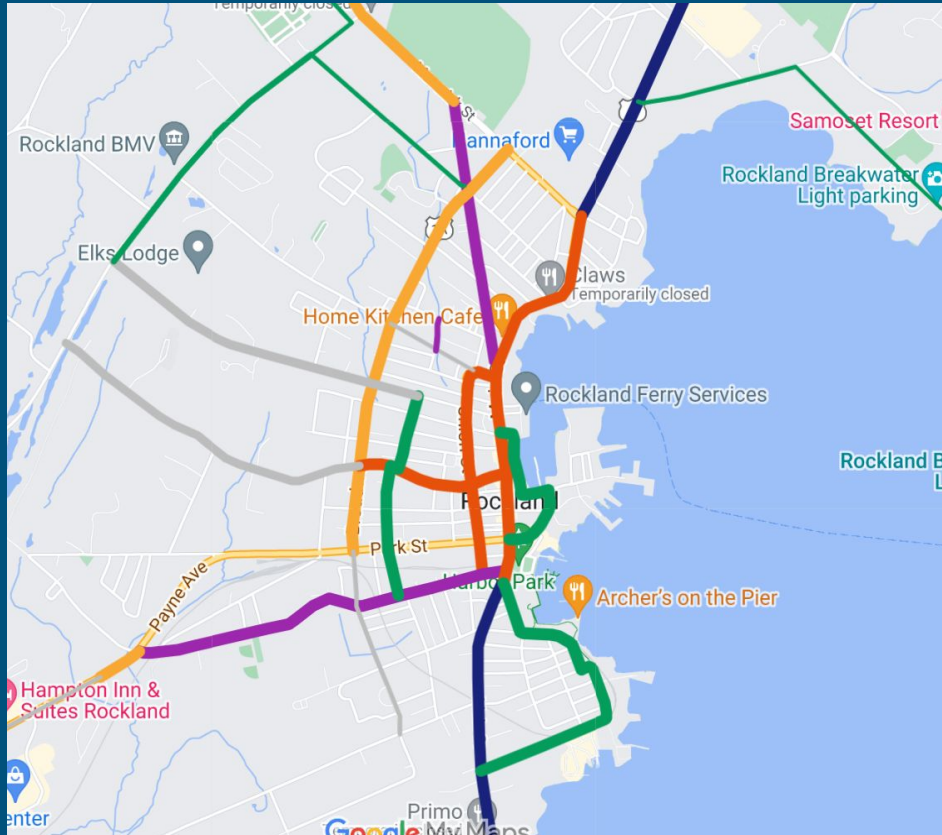
Developed from Strava data, previous community planning efforts and local input



# A Bicycle Network for Rockland

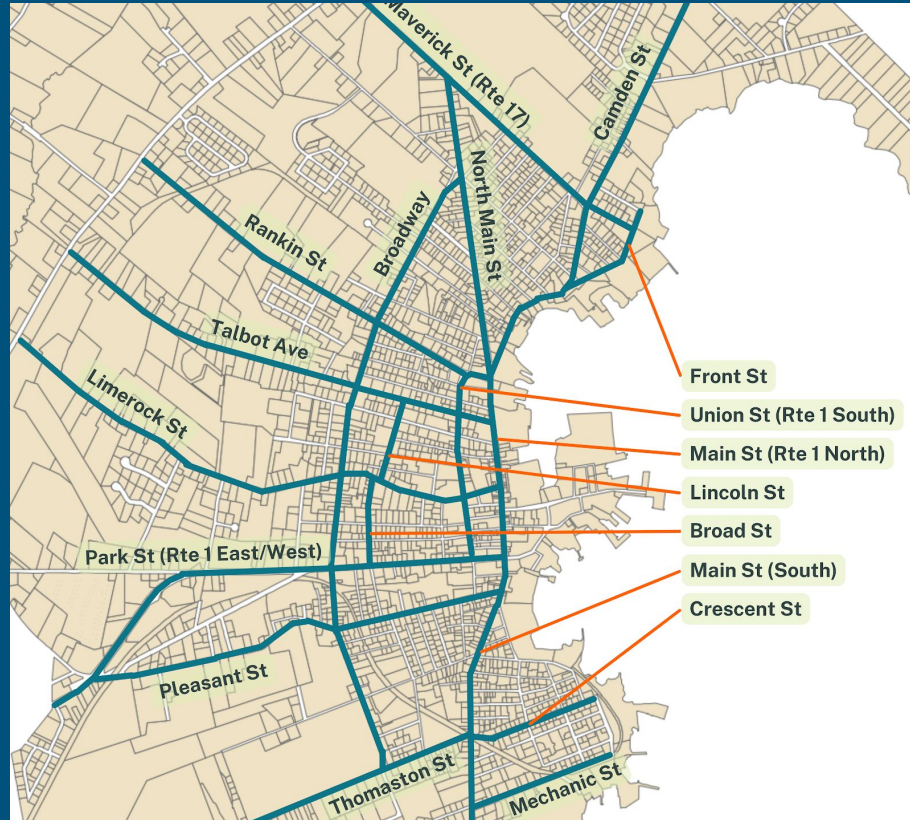


# A Bicycle Network for Rockland





# A Bicycle Network for Rockland

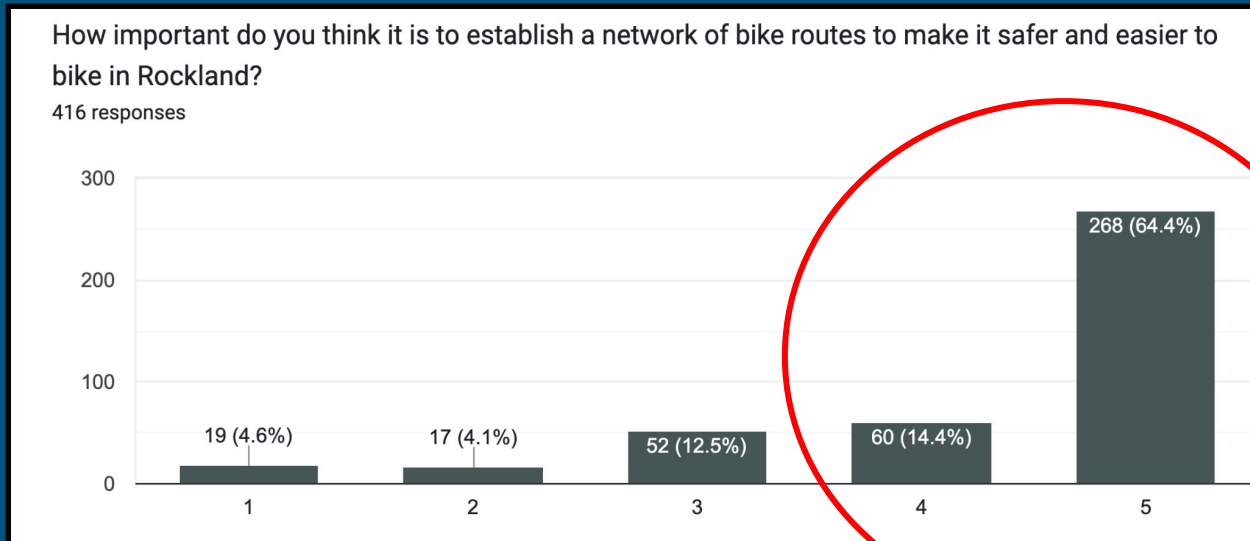




# A Bicycle Network for Rockland

## *The Proposed List of Streets*

- “Truthed” with a community survey that had 420 responses!

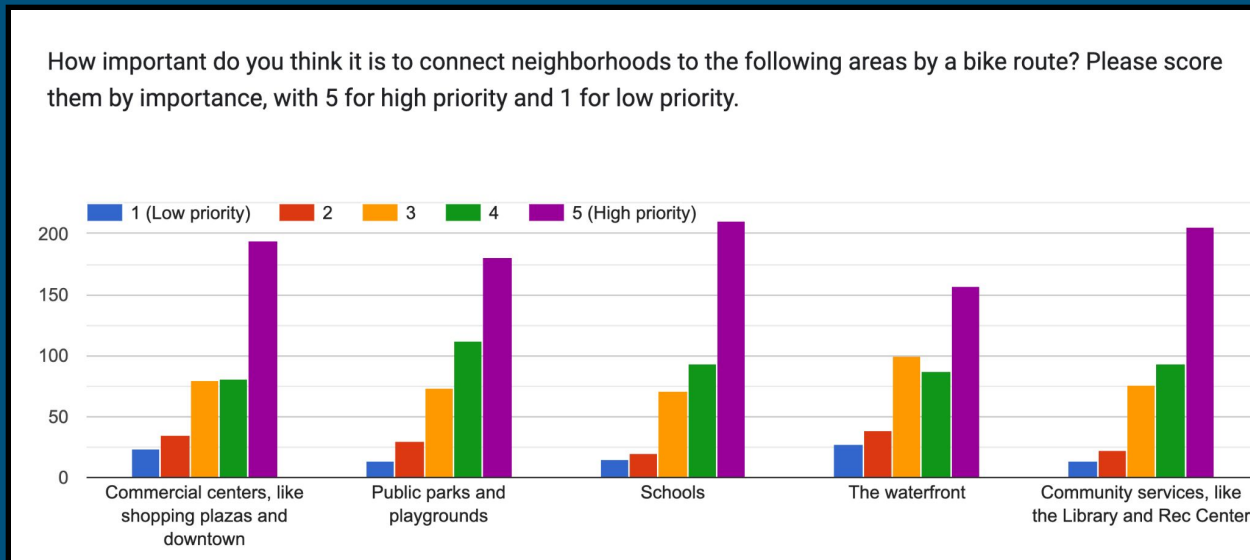


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# A Bicycle Network for Rockland

## *The Proposed List of Streets*

- “Truthed” with a community survey that had 420 responses!



# A Bicycle Network for Rockland

## *The “Finalized” List of Streets*

- Broad Street
- Broadway (Rte 1A)
- Camden St (Rte 1 N/S)
- Crescent St
- Front Street
- Limerock Street
- Lincoln Street
- Main Street (Rte 1 NB)
- Main Street South
- Maverick Street (Rte 17)

- Mechanic Street
- North Main
- Park Street (Rte 1 E/W)
- **Old County Road\***
- Pleasant Street
- Rankin Street
- Thomaston St
- Talbot Avenue
- Union Street (Rte 1 SB)

# A Bicycle Network for Rockland

## *Discussion: Your Thoughts on the List*

- Broad Street
- Broadway (Rte 1A)
- Camden St (Rte 1 N/S)
- Crescent St
- Front Street
- Limerock Street
- Lincoln Street
- Main Street (Rte 1 NB)
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- **Old County Road\***
- Pleasant Street
- Rankin Street
- Thomaston St
- Talbot Avenue
- Union Street (Rte 1 SB)

# A Bicycle Network for Rockland

## *The “Finalized” List of Streets*

- Bicycle Level of Service Assessment—IN PROCESS
  - Objective Criteria: Volume, speed, lane width, shoulder width, pavement condition, parking,
  - Subjective Criteria: Complexity, Expert Assessment of rideability

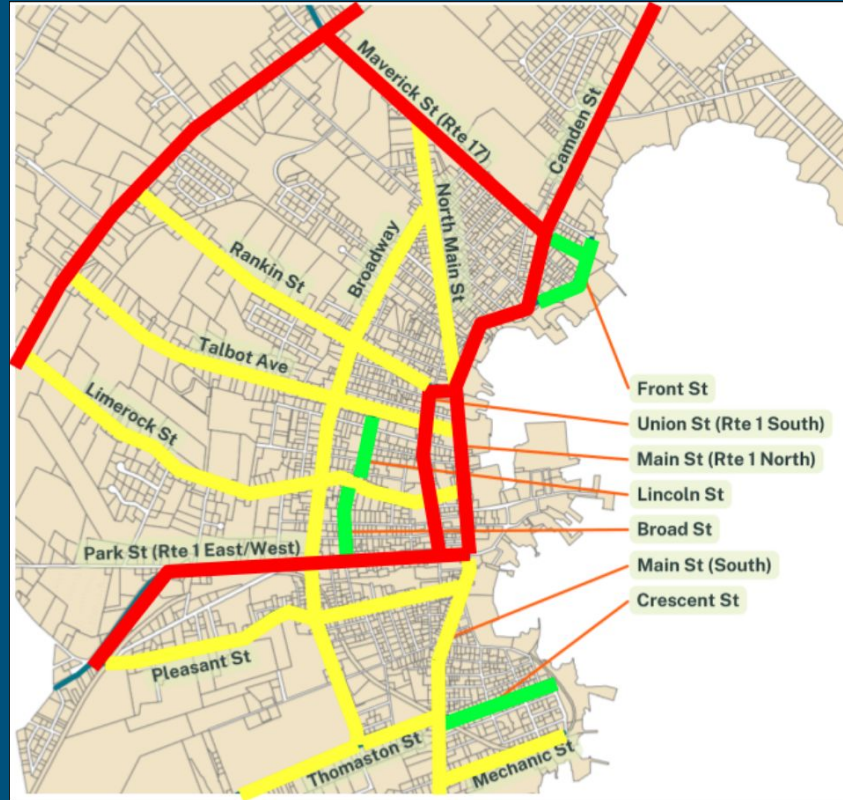
An expert is defined as a person possessing any TWO of the following qualifications:

- certification as a League Cycling Instructor
- five years experience as an urban bicycle commuter
- five years experience as a bicycle tour guide leader
- ten years experience as a recreational road cyclist
- credentials as a roadway planner, designer or engineer

# A Bicycle Network for Rockland

Interventions  
Needed to Raise  
BLOS

- Minimal
- Moderate
- Significant



# A Bicycle Network for Rockland

## *Three Tiers of Intervention*

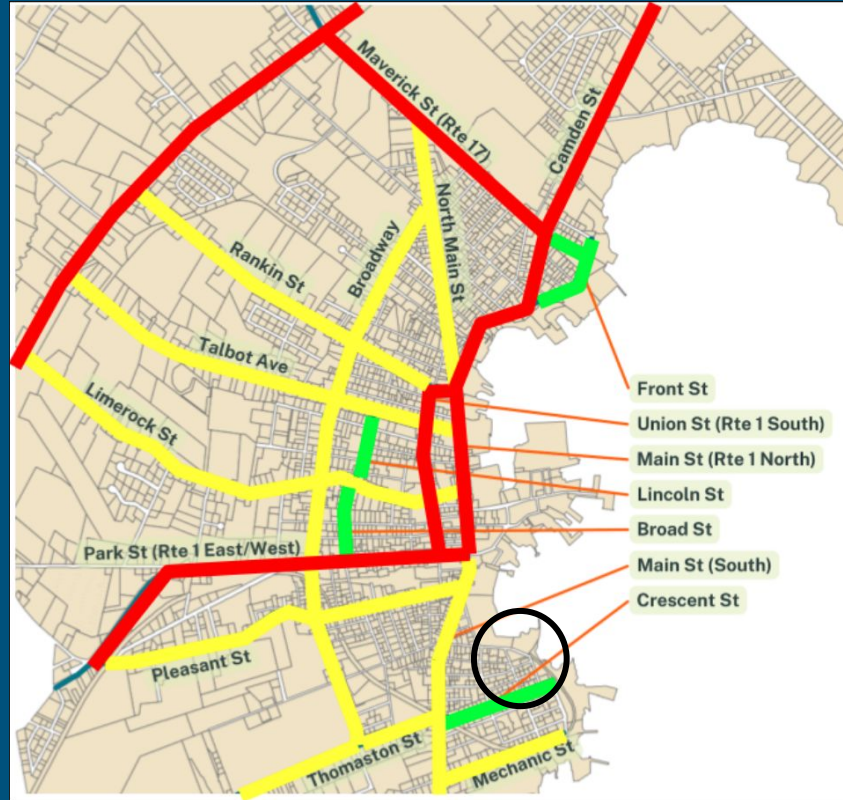
### **Minimal Interventions Needed—**

- Local roads with low volume
- Already score well as bikeable routes
- Wayfinding, pavement marking, and in some cases, traffic calming

# A Bicycle Network for Rockland

Interventions  
Needed to Raise  
BLOS

- Minimal





# A Bicycle Network for Rockland

*A Possible Minimal Improvement*

## Shared Lane Markings

(Ocean, Water, Suffolk  
shown, 2017)



# A Bicycle Network for Rockland

## *Three Tiers of Intervention*

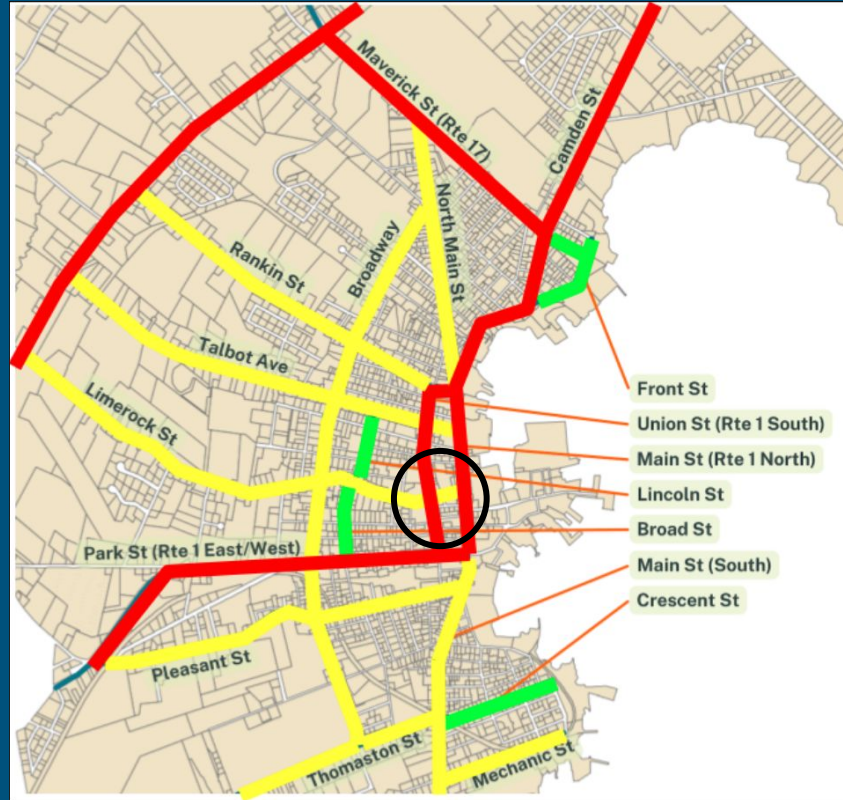
### **Moderate Intervention Needed**

- Controlled variously by MaineDOT and Rockland local authority
- Important connectors for motor vehicle users, but generally carry lower volumes than the big DOT managed streets
- Need wayfinding, signage, pavement markings, changes in striping and parking status, and features to calm traffic

# A Bicycle Network for Rockland

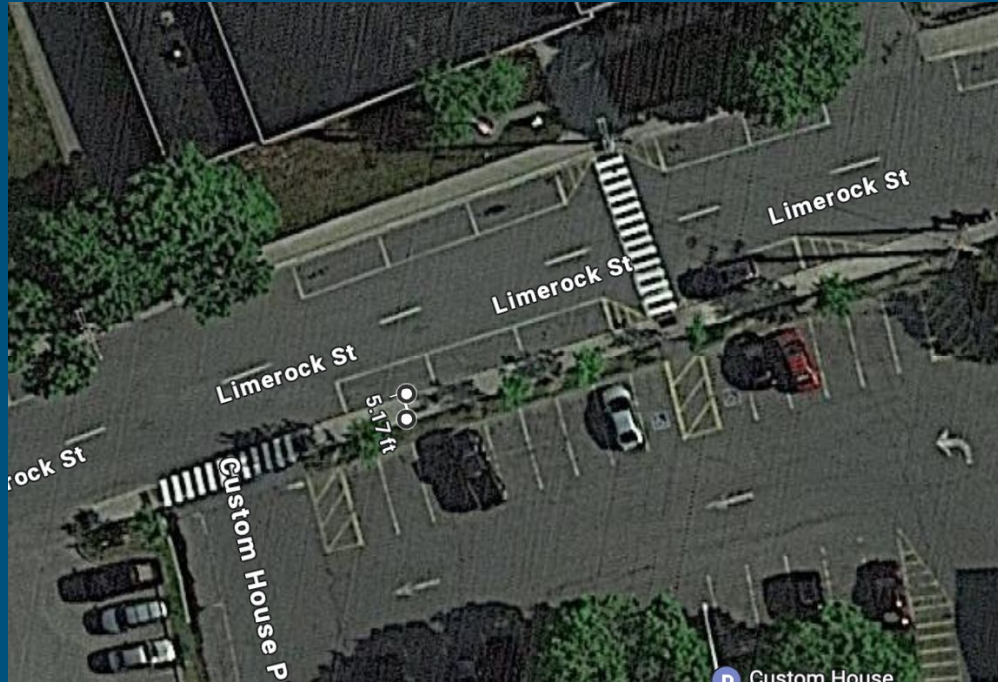
Interventions  
Needed to Raise  
BLOS

- Moderate



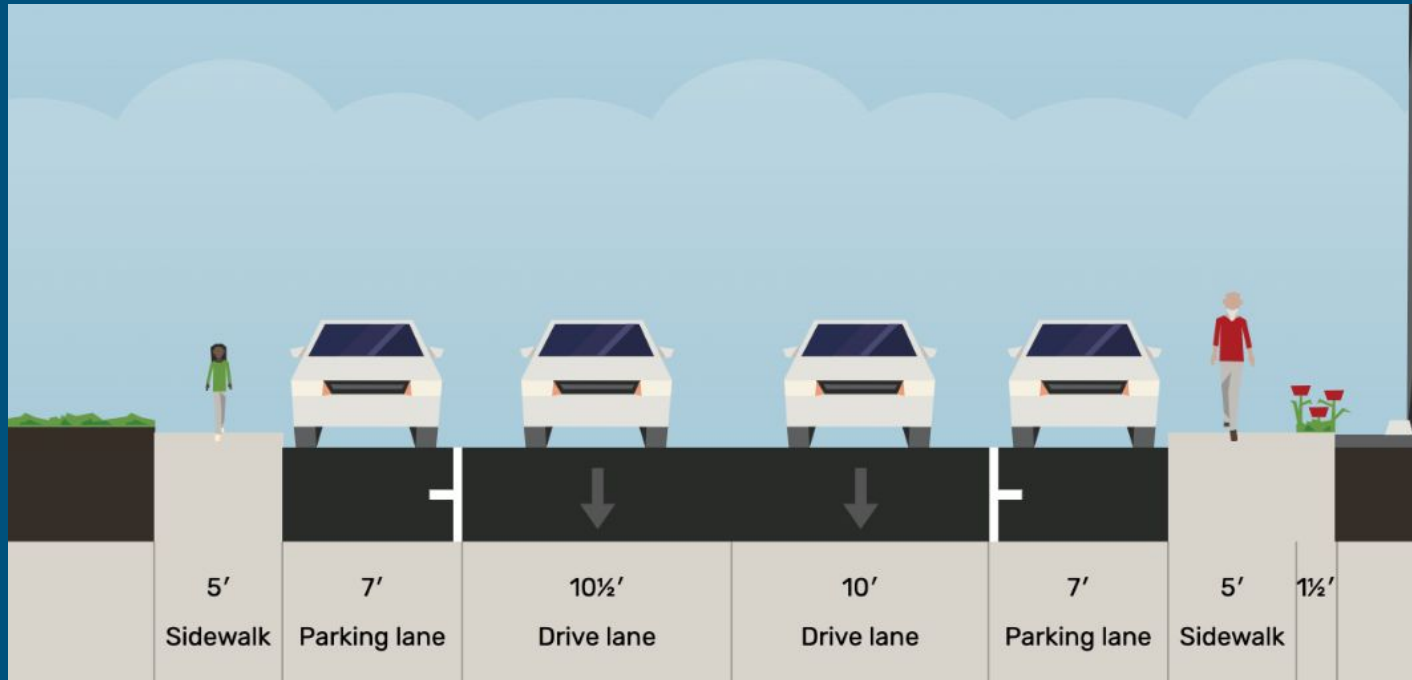
# A Bicycle Network for Rockland

## *Limerock Street—Existing Conditions*



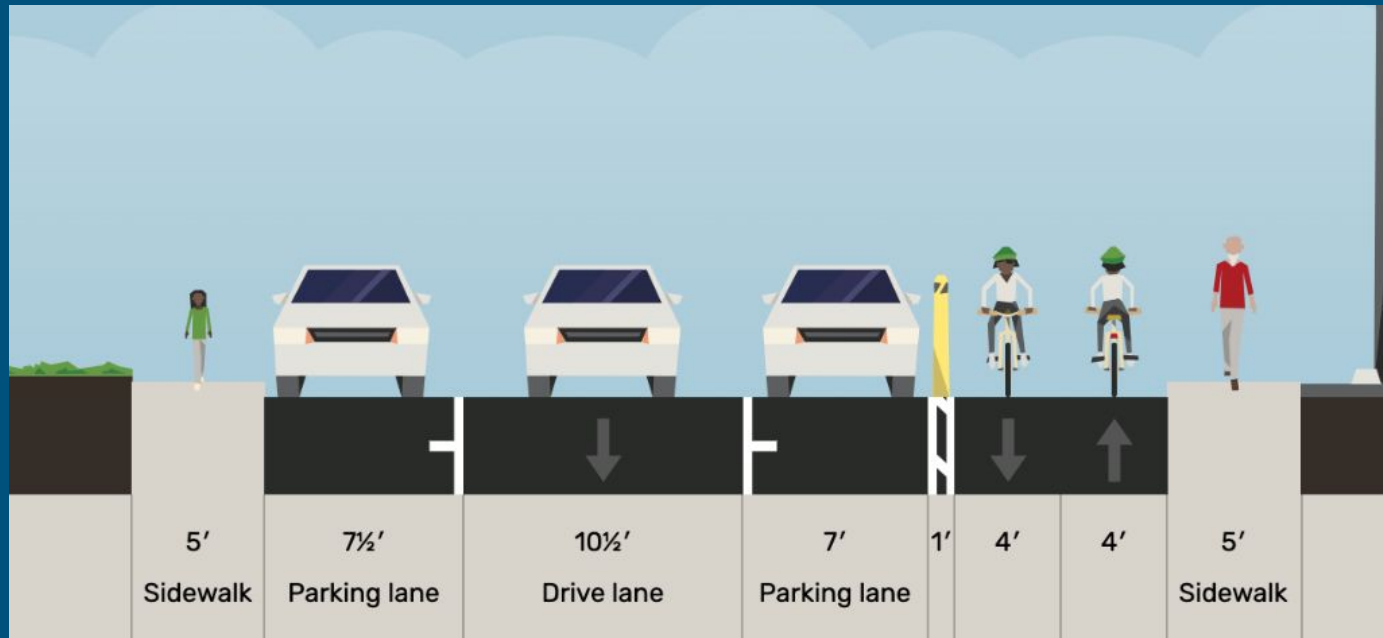
# A Bicycle Network for Rockland

## *Limerock Street—Existing Conditions*



# A Bicycle Network for Rockland

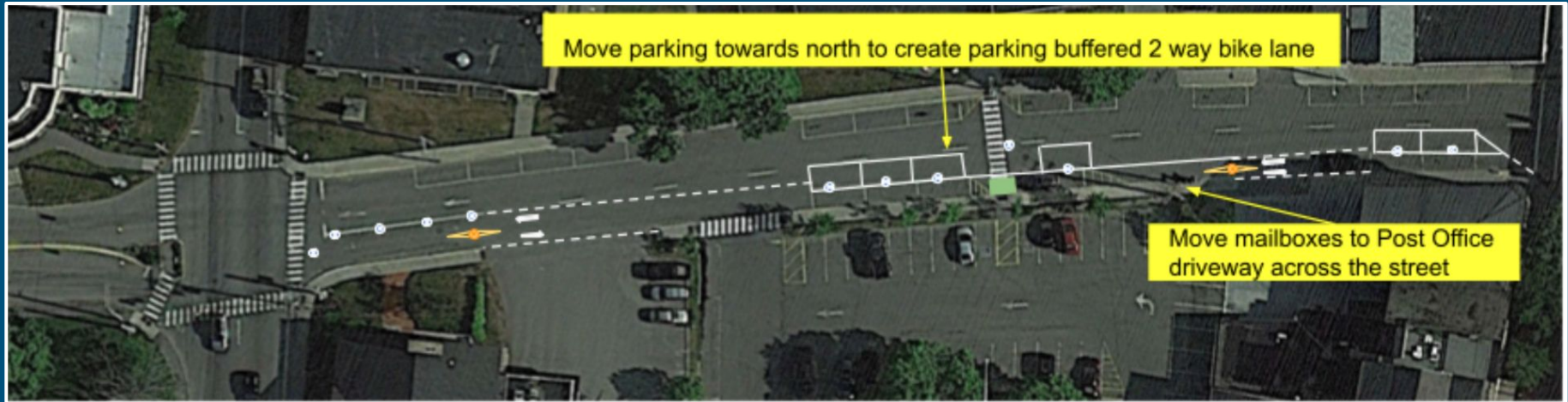
*A Possible Moderate Intervention – Two Way Bike Lane on Limerock to Improve Access to Downtown*





# A Bicycle Network for Rockland

*A Possible Moderate Intervention – Two Way Bike Lane on Limerock to Improve Access to Downtown*



# A Bicycle Network for Rockland

## *Three Tiers of Intervention*

### **Significant Interventions Needed**

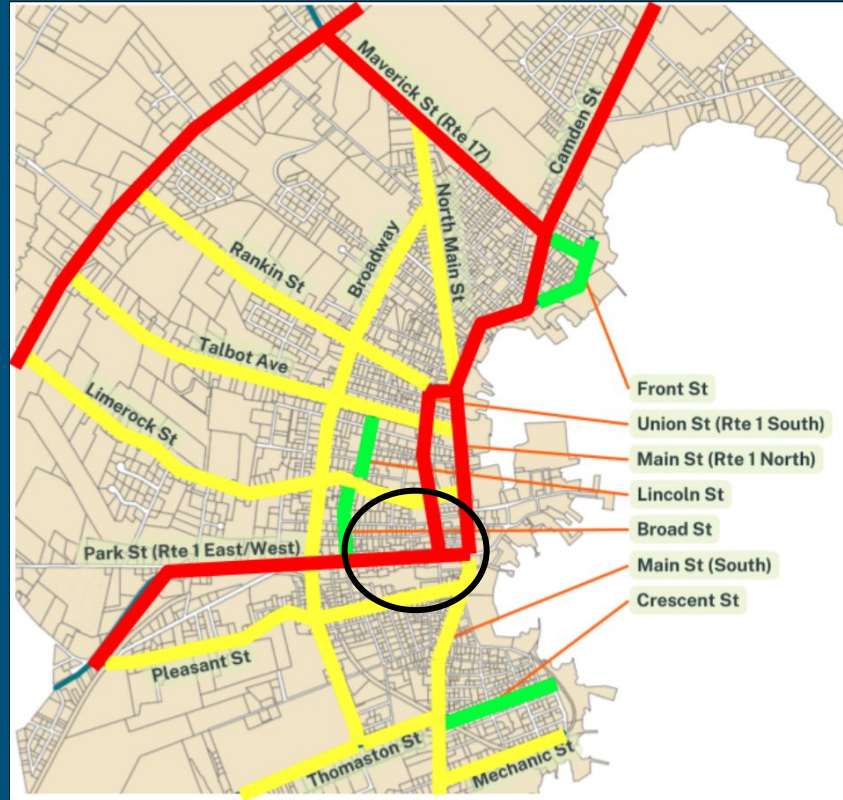
- Route 1 (Main, Union & Camden Street), Maverick St (Rte 17)
- MaineDOT controlled streets
- High volumes, higher speeds
- May need significant changes to width and curb line, as well as to striping plans, to be truly comfortable bicycle routes.
- Require changes that are generally expensive, and will likely require planning and funding support through the MaineDOT



# A Bicycle Network for Rockland

Interventions  
Needed to Raise  
BLOS

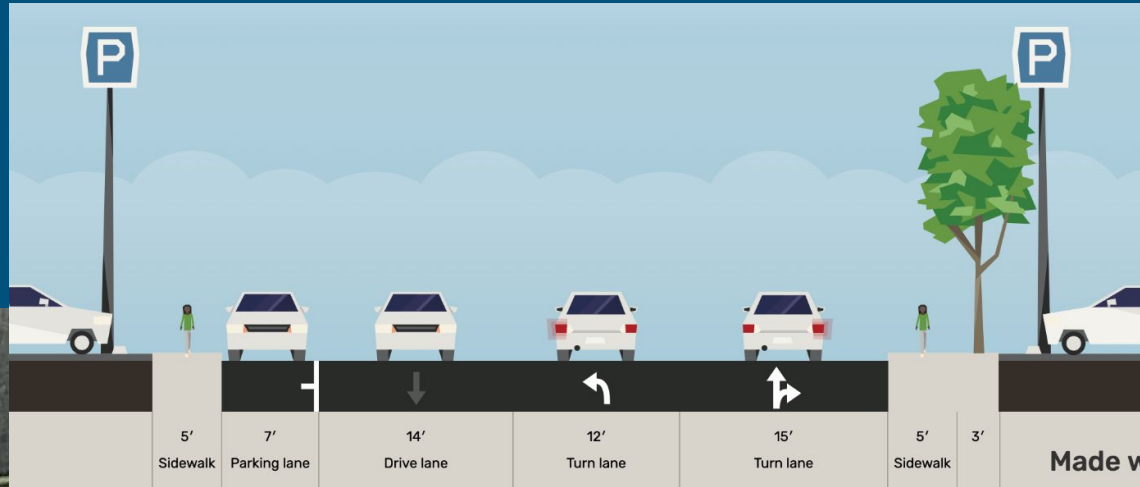
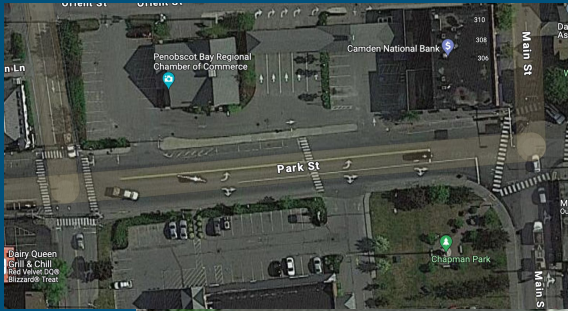
- Significant



# A Bicycle Network for Rockland

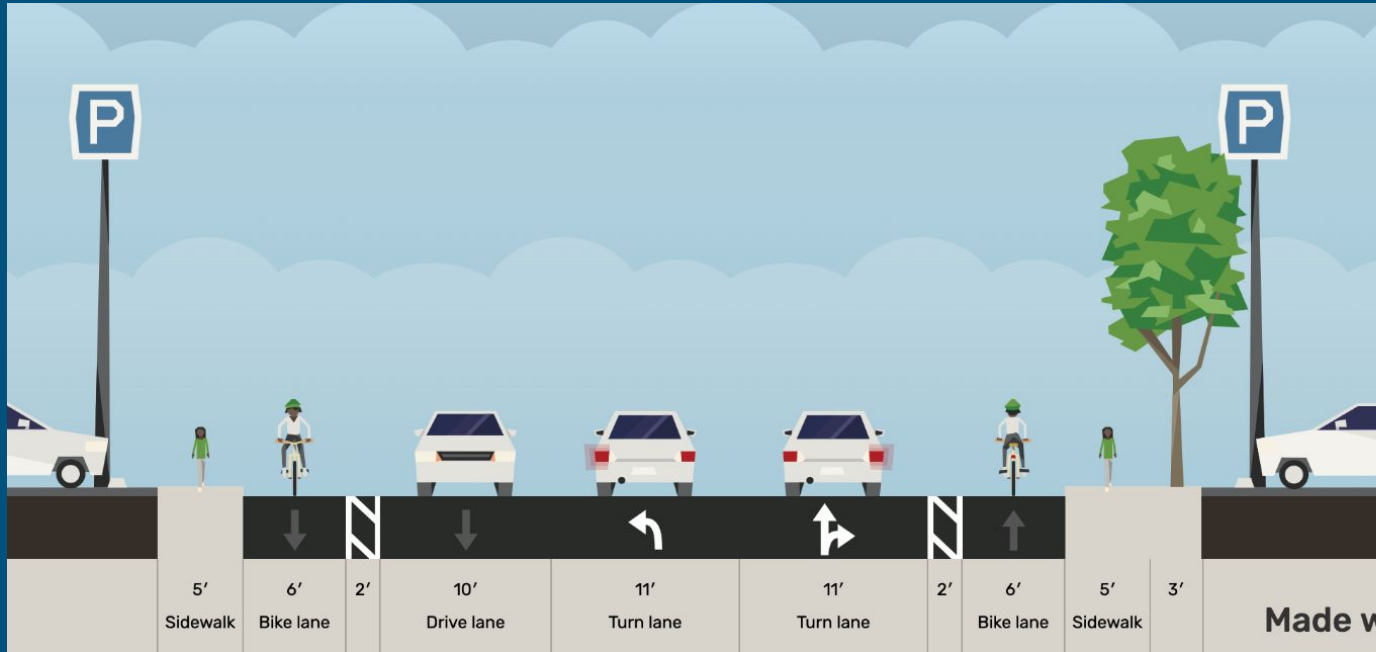
## *A Possible Significant Intervention*

*Park St between Union and Main*



# A Bicycle Network for Rockland

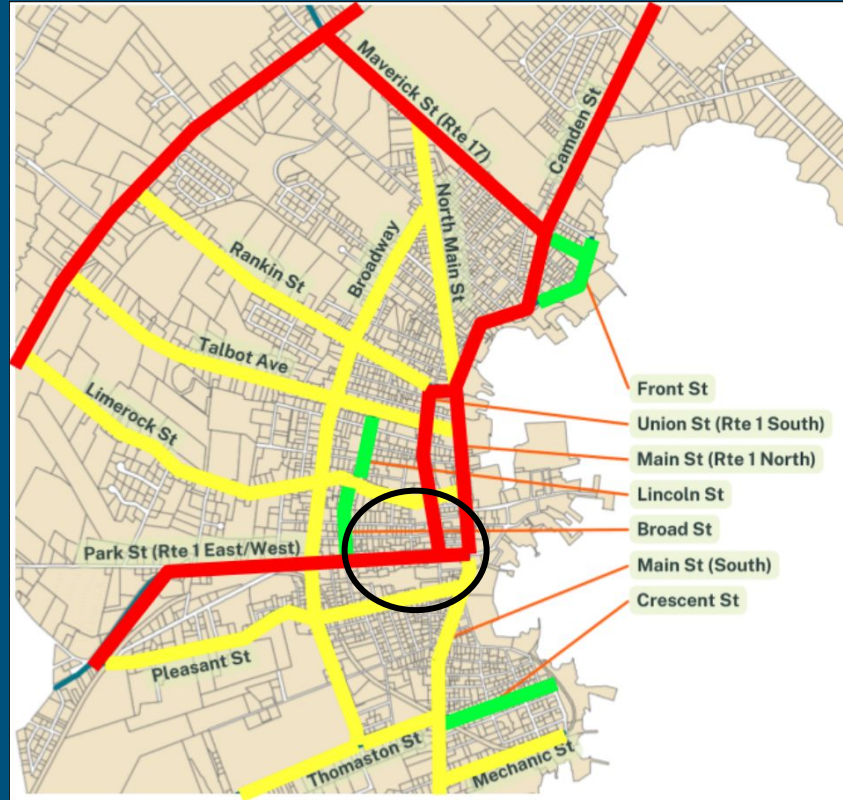
*A Possible Significant Intervention*



# A Bicycle Network for Rockland

Interventions  
Needed to Raise  
BLOS

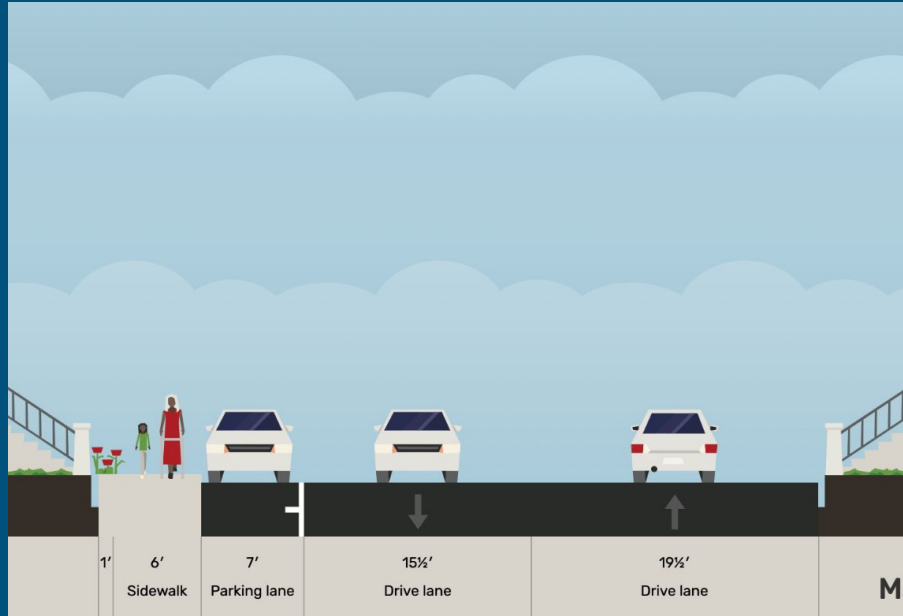
- Significant



# A Bicycle Network for Rockland

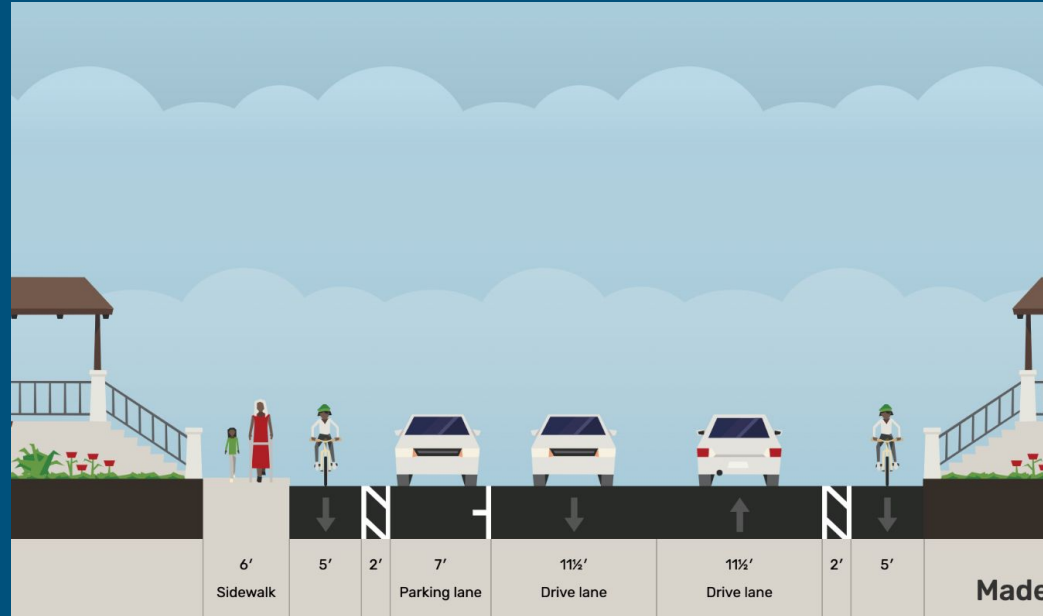
## *A Possible Significant Intervention*

*Park St between Broad and Union*



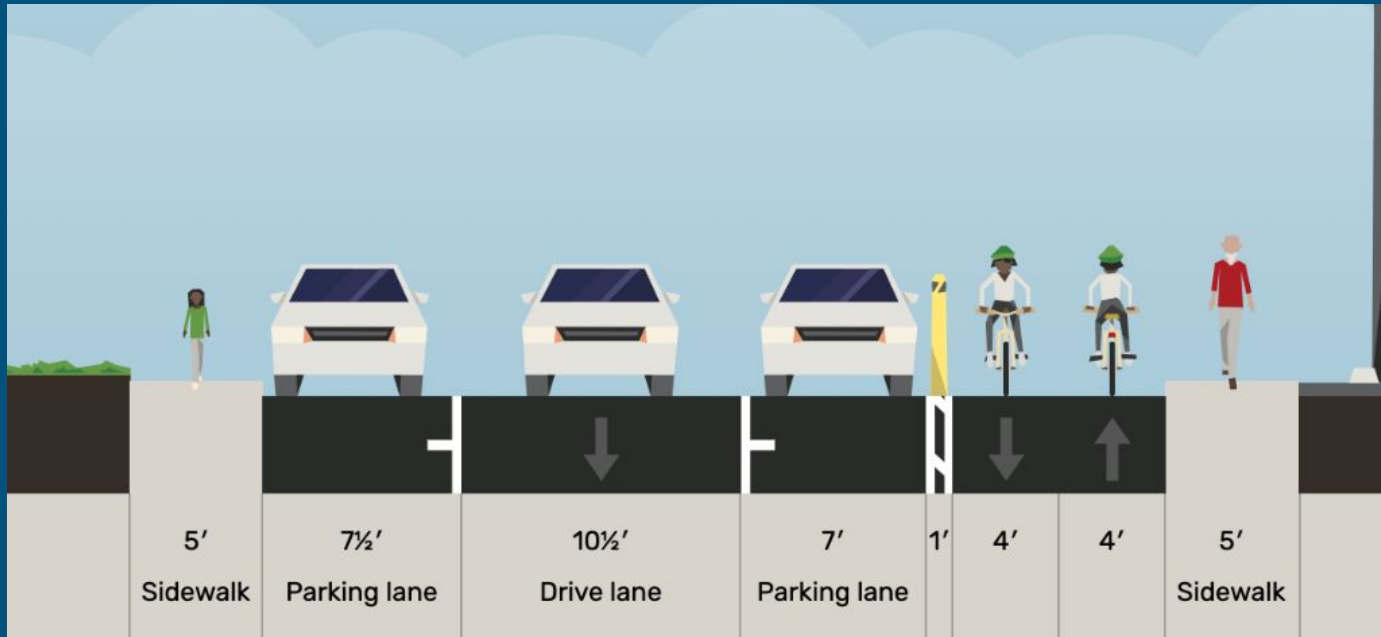
# A Bicycle Network for Rockland

*A Possible Significant Intervention*



# A Bicycle Network for Rockland

*Discussion: Thoughts on Possible Interventions*



# A Bicycle Network for Rockland

## *Next Steps*

- Complete Recommendations
- Finish Draft Plan
- Public Meeting on the Plan In June
- Implement short term changes asap, starting this summer.



# A Bicycle Network for Rockland

*For More Information*

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