



Preliminary Plan Presentation

July 30, 2024

Housekeeping

Zoom Considerations

- Save questions and comments for the Q&A section at the end of the presentation
- Stay on mute to avoid generating background noise
- Use the raise hand function to ask a question or make a comment during the Q&A



Introductions

The Planning Team

- **Jim Tassé**, James Tassé Consulting
- **Jenny Carter**, Rockland Sustainability Coordinator
- Department of Public Services
- Rockland Police Department
- **You**, the public!



Agenda

- **Background**
 - Why: Plan Purpose
 - What: Plan Scope, Components and Target Rider
 - How: Street Selection Methodology and Public Process
- **The Bike Route Network**
 - Roadway Analysis
 - Intervention Levels and Types
 - Intervention Levels by Network Street
 - Implementation Feasibility and Prioritization
 - Development of Recommendations
- **Looking Ahead**
 - Near-term Interventions
- **Questions and Comments**

Background

Plan Purpose

The Bike Route Network Development Plan is part of a project to advance biking for transportation in Rockland, funded by a Maine Community Action Grant.

Advancing biking for transportation in Rockland will:

- Build community vitality
- Increase transportation equity
- Reduce transportation emissions

This plan is consistent with Rockland's 2022 Comprehensive Plan, as well as State and Federal priorities.



Background

Plan Scope

In-Scope

- Streets east of Old County Road (Originally Broadway)
- Actionable, low-cost, near-term interventions
- Identification of corridors that would benefit from further study and significant interventions
- Biking for transportation

Out-of-Scope

- Off-road trails
- Interventions outside of Rockland's urban compact
- Pedestrian interventions
- Biking for exercise/recreation

Background

Plan Components

The Bike Route Network Development Plan focuses on:

- Identifying the best streets to develop into a functional bike route network
- Providing bike infrastructure recommendations that:
 - Are highly feasible (low-cost, near-term interventions with fewest trade-offs for other uses)
 - Will improve bikeability for the target rider
- Understanding and incorporating community priorities for bike infrastructure
- Identifying corridors that would benefit from further study

Background

The Target Rider

Recommendations are geared towards improving conditions for “Interested but Concerned” riders

- The average person!
- Likely to be influenced by the presence or absence of bike facilities that provide guidance or separation from traffic

BICYCLIST DESIGN USER PROFILES

Interested but Concerned

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat Confident

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident

4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.



**LOW STRESS
TOLERANCE**

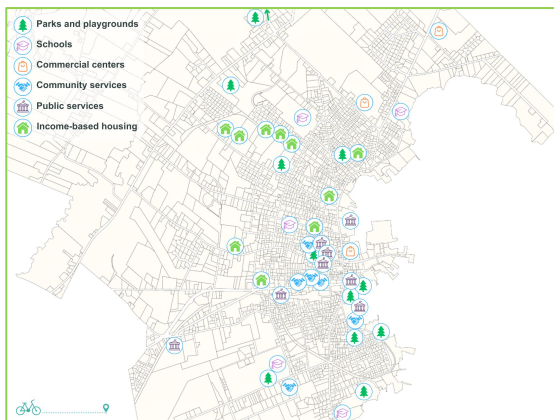
**HIGH STRESS
TOLERANCE**

Background

Street Selection Methodology

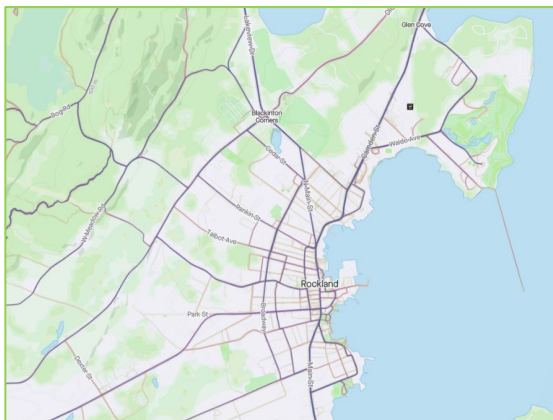
Selection of candidate network streets was based on:

Where people want to go



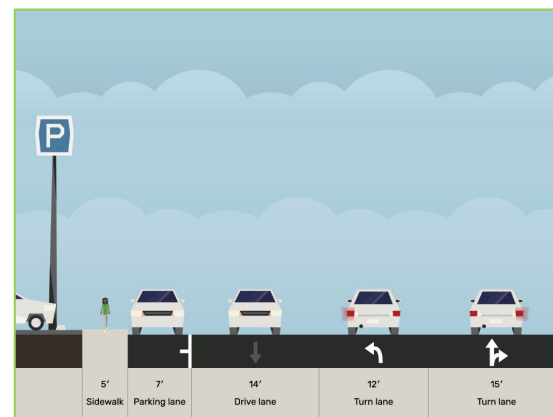
(Source: Rockland Key Destinations Map)

Where people already ride



(Source: Strava Metro Heatmap)

Roadway geometry



(Source: Streetmix)

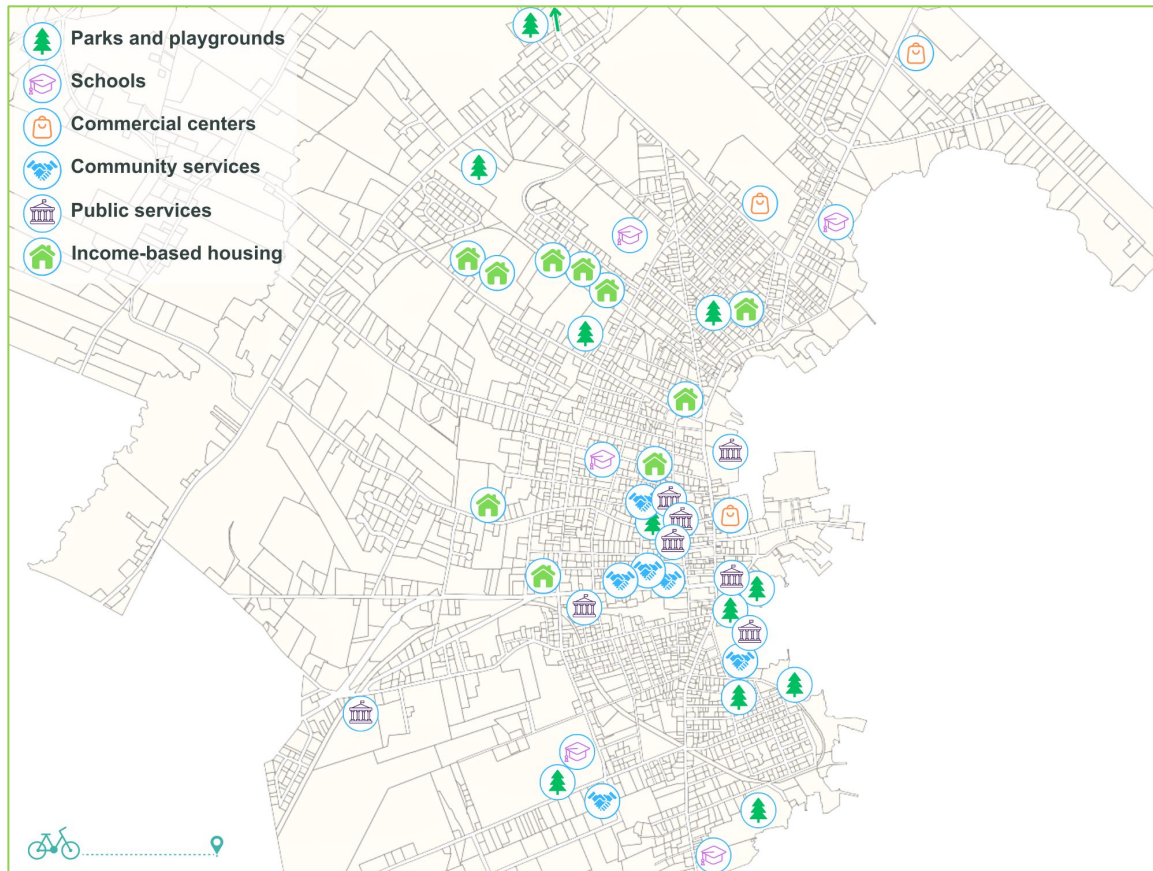
And a public process...

Background | Street Selection
Methodology

Where People Want to Go

East-west and north-south connectivity, as well as key destinations including:

- Parks, playgrounds, and the waterfront
- Shopping centers
- Community services
- Schools
- Income-based housing

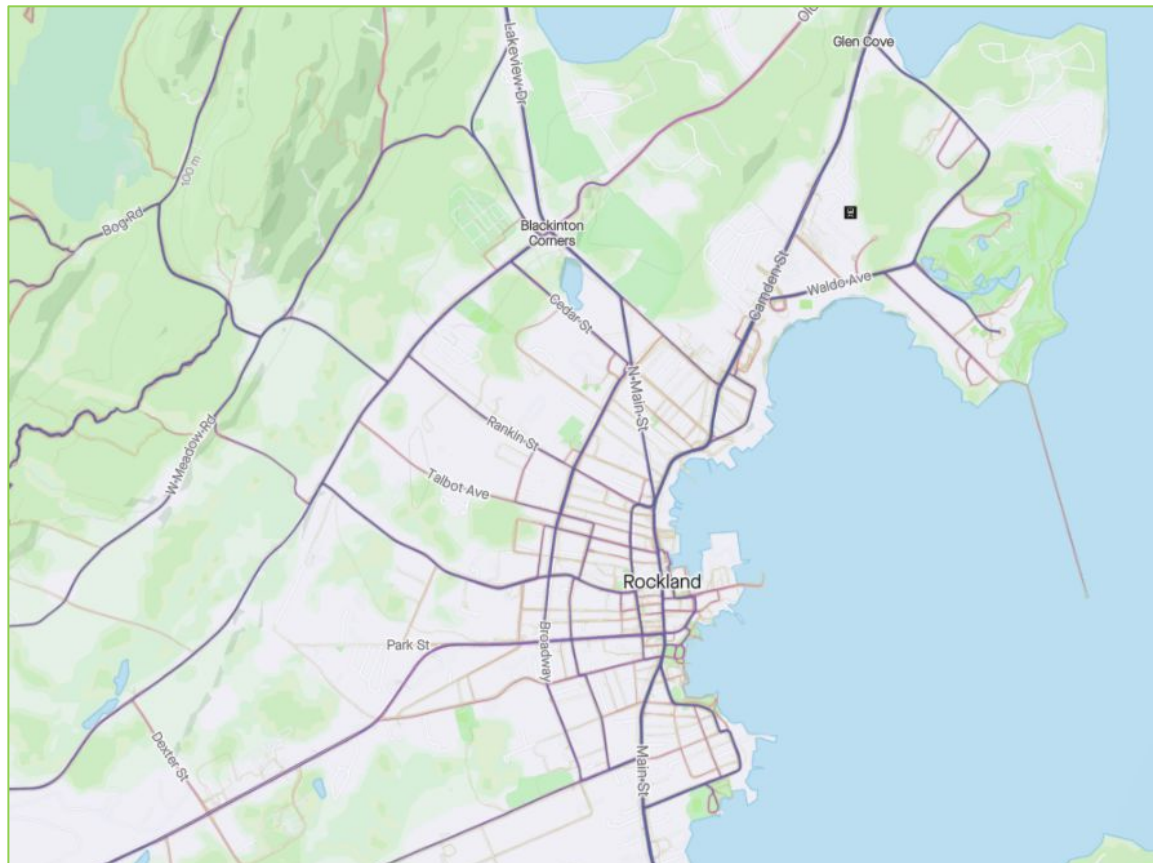


Background | Street Selection
Methodology

Where People Already Ride

Ridership data from Strava
Metro on:

- Frequently trafficked routes
- Ride purpose (leisure or commute)

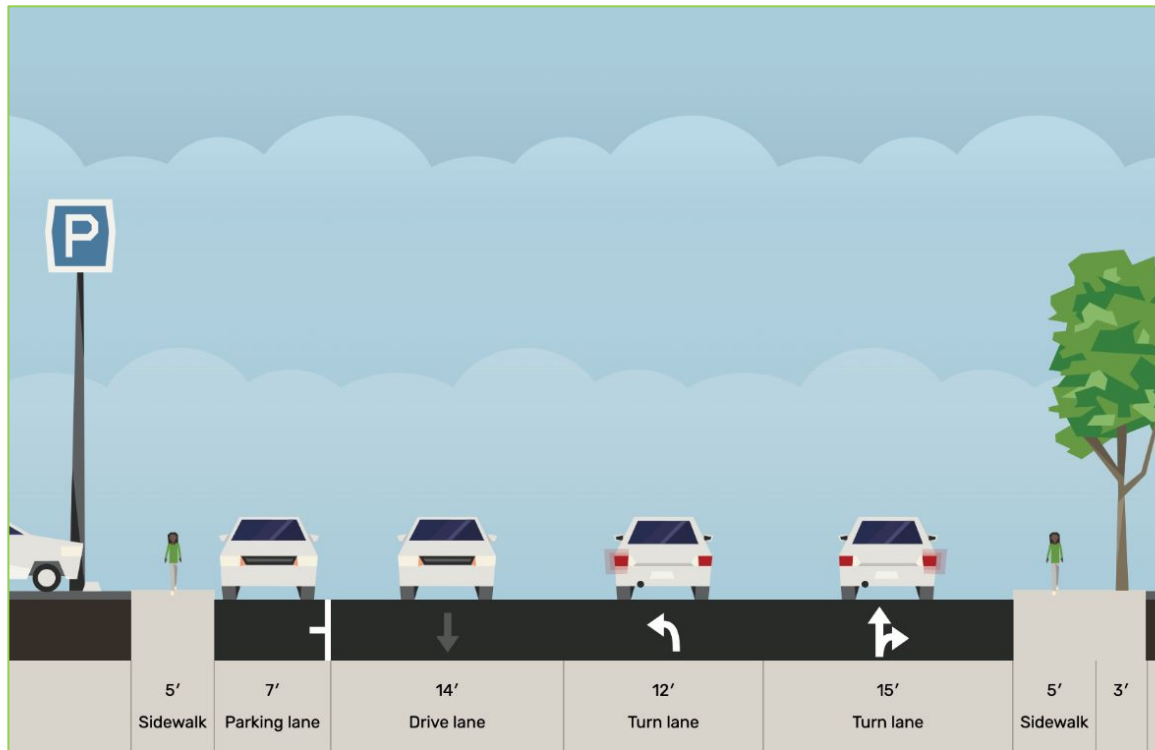


Background | Street Selection Methodology

Roadway Geometry

Considerations including:

- Cross sections (shoulders, curbs, number of lanes, lane widths)
- Profile and alignment (curves in roads, contours)
- Presence of complex elements (hills, intersections)



Background | Street Selection Methodology

Public Process

Final network streets were determined through a public process:

- Rockland Community Bike Survey: 420 responses
 - Assessed where and why people ride bikes in Rockland
 - Determined community priorities for connectivity to key destinations by bike route
 - Prioritized candidate streets for inclusion in network
- March 5, 2024 Public Meeting
 - Refined list of candidate network streets
 - Identified specific areas of concern and focus

Background

Rockland Community Bike Survey: Key Takeaways

Rockland's Top Connectivity Priorities:



79% Percent of respondents who consider it important to establish a network of bike routes in Rockland.

67% Percent of respondents who would ride bikes more often if designated bike routes existed.

Top Three Barriers to Biking in Rockland:



1. Vehicle Traffic



2. Safety Concerns



3. Lack of Designated Routes

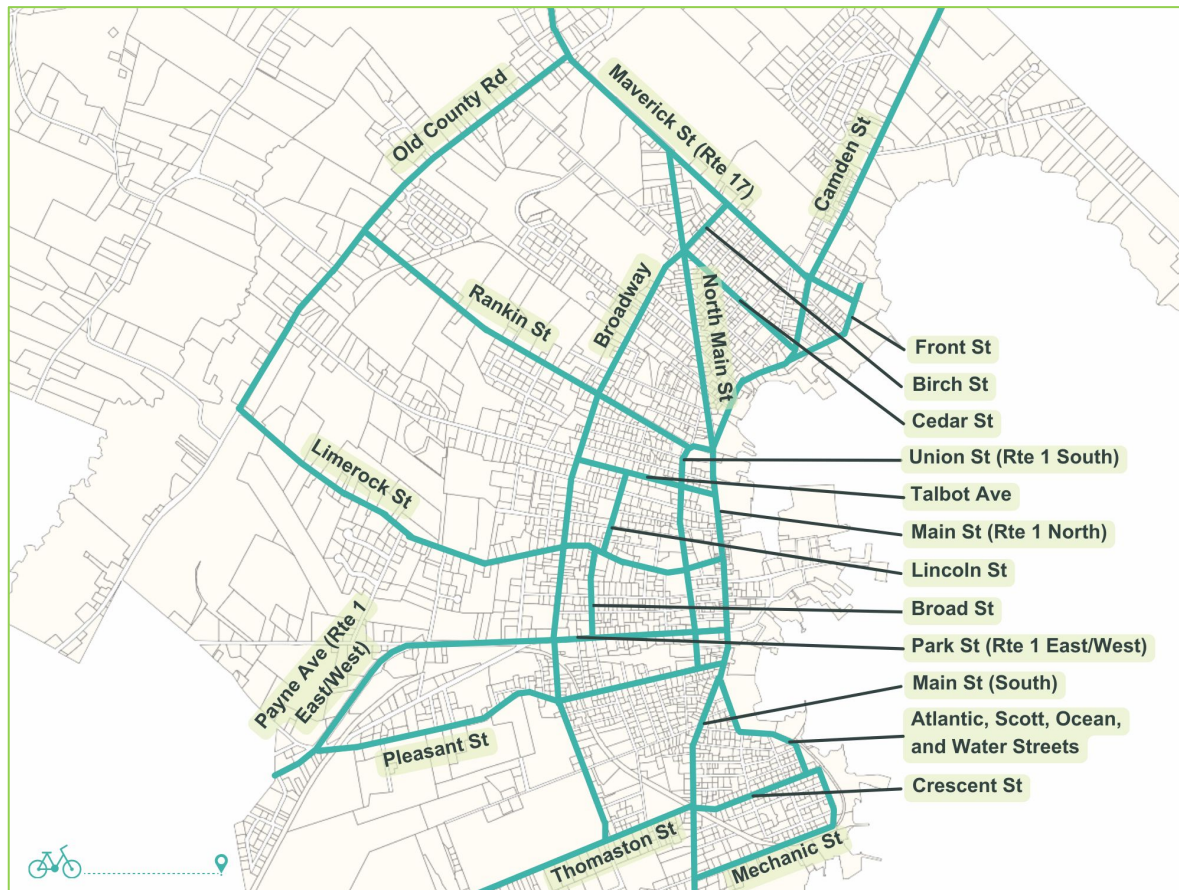
The Bike Route Network

The Network

22 streets selected to create a functional, connected network of bike routes.

These streets:

- need varying levels of intervention
- are controlled variably by the City of Rockland and Maine Department of Transportation



The Bike Route Network

Roadway Analysis

Bicycle Level of Service (BLOS) was calculated for selected streets to guide recommendations.

BLOS calculation considered:

- Lane and shoulder widths
- Traffic volume
- Posted speed
- Road complexity
- Pavement condition
- Expert estimation

Roadway	BLOS Description	BLOS Score	Roadway	BLOS Description	BLOS Score
Atlantic/Ocean/Scott/Water	High	3	Maverick Street	Low	1.92
Broad Street	High	3	Mechanic Street	Moderate	2.67
Broadway/Birch	Moderate	2	North Main Street	Moderate	2.25
Camden Street (Rte 1 North)	Moderate	1.83	Old County Road	Low	1.25
Cedar Street	High	3	Park Street (Rte 1 East/west)	Low	1.75
Crescent Street	High	3.33	Payne Avenue	Moderate	2.17
Front Street	High	3.5	Pleasant Street	Moderate	2.58
Limerock Street	Moderate	2.25	Rankin Street	Moderate	2.33
Lincoln Street	High	3	Thomaston Street	Moderate	2.33
Main Street (Rte 1 North)	Low	1	Talbot Avenue	Moderate	2.83
Main Street (South)	Moderate	2	Union Street (Rte 1 South)	Low	1.17

The Bike Route Network

Development of Recommendations




Recommended interventions were developed to be:

- Actionable: low-cost, low-tradeoff, feasible to implement in near-term
- Aligned with Maine Department of Transportation engineering instructions
- Compliant with Federal standards

The Bike Route Network

Recommended Intervention Levels



-  **Minimal Interventions**
Recommended on all streets
Wayfinding, SLMs, other pavement markings
-  **Moderate Interventions**
Recommended on some streets
Striping changes, bike lanes, parking changes
-  **Significant Interventions**
Recommended on select streets
Further study, comprehensive redesign,
changes to curbing

The Bike Route Network

Types of Recommended Interventions

Minimal

Moderate

Significant

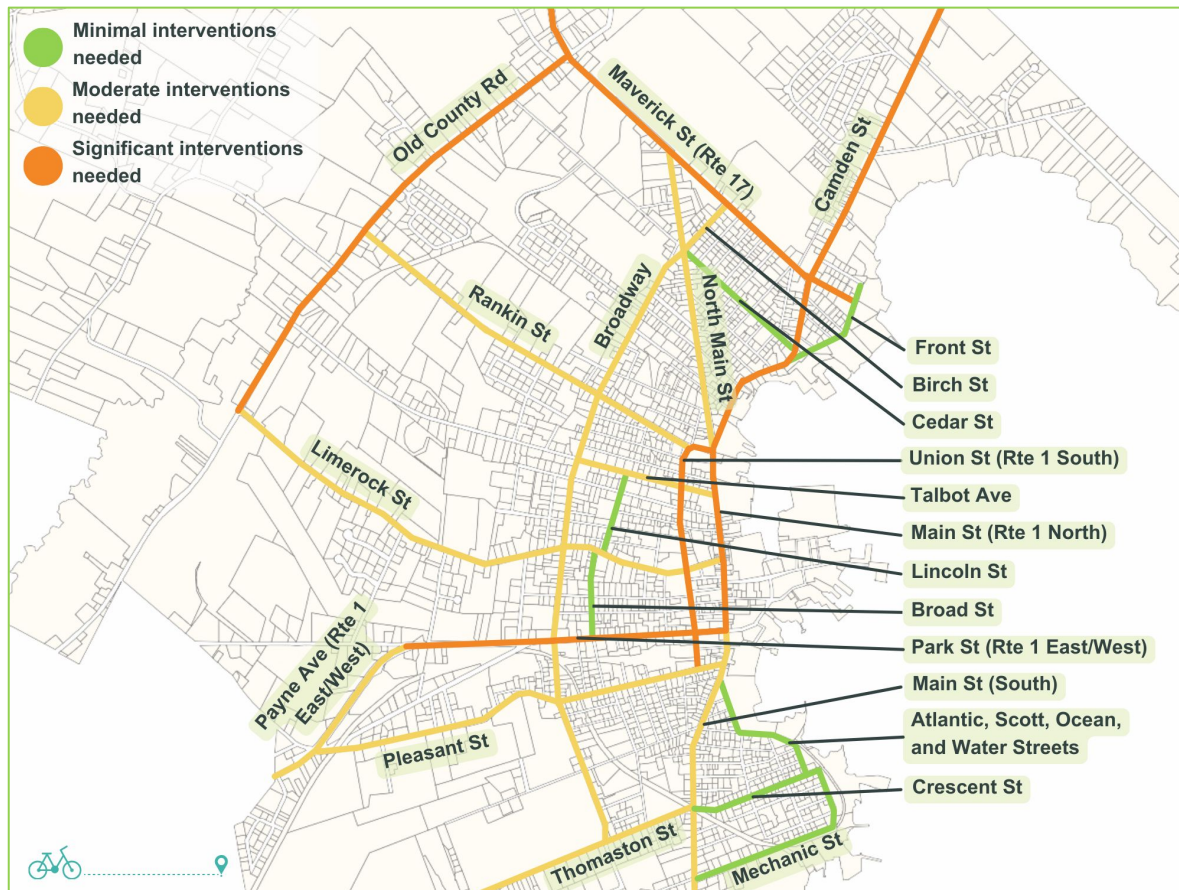
Easiest to implement

Most difficult to implement



The Bike Route Network Intervention Levels by Network Street

- State roads, including state aid, are classified as moderate or significant



The Bike Route Network

Implementation Feasibility and Prioritization

Feasibility Considerations

- Jurisdiction (State or local)
- MaineDOT Highway Corridor Priority (HCP 1-5)
- Federal Functional Classification (Arterial, Collector, Local)
- Intervention Levels (Minimal, Moderate, Significant)

Prioritization Considerations

- Community Bike Survey Interest
- Intervention Levels (Minimal, Moderate, Significant)
- BLOS (Low, Moderate, High)
- Feasibility Score

Looking Ahead

Near-Term Interventions

- SLMs on network streets
- Bike lanes considered in collaboration with DOT where width allows
- Wayfinding signage
- Restriping in alignment with paving plan
- Pursuing further study and intervention



Looking Ahead

Limerock Street

- SLMs painted from Broadway to Union
- Edge lines striped from Old County to Union
- Bike lane will be stenciled on westbound side, from Union to Broadway



Looking Ahead

North Main Street

- SLMs painted this year
- Will be restriped next year to create narrower travel lanes and allow space for bike lanes on both sides of the road



Looking Ahead

Old County Road

- Bike lane signage is present on Old County Road
- Bike lanes will be re-stenciled from Rte 17 to Talbot





Thank you!

Comment period open until August 7. Email sustainability@rocklandmaine.gov.