

# CITY OF BATH, MAINE

## BICYCLE AND PEDESTRIAN PLAN

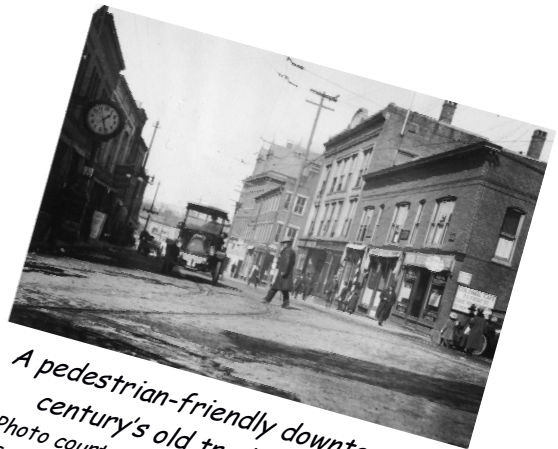
### March 2011



*Intrepid cyclist heads home  
from Dike-Newell School.*



*Downtown merchant helps to keep  
the sidewalk neat and inviting.*



*A pedestrian-friendly downtown is a  
century's old tradition in Bath.  
Photo courtesy of John Keegan Collection,  
Sagadahoc History and Genealogy Room,  
Patten Free Library.*

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# **CITY OF BATH, MAINE BICYCLE AND PEDESTRIAN PLAN**

March 2011

## **EXECUTIVE SUMMARY**

An ad hoc Bike and Pedestrian Committee began meeting in 2009 with hopes of improving opportunities for and the safety of walking and cycling in Bath. The Committee, through this Plan, recommends that the City establish a permanent, City Council-appointed Bike and Pedestrian Committee to carry out the recommendations of the Plan and future iterations, and to be advocates for biking and walking in Bath.

Over the centuries, Bath has developed as a city where people can travel between most of their daily activities on foot. Investing in and maintaining infrastructure for pedestrians, as well as cyclists, sustains one of Bath's enduring qualities. Providing safe opportunities for people to bike and walk, and encouraging them to do it, will have economic, environmental, health and social benefits to the city and its residents.

**The goal of the Bike and Pedestrian Committee is to make Bath a community where opportunities for walking and biking are considered as important as for driving, with special attention to providing safe, all season routes for walking or biking to school and in the downtown area.**

The Plan includes recommendations for:

- Priority short-term actions.
- Continue and strengthen municipal policies and plans that support biking and walking.
- Further study of several places in the city for which plans to improve bike and pedestrian access should be developed over the longer term.

The high priority short-term recommendations include:

- Establish a permanent City Bike and Pedestrian Committee.
- Ensure ADA compliance by making improvements to sidewalks and crosswalks in the downtown.
- Improve bike and pedestrian access to schools.

- Designate bike routes throughout the city.
- Convene a meeting of officials from Bath, Brunswick and West Bath to consider how to move ahead with plans for extending the Androscoggin River Bike Path to the Kennebec River.

Following are recommended physical improvements to pedestrian and bicycle infrastructure.

### **Priority Pedestrian Physical Improvements**

<b>Improvement</b>	<b>Where/What</b>
ADA Fixes	Downtown mostly
Congress Ave. multi-use path	Off road, Chandler Dr. to Five Corners
North St. multi-use path	Five Corners to High St.
North St. sidewalk	Rebuild from High St. to Washington St.
Judkins Ave. sidewalk	Full length, for BMS access
Fitts St. sidewalk	Dike-Newell School path to North St.
Huse School, sidewalks at entrance	From Cobb Rd. and Andrews Rd.
Donald Small athletic complex	Maintain paths crisscrossing
Fisher-Mitchell trail to Middle St.	Can it be revived?
Green St. sidewalks	Rebuild, full length
Office Dr. sidewalk	Meadow Way - Varnum Fld path
Commercial St. sidewalk	Near Waterfront Park
Washington St. crossing improvements	At Centre St. and Leeman Highway
Center-High-Court-Lincoln intersection	Install pedestrian light?

### **Priority Bicycle Physical Improvements**

<b>Improvement</b>	<b>Where/What</b>
Congress Av. multi-use path	Off road, Chandler Dr. to Five Corners
North St. multi-use path	Five Corners to High St.
Old Brunswick Rd. paved shoulders	Five Corners to Whiskeag Creek
Five Corners improved bike lanes	Oak Grove Ave. and Old Brunswick Rd.
Old Brunswick Rd. traffic calming	Bath Middle School
High St. traffic calming	Fisher-Mitchell School
Oak Grove Ave. paved shoulders	Crawford Dr. to Whiskeag Creek
Storm drains, elevate them	Along designated bike routes
Stripe shoulders and paint intersections	Along designated bike routes
Signage	Along designated bike routes
Center-High-Court-Lincoln intersection	Make safer for cyclists

These Bicycle and Pedestrian Physical Improvements lists were developed from:

- Priorities set forth in Bike and Pedestrian Plan
- 2010 Sidewalk Inventory
- Bath Sidewalk Improvement Committee (2002) Sidewalk Priority Worksheet
- Data gathered in planning process (interviews, outside experts, field checks)

## BATH'S BIKE AND PEDESTRIAN PLANNING INITIATIVES, 2009-2011

A Bike and Pedestrian Subcommittee of Bath Trails began meeting in 2009 to identify interests and constraints related to walking and cycling around town. The Subcommittee held a well attended Vision Session at Bath City Hall in April 2009. The City Planning Department secured funding through Maine DOT and Midcoast Council of Governments to hire a consultant in spring 2010 to help draft a Bike and Pedestrian Plan.

Over the summer of 2010 the Committee, the consultant and a Bowdoin College summer fellow undertook a three-part process to collect information for the Plan. Those tasks included:

- Sidewalk inventory
  - Walked all sidewalks: ranked condition and used a GPS to map each length of sidewalk.
  - Compiled the information in a geo-referenced database.
  - Revised City's 2002 sidewalk priority list to reflect improvements that have been made and streets where sidewalks still need to be fixed or built.



*Leah Wang, Bowdoin College summer fellow, conducting sidewalk inventory.*

- Focus interviews
  - Talked to approximately 17 people, including a City Councilor, representatives of the YMCA, BIW and Main Street Bath, the Brunswick Parks and Recreation Director, people who use motorized wheelchairs, and known walkers, runners, cyclists, and committee members.



*Leah interviewing Bath City Councilor,  
Mari Eosco, about walking in Bath.*

- User survey
  - Two-page survey drafted by the Committee to gather information about where people walk, bike and run and their perception of local conditions.
  - Survey was made available on several websites and on paper at locations around town; publicized in newspapers and by email.
  - 152 respondents.

### **Next Steps**

Drawing on the background information and community input collected through the three-part outreach effort, the Plan evaluates present conditions and recommends improvements to make the city more safe and accessible for cyclists and pedestrians.

**Short-term Priorities:** The Plan proposes several actions to be taken right away, including which capital improvements are important to tackle first.

**Municipal Policies:** The Plan recommends strengthening a variety of policies and plans to enhance bike and pedestrian safety and access.

**Areas Requiring Special Consideration:** The Plan offers a list of areas needing further study before specific improvements can be recommended.

**Community Engagement:** The Plan recommends establishing a way to engage the community in planning for bike and pedestrian safety and enjoyment, including an ongoing Bike and Pedestrian Committee and school programs.

**Long-term Stewardship:** The Bike and Pedestrian Committee will be charged with developing and carrying out an annual Work Plan, measuring progress, and making recommendations for the City's annual budget, the Capital Improvements Plan, and any updates to the Comprehensive Plan.

## **BATH AS A BIKE AND PEDESTRIAN CITY**

### **Bath has developed as a good place for walking and biking**

Bath is a small city geographically, with a densely built core suited to getting around on foot and by bike. The urban portion of Bath was built before automobiles, with workers walking from home to the shipyards. Additional in-town neighborhoods were built for shipyard workers during World War I, and the City continued to grow as a walkable community. An extensive network of sidewalks and crosswalks has been installed over the years. All of the schools are in locations that make them relatively easy to access on foot or by bike. The 2000 census indicates that 11 percent of Bath residents walk to work, compared to 4 percent statewide and 2.9 percent in the US.

Bath also has outlying rural areas, with rural road connections to other towns that residents enjoy for long distance cycling and running. A large cadre of local cyclists and pedestrians take advantage of these favorable conditions. Many of those people enthusiastically participated in this planning process.

### **Bath's deficiencies for walking and biking**

Of course, there are opportunities for improving the bike and pedestrian infrastructure. There are sidewalks in bad shape, and places where there are no sidewalks but demand for them. There are roads without paved shoulders or without any kind of shoulder. Some intersections are perceived to be dangerous by pedestrians and cyclists. Safely crossing the divide between north and south Bath where Route 1 bisects the city can be challenging for people on foot or bike. Many parents are not comfortable letting their children walk or bike to school if they have to navigate one of these intersections en route. Overall, bike and pedestrian access to schools could be improved.

### **Community interest in human-powered travel**

The city and its residents reap economic benefits from being a community that is conducive to cycling and walking. Being bike- and pedestrian-friendly augments Bath's attractiveness as a tourist destination: visitors can arrive on or access the East Coast Greenway—a cycling-through trail; hike on Bath Trails' Whiskeag Trail; and stay, eat and shop downtown, where they can walk between activities. Businesses deciding where to locate seek communities where their workers can enjoy amenities such as bike and walking paths and sidewalks.

For residents, the ability to live without a car, or with one less, saves on household expenses. If a small percentage of commuters walk or bike, the City can save on providing parking. If students bike or walk to school, the school district can save on busing costs. Overall the community has less medical costs with a healthier population.

There are *environmental benefits* to the city and its residents when people walk and bike. Every trip by bike or foot, rather than a vehicle, decreases the amount of pollutants discharged. Reduction of carbon emissions locally, a goal of the City's *Climate Action Plan*, can be accomplished when residents walk or bike to school, work, shopping, visiting and recreation.

The *health and social benefits* to the city's residents and workers of walking and cycling are many. Regular physical activity is one of the most effective ways to promote good health. Being active can help control weight, reduce the risk of diabetes, heart disease and some cancers, strengthen bones and muscles, and improve mood.

Bath Iron Works sees health and related economic benefits of a healthy work force. Observe the number of Bath Iron Works employees walking daily at lunchtime, encouraged by their employer to promote good health.

With over 60 percent of the adult population overweight or obese, people need safe places to be physically active as part of their daily routine. Recent studies show that people living in walkable neighborhoods engage in approximately 70 more minutes of moderate to vigorous activity per week than those living in neighborhoods with poor walkability. Replacing automobile trips by walking or bicycling offers a prime opportunity for increased



physical activity. Recent data indicate that 25 percent of all trips are less than one mile, and 75 percent of these are by car. (Data from Maine CDC provided by Healthy Maine Partnerships.)

In addition, lively community results from the expanded human interaction among people who are out and about on foot and bike. Recent studies are showing that walkable neighborhoods are richer in social capital, meaning there are higher levels of trust among neighbors and greater participation in community events. (UNH, 2010)

### **City's role in providing bike and pedestrian facilities**

For more than a century the City has been continuously improving its sidewalks. In recent years the City has partnered with the State and various local organizations to secure funding for new sidewalks, bike lanes and multi-use paths.

Some notable recent bike and pedestrian improvements include:

- Sidewalks and bike lanes that approach and cross over the Sagadahoc Bridge.
- Sidewalks on lower Washington Street and Webber Avenue from Hinckley Street to High Street (Route 209).
- Off-road Whiskeag Trail from the YMCA to Thorne Head.
- Centre Street sidewalk between High Street and Congress Avenue.
- Floral Street sidewalk between Centre Street and Court Street.



*Mountain bikers on the Whiskeag Trail*



*New Washington Street sidewalk,  
looking north.*





*Bike and pedestrian access to the  
Sagadahoc Bridge*



*Replacement of Centre Street sidewalk  
completed in 2010*

Other bike and pedestrian facilities and improvements to be installed in 2011 include:

- Bike racks at popular destinations around town.
- A more visible and safer crosswalk from the western end of RR Station-Visitor Info Center, under the viaduct, to the corner of Water and Vine Streets, to encourage people to walk into the downtown from the Visitor Center.



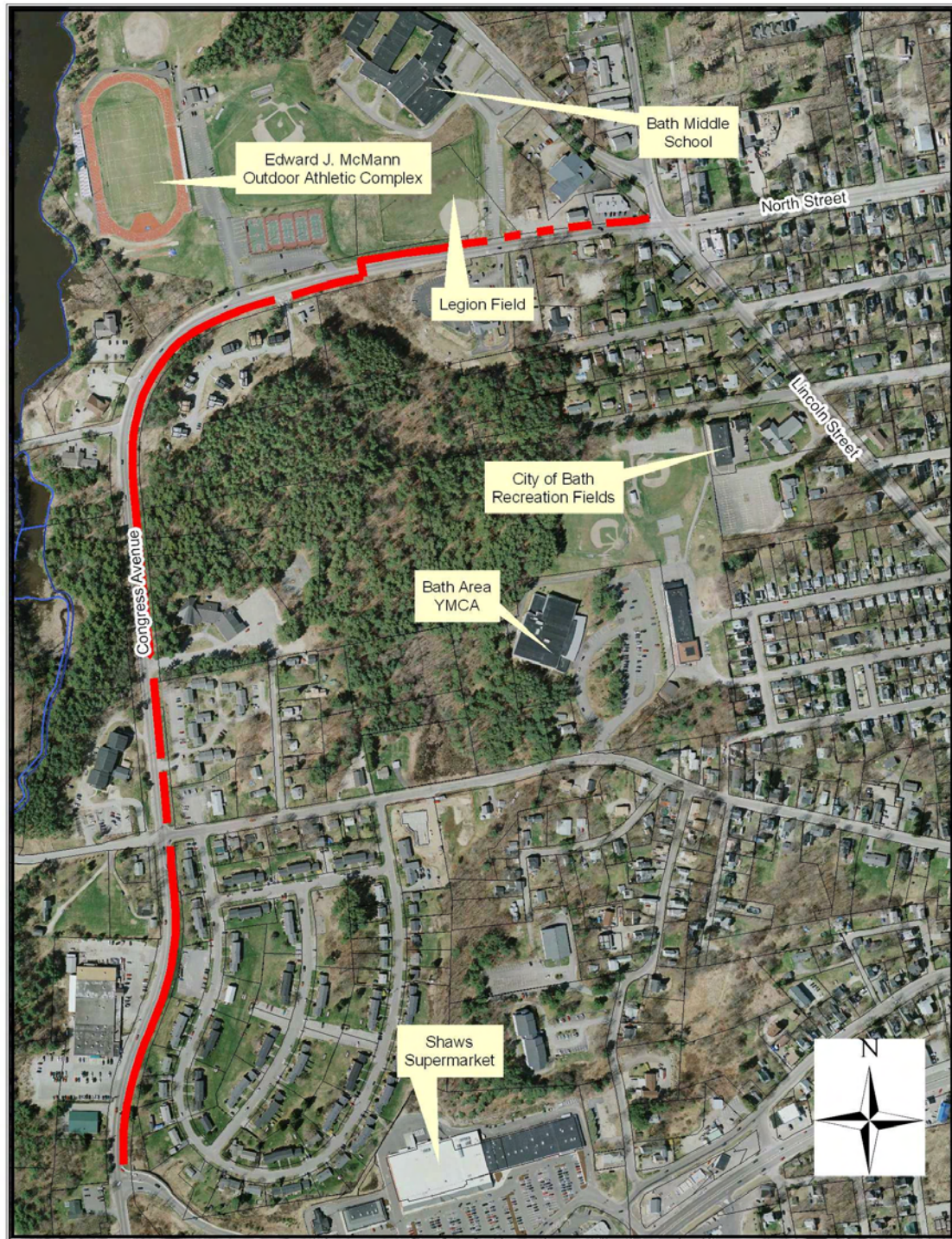
*Looking south, pedestrians crossing  
from the west end of the RR Station*



*Looking north, proposed improvement  
at the same intersection*



- Congress Avenue multi-use path, to be separated from the street, on the east side between Chandler Drive and McMann Field, and along McMann Field to Five Corners on the west side.



*Location of the proposed Congress Ave. multi-use path*

- Renovation of Waterfront Park including improvements to park pathways and Commercial Street sidewalk.
- East Coast Greenway signage from outlet of Androscoggin Bike Path in Brunswick to Sagadahoc Bridge.



*East Coast Greenway sign in Brunswick*

### **The City's 2009 Comprehensive Plan Set the Stage**

The Comprehensive Plan's **Vision for 2025** includes several relevant elements, endorsing the need to develop and execute a Bike and Pedestrian Plan.

*Qualities* the **Vision** describes for the City in 2025 include:

- *Bath's bikeable and walkable qualities have been enhanced.*
- *Safe, functional bike & pedestrian links exist between neighborhoods, downtown and other important community-gathering spots, as well as to various natural resources, such as the Kennebec River, and to neighboring communities.*
- *Such infrastructure plays a part in making the community healthier, offering physical activity to all age groups.*

Other relevant language in the Comprehensive Plan includes:

**Comprehensive Plan endorses Bath Trails**, a partnership of Bath City government, local schools, non-profits, individual hikers and bicycle riders, and private businesses, working to create, connect, and maintain a network

of multi-use trails for recreation, transportation, and a healthier community. This plan is a part of that collaborative effort.

### **Comprehensive Plan Transportation “Action”**

*Undertake an educational program to emphasize the potential health and conservation benefits of walking and bicycling for work and play. Such a program will depend on the installation of bicycle racks, the clearing of sidewalks in winter, and the continued construction of connective sidewalks and trails throughout the City that facilitate movement within Bath and to neighboring towns.*

**Regional School Union 1 policies encourage biking and walking to school.** The **RSU 1 Transportation Policy** was modified in October 2010 *to encourage students to walk to school to promote physical health.* The policy increases the distance from schools at which bus service is provided, with the intention of enticing more students to walk.

**RSU 1 Wellness Policy**, Physical Activity section, includes action item:

*Each school will be responsible for promoting walking and biking to school by students and staff using safe routes and safe practices.*

## **PRIORITIES FOR FUTURE IMPROVEMENTS**

### **Short-term Priorities**

#### **1. Establish a permanent City Bike and Pedestrian Committee**

- City Council adoption of this Plan as part of the Comprehensive Plan.
- City Council formation and appointment of a permanent Bicycle and Pedestrian Committee to advise and promote ways that the City can be bicycle and pedestrian friendly.

#### **2. Ensure ADA compliance**

- Review City Facilities Accessibility Improvement Plan and 1997 list of needed curb ramps.
- Affirm policy and plan for making improvements that work.





*Some of the City's ramps, like this one, are not safe for the use that they were intended, such as people in wheelchairs and on motorized scooters.*

#### **Americans with Disabilities Act (ADA)**

Public entities such as city governments are required to construct transportation facilities to meet a set of standards that ensure accessibility for the disabled. Sidewalks are one of the most common pieces of transportation infrastructure, yet if not accessible, they can pose great challenges and danger to anyone in a wheelchair or with crutches. The Americans with Disabilities Act (ADA) provides design guidelines for constructing sidewalks in a safe, accessible manner. Standards address sidewalk width, surface texture, slope, obstructions and curb ramps. These standards apply to all new construction; however, the ADA also requires that public entities retrofit any public facilities to these standards to ensure equal access. Any non-compliant sidewalks or curb ramps must be upgraded to meet current standards whenever any alterations, such as road surfacing, are carried out. (from eHow.com)

### **3. Improve bike and pedestrian access to schools**

- Initiate programs to encourage students to walk and bike to and from school as part of implementing RSU 1 Wellness Policy and RSU 1 Student Transportation Policy.



*Student crosses Varnum Field on her ride home from Dike-Newell School.*



*Two students heading home along North Street*

- Bath Middle School
  - Install traffic calming and paved shoulders on Old Brunswick Road.
  - Construct sidewalk on Judkins Avenue.
  - Make improvements for crossing in various directions at Five Corners.

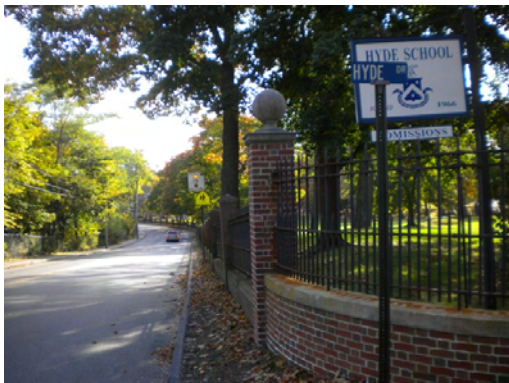


*A sidewalk on Judkins Avenue would be used by students walking to Bath Middle School and the adjacent playing fields.*



*Addition of traffic calming and paved shoulders on Old Brunswick Road will make arriving, departing, and passing by the Middle School safer for all.*

- Fisher-Mitchell School
  - Install traffic calming on High Street.
  - Explore reviving trail to Middle Street.



*Additional traffic calming measures could enhance safety of bike and pedestrian access to Fisher-Mitchell and Hyde Schools.*



*Revival of this trail between Fisher-Mitchell School and Middle Street could allow students to avoid High Street altogether and shorten the distance to school.*



- Dike-Newell School
  - Build sidewalk on Fitts Street at end of path from school.
  - Maintain path.



*Maintaining this path and building a connecting sidewalk on Fitts Street to North Street will enhance pedestrian and bike access to Dike-Newell School.*

- Huse School, YMCA, Donald Small School and Athletic Complex
  - Improve access to these properties.
  - Maintain paths among them.



*Paths between the buildings and fields at the Donald Small Athletic Complex should be maintained to assure easy bike and pedestrian use.*



*Approaches to Huse School need improvement to safely separate pedestrian and vehicle access.*

- Access to all schools
  - Improve pedestrian and cyclist safety at the High, Centre, Lincoln, and Court streets intersections.

#### **4. Designate bike routes throughout the City**

A certain set of streets that both provide access throughout the City and which can most safely accommodate bicycles and vehicles would be designated as "Bike Routes." The Committee will develop a plan for encouraging cyclists to use these routes.

Over time the City would improve these routes for cyclists so that there are:

- Paved shoulders along some roads.
- Striped shoulders (a "fog line") when at all possible.
- Storm drain grates and manhole covers in road shoulders at grade and perpendicular to traffic.
- Safety improvements at busy intersections, making it clear where cyclists and cars should be.
- Signs marking designated bike routes.

#### **Primary Bike Routes**

- Old Brunswick Road from West Bath to North Street to Front Street to Commercial Street to Sagadahoc Bridge. Improvements need include:
  - Five Corners intersection.
  - Paved shoulders on Old Brunswick Road between the bridge over Whiskeag Creek and Five Corners.
  - East Coast Greenway signs will be installed directing through-riders from the Androscoggin Bike Path to the Sagadahoc Bridge.
- Congress Avenue from Chandler Drive to Five Corners (on new off-road path to be built in 2011 or 2012)
- Oak Grove Avenue between Five Corners and Whiskeag Road. Improvements needed:
  - Paved shoulders from Crawford Street to Whiskeag Road.
  - Entrance to Five Corners intersection from Oak Grove Avenue.

- Washington Street from north to south connecting to Webber Avenue and High Street (Rt. 209) to Phippsburg town line.  
Improvements needed:
  - Washington Street and Leeman Highway intersection.
  - Webber Avenue and High Street intersection.



*Storm drains along bike routes would be raised for safer bike travel.*

### **Secondary Bike Routes**

- Centre Street from High Street to Congress Avenue.
- Lincoln Street.
- High Street, north of Route 1 to Whiskeag Road.
- Intersection improvements at Centre, High, Lincoln, and Court Streets for above three routes.
- Whiskeag Road between High Street and Oak Grove Avenue.
- North Bath loop: Whiskeag Road - North Bath Road - Ridge Road - Whiskeag Road or Old Brunswick Road.
- Oliver Street - Office Street - path through Varnum Field - Crawford Street.

### **"Bikes May Use Full Lane"**

These roads likely will not be designated as a preferred route for bikes because they are narrow, but cyclists will use them and there should be warning signs letting drivers know that "Bikes May Use Full Lane":

- High Street south.
- Whiskeag Road between High Street and Oak Grove Avenue.

5. Convene a meeting of Bath, Brunswick, and West Bath local officials and the Midcoast Council of Governments to consider how to move ahead with plans for extending the Androscoggin River Bike Path to the Kennebec River. (See C. Areas Requiring Special Consideration.)

### **Strengthen the Relevant City Policies and Plans**

Pursue municipal policies and plans that improve bike and pedestrian safety and access. Actions to enhance walking and biking should be given equal priority as those related to driving.

#### **1. Sidewalk maintenance and new construction.**

- Consider this Plan's Priority Physical Improvements lists in planning capital improvements and looking for outside funding for sidewalks.
- Continue to plan for and undertake sidewalk construction and repair along with road reconstruction.
- Coordinate with Bath Water District to repair or construct new sidewalks when streets are opened to replace water and sewer infrastructure.



*When street construction projects like this one are done, sidewalks should be a part of the design.*

#### **2. Paved shoulder maintenance and addition of new paved shoulders.**

- Paved shoulders are relatively inexpensive, but an advantageous amenity for cyclists and pedestrians, especially runners.
- Existing paved shoulders are important, and they need to be kept in good repair.

- Several priority locations for new paved shoulders are noted in the Bike Routes section.
  - Add white shoulder striping along bike routes.
  - In cases where parallel parking is allowed, painted "sharrows" are preferred over white shoulder striping.
- 3. Pedestrian crossing maintenance and additions.**
- Keep crosswalks painted to enhance safety for all pedestrians, especially school children.
  - Enforce no parking adjacent to crosswalks to enhance pedestrian safety.
  - Modify crossing signals at Centre and Washington streets so pedestrians honor them.
- 4. Grate installation and retrofit to improve safety for cyclists**
- Focus on raising grates along Bike Routes.
  - Bike and Pedestrian Committee will inventory grates on Bike Routes.
  - At all locations, orient grates favorably and raise them during road reconstruction or paving.
- 5. Snow removal**
- Continue to plow sidewalks during and very soon after snowstorms, with priority to designated routes and downtown.
  - In conjunction with the Public Works Department, develop a sidewalk-plowing priority list for other neighborhoods, keeping in mind the RSU 1 "Transportation [walking to school] Policy."
  - Plow through the snow bank at each entry point of a crosswalk.
- 6. Require bicycle and pedestrian facilities, as appropriate, as part of municipal review of subdivision and site development plans.**
- 7. Seek input from Bike and Pedestrian Committee on proposed road projects to assure bike and pedestrian needs are met when possible.**
- 8. Pursue programs promoting walking and biking to school in partnership with RSU 1.**

## Areas Requiring Special Consideration over the Long-term

### 1. High Street South

High Street south of Route 1, which is also State Route 209, is narrow for most of the distance between Route 1 and the Phippsburg town line. Heading south, there are sidewalks on both sides for a short distance, until Hyde School on the west. The sidewalk on the eastside continues past Fisher-Mitchell School to just south of Marshall Street, a about a mile south of Route 1. From there to Webber Avenue, another  $\frac{3}{4}$  of a mile, there are no sidewalks and the road is narrow, usually with steep terrain on the west side. When there is space to the east there are "desire lines" or a path worn in the shoulder, showing an indication of pedestrian use.



*Even though the roadway is narrow with no shoulder, pedestrians have worn a pathway along High Street.*

Because Route 209 is a through route to Popham Beach and other coastal destinations, it is frequently used by cyclists despite its narrow condition.

A desired outcome of designating Washington Street as a bike route is that cyclists will use it along the stretch that runs parallel to High Street. However as some cyclists will continue to take High Street, the most direct route, this plan recommends posting "Bikes May Use Full Lane" signs along High Street, to encourage drivers to behave safely when encountering cyclists.



With its present configuration there is no easy way to accommodate pedestrians on High Street between about Marshall Street and Webber Avenue. However people are going to want to walk on it. For safety's sake, space for cyclists and pedestrians should be a part of any plans by the City or State to improve this stretch of road.

## **2. Waterfront Sidewalks and Trail**

Particularly at the 2009 Vision Session, and in the user surveys and focus interviews, participants expressed a strong interest in a riverfront trail. People's vision ranges from a long to shorter trails, mostly north but also south, and mostly off-road, but better sidewalks on Commercial and Front Streets are also desired.

Improvements to Waterfront Park will be completed in 2011. Pedestrian improvements are planned that include better pathways throughout and new sidewalks along Commercial Street.

The City's 2009 Downtown Waterfront Path Concept Plan considers options for a riverfront pathway in the downtown connecting Waterfront Park to the Bath Railroad Station and to the north end of the city's downtown waterfront.

Citizen interest in a riverfront trail is strong and the City should continue to explore ways to carry it out.



*Waterfront Park is a popular destination, but its sidewalk and paths could use improvement to enhance use by everyone, including the elderly such as these.*



*Commercial Street downtown is regularly used by pedestrians, particularly for noontime walks, but it has limited, incomplete sidewalks.*

### **3. Centre and High Intersection, and Other North-South Connections**

The intersection of High, Court, Centre and Lincoln streets is complex and busy. Maine DOT data show this to be a "High Crash Location." Many cyclists and pedestrians commented that this intersection seems dangerous to them and that crossing it is a deterrent keeping kids from walking or biking to school. Installing a pedestrian light has been suggested as a way to improve pedestrian safety at this intersection.



*The intersection of High, Court, Centre and Lincoln Streets is a DOT "high crash location" and is perceived by cyclists and pedestrians to be dangerous.*

Crossing between the north and south of Bath does not feel safe at most of the possible crossing locations east of High Street. This includes crossing at Middle Street, Washington Street, and between

the RR Station and Tourist Information Center, and downtown. There are plans to improve the latter crossing in 2011.

The pedestrian light at Washington and Centre is ignored by most pedestrians because it takes too long; better sequence and timing, such as "walk on green," should be adopted. The intersection at Washington and Leeman Highway is haphazard and needs safety and aesthetic improvements.

#### **4. Androscoggin River Bike Path Extension and East Coast Greenway**

Presently the Bike Path ends at Grover Lane in Brunswick, where cyclists coming from or going to Bath on Old Bath/Old Brunswick Road can leave or join the trail.

Efforts to extend the Bike Path from Brunswick to Bath are supported by this plan. Bath endorses the route proposed in the 2004 Feasibility Study performed by T.Y. Lin Associates and Terrance DeWan Associates, which recommends extending the Bike Path along the north side of Route 1 from Grover Lane to Congress Avenue in Bath. From there, the route would continue on the multi-use path to be constructed adjacent to Congress Avenue and then on City streets to the Sagadahoc Bridge. See the "Bike Routes" section for more information on the route.

The City has applied to the MaineDOT for funding to construct a multi-use path on North Street from Five Corners to High Street and to construct a new sidewalk from High Street to Washington Street.

Under "Bike Routes" this plan also recommends installing East Coast Greenway signage to guide cyclists between Grover Lane in Brunswick and the Sagadahoc Bridge, on road (via Old Brunswick Road, North, Washington, Oak and Commercial Streets) until the off-road continuation of the Bike Path is built.

In the short term, a meeting of local officials from Bath, West Bath and Brunswick, as well as staff from Midcoast Council of Governments,

should be convened to consider possible ways to pursue extension of the Bike Path.

## 5. Route One West of High Street

The City has hired a consultant—Gorrill Palmer and Associates—to study how to improve the look and functioning of Route 1 and its access points between High Street and Congress Avenue. More and safer pedestrian access, and maybe even a way to cross Route 1 will be a part of the study.

Presently there is access on both sides of Route 1 to Route 1 and shopping center businesses by back streets, with sidewalks, including Floral, Court and Chandler to the north and Western and adjacent side streets to the south. New businesses on the south side of Route 1 have sidewalks; sometimes they connect to “desire lines” or dirt paths where people walk, dangerous as it may be. There are gaps in this pedestrian infrastructure and it does not occur to many people that it could be safely used. Pedestrians tend to avoid the area.



*There are stretches of sidewalk in front of some businesses on the south side of Route One, and then in other spots there are dirt paths where pedestrians need a sidewalk.*

## 6. Congress and State Intersection - The Roundabout

A roundabout was built at the intersection of Congress Avenue and State Road in 2010 to ease traffic flow. Historically Maine DOT shows this to be a “High Crash Location.” Hopefully this improvement

has made the intersection safer for vehicles. At the new roundabout the shoulders are narrow and there are no sidewalks or crosswalks, meaning this traffic improvement is not especially bike- or pedestrian-friendly. However survey respondents and focus interviewees expressed concern about navigating this intersection on bike and by foot before the roundabout was constructed, indicating a certain level of cyclist and pedestrian traffic in the area. People want to get to and from Congress Avenue, to rural roads in West Bath, and to the ice cream stand on State Road.

## **7. Whiskeag Road between Washington Street and Oak Grove Avenue**

Survey respondents and focus interviewees indicated that this stretch of road is frequently used by people biking, walking and running for exercise and recreation. It makes a link in a few different exercise loops. Whiskeag Trail crosses the road to the west of the crest of the hill and the entrance to Sewall Woods is to the east of the crest, likely attracting even more bike and foot traffic in the future.

Cyclists and pedestrians use the road with trepidation because it is narrow and has a blind crest on the hill. It would not be an easy road to widen because a house is very close to the road to the south, and on the north side of the road there is a steep hill and bedrock. Means or opportunities to make this stretch of road safer should be explored.



*Whiskeag Road is part of popular walking, running, and cycling loops, but feels dangerous to those users because it has a crested hill and no shoulders.*

**Materials not included in Plan, but available from the City Planning Office:**

Vision Session notes

2010 Sidewalk Priorities (hybrid of Leah and City's longstanding list)

Sidewalk maintenance and new construction priority list

RSU 1 Transportation Policy

RSU 1 Wellness Policy

2010 User Survey results

2010 Sidewalk Survey

Various planning reports for projects around town