

Rockport, Maine

Bicycle and Pedestrian Master Plan

2015



The Camden-Rockport Bicycle and Pedestrian Pathways Committee

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Table of Contents

I. Executive Summary	4
II. Background	
A. Why the Plan Was Created.....	6
B. The Goals of the Plan.....	6
C. How the Plan Will Be Used	7
III. Objectives	
A. How the Plan Will Achieve Its Goals.....	8
IV. Current Bicycle and Pedestrian Infrastructure	
A. Introduction	9
B. Bicyclist and Pedestrian Facilities.....	9
C. General Safety.....	10
D. Maintenance.....	10
V. Public Needs and Desires	
A. Introduction	11
B. Executive Summary.....	11
C. Surveys	11
D. Public Hearings	12
E. Written Comments.....	13
F. Voting Results.....	13
VI. Recommendations	
A. General Principles.....	14
B. Funding	15
C. General Recommendations for Road Design Town-wide	15
D. Prioritized Recommendations.....	16
Maintenance.....	16
Short Term Projects (2-10 years)	16

VII. Appendices

Appendix I - Community Survey19
Appendix II - Survey Results.....20
Appendix III - Written Comments received by the Committee22
Appendix IV - Rockport Sidewalk Inventory23
Appendix V - Rockport Sidewalks Existing and Future Projects.....31

I. Executive Summary

The Bicycle and Pedestrian Master Plan is a guide for decision-makers in Rockport when planning, budgeting, and allocating town resources for transportation and recreation. It is intended as a blueprint for guiding public investment in making the community more accessible to bicyclists and pedestrians. It does not tell people where they can or cannot perform these activities. In order to achieve this goal of improving access, the master planning process has attempted to:

1. respect the capabilities and needs of user groups;
2. provide the most benefit to the most number of people; and,
3. provide a comprehensive system without unnecessary duplication or overlap of facilities.

This master plan incorporates the following fundamental objectives:

1. **Assess current bike/pedestrian facilities** in Rockport's non-vehicular transportation infrastructure.
2. **Gauge public needs and desires;** *i.e.*, what citizens in both towns would like to see in terms of pedestrian and pathway opportunities.
3. **Recommend** general principles and specific goals to help the town make decisions that meet the citizen's needs.
4. **Remain opportunistic.** The committee recognizes the need to remain nimble in targeting projects that meet the goals of this plan, according to funding and design opportunities, as they may arise. The committee encourages the town to do so, as well.
5. **Support** policies that encourage new residential and commercial developments include planning for alternative pedestrian and bicycle transportation.

Recommendations include increased accessibility of all roads to bicyclists, pedestrians, and other non-motorists, especially in developed areas, ongoing maintenance of existing bicyclist and pedestrian facilities, and new projects including:

- A multiuse pathway from Rockport Village along West Street, through the intersections of routes 1 and 90, and west on West Street to, but not limited to, West Rockport, and

- A multiuse pathway along Route 1 from Camden town line to the intersection of routes 1 and 90.

Sidewalks within the five identified villages of Rockport: Rockville, Simonton Corner, Glen Cove, Rockport Village and West Rockport.

The Committee encourages the town to adopt an incremental approach when implementing these recommendations in consideration of available resources. For more details on the incremental approach, see Section 6C for priorities.

II. Background

A. Why the Plan Was Created

The Bicycle and Pedestrian Master Plan for Rockport is a planning guide designed to help decision-makers improve bicycle and pedestrian infrastructure in the community. Rockport recognizes the benefits — economic, social, health and environmental — of establishing safe, pleasant routes for people to bike, walk, or run, to enhance local transportation options and recreational opportunities.

B. The Goals of the Plan

The Select Boards of Rockport and Camden articulated several goals for the plan:

1. Create a network of attractive and functional pedestrian/bicycle facilities within the two towns and develop links to neighboring communities,
2. Enhance the quality of life and improve the general health of the community by providing additional opportunities for exercise and recreation,
3. Reduce motor traffic congestion,
4. Mitigate environmental pollution,
5. Relieve parking problems,
6. Strengthen the vitality of both village centers, and
7. Complement traffic calming, smart growth, highway access management and regional and local land use planning.

In the course of its research and discussions, and with input from the community, the Pathways Committee added several additional goals:

8. Provide students with safer routes for walking/biking to school,
9. Add to the community's attraction as a year-round destination, and
10. Integrate bicyclists and pedestrian facilities with a regional public transportation system.

While making it easier for people to walk and bike around town safely is the immediate goal, the Master Plan is part of a broader vision to improve the overall quality of life in the community and in the region.

C. How the Plan Will Be Used

The Master Plan anticipates future challenges and opportunities and suggests comprehensive, long-range solutions.

The Plan should be used by the planning board, select board, zoning board, town manager, public works director, and other decision-makers when considering any matters related to transportation infrastructure or community planning.

This plan augments Rockport's current Comprehensive Plan, which emphasizes the need for better bicycle and pedestrian support. The Master Plan presents specific data, general principles, and recommendations to assist the town in implementing their comprehensive plans.

In addition, the Master Plan can also provide valuable assistance in regional planning.

The Master Plan will be periodically re-evaluated and updated over time as conditions and circumstances change. But while specific recommendation may shift over time, the overall vision of improving the community's quality of life will remain constant.

Copies of the Plan will be available in the Rockport Town Office and at its website at the Camden/Rockport Pathways Committee page.

III. Objectives

A. How the Plan Will Achieve Its Goals

In order to attain the goals outlined in Section II (Background), the Bicycle and Pedestrian Master Plan will focus on meeting the following objectives:

1. Identify what the citizens in the community value in terms of bicycle and pedestrian facilities.
2. Identify potential sites for new pathways.
3. Assess current transportation infrastructure to determine where improvements for pedestrians and bicyclists are most needed.
4. Recommend the town make pedestrian and bicycle transportation considerations a routine part of all new residential, all new commercial development, and all future town and regional transportation planning.
5. Provide a prioritized list of sidewalk and roadway maintenance and improvement needs to public works directors in each Town.
6. Encourage bicycle and pedestrian commuting.
7. Provide a prioritized list of improvements and strategies to improve routes used for biking and walking to schools.
8. Establish design standards (based on national standards) for pedestrian/bicycle facilities to encourage use, ensure safety, and minimize maintenance costs.
9. Make recommendations for better coordination between Camden/Rockport and surrounding communities to work toward a common transportation system and vision.

IV. Current Bicycle and Pedestrian Infrastructure

The elementary school, Camden Rockport Elementary School, on Route 90, and adjacent to the high school property, has no pedestrian or bike links to the two villages, and surrounding suburban developments in which many of its students live.

The school is not linked to most of the surrounding neighborhood. There is currently no pedestrian access except for a short pathway that connects the elementary school campus with the adjacent high school campus.

The most direct route for students coming from surrounding neighborhoods and the village requires them to walk or ride on the paved shoulder of Route 90, either cross Route 1 where there are no pedestrian controls or crosswalks, or cross Route 90 somewhere near the school where there also are no controls or crosswalks.

It is therefore dangerous for students to walk or bike to their own schools, in itself an unhealthy standard of living.

Camden Hills Regional High School located on Route 90 is also not formally linked to most of the surrounding neighborhoods. There are currently no pedestrian access ways planned to improve this situation. The most direct route for students coming from surrounding neighborhoods and the village requires them to walk or ride on the paved shoulder of Route 90, either cross Route 1 where there are no pedestrian controls or crosswalks, or cross Route 90 somewhere near the school where there also are no controls or crosswalks.

B. Bicyclist and Pedestrian Facilities

Bicyclists are currently able to make several choices when planning a bike route in Rockport. Bicyclists can take advantage of the well-marked paved shoulders on Route 1, Route 90, and Route 17. The Union Street Multi-use Pathway allows cyclists to travel to the YMCA and Camden. These corridors provide access to points north and south, including Camden, Rockland, Union, and Warren.

There are excellent walking, running, and cross country trails in and around the high school, along the Georges River Highlands Trail, at Aldermere and Erickson farms, and in the Harkness Preserve. However, there are no connecting trails for

people to get to them.

Pedestrians can find their way through much of Rockport Village on sidewalks. Beyond the Village there are very few pedestrian facilities.

C. General Safety

Bike and pedestrian safety in Rockport Village and in some adjacent neighborhoods is addressed by well-defined crossing areas. There are no defined crossing areas in other villages around town (West Rockport, Rockville, and Glen Cove). Bike and pedestrian safety is part of the health curriculum at the elementary school (see Town of Rockport Master Plan).

There are no safe routes to the elementary school and pedestrian access to the high school is limited to the paved shoulder on Route 90.

There are no safe pedestrian routes from the bus station (Maritime Farms) on Route 1. Nor are there any pedestrian controlled crossings over Route 1, Route 90, or Route 17 anywhere in Rockport.

D. Maintenance

Repair and maintenance of the Rockport sidewalk network is the responsibility of the Rockport Public Works Department. Sidewalks are maintained in the summer for resident and tourist use, and sidewalks are repaired as money and time permit.

In the winter, maintenance consists primarily of snow removal within a few days of storms ending. Sidewalk maintenance in winter, including plowing, should be promoted as much as possible to minimize pedestrians walking in the streets in hazardous conditions.

The cost of sidewalk maintenance and repair is part of the larger Public Works budget.

V. Public Needs and Desires

A. Introduction

The citizens of Rockport have expressed their interest in pedestrian and bicycle pathways through surveys, public hearings, written comments, and by direct vote. This section summarizes this input. Actual survey data can be found in Section VII, Appendices.

B. Executive Summary

Rockport citizens have spoken out clearly in support of pedestrian and bicycle pathways. From keeping existing pedestrian routes accessible year around to plans for future routes, there is a ground swell of support in our communities. The challenge for the Committee has been, based on public opinion, to identify and prioritize new projects while maintaining existing sidewalks, all within a limited budget.

With very few sidewalks, only a small portion of the annual Rockport budget is spent on sidewalk maintenance or on new sidewalk projects. The Committee has inventoried all the sidewalks in Rockport and prioritized maintenance and improvements based on four criteria: public input on need, condition of the sidewalk, volume of pedestrian traffic, and Public Works scheduling.

Future projects will focus on facilitating pedestrian access to major destinations in town with a focus on safely moving pedestrians around our major traffic corridors: Route 1, Pascal Ave, Main Street, Russell Ave, and Union Street.

C. Surveys

In 2000, the towns of Rockport and Camden were awarded a planning grant from the Maine Department of Transportation to study the feasibility of improving pedestrian and bicycle access within and between the two towns. In an effort to move forward with this planning process the Pathways Committee solicited input and ideas through a Community Survey.

The purpose of the Survey was to help determine concerns, priorities, and areas

of need regarding pedestrian and bicycle circulation and safety throughout the towns of Rockport and Camden. The results of that survey indicate:

The most popular streets suggested for new pedestrian/bicycle paths were Union Street and Route 1. The greatest need for new or repair of existing sidewalks are: Route 1, West Street, Main Street, and the raised sidewalk on Pascal Avenue

The following routes are most important for creating safer pedestrian and bicycle connections: High School/Rockport, and High School/YMCA.

See Appendices I and II in Section VII for detailed results of the 2000 Survey (Note: These surveys were done prior to any public knowledge of the plans to build a new Elementary School on Route 90.)

D. Public Hearings

On October 2, 2002 a Public Meeting was held to discuss a possible pedestrian path along Route 90 between Route 1 and the Camden Hills Regional High School. There were many comments made that evening. The following summarizes the salient comments:

- We need a safer route for children walking and riding which includes a pedestrian crossing light at Route 1.
- Why not start with designating bike lanes only, no pathway or sidewalk? Route 90 has great lines of sight, few curves, so bike lanes should be quite safe. If only bike lanes are pursued along Route 90, a safe crossing from Route 90 across Route 1 would still be needed.
- By constructing bicycle/pedestrian access along Route 90, the road will be “pedestrianized” and traffic calmed. This may prevent more highway accidents.
- Some Route 90 residents have said that if they could walk safely along a pathway from their homes to the village, they might feel more connected to the harbor and center of town.
- Trouble visualizing people using Route 90, especially children and recreational walkers. 60% of the students attending RES are transported by personal vehicles. People have a demonstrated “love of driving.” Children don’t walk.
- With established parking at HS in summer, a pathway along Route 90 would be attractive for recreational walking.

E. Written Comments

Written comments received by the committee fall into these basic categories:

- Support any kind of new path or sidewalk (by far the most common comment)
- Don't support any kind of path or sidewalk
- Need path or sidewalk along Routes 90 and 1
- Fix the sidewalk in front of my house
- Repair and maintain what we have

See Appendix III Section VII for specific comments.

F. Voting Results

On November 4, 2003, Rockport and Camden voters passed Article 4, which approved transferring \$15,000 of each town's funds from one pathways project to another. Originally earmarked for the proposed High School path, the money was re-designated to the proposed Jacobs Quarry path from the YMCA on Union Street in Rockport to Linden Lane in Camden. The MDOT has taken back their matching \$150,000 grant due to the inability of the town to find an alignment for the project. The \$15,000 still sits in special funds for pathways projects.

VI. Recommendations

A. General Principles

The Master Plan is a guide not only for Rockport but also for the region. Regionally, the Committee will share this Plan with transportation and growth projects.

This Plan should be used for both short and long term planning for existing and future sidewalks/pathways, maintenance, and construction.

The Pathways Committee recommends that all pertinent committees and Town Departments (especially Public Works) should be included in any decisions related to pedestrian movement before town budgets are formulated. Examples of Committees to include are: the Parking, Traffic and Transportation Committee, Parks and Recreation Committee, and Conservation Commission. The Pathways Committee will review and update the Master Plan on a regular basis.

At least annually, the Pathways Committee will meet with the Public Works Director, Planning Board, Conservation Commission, and the Parks and Recreation Committees to solicit input on the process of maintaining, improving, and expanding pedestrian travel in our town. This input will encourage the use of the Master Plan to guide the budget process for developing a schedule for repairing existing sidewalks and constructing new sidewalks/pathways in high priority areas.

The Committee recognizes that the Town has limited financial and human resources to devote to bicycle and pedestrian facilities. There may be a gap between the bicycle and pedestrian infrastructure the public would like to have and their willingness to fund large and costly projects. Some recommended projects may result in significant conflicts between preserving current landscape features, utility rights of way, and realistic sidewalk or paved shoulder alignments. Despite these challenges, the Pathways Committee recommends that the Town support a minimum standard of bicycle and pedestrian access on all roads.

Furthermore, the Committee has determined that an incremental approach to improving bicycle and pedestrian facilities is both necessary and justified. Many seemingly large and costly projects may require longer periods of time to be accomplished.

Finally, the Town can make choices in how it builds new roads, sidewalks, and recreation paths that significantly improve access and link with existing infrastructure. The Committee recommends the Town reference the current federal ASHTO guidelines and the Rockport Ordinance related to Sidewalk Construction and Preservation when constructing pedestrian and bicycle facilities. Further, the Committee encourages the Town to seek design solutions that preserve the tradition and history of our community.

The Committee recommends the Town seek facility design and construction solutions that preserve the tradition of local creativity and community involvement, while being consistent the goals of this plan.

B: Funding

The town has established a Reserve to provide funding for repair, preservation, maintenance, and/or construction of pathways, walkways, or trails within the boundary limits of the town. As of adoption of Master Plan, Dec 7, 2015, the balance of that fund was \$18,424.64. The committee urges the town to contribute to this fund annually to make sure funds are available when opportunities for pathways projects arise.

C. General Recommendations for Town-wide Road Design

The Bicycle and Pedestrian Master Plan recommends incorporating the following fundamental goals into the design standards for Town roads:

1. **Enhancement of community character** through the preservation or planting of street trees, roadside landscaping, the retention of rural elements such as stonewalls, and the preservation of scenic vistas.
2. **Reduction of traffic speed** by striping motorist travel lanes the minimum dimensions possible, retaining reasonable curves, and by roadside landscaping. Road design should not allow traffic speed to increase as a solution to increased traffic volume. Instead, the design should seek to maintain volume through slower speeds and closer spacing of vehicles.

3. **Increased accessibility** of all roads to bicyclists, pedestrians, and other non-motorists by:
 - a. implementing Goals 1 and 2 above;
 - b. improving bicycle facilities as shown in the Bicycle and Pedestrian Master Plan;
 - c. improving pedestrian facilities as shown in the Bicycle and Pedestrian Master Plan;
 - d. widening bridges to allow bicycle and pedestrian access; and,
 - e. redesigning intersections to make motorist crossings slower and non-motorist crossings more predictable.

D. Prioritized Recommendations

Each year the Town goes through a budgetary process. The Pathways Committee will meet with the Public Works Director during this budget process and develop a list of pathways and sidewalk projects and annual maintenance for the following year based on the Master Plan.

Included in this Master Plan are three levels of recommendations: maintenance, short term projects to improve pedestrian infrastructure, and long term projects to improve pedestrian infrastructure. For a visual of these recommendations see Appendix V.

1. Maintenance - it is critical that pedestrian and bicycle facilities be maintained and not allowed to deteriorate. Section VII Appendix IV (Sidewalk Inventory) addresses sidewalk maintenance on a street by street basis. The Public Works Department should use this inventory as a reference for sidewalk maintenance when any regularly scheduled road maintenance is planned.

2. Short Term Projects (2-10 years)

These are categorized as High, Medium, and Low priority. Within each category no priorities are intended.

High

Route 1

An extension of the existing pathway along the south side of outer Elm Street (in Camden) from Camden Street, past the traffic signal at Hannaford Shopping Plaza, to the bus station (Maritime Farms).

Continuing the extension beyond to connect to Country Inn Way allowing access to the hotel, the antique store and restaurant south of the gas station, and finally connecting to 56 Commercial St.(Leonard's). This includes a crosswalk at Camden Street and pedestrian crossing controls at the Hannaford intersection.

Route 90

Phase I: West Street - extend existing sidewalk to Route 1

Phase II: Extend sidewalk from Rte 1 to CHRHS

Phase III: pedestrian crossing at Rte 1

Medium

Warrenton Street

Extend existing sidewalk to Eastward; have a path across Eastward property; sidewalk/path from Eastward to Samoset driveway (across Samoset property)

Route 1

Construct a pathway from 56 Commercial St. (Leonard's) to Route 90

Russell Avenue

Extend sidewalk from Calderwood Lane to existing Camden sidewalk on Chestnut Street

Construct sidewalk to Camden town line

Construct a multi-use pathway from CHRHS to CRMS

Low

Route 90

Phase IV: Extend sidewalk from CHRHS to West Rockport

Phase V: Construct a pedestrian controlled crossing across Route 90, somewhere from CHRHS to Erickson Farm.

Erickson Farm to Beech Hill Preserve connection

Rockville Sidewalk

Main Street

Extend sidewalk from Summer St to Town office

Route 1, Glen Cove

Connect sidewalk from Warrenton to Rockland Town line where there is an existing sidewalk.

Limerock Street

Remove existing sidewalk at library

Construct a Lily Pond Loop

Construct a Shore Trail from the Harkness Preserve to Glen Cove

Route 1

Construct a multi-use pathway to Rockland

VII. Appendices

Appendix I – Community Survey

In 2000 the following survey was mailed to residents of Camden and Rockport for their input.

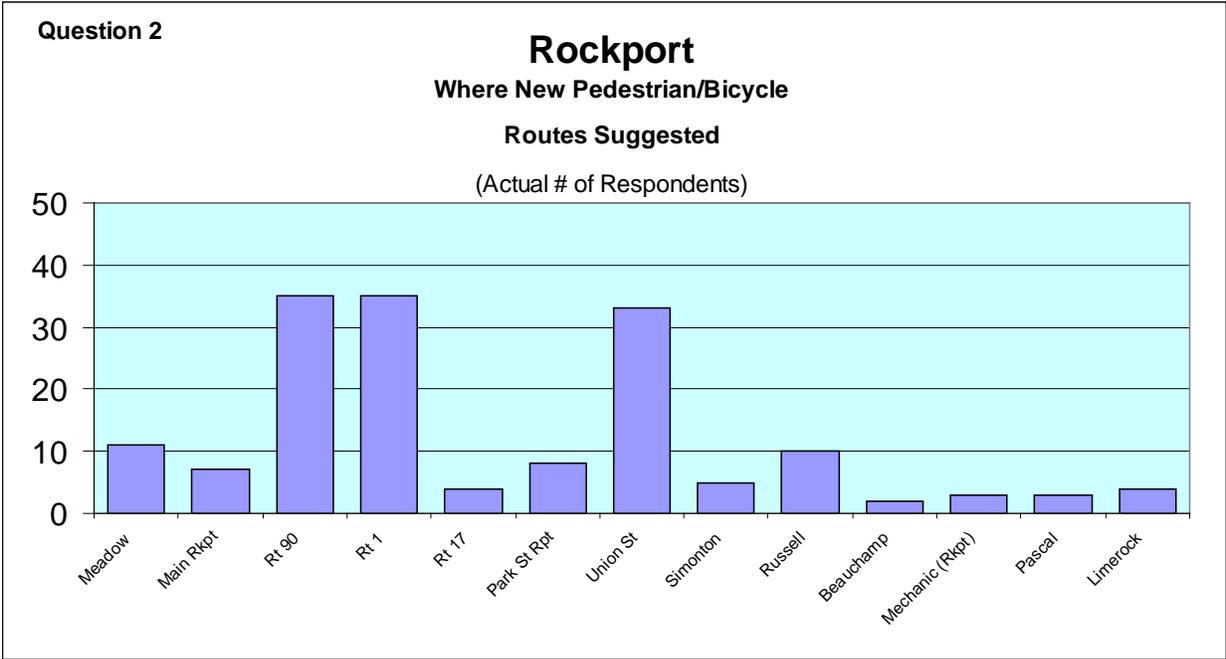
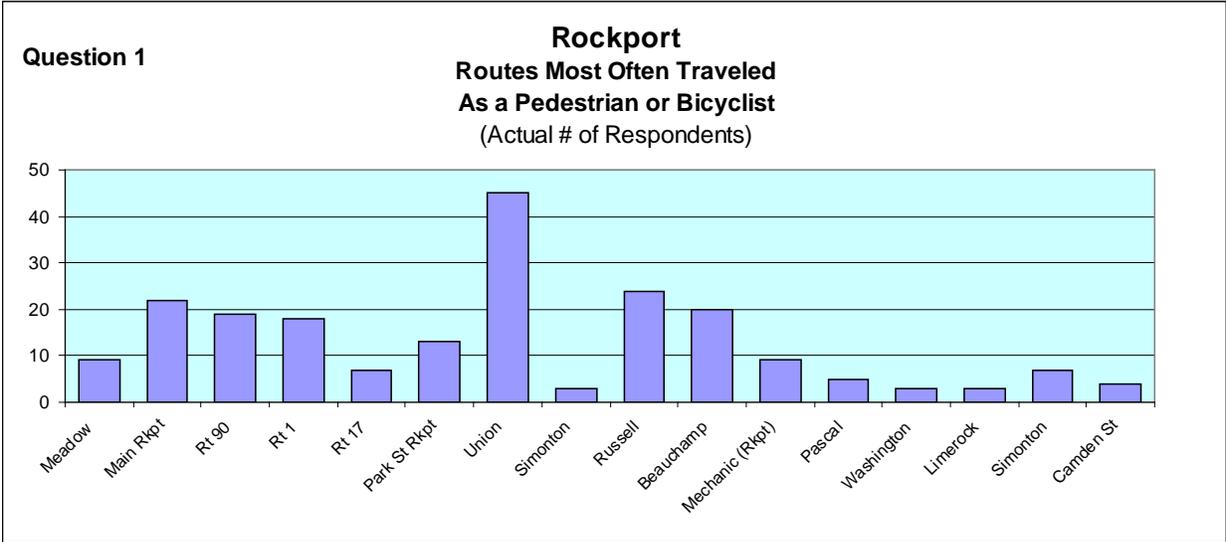
1. Along which Camden/Rockport routes do you most often travel as a pedestrian or bicyclist?
2. Along which Camden/Rockport routes do you think a bicycle/pedestrian pathway is most needed
3. Do our sidewalks need improvement? Are new ones needed? Where?
4. Would you be supportive of efforts to create safer pedestrian and bicycle connections between the following (circle the number to the right that best represents your opinion):

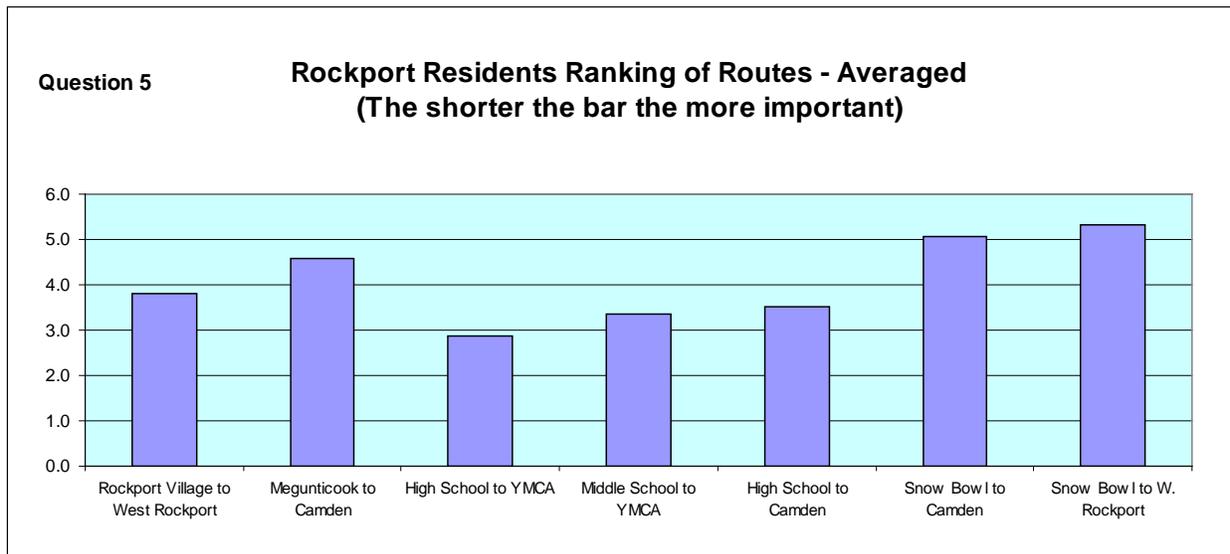
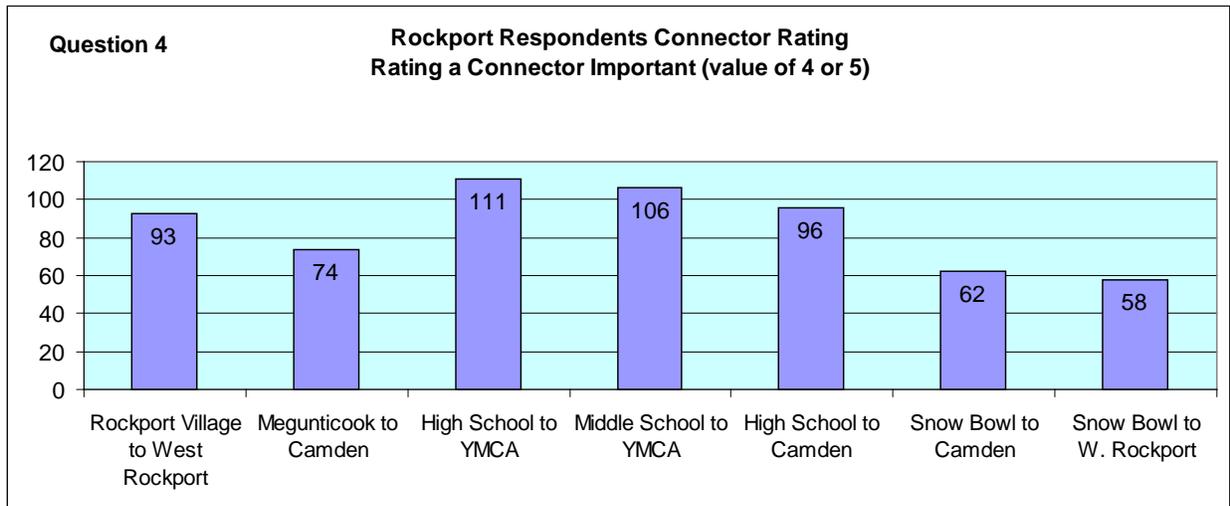
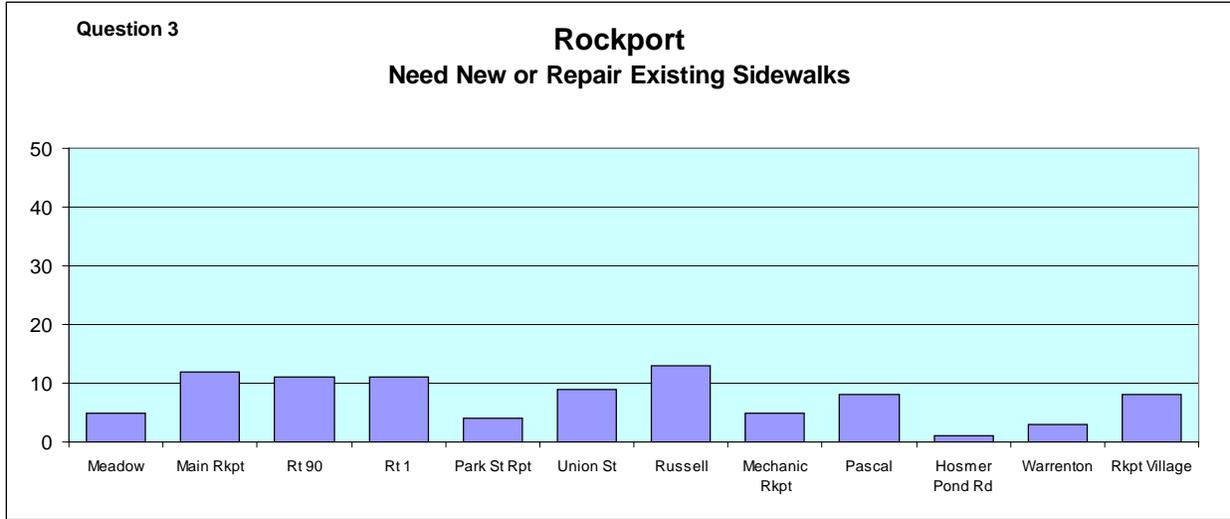
Rank	Not Supportive	Very Supportive
<input type="checkbox"/> Rockport Village to West Rockport?	1 2..... 3	4..... 5
<input type="checkbox"/> Megunticook Lake and Downtown Camden?	1 2..... 3	4..... 5
<input type="checkbox"/> The High School and the new YMCA?.....	1 2..... 3	4..... 5
<input type="checkbox"/> The Middle School and the new YMCA?.....	1 2..... 3	4..... 5
<input type="checkbox"/> The High School and Downtown Camden?	1 2..... 3	4..... 5
<input type="checkbox"/> The Snow Bowl to Downtown Camden?	1 2..... 3	4..... 5
<input type="checkbox"/> The Snow Bowl to West Rockport?.....	1 2..... 3	4..... 5

5. Please use the boxes to the left to rank the seven routes listed above in terms of their importance to you (one being most important, seven being least important).

Appendix II

Survey Results





Appendix III

Written Comments received by the Committee

The following are written comments received by the Pathways Committee:

Thank you for all your work: Keep up the good work; Thank you; Thanks for your effort; Keep up the good work; Keep trying and thank you; Keep up the good work;

Pedestrian ways/pathways are a benefit: The more the better; Need to slow vehicles; Appreciate efforts and want more; Support paths through community; Good luck; Wonderful asset; Supportive; Good luck, love to walk; Too much talk, get moving!; Develop off street routes; Thank you, any new facilities are better; A great idea; Wonderful idea; Good for safety, exercise, etc.; Support pathways, thank you; Need more paths; Paths great addition to community; Bike/peds just as viable as vehicles in roadway; Supportive; Great improvement, encourage riding; Encourage businesses & commuters; Pathways for younger children

Do not support any pedestrian ways: Paths are waste of taxpayer money; No need; Waste of money; Stop spending property taxes foolishly; Don't raise taxes for project; None are needed or important; Unnecessary, no more taxes, serves few; Not needed, school bus goes by YMCA; Too much money; No more - enough is enough; All are impractical; No need, no public funds for pathways; Access for students not needed; Idiotic, go back to where you came from.

Route 90 to CHRHS and RES West: High School route most useful; Rte. 90 is important; Get kids to schools; Need crossing at 90 & 1, thanks; Bike paths parallel to Rte 90; Along Rec. Park - thank you; Main to Cross to Rte. 90 to HS; Sidewalk along Rte 90; Need safe crossing of Rts. 1 & 90; Safety is main issue, Rte. 90 & 1;

Route 1: U.S. 1 needs work; Bike paths parallel to Rte 1; Bikes & peds along major corridors; Rte. 1 to HS; Sidewalk along Rte 1; Need safe crossing of Rts. 1 & 90; Safety is main issue, Rte. 90 & 1;

Miscellaneous: Like scenic element incorporated; Safety through woods is a concern; X-ctry from Snowl Bowl to Hosmer Pond; Prefer off road paths; Park & Meadow; Simonton dangerous; Maintain existing first; Cross and Main need something now; Simonton Corner as hub; Close Beauchamp to vehicles. Bike lane West St. - Peds on Main St.; Start with schools and villages; Add Rte. 1 & Warrenton in Glen Cove; Rethink Simonton.

Appendix IV Rockport Sidewalk Survey 2014

Streets Alphabetized

Street / Intersection	Observations	Storm Drain / Cover Repairs	Sidewalk / Curb Repairs	Vegetation / Obstacle	Status
High St –Intersection @ Pascal	<ul style="list-style-type: none"> ▪ Cross walks from North side raised SW to South side. ▪ Curb on bridge side need to be more of a curb cut, just low right now. 		<ul style="list-style-type: none"> ▪ Fog line and cross walks could use repainting. 	<ul style="list-style-type: none"> ▪ Fine 	
Limerock Street	<ul style="list-style-type: none"> ▪ No sidewalks, cars traveling fast. Trucks entering and exiting. No safe passage for foot or bike traffic. ▪ No safe handicap accessibility. 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ Cross walk needs paint 		
Limerock & Huse	<ul style="list-style-type: none"> ▪ Sidewalk terminates before reaching Huse. Should continue onto Union. ▪ Tar on sidewalk in various stages of decay. ▪ Needs Widening. ▪ Should match sidewalk by Library and on Limerock. ▪ No discernible curb. Recommend granite curbing be added when sidewalk widened to patch width. 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 		
Mechanic Street & Russell Ave.	<ul style="list-style-type: none"> ▪ Ends @ Gurney St. ▪ Comment by Shirley Knight (resident). Parts of sidewalk don't exist anymore. Lived here 28 years and woman has to have her wits about her to walk here. 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ Broken asphalt and broken sidewalk at spots. ▪ Parts don't exist. 	<ul style="list-style-type: none"> ▪ 	
Old County Road @ Rte 1	<ul style="list-style-type: none"> ▪ No bike lanes painted; no crosswalks, no pedestrian controls 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 	
Old County Road S. of Rte. 1	<ul style="list-style-type: none"> ▪ No sidewalks, no paved shoulders. Unsafe for pedestrians and bicyclists. Curvy road. Poor lines of sight. 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 	
Pascal Ave & High Street	<ul style="list-style-type: none"> ▪ Bridge side walk has a very low curb but is level. ▪ Curb on bridge side need to be more of a curb cut, just low right now. ▪ Cross walks from North side raised SW to South side. 	<ul style="list-style-type: none"> ▪ ok 	<ul style="list-style-type: none"> ▪ Cross walk needs paint 	<ul style="list-style-type: none"> ▪ Sand accumulates at bottom of high sidewalk. 	

Appendix IV Rockport Sidewalk Survey 2014

Streets Alphabetized

Street / Intersection	Observations	Storm Drain / Cover Repairs	Sidewalk / Curb Repairs	Vegetation / Obstacle	Status
Pascal Ave & Pine Street	▪	▪ Drainage issue north side of street by #90.	▪ Major crack (2-1/2") all across side walk between #96 & #100. Heaviest by #100 ▪ Cross walk needs paint.	▪	
Pascal Ave.	▪ West towards #74 sidewalk is cracking, becoming uneven. Puddles near no parking sign.	▪	▪	▪ none	
Pascal Ave. – West St to Elm St.	▪ Generally sidewalks in good condition on both sides. ▪ Fence between sidewalk & Mary Lea Park	▪	▪ Cross walk cracked by Jim Lea's house near corner & driveway.	▪ Sand accumulates at driveway by brook.	
Pascal Ave. – Elm St to School St	▪ Handicap accessible.	▪ Sunken drain on west side about 50 from south driveway of mansion, orientation is wrong for bikes.	▪ Trim back trees in parkway. ▪ Trim pine shrub @ #44. ▪ Slightly uneven slabs @ #40 & #36.	▪	
Pascal Ave. – School St to Rt 1	▪ Drainage issues from driveway into Hoboken Gardens. Mud accumulation	▪	▪	▪	
Pascal Ave & School St.	▪ No curb cuts for crosswalk		▪ Cross walk needs paint	▪	
Pascal Ave. – Pleasant St to Pine St.	▪ Some cracks and unevenness at #86 by Pine St.	▪	▪	▪	
Pascal Ave. & Ship St	▪	▪	▪ Cross walk needs paint	▪	
Pascal Ave. & Pleasant St.	▪	▪	▪ Cross walk needs paint	▪	
Pascal Ave. & West St.	▪	▪ Drainage on NW side of intersection has sunken too deep.	▪ Cross walk needs paint	▪	

Appendix IV Rockport Sidewalk Survey 2014

Streets Alphabetized

Street / Intersection	Observations	Storm Drain / Cover Repairs	Sidewalk / Curb Repairs	Vegetation / Obstacle	Status
Pascal Ave. & Elm St.	<ul style="list-style-type: none"> ▪ Not Handicap accessible. 	<ul style="list-style-type: none"> ▪ Drain cover about 20' from crosswalk has sunken too deep and is oriented in the wrong direction for bike tires. 	<ul style="list-style-type: none"> ▪ Cross walk needs paint 	<ul style="list-style-type: none"> ▪ 	
Pascal Ave & Rt 1	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ Cross walk needs paint. 	<ul style="list-style-type: none"> ▪ 	
Route 1 - traveling S to N from Warrenton St.	<ul style="list-style-type: none"> ▪ Shoulders good for biking both sides. Good fog lines, wide paved shoulder. ▪ @ Pen Bay Hospital lights, no bike lanes ID'd for through intersection. 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 	

Appendix IV Rockport Sidewalk Survey 2014

Streets Alphabetized

Street / Intersection	Observations	Storm Drain/ Cover Repairs	Sidewalk / Curb Repairs	Vegetation / Obstacle	Status
Route 1 – from Ingraham Hill traveling N	<ul style="list-style-type: none"> ▪ Sidewalk begins on E side of Rte 1 at #430 and ends at Pascal St. ▪ No crosswalk at Pascal St. intersection – need crosswalk 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ Utility poles in middle of sidewalk all the way along: <ul style="list-style-type: none"> ▪ @412 ▪ @Pandion Lane, #400 ▪ @ Cottage Consignment (NOTE: Utility pole BROKEN @ this address! Needs replacement: have it replaced OFF OF the sidewalk! ▪ @# 384 and just ▪ @ 378 ▪ @ 370 (utility poles, continued) ▪ @ 364 ▪ @360 ▪ Two poles in sidewalk @ 7 Mountains Motel ▪ @350 ▪ Three more poles in front of Fuller Automotive location ▪ @ 378 – MAILBOX on sidewalk – move ▪ @ 378 – cedar trees and soil overgrown sidewalk 	

Appendix IV Rockport Sidewalk Survey 2014

Streets Alphabetized

Street / Intersection	Observations	Storm Drain / Cover Repairs	Sidewalk / Curb Repairs	Vegetation / Obstacle	Status
Route 1 from Pascal to #430 Commercial	<ul style="list-style-type: none"> ▪ Cracks and vegetatin @ #364 & #370 ▪ Vegetation in cur b by motel ▪ Handicap accessible except where phone poles are in the middle of sidewalk. ▪ Two poles totally obstructing sidewalk in front of dealership building. ▪ Broken pole at Cottage Consignment ▪ Sidewalk dwindles away at #439 	<ul style="list-style-type: none"> ▪ Drainage inadequate at #414 driveway. 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ Cut back roses regosa south of dealership driveway. ▪ Low hanging pine branches at #350 ▪ Trees overgrown up hill from #370 ▪ Vegetation overgrowth at #414 driveway 	
Route 1 - From Pascal Rd, North to Camden Town Line	<ul style="list-style-type: none"> ▪ No sidewalks either side ▪ Paved shoulder with good fog lines ▪ No crosswalks ▪ No bike lane painted at Rte. 90 intersection 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 	
Route 17x90 Intersection - Northbound: Sidewalk exists from the N corner of the Rtes 90x17 intersection, NW along Rte.17 on the N side, to #685 driveway.	<ul style="list-style-type: none"> ▪ Condition OK from #689 to #685. ▪ Condition AWFUL at the N corner of the 17x90 intersection and disappears as it goes E around that corner. ▪ No sidewalk continues onto Park ▪ No sidewalk on Rte. 90, E. 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ @ Rte 90 intersection, CMP pole in middle of (narrow) sidewalk. 	
Route 17x90 Intersection - Westbound:	<ul style="list-style-type: none"> ▪ Sidewalk exists on S side, W of 17x90 intersection, west to #654 ▪ @ ME Coast Weddings, driveway very rough along sidewalk crossing area 	<ul style="list-style-type: none"> ▪ @ 650 Rockland St. (corner; Maine Coast Weddings business), on Rte. 90 side, very bad drain catch basin area. 	<ul style="list-style-type: none"> ▪ #654 curb terrible ▪ #646 sidewalk very uneven ▪ #650 (ME Cst Wddgs) sidewalk very narrow at corner 	<ul style="list-style-type: none"> ▪ #654 overgrown ▪ #646 CMP pole in middle of sidewalk ▪ #646, sidewalk overgrown ▪ #640, by driveway: CMP pole in middle of sidewalk. 	
Route 17x90 Intersection - Southbound:	<ul style="list-style-type: none"> • From 17x90 south corner, sidewalk exists, in good condition, on W side of Rte 17, south to the US Post Office, where it ends. ▪ Rte 17 S towards Rockland: shoulder good, paved; fog lines good 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 	

Appendix IV Rockport Sidewalk Survey 2014

Streets Alphabetized

Street / Intersection	Observations	Storm Drain / Cover Repairs	Sidewalk / Curb Repairs	Vegetation / Obstacle	Status
Route 17x90 Intersection – Eastbound: On N side of Rte 90, E of Rte 17, sidewalk ends at the Park Street stop sign.	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ Granite curbing very uneven, raised and sunken, where it goes around corner towards Park St. ▪ Sidewalk in VERY bad condition in that short corner stretch, barely exists. 	<ul style="list-style-type: none"> ▪ N corner of 17x90: Sidewalk overgrown ▪ N corner of 17x90: CMP pole in middle of sidewalk 	
Route 17x90 Intersection – General comments: No crosswalks, no pedestrian controls. Fog lines good, shoulders good for biking.	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 	
Russell Ave.	<ul style="list-style-type: none"> ▪ Good until intersection of Mechanic St., then crosses to North side of street. ▪ Tarmac is broken and narrow. ▪ On south side of street sidewalk peters out. Same on North side. ▪ Ends at Mechanic street forcing pedestrians to cross the road. ▪ Not handicap accessible. 	<ul style="list-style-type: none"> ▪ Good 	<ul style="list-style-type: none"> ▪ From Mechanic Street east it turns to grass. ▪ Ends at 97 Russell but lots of worn paths showing more is needed. 	<ul style="list-style-type: none"> ▪ Lots of brush and leaves crowding the sidewalk near farm. 	
Russell Ave & Mechanic Street.	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ No ramp at intersection ▪ Sidewalk ends and continues on opposite side of street. 	<ul style="list-style-type: none"> ▪ 	
Russell Ave & Winter St.	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ Across from intersection sidewalk has been replaced with private parking. Unsafe for bikes and walkers who must go into the road. 	<ul style="list-style-type: none"> ▪ 	
Union St. & Church	<ul style="list-style-type: none"> ▪ No sidewalk on Church St. 	<ul style="list-style-type: none"> ▪ Drain Cover too deep at intersection, dangerous for bikes. 	<ul style="list-style-type: none"> ▪ . 	<ul style="list-style-type: none"> ▪ 	

Appendix IV Rockport Sidewalk Survey 2014

Streets Alphabetized

Street / Intersection	Observations	Storm Drain/ Cover Repairs	Sidewalk / Curb Repairs	Vegetation / Obstacle	Status
Union St & Summer	<ul style="list-style-type: none"> ▪ Sidewalk is narrow. ▪ Park of asphalt curbing missing across from storm drain near post office. ▪ Nice granite on lower end of street. ▪ @#22 missing run off drain and no curb. 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ Grass needs to be trimmed back. 	
Union Street & Summer St.	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ Cross walk needs paint. 		
Union Street & YMCA entrances	<ul style="list-style-type: none"> ▪ Sidewalk in good shape. ▪ On corner where old tar meets new tar a large crack has formed. Sealed in past, seal has failed. ▪ No curbs 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ Cross walk needs paint 		
Union & Grove	<ul style="list-style-type: none"> ▪ No sidewalk, path, or crosswalk. ▪ Evidence of pedestrian traffic wearing through ground cover. ▪ Rock Crest Drive should have a cross walk. 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 		
Union Street (Bike Path)	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ Could be sealed in parts. Starting to form cracks. 	<ul style="list-style-type: none"> ▪ Grass is encroaching. 	
Union St & Dump Drives	<ul style="list-style-type: none"> ▪ In good condition ▪ 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ Crack on crosswalk near yield sign needs to be filled & sealed. ▪ Crosswalks need paint ▪ Esplanade between entrances & exits had ruts from YMCA parking. 	<ul style="list-style-type: none"> ▪ Grass is encroaching. 	
Union & Huse St.	<ul style="list-style-type: none"> ▪ No sidewalk down Huse St/ ▪ Road broken up along side of road. 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ Cross walk needs paint. ▪ Large crack down crosswalk needs filling. 		
Union St. & Limerock & Russell	<ul style="list-style-type: none"> ▪ Limerock sidewalk really bad shape. ▪ Russell & Union is good. ▪ Limerock should be made to match other streets. ▪ 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ Repair curb cut off by plow. 		
Union St. (in town)	<ul style="list-style-type: none"> ▪ Good condition. ▪ Would like to see widened to bike path width. 	<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ 		

Appendix IV Rockport Sidewalk Survey 2014

Streets Alphabetized

Street / Intersection	Observations	Storm Drain/ Cover Repairs	Sidewalk / Curb Repairs	Vegetation / Obstacle	Status
Route 1 @ Warrenton	▪	▪ @ #2, on Rte 1 at corner, manhole cover sunk too deep – hazard to bikes	▪	▪	
Warrenton @ Rte 1 corner:	▪ Sidewalk exists on S side of Warrenton, from Rte 1 S, ends @ #25 driveway.	▪ Between #7 & #5: Catch basin in middle of sidewalk, very deeply sunken	▪ On S side of Warrenton, going S from Rte 1, curb along sidewalk insignificant – no real edge.	▪	
Warrenton Road, going SE:	▪ From #25 driveway, S, NO sidewalk and NO shoulders – NO PLACE for pedestrians nor cyclists to navigate safely, esp. @ crossing over stream feeding into Clam Cove, where bank drops steeply to creek immediately at edge of asphalt road on both sides of Warrenton (no shoulder at all).	▪ #11, Catch basin in middle of sidewalk, very deeply sunken ▪ #21, Catch basin in middle of sidewalk, very deeply sunken	▪	▪	
West Street	▪ Sidewalk extends from Pascal Av to old RES site, driveway at Rte.1 end. ▪ @ Intersection of Rte 1 and West street, need sidewalks both sides, crosswalks, and pedestrian controls.	▪ Sunken catch basin @ E end RES driveway	▪ Curb too low in front of school site ▪ #24 -Broken, uneven sidewalk in front ▪ No curb E of #24 – needs raised curb ▪ #10 sidewalk too narrow, broken and raised	▪ @#10, bushes way too close to sidewalk, not adequate clearance	

Appendix V

Rockport Sidewalks Existing and Future Projects

