

Bicycle and Pedestrian Plan

City of Bath, Maine



Adopted March 7, 2018

Prepared by the Bath Bicycle and Pedestrian Committee

as an Update to the Adopted 2011 Plan

Incorporated by Reference into the 2009 Comprehensive Action Plan

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Introduction

History and Accomplishments

In 2009, an *ad hoc* committee Bike and Pedestrian Committee was formed at the initiative of Jim Upham, City Planner, with funding from Maine DOT through the Midcoast Council of Governments. It was charged with evaluating the conditions for cycling and walking in Bath and to make recommendations for enhancing the opportunities for, and the safety of, both activities. Based on the committee's findings, the *City of Bath, Maine Bicycle and Pedestrian Plan, March 2011* was prepared by Katrina Van Dusen, a consultant to the committee, approved by the committee and presented to City Council. Subsequently, the City Council of Bath by order established the Bath Bicycle and Pedestrian Committee at its regular monthly meeting on May 5, 2011. At the same time, it appointed seven members to the committee and tasked it with the following:

- 1) Overseeing the implementation of the 2011 Bicycle and Pedestrian Plan;
- 2) Updating the plan as needed;
- 3) Advising the Public Works, Planning, Police, and Recreation Departments;
- 4) Recommending capital improvement projects to be submitted to the City Manager for possible inclusion in the City's Annual Capital Improvement Plan;
- 5) Advising the Planning Board, as appropriate on Comprehensive Plan revisions and on their reviews of development projects;
- 6) Working with representatives of Regional School Unit 1 to accomplish the goal of developing a healthy lifestyle for RSU 1 students;
- 7) Working with other communities and municipalities to pursue regional bicycling and walking goals;
- 8) Identifying and pursuing outside funding activities to meet the priorities stated in the Plan; and
- 9) Undertaking community outreach and education.

Since 2011, the committee has been the steadfast champion of the implementation action items in the 2011 plan, as well as a steward of the interests of bikers and walkers who live in the city. A summary of the accomplishments of the Committee is provided as an Appendix E to this document. This updated 2018 Plan builds upon the Committee's accomplishments of the past seven years and provides new implementation action items and goals for the Committee over the next three years.

Committee Members

Citizens

Kevin Shute (Chair)

Anne Dunham

Robert McChesney

John Swenson

Travis Wolfel

Carl Zeis

Tim Blair

David Comeau (Bath City Council Representative)

City of Bath Staff

Steve Balboni, Director of Parks & Recreation

Andrew Deci, Director of Planning & Development

Ben Averill, City Planner

Lee Leiner, Director of Public Works

Dan Couture, Police Sergeant

Ex-Officio Members

Lawrence Kovacs, RSU1

Why Walk and Bike in Bath?

Bicycling and walking are healthy and economical alternatives to driving a motorized vehicle. Concern about climate change linked to the internal combustion engine and about health issues such as the increasing rates of obesity in Maine (30% of all adults in Maine are now obese up from 19% in 2000 and nearly 50% are overweight) and the diabetes linked to obesity makes promoting biking and walking more important than ever.

The City of Bath is ideally situated for both activities. Forty-one miles of sidewalks grace 80% of its streets. Traffic is relatively light and the maximum speed limit in town is 30 miles per hour with the vast majority of streets posted at 20 or 25 mph. Bath is compact with its 13 square miles of area running for some four miles along the banks of the Kennebec River. The downtown stores and the shopping center are within two miles of most homes, an easy distance for biking and with the majority of homes within a one-mile radius of the downtown, a convenient distance for walking. For the great majority of its citizens all commercial, recreational, educational, and religious facilities are within easy walking or biking distance. All this makes Bath an attractive place, and its superb biking and walking environment ought to be promoted to encourage investment in the city.

Infrastructure Deficiencies

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 greatly improved.

Economic, Environmental, and Health Benefits of Walking and Biking

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 or mountain bike on Bath Trails' Whiskeag Trail and Lily Pond 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.

We believe the committee plays a very positive role in enhancing Bath's as a "Cool Little City" and can usefully assist the process of attracting business investment by foregrounding Bath's obvious advantages for getting around without being completely dependent on motorized transportation. We can do this through education and through improving the infrastructure.

Vision and Mission

Bath Bicycle and Pedestrian Committee Vision Statement

Note: The intent of the vision statement is to briefly describe a clear and inspirational long-term goal or desired change for the City of Bath. Think of it as the way the committee would want to describe Bath, Maine in 10 or 20 years.

Walking and bicycling in everyday life is embraced in the City of Bath, Maine. Our streets and neighborhoods are safe and attractive public places that encourage people of all ages, abilities, ethnicities, and incomes to walk and bicycle for exercise, recreation, and transportation. Citizens, schools, businesses, and Bath City Departments work together, with the necessary funding, to support policies and programs that encourage bicycling and walking, and promote safety, health, economic vitality, environmental and fiscal sustainability, and social equity.

Bath Bicycle and Pedestrian Committee Mission Statement

The mission of the City of Bath Bicycle and Pedestrian Committee is to advocate for a safe and inviting environment for bicycling and walking whether for transportation or recreation, and to encourage citizens to consider walking and bicycling as reasonable alternate modes of transportation. The Committee's work promotes healthy lifestyles and a more vibrant economy in Bath and the Bath region. It intends to fulfill this mission through the full implementation of the City of Bath's Complete Streets Policy, through education on traffic safety, and by changes to infrastructure as spelled out in this plan.

Areas of Focus and Action Items

The Committee fulfills its mission by driving action and change focused on the following four areas: Infrastructure, Education, Advocacy, and Collaboration. A summary of each of these areas of focus is presented below. For more details on the action items for each of these areas, see Appendices A, B, C, and D.

Infrastructure

One important purpose of the Bath Bicycle and Pedestrian Committee is to promote infrastructure projects in Bath that encourage walking and bicycling. Good pedestrian and bicycle infrastructure creates a safe and inviting environment for all roadway users.

The committee has worked with the Maine Department of Transportation over the past five years to construct many bicycle- and pedestrian-friendly projects; a summary of those accomplishments is in Appendix E of this document.

One major goal of the Bath Bicycle and Pedestrian Committee is to ensure that all transportation system users including pedestrians and bicyclists are considered equally on infrastructure projects. The committee drafted a Complete Streets Policy that was adopted by the City Council. This policy is a guide to how future infrastructure projects are to be designed in Bath.

In the fall of 2016 the Committee completed a sidewalk priorities report and updated an inventory of existing sidewalk conditions. This report will guide the City of Bath to prioritize sidewalk projects that are important to the whole sidewalk system and are most in need of repairs or new construction.

The Infrastructure Action Items in Appendix B lists projects the committee wants to accomplish in the next 5 years. The infrastructure projects on this list developed using the Complete Streets Policy, the Sidewalk Priorities Report, and overall vision laid out in this Bicycle and Pedestrian Plan.

Appendix B has milestones to ensure that Bath's sidewalk system is improved and maintained. As the key parts of the sidewalk system are improved the Bicycle and Pedestrian Committee is tasked with reviewing Americans with Disabilities Act (ADA) compliancy in Bath. The committee will create a report like the Sidewalk Priorities report that will inventory existing ADA compliancy and prioritize future ADA improvements.

One goal of the Bicycle and Pedestrian Committee is to have zero pedestrian and bicycle fatalities in Bath. The goals for the next five years are zero pedestrian and bicyclist deaths, and a 50% reduction in all vehicle collisions with pedestrians and bicyclists. This goal can only be met with continued infrastructure projects.

A long time regional goal of bicycle and pedestrian advocates has been to continue the Androscoggin River Bicycle and Pedestrian Path to Bath. Appendix B has a goal of having the MaineDOT commit funds to the preliminary design of the path and continue the process of ultimately constructing the trail.

To improve on-road bicycling conditions the committee has a goal to develop technical guidance for the design of new and reconstructed roadways in Bath. The committee will also work with regional bicycle advocates to provide input on MaineDOT projects.

See Appendix A, Infrastructure Action Items, for more detailed information about the tasks included in the Updated 2017 Plan.

Education

The Bath Bicycle and Pedestrian Committee helps to coordinate and support educational opportunities focused on bicycling and pedestrian safety. These initiatives are designed for different audiences including youth and adult bicyclists and walkers, motorists, and law

enforcement officials. The committee will continue to support programs like Annual Safety Day and Bike to Work Week. In addition, the committee, working in collaboration with other local organizations, will continue our efforts to support bicycling and walking safety education in schools, organizations, and local businesses through workshops and news releases.

See Appendix B, Education Action Items, for more detailed information about the tasks included in the Updated 2017 Bike Plan.

Advocacy

The Bicycle and Pedestrian Committee has few resources other than social and intellectual capital to bring to bear on the issues of bicycle and pedestrian safety, health, and a more improved local economy. The Committee doesn't have a budget itself. The budgets to carry out projects in the City of Bath are assigned to regular city departments (public works, parks and recreation, school district, and planning). The Committee does have the power to harness the voices of concerned and interested citizens, and to advocate for change with the city, state, and federal governments as set forth in the "Order Establishing The Bath Bicycle and Pedestrian Committee". The Committee will advocate publicly for issues related to its mission by attending public events, keeping up to date with developments in the legislature, and sharing information with and seeking input from citizens.

See Appendix C, Advocacy Action Items, for more detailed information about the tasks included in the Updated 2017 Plan.

Collaboration

The Bath Bicycle and Pedestrian Committee cannot do its work alone. The only way we can reasonably pursue our mission is by working together with a well-established network of citizens, businesses, nonprofit organizations, and municipal government. Maintaining these relationships, communicating with these groups, and identifying opportunities for shared success are at the cornerstone of how this committee gets its work done. The Committee enjoys strong relationships with RSU1, Bath Public Works, Kennebec Estuary Land Trust, The Bike Coalition of Maine, Maine Department of Transportation, local mountain bike community groups, and other groups and councils focused on cycling and pedestrian safety. The committee will actively seek collaborative opportunities to seek funding and complete projects together that benefit multiple stakeholders. Foundations and other funding sources are particularly interested in communities where organizations have exhibited an ability to work together to accomplish goals with a shared mission.

See Appendix D, Collaboration Action Items, for more detailed information about the tasks included in the Updated 2017 Plan.

Appendix A - Infrastructure Action Items 2017

| Goal | Measure | Responsible Party | Completion Date |
|--|--|--|-----------------|
| Sidewalk Infrastructure Improvements | Improve the sidewalk condition rating of 100% of Priority 1 sidewalks from a condition 3 or 4 to a condition rating of 1 | City of Bath Public Works, MaineDOT | 2021 |
| Sidewalk Infrastructure Improvements | Improve the sidewalk condition rating of 50% of Priority 2 sidewalks from a condition 3 or 4 to a condition rating of 2 | City of Bath Public Works, MaineDOT | 2021 |
| Sidewalk Infrastructure Improvements | Improve sidewalk condition rating of 100% of sidewalks along all active roadway projects | City of Bath Public Works, MaineDOT | 2021 |
| Inventory Sidewalk ADA Compliance | Create report documenting 100% of pedestrian routes in Bath for ADA compliance | Bath Bicycle and Pedestrian Committee, Bath Public Works | 2017 |
| Prioritize ADA Improvements | Create report prioritizing future ADA improvements | Bath Bicycle and Pedestrian Committee, Bath Public Works | 2018 |
| Complete crosswalk assessment plan. Monitor, maintain, locate, and standardize crosswalks to provide maximum pedestrian safety. | Zero collisions between pedestrians and motor vehicles | Bath Bicycle and Pedestrian Committee, Bath Public Works, Bath Police Department | 2021 |
| Zero Pedestrian and Bicyclist Deaths | Zero pedestrian and Bicyclist Deaths, reduce by 50% all vehicle collisions with pedestrians and bicyclists | Bath Bicycle and Pedestrian Committee, Bath Public Works, Bath Police Department | 2021 |
| Androscoggin River Bicycle and Pedestrian Path Connection to Bath | Inclusion of preliminary engineering in Maine DOT 3-year work plan | Bath Bicycle and Pedestrian Committee, MaineDOT, Bath City Council | 2021 |
| Dedicated funding source for pedestrian and bicycle improvements | Establish a dedicated funding source to be included in the year budget for the City of Bath | Bath City Council, Bath Bicycle and Pedestrian Committee, Bath Public Works | 2019 |
| Improved Bicycle and Pedestrian Accommodations for New Development | Review and revise 100% of zoning and land use laws to improve bicycle and pedestrian accommodations | Bath Planning and Development Department, Bath Planning Board, Bath Bicycle and Pedestrian Committee | 2017 |

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| Develop Technical Memos for New City Roadway and Reconstruction of City Roadways | Develop technical guidance for roadway width, sidewalk width, crosswalk placement, speed limit, maximum grades, etc. | Bath Bicycle and Pedestrian Committee, Bath Public Works, Bath City Council | 2019 |
| Improved Bike Route Signage and Information | Place bike route signage on loops throughout Bath and develop brochures for placement throughout city | Bath Bicycle and Pedestrian Committee, Bath Public Works | 2020 |
| Promote shoulder paving and striping on MaineDOT projects | Work with regional liaisons to provide shoulder paving and striping input to MaineDOT on 100% of roadway projects in area | Bath Bicycle and Pedestrian Committee | 2017 |
| Review Bath Public plans for street and sidewalk projects | Review street and sidewalk projects at each monthly meeting | Bath Bicycle and Pedestrian Committee, Bath Public Works | 2017 |
| Address safety concerns of citizens. Hold regular public safety forums. | Timely response to each concern, remedial action where possible. Active citizen involvement | Bath Bicycle and Pedestrian Committee, Bath Public Works, Bath City Council | ongoing |

Appendix B - Education Action Items 2017

| Goal | Measure | Responsible Party | Completion Date |
|--|--|-------------------------------------|-----------------------|
| Provide walking and bicycling education to students in Kindergarten through High School | Provide walking and bicycling education to Kindergarten through high school students at Dike/Newell School, Fisher/Mitchell School, Bath Middle School and Morse High School. Safe Routes to School, The Bicycle Coalition of Maine and the League of American Cyclists certified instructors would work with committee members to determine how best to make the greatest impact. | RSU1 and Bicycle Coalition of Maine | 2018-2019 School Year |
| Reduce number of RSU1 students utilizing motorized transportation. | Encourage RSU 1 to reduce the number of students utilizing motorized transportation to and from school in favor of Walking and Bicycling Bus Programs. Parent surveys indicate that safety is the number one concern when allowing children to walk or bike to school. Adult supervision is part of the program as are designated routes and pick up locations for “riders”. | RSU1 | 2018-2019 School Year |
| Implement Safe Routes to School Training Program | Collaborate with each school to have a minimum of one teacher participate in the Safe Routes to School Training program to work with teachers, school staff parents and volunteers. The Teacher would in turn teach safe cycling and walking as part of the physical education program. | RSU1 , Bicycle Coalition of Maine | 2019-2020 School Year |
| Increase Distance From School for Bus Service | The Bath Bicycle and Pedestrian Committee, the Bath Bus Service and RSU1 would work together to increase the distance from school that bus transportation is now provided. | RSU1, Bath Bus Service | 2020-2021 School year |
| Create or Improve School Connector Routes | Develop or re-establish connector routes to local schools. Several schools have underutilized or overgrown walks way that could provide safe bicycle or walking routes to schools. | Bath Public Works Dept. | 2020-2021 |
| Increase Bike Helmet Usage | Strive to have 100% of youth cyclists possessing a bicycle helmet | Merrymeeting Wheelers | 2017-2022 |

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| Annual Safety Day | Participate in the Annual Safety Day Event in collaboration with the Bath Police Dept., VIPS, Merrymeeting Wheelers and other local agencies serving youth. | Bath PD, VIPS, Merrymeeting Wheelers | 2017-2022 |
| Voluntary Registration of Bicycles | Registration of bicycles at Bike Safety Day | Bath Police Department | 2017 |
| Annual Bike Rodeo | Hold an annual bike rodeo in Bath | VIPS | 2017 |
| Deliver Community Education Programs | Provide bicycle and walking education to families in coalition with City Recreation programs, scout groups, YMCA, after school programs, youth organizations, church groups and more. This would include how to properly fit a helmet, use of training wheels, bike trailers, etc. | City Staff & Depts; local organizations | 2017-2022 |
| 3-2-1 Signage Implementation | Signage indicating the 3-2-1 Courtesy Code. 3 feet to pass; 2 abreast when clear and 1 single file to allow passing. Place signage on local trails to indicate to cyclists to slow and yield to pedestrians. | City Staff & Depts. | |
| Provide Newsletters, Brochures, and Workshops | Provide incentives and education for adult recreational riders, bike commuters and walkers through brochures, periodic news releases, public workshops education classes. | Bath Bicycle and Pedestrian Committee | On Going |
| Bike to Work Week | Organize and market annual Bike To Work Week Activities. | Bath Bicycle and Pedestrian Committee | Yearly |
| Motorist Publicity Campaign | Publicity campaign to educate motorists, bicyclists and pedestrians of their responsibilities when using roadways. Utilize Bicycle Coalition of Maine materials to educate motorists that cyclists have the same rights and responsibilities as motorists when using the roadway. Motorists are the largest users of our roadways, and like bicyclists and pedestrians, Road safety and awareness are extremely important. | Bath Police Dept. | 2017- 2022 |
| Train Law Enforcement on Bicycle Education | Collaborate with local police to train officers in bicycle education that should be communicated to cyclists. | Bath Police Dept. | |

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|-----------------------------------|--|-------------------|----------------------|
| Input from Law Enforcement | Have a member of the police department as an ad hoc member of the Bicycle and Pedestrian Sub-Committee. This will allow for law enforcement perspective on design, education and enforcement strategies. | Bath Police Dept. | Ongoing 2017-2022 |
|-----------------------------------|--|-------------------|----------------------|

Appendix C - Advocacy Action Items 2017

| Goal | Measure | Responsible Party | Completion Date |
|--|---|---------------------------------------|--|
| Zero Pedestrian and Bicyclist Deaths | Zero P&B deaths, reduce by 50% all vehicle collisions with pedestrians and bicyclists | Police Department, Public Works | 2019 |
| Improve Infrastructure | (see Infrastructure Table) | Planning and Public Works | Varies (See separate Infrastructure Table) |
| Child and Adult Education | (see Education Table) | RSU1 | Varies (See separate Education Table) |
| Full Implementation of Bath's "Complete Streets Policy" | Establish review procedure for all street improvements and repaving (details Infrastructure Table) | Public Works and Planning | 12/2017 |
| Public advocacy for bikes and walking | Citizen's Involvement Day | | annual responsibility |
| Public advocacy for bikes and walking | Attend all public meetings (City Council, MDOT, Planning Board) where bicycling and walking are on the agenda | | ongoing as needed |
| Public advocacy for bikes | Publicize Bike-to-Work week; hang street banner | Marc Meyers | annually in May |
| Improved Mobility for the Physically Challenged | Report documenting 100% of pedestrian routes for ADA compliance | Planning | 2018 |
| Improved Mobility for the Physically Challenged | Create report prioritizing future ADA improvements | Planning and Public Works | 2019 |
| Develop road standards for Bath under Complete Streets | Proper total roadway width for 25 mph zones | Planning | 2019 |
| Dedicated funding source for pedestrian and bicycle infrastructure improvements | Seek outside funding as well as a permanent budget line of \$500 | City Council | 2018 |
| Regional Cooperation | Establish regional liaisons with other communities | Bath Bicycle and Pedestrian Committee | 2017 |

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| Improved Bicycle and Pedestrian Accommodations in New Development | Review and revise 100% of zoning and land use law | Planning | 2019 |
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Appendix D - Collaboration Action Items 2017

| Goal | Measure | Responsible Party | Completion Date |
|---|--|---------------------------|--|
| Improve Infrastructure | (see Infrastructure Table) | Planning and Public Works | Varies (See separate Infrastructure Table) |
| Child and Adult Education | (see Education Table) | RSU1 | Varies (See separate Education Table) |
| Full Implementation of Bath's "Complete Streets Policy" (see attachment) | Establish review procedure for all street improvements and repaving | Public Works and Planning | 12/2017 |
| | (see Infrastructure Table for further details) | | |
| MDOT Work Plan in compliance with MDOT's Complete Streets policy | Input in planning process | | annual |
| Regional Collaboration | Activate Lower Kennebec Bicycle Advisory Council | | ongoing |
| Regional Collaboration | Share agenda, minutes with Brunswick BPAC | | ongoing, monthly |
| State-wide Collaboration | Establish close relations with Bicycle Coalition of Maine, MDOT Office of Bicycle and Pedestrian Coordinator | Planning, Public Works | ongoing, as needed |

Appendix E - Committee Accomplishments, 2011-2016

Prepared by Robert McChesney

Accomplishments: 2011- 2012

Facilities improvements for cyclists and pedestrians 2011-2012

1. Bicycle racks: During the summer and fall 2011, bicycle racks provided through a fundraising campaign of the Kennebec Estuary Land Trust began to be installed under committee aegis by the Recreation Department. The locations were the Universe Gym and Fitness Center, High Street (two racks); the Hampton Court Inn on Commercial Street (two racks); Rogers Ace Hardware (one rack); and Betsy's Salon (one rack). The Post Office, the Maine Maritime Museum, and Main Street Bath also requested installation of racks which the Department of Public Works promised to install. (As of August 30, 2012 those additional racks were installed.)

Bike racks are important for two reasons. Bicycle theft is unfortunately all too common in Bath. Over the past two years an average of about 27 bicycles a year are stolen. And this only accounts for reported thefts. Few of the stolen bicycles are ever recovered. In large part theft is due to a failure on the part of the owners to properly secure their bicycles and in part it is due to the absence of proper facilities for securing them. A secondary purpose of installing the racks is to remind motorists that bicycles may be present.

2. East Coast Greenway signage: The East Coast Greenway is a bicycle route running from Calais, Maine to Key West, Florida. The plan is eventually to have the entire route on a traffic-free hard surface trail. Currently, however, 75% of the route is on roadways and will probably remain so for a long time to come. The route crosses the Kennebec River at Bath, winds through Bath, and enters West Bath on Old Bath-Brunswick Road. Until this year, there has been no signage to guide cyclists through Bath. Several times, bicyclists unfamiliar with the area found themselves reaching Five Corners if heading north or coming off the Sagadahoc Bridge when heading south and totally baffled as to what to do next. Gardeners at Druid Park sometimes found themselves directing bicyclists heading north as did the staff at the Information Center for riders going in the other direction. Members of the bike-ped committee, Kevin Shute and John Mathieu, took the initiative to map where signs should be placed and then, with a small anonymous grant, about twenty Greenway signs were purchased and installed with the help of the Public Works Department. Gaps in the signage were later filled thanks to a generous donation of signs by Mark Wheeler, a bicycling advocate in Woolwich, who purchased and helped install signs in that municipality. He provided some extra signs to Bath and these were to be installed in two places where there are unmarked turnings.

3. Congress Avenue Shared Use Path: Although the committee was not directly involved in the planning and building of the paved path, which now connects Five Corners, the athletic fields, the housing along Congress Avenue and the Bath Shopping Center, it did advise on some changes especially where the path intersected with a street.

4. Bicycle Route designations (recommendations for): A subcommittee of three, following the guidelines and priorities set out in the *City of Bath, Maine: Bicycle and Pedestrian Plan* of

March 2011 recommended to the committee a series of routes to be designated “bicycle routes” and therefore to be given appropriate signage, roadway striping, and sharrows (painted logos reminding motorists of the possible presence of bicycle drivers in the roadway). The committee in turn recommended these routes be adopted by the Council in 2012. The Council, consequently, added some modest funds in the 2013 budget to provide for striping (fog lines) and signage whether standing or in the form of sharrows on the principal bike routes through Bath. Although, it may not be possible to establish official “bike lanes” because of roadway width constraints, establishing uniform ten-foot lane widths (as they are now, for example, on North Street) with the addition of fog lines and signage will accomplish some of the same purposes as bike lanes: 1) providing a place where a bicyclist feels secure, 2) indicating to motorists the presence of bicyclists, and 3) helping keep traffic closer to posted speed limits, i.e. traffic calming.

5. Americans with Disabilities Act (ADA) compliance improvements for the downtown: In response to citizen complaints about the difficulties of access to the downtown for individuals with disabilities, a member of the committee, John Swenson, together with the former planning officer, Jim Upham; the codes enforcement officer, Scott Davis; and the director of public works, Peter Owen, accompanied by concerned individuals, some in wheelchairs, examined the Front Street situation and as a result, the Bicycle and Pedestrian Committee recommended an item for the capital improvement budget for 2012-2013 to fund improvements in ramps and curb cuts and to move certain spaces reserved for handicapped parking away from interfering street signs or other impediments to unloading. In addition, for Heritage Days the municipal parking lot will be set aside for handicapped parking. More importantly, the walk audit, which led to a serious critique of ADA compliance in the downtown, serendipitously coincided with the announcement of a federally-funded program (requiring no local match), “New Freedom: Improve Access to Transit” for towns with a permanent transit system and the need to improve ADA compliance and make the transit system more accessible. Thanks to two committee initiatives (see below for the second), and the hard work of Andrew Deci, planning director, and Peter Owen, director of public works, a major grant was applied for and approved at the state level. At the end of June 2012 the city was awaiting federal signoff on the grant.

Education and outreach

1. “Walk or Wheel Wednesdays” and “Walking School Bus” at Bath Middle School and Fisher-Mitchell Elementary: The national program, Safe Routes to Schools (SRTS), funded in large part by the Federal transportation bill, encourages communities to promote walking and biking to school through such activities as “walking school buses” and “biking school buses” by providing small grants and sharing expertise. Pedestrian safety and improving the health of school-age children are both goals of the program. One of the *ex officio* members of the committee, Sarah Bingham, Health Coordinator for Regional Schools Unit 1, successfully applied for two SRTS mini-grants to organize what she designated “Walk or Wheel Wednesdays” for the RSU 1 Bath Middle School. With one of the grants from Maine's Safe Routes to Schools program, Bath Middle School started Walk or Wheel Wednesdays for the last six weeks of the school year. Since school starts an hour later on Wednesdays, students were encouraged to take the extra time to either walk or ride their bikes to school. Promotion of these Wednesdays took place at lunch, in newsletters, and the classroom. Parents dropping off their students by car in the morning were also given flyers to encourage participation. Then on

Wednesday mornings, staff members stood outside to spot students walking or biking to school. Punch cards were given out and each time a student walked or biked, another day on their card was punched. Bus riders from surrounding towns were encouraged to walk in the gym before school started for the health benefits and were allowed to get their cards punched as well. Students accumulating at least four weeks of walking or biking could then chose among various prizes including reflectors, bike locks, stickers, t-shirts, and more. A few new helmets donated by the Bath PD were also distributed to students who needed them. Unfortunately, Wednesdays this spring have been marked until recently by inclement weather so the participation rate was not as high as the organizers had hoped. But the precedent was set and the program will be offered again in the fall under the second SRTS mini-grant. (Promoting biking and walking to school would be an ongoing activity of the committee.)

Regional and state-wide outreach:

1. Working with neighboring communities Woolwich and Arrowsic: The committee, in response to Council's charge to "work with other communities and municipalities to pursue regional bicycling and walking goals" opened a dialogue with a concerned group in Arrowsic as well as interested parties in Georgetown and Woolwich who wanted to see roadway improvements to SR 127 to safely connect US Rte 1 to Reid State Park for bicyclists as well as provide safer conditions for pedestrians along the route. In addition, the committee is concerned about the appalling condition of SR 209 through Bath and will make it a high priority to advocate for a rebuild of the portion of the route from Court Street to Winnegance.

In March of 2012, the committee invited Dan Stewart, from the Maine Department of Transportation to address it. Mr. Stewart has the title "Bicycle, Pedestrian, and Quality Community Program Manager" in the Bureau of Transportation Systems Planning, Maine DOT and oversees the distribution of Transportation Enhancement (now called Transportation Alternatives) funds coming from the federal government. He spoke at the March 15th meeting on "Connecting People, Places, and Spaces for Bicyclists and Pedestrians" in the course of which he provided a good deal of information on resources for improving bicycling and pedestrian safety.

He came early to the meeting on March 15th for an inspection tour of SR 127 to see the problems. His visit coincided with the announcement of the "New Freedom-Improve Access to Transit" program, a recently-announced, federally-funded, state administered program for which Bath seemed eminently qualified (see above). His visit to address the committee was then extended to a consultation with the planning director and the director of public works and resulted in application for a \$160,000 grant which was approved by the state in early June and will bring all of Front Street into ADA compliance with curb cuts, bump-outs, parking spaces, and signage. The committee is proud of helping facilitate the grant.

3. Connecting with local, state, and federal legislators: The committee chair was active in writing letters and emails to Senators Susan Collins and Olympia Snowe to support transportation bills containing funds to support biking and walking. At the local level, meetings were held with local senate and house representatives (Seth Goodall, Peter Kent, and Jennifer DeChant). (This is an ongoing activity in which Robert McChesney now serves as legislative liaison for the committee and has established contacts with first Senator Vitelli and currently

Senator Baker.) Usually these contacts involve advocating for some legislative initiative pending approval.

4. State Bicycle Council (MDOT): The chair of the Bike and Ped Committee was invited to join this DOT initiative convened by the MDOT's bike and ped coordinator. The Council generally meets 3-4 times a year at various locations around the state and provides good information on DOT's plans, if any concerning bicycle infrastructure as well as allowing for input from bicycling advocates. (This is an ongoing activity.)

5. Bicycle Coalition of Maine: The coalition, which has some 5,000 members in the state and is the strongest single voice at the state level for cyclists and pedestrians. The committee established close ties this year to the coalition and was addressed by its Community Advocacy Coordinator as well as its deputy director. One of the members of the committee, Robert McChesney, is also a "Community Spoke" for BCM, which means he serves as an advocate for bicycling on behalf of the coalition.

Bath was also selected by the Coalition to be one of the stops on its annual five-day Bike Maine event in September of 2014. The ride will bring some 400 riders to the city for overnight. The campsite for the riders will be the playing fields behind the Rec Department and beside the Y.

6. Cooperation with the Brunswick Bicycle and Pedestrian Advisory Committee (BBPAC)

Also as part of the mandate to work with other communities, the Bike and Ped committee reached out to the BBPAC and Robert McChesney, then chair of the Bath Bike and Committee, was invited to address the BBPAC on subjects of shared interest. It was agreed that the two bodies would exchange their monthly minutes to keep each other apprised of ongoing activities. The condition of Old Bath-Brunswick Road, especially the lack of shoulders on the state-maintained portion of the road, was also identified as a subject both committees had an interest in. (Ongoing activity)

Education and outreach:

1.. Bike Rodeo and Safety Day: On June 2nd, 2013 in conjunction with the Merrymeeting Wheelers Bicycle Club (MWBC), and the Bath PD and VIPS Bike Safety Day a bike rodeo was held in the parking lot behind St. Mary's Church. Although bike safety day is an annual event, no bike rodeo has been held for some time and the committee believed it is an important way to attract kids to the bike safety day and to promote bicycling as safe as well as fun transportation. June 2 was a day of unpromising weather but despite lowering skies and rain which began just as the rodeo ended more than 70 children registered for the event. Rebecca Farnham, a member of the committee, organized the rodeo and the MWBC laid out the course. The committee plans to make this an annual event. (It has been annual event ever since and in 2016 some free bike 200 helmets were given out.)

7. Citizen's Involvement Day: Every October, since establishment of the committee, members have manned a table at Citizens' Involvement Day at Waterfront Park and handed out walking and biking promotional literature provided by the Bicycle Coalition of Maine and the Maine Department of Transportation as a means of advocating for biking and walking. (An ongoing activity)

Recommending Municipal Policies

1. Sidewalk snow clearing policy: In conjunction with the director of public works, the committee started work on developing a sidewalk snow clearing policy to try and address local complaints and establish a coherent and City Council-backed policy that the director of public works can follow. We expect to have a recommendation to the council well before the first snowfall of the 2012-2013 winter.

2. Sidewalk improvement priorities: Bath is a compact city well- if not perfectly-furnished with sidewalks. In recent years major sidewalk improvements have been made on Washington Street, Congress Avenue, Western Avenue, and at Waterfront Park. But much needs still to be done. Many older sidewalks (North Street, for example) are badly deteriorated and there are areas (High Street south of Marshall, e.g) where no sidewalks now exist and residents have asked for them to be built. In the coming year, the committee will be advising the director of public works or improvements and assisting him in developing a list of sidewalk priorities with the ultimate goal of making it possible to walk all of Bath, north to south and east to west on sidewalks or trails.

Future committee priorities

Other future priorities include: encouraging Council to adopt a “Complete Streets” policy; exploring the possibility of getting “Bike-Friendly City” designation for Bath from the League of American Bicyclists and “Walk-Friendly City” status from the Alliance for Walking and Biking.

Accomplishments: 2012- 2013

Infrastructure improvements

1. Bike racks: Work continued in 2012-2013 to complete the installation of bike racks still available under the Kennebec Estuary Land Trust campaign. In addition, some of those who donated to the campaign asked that the racks they donated money for bear a dedication plaque. A committee member, Robert McChesney, ordered small aluminum plaques each expressing a message approved by the donor and installed them on the racks at the Post Office, Rogers Ace Hardware, the Information Center, and the Maine Maritime Museum. The planning office also ordered several more racks to be placed at Waterfront Park, the Customs House, and Brackett’s Market.

2. Sidewalk improvements: Peter Owen, director of Public Works, was asked for a list of sidewalks and the priority status of each in terms of maintenance and/or replacement. In general, sidewalks in the downtown and those leading to public institutions (schools, churches, library) have the highest priority. The issue of ADA compliance is gradually being addressed. A goal of the committee is to have a system of sidewalks or safe on-street areas that would allow a wheelchair operator (motorized or manual) to navigate from home to any of the places served by sidewalks. A second issue raised by the public works director concerned streets with sidewalks on both sides and whether, given fiscal constraints, it wasn’t more efficient to focus on maintaining only one sidewalk except in the downtown and other places where there was a clear need for two. Lower Washington and Webber Streets for example have a relatively newly

installed (2006-7?) sidewalk on the entire east side from Webber's intersection with High all the way to South Gate of BIW. (At that point, the sidewalk is on the west side to Leeman Highway.) Yet along most of Washington Street there is also a sidewalk in poor repair on the west side of the street. The committee continues to address the issue of maintaining sidewalks on both sides of any street without having reached a consensus about the public works director's recommendation that only one side be maintained. (Ongoing activity)

3. Designated walking route: A committee member, Rebecca Farnham, worked with the Wellness Directorat BIW, Anthony Anderson to lay out a 1.5 mile walking loop from the train station (Information Center)-Commercial-North (via Front)-Washington-Summer-Front-Water-train station. Anderson proposed that BIW would cover the cost of signage for the route.

Surveys and assessments

1. Rural Active Living Assessment (RALA): Under the auspices of the Maine Rural Health Center, University of Southern Maine a group from the committee conducted a street survey in September 2012 providing data that established an accurate picture of the sidewalks, shoulders, traffic characteristics, pedestrian signage, and walkways and barriers to walking. The focus was on the pedestrian not the bicyclist.

Recommending Municipal Policies

1. Sidewalk snow removal: The committee continued work to develop a policy on sidewalk snow removal. The City of Bath takes responsibility for plowing sidewalks and has two motorized sidewalk snow plows for the purpose. However, as the committee learned there are many variables that make developing a coherent and consistent policy difficult. For one thing, snowstorms vary in intensity and duration and create varying obstacles to sidewalk plowability. The first priority for Public Works manpower is to clear the streets. Only when the streets are clear is manpower available for the sidewalk plows. Sometimes a lengthy storm or several storms in rapid succession make it difficult to get to the sidewalks. The committee this year discussed some drafts in hopes of coming up with a consistent but flexible policy. In addition, the committee considered the possibility of an "Adopt a Sidewalk" and "Adopt Fire Hydrant" program to remove snow from hydrants and from sidewalks not served by town plows. In this regard, the committee was approached by a member of "Code for America" (geeks who believe all problems can be solved by data). The idea being that computer whizzes would adapt "apps" for the good of the city. Using an app for Bath (the visiting geek gave Boston as an example) and social networks, a rosy picture was painted of people playing computer games that would somehow result in clearing snow from hydrants and sidewalks. After promising to get back to the committee with a demonstration (and an "app"), the geek, a fellow named Andrew Jawitz, was never heard from again.

Education and outreach

1. Walking School Bus: Committee members Rebecca Farnham and Kevin Shute, working with Darcy Whittemore, the state "Safe Routes to School" representative, and a parent from Fisher-Mitchell elementary school planned and held a "Walking School Bus" event on November 28, 2012 with about thirty children participating. The group assembled at the Y and walked to Fisher-Mitchell School.

2. Get Back on Your Bike Course: In conjunction with the Bath YMCA, the Bath Parks and Recreation Department, Bath Bicycle and Ski shop, and the Bicycle Coalition of Maine, two members of the Committee, Robert McChesney and Sharon Wilbraham, a certified League Cycle Instructor, organized and led a six-session course (April-May 2012) for adults who know how to ride a bike but hadn't ridden in a long time and wanted to re-discover the pleasures and the health and economic benefits of cycling. The committee envisioned this course as promoting not only individual health and well-being but also the goals of the City Council which in August 2008 adopted the Energy Inventory and Climate Action Plan to reduce greenhouse gases in the city of Bath. Further, the city's own website contains a page on reducing transportation costs and although it focuses mostly on getting the most out of the automobile it makes the important point that Bath residents mostly live within two miles or less of Bath shops and services, an eminently bike-able distance. The course encouraged participants to think about the bicycle as a tool for doing errands and shopping; how much every errand undertaken by bike or on foot reduces your carbon footprint; and how much money one saves in addition! The course was over-subscribed (13 people applied for the 10 slots) and was offered again in 2013. The survey response to the course was overwhelmingly positive but the organizers have decided on one or two changes, including reducing enrollment to 8 rather than 10 and spending more time on on-road training.

3. Educating on the 3-foot law: There is some sentiment that Maine's law requiring motorists to give three feet when passing or waiting to pass a cyclist, pedestrian, or other motor vehicle is an almost unenforceable law. A law enforcement officer must witness the incident and then his testimony would be open to the question "How was the 3-foot distance measured?" The committee has felt that *education about the law* would be far more valuable and likely to influence driver behavior than trying to enforce it. Therefore, since July of 2012, we have had a program with the City of Bath police department to educate the public, at least those who appear to violate the law. When a cyclist believes she wasn't given the requisite three feet or was otherwise harassed by a motorist, she collects the following data (time, date, place, licence plate number, make, model, and color of the vehicle—the license plate being the most important) and reports it to the Bath Police Department (currently to Chief Field, Chief). The chief then has an officer look up the plate and call the owner to advise them of the law. In 2013, Sheriff Merry joined the program for incidents that occur in Sagadahoc County. In 2016, both men were awarded a "Just do It" award by the Bicycle Coalition of Maine for the support they have shown bicyclists.

4. 3-foot Warning Road Signs for Motorists: Through the labors of members of the Merrymeeting Wheelers Bicycle Club, the beer brewer Gritty's donated money so that street warning signs about the 3-foot law could be designed and produced. The club then generously donated seven such signs to the Bath Bike and Ped Committee and they were installed by Public Works. The signs created a controversy with DOT which had ignored requests up to that point to provide proper signs relating to the three-foot law. The sign devised by MWBC using other national example was an icon of a car and cyclist separated and the words "3 feet" It's the law. The new signs are English text only and fail to take into account illiteracy in the state of Maine as well as non-English-speaking drivers. It is still felt by the committee that the icon sign was more informative but as DOT insisted on replacing those signs with its own or (though it was not baldly stated) face problems with future applications for funds, the committee recommended that the city capitulate.

Recognition

1. Designation as an Active Community Environment Team: Thanks to a Federal Community Transformation Grant the purpose of which was to generate increasing levels of physical activity to fight the national health crisis of obesity and its effects—diabetes, heart disease, joint problems, etc—through the formation of local teams (Active Community Environment teams) which would promote physical activities and hopefully lead people to healthier lifestyles. The Bike and Ped Committee was designated the first ACE team in the state based on what we had already done to promote those goals.

2. Bicycle Friendly Community application: In the spring of 2013, Bath submitted an application to the League of American Bicyclists, a national organization, for designation as a “Bicycle-Friendly Community.” The sub-committee that worked on the application (Andrew Deci, Kevin Shute, and Robert McChesney) believed that given all that the city, through its committee, had done to promote bicycling, a strong case could be made for recognition. Later in the summer, the good news was received that Bath had been designated a “Bicycle-Friendly Community” at the bronze level (there are four levels in descending order—platinum, gold, silver, and bronze). There is one other Maine community so recognized, Brunswick, also at the bronze level. It is a highly selective award and although, for example, Portland has applied and been awarded “honorable mention,” neither it nor any other Maine community has yet to achieve recognition as a “Bicycle Friendly Community.” Once the road signs arrived from the League that announced Bath’s status as a BFC, Public Works installed them at all the road entrances to town.

Accomplishments: 2013-2014

Infrastructure

1. North Street rebuild: Thanks to a matching grant from Maine DOT, plans were laid to rethink and reconstruct North Street, partly with an eye to its providing a continuation of the Congress Street multi-use path and partly to reduce the expanse of unnecessary asphalt. A better design would eliminate some asphalt yet provide for designated bicycle access, more rational on-street parking, better pedestrian crossing points, more greenery, and some degree of traffic calming. A consultant was hired and the plan that was proposed was put before the committee for review and approval. On the recommendation of the public works director, it was decided that rather than sidewalks on both sides of North Street, as previously existed though the south side one was badly deteriorated, the south side would have a gravel path rather than a paved one. The committee agreed with that recommendation. This fit with the prevailing sentiment against having sidewalks on both sides of a street. In retrospect, this proved to be a mistake. Heavy foot traffic and problems with water dispersal turned the walk at first into a quagmire in places. After listening to residents’ protests the committee recommended that when the continuation of the North Street project is sent out for bids (in 2017) that specifications for an asphalt walk on the southern side of the completed section be included. Otherwise, it was felt the rebuild was a success. We have no data, though, as to whether the traffic calming devices actually slowed traffic.

2. Bike rack installations: Progress slowed in 2013-14 on the installation of the final racks but the future seemed hopeful. Through the planning budget, Andrew Deci purchased enough

additional racks of the type needed to install on pads (as opposed to those placed in the ground) for the Customs House, Waterfront Park, and Brackett's. Some confusion over exactly where the racks were to be placed delayed installation for another year. In the meantime, Bath Family Dental finally got its rack in 2014. (?)

Education and Outreach:

1. Anchor Fair: In its role as an ACE Team, the committee applied for funds under the Community Transformation act and was awarded \$1000, some of which helped fund Anchor Fair which was held in conjunction with the national "Great Outdoor Weekend" in September. It was a street fair emphasizing healthy life activities. (Ongoing in the form of "Open Streets", see below)

2. National Bike-to-Work week and Street banner. The rest of the money funded half of the cost of a street banner announcing National Bicycle Month and National Bike-to-Work Week. The banner was designed by graphic arts students of the Bath Vo-Tech. They also designed a logo for the committee. In conjunction with National Bike-to-Work week, a "Tour de Bath" of distances, five and ten miles, to celebrate and promote the bicycle as potentially an important transportation and commuting tool was also organized. The banner flew over Front Street in 2014 and 2015. (An ongoing annual activity the second week of May.)

3. Developing the basement of the Armory for a Youth Community Bike Program: The idea of using the vacant (and unimproved) space in the basement of the Armory for a youth community bike program along the lines of the Youth Meeting House Skate Park in the same building was explored by Steve Balboni with Ross Berkowitz, director of the latter. Although the cost of making the space useable initially seemed prohibitive, the committee still feels this is an opportunity that needs to be seized at some point.

4. Website and social media: Thanks to the director of Parks and Recreation, Steve Balboni, 2013 witnessed the committee's coming on line with a page on the City of Bath website. The page features the Bike and Ped Plan of 2011 as well as the agendas and minutes of committee meetings. One of the committee members, Perian Moore, also established a Facebook page for the committee which a new member Travis Wolfel took over when Perian resigned from the committee.

5. Edge line ("fog line") striping on Bath thoroughfares: When the asphalt available is wide enough (minimum 20-22 feet) painting white edge lines to complement the yellow center lines provides greater safety for motorists at times of low visibility and sometimes a paved shoulder adequate for bicyclists giving separation from motor vehicles. Bath's record of painting edge lines where possible or repainting existing edge lines has apparently been subject to budget pressures and has become fairly spotty. A talking point became the re-striping of Congress Street after repaving in 2014. There where the paving was very wide, on one side, the white line had been irregularly painted to create travel lanes up to 15 wide rather than the usual 10-11. This meant a paved shoulder that would have been commodious for bicyclists and provided more of a buffer between traffic and the new multiuse path was eliminated. Later, the public works director had that line erased and a proper one painted. Still, there is no clear policy that when street lines are repainted every spring, the white edge lines are just as important as any others and should always be repainted. This became noticeable after High Street was repaved and white lines were

added. After the winter of 2014-2015, the white lines were not repainted. The committee then advocated for their repainting and that was done after the winter of 2015-2016. This should be a set municipal policy and the committee will continue to press for it.

Regional cooperation

1. Dot Kelly, Phippsburg Conservation Commission: Ms. Kelly told the committee that the Commission is eager for more bicyclists to visit the beaches and marshes of Phippsburg but is concerned about the lack of paved shoulders and the heavy traffic on SR 209, the only road to Phippsburg. The committee made suggestions for petitioning local legislators, the local select board, and MDOT. Unfortunately, little progress has been made with the latter because of its hard-line policy on not providing paved shoulders except in a full road rebuild.

Accomplishments: 2014-2015

Infrastructure:

1. Bike racks: still no progress in getting the final racks installed.

Regional cooperation

1. Redesign of the striping of US Route 1 Woolwich Center: In 2014, members of the committee joined forces with bicycling and walking advocates in Woolwich to petition DOT to reconfigure the one-mile section of US Route 1 between the Sagadahoc Bridge and the Taste o’Maine restaurant, an area where speeding was endemic and the edge lines forced bicyclists into the travel lanes and provided no buffer for pedestrians on the east side sidewalk. The paved surface provided lots of room for maneuver and since DOT was planning to resurface the road anyway in 2015 they were amendable to ideas from the community. Route 1 was two-lane through Bath then five-lane through Woolwich Center (with a center turn lane) then two-lane after the merge at Taste o’ Maine. We proposed moving the merge area back closer to the bridge and changing some of the four-lane with center lane turn to three lane with center-lane turn lane and some to two-lane with center lane turn. Other than somewhat changing the location of the merge, in its repaving and restriping of that section of Route 1, DOT met the objectives of the local advocates which resulted in a paved shoulder wide enough for bicycles and thus a more comfortable buffer for people on the sidewalk. We thought the reconfiguration might also have the effect of slowing traffic, which the sheriff had monitored for a couple of weeks in the summer of 2014 and found high rates of speeding, but there is no data yet to demonstrate such an effect.

Municipal policy recommendations:

1. Complete Streets: The national “complete street” initiative reached Bath in 2014. A “complete street” is one whose design gives consideration to every user. A municipality or other jurisdiction that adopts a “complete street” policy would provide a process by which all projects involving the right-of-way would be scrutinized to insure that they take into consideration the needs of all users. Thanks to the work of a subcommittee of the Bike and Ped committee, a draft policy was created, modified and approved by the full committee and sent to the City Council for consideration. which drafted and then received committee approval for presenting to Council. In April 2015, the city manager notified the committee that the policy was adopted by the city

leaving some committee members a little uneasy since the Council itself had not voted on the matter. Review of the minutes and the agendas for March-May 2015 does not indicate that the matter was actually discussed although it might have been consented to informally. But there's no record yet found.

Accomplishments: 2015-2016

Education and Outreach

1. “Open Streets Bath” event August 28 and September 25: The idea behind “Open Streets” is to “bring together families and neighbors, tourists, and locals to mingle, recreate and shop in historic downtown Bath in a safe, car-free environment.” Front Street was closed off from Center to Summer and filled with live music, strollers, giant bubbles, street chalk art, hopscotch, and giant jenga. Blueberry and strawberry smoothies were prepared on a “bike blender” powered by willing volunteers. A great time was had by the 200 or so who attended the August event. For September many more activities are planned, including a slow bicycle race.

Regional cooperation:

1. Advocating for the retention of the 10-foot shoulders on Route 1 north between Woolwich and the Montsweag Roadhouse: In early 2016 DOT announced plans to repave Route 1 between the railroad overpass in Woolwich and the railroad overpass at Montsweag Roadhouse. The paved shoulders on that stretch are ten-feet wide and DOT proposed narrowing them to eight. We joined forces with the Woolwich Select Board and their road commissioner to protest the reduction on the grounds of safety. For cars ten feet is needed to safely pass on the right when a car in the travel lane wants to turn left across oncoming traffic. In addition, reducing the shoulder by two feet puts bicyclists that much closer to cars doing 60 mph plus. Eventually, after arguing that eight feet was enough, the engineers at DOT capitulated and agreed to repave the shoulder at the full ten feet.

2. Lower Kennebec Bicycle Advisory Council: To encourage greater cooperation and communication between Bath and the surrounding communities, the committee has organized an informal advisory council on bicycling issues with representatives from West Bath, Phippsburg, Arrowsic, and Woolwich. We are still looking for someone from Georgetown. The group's main focus is on the condition of the roads in their towns and keeping track of DOT work plans to know what is scheduled for their communities and when to respond.