City of Rockland
2002 Comprehensive Plan

Chapter 8

TRANSPORTATION

Introduction

The City of Rockland is one of Maine's most important medium size intermodal transportation hubs. It serves as a highway center for Knox County and Mid Coast Maine, is a rail terminal, is the primary link to the islands of Penobscot Bay and is a short distance away from the Knox County Regional Airport. The airport is served by charter flights and by scheduled air service to and from Boston, with some flights routed via Augusta or Trenton (serving Bar Harbor).

State Transportation Planning and Implementation

The Maine Department of Transportation (MDOT) has a long-range *20 Year Transportation Plan*, which is policy-based. MDOT's *Six Year Plans* provide a link between the *20 Year Transportation Plan* and the *Biennial Transportation Improvement Plans*, which are project based and reflect actual or anticipated financial resources available to do the jobs within that time period. The following discussions are primarily based on the October 2000 Second Draft of the *Six-Year Transportation Improvement Plan, Fiscal Years 2002-2007.*

The MDOT *Six Year Plan* contains these sections: Highway & Bridge Programs, Passenger Transportation Plan, Freight Transportation Plan, System Management Programs, and Appendices. The Transportation Chapter of the Comprehensive Plan will closely follow the format of the *Six Year Plan*. The following is from the *Six Year Plan*:

Maine's Transportation Goals, 2000-2020

- *Support economic vitality, especially by enabling global competitiveness, productivity and efficiency.*
- *Increase access and mobility options for people and freight.*
- *Enhance integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.*
- *Ensure local involvement, especially from non-metropolitan areas.*
- *Improve coordination, cooperation and public involvement.*
- *Integrate environmental and transportation planning decision making processes at all levels of government.*
- *Promote efficient system management and operation.*
- *Address highway system capacity deficiencies.*
- *Increase transportation system safety and security for motorized and non-motorized users.*

HIGHWAY AND BRIDGE PROGRAMS

Maine has 22,612 miles (36,390 km) of public road, from Interstate highways to local streets and roads. Except for safety projects that address all public roads, the highway improvements contained in this plan focus only on the 8,269 miles (13,230 km) of this system administered and maintained by the Department. Of those miles for which the State is responsible, 3,992 miles (6,271 km) have been identified as being in need of reconstruction or other improvements, to bring them up to modern safety standards and adequate structural capacity. These miles are referred to as the reconstruction "backlog." The estimated cost to improve these miles of highway exceeds 1.4 billion dollars.

This Six-Year Plan conforms to the following highway improvement objectives:

- *All deficient rural, principal and minor arterials will be addressed within ten years.*
- *All deficient rural major collectors will be addressed within twenty years.*
- *Deficient minor collectors will be addressed in partnership with those municipalities raising the required one-third match.*
- *The Pavement Preservation Program will be extended to all arterials built to standard.*
- *Built to standard rural major collectors will be reclaimed once every thirty to forty years in concert with major collector corridor improvements*[1].

Inventory and Analysis

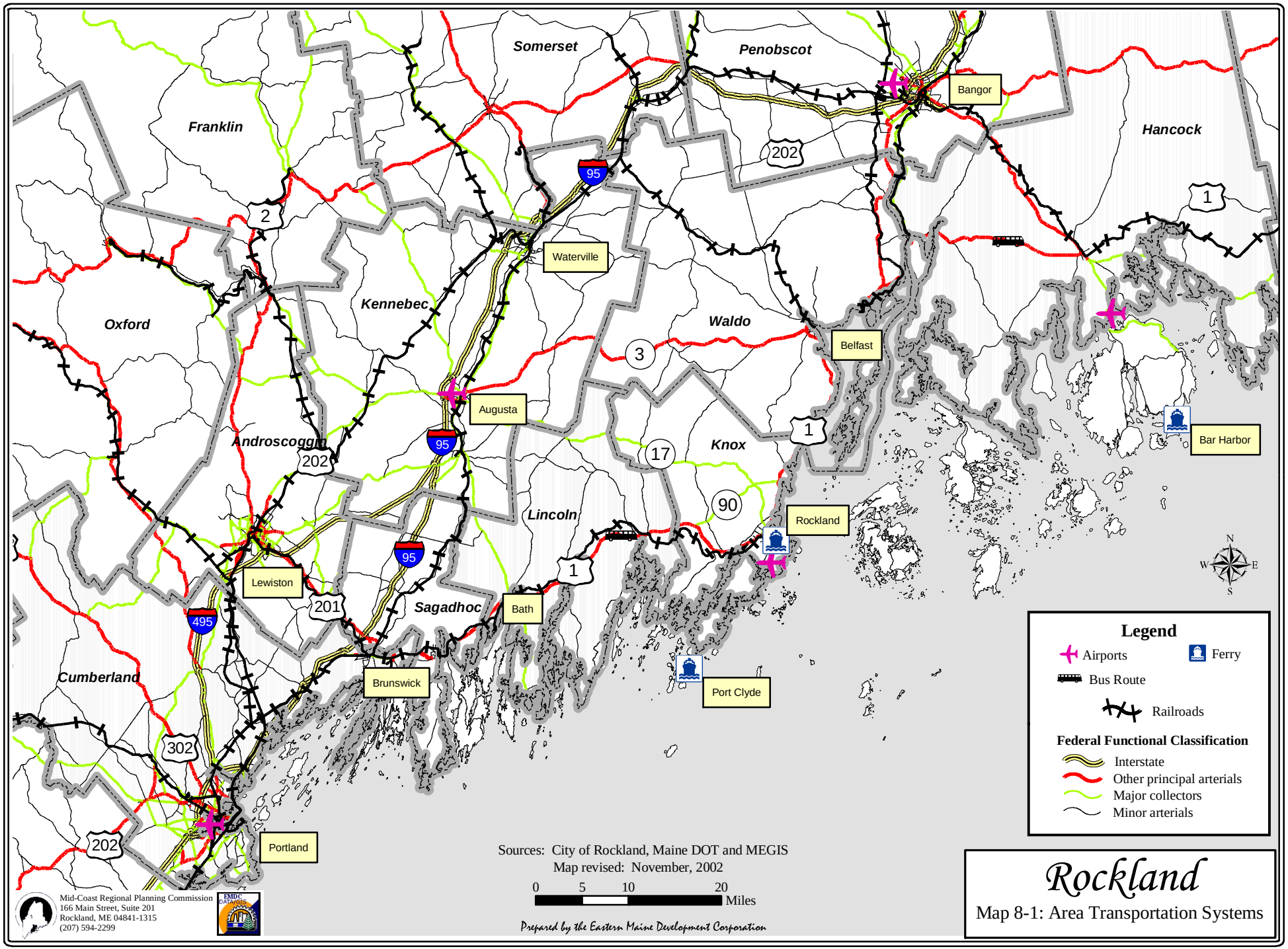
The purpose of the inventory and analysis is to identify existing transportation systems, including the capacity of existing and proposed major thoroughfares, secondary routes, pedestrian ways and parking facilities and alternative modes of transportation. Alternative modes include any means of transportation other than the privately owned motor vehicle.

Highways

Rockland is connected to the entire U.S. highway system, primarily by U. S. Route 1 and Maine Route 17. Rockland is just over 44 miles from I-95 in Augusta via Route 17 and about 54 miles from I-95 in Brunswick via Route 1. Therefore, major improvements on the routes connecting Rockland to the Interstate System are important to the City's residents and the local economy. The August 31, 2000 dedication of the Sagadahoc Bridge, carrying Route One over the Kennebec River between Bath and Woolwich, marked a major improvement for the entire Mid Coast Region. Similarly, a third bridge over the Kennebec River in Augusta, scheduled for construction in the *Six Year Transportation Improvement Plan 2002-2007*, is designed to reduce congestion for travelers on Route 17, who must now access I-95 on Augusta's west side via crowded urban streets. The *Six Year Plan* also includes studies of improvements designed to reduce congestion to the west of the Sagadahoc Bridge and in the Wiscasset area, both on Route 1. Similarly, widening of Route 1 in Warren is also under consideration.

Rockland is a major hub of Knox County's highways, with four routes radiating from it: U.S. Route 1 south to Thomaston, Warren and beyond; U.S. Route 1 north to Rockport, Camden and beyond; Route 17 west to Rockport, Hope and beyond; and Route 73 south on Main Street to Owl's Head, South Thomaston and St. George. Route 90, which passes through the north corner of Rockland, forms an east-

[1] *Six-Year Transportation Improvement Plan, Fiscal Years 2002-2007,* draft, October 2000, page 3.



Rockland

Map 8-1: Area Transportation Systems

Legend
Arterial streets
Collector streets
Secondary roads
Private/service roads
Sources: City of Rockland, Photo Science, Inc. and MEGIS
Map revised: January, 2003
West Meadow Rd
Chickawaukie Lake
17
Old County Road
Limerock St
Rankin St
Cedar St
Maverick St
Park St
Talbot Ave
N. Main St
Broadway
1
1A
17
1A
1
Pleasant St
1
Camden St
Waldo Ave
Park St
Union St
Main St
Broadway
Thomaston St
1
Tilson Ave
73
Main St
Rockland Harbor
0
0.25
0.5
Miles
Prepared by the Eastern Maine Development Corporation
Mid-Coast Regional Planning Commission
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EMDC
Rockland
Map 8-2: Rockland Street Classification

west bypass around downtown Rockland from Warren to Rockport. Within the City, U.S. Route 1A follows Broadway, Birch, and Maverick Streets, providing an alternative to Route 1, which runs north on Main Street and south on Union Street between Park and Rankin Streets.

Rockland has and should maintain a well-developed local street network in the downtown and surrounding areas. Most of these streets have two or more outlets (connections) to other streets. This desirable level of connectivity allows persons to reach their destinations without depending upon one route exclusively, which is especially helpful during times of heavy congestion and when emergency conditions require road closure and the rerouting of traffic.

The City has requested the MDOT to re-route Route 17, removing it from North Main Street, and having it remain on Maverick Street down to the junction with Routes 1 and 1A at Maverick Square. This would remove significant traffic from a mostly residential street, North Main Street, and place it on Camden, Main, and Union Streets, which are in the City's commercial areas.

Functional classifications

Rockland is served by a road network totaling 57.71 miles. These roads are classified by the Maine Department of Transportation (MDOT) as follows: arterials are travel routes that carry high speed, long distance traffic, usually with interstate or U. S. Route number designations. Collector roadways are travel routes that collect and distribute traffic from and to arterials, serving places of lower population densities and somewhat removed from main travel routes. Local roadways are all roadways not classified as arterial or collector, and serving primarily adjacent land areas.

Principal Arterials – 3.21 miles.

U.S. Route 1 (Payne Avenue, Park Street, Main Street, Union Street and Camden Street).

Minor Arterials – 4.52 miles.

Route 1A (portions of Broadway, Broadway Extension, Birch Street, and portions of Maverick Street); Route 17 (North Main Street, portions of Maverick Street, and Lakeview Drive); Route 90; and Maverick Street between Birch Street and North Main Street.

Major Collectors – 16.67 miles.

Old County Road, Waldo Avenue, Cedar Street (from Camden Street to North Main Street), Rankin Street (from Union Street to Old County Road), Limerock Street, Summer Street (from Main Street to Union Street), School Street (from Main Street to Union Street), Elm Street (from Main Street to Union Street), Custom House Place, Tillson Avenue, Public Landing, Pleasant Street, Water Street, Suffolk Street, Route 73 (known as South Main Street), Crescent Street, Thomaston Street (from Main Street to near the western entrance to the Industrial Park), and Broadway (from Park Street to Thomaston Street).

Local Roads – 33.31 miles.

Maintenance responsibilities

Maintenance of highways has long been divided among levels of government. Although significant Federal funding is used for highways and bridges, all of that money passes to the State, which shares with municipalities the responsibilities for maintenance of highways and bridges within those municipalities. In 1982, the State designated municipalities, with 6,000 or more people, responsible for year-round maintenance of State roads within compact zones. The State's Local Road Assistance Program provided municipalities $1,200 per mile annually, based on the average of winter miles and

summer miles maintained. Funding formulas and amounts have changed over time. Rockland's funding for FY 2001, under the Urban-Rural Initiative Program is $87,797.

The City has the financial responsibility for maintaining 33.31 miles of urban "Town Ways", for which no state funds are received. The City receives $1,200/mile/year from the State for 10.42 miles of rural "Town Ways," on which the City is responsible for any excess funds needed to maintain these roadways. No funds are received from the State for State Highways and State Aid rural roads, which are maintained wholly by the State.

Paving of roads and sidewalk maintenance is budgeted through the City's annual Capital Improvements Program (CIP). The 1997-2002 CIP includes $89,150 in 1997-1998 for maintenance of roadways and sidewalks. The 1998-2003 CIP includes $244,000 for paving roads and sidewalks in 1998-1999. The 1999–2004 CIP includes a $2,000,000 bond issue for paving of roads and sidewalks in 2000-2001. During 2000, paving was completed on various streets in Pen Bay Acres, on and near Tillson Avenue, in the industrial park and in Pleasant Gardens. The paving bond has been expended except for $335,000, which has been set aside for pavement overlay in the South End neighborhood in connection with the combined sewer-storm water separation project (CSO). Future paving projects in the City will need to be approved through the annual budgeting process.

The Public Works Department uses the Road Surface Management System (RSMS) to set priorities for paving components of the City's annual CIP. RSMS was established by MDOT to help municipalities "more cost-effectively manage their road systems. RSMS consists of a road inventory, a road surface conditions survey, a summary of estimated costs for repairs on each road, and a prioritized listing of road repair strategies on all local roads. The system's design facilitates collection of the data by community personnel and supports local data processing."[2] The 1998-2003 CIP contains the following statement and estimates of costs for various levels of maintenance on roadways:

"Maintenance is far less expensive than re-construction.

Cost estimates:

- $0.75 per square yard for light maintenance
- $3.06 per square yard for re-surfacing
- $6.48 per square yard for re-claiming and paving
- $40.50 per square yard for full reconstruction."

Traffic Volumes

The Maine DOT takes frequent counts of traffic. Within Rockland, extensive counts were taken in 1984, 1992, and 1997. Less complete counts were taken in 1987, 1989, 1990, and 1995. The 1997 count is the most recent available in 2000. Although traffic in the Mid-Coast area varies with the seasons, all traffic is calculated as Average Annual Daily Traffic (AADT).

Route 1: The 3.21 mile stretch of Route 1 in Rockland is the City's major arterial carrying the highest daily volume of traffic. In 1997, the AADT along Route 1 in Rockland ranged from a low of 10,920 vehicles per day, north of the intersection of Park and Main Streets, to a high of 21,160 on Camden Street north of Maverick Street. Traffic volumes rose by 10% to over 55% from 1984 to 1997.

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[2] *20 Year Statewide Transportation Plan. Part I.* Maine Department of Transportation, January 1995, page 81.

However, there were some declines between 1992 and 1997, though Camden Street traffic increased over 24% during this period. See Table 8-1.

Route 1A: Route 1A, which is 1.57 miles long, provides an alternative route to Route 1's course through Main and Union Streets in Downtown Rockland. In 1997, the AADT along Route 1A in Rockland ranged from a low of 8,680 vehicles per day on Birch Street, east of the intersection with North Main Street, to a high of 11,590 on Maverick Street, northwest of the intersection with Camden Street. Traffic volumes rose by 19% to 40% from 1984 to 1997. Increases between 1992 and 1997 ranged from under 10% to just over 19%. See Table 8-1.

Route 17: Route 17 includes 2.51 miles of roadway in Rockland. In 1997, traffic volumes ranged from 3,730 to 8,990 vehicles per day. From 1984 to 1997, the AADT increased from about 20% to almost 65%. Changes from 1992 to 1997 ranged from a decrease of about 2% to an increase of about 12%. See Table 8-1.

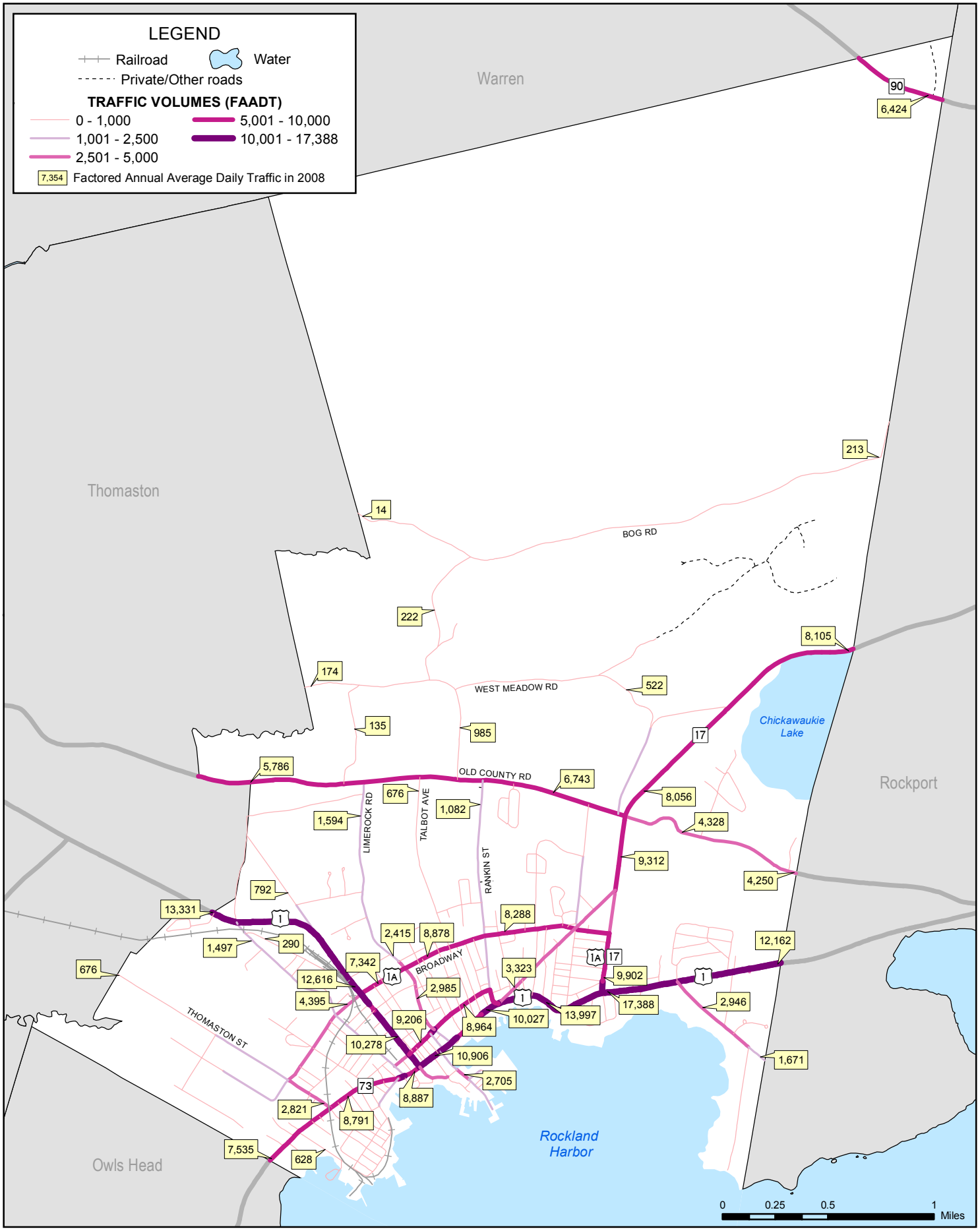
Route 73: Route 73, known as South Main Street, covers 0.88 mile in Rockland. In 1997, traffic volumes ranged from 8,220 to 11,400 vehicles per day, with the highest volumes recorded south of Park Street. From 1984 to 1997, the AADT increased from 39% to almost 49%. From 1992 to 1997, increases ranged from 14% to 29%. See Table 8-1.

Route 90: Only 0.44 miles of Route 90 is located in Rockland. In 1997, the AADT on Route 90 in the towns of Warren and Rockport, on either side of the roadway in Rockland, ranged from 5,220 to 6,270 per day. The count near the Rockland/Rockport Town Line almost tripled from 1984 to 1997, recording a 178.7% increase. The traffic count in Warren increased by over 35% from 1992 to 1997. See Table 8-1.

Old County Road: Old County Road begins at Route 1 in Thomaston, passes through part of Rockland crossing Route 17, and continues into Rockport, where it rejoins Route 1. It is used regularly by local residents to bypass traffic through Rockland or to access Route 17 and Chickawaukie Lake. In 1997, the AADT was 6,040 vehicles per day. From 1984 to 1997, the AADT almost doubled, an increase of 99.3%. See Table 8-1.

Table 8-1

Summary of Average Annual Daily Traffic					
Roadway	**1992 Count**	**1997 Count**	**2000 Count**	**% Change 92-97**	**% Change 97-00**
U. S. Route 1					
New County, W of Payne	13,380	13,380	--	0.0	--
Park, W of Broadway	13,040	13,350	12,800	2.4	-4.2
Park, E of Broadway	11,570	10,690	--	(8.1)	--
Park, W of Union	10,850	11,150	--	2.8	--
Park, W of Main	12,810	12,210	--	(4.9)	--
Main, N of Park	11,030	10,920	--	(1.0)	--
Main, S of Rankin	12,000	13,910	--	15.9	--
Main, N of North Main	15,390	--	16,010	--	--
Camden, S of Maverick	12,940	15,300	--	18. 2	--
Camden, N of Maverick	17,020	21,160	--	24.3	--
U. S. Route 1-A					
Broadway, N of Park	8,270	9,130	8,920	10.4	-2.3
Broadway, S of Rankin	--	11,110	10,200	--	-8.1
Broadway, N of Rankin	--	11,570	10,410	--	-10.0
Broadway, S of Broadway Ex	9,290	9,500	--	9.5	--
Birch, E of North Main	7,290	8,680	7,540	19.1	-13.1
Maverick, NW of Camden	10,340	11,590	--	12.1	--
Route 17					
North Main, N of Main	--	3,730	3,540	--	-5.1
North Main, S of Broadway Ext./Birch	3,700	3,830	3,980	11.7	3.9
North Main, N of Broadway	3,940	--	--	--	--
North Main, S of Maverick	4,400	4,300	4,700	(2.3)	9.3
Maverick, NW of No. Main	8,390	8,990	9,190	7.2	2.2
Route 73					
South Main, S of Park	8,840	11,400	--	29.0	--
South Main, Owls Head TL	7,210	8,220	--	14.0	--
Route 90					
Warren, NE of Rte 131	3,860	5,220	--	35.5	--
Rockland/Rockport Town Line (SW Rte 17)	--	6,270	--	--	--
Old County Road					
E of Sherers Lane (NE of Talbot)	--	6,040	--	--	--



TRAFFIC VOLUMES

Prepared as part of the Gateway 1 amendments to the comprehensive plan.

CITY OF ROCKLAND

Map created: October, 2010
Map prepared by LatLong Logic, LLC
Sources: City of Rockland, MEDOT and MEGIS

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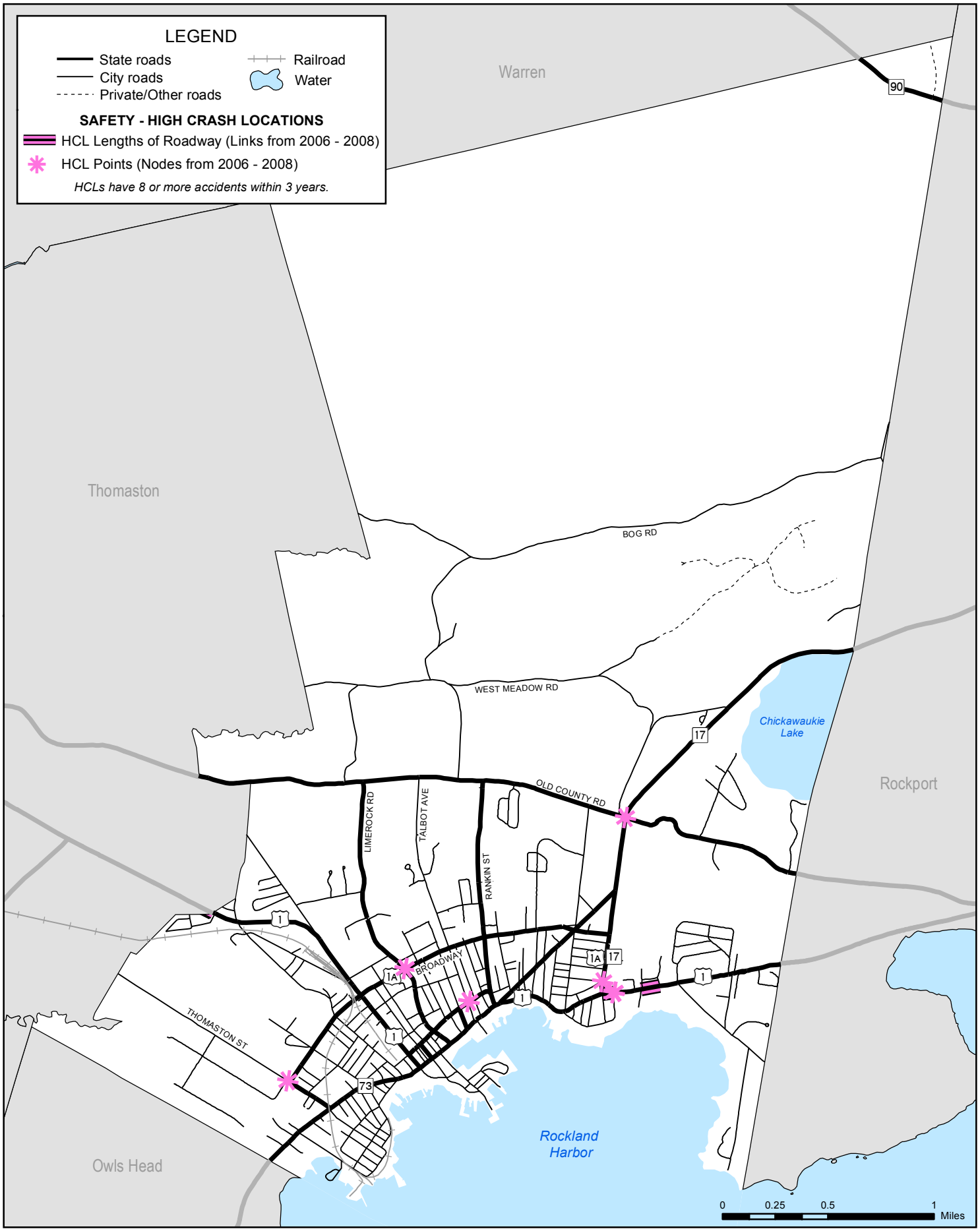
Map 8-3



HIGH CRASH LOCATIONS

Prepared as part of the Gateway 1 amendments to the comprehensive plan.

CITY OF ROCKLAND

Map revised: November 19, 2010
Map prepared by LatLong Logic, LLC
Sources: City of Rockland, MEDOT and MEGIS

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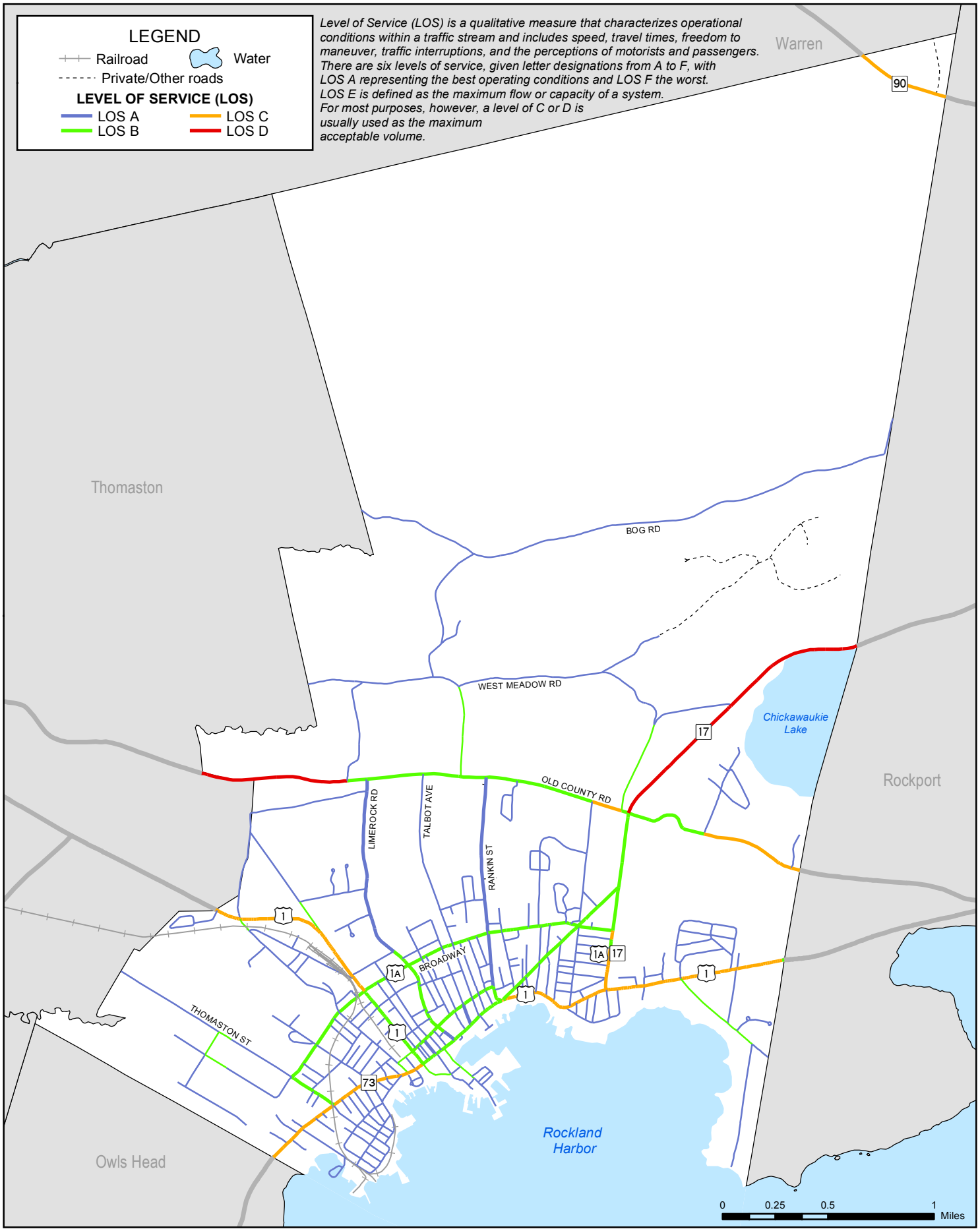
Map 8-4



LEVEL OF SERVICE

Prepared as part of the Gateway 1 amendments to the comprehensive plan.

CITY OF ROCKLAND

Map revised: November 19, 2010
Map prepared by LatLong Logic, LLC
Sources: City of Rockland, MEDOT and MEGIS

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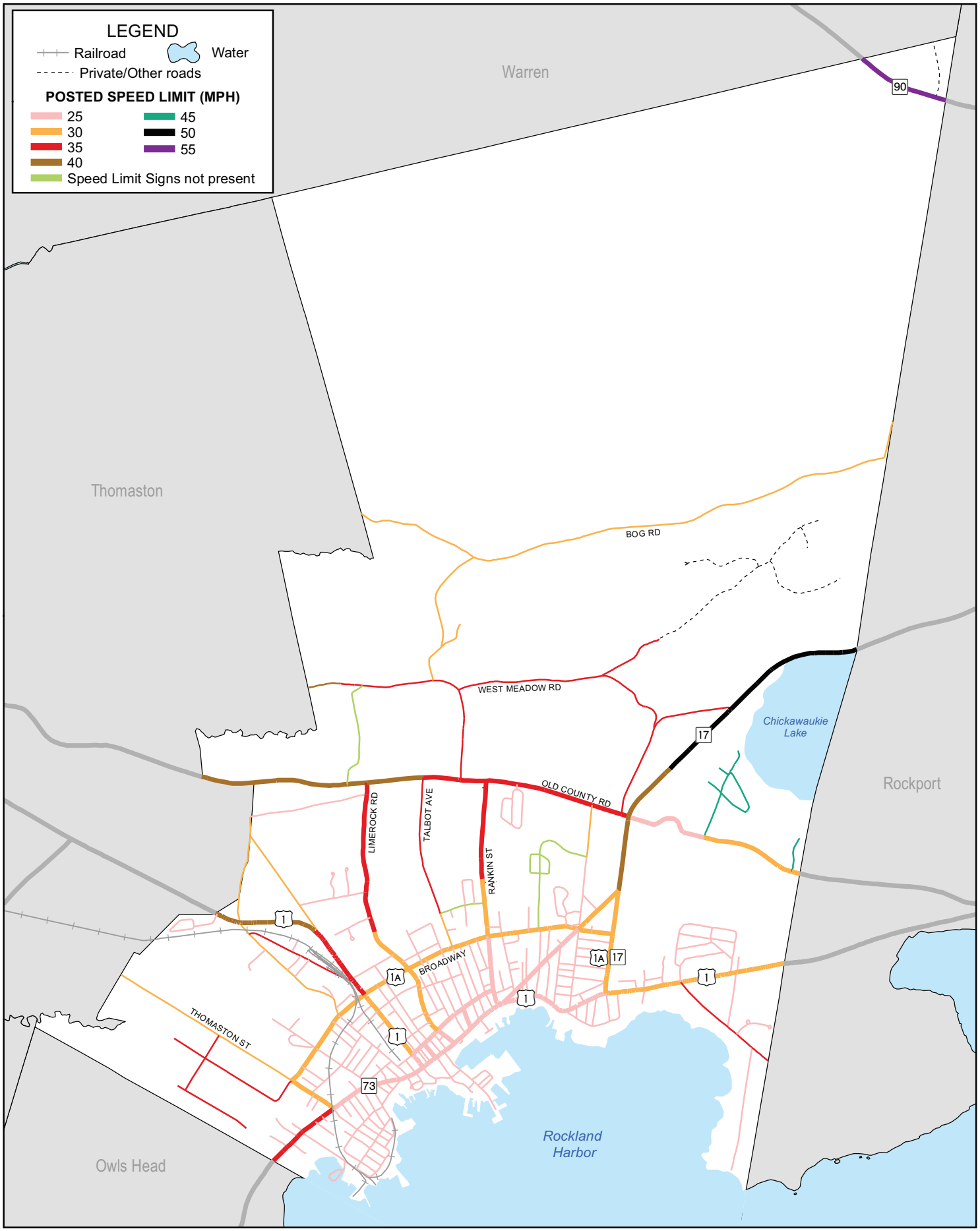
Map 8-5



POSTED SPEED LIMITS

Prepared as part of the Gateway 1 amendments to the comprehensive plan.

CITY OF ROCKLAND

Map revised: October, 2011
Map prepared by LatLong Logic, LLC
Sources: City of Rockland, MEDOT and MEGIS

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Map 8-6

Truck Routes

Rockland does not have any designated truck routes. There are, however, some roads that are posted during the spring freeze/thaw cycle. These include Mountain Road, Bog Road, West Meadow Road, and Sherers Lane. In addition, five roads are permanently posted with a five-ton weight limit to exclude through traffic by large trucks. They are Crescent Street, Pleasant Street (from Union Street to Belvedere Street), Luce Street, Atlantic Street, and Field Street. Thompson Meadow Road is posted for a 21-ton weight limit imposed by the bridge over Meadow Brook.

Presently, trucks traveling between Route 1 and the Industrial Park have to use Broadway, which passes two schools and a residential neighborhood. An industrial park access road from Pleasant Street to Thomaston Street, to provide a more direct linkage to the park and reduce truck travel through the residential neighborhoods, was under consideration by the City Council in late 2000. The preferred location of the road is between the Ferraiolo Construction Company property and the ball park on Pleasant Street, running southerly about one half mile to intersect Thomaston Street directly across from Moran Drive in the Industrial Park. The estimated cost of the road is $1,300,000.

An alternative truck route from the Industrial Park to Route One via Buttermilk Lane is now being considered.

Future roadway improvements

MDOT's Draft *Six-Year Transportation Improvement Plan, Fiscal Years 2002-2007*, October 2000, lists the following highway reconstruction projects in, or immediately adjacent to Rockland as part of Division 5 (Knox, Lincoln, Sagadahoc and Waldo Counties):

1. Thomaston, Route 1, begin 0.2 miles west of Old County Road to 0.1 miles west of Rockland/Thomaston Town Line, 1.89 miles long.
2. Rockland, Owls Head, So. Thomaston and St. George; Route 73, begin at Route 1 in Rockland southwest to Route 131, 10.74 miles long.
3. Old County Road, Rockland and Rockport, begin at Route 17 in Rockland northeast to Route 1 in Rockport, 2.03 miles long.

The largest increases in traffic since 1984 have been experienced on Camden Street from the vicinity of Maverick Street north to the Rockport Town Line, where volumes have increased by from 5470 to 7230 AADT (over 50% increases). In 2000, the Maine DOT agreed to study the synchronization of traffic lights on this road to improve traffic flow.

Route 90, with a percentage increase of almost 180%, had the highest percentage increase, but its 1997 AADT of 6,270 was comparable to the increase in AADT experienced on Camden Street. Similarly, Old County Road had a percentage increase of almost 100%, but the 1997 AADT was 6,040, comparable to the increase in AADT on Camden Street.

There have long been concerns by Downtown businesses over congestion on Main Street. The City had long advocated the idea of a bypass along the waterfront, behind many Main Street businesses. However, on May 4, 2000, Maine DOT Commissioner John G. Melrose informed City Manager, Thomas Hall, that such a bypass was not justifiable due to its cost to benefit ratio and that the MDOT would do no further study of the concept.

Main Street has been narrowed by widening the sidewalks in various places to better accommodate pedestrians and allow for landscaping and street furniture. This has also resulted in a loss of some on-street parking spaces. Trucks making deliveries to Main Street businesses must often stop in the travel

lanes. This causes significant delays to traffic. However, lack of alternative truck access to many of these businesses, few loading zones (which, if established, would remove further on-street parking spaces) and the need for deliveries throughout the business day, make this problem difficult to solve.

Parking

Downtown parking problems were identified in the *Mini Route 1 Corridor Study* and the September *1994 Regional Transportation Advisory Committee (RTAC) Region 5 Advisory Report to MDOT*.

In the Downtown, parking is available along Main Street, on some of the connecting streets between Main and Union Streets and in municipal and private parking lots. On-street parking is limited and, in places on Main Street, unsafe because of general traffic congestion. Off-street parking is sometimes not visible, conveniently located, or attractive.

The Quality Main Street grant that the City received from the State focused on this issue. The *March 1996 Downtown Revitalization Strategies* recommended the following parking improvements:

- Limerock, School, Museum Street Area: Consolidate private/public parking space in one large lot.
- Elm Street/Farnsworth Area: Study the potential of this area as a single parking lot rather than two streets split by parking.
- Fisherman's Memorial Park/Lobster Festival Site (Public Landing): Develop a new parking lot, west of the Chamber building where it is most out-of-sight and away from the waterfront.
- Main/Winter/ Park Drive/Tillson Avenue: Investigate establishing additional parking (private/public) in these areas.
- Treatment Plant Area: Redesign this City-owned parking lot in order to accommodate more vehicles.
- Lermond's Cove: Acquire property in order to provide parking for Main Street buildings.

In addition to the Downtown parking issues, the City has recognized the need to develop parking standards for its land use ordinance. The City Council adopted a Parking Ordinance on March 13, 2000, effective April 12, 2000.

The first two recommendations were achieved through a land swap between the Farnsworth Museum and the City. The lot between School and Limerock Streets is now a free public lot with some spaces reserved for permit holders. The Farnsworth, as part of its recent expansion, has also developed private parking lots west of Union Street. The parking area at the Public Landing is now paved and striped, as is the public lot between Winter Street and Tillson Avenue. A recent donation to the City of land adjoining the public lot between Winter Street and Tillson Avenue created a total area of .56 acre of public parking to replace spaces lost on Main Street. Access to the public lot near the Treatment Plant has been made safer and the pavement striped to increase capacity. There is diagonal on-street parking on Tillson Avenue next to the Treatment Plant. Parking for the ferry terminal was significantly expanded when the terminal was rebuilt in 1996. With the cooperation of the Maine State Ferry Service, some of this area could support a parking deck if increased public parking were desired.

The *US Route 1 Mid-Coast Transportation Study* was completed for the MDOT in 1993 to evaluate the range of potential actions, short of building significant new capacity, to address existing and future traffic conditions along Mid-Coast Route 1. The study focused on ways of reducing travel demands (transportation demand management or TDM) and enhancing management of the roadway system (transportation systems management or TSM). The study found that "In the year 2005, between Rockland and Lincolnville, all proposed TDM measures have the greatest potential to flatten the

demand curve and reduce traffic to a level approaching the capacity of Route 1." The study suggested the following corridor-wide actions, which are relevant to Rockland's comprehensive planning effort. *These suggestions are shown for informational purposes only and do not necessarily reflect the recommendations of this comprehensive plan.*

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1. Initiate a regular, fixed route intercity bus service between Portland and Belfast (high implementation feasibility - assumes expansion of an existing transit provider);
2. Initiate a regional ridesharing program for the formation and promotion of car pools and van pools (high implementation feasibility);
3. Upgrade the entire length of Route 1 between Bath and Belfast to better accommodate bicycle and pedestrian travel;
4. Construct 4 to 6-foot wide shoulders in developed areas (where no sidewalks exist) as resurfacing or reconstruction projects occur;
5. Implement a comprehensive traveler information and signage improvement program;
6. Discourage "strip" development;
7. When funding improves, consider giving priority to transportation projects that help concentrate growth and economic development in designated growth areas;
8. Initiate corridor-wide access management programs to control the proliferation of driveways along the corridor;
9. Promote driveway, site design, and development standards along Route 1;
10. Enact corridor-wide standards for scenic turnouts, landscaping, signs, and lighting;
11. Require or encourage large employers to initiate trip reduction programs to reduce congestion and air pollution;
12. Require or encourage towns to impose access impact fees;
13. Establish a Bath to Belfast Corridor-Transportation Commission to coordinate transportation and land use planning;
14. Encourage towns to keep their growth areas near to, but not on, Route 1 so as to avoid more strip commercial development;
15. Include provisions in local comprehensive plans that promote higher density, mixed use development around existing centers; and
16. Enact local ordinances that provide incentive for developers to create bike and pedestrian ways and mixed uses, in the village areas.

Perhaps the most important item mentioned above is No. 13, which has been accomplished on a State-wide basis by the establishment of Regional Transportation Advisory Committees (RTACs). These committees, supported by Maine DOT and regional planning commission staffs, have provided local and regional input to MDOT in planning for transportation improvements in all modes. Many of the other recommendations above are being addressed by the MDOT in response to concerns of the various RTACs. Rockland is represented in RTAC 5, which includes Waldo, Knox, Lincoln, and Sagadahoc Counties plus the Cumberland County towns of Brunswick and Harpswell.

SYSTEM MANAGEMENT PROGRAMS

Safety

Over 39,000 motor vehicle crashes occurred in 1999 on Maine's public roads, involving nearly 94,600 people. These crashes resulted in 175 fatalities, over 7,500 known injuries, and more than 8,700 possible injuries. The estimated cost of these crashes exceeded $1.2 billion. These crashes affect literally every family in Maine, either through personal losses or increased insurance rates.

Historically, the number of crashes occurring on Maine roads has increased as traffic volume has increased though the crash rate and fatality rate have declined. For the period 1998-1999, the number of crashes has also decreased. Improved road design, vehicle safety features, and public awareness of safety issues have all contributed to the declines both in the crash rate and fatality rate.

The *20-Year Plan* recommends four strategies to improve the safety of Maine's transportation system:

- Apply safety management principles;
- Increase public awareness of safety issues;
- Identify existing and potential safety problems; and
- Address physical features contributing to safety problems.[3]

Accidents

The Maine DOT uses a system of Nodes and Links to store and analyze accident information. Nodes are intersections, major bridges, railroad crossings, and other locations on a road. Links are the segments of roads between Nodes. A Node or Link is considered to have a safety deficiency if it experiences at least eight accidents in a three-year period and has a Critical Rate Factor (CRF) greater than one. (The Critical Rate Factor is a measure of the number of accidents that would be expected given the traffic at a Node or Link. A CRF greater than 1.00 indicates that there are more accidents than would be expected, designated as a High Accident Location.) All of the following High Accident Location information is from the *Maine Department of Transportation High Accident Location Listing 1997-1999.*

Route 1: The following locations on Route 1 are High Accident Locations:

1. Park Street, from Union Street to Main Street;
2. Main Street, from Summer Street to Talbot Avenue;
3. The intersection of Union Street and Talbot Avenue;
4. The intersection of Main and North Main Streets;
5. The intersection of Lindsey Street and Main Street;
6. Main Street from the intersection of North Main Street to Cottage Street;
7. Camden Street from the intersection of Philbrick Avenue to Waldo Avenue; and
8. Camden Street from the intersection of Maverick Street (Route 1A) to Washington Street.

Route 1A: Route 1A has one High Accident Location:

1. The intersection of Broadway and Talbot Avenue.

Route 73: Route 73 has one High Accident Location:

1. The intersection of Thomaston Street with South Main Street.

[3] *Six Year Transportation Improvement Plan 2002 – 2007*, Draft, October 2000, page 29.

Broadway: Broadway south of Park Street (Route 1) has one High Accident Location:

1. The intersection of Pleasant Street and Broadway.

The Maine DOT allocates about $2.5 million annually to physically improve high accident locations. These are analyzed on a statewide basis to correct the most critical locations first, based on CRFs, personal injuries and benefit-cost ratios, to the limits of available funding. This is 90/10 funding, with 90% coming from Federal taxes. Detailed computer analysis, including accidents involving pedestrian injuries, are available from the MDOT. The MDOT cooperates with municipalities in correcting these high accident locations.

PASSENGER TRANSPORTATION

The Maine DOT's Office of Passenger Transportation's (OPT) responsibilities extend to air transportation, marine transportation (including the Maine State Ferry Service), Park & Ride Programs, pedestrian and bicycle transportation, passenger rail transportation, local public transit, intermodal facilities and intelligent transportation systems.

Knox County Regional Airport

Knox County Regional Airport (RKD), in Owls Head, is located just ten minutes from the center of Rockland. The *National Plan of Integrated Airport Systems* designates RKD a commercial service airport. In addition to serving the needs of general aviation, it receives scheduled air service from regional/commuter airlines. U. S. Airways Express provides scheduled service for passengers and small parcels to Boston's Logan International Airport. Some flights are routed via Augusta or Trenton (Bar Harbor); others are direct to and from Boston. Telford Aviation provides local air charter service, including airfreight, United Parcel Service and mail service to the islands of Matinicus, Islesboro, Vinalhaven, and North Haven. Downeast Air is the Fixed Base Operator, providing fuel, maintenance and hangars. Telford Group also provides fuel, and limited maintenance and catering service to transit aircraft. The Knox County Flying Club has its base here and aircraft associated with the Owls Head Transportation Museum also use the airport.

Rental vehicles are available at the airport from Budget Rent-A-Car.

The airport was constructed as a Works Progress Administration project, sponsored by the City of Rockland, in 1939. Beginning in 1941, the airport was taken over by the Navy and served as a satellite training facility to Brunswick Naval Air Station during World War II. The City of Rockland assumed ownership in 1946 and it was transferred to the Knox County Commissioners in 1968. The approximately 538-acre airport is located mostly within the Town of Owls Head, with a small portion in South Thomaston. It includes some off-site parcels purchased for environmental mitigation, including noise control. Runways consist of a 5,000' X 100' primary 13-31 runway and the 4,000' X 100' secondary 03-21 runway. In 1997, RKD had 69 aircraft based there.[4] In 1997, Knox County Regional Airport had 15,192 passenger enplanements[5].

[4] Knox County Regional Airport, Master Plan Update, May 2000, page 2-5.
[5] Ibid., page 2-12.

The State's designation of Knox County Regional Airport as an economic development airport focuses limited funding for runway extensions, precision instrument approaches, and other improvements to support statewide and local economic development objectives. The Instrument Landing System for runway 13-31 was completed in 1995 when the runway was extended to a length of 5,000 feet and equipped with a variety of navigational aids, making air traffic safer.

Recommended future improvements at the airport include: repair and rehabilitation of both runways and the existing aircraft parking apron, extending Taxiway "A", grading of the Runway 3 safety area, reconstructing the access road, constructing a new terminal building, and constructing additional spaces for both aircraft and vehicle parking.[6] Many of these "landside" facilities will be constructed only if the demand for them develops in the future.

Emergency Air Service

Telford Aviation provides both fixed wing and helicopter medical evacuation services using aircraft based at Owls Head. There is a helipad located at Penobscot Bay Medical Center in Rockport.

Marine Highway

The OPT is working with the communities of Portland, Bangor, Bath, Boothbay Harbor, Rockland, Eastport and Bar Harbor to develop the shoreside facilities for various marine services including high speed ferries, water taxis, and cruise ships. This effort will include providing intermodal connectivity, whenever feasible.

Maine State Ferry Service

The Maine State Ferry Service (MSFS) terminal at Lermond's Cove maintains year-round service to the islands of North Haven, Vinalhaven, and Matinicus. In fiscal year 2000, the Ferry Service in Rockland transported 196,139 passengers, 58,382 vehicles, and 3,005 bicycles (all one-way trips). Schedules are significantly expanded during the summer months to meet peak recreational demand. Four vessels are operated out of the Rockland terminal: the 1968 *Governor Curtis* (250 passengers, 17 autos), the 1993 *Captain Charles Philbrook* (250 passengers, 17 autos), the 1993 *Captain Neal Burgess* (250 passengers, 17 autos), and the 1959 *North Haven* (125 passengers, 9 autos). The 1960 *Everett Libby* (175 passengers, 12 autos) serves as a spare boat. Ferry traffic has increased so that the FY 2000 yearly weekday capacity of the island-based boat on the Vinalhaven run was 86.5%, followed by 77.6% for the mainland-based boat, 71.5% for the North Haven boat and 57.1% for the Matinicus boat. June, July and August 2000 weekday capacities for the island-based Vinalhaven boat exceeded 90%.

For FY 2000, operating costs for the entire Maine State Ferry Service were $5,001,432, with $2,620,295 covered by revenues (52.4%). Of the revenues, $2,442,781 (93.2%) were from fares and an additional $58,223 (2.2%) were from parking fees. Island based round-trip fares are set at about 50% of mainland fares. Capital costs for the MSFS are completely subsidized by the State and Federal governments. As a result, travel from the islands is inexpensive. The policy of low fares was established early in the 1960s to help preserve year-round communities on the islands.

The State's investment in the Ferry Service in Rockland is substantial and is expected to continue, subject to continued support by Maine's voting public. The State invested $2.5 million in the

[6] Ibid., Executive Summary, page ES-1.

construction of a new 8,740 square foot, one-story, frame terminal, including offices and waiting room, and substantially increased parking and other improvements, completed in 1996.

The State's FY 2000-2001 TIP includes $5,000,000 to design and upgrade the existing single transfer bridge at the terminal with two transfer bridges and improvements to the fixed pier. These improvements will allow for increased vessel handling capabilities and double the ability to move traffic efficiently through the facility. This project is dependent on award of Ferry Boat Discretionary funds by the Federal Highway Administration and/or general obligation bonds. The TIP also designates $300,000 for the design and construction of a new ferry facility at Matinicus. A 20 car ferry has been designed as a replacement for the *Governor Curtis*, however the anticipated $5,000,000 construction cost does not appear in the current two or six year TIPs.

A small, privately operated boat, for passengers only, runs from the MSFS wharf in Rockland to Matinicus during the summer months. The Ferry Service does not have any information on this seasonal boat service. A larger privately owned vessel, the *Island Transporter*, is designed to operate from MSFS terminals and is used to supplement the State owned ferries, particularly for the movement of construction equipment, materials, etc. [7]

Other Ferry Services, Cruise Ships

Rockland is under study by the OPT as a location for ferry service linking Portland, Boothbay Harbor, Rockland and Bar Harbor (Acadia National Park). The Department of Transportation has selected Atlantic Point in the South End of Rockland as a possible site for a high-speed ferry terminal. This site was chose because it has adequate water depth to accommodate the size vessels anticipated, proper zoning, and direct access to a rail line.

MDOT's Strategic Passenger Transportation Plan proposes the operation of two high speed ferries that would take tourists from Portland to Bar Harbor, serving Acadia National Park. The new vessels could potentially ease traffic on coastal highways, reduce pollution, and attract more out of state tourists. One ferry would take travelers from Portland to Boothbay Harbor and on to Rockland. The second vessel would take passengers from Rockland to Bar Harbor. As planned, each ferry would make two round trips a day. The service would probably be run by a private operator. The State is working with the communities on the proposed route to provide the necessary shore facilities, with intermodal connections where possible.

The ferry, coupled with the return of passenger train service, is part of the MDOT's *Explore Maine* plan to promote a seamless transportation system in which a visitor to Maine, or a Maine traveler, can board a train in Boston, travel to a rail station in Rockland, transfer to the ferry, and step off at Bar Harbor to visit Acadia National Park.

Occasionally during the summer season, smaller cruise ships will make port calls to the City of Rockland.

Sidewalks and Pedestrian Ways

Consistent with Rockland's urban settlement pattern, "most of the streets in the built up section of Rockland were created by the 1870's and were densely developed on small lots typical of an era when

[7] Leroy Sawtelle, Manager. Maine State Ferry Service, personal communications, Nov. 21, 27, 2000.

most local travel was on foot."[8] The area served by sidewalks is bounded, generally, by Birch Street and Broadway to the west, Maverick Street to the north, Holmes Street and Crescent Street to the south and Main and Camden Streets to the east. The North End has no sidewalks east of Camden Street, but some streets in the South End have sidewalks. Many of the streets between Broadway and Birch Streets and Main and Camden Streets have sidewalks. A sidewalk on the east side of Camden Street extends from Washington Street to the Rockport Town Line. In the South End, a sidewalk extends on the east side of Main Street from Park Street to Region 8 Vocational Center. The *Mini Route 1 Corridor Study* noted, "Sidewalks have been neglected in all four towns of the study area, and are of particular concern in Rockland." Specifically, the study noted a need for:

- enforcement of law that requires motorists to stop for pedestrians in crosswalks in Downtown Rockland,
- a crosswalk and better curbing near the former Courier Gazette building, and
- improved vigilance on the part of pedestrians crossing side streets adjacent to Union Street (looking back for turning traffic).

Other areas identified as needing improvement include:

- more handicap accessible ramps;
- sidewalks to parks in the Downtown area, the Marie Reed Breakwater Park, and Johnson Memorial Park (Chickawaukie); and
- sidewalks from Old County Road toward the developed areas of the City.

Several Downtown crosswalks in Rockland have traffic cones located on them except when streets require plowing. Recent sidewalk improvements have included ramps for handicapped access. However, some sidewalks remain obstructed by utility poles.

Some recreational facilities cited in the study still lack sidewalks. Johnson Memorial Park (Chickawaukie Lake), Kenniston Ball Field (Jay Cee Park), and Marie H. Reed Park (Rockland Breakwater) have no sidewalks connecting them to major residential areas. Residential areas along and west of Old County Road are not served by sidewalks. Only Cedar Street has a sidewalk connecting Old County Road with Broadway. The Middle School/South End Elementary School campus is poorly served by sidewalks. Not all recently constructed subdivisions have sidewalks, and those that do are not connected to any other sidewalks. No sidewalks connect City Hall to the residential neighborhoods.

The City identifies sidewalk improvement needs in three ways: as roadways are scheduled for maintenance, based on calls from the public, and through observation by Public Works personnel. Sidewalk improvements are funded and scheduled through the City's five-year Capital Improvements Program (CIP). The 1997-2002 CIP included $44,500 in 1998 for Main Street sidewalks as part of the installation of new street lighting on Main Street. In 1999, 2000, and 2002, $150,000 annually was allocated to roads and sidewalks. The 2001 amount for roads and sidewalks was $2,000,000, financed by a City bond issue.

Rockland Harbor Trail

The City had previously secured $80,000 in federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) funds, to be matched by $20,000 in local funds, for construction of a portion of Harbor Trail. The first section of this waterfront multimodal (pedestrian and bicycle) paved way, from

[8] *Rockland Comprehensive Plan*, op. cit.

the South End to Sandy Beach, was scheduled for construction in the fall of 1995, but was not done. In the summer of 1999, the Harbor Trail was delineated by a blue painted line on roads and sidewalks connecting Snow Marine Park in the South End with Marie H. Reed Park near the Breakwater. In 2000, this ISTEA funding was used to construct a sidewalk on the east side of Main Street from the Maine State Ferry Terminal to a point just northerly of Cottage Street, a $90,000 project, 80% ISTEA funded with a 20% local match. The work was done by the Maine DOT and the new sidewalk was integrated into the Harbor Trail. Perhaps the most exemplary portion of the Harbor Trail is the boardwalk built by MBNA along their waterfront property. Open to the public during daylight hours, it has already proven popular with residents and visitors alike.

Bikeways

The Maine DOT defines four types of bikeways, each accomplishing a distinct function:

- the neighborhood network providing access to educational, recreational, and residential areas, as well as commercial destinations frequented by children and casual bicyclists,
- the local network connecting destinations within communities which are outside the neighborhood but within easy bicycling distance,
- the regional network providing connections among local networks, and
- the statewide network connecting the Maine intrastate network with existing and planned interstate and international networks.

The only bicycle route in Rockland, marked by shoulder striping and signs, runs on Route 17 from Old County Road to Johnson Memorial Park on Chickawaukie Lake. In 1999, each Regional Transportation Advisory Committee (RTAC) formed a Bicycle Subcommittee to study the needs for bicyclists. In January 2000, the MDOT adopted a new "Shoulder Surface Type Policy" containing criteria for determining when a highway will be receiving paved shoulders. In the summer of 2000, the City responded to a proposal for the East Coast Greenway, a proposed bicycle/walking path from Maine to Florida, by recommending a minor route change through the City. The Greenway would extend northward from Rockland via Route 17 and southward via Route 73. In 2000, the City also applied to MDOT for $24,000 in planning funds to prepare a comprehensive study of local bicycle and pedestrian routes within Rockland, supported by the City Council and the Ad Hoc Rockland Cross-Town Bicycle Path Committee.

Passenger Rail Transportation

Since 1871, when rails first reached Rockland, both passengers and freight were carried over the line from Woolwich, terminal for the train ferry to Bath. The Carlton Bridge replaced the ferries in 1927. During 2000, the line was operated primarily for freight service, which will be discussed in a later section. However, the Maine DOT's *Explore Maine* plan envisions future use of the Rockland Branch for passenger as well as freight service.

The Knox and Lincoln Railroad was completed to a station in the vicinity of the roundhouse and turntable near Park Street in 1871. Following completion of the branch through the South End to the steamboat pier, the line was extended to freight and passenger stations at Pleasant and Union Streets in 1886. A brick passenger station was constructed in 1917-1918, replacing the 1886 station, and served until April 4, 1959 when passenger service ended on the Rockland Branch. It later was used as Rockland's City Hall.

In 1987, the State purchased the 56.52-mile Brunswick-Rockland line from the Maine Central Railroad. The line had not been used for passenger service since 1959 and had been maintained only for slower freight service. Since the MDOT's *Explore Maine* plan contemplates passenger service on the Rockland Branch, it will require rehabilitation for that service. Total capital improvement needs for the entire 57-mile line are estimated at $33 million; about $1.875 million had been invested as of October 12, 2000. Rehabilitation of the long trestle in Wiscasset was completed in August 2000 and clearing of brush along the entire line and other bridge repairs were completed in September 2000. Completion of the upgrading of the Rockland Branch is scheduled for October 2002.

The Maine Coast Railroad operated summer-season tourist trains between Wiscasset and either Bath or Newcastle from 1992 through 2000. A Rockland to Warren sightseeing run had generally been scheduled a couple of times each year. In early 2001, the future of regional sightseeing trains on the Rockland Branch is unknown.

The return of passenger service to the railroad has been the topic of much discussion and speculation throughout the 1990s. In early 2002, Amtrak passenger service between Portland and Boston was restored and has exceeded ridership and income expectations. Extension of that service from Portland to Brunswick is anticipated, with the additional possibility of extending service from Brunswick to Rockland. Service along the Rockland branch was discussed at an MDOT meeting held in Damariscotta on October 12, 2000. Because two State-owned corridors link Brunswick and Rockland, it presents a unique opportunity to coordinate the use of road and rail. The primary benefits are seen as potential reduction of congestion on Route 1 from tourist and commuter traffic and creation of a direct rail/ship link in Rockland with a proposed high-speed ferry service. Thus, Rockland could serve as the eastern terminus for two types of rail passenger service, commuter service to Bath and Brunswick, with connections at Brunswick to Amtrak routes or other commuter services, and tourist-oriented services to connect with high-speed ferries.

The City of Rockland has participated in the planning for passenger rail service and has the opportunity to ensure that a plan beneficial to the City is agreed upon by MDOT and any future operators of rail passenger and high speed ferry services.

Coastal Trans

Coastal Trans, Inc. (CTI) has served Rockland and the Mid-Coast area for a number of years with the use of vans, volunteer drivers who use their own vehicles, and a "Family and Friends" Program, in which the clients either drive themselves or are driven by a family member or friend. CTI is a nonprofit corporation designated by MDOT as the Region 5 Transit Provider for residents of Knox, Lincoln, and Sagadahoc counties and the towns of Brunswick and Harpswell. They have their main office in Rockland, with a second office in Bath. CTI's mission is to provide non-emergency public transportation services to the low income, elderly, disabled, and "at risk" children.

Most services are offered on a 24-hour demand-response basis at least once per week, with many communities receiving services up to five days per week. For its demand-response services, CTI requires 24-hour advance notice reservations before 2:30 PM. CTI has a schedule of fares which apply to the general public.

CTI uses five 6-passenger mini-vans, two 14-passenger vans, and eleven 8-10 passenger handicapped-accessible vans. Fourteen volunteer drivers use their own cars to provide transportation

throughout the region. Under the "Friends and Family" Program, CTI schedules trips, tracks mileage and handles reimbursement. In FY 2000, CTI served approximately 1,690 clients, with 1,111,441 total miles traveled for a total of 57,156 trips. Volunteer miles accounted for about 36% of the total, van miles were about 34%, and "Friends and Family" accounted for about 29%. Taxis provided the remainder. Rockland received 10,206 trips in FY 2000, for a total of 208,593 vehicle miles traveled.

Funding for Coastal Trans is largely from Medicaid (64%) and the Maine Department of Human Services (11%). The Maine DOT provides 9% of operating funds and 80% to 90% of capital funding. The remaining 16% of operating funds come from a variety of sources, including contracts, municipal funding, United Way and others. The FY 2000 operating budget was approximately $853,000.

In 1994, CTI began offering fixed route shuttle bus service in Rockland with two vans. However, the service was terminated in February 1997 because of the lack of riders. While the reasons for the failure of this public bus services are not clear, the public's perception that the service was primarily for those who needed public assistance, inadequate signs and advertising, and an inability to meet the expectations of those accustomed to use of their private vehicles probably led to low ridership.

CTI began a seasonal shuttle bus service to transport Camden employees from several small remote parking lots to their jobs in Downtown Camden in 1996. In 1997, it transported tourists from a large lot located off Route 1 near the Rockport/Camden town line to the Downtown business area and provided connections from the Camden Hills State Park to Downtown Camden. This was an MDOT demonstration project to determine if a shuttle bus would be effective in relieving downtown parking and congestion. Although the second year saw increased use by tourists, the service attracted few commuters to downtown job sites. Most tourists continued to park in Downtown, employers did not support it and local political support never developed. It is no longer operating.

Commercial Bus Service

Concord Trailways provides regular commercial bus service to Rockland on its Boston/Portland/ Bangor "Maine Coastal Route," with two trips daily both ways and a Sunday-only southbound trip originating at their Camden/Rockport bus station. Travel times between Rockland and Portland are 2 hours, 10 minutes southbound and 2 hours, 15 minutes northbound according to the fall 2002 Concord Trailways Timetable. Buses arrive and depart from the Maine State Ferry Terminal, which also provides parking for bus passengers. Bus passengers may connect with other bus services at Bangor, Portland and Boston.

Taxi Service

Two taxi companies operate out of Rockland, Rockland Taxi with licenses for 6 taxis and Schooner Bay Limo & Taxi with licenses for 8 taxis. Rockland permits a total of 16 licenses for taxis. The City does not set fares or monitor the performance or ridership of taxis, however licenses are renewed annually. Limousine service, primarily to the Portland Jetport, is provided by Mid Coast Limo, located in Camden. Service is also available to Bangor and Boston, including medical trips.

FREIGHT TRANSPORTATION

"MDOT's Office of Freight Transportation (OFT) was created in the mid 1990s to formulate policy, programs, and projects that use Maine's freight transportation network as a cohesive system.

Motor Transportation

"Motor carriers have continued to increase their share as the predominant mode of freight transportation in Maine since the first Six-Year Plan. Over the next six years, MDOT will seek to address this trend by undertaking several motor carrier initiatives to improve the flow of motor carrier transportation."[9]

Rockland's commerce moves primarily by truck. The City's roadways have seen some slight changes to accommodate this traffic, mostly by providing wider curb radii at some intersections and by adjusting the location of stop lines. As noted previously, the Maine State Ferry Service cooperates with private ferries to meet the needs of islands for additional truck capacity unavailable on the State ferries.

Freight Rail Transportation

Freight service to Rockland began with completion of the line from Woolwich in 1871. A second railroad, the Lime Rock Railroad, was begun in 1888 and completed in 1891. From an engine house and terminal near Park Street and Payne Avenue, it ran to the quarries near Old County Road, then in a great arc crossing Camden Street just south of the Van Baalen factory, then running just east of Front and Main Streets to almost opposite Rankin Street, serving the kilns and wharves of the North End. The South End was reached via the Maine Central's branch line, which was extended, largely on trestles, all the way to Crocketts Point. During its active years, over 100,000 tons of limerock were moved annually from quarries to kilns on Rockland's waterfront. The Lime Rock Railroad was abandoned in 1942. Freight service by the Maine Central ended in 1987, following which the Maine DOT purchased the Rockland Branch from the Maine Central Railroad. MDOT entered into an operating agreement in May 1990 with the Maine Coast Railroad to provide freight service on this line. During the summer of 1994, MDOT reconstructed 1.5 miles of track on the Atlantic Branch to support the transport of cement by rail from Dragon Cement in Thomaston to Atlantic Point in Rockland, where it is blown by pipe into a barge. Loaded barges are bound for cement silos in Boston and Newington, New Hampshire. The first loaded barge departed Rockland during the last week of December 1994. Continued support for this facility was shown by the State's $525,000 rehabilitation of three miles of the Rockland Branch from Thomaston to Rockland in 1995, funded by a bond issue. Total capital improvement needs for rehabilitation of the entire 57-mile line are estimated at $33 million; about $1.875 million had been invested as of October 12, 2000. Rehabilitation of the line will benefit both freight and passenger service by increasing operating speeds and upgrading the condition of the entire railroad.

On October 5, 2000, the Maine Coast Railroad notified the Maine Department of Transportation and the U. S. Surface Transportation Board of its intention to discontinue freight service on the Rockland Branch and on the line between Brunswick and Augusta on December 4, 2000. The Maine DOT announced on November 3, 2000 that Safe Handling, Inc., of Auburn, Maine, had been awarded a short-term contract to operate the Rockland Branch and the State-owned line extending from Brunswick to

[9] *Six-Year Transportation Improvement Plan*, draft, October 2000, page 21.

Augusta. Safe Handling began operations on December 12, 2000. The process for obtaining a long-term operator for the two State-owned lines extending from Brunswick will begin in 2001.[10]

Freight service in Rockland consists primarily of the cement traffic from Dragon Cement in Thomaston to the Atlantic Point barge loading facility. Dragon Cement also receives coal by rail; and Chemrock, also in Thomaston, receives carloads of perlite, a glassy volcanic rock, from the Western U.S. After processing, the perlite is trucked to FMC BioPolymer for use as a filteraid.

The construction of a rail line to the Industrial Park had been considered at various times to encourage the location and expansion of businesses requiring rail siding. However, the park is essentially full. An engineering study completed in 2000 concluded that, due to limits of gradients and wetlands, a rail siding to the park would not be feasible.

Depending on regional demand and the type of facility constructed for the high speed ferry service, Rockland might again see some rail freight, in addition to the cement traffic, transferred to or from ocean-going vessels.

Port and Marine Transportation

The OFT will include coordination of Federal (Corps of Engineers) dredging projects in Rockland Harbor, expected to be completed in the next six years.[11]

Issues and Implications

Highways

Rockland's highways and roads are now, and are likely to remain for the foreseeable future, the means by which most of our transportation of people and goods occur. Despite their importance, they have not been adequately maintained. Within MDOT Division 5, which includes Rockland, the backlog of highway reconstruction on urban principal arterials is 0.5 miles, with a cost of $1.1 million. For urban minor arterials, there is no backlog, but for rural minor arterials, the backlog is 0.5 miles with a cost of $1.1 million. The backlog for urban major collectors is 22.9 miles with a cost of $27.2 million. Of the rural major collectors, 231.9 miles require reconstruction at a cost of $108 million. The backlog on the City's local roads is represented by the $2 million bond issue Rockland voters passed in June 1999. Inadequate maintenance of roads costs the State and City more money than if they were maintained in better condition. It may also cost individual vehicle operators more money in repairs, replacement of tires, etc. However, for local roads, most of the money to maintain them comes from the property tax, not user fees and fuel taxes. Would an increase in State and/or Federal fuel taxes reduce the burden on property taxes? Should the City adopt access management fees for large traffic generators to help pay for the improvements to public roadways needed to serve these large developments? Can more efficient use of land result in less traffic with no decrease in economic activity or standards of living?

Parking

[10] *The Courier-Gazette*, Rockland, November 7, 2000.
[11] *Six-Year Transportation Improvement Plan*, draft, October 2000, page 23.

(1) Downtown parking remains a major concern of the City and its merchants. How and where can additional parking best be accommodated? Are parking structures economical at this time? Can employers make employee parking attractive through financial incentives, shuttle vans, encouragement of car pooling, etc.? If the downtown expands, where will additional parking be located?

(2) Parking for multi-family residential properties is often limited by the small lot sizes in areas where these uses are permitted. How can these vehicles be accommodated? Is additional on-street parking possible on some residential streets?

Safety

As would be expected, Rockland's most dangerous highway locations are mostly on Route 1, its busiest roadway. The rebuilding of the intersection of Broadway and Thomaston Street, since the MDOT safety survey, should reduce accidents, as should the changes to Camden Street instituted with the cooperation of MDOT and the City. Union Street and Talbot Avenue, where visibility is restricted by nearby buildings, remains the most dangerous intersection in the City. Modernization of the traffic signals at Park and Main Streets could reduce the potential for accidents at this intersection. Can the City obtain more funding to improve the safety of various high accident locations?

Pedestrian/Bicycle Routes/Sidewalks

The relatively level land in most of Rockland's densely built-up neighborhoods makes the City ideal for walking and bicycling. However, narrow streets, heavy vehicular traffic and a lack of sidewalks in some neighborhoods make pedestrian and bicycle travel less safe and enjoyable than they could be. Some sidewalks are obstructed by utility poles, making passage difficult, especially for those using wheelchairs. Sidewalks could be better cleared of snow if they were set back from the curb. Such setbacks could also accommodate utility poles and street trees. The Ad Hoc Rockland Cross-Town Bicycle Path Committee is studying bicycling and walking routes in the City. The lack of sidewalks tends to isolate the young and those without ready access to private autos. Some subdivisions and other residential developments do not have sidewalks within them or are isolated from the present network of sidewalks. The Harbor Trail could be a major addition to Rockland's array of tourist attractions and could help connect residents to the harbor and its activities. Can the City obtain funding to complete and upgrade its network of sidewalks? Could pedestrians and bicyclists, as well as those on in-line skates, skateboards and scooters, be accommodated on recreational bikeways, separated from nearby roadways (as outside of Brunswick along Route 1) outside of the densely developed parts of Rockland? Can shoulders be added to some rural roads to accommodate bicycles? Should the City seek Federal funding for bicycle and pedestrian routes?

By Passes/Truck Routes/Access Limits

(1) Downtown Rockland remains one of the more heavily traveled areas in the City, though the traffic on Camden Street, which combines traffic from Routes 1 and 1A, is heavier. Trucks of all sizes make deliveries and pick-ups to businesses during all hours when those businesses are

open. Would the City wish to limit those hours when trucks can load and unload in traffic lanes? Truck access to the Industrial Park is through a residential area and past two schools. The City Council has proposed construction of a bypass from Pleasant Street to Thomaston Street to remove truck traffic from that portion of Broadway. Can, or should, Old County Road, or some closely parallel new road, be developed as a bypass for truck traffic to and from Dragon Cement?

(2) Would the City welcome or oppose the re-routing of through traffic via Route 90 instead of via Routes 1 and 1A? Does the City wish to consider encouraging changes in the development of land along Route 90 to take advantage of its accessibility? At what level of congestion will traffic deter tourism?

(3) The Maine DOT is working on policies addressing management of access to highways and the impacts on traffic of major traffic generators, such as large employers, major concentrations of retailers, and multi-family dwelling complexes. Can Rockland benefit by adopting such policies? Can the fees be used effectively to remedy the effects on highways? Would such fees be beneficial for other civic improvements such as parks, sidewalks, or other public services such as municipal trash collection?

Air Transportation

(1) Rockland welcomed the arrival of air travel in the period following World War I. A flying field was established near the present site of the Middle School and seaplanes operated from the vicinity of what is now the Public Landing. The modern era began in 1939 with the construction of what is now Knox County Regional Airport in Owls Head, sponsored by the City of Rockland as a Works Progress Administration project.

(2) In common with many airports, Knox County Regional Airport has experienced growth in use and expansion of facilities in response to that growth and the need to update and install safety systems. These expansions have caused some conflict with neighboring property owners and land uses. However, the airport serves Knox County, and is an important regional transportation resource. The nearest comparable airport is located in Augusta; smaller airports are located in Wiscasset and Belfast and on the islands of Matinicus, Vinalhaven, North Haven and Islesboro. The May 2000 Airport Master Plan Update anticipates increased use of jet aircraft, both corporate and commercial, with the projected sales of jet fuel more than doubling between 2002 and 2007, from 298,800 to 640,500 gallons. If this occurs, how will this affect Rockland? Can Rockland benefit from increased scheduled service to and from Knox County Regional Airport? What additional routes would be beneficial to Rockland and the region? What will be the costs to Rockland of construction and services designed to accommodate any increases in air travel?

High Speed Ferries

The Maine DOT's *Explore Maine* plan envisions Rockland as a major ship/rail transfer point, part of an integrated network of rail and ferry routes linking Portland and Bar Harbor. Does the City wish to be part of this network? If so, can the facilities necessary to support these services be accommodated in such a manner as to benefit the City? Will there be a need for shuttle transport between the rail and ship

terminals? Will the ferries carry vehicles or be for passengers only? Where can the necessary parking be located? Where will the pier be located? How will it affect other users of the harbor?

Rail Facilities/Local Public Transportation

While operated by the Safe Handling Inc., the Rockland Branch has, within the City, been almost wholly a freight-only operation. However, with the MDOT's *Explore Maine* plan, Rockland could be the location for tourist-oriented rail services and commuter service, with additional rail connections available at Brunswick.

The station for the "boat trains" may be located at the site of the former Maine Central pier at Atlantic Point in the South End. At a series of MDOT meetings about the high-speed ferries, some Rockland residents have expressed concerns about the effects of traffic on the South End neighborhood. If extensive parking were needed for the high speed ferry services, it could probably be located west of Union Street, along with possible commuter parking, and be connected to the pier and other locations by shuttle buses or vans. Would an Atlantic Point location for the rail/ship transfer facility be acceptable to Rockland residents? Could the site accommodate freight traffic, if the pier is built to serve the needs of freight shippers and receivers?

Any commuter service could operate from the vicinity of the former station on Union Street, but would probably not use the building since it would need only parking and limited sheltered waiting area. The State purchased the former rail station that served until 1996 as the Rockland City Hall. It is leased to a non-profit community action agency. It appears to be possible to provide extensive parking in the area once occupied by freight and passenger storage tracks west of the station. The station is only one block from Main Street and MBNA's office complex, in case some commuters would use the train to get to Rockland. Could this location also be used for the "boat trains"? If so, how would the transfer of passengers and baggage to and from the ferries be accomplished? Would the MDOT subsidize a seasonal local transit service to meet the needs of the ferries? Would Rockland businesses and residents benefit from such a local transit service? Could it operate beyond the season when the high-speed ferries are running if it also connected with the ferries to the islands and the intercity bus service, both of which operate from the Maine State Ferry Service terminal? The recent history of local public transportation in Rockland and nearby towns indicates limited public acceptance and use of the services. Would subsidy of a regional bus service lead to more use of public transit? Would this be an additional attraction to tourists and other visitors? Could it operate to regional destinations, such as the Knox County Regional Airport or to nearby towns? Students from Islesboro attending Region 8 Vocational School are bused from the ferry terminal in Lincolnville Beach. Could a public bus service meet this need and provide service to other members of the public?

Intermodal Service for Freight

Intermodal freight service, using containers, is being used by one major Rockland business through the intermodal rail/truck transfer facility in Auburn. Due to the size of the market and service area needed to support such intermodal facilities, and the need for competitive rail connections, establishment of such a terminal in Rockland is unlikely. However, passenger rail service may offer the opportunity to transport mail and express parcels on schedules competitive with highway trucking for some destinations. Could rail passenger service also reduce regional truck traffic? Would the City

benefit from additional employment and facilities if such services were established? Would rail freight transfer to vessels be competitive with others ports and services? Are there products other than cement that could be transported to and from Rockland by water? Are there other products that could be transported to and from Rockland by rail carloads, in freight service?

Goals, Policies And Strategies

Highways

Goal: To maintain Rockland's roads and sidewalks to a standard which provides for safety and mobility and protects the investment in infrastructure.

Policies:

1. Improve and maintain Rockland's roads and sidewalks in "good to excellent" paving conditions.
2. Require developers to meet adequate standards when building roads and sidewalks for future acceptance by the City as public rights of way.
3. Ensure that highway and related transportation improvements in the downtown are in keeping with the historic qualities of this area.

Strategies:

1. Assign adequate financial resources to maintain roads and sidewalks.
2. Use long lasting materials wherever possible, i.e., granite curbing, etc.
3. Prepare a master sidewalk, multi-use path, and bicycle plan or plans to cover designated growth areas, and require development projects in these areas to include sidewalks with curbing, and, where feasible, a grass median esplanade, consistent with such plan(s).
4. Develop a master sidewalk snow removal and maintenance plan to ensure that these sidewalks can be used year-round along frontages.
5. Establish a Capital Improvement Plan (CIP) for the City-wide construction, maintenance, and repair of sidewalks.
6. The City will evaluate subdivision standards regarding roads and sidewalks and amend these provisions, as necessary, to improve enforcement, to encourage subdivision streets that complement the neighborhood in which they are located, and, as necessary, to differentiate standards for minor and major subdivisions. Narrower streets should be considered for small subdivisions to reduce roadway construction and maintenance costs, reduce stormwater runoff, to avoid disruption to known habitat and slow traffic speeds for neighborhood safety. Shared private driveways should be encouraged, as appropriate, for small subdivisions serving just a few homes. Where subdivision roads have the potential to be expanded to serve future additional residences, a sufficient right-of-way should be secured to allow for street widening if necessary.

   When approving new development on Routes 1, 17, 73, and 90, Old County Road, or Thomaston Street, limit the number of total access points (side streets, entrances, and driveways, etc., but not entrances to fields) to 10 per mile where the speed limit is 55 mph, 15 per mile where the speed limit is 50 mph, 20 per mile where the speed limit is 45 mph, and 30 per mile where the speed limit is 30 mph; provided, however, that new development utilizing shared access shall not be foreclosed where such maximum has already been reached. Such access point limits may be adjusted in applicable regulations to account for the impact on traffic and safety of the types of uses, trip generation data, and/or traffic management improvements. Whenever possible,

provide incentives to landowners/developers to provide new side streets or other shared access points.

Require new commercial and residential development along state highways to provide shared vehicle access connections to abutting parking lots unless environmental constraints would prevent such connections.

Require new subdivisions to reserve rights-of-way to adjacent vacant parcels with three or more acres, and to parcels that abut existing subdivision roads, for future connection unless environmental constraints would prevent such connections.

7. Work with local and regional legislators to increase State support to maintain Rockland's roads and sidewalks.
8. Maintain and enhance the local street network in the downtown and surrounding areas by requiring new streets to have more than one connection to existing streets to the greatest extent possible.
9. Create an Official Road Plan for future streets in designated core growth areas as identified in the Gateway 1 Corridor Action Plan, in order to enhance access and street connections within the street network, and to reduce congestion on Route 1.
10. In the downtown area (including all intersections with US Route 1 (Main Street and Union Street) between and including the Park Street and North Main Street intersections, and Route 73 (Main Street from the Water Street intersection to the Park Street intersection)), preserve physical elements of the historic downtown, such as on-street parking, narrow travel lanes, and street trees and sidewalks situated along all streets in the Downtown. Accordingly, all future road improvements should incorporate and preserve these and similar elements with a context-sensitive design, to retain the historic and pedestrian-friendly character of this area.

By Passes/Truck Routes/Access Limits

Goals:

1. To reduce interference with traffic caused by trucks loading/unloading on public ways.
2. To improve truck access to the Industrial Park and nearby, major industrial land uses.
3. To reduce the negative effects of access for through traffic on arterials and major collectors.
4. To re-route Route 17 via Maverick Street to Maverick Square.
5. To re-route through traffic around Downtown Rockland.

Policies:

1. Limit truck loading/unloading on public ways, especially Route 1 in and near downtown, to off-peak hours.
2. Create an alternative access to the Industrial Park.
3. Work with the Legislature and the Maine DOT to create and adopt rules controlling access to arterials and major collectors so as to maintain their capacity to move through traffic.
4. Continue working with MDOT to re-route Route 17 away from North Main Street.
5. Consider alternatives to use of Route 1 for most through traffic.
6. Enact access management standards on highways and arterials to protect and enhance roadway mobility, capacity and safety.

Strategies:

1. Adopt a local ordinance limiting loading/unloading of trucks, other than delivery trucks such as Federal Express or United Parcel Service, to certain hours when traffic is lighter.
2. Construct a new roadway for trucks and commuters to the Industrial Park, from some location on Park Street to a location on Thomaston Street near the Industrial Park.
3. Adopt access controls, and fee schedules (as appropriate) for major traffic generators, in coordination with the Maine Legislature and DOT.
4. With the assistance of MDOT, study the following possible alternatives to Route 1 for through traffic:
   - Use Old County Road, or a closely parallel new road, as a truck bypass around Downtown.
   - Add signs at both ends of Route 90 directing through traffic, particularly truck traffic, around Downtown.
   - Restrict use of Route 1 by trucks over a certain size/weight limit to certain off-peak hours.
5. Schedule the re-routing of Route 17 for the earliest possible date.
6. As Old County Road serves a mixture of uses, noted in Chapters 6, 8, 10 and 13, including industrial, residential, commercial and recreational, and is increasingly used as a bypass around downtown for truck and passenger vehicles, the City should develop a corridor management plan for the roadway. The plan would identify existing access (entrances and driveways), mobility, and safety issues in order to improve roadway conditions and allow for development that does not degrade the roadway. Such a plan would help the City determine where municipal sewer and water extensions might be most merited and economical. The city could provide an incentive by pre-planning development areas to improve and coordinate existing access points to provide safe and convenient access to existing and expanding clusters of businesses and residences. Based on the corridor management plan, the land use ordinance could be amended to regulate new commercial development to use such pre-planned access. In keeping with access management principals, sight distance improvements and traffic signals will be sought as needed to increase safety and maintain mobility.
7. Pursuant to 23 M.R.S. § 704(2), adopt rules and regulations for the design, location, and construction of driveways, entrances, and approaches on streets within the urban compact area, to adequately protect and promote the safety of the traveling public and maintain highway right-of-way drainage.
8. As part of access management, incorporate frontage, service, and/or rear access roads that: (a) are required as part of new highway-oriented development, (b) are promoted (along with the consolidation of existing driveways and entrances, and the reduction of continuous curb cuts) as improvements during in-fill development and retrofits to correct existing problems, and (c) interconnect parking lots where feasible and reduce overall parking by 25% or more for shared lots.
9. Adopt a development- and/or impact - fee system to fund off-site transportation, access management, and pedestrian safety improvements made reasonably necessary by development, including, without limitation, highway access management and uses, pursuant to 23 M.R.S. § 704, and seek financial assistance from the State for necessary road improvements as appropriate, pursuant to 23 M.R.S. § 1821 (the "Melrose Law").
10. Identify local and collector roads used as informal alternate routes to Route 1 that, due to their residential nature, would benefit from traffic calming (such as on-street parking, cross-walks, speed tables, roundabouts, etc.) and implement these measures in consultation with MaineDOT and local residents.

Parking

Goals:

1. To improve Downtown parking for shoppers, visitors and employees.
2. To ensure adequate parking for residents and visitors to multi-family housing.

Policies:

1. Add off-street parking in and close to Downtown.
2. Work with the Maine State Ferry Service to coordinate parking needs in the northern part of Downtown with the needs of the Ferry Service.
3. Assist Downtown businesses with their efforts to encourage employee parking in areas that do not directly compete with customer parking.
4. Require adequate on-site parking for all new multi-family dwellings.
5. Consider increasing on-street parking in areas of existing multi-family housing.

Strategies:

1. Consider purchase of properties in and close to Downtown that become available for conversion to off-street parking, primarily for customers of Downtown businesses.
2. Investigate the feasibility of constructing a parking deck over a portion of the Maine State Ferry Service parking lot, to meet the needs of the Ferry Service and businesses in the northern part of Downtown.
3. Consider the purchase of properties close to Downtown businesses for conversion to employee parking and/or consider supporting public transportation that would encourage the use of commuter parking and/or reduce the need for additional customer parking Downtown.
4. Study and amend, as necessary, ordinances concerning parking for multi-family housing, to ensure adequate on-site parking for new or converted multi-family dwellings.
5. Consider allowing additional on-street parking near multi-family dwellings where it could be done safely and without detriment to the neighborhood.

Safety

Goal: To Improve the Safety of Rockland's roadways.

Policies:

1. Work with the Maine DOT to improve signaling, signing, physical layout of roads, and intersections that are high accident locations.
2. Consider increasing the amount of local funding available to improve safety.

Strategies:

1. Take full advantage of any MDOT funding available for safety improvements.
2. Consider local funding of needed safety improvements in the absence of MDOT funding.

Pedestrian/Bicycle Routes/ Sidewalks

Goals:

1. To improve safety for pedestrians and bicyclists.
2. To create a network of sidewalks in all areas where significant pedestrian traffic is likely to occur.
3. To create a citywide network of bicycle routes useful for both local and regional bicycle travel.
4. To bring all sidewalks into compliance with the Americans with Disabilities Act (ADA).

Policies:

1. Improve signs and enforcement of pedestrian and bicycle safety measures.
2. Require all reconstructed and new sidewalks to fully comply with ADA rules and standards.
3. Encourage the connection of all neighborhoods and major subdivisions to Rockland's sidewalks
4. Provide sidewalks to connect recreational facilities with the neighborhoods they serve.
5. Encourage the Ad Hoc Cross-Town Bicycle Path Committee to design a network of bicycle routes.
6. Use whatever cost-sharing opportunities are available for constructing and maintaining sidewalks, bicycle paths and other pedestrian/bicycle facilities.

Strategies:

1. Consider installing pedestrian signs in the Downtown that can remain in place year-round.
2. Construct sidewalks to comply with ADA rules and standards.
3. Work with utility companies to relocate those utility poles restricting use of sidewalks.
4. Expand Rockland's bicycle path network following the recommendations of the Bicycle Path Committee.
5. Develop and regularly update municipal sidewalk, multi-use path, and bicycle path plans for the Gateway 1 Core Growth Area(s), and seek capital improvement funding for the same from federal, state, and municipal sources.
6. Apply for all available cost-sharing programs to assist in the construction and maintenance of pedestrian and bicycle paths.
7. Provide for paved shoulders in rural and/or low traffic areas where separate bicycle paths or sidewalks would not be justified.

Air Transportation

Goals:

1. To encourage the provision of air transportation services beneficial to Rockland residents and businesses.
2. To encourage the operation of Knox County Regional Airport in the most cost-effective manner possible.

Policies:

1. Support the establishment of routes and services desired by Rockland's residents and businesses.
2. Work with the Knox County Commissioners and the MDOT to provide those desired services.
3. Encourage the County Commissioners to establish fees for services and/or realize the benefits of increased activities at the airport to reduce the need for County subsidies.

Strategies:

1. Encourage the Rockland-Thomaston Area Chamber of Commerce, or other appropriate group, to survey regional businesses and residents concerning their use of air travel and need or desire for more service at Knox County Regional Airport.
2. Consider designating the Community Development Director to provide liaison between those doing the survey and the MDOT and Knox County Commissioners to encourage the establishment of routes and services desirable for Rockland and Knox County.
3. Actively participate in the policy-making activities of the County Commissioners regarding the airport.
4. If significant growth occurs, consider the establishment of public transportation connections between Rockland and the airport, at least on a seasonal basis.
5. The City Manager and Economic & Community Development Department will continue to apply for state and federal funds for transportation-related streetscape improvements, including Community Development Block Grants and MaineDOT's Transportation Enhancement Programs. **[L2.2(c)]**

High Speed Ferries/Cruise Ships

Goals:

1. To make Rockland a port in the coastal network of High Speed Ferries between Portland and Bar Harbor.
2. To increase Rockland's attractions to cruise ships.

Policies:

1. Work with the Maine DOT to accommodate the need for rail/ship transfer facilities between passenger trains and high speed ferries while protecting nearby neighborhoods and businesses from the detrimental effects of increased vehicular traffic.
2. Encourage the design of any pier for the high speed ferries to include facilities suitable for use by cruise ships and/or tenders serving to transfer their passengers between ship and shore.
3. Work with the Maine DOT and any future private operators of high speed ferries to ensure that schedules and services benefit Rockland.

Strategies:

1. Consider requesting that MDOT provide for local public transportation to carry ferry passengers and their baggage between rail and ship.
2. Limit on-site parking for any pier constructed for the high speed ferries to that necessary for handicapped access and employees. Encourage all other parking to be off-site, linked by shuttle buses or other appropriate means.

3. Encourage MDOT to design the pier to accommodate cruise vessels and/or their tenders.
4. Encourage MDOT to have the ferries operate on schedules that will allow some time in Rockland between connecting ferries or trains, thereby providing the passengers with time in Rockland.

Passenger Rail Facilities/Local Public Transportation

Goals:

1. To return passenger rail service to Rockland.
2. To provide local and regional public transportation connecting rail, high speed ferries/cruise ships, Maine State Ferries, Knox County Regional Airport, and other regional destinations.
3. To provide public transportation options to new, large-scale development.
4. Reduce conflicts between existing residential uses and rail service.

Policies:

1. Work with the Maine DOT to return passenger rail service to Rockland, both tourist-oriented and commuter.
2. Work with the Maine DOT to provide public transportation connecting rail, water, and air terminals and other regional attractions, thereby making Rockland and the region more attractive to tourists and residents.
3. Work with applicants of large- scale facilities to provide locations for public transportation access.
4. Work with Maine DOT, rail service operators and residents to mitigate conflicts resulting from rail use.

Strategies:

1. Encourage the upgrading of the Rockland Branch to allow speeds needed by commuter service.
2. Encourage the transfer of passengers and their baggage between rail and ship to be made either at the pier or via public transportation (buses and vans).
3. Identify and reserve land with potential for rail siding service; encourage use of the Industrial Rail Access Program for the establishment or expansion of rail sidings.
4. Encourage the location of any major parking facilities associated with either the tourist or commuter rail services to be located away from the waterfront.
5. Support and nurture the types of development that provide sufficient densities, short distances, and mix of uses that will support intra- and inter-local bus systems and other transit.
6. Provide for year-round local bus service, to be augmented in the summer, connecting various transportation facilities and regional attractions.
7. Cooperate with the MDOT and nearby municipalities to share the costs and increase the benefits from regional public bus transportation, possibly including buses that could provide “off-peak” service supplementing commuter rail on the Rockland Branch.
8. Encourage the provision of rail express or parcels (less than carload) service as part of the passenger rail services, where such services would be of benefit to regional residents and businesses.

9. Require large-scale developments and redevelopments of more than 50,000 square feet of sufficient concentration of people or trips to support transit, when constructed, substantially renovated, added to, or occupied by a new tenant, to provide adequate circulation to accommodate buses, and a suitable location for buses safely to embark and disembark passengers, unless such a bus stop already exists within 1,000 feet of the facility's access point and the facility provides safe and convenient on-site access to and from the stop.
10. Encourage rail service operators to upgrade or replace locomotives with efficient and low-emission equipment.
11. Require a minimum setback for new residential structures or conversions of existing structures to residential uses of at least 75 feet from rail lines or rail facilities.

Intermodal Service for Freight

Goals:

1. To ensure the continuation of intermodal freight for those local industries now using it.
2. To expand freight services, by all modes, for local and regional markets.

Policies:

1. Work with the Maine DOT's Office of Freight Transportation to assure the continuation of present services.
2. Investigate the possibilities, in coordination with MDOT and local and regional industries and businesses, of expanding freight services, whether by rail, truck or sea, to better serve the region.

Strategies:

1. Work closely with local and regional industries to support their needs for intermodal, and other forms of freight transportation, when working with MDOT.
2. Continue to work with local businesses and industries to seek to improve the transportation services they need.