

# **Bicycling Infrastructure in Topsham, ME: Past, Present, and Future**

*With a concentration on on-street bike routes*

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## **Background**

1. 2005 Transportation Study: Gorrill-Palmer Consulting
  - 2024 Plan, “Phase 3C” recommendations for cycling
    - Study locations for a potential multi-use path along the river extending from River Road to the proposed Water Front Park east of the Lower Village.  
Status: No progress
    - Install sidewalks or an off road trail on the southern side of Route 196 from Community Way to Main Street.  
Status: Completed
    - Implement the bike path plan that has already been approved by the Board of Selectmen  
Status: Unknown
    - Develop a Pedestrian and Bicycle Committee to perform regular reviews of pedestrian and bicycle facilities and make recommendations for improvements  
Status: Unknown
  - Bicycle Improvements Recommendations
    - Bike path on riverfront railroad—River Road to “Waterfront Park”
    - Path from Lower Village to Swinging Bridge
  - Noted existing bicycle infrastructure
    - Reconstructed Lower Village Main Street with four foot shoulders
      - Sidewalks on each side of Main Street
    - Main Street north of Route 196: 10 foot wide paved shoulders
      - South of CanAm Dr., east shoulder: five feet wide
    - Winter Street: no shoulder, sidewalk
    - Elm Street: sidewalk, though narrow under railroad underpass
    - Route 196: bike lanes from Route 1 to the Topsham Fair Mall Road
2. Topsham Fair Mall Road Master Plan (2017)
  - Bike Lane Discussion
    - Bicycle lanes from Monument Place to Winter Street/River Road
    - 5’ bike lane from Park Drive to Panera
3. Main Street Village Plan (2008)
  - Lower Village: proposed 4’ curbside bike lane
  - Middle Village: proposed 5’ curbside bike lane
  - Village Center/North Main: proposed 4’ bike lane

- Consider installation of a sidewalk along the west side of Main Street up to a potentially realigned Canam Drive
- Many additional pedestrian improvements suggested, see pages 77-79

## **Research**

### 4. National Association of City Transportation Officials and BCoM

- Bike Lane Standards

#### Widths:

- Curbside: 5 ft. rideable width
- On street parking: 14.5 ft. (minimum 12 ft.) width from curb to outer lane line
- Painted line width 6-8 in
  - 4 in. line between on street parking and lane

#### Markings:

- At the beginning of bike lane
- At the far side of all bike path crossings
- At approaches and at far side of all arterial crossings
- At major changes in direction
- At intervals not to exceed ½ mile
- At beginning and end of bike lane pockets at approach to intersection