

Camden Rockport Bicycle and Pedestrian Pathways Committee  
Minutes  
Aug 5, 2020 – Zoom call  
5:30 pm

**Present:**

Geoff Scott – Camden  
Anita Brosius-Scott (minutes) – Camden  
Richard Stetson – Camden  
Helen Shaw – Rockport  
Lynda Clancy – Rockport  
Heidi Baker, Rockport  
Margo Murphy – Rockport  
Alison McKellar – Camden Select Board Liaison  
Dave St. Laurent, Camden Public Works Director  
Jeff Hamilton – Rockport Select Board Liaison

**Absent:**

Andrew Stancioff – Camden  
Robert Davis – Camden  
Jane Self – Camden, Alternate  
Owen Casas – Rockport

**Mar Minutes** – There were none. No quorum

**Committee Members** – Andrew, Jane and Geoff's terms are up. Each intends to renew for another three years.

**Meeting Time** – We'll try this new meeting time through the winter recognizing that for some this new time raises issues for family dinner.

**Select Board Update** – there was a brief update on the Request for Proposal application for ideas on what to do with the old Tannery Property. The RFP is supposed to be released in the next few weeks. There are a few details that need to be squared up between the Town and DEP. There's a formal lengthy report – regarding the contamination. Basic contaminants were found. Some lead, arsenic, no superfund issues. High levels of lead in a couple of spots which is the primary concern. There's not enough money to do everything, but the Town is moving forward on a process to mitigate. Report isn't terrifying – could help with future cleanup funds.

Alison had been concerned about the solid waste. Did not find contamination except along the riverbank. Will give more options for pursuing funding. She would advocate that considering a lease or sale, that we widen the Riverwalk easement along that section where lead was found; this cleanup could move the riverbank and the wider easement would leave room for Riverwalk. One of the reasons we got the grant to build the Riverwalk was for river access, so we can't fence that off. Alison says she's a strong advocate her for river access.

Shirttail/Washington St. sidewalk extension status: one property owner has concerns about losing parking space and how the town appraised the value of the property they would need for the sidewalk. It does not appear that the Town and the property owner can come to an

agreement. They (SB) will move forward with eminent domain process. Nobody on SB expressed concern about that process. This is the reason an RFP has not gone out for this project (or the Maritime sidewalk). Eminent domain requires a Town Meeting vote. Have to wait until Nov. Suggestion was made again that the Town needs a mechanism to provide property owners more incentive for offering the public access for trails, sidewalks, pathways.

Sagamore, housing development – SB talked about moving forward with surveying the property (Sagamore), been meaning to do it for years. Survey next month or two.

**Pave Arounds** – Dave St. Laurent shared that they’ve done a couple of Pave Arounds on Union St, but that getting landowners to agree to cooperate can be challenging. For each situation, need to figure out what do people want in exchange? What are the leverage points? And what can you give? Maybe do a social media campaign to push benefits of bike/ped facilities.

Regarding utility poles in the middle of sidewalks. In particular one that was recently replaced and moved more into the center of the sidewalk! There is no rule making process that holds the utility companies on where they put the poles. Someone needs to have the courage to muster up a rule-making process that holds the utility company accountable for where they put the utility pole and hold them accountable. Making it worse, the owner of the pole left a pile of dirt next to the old pole, ostensibly to be used to fill in the hole that is left when the old pole is remove. Which won’t happen until all the utility lines are moved onto the new pole. That means that dirt could sit there for a year or two. Dave objected. He and Audra are working on the issue; utilities should be held accountable for where they put their poles. It may have to be at the point of appealing to the legislature. Perhaps put something into the town charter. We could appeal to our state Senator or Rep to move legislation forward. Fairpoint owns most of poles in downtown Camden. **Action** – **Lynda** volunteered to submit a proposal to Dave Miramant or Vicki Doudera – Dave and Geoff offer to review.

Getting ready to work on Norwood Ave. Will add a 4’ shoulder with a line. Road has 5-6’ on either side ROW, could add a bike lane on both sides. We need to try to get these suggestions in early on in project life, not after engineering. This will be a slight improvement. Objective is to get safe passage for bicycles throughout town.

**Mechanic Street** – Dave St. Laurent had Jim Tassej from Bicycle Coalition of Maine, discuss line painting options for Mechanic St to better accommodate bicycles. The Conceptual Draft of Mechanic St. Advisory Lane Shoulder that was presented at the recent SB meeting was discussed by the committee. Issues:

- no room for bike lane on both sides and 2 lanes of traffic.
- line of sight is a problem at several locations
  - o put “sharrow” with yellow line in middle to make sure car shares the space with cyclist and doesn’t cross the yellow line. Done a lot in Europe, not in Camden.
- Want to get it right so it is successful. Select Board initially liked the idea of Advisory
- Concerns that this is a new idea; signage might be confusing.
- Select Board became more cautious about Advisory Lanes later in the evening, wants more review from experts.
  - o Dave meeting with Jim Tassej Wednesday to get more data on sight lines, then will meet with DOT on site on Thurs, will develop a proposal for Select Board to consider.
- Ultimately need a release from Federal Highway; also approval from MDOT traffic engineer.

Dave St Laurent fallback plan if Advisory Lane doesn't work out – Fog line on each side of road, two travel lanes 8.5-9' wide. If more than 4' is lost in shoulder, would paint a sharrow on the road in that location. There are concerns

Alison has talked with Mechanic St. neighbors about improving bike safety. We already have accidents there; she does not want to have to have a bicyclist hit on the street before we improve things. At present speeds, a strike could result in death. We want to slow people down. Mechanic St. neighbors like the idea. She says be as courageous as possible.

Generally the group endorses the courage to “try something new.”

There are three sections of Mechanic St to consider and each could have a different treatment: parking area between Washington and Rt 1., parking area between Washington St and just past Knowlton St, and the hills/curves where line of sight is lost.

For the immediate downtown, suggest a green bike lane, parking to right, travel center area in middle.

On hill/curve where line of sight is lost, suggest a line in the middle with sharrow painted on road. This says cyclists can use travel lane that has a yellow line in the middle. Sharrow says must share road at that point with car.

Is this a single or double line? Concern that double yellow lines signals drivers that they are in a “highway” situation. The group generally thinks a single yellow line is better  
Perhaps use moveable bollards to remind drivers of bike lanes. Part of education process.

Moved and unanimously agreed that “We support the idea of moving forth additional safe passage for bicyclists on Mechanic St.” Further, we want to make Mechanic Street safer and empower Geoff to represent the group in further discussions.

Next meeting – discuss tabled property owner incentives.

Adjourned 7:15pm