

Camden Rockport Bicycle and Pedestrian Pathways Committee
Minutes
Oct 2, 2019 – Rockport Town Office
7:00 pm

Present:

Geoff Scott (minutes) – Camden
Anita Brosius-Scott – Camden
Andrew Stancioff – Camden
Richard Stetson – Camden
Robert Davis – Camden
Helen Shaw – Rockport
Lynda Clancy – Rockport
Owen Casas – Rockport
Margo Murphy – Rockport

Guests:

Audra Caler-Bell, Camden Town Manager
Dave St. Laurent, Camden Public Works

Absent:

Jane Self – Camden, Alternate
Jenna Lookner – Camden Select Board Liaison
Jeff Hamilton – Rockport Select Board Liaison

Sept Minutes - The minutes were accepted as amended.

New Members - Anita and Richard approved for 3 more years; Jane as well as an alternate. Trevor Mills Rockport – interested, maybe next year. Student Annika Charland, not sure, pretty tapped out; maybe her dad is interested? **Action – Margo will follow up. Action – Geoff** to speak with Bobby Morgan at Flatbread, Trevor Mills, Scott Layton, Andrew Stewart. Still have an opening on the Committee for Rockport members.

Picture of the Committee – Yes! Done! Lynda has.

Public Works discussion - Dave St. Laurent wants to see a map of projects we want to undertake so that when he is working in an area he could incorporate work towards the ultimate goals. Geoff mentioned Riverwalk and the Sidewalk Survey. Also mentioned the Pathways (PW) Master Plan priorities, listed as high, medium, and low. We clarified that even though something is low on the priority list, if an opportunity comes up because a road is being done, let's take advantage of mobilizing the work crew and do the sidewalk or bicycle work as well. That said, the committee is deliberate about staying on task with major projects. Dave – engineering adds a lot of cost to projects. He will look at roads holistically as Complete Streets; State has a Complete Street policy. Dave would like to see a map of where bikes need to get to – the major routes. Assign priorities – top choice route, 2nd choice etc. He needs help to know what destinations people need to get to. He might not be able to do a bike lane but could do a sharrow to direct riders.

Both Rockport and Camden, Dave and Audra can go to Rockport with intentions.
Action – Andrew and Anita will draft up.

Route 1 by Maritime Farms – No update, Audra reported that she thought it will go out to bid in the fall. Audra reminded us that this project is tied to the **Route 105** sidewalk project. Probably will go out to bid end of November.

Route 105 sidewalk extension to Shirrtail – Audra reported that all appraisal work is back. Town is only expecting to pay out \$6,000 worth of takings to 5 property owners along the corridor. Jeremy and Bill Kelley have yet to sit down with owners to discuss compensation. Will be happening at the end of October, then will go out to bid. Audra expects this and the projects will come in even higher than expectations. Audra says Camden has been budgeting additional money in that line. Rising costs are due to continued construction labor shortage and materials costs are escalating as well. Possibly higher costs are a response to economic improvement as well.

Riverwalk – Knowlton Section: Geoff met on this section with Will Gartley and Jeremy. The viewing platform where the path meets the fence at the WW Plant makes is being dropped from the project. The Japanese knotweed and pucker brush totally obscure the view. Focus now on 2 things – getting Dan Ford to fix a couple of things on what's already been constructed and completing one or both spurs. Thanks to Parks and Rec for cutting some trees that were leaning over the trail. Grass has been seeded behind the Lions Club and it's being mowed. The money goes away on Dec. 31 – must be done by then. Met with Jeremy and Dave Bolstridge also about the upper spur, the one that would go through the WW Plant. The idea of constructing along the driveway won't work. Big trailer trucks have trouble getting around the building, must swing wide and need all the real estate they can get. Cannot take any driveway away for path. Will propose two options:

Option 1: Build right next to driveway all the way up; requires a retaining wall along steep slope. Geoff will ask Dan Ford to estimate. A new fence will also be needed separating the spur from the Plant. Top of bank fence can't be moved because it fences off Stepping with the Stones. Dave suggests a more attractive fence – vertical spindles with different motif on the top. Can be seen by the Rockland harbor bridge, behind Main Street. A LOT nicer than chain link fence.

Option 2: Move gate into WW Trtmt plant down towards building cutting off the triangle of grass. Requires more fence, a gate.

Geoff will meet with Dave/Jeremy/Beth to discuss the options. All the \$25K may be needed for that WW Ttmt spur and leave the lower spur not done. Geoff thinks leaving a dead end a bad idea. Concern expressed that it may give reason to NOT construct additional Riverwalk sections because of the shortcut discussed above to school. Anita suggests doing WW spur and wood-chip a path as the lower spur as a volunteer project using dump-available chips.

Audra added some additional background – the lower spur, by the dam, is already permitted and engineered; upper would still have to be engineered and permitted. Geoff: Will Gartley thinks he has enough on his plan to give to Doug Beck (MDOT RTP). Concern was again expressed about creating a dead-end if only the lower spur is

completed. Geoff will meet with Dan on Friday to get an estimate and feasibility of the upper spur. Given that we're running out of time to complete this project, the Committee voted to empower Geoff to make the final decision once he gets more info. If we can afford upper spur go for it otherwise lower spur. Owen reminded the group to be aware that the WW Treatment plant is a very large project, and we need to be sensitive to the related pressures.

Riverwalk – CRMS Section. CRMS is maxed out before a Site Law permit will be required, \$30K-\$50K cost. Geoff asks what about sectioning/carving off an easement for the Riverwalk, essentially removing it from the school so it doesn't count towards the impermeable surface issue. Oak Point and the Building Committee failed to foresee this issue. Anita suggests that perhaps a green roof on the middle school would create a permeable surface. Audra pointed out that even at the Snow Bowl the improved runs and trails count as developed areas and can trigger Site Law. No one had a great idea how to get around this challenge.

Route 90: Not much to update. Geoff presented an update to the Rockport SB about Route 90 and future support for building connections to Route 90 like the from Erickson/Beech Nut trail. Lynda was at a gathering at Beech Hill where a number of CMLT board were present as well as the Director, Ian Stewart. Ian put in a plug about the importance of trails in the CMLT newsletter. Penbay Pilot did a nice mention as well. Additional synergy will occur when we get the Summit for ped/bikeways organized. Snow Bowl, Side Country Sports, McNEMBA could all be good partners. Need to invite them all to the Summit.

Bike Awareness: Dave St Laurent shared that in Rockland the genesis of the sharrows was based on where the bike routes are. Dave met with the local bike group and MDOT to decide. Also, Rockland was placed as an urban compact zone. A compact zone does not exist in Camden. No sign off by engineers is required for painting/signs. Rockland did the painting. Dave likes painted signs on the road, he doesn't like signage. Sharrow – not sure if it's speed limit bound. Dave asked the Committee to give him a map for where bikes travel. List out routes high/med/low where we would like signage/sharrows. Might be able to get signs or at least paint templates from MDOT. Public Works has to repaint every year anyway; so incorporate any bike/ped painting into that work. Yes, it costs more money, and it takes longer, but if the community wants it, it's better for the community. At a pedestrian safety forum, Patrick Adams shared a map of where the ped/bike misses/conflicts are. Majority in downtown. There's a physical map. Then there are related statistics. 25 communities in the state with high incidences of conflicts. Camden is one of them. The first step to accessing State money to resolve these safety issues is to have an MDOT Safety Audit. Then replicate process for Rockport. Note – can't paint bike logo on any shoulder narrower than 4'. Andrew asked about availability of signage that says 3' minimum for passing. Are sharrows or other painted info dependent on speed limits? How about focusing on Mechanic St? Dave StL said he'd be happy to, but will evaluate once he has the map showing all the bike routes. He did not encounter an MDOT engineer requiring a sign-off on location decisions. Andrew said BCM says signage works – what about paint on road versus sign on post? Did BCM differentiate? Feedback: everyone talked about sharrows on road – they are really evident. Andrew wants to find out accident rates and hot spots. Police does not have that info, doesn't separate bicycle and pedestrian, but Patrick at MDOT

may have that info. There's an MDOT map of pedestrian-car conflicts – most downtown. Also there are statistics. **Action - Dave** will try to get refined accident info to Andrew. Audra – 25 communities in Maine with high incidences of ped-car accidents in their downtowns. There is State money available to fix these problems.

Rawson Ave. bridge update. This morning planning development director Jeremy met with Scott Rawlins (MDOT?). Town doesn't want to wait for 3 year process – they need to expedite it. MDOT aware of how frequently and heavily the bridge is being used. They see the urgency. There will be a public meeting, this year. They want to hear from more people in the community that people want a pedestrian bridge. Like the Downtown Pedestrian planning drainage project. Hopefully public meeting **in October.** **Action - watch emails for notice of this meeting.** Geoff set up a survey and over a 3 week period, on avg 35 people per day used the bridge. Geoff sent Jeremy a full page of filled with pics of the various people who use the bridge. Users start around 6am, until 9:30pm. Imagine how many users if it were legal to cross! The CRMS XC running team no longer uses the bridge as part of the training route. They head up Ames Terrace, which is unsafe.

Downtown Drainage project and Streetscaping – MDOT has added a bump-out on Chestnut Street. Will add it on the Village Green corner. Geoff talked about low-slope granite curb in Gorham. Audra says that they're putting in a low-slope granite curb at the parking lot on Washington St. (across from Long Grain).

Easements - Geoff still owes sample easement wording to Audra. Long 4 page and simple one page. We get those to Audra, she gives to Town Attorney.

Rockport SB report/update - Geoff's presentation went well. They were attentive and engaged and asked questions. They generally agreed with all that was presented. But, they did not agree with the Committee's priorities for sidewalk maintenance as part of the bond issue in Nov. They moved the Village Steps up higher in priority because of safety and liability. Unrelated question: whose responsibility is it to remedy when a property owner's plants overgrow the sidewalk? According to SB, the Public Works Dept would go to property owner and tell them they can cut it back or Public Works will cut it back for them.

Camden Pave Arounds – Next year Dave St L. says he will do this work as an “in-between” fallback job, for crew to do when/if they have time. Related are ROW issues – each one has to be looked at carefully. Have to look into all the property legal info and site info. Moving a utility pole takes 3 years. We're better off having a survey done and figure out where the property line is. Narrow down the ones you know are on Town property, if you can find the pins. Do those first. If there are no pins, a survey has to be done. Putting sidewalks on peoples' property is very tricky. Dave will take the list, go out and look for pins. Get 4 or 5 ready, DigSafe then, mark them out, will do one at a time. He prefers to look at projects as Complete Streets when rebuilding roads.

Meeting Adjourned 9:05 pm