

Camden Rockport Bicycle and Pedestrian Pathways Committee
Camden Town Office, Minutes
January 6, 2016
7:00 pm

Present:

Geoff Scott –Camden
Mac Thomas –Camden
Leni Gronros (minutes) – Rockport
Helen Shaw – Rockport
Richard Stetson – Camden
Anita Brosius-Scott – Camden
Owen Casas – Rockport Select Board Liason
James Francomano – Rockport Development Director
Jane Self – Camden (Alt)
Robert Davis –Camden
Lynda Clancy –Rockport

Absent:

John French – Camden Select Board Liaison
Erin Brainard – Rockport
Eliza Haselton –Rockport
Wyatt McConnell – Camden

Guest

Chris Osgood – Chair of Lincolnville Rt 1 Advisory Committee

December Minutes – accepted as amended.

Compensation to property owners

Owen Casas shared highlights of the email Julie Isbill forwarded regarding the system Kings County, WA has established for compensating private landowners when they allowed the community to construct public pedestrian and cycling ways across their property.

Lincolnville Rt1 Advisory Committee

Presented by Chris Osgood of Lincolnville. He has been giving input to MDOT for more than 30 years.

Lincolnville called a joint SB between Camden and Lincolnville two nights ago. Trying to get both towns on the same page. John French has asked Pathways Committee to give input in regards to pedestrians and bicyclists. The meeting showed there was more going on than what was anticipated.

Chris presented a history of their activity since 1985. Discussion continued on how to deal with the MDOT standards they talk about but don't follow. Jane shared how difficult it was to deal with MDOT on the Rte 1 corridor from the Camden library to Camden State Park. She explained how someone had to be out with the construction crews making sure they were doing things consistent with the design. There was lots of discussion on right of ways and how they vary. There can be times where MDOT doesn't actually have good historic information on exactly where the ROW boundaries are. Committee should ask the MDOT to present documentation supporting having the ROW where they are recommending it. Chris strongly suggested that we not give away more ROW

than what we need to in terms of abutting property to Route 1. Chris believes that the most effective design, to maintain the beauty and rural feel of Route 1, is to keep an 11 foot lane with a 5 foot bicycle designated lane. That would create a 32 foot wide road. Currently the road is 22-24 feet wide. Chris was not sure if there would be enough room for a separate multi-use pathway. He presented a CD with lots of information on all the previous work done. Geoff said that we would consider alternatives at the Feb meeting and attempt to develop a recommendation for the SB.

Regardless of what is agreed upon when planning with MDOT, both Jane and Chris explained that there needed to be someone onsite during all phases of design and construction to make sure that the workers were following the plan. They gave a number of examples how things happened during construction on High Street that were not in the plans. That it literally took people standing and directing workers where they could and could not cut trees or move walls. We, as the community of Camden, need to stay engaged during all steps of the project.

Advocate for a 3:1 slope from edge of pavement, a quicker drop than normal, but allows for a narrower road corridor.

Chris said that we should reference design fundamentals contractually agreed to by Camden and MDOT during the Gateway I planning period. Gateway I says that MDOT “must” do “context sensitive design.” That the project “must” be designed for use by all modes of transportation. That they “must” design the road to enhance the natural scenic aspects of the area, to “support the rural character.”

Chris recommended that when MDOT comes for their planning or information sessions that the Town run the meeting(s) and that before the meetings we should ask for maps of their design.

Jamie asked for recommendations from Chris on who we could find to work for the towns to deal with MDOT. It would be like a project manager. How would that work? Brian Kent was suggested as a possibility. Jamie asked to discuss the Southern Gateway while Chris was still present.

Southern Gateway

Geoff presented an aerial map showing a draft alignment for the pathway from Quarry Hill to Leonard's. Discussion followed about the history of why the project is where it is now. The goal is to give a recommendation to the Select Boards on what the path will look like and the alignment. Helen presented property info. Construction is presently on the MDOT schedule for 2017-18, funded at \$167k. Jamie suggested a crossing at Country Inn. Jane pointed out the number of accidents at that point. Chris liked the ability to hook into Merry Spring paths and the power line routes to connect the middle school and high school, but realized that was beyond the scope of this project.

The Committee Began evaluating the route starting from Quarry Hill. After some discussion the committee decided to advocate for a straight crossing, a crosswalk at Camden St, rather than a crossing further down the street toward Rockport. The rest of the discussion was tabled until next meeting.

Town Budgets

Anita asked about the budget request from Camden. Geoff said we have had no response. Jamie brought up the need to bring an engineer/designer on board to deal with MDOT. We need a transportation specialist to work with.

Anita will follow up with Camden and Leni will follow up with Rockport.

Meeting adjourned at approximately 9:05pm.