

Camden, Maine

# Bicycle and Pedestrian Master Plan

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Prepared by:

**The Camden-Rockport Bicycle and  
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Camden Bicycle and Pedestrian Master Plan

**Table of Contents**

- I. Executive Summary** ..... 3
- II. Background** ..... 4
  - A. Why the Plan Was Created ..... 4
  - B. The Goals of the Plan ..... 4
  - C. How the Plan Will Be Used ..... 5
- III. Objectives** ..... 4
  - A. How the Plan Will Achieve Its Goals ..... 6
- IV. Current Bicycle and Pedestrian Infrastructure** ..... 7
  - A. Introduction ..... 7
  - B. Pedestrian Access ..... 7
  - C. Bicyclist and Pedestrian Facilities ..... 7
  - D. General Safety ..... 8
  - E. Maintenance ..... 8
- V. Public Needs and Desires**
  - A. Introduction ..... 9
  - B. Executive Summary ..... 9
  - C. Surveys ..... 9
  - D. Public Hearings ..... 10
  - E. Written Comments ..... 10
  - F. Voting Results ..... 11
  - G. Town Committees ..... 11
- VI. Recommendations**
  - A. General Principles ..... 12
  - B. General Recommendations for Road Design Town-wide ..... 13
  - E. Prioritized Recommendations ..... 13
    - Maintenance ..... 13
    - Short Term Projects (2-10 years) ..... 14
    - Long Term Projects (5-30 years) ..... 14
    - Undeveloped Pedestrian Connectors ..... 15
- Appendix I**
  - Community Survey ..... 17
- Appendix II**
  - Survey Results ..... 18
- Appendix III**
  - Written Comments received by the Committee ..... 20
- Appendix IV**
  - Camden Sidewalk Inventory ..... 23

# I. Executive Summary

The Bicycle and Pedestrian Master Plan is a guide for decision-makers in Camden when planning, budgeting, and allocating town resources for transportation and recreation. It is intended as a blueprint for guiding public investment in making the community more accessible to bicyclists and pedestrians. It does not tell people where they can or cannot perform these activities. In order to achieve this goal of improving access, the master planning process has attempted to:

1. respect the capabilities and needs of user groups;
2. provide the most benefit to the most number of people; and,
3. provide a comprehensive system without unnecessary duplication or overlap of facilities.

There are three fundamental sections to the master plan:

1. **Current bike/ped facilities:** an assessment of each towns' current non-vehicular transportation infrastructure,
2. **Public needs and desires:** what the citizens in both towns would like to see in terms of pedestrian and pathway opportunities, and
3. **Recommendations:** general principles and specific recommendations to help the town make decisions that meet the citizens' needs.

Recommendations include increased accessibility of all roads to bicyclists, pedestrians, and other non-motorists especially in developed areas, ongoing maintenance of existing bicyclist and pedestrian facilities, and these new projects:

- A new sidewalk along Rawson Avenue,
- Extending the existing Washington Avenue sidewalk to Shirt Tail Point,
- Extending the existing Elm Street sidewalk to the Hannaford's traffic signal,
- A new sidewalk along John Street, and
- A riverwalk along the Megunticook River

The Committee encourages the town to adopt an incremental approach when implementing these recommendations in consideration of limited resources.

## II. Background

### A. Why the Plan Was Created

The Bicycle and Pedestrian Master Plan for Camden and Rockport is a planning guide designed to help decision-makers improve bicycle and pedestrian infrastructure in the community. Like many communities, Camden and Rockport have increasingly recognized the many benefits—economic, social, and environmental—of having safe, pleasant routes for people to bike, walk, or run, to enhance local transportation options and as recreational opportunities. The area’s rapid growth has forced the towns’ planning bodies to develop a good foundation for decision making since many important planning decisions are being made now that will impact the community’s future for generations to come. Therefore, the Select Boards of both towns asked the Camden-Rockport Bicycle and Pedestrian Pathways Committee to create a Master Plan to help guide those decisions.

### B. The Goals of the Plan

The Select Boards expressed several goals for the plan:

1. Create a network of attractive and functional pedestrian/bicycle facilities within the two towns and develop links to neighboring communities,
2. Enhance the quality of life and improve the general health of the community by providing additional opportunities for exercise and recreation,
3. Reduce motor traffic congestion,
4. Mitigate environmental pollution,
5. Relieve parking problems,
6. Strengthen the vitality of both village centers, and
7. Complement traffic calming, smart growth, highway access management and regional and local land use planning.

In the course of its research and discussions, and with input from the community, the Pathways Committee added several additional goals:

8. Provide students with safer routes for walking/biking to school,
9. Add to the community’s attraction as a tourist destination, and
10. Integrate bicyclists and pedestrian facilities with a regional public transportation system.

While making it easier for people to walk and bike around town safely is the immediate goal, the Master Plan is part of a broader vision to improve the overall quality of life in the community and in the region.

### **C. How the Plan Will Be Used**

The Master Plan is a “proactive” strategy in the sense that it attempts to anticipate future challenges and opportunities and to suggest comprehensive, long-range solutions. In essence, the plan says “here’s where we are now; this is where the citizens would like to be; and here’s what we need to do to get there.” The Plan should be used by the planning boards, select boards, zoning boards, town managers, public works directors, and other decision-makers when considering any matters related to transportation infrastructure or community planning. Although the current comprehensive plans of both towns emphasize the need for better bicycle and pedestrian support, little detail is provided there. The Master Plan presents specific data, general principles, and recommendations to assist the town in implementing their comprehensive plans.

In addition, the Master Plan can also provide valuable assistance in regional planning, such as MDOT’s Gateway One corridor project.

The Master Plan will be periodically re-evaluated and updated over time as conditions and circumstances change. But while specific recommendation may shift over time, the overall vision of improving the community’s quality of life will remain constant.

Copies of the Plan will be available in the town office and on the Pathways website (<http://www.town.camden.me.us/pathways>).

# III. Objectives

## A. How the Plan Will Achieve Its Goals

In order to attain the goals outlined in Section II (“Background”), the Bicycle and Pedestrian Master Plan will focus on meeting the following objectives:

1. Identify what the citizens in the community value in terms of bicycle and pedestrian facilities.
2. Assess current transportation infrastructure to determine where improvements for pedestrians and bicyclists are most needed.
3. Recommend the towns make pedestrian and bicycle transportation considerations a routine part of all new residential, all new commercial development, and all future town and regional transportation planning.
4. Provide a prioritized list of sidewalk and roadway maintenance and improvement needs to public works directors in each Town.
5. Encourage bicycle and pedestrian commuting.
6. Provide a prioritized list of improvements and strategies to improve routes used for biking and walking to schools.
7. Establish design standards (based on national standards) for pedestrian/bicycle facilities to encourage use, ensure safety, and minimize maintenance costs.
8. Identify potential sites for new pathways.
9. Make recommendations for better coordination between Camden/Rockport and surrounding communities to work toward a common transportation system and vision.

## **IV. Current Bicycle and Pedestrian Infrastructure**

### **A. Introduction**

The Camden-Rockport Bicycle and Pedestrian Pathways Committee has completed a thorough inventory of the current bicycle and pedestrian infrastructure in Camden. A chart of the committee's findings follows in section VII, Appendix IV.

### **B. Pedestrian Access**

Camden sidewalks service most of the residential areas that are adjacent to the village center, and provide excellent pedestrian access to downtown businesses, the harbor area, post office, village center, and local parks (Harbor Park, Laite Beach, Public Boat Launch).

There are two schools located within the downtown village district; Elm Street Montessori School and Camden Rockport Middle School (CRMS). Both schools are linked to the surrounding neighborhoods and the public library by a well maintained network of sidewalks. This network could be expanded to provide even more safe routes for school children.

Tourists and commuters alike benefit from the current sidewalks which encourage walking in the congested village center. Pedestrian safety is enhanced in the downtown district by well defined pedestrian crossing zones on Route 1 and adjacent high traffic streets, but suffers once the walker leaves the downtown area.

Except for the new sidewalk from the public library to the Camden Hills State Park that provides pedestrian access to the recreation opportunities at the park, pedestrian infrastructure beyond the village area is limited to 6' wide paved shoulders on Route 1 south of the village center and on Route 52 from the village boundary to Lake Megunticook. Sidewalks also run for short distances out on Washington Street (Route 105), Mechanic Street, and Bayview Street. An important exception is the Union Street sidewalk that links to Rockport via the Union Street Pathway. High volume pedestrian traffic areas such as the John Street intersection with Route 1 and the entrance to Shirt Tail Point Park on Route 105 are totally lacking in pedestrian safety infrastructure.

### **C. Bicyclist and Pedestrian Facilities**

Bicyclists are currently able to make several choices when planning a bike route in Camden. The excellent downtown sidewalk network provides easy access for cyclists to walk and park their bikes in the business district, though finding the well concealed bike parking facilities may be a challenge. Outside of the village

center, bicyclists can take advantage of the Union Street Multi-use Pathway to travel to the YMCA and Rockport and of the paved shoulders on Routes 1 and 52 (Mountain Street). These corridors provide access to the Barrett's Cove Park on Lake Megunticook, and other points north and south, including Rockport and Rockland.

Route 105 (Washington Street) has a paved shoulder between downtown and Thomas Street. The outer portions of this route and other popular scenic and/or commuter routes are currently without paved shoulders and bicyclists must ride in the travel lane with motorized traffic.

For some low traffic routes (Chestnut Street, Bayview Street, and Pearl Street are examples), riding in the travel lane is appropriate for most cyclists. Other routes are perceived as more hazardous because of traffic volume and/or speed, and many cyclists feel unsafe sharing the road on these streets (Washington, Molyneaux, Mechanic and John Streets are all examples).

Access to the Hosmer Pond/Snow Bowl area is currently limited to sharing the road with vehicles on both Molyneaux and Mechanic Streets; both characterized by extremely short lines of sight, high traffic volume, and speeding vehicles.

#### **D. General Safety**

Bike and pedestrian safety in Camden is addressed by well defined crossing areas on Route 1 and other village center intersections. Safe routes to the downtown schools are currently defined by individual students and their families, and are enhanced by one crossing guard at CRMS during peak school drop off times. Bike and pedestrian safety is part of the health curriculum at CRMS as well as at the local elementary schools (see Town of Rockport Master Plan).

#### **E. Maintenance**

Repair and maintenance of the Camden sidewalk network is the responsibility of the Camden Public Works Department. Sidewalks are maintained year round for resident and tourist use, and sidewalks are repaired as money and time permit. The cost of sidewalk maintenance and repair budget is part of the larger public works budget.

# V. Public Needs and Desires

## V. Public Needs and Desires

### A. Introduction

The citizens of Camden have expressed their interest in pedestrian and bicycle pathways through surveys, public hearings, written comments, and by direct vote. This section summarizes this input. Actual survey data can be found in Section VII, Appendices.

### B. Executive Summary

Camden citizens have spoken out clearly in support of pedestrian and bicycle pathways. From keeping existing pedestrian routes accessible year around to plans for future routes, there is a ground swell of support in our communities. The challenge for the Committee has been, based on public opinion, to identify and prioritize new projects while maintaining existing sidewalks, all within a limited budget.

With over 10 miles of existing sidewalks to maintain, a large portion of the annual Camden sidewalk budget is spent on maintenance projects. The Committee has inventoried all the sidewalks in Camden and prioritized maintenance and improvements based on four criteria: public input on need, condition of the sidewalk, volume of pedestrian traffic, and Public Works scheduling.

Future projects will focus on facilitating pedestrian access to major destinations in town with a focus on safely moving pedestrians around our major traffic corridors: Route 1, Chestnut, Bayview, Mechanic, Washington, and Mountain.

### C. Surveys

In 2000 the towns of Rockport and Camden were awarded a planning grant from the Maine Department of Transportation to study the feasibility of improving pedestrian and bicycle access within and between our two towns. In an effort to move forward with this planning process the Pathways Committee solicited input and ideas through a Community Survey.

The purpose of the Survey was to help determine concerns, priorities, and areas of need regarding pedestrian and bicycle circulation and safety throughout the towns of Camden and Rockport. The results of that survey indicate:

- Rte 1 is the most commonly traveled route followed by Chestnut, Mechanic, Union, Washington and Bayview.

- The most popular streets suggested for new pedestrian/bicycle paths were Union Street, Route 1, outer Mechanic Street, outer Mountain Street, and outer Bayview Street, in that order.
- The greatest need for new or repair of existing sidewalks are: Route 1, outer Washington, outer Chestnut, outer Mechanic, outer Bayview and Union Street.
- The following routes are most important for creating safer pedestrian and bicycle connections: Megunticook Lake/Camden, Middle School/YMCA, High School/Camden, and High School/YMCA.

See Appendices I and II in Section VII for detailed results of the 2000 Survey.

#### **D. Public Hearings**

On October 2, 2002 a Public Meeting was held to discuss a possible pedestrian path along Route 90 between Route 1 and the Camden Hills Regional High School. There were many comments made that evening. The following summarizes the salient comments:

- We need a safer route for children walking and riding which includes a pedestrian crossing light at Rte 1.
- Why not start with designating bike lanes only, no pathway or sidewalk? Route 90 has great lines of sight, few curves, so 5-6' bike lanes should be quite safe. If only bike lanes are pursued along Route 90, a safe crossing from Route 90 across Route 1 would still be needed.
- By constructing bicycle/pedestrian access along Route 90, the road will be "pedestrianized" and traffic calmed. This may prevent more highway development.
- Some Route 90 residents have said that if they could walk safely along a pathway from their homes to the village, they might feel more connected to the harbor and center of town.
- Trouble visualizing people using Route 90, especially children and recreational walkers. 60% of the students attending RES are transported by personal vehicles. People have a demonstrated "love of driving." Children don't walk.
- With established parking at HS in summer, a pathway along Route 90 would be attractive for recreational walking.

#### **E. Written Comments**

Written comments received by the committee fall into these basic categories:

- Support any kind of new path or sidewalk (by far the most common comment)
- Don't support any kind of path or sidewalk

- Fix the sidewalk in front of my house
- Repair and maintain what we have

See Appendix III Section VII for specific comments.

## **F. Voting Results**

On November 4, 2003, Camden and Rockport voters passed Article 4, which approved transferring \$15,000 of each town's funds from one pathways project to another. Originally earmarked for the proposed High School path, the money was redesignated to the proposed Jacobs Quarry path from the YMCA on Union Street in Rockport to Linden Lane in Camden.

On June 11, 2003, Camden voters passed Article 18, which directed the Town to accept the conveyance of a 20-foot corridor across the catch basin of the Greenfield Subdivision on Linden Lane. At an earlier Town Meeting voters had approved accepting an easement of the same property, but this Article now offered the Town the actual deed.

## **G. Town Committees**

In September, 2005, the Camden Select Board voted to form the Tannery Re-Use Committee from interested citizens of the community with the role of recommending back to the Select Board alternatives for development of the Tannery property then being demolished.

On December 16, 2005, the Committee recommended (along with four other suggestions) to the Camden Select Board that a public access riverwalk be incorporated in the development of the Tannery site.

## VI. Recommendations

### A. General Principles

The Master Plan is a guide not only for Camden but also for the region. Regionally, the Committee will share this Plan with transportation and growth projects such as the MDOT Gateway One Project.

This Plan should be used for both short and long term planning for existing and future sidewalks/pathways, maintenance, and construction.

The Pathways Committee recommends that all pertinent committees and Town Departments (especially Public Works) should be included in any decisions related to pedestrian movement before town budgets are formulated. Examples of Committees to include are: the Parking, Traffic and Transportation Committee, Parks and Recreation Committee, and Conservation Commission. The Pathways Committee will review and update the Master Plan on an annual basis.

At least annually, the Pathways Committee will meet with the Public Works Director, the Parking Committee, and the Parks and Recreation Committee to solicit input on the process of maintaining, improving, and expanding pedestrian travel in our town. This input will encourage the use of the Master Plan to guide the budget process for developing a schedule for repairing existing sidewalks and constructing new sidewalks/pathways in high priority areas.

The Committee recognizes that the Town has limited financial and human resources to devote to bicycle and pedestrian facilities. There may be a gap between the bicycle and pedestrian infrastructure the public would like to have and their willingness to fund large and costly projects. Some recommended projects may result in significant conflicts between preserving current landscape features, utility rights of way, and realistic sidewalk or paved shoulder alignments. Despite these challenges, the Pathways Committee recommends that the Town support a minimum standard of bicycle and pedestrian access on all roads.

Furthermore, the Committee has determined that an incremental approach to improving bicycle and pedestrian facilities is both necessary and justified. Many seemingly large and costly projects may require longer periods of time to be accomplished.

Finally, the Town can make choices in how it builds new roads, sidewalks, and recreation paths that significantly improve access and link with existing infrastructure. Current federal guidelines for pathways may promote standards that are not appropriate for the size and scope of our community. The Committee encourages the Town to seek facility design and construction solutions that

preserve the tradition of local creativity and community involvement, while meeting the goals of this plan.

## **B. General Recommendations for Road Design Town-wide**

The Bicycle and Pedestrian Master Plan recommends incorporating the following fundamental goals into the design standards for Town roads:

1. **Enhancement of community character** through the preservation or planting of street trees, roadside landscaping, the retention of rural elements such as stonewalls, and the preservation of scenic vistas.
2. **Reduction of traffic speed** by striping motorist travel lanes the minimum dimensions possible, retaining reasonable curves, and by roadside landscaping. Road design should not allow traffic speed to increase as a solution to increased traffic volume. Instead, the design should seek to maintain volume through slower speeds and closer spacing of vehicles.
3. **Increased accessibility** of all roads to bicyclists, pedestrians, and other non-motorists by:
  - a. implementing Goals 1 and 2 above;
  - b. improving bicycle facilities as shown in the Bicycle and Pedestrian Master Plan;
  - c. improving pedestrian facilities as shown in the Bicycle and Pedestrian Master Plan;
  - d. widening bridges to allow bicycle and pedestrian access; and,
  - e. redesigning intersections to make motorist crossings slower and non-motorist crossings more predictable.

## **C. Prioritized Recommendations**

Each year the Town goes through a budgetary process. The Pathways Committee will meet with the Public Works Director during this budget process and develop a list of pathways and sidewalk projects and annual maintenance for the following year based on the Master Plan.

Included in this Master Plan are three levels of recommendations: maintenance, short term projects to improve pedestrian infrastructure, and long term projects to improve pedestrian infrastructure.

1. **Maintenance** – it is critical that pedestrian and bicycle facilities be maintained and not allowed to deteriorate. Section VII Appendix IV (Sidewalk Inventory) addresses sidewalk maintenance on a street by street basis. The Public Works Department should use this inventory as a

reference for sidewalk maintenance when any regularly scheduled road maintenance is planned.

## **2. Short Term Projects (2-10 years)**

These are categorized as High, Medium, and Low priority.

### **High**

- A new Washington Street sidewalk or widened shoulder extending beyond the end of the existing sidewalk from Matthew John Street to Shirt Tail Point.
- An extension of the existing sidewalk along the south side of outer Elm Street from Camden Street to the traffic signal at Hannaford's and beyond to connect to the Concord Trailways Bus Depot (the gas station). This includes a crosswalk at Camden Street and a Pedestrian crossing signal at the Hannaford's intersection.
- A new sidewalk along Rawson Avenue.
- A new sidewalk connecting from the existing Pearl Street sidewalk to John Street, then continuing down John Street to the intersection with Elm Street.

### **Medium**

- Sidewalk from the end of the existing sidewalk on Mechanic Street up to John Street.
- Sidewalk along Thomas Street
- Sidewalk along the north side of Elm Street from Park Street south to John Street a pedestrian crosswalk at John Street and proceeding to Hannaford's.

### **Low**

- Sidewalk from the end of the existing sidewalk on Limerock to the Union Street Pathway
- Sidewalk along Willow and Norwood Streets
- Sidewalk along John Street extending to Mechanic Street
- Sidewalk along Colcord Avenue
- Sidewalk along Ames Terrace
- Sidewalk along lower Central Street between Cross and Rte 1.

## **Long Term Projects (5-30 years) –**

### **Riverwalk**

- We envision the day when a multi-use\*, dawn to dusk, recreational trail running along the Megunticook River from Knowlton Street to Shirt Tail Point will exist. Using public streets and sidewalks, private property (with the consent of owners) and public land such as the Tannery property, Wastewater Treatment land, schools, and current parkland a trail could be constructed that would allow the

community and it's guests a safe, scenic, and enjoyable route.

While this trail would be a challenging project for a town the size of Camden, grants and public funding could be used to build the trail in phases, with maintenance to be initially provided by volunteers and civic organizations. Most likely, the construction would take some years, but the benefits would be long lasting for the town and its citizens.

The trail would provide an off road route for citizens and guests of the community access to the Megunticook River corridor. This would be a walking path to and from town for the residents who live along the way, possibly decreasing the automobile traffic and parking within town. It would provide a scenic exercise area for the elderly whose only exercise is walking, as well as a safe place for daycare personnel to walk/exercise the young of our community. Dog walkers would find a safe and convenient place to exercise their leashed pets and bike riders and runners would enjoy the off-road experience. The chance for citizens to meet friends and neighbors and for the elderly to enjoy the babies in their buggies would only enhance the quality of life in our town. The trail would provide additional opportunities for seasonal visitors to enjoy the beauty and charm of the town and the magnificence of Megunticook Lake, the Camden Hills and the Camden Hills State Park. Additionally, the trail would increase the visibility of current commercial establishments along its route and could potentially spawn new businesses to service trail users.

\* Multi-use could include bicycling, walking, running, and cross country skiing (where appropriate). Pets on leashes would be allowed. There would be no motorized vehicles, camping or hunting.

### **Harborwalk**

- We envision the day when pedestrians will be able to walk around the inner harbor from Sherman's Point to Laite Beach. Using public streets and sidewalks, private property (with the consent of owners) and public land such as the Library Park and Public Landing a route could be constructed that would allow the community and it's guests a safe, scenic, and enjoyable walk. Such a boardwalk would do much for the businesses around the Harbor.

### **Undeveloped Pedestrian Connectors**

- There are a number of informal pedestrian connectors scattered throughout Town. Some of these connectors have been used by pedestrians for decades and most have no formal protection from

development. The Committee will slowly address formal protection of these connectors. These connectors include: a trail starting at the east end of John Street connecting to Conway Road; a trail starting in the back of the parking lot behind Francine's Restaurant on Chestnut Street connecting to Whitmore Avenue off of Belmont; a trail over the ROW bordering 17 Ames Terrace to the cul-de-sac on Cobb Road; and a trail starting from Cobb Road across from Hoffses Drive connecting all the way Forest Heights off of Mechanic Street.

# VII. Appendices

## Appendix I

### Community Survey

In 2000 the following survey was mailed to residents of Camden and Rockport for their input.

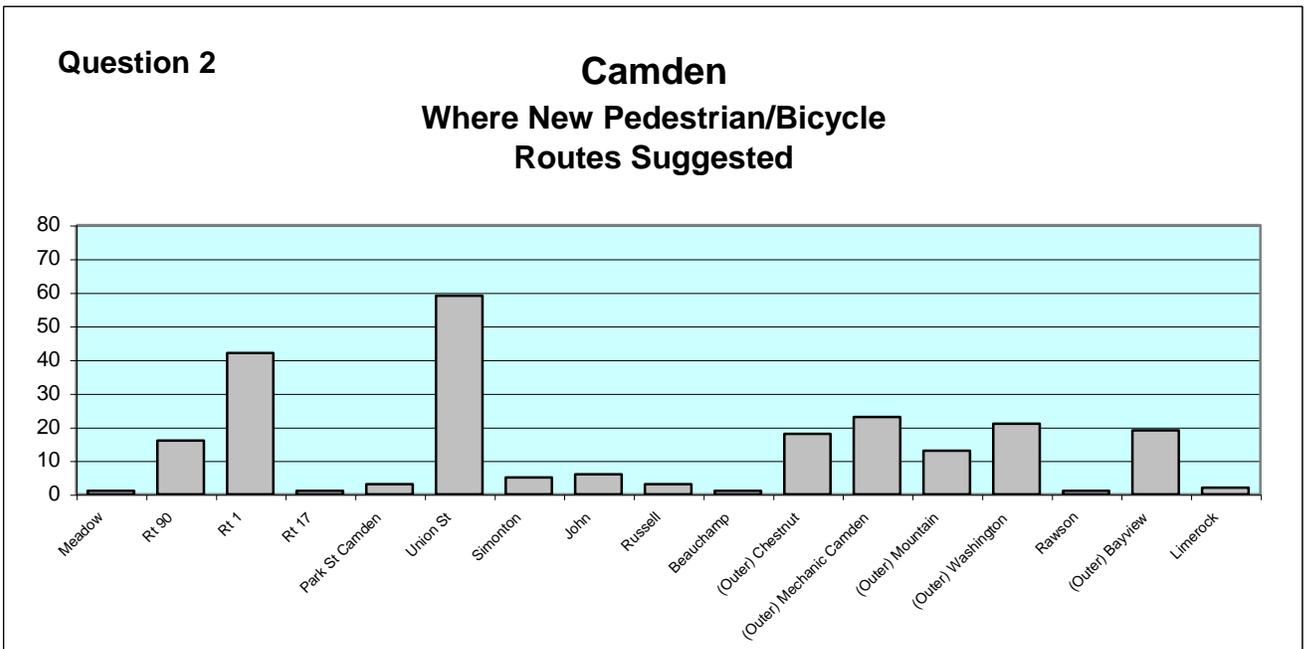
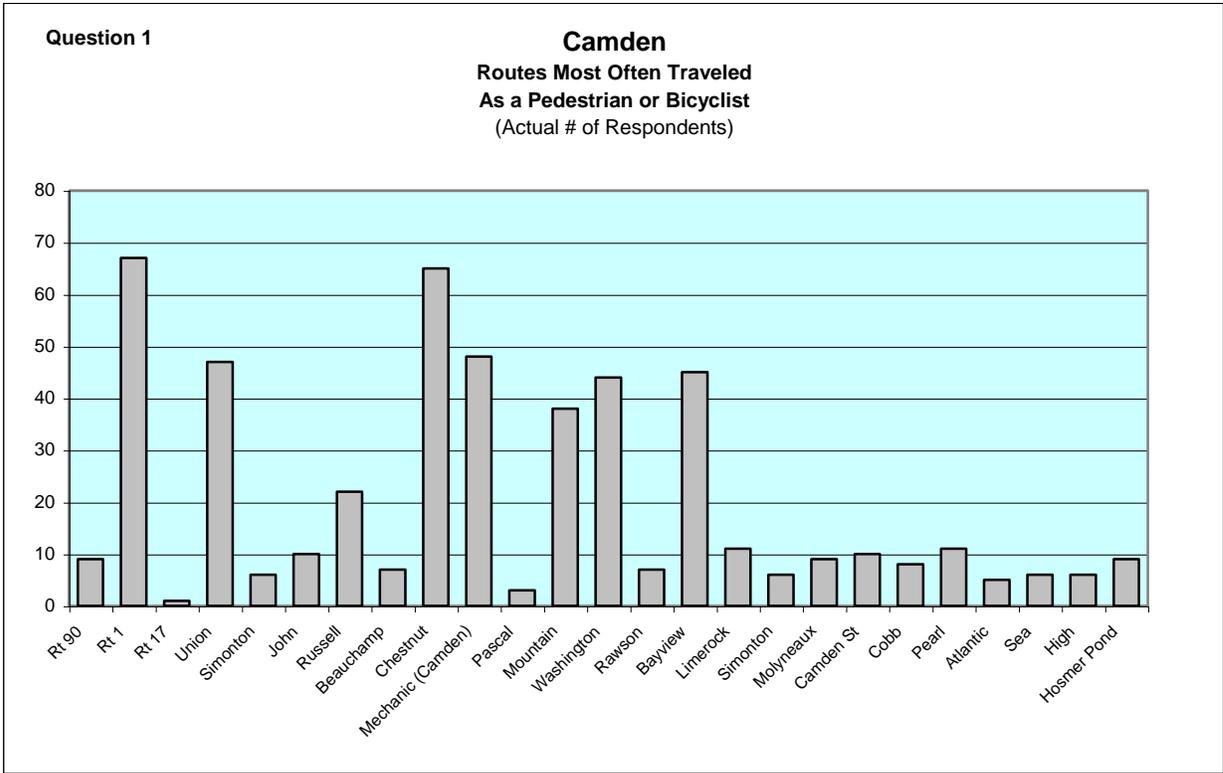
1. Along which Camden/Rockport routes do you most often travel as a pedestrian or bicyclist?
2. Along which Camden/Rockport routes do you think a bicycle/pedestrian pathway is most needed
3. Do our sidewalks need improvement? Are new ones needed? Where?
4. Would you be supportive of efforts to create safer pedestrian and bicycle connections between the following (circle the number to the right that best represents your opinion):

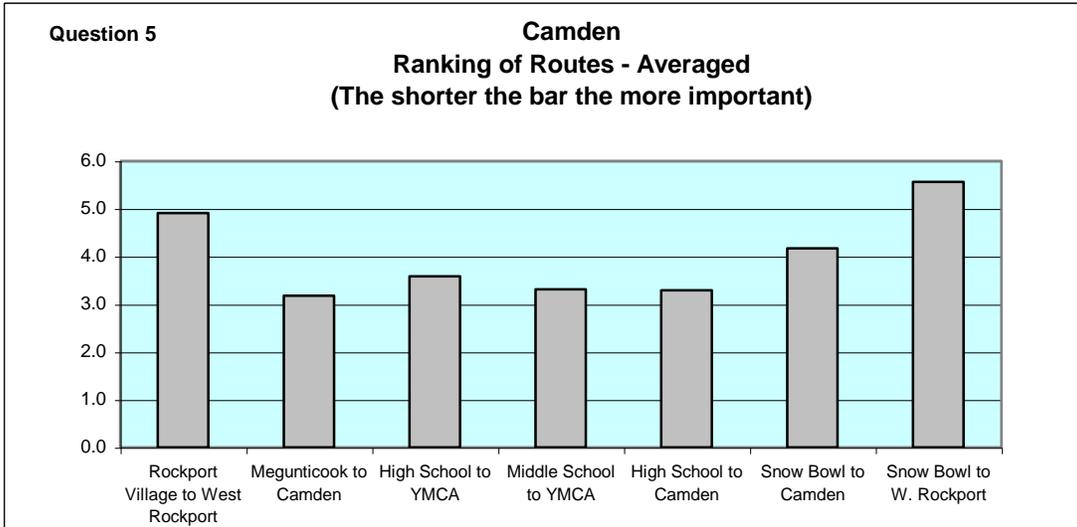
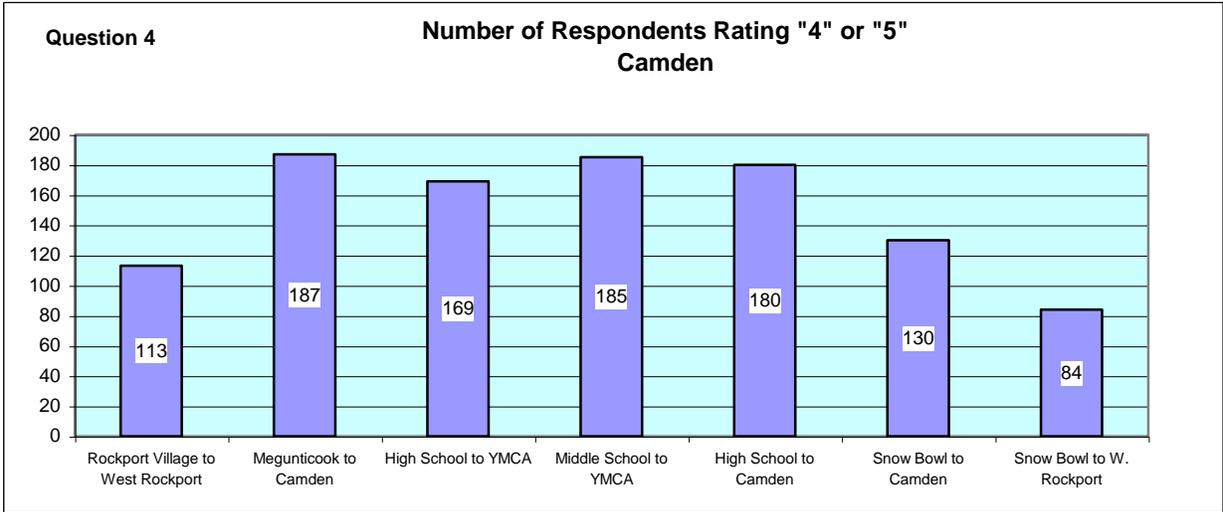
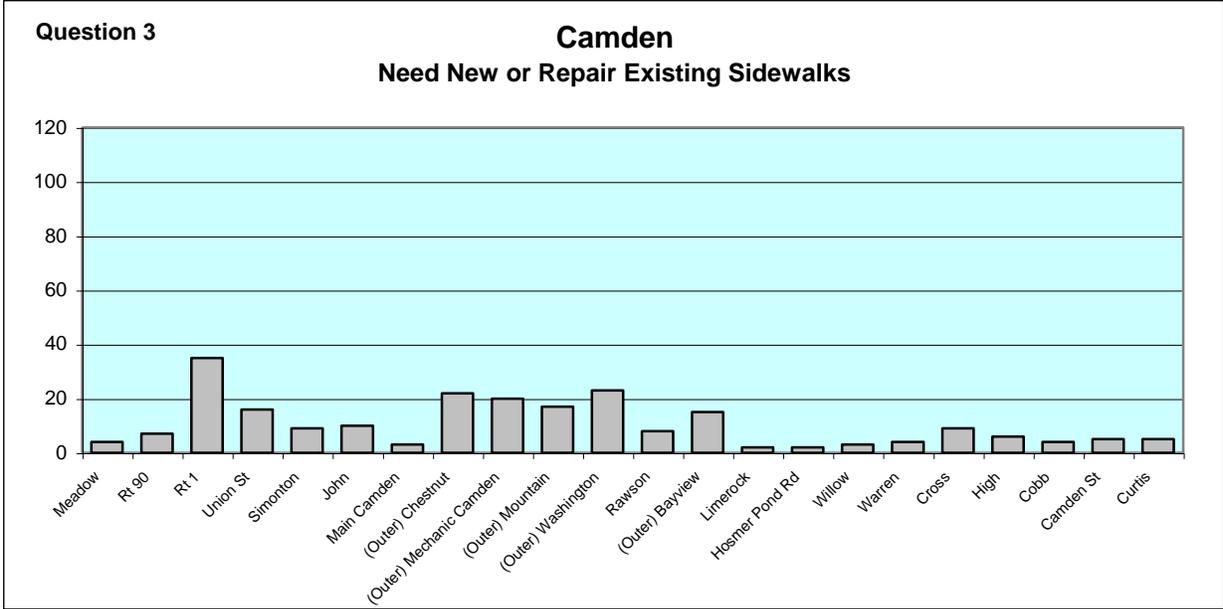
Rank Supportive	Not Supportive	Very Supportive
<input type="checkbox"/>	Rockport Village to West Rockport? .....	1.....2.....3.....4.....5
<input type="checkbox"/>	Megunticook Lake and Downtown Camden? .....	1 ..... 2..... 3 .....4..... 5
<input type="checkbox"/>	The High School and the new YMCA? .....	1 ..... 2..... 3 .....4..... 5
<input type="checkbox"/>	The Middle School and the new YMCA? .....	1 ..... 2..... 3 .....4..... 5
<input type="checkbox"/>	The High School and Downtown Camden? .....	1 ..... 2..... 3 .....4..... 5
<input type="checkbox"/>	The Snow Bowl to Downtown Camden? .....	1 ..... 2..... 3 .....4..... 5
<input type="checkbox"/>	The Snow Bowl to West Rockport? .....	1 ..... 2..... 3 .....4..... 5

5. Please use the boxes to the left to rank the seven routes listed above in terms of their importance to you (one being most important, seven being least important).

# Appendix II

## Survey Results





## Appendix III

### **Written Comments received by the Committee**

The following are written comments received by the Pathways Committee:

**Thank you for all your work;** Good projects – thanks; Much needed project thanks; Good luck; Keep up the good work; Thank you for all the work; All great ideas; Thanks for work; Keep up the good work; Appreciate all the work thanks; Keep up the good work; Thanks for your work; Good job; Thanks for doing Park St; Keep at it. Thanks for the hard work; Thank you for your efforts; Trust your judgement; New sidewalk on Park St is wonderful; Thanks for doing so much work; Keep up the good work!; Thanks for your hard work; Keep up the good work;

**Pathways are a benefit;** Support off road paths; Use wide shoulders for bikes; Need Scenic bike path; Support even if more taxes needed; Need scenic path; Use bike routes; Any will be an improvement; Anywhere is great; Bikes on street, peds on walks; I would love a pathway no matter where it went; Envious of Brunswick's pathway; All future road improvements should include Ped/Bicycle ROW; Want it all; Pathways which encourage youths to ride or walk is important; Paths in rural areas with less traffic; We need safe bike/walk paths. Please; More bike, rollerblade and jogging trails; I will appreciate any bicycle paths we can get ASAP; Any place for long walk or bike ride, particularly safe place for the kids; This is great! Can hardly wait for path on Union St; I think all would be wonderful; Would create safe place for families, elderly and attract more residents; Pathways need to be a priority. Help summer traffic and provide safety for children; deally have ped/bike routes along all major connecting roads; Ped/Bike path would be well used; The more we encourage bicycle/pedestrian the more we encourage health, safety and community spirit; Supportive of any that encourage less cars; All are important, you be the judge; I don't walk because there aren't any pathways; Ideal of interconnecting set of pathways for access to all community locations; These paths will not only provide a means of non-vehicular transportation, but provide a resource for exercise in safe environment; As a local teacher I feel that paths and sidewalks will benefit a wide range of community members, especially youth; sidewalks! Bike paths off road and safe for kids and elders; Any path is going to be a success; Grew up in Sweden where ped/bikes always planned for. Could do the same here;

**Do not support:** This isn't Brunswick; Don't raise taxes to support this; Not X-country paths; Need to know costs first; Use and enforce existing; Wouldn't use them except Union St; No tax money! Not cross country; Why more pathways. People don't use what is there now; I am old and not able to walk or ride a bicycle; Don't need to spend money on this; Do not need them; Get off the kick; Stop spending taxpayer money on studies; Don't bike or have relatives that do; None of these are important. They are a ridiculous expense; I think that we should stop wasting money simply because it is available; Lower property taxes not raise them; Don't spend money on something stupid; Cannot imagine cost of any of these; Tax money should be used to provide basic services to town. I don't see how a bike path is necessary. Stop wasting tax money!; Kids will never use ped/bike paths. They have forgotten how to walk. Don't plan for them; I don't want them to raise my taxes. They're already too high;

## Appendix III - Written Comments received by the Committee - cont

**Rte 1 to Rockport and Rockland:** Pathways to Rockland; Glen Cove along Rt 1 and Warrenton St.; Off road or striping to Rockland; Would like to see similar to Brunswick's from Camden to Rockport for ped/rollerblade/bike; Downtown Camden to downtown Rockport; Focus on Rt 1 Camden to Rockport, then add others;

**Rte 1 Near Graves:** We need a Quarry Hill crossing & sidewalk to the market; Walking/Bike path from Camden to Rockland via Rt. 1; Sidewalk along Rte. 1; Stoplight is needed at intersection of Rt. 1 and any proposed bike path; A walkway from Quarry Hill to Graves with a light at Graves to cross Rt 1;

**Route 1 North of town:** Bike path along Route #1; Camden to Lincolnville Beach; Need a path to Camden to State Park; Bike route up Rt. 1 to Belfast; Sidewalk along Rte. 1; Trail from Camden Village to State Park; Need bike path on Rt 1 from Camden and Lincolnville Beach; Camden and State Park path is needed; Bike path to Mt Battie. At least pave the shoulder;

**Safety** of peds with speeding vehicles; Separate bikes from peds, let bikes & cars fight it out; Vehicle speed is problem; Easy access to sidewalks for those using power wheel chairs; Support for older cyclists. Safety in dealings with cars is a concern; Need for bicycle safety instruction; Public awareness of bicycle safety, laws and responsibilities; Educate drivers on bike/ped rules and regs how to pass cyclist, etc; It is dangerous for cyclists to have shoulder of gravel and at lower level; Who will police for safety of kids and adults?;

Separated paths, **Rte. 90** calming; Not on 90 via Park st.; High school has a path already in place; HS to skating rink, sidewalks not bike paths; Paths between new HS and places mentioned needed; Students should have option of walking or riding to new HS from downtown; HS to new rink/tennis courts; Sidewalk along Rte 90 (grammar school area) needed; Should be Rockport to HS and West Rockport to HS; Not around HS; Re-connect HS students to town;

Path up **Rte 105**; Need sidewalk along Washington St between downtown and Molyneaux – it gets a lot of foot/bike traffic; Megunticook to downtown would be great; Rt 105 to Lake is very dangerous; Consider striping to Hope: 105 to Hope Ctr, etc.; widen Rte 105 for cyclists; Improve Washington sidewalks;

Path up **Rte 52**; Camden out Rt. 52. Bike paths not sidewalks; Rt. 52 to Rt 1 needs path; Barrett's Cove to Town; Megunticook Lake is beautiful ride. Widen Rts 52; Improve Mountain sidewalks;

Path on Upper **Mechanic**; Camden to Snow Bowl; Snow Bowl is too far to walk from downtown; Bike route out Mechanic; Camden out Mechanic St; Route out Mechanic to John, Merry Gardens, handicap house. Then future path to Snow Bowl, Molyneaux, East Fork; Link YMCA to Snowbowl;

**Sidewalks**, not bicycle lanes; Need new catch basins and sidewalks more than pathway; Every street should have a sidewalk;

### Appendix III - Written Comments received by the Committee – cont

Want **trash** containers and **doggie bag dispensers**; Call boxes, poop bags & trash cans around on sidewalks and Union St Path; Trash containers! Needed for dog walking areas; Trash receptacles needed;

Use existing path from **Snowbowl** through woods to Rollins Rd; Telephone poles may be in the way. Paths should be on opposite side of street; It could all interlock and make a pleasant round trip. Route to Snow Bowl could be used for X-C skiing; Path to Snow Bowl not useful; maybe Snowbowl to Town; link Snowbowl to Rockport

**Long distance** path that's scenic and accessible; Look at loops of different lengths for cyclists;

**Union Street** into Camden is dangerous; Extend Union path to Aldemere Farm;

**John St** needs a sidewalk or path; How about on John St;

How about a sidewalk on **Camden St**; Camden St to Rockport;

Path from YMCA to Camden along **Union St**; Union St path is most important to me. Used to walk where path is going in; I live on Union St and do not want a bicycle path right outside my front door.

**Miscellaneous:** Consider impact on residents living where foot/bike traffic will increase; Don't disturb established neighborhoods with paths; Make sure you get permission from people along way; Question asphalt sidewalks. Make more durable like roads or concrete; Improve existing sidewalks that people use in their neighborhoods; Not in Camden Center or Elm St. School - too congested already; Middle school to YMCA already exists; Get a parcel of land and install B-ball hoops, playground, picnic area, etc; Regardless of route, should involve least intrusion to our beautiful area and wildlife habitats; The Ped/bike connections should only be built away from heavy traffic routes like **Rt. 1**; Lower speed limits and more reflectors to keep drivers aware; Need 4-way STOP at **Washington, Mt. Battie, Pleasant** intersection; Stop speeding on **Washington and Limerock**; Camden is tourist attraction. Decrease industrial zone. Close streets to traffic in summer. More recreation activities. **Rte 17** West Rockport to Rockville; Path on **Melvin Hts.**, Path on **Molyneaux**; **Upper Pearl St** needs a sidewalk; **Beaucaire** needs a path; I am elderly and live on **Cobb Rd**. Need sidewalk; Walkway along **Megunticook River**; Develop **Chestnut St** into Rockport village or onto Beauchamp Point; Need shoulders on **Simonton Rd**; Replace path thru Library Park to **Atlantic Ave.**; Streetlights to face walks – thanks; Can walk anywhere if sidewalks are not snow covered. Residents and businesses should be required to clear their sidewalks.

# Appendix IV

## Camden Sidewalk Inventory December 2004

Intersection or Street	Observations	Recommendations
<b>Alden Lane</b>	Sidewalk narrow, but OK	
Alden Lane and Knowlton	<ol style="list-style-type: none"> <li>1) Asphalt crumbling on curbs</li> <li>2) Edges on corner need to be trimmed</li> <li>3) Stop sign on Alden sufficient</li> <li>4) Sidewalks in poor condition</li> <li>5) Hedge encroaching on Knowlton, interferes with line-of-sight</li> <li>6) Crosswalk across Alden OK</li> <li>7) Alden St sidewalk narrow, but OK</li> </ol>	<ol style="list-style-type: none"> <li>1) Teen center could use another crosswalk and curb cut (2007 from Seibel – residents do not desire crosswalk and since skate park no longer exists not as much ped traffic to warrant)</li> <li>2) Trim hedge back to improve line-of-sight exiting Alden right onto Knowlton</li> <li>3) Repair curb, curb cuts and ramping</li> </ol>
Alden Lane and Washington/Cross St		<ol style="list-style-type: none"> <li>1) Alden St needs 20 ft of sidewalk striping around Corner (like it's done at Trim and Washington)</li> <li>2) Storm drain holes are hazard to cyclers</li> <li>3) Although school zone signs are installed in accordance with the Manual of Uniform Traffic Control Devices, committee feels that they are inadequate and that additional signage is needed - like a sandwich board warning in the sidewalk</li> <li>4) At 63 Washington, at the crosswalk to the senior home, a curb cut on the school side is needed.</li> </ol>
<b>Atlantic Ave Route 1</b>	<ol style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Good lines of sight</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalks in good condition</li> <li>6) Sidewalk is appropriate width</li> <li>7) Painted crosswalk</li> </ol>	
Atlantic Ave and Sea St	<ol style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Good lines of sight</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalks in good condition</li> <li>6) Sidewalk is appropriate width</li> </ol>	
<b>Bayview and Cedar</b>	<ol style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Lines of sight exiting Frye St compromised by parked cars on Bayview</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalks in good condition</li> <li>6) Sidewalk is appropriate width</li> </ol>	<ol style="list-style-type: none"> <li>1) Add a crosswalk across Bayview to Laite Beach</li> </ol>

**Camden Sidewalk Inventory**  
- cont

Bayview and Chestnut Hill	<ol style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Lines of sight exiting Frye St compromised by parked cars on Bayview</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalks in good condition</li> <li>6) Sidewalk is appropriate width</li> </ol>	
Bayview and Frye Street	<ol style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Lines of sight exiting Frye St compromised by parked cars on Bayview</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalks in good condition</li> <li>6) Sidewalk is appropriate width</li> <li>7) Painted crosswalk</li> </ol>	
Bayview and Limerock	<ol style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Lines of sight exiting Frye St compromised by parked cars on Bayview</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalks in good condition</li> <li>6) Sidewalk is appropriate width</li> </ol>	1) Needs painted crosswalk across Limerock
Bayview and Route 1	<ol style="list-style-type: none"> <li>1) Good lines of sight</li> <li>2) Appropriate, adequate and non-obtrusive signage</li> <li>3) Curbs and sidewalks in good condition</li> <li>4) Painted crosswalk</li> <li>5) Sidewalk is appropriate width</li> <li>6) Safe curb cuts</li> <li>7) Handicap Accessible</li> </ol>	
Bayview and Wilson	<ol style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Lines of sight exiting Frye St compromised by parked cars on Bayview</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalks in good condition</li> <li>6) Sidewalk is appropriate width</li> </ol>	
<b>Belmont</b>	<ol style="list-style-type: none"> <li>1) An asphalt sidewalk in overall good condition extends along one side of the street.</li> <li>2) The sidewalk ramps well at driveways and intersections;</li> <li>3) handicapped accessible.</li> </ol>	1) The curb is missing for about 4 feet in front of #5; this may be a drainage issue.

**Camden Sidewalk Inventory**  
- cont

Belmont and Limerock	1) There is no painted crosswalk at Limerock, but pedestrian traffic may be so light that one is not needed.	
<b>Central</b>		1) Btwn Cross and Route 1 recommend new sidewalk on north side of street (Seibel 10/07 – rebuild sidewalk when State DOT rebuilds road) 2) Condition of sidewalk btwn Trim and Cross is poor to acceptable. Recommend maintenance.
Central and Cross	OK - no issues	
Central and Trim St	1) Not Handicap Accessible 2) No curb cuts 3) Good lines of sight 4) Appropriate, adequate and non-obtrusive signage 5) Curbs and sidewalks in good condition 6) Painted crosswalk needed 7) Sidewalk is appropriate width	1) Cross walk with curb cut needed across Trim, connecting Central Sidewalk to Trim Sidewalk. 2) Stop Sign on Central Street needs corresponding white stop line
Central, Route 1, and Mountain	1) Not sufficiently Handicap Accessible 2) Curb cuts not sufficient 3) Good lines of sight 4) Appropriate, adequate and non-obtrusive signage 5) Curbs and sidewalks in good condition 6) Painted crosswalk 7) Sidewalk is appropriate width	New asphalt and granite curb on High to Camden Hills State Park 2006.
<b>Chestnut</b>	1) Btwn Wood and Rte 1: - new sidewalk with granite curbs on both sides of street, - new walks stop about 5 feet from Wood and continue as asphalt without curbing to Wood 2) Wood to end of the sidewalk (in front of 151 Chestnut): - overall condition of sidewalk good running down west side of street (Note: New asphalt sidewalk and granite curb from driveway of house #57 to intersection on Wood St. – 10/06 ) 3) New sidewalk on Frye St. with granite curb and asphalt walk. 10/06	1) shrubs need to be cut back between #59 and #63 (looks like the shrubs are on lot #63) 2) shrubs at corner in front of #87 need to be cut back
Chestnut and Limerock	1) sidewalks ramp to street level 2) handicapped accessible 3) good sight lines	1) needs painted crosswalks for both Chestnut and Limerock

## Camden Sidewalk Inventory - cont

Chestnut and Route 1	<ol style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Good lines of sight</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalks in good condition</li> <li>6) Painted crosswalk</li> <li>7) Sidewalk is appropriate width</li> </ol>	Note: New granite curb and concrete sidewalk 5/07 from post office to back of Camden National Bank on Baview St. 5/07
Chestnut and Wood	<ol style="list-style-type: none"> <li>1) sidewalks ramp to street level</li> <li>2) handicapped accessible</li> <li>3) good sight lines</li> </ol>	
<b>Cross</b>	OK - no issues	
Cross and Alden/Washington St		<ol style="list-style-type: none"> <li>1) Alden St needs 20 ft of sidewalk striping around Corner (like it's done at Trim and Washington)</li> <li>2) Storm drain holes are hazard to cyclers</li> <li>3) Although school zone signs are installed in accordance with the Manual of Uniform Traffic Control Devices, committee feels that they are inadequate and that additional signage is needed - like a sandwich board warning in the sidewalk - like a sandwich board warning in the sidewalk</li> <li>4) At 63 Washington, at the crosswalk to the senior home, a curb cut on the school side is needed.</li> </ol>
Cross and Central	OK - no issues	
Cross and Mountain	<ol style="list-style-type: none"> <li>1) Cross walk on Mountain across Cross St</li> </ol>	
<b>Frye Street</b>	New sidewalk on 10/6/07	
<b>Gould</b>	New sidewalk on 8/20/07	
Gould, and Washington and Ames Terrace	<ol style="list-style-type: none"> <li>1) Not Handicap accessible</li> <li>2) Needs curb cut to crosswalk</li> <li>3) Good lines of sight</li> <li>4) Could use flashing light</li> <li>5) Pedestrian sign for northbound traffic on Washington not well placed (it's right at the crosswalk)</li> <li>6) Painted crosswalk</li> <li>7) Very narrow lanes on Washington because of bridge</li> </ol>	<ol style="list-style-type: none"> <li>1) Sidewalk on Gould needs to be marked</li> <li>2) Southeast corner of Washington and Gould could use less of an asphalt "apron" (obviously there to allow vehicles to turn quickly right off Washington onto Gould)</li> </ol>
<b>Grove and Mountain Streets</b>	<ol style="list-style-type: none"> <li>1) Sidewalk would probably require storm drain system.</li> </ol>	<ol style="list-style-type: none"> <li>1) Need crosswalk across Grove Street.</li> <li>2) Consider sidewalk down Grove Street in the future.</li> </ol>

## Camden Sidewalk Inventory - cont

Grove, Knowlton/Washington St		<p>1) Although school zone signs are installed in accordance with the Manual of Uniform Traffic Control Devices, committee feels that they are inadequate and that additional signage is needed - like a sandwich board warning in the sidewalk to Grove St</p> <p>2) Grove/Washington sidewalk needs to be redrawn on a diagonal so the sidewalk doesn't empty into someone's driveway.</p> <p>3) Knowlton to Rawson - sidewalk maintenance - the sidewalk needs to be widened and something like cobblestones need to be added between the road and the sidewalk to better demarcate the sidewalk.</p> <p>4) Knowlton to Rawson - interim temporary fix, stripe the sidewalk.</p>
<b>Knowlton</b>		<p>1) Need curb cut on crosswalk</p> <p>2) Need sidewalk on west side</p>
Knowlton and Alden Lane	<p>1) Asphalt crumbling on curbs</p> <p>2) Edges on corner need to be trimmed</p> <p>3) Stop sign on Alden sufficient</p> <p>4) Sidewalks in poor condition</p> <p>5) Hedge encroaching on Knowlton, interferes with line-of-sight</p> <p>6) Crosswalk across Alden OK</p> <p>7) Alden St sidewalk narrow, but OK</p>	<p>1) Teen center could use another crosswalk and curb cut (2007 from Seibel – residents do not desire crosswalk and since skate park no longer exists not as much ped traffic to warrant)</p> <p>2) Trim hedge back to improve line-of-sight exiting Alden right onto Knowlton</p> <p>3) Repair curb, curb cuts and ramping</p>
Knowlton and Lions Lane	<p>1) Curb cut doesn't align with sidewalk</p> <p>2) Good lines of sight</p> <p>3) No sign</p> <p>4) Curbs and sidewalk in poor condition</p> <p>5) Painted crosswalk</p> <p>6) No fog lines</p>	<p>1) New curb cut to align with sidewalk</p>
Knowlton and Mechanic	<p>1) Sidewalks and ramps in excellent condition</p> <p>2) On street parking may interrupt lines of sight</p>	<p>1) Paint all crosswalks and parking space lines</p>
Knowlton, Washington/Grove St		<p>1) Although school zone signs are installed in accordance with the Manual of Uniform Traffic Control Devices, committee feels that they are inadequate and that additional signage is needed - like a sandwich board warning in the sidewalk to Grove St</p> <p>2) Grove/Washington sidewalk needs to be redrawn on a diagonal so the sidewalk doesn't empty into someone's driveway.</p> <p>3) Knowlton to Rawson - sidewalk maintenance - the sidewalk needs to be widened and something like cobblestones need to be added between the road and the sidewalk to better demarcate the sidewalk.</p> <p>4) Knowlton to Rawson - interim temporary fix, stripe the sidewalk.</p>

## Camden Sidewalk Inventory - cont

<p><b>Limerock</b></p>	<p>1) Condition good of sidewalk with granite curbs extending from Bayview to Bonnie Brae  2) Stripped pathways continues from Bonnie Brae to Highland Park  3) There is presently no sidewalk or other marked pedestrian area along Limerock from Highland Park to Union. There is sufficient space for a sidewalk.</p>	<p>1) Stripped pathway extending from Bonnie Brae to Highland Park needs to be restriped  2) A real sidewalk from Bonnie Brae to Union would be a significant safety feature and would connect the Union Street pathway to the Bayview shopping area and Laite Beach (10/07 – from Public Works – A sidewalk here would probably need storm drain work)</p>
<p>Limerock and Bayview</p>	<p>1) Handicap Accessible  2) Safe curb cuts  3) Lines of sight exiting Frye St compromised by parked cars on Bayview  4) Appropriate, adequate and non-obtrusive signage  5) Curbs and sidewalks in good condition  6) Sidewalk is appropriate width</p>	
<p>Limerock and Belmont</p>	<p>1) There is no painted crosswalk at Limerock, but pedestrian traffic may be so light that one is not needed.</p>	
<p>Limerock and Chestnut</p>	<p>1) sidewalks ramp to street level  2) handicapped accessible  3) good sight lines</p>	<p>1) needs painted crosswalks for both Chestnut and Limerock</p>
<p>Limerock and Colcord</p>	<p>1) There is a partial sidewalk on Colcord (10/07 – from Public Works – installed by Tibbets)</p>	<p>1) crosswalk should be added crossing Limerock to Colcord - this is the location of the farmer's market  2) Extend the partial sidewalk on Colcord to Limerock due to heavy use of the street during the farmer's market</p>
<p>Limerock and Hall</p>	<p>1) sidewalks ramp to street level  2) handicapped accessible  3) good sight lines</p>	

## Camden Sidewalk Inventory - cont

<p><b>Mechanic Street</b></p>	<p>1) Outer section no sidewalks, bike lanes or fog lines. Inconsistent or nonexistent shoulders. 2) Middle section has asphalt sidewalk and curbing on one side of street. 3) Lower downtown section has excellent sidewalks and curbing and on-street parking. 4) South side of street peppered with deeply recessed storm drains that are dangerous to cyclists. 5) Many crosswalks faded.</p>	<p>1) Fix recessed storm drains 2) Repaint crosswalks. 3) Widen shoulders for bike travel especially on outer Mechanic and paint fog lines.</p>
<p>Mechanic and Cobb Road</p>	<p>1) No Sidewalks 2) Short lines of sight especially for traffic approaching from downtown 3) Dangerous intersection for cyclists (Note: 10/07 – Public Works - Possible road resurfacing or reclaiming for FY09, storm drain needed before sidewalk is added.)</p>	<p>1) Fog lines for bikes/peds. Narrow travel lanes would slow down traffic. 2) West bound on north side of Mechanic a yellow intersection warning sign needs to add wording for Watch for Bikes and Pedestrians Entering Roadway.</p>
<p>Mechanic and Free St</p>	<p>1) Sidewalks and ramps in good condition 2) On street parking may interrupt lines of sight 3) Curbing inconsistent with sidewalk alignment 4) Crosswalks faded 5) Road pavement very rough on SW corner - difficult for cyclists to negotiate. Repaired 9/15/07.</p>	<p>1) Repair pavement at corner. Repaired 9/15/07. 2) Curb on SE side needs definition 3) Paint crosswalk annually</p>
<p>Mechanic and Knowlton</p>	<p>1) Sidewalks and ramps in excellent condition 2) On street parking may interrupt lines of sight</p>	<p>1) Paint all crosswalks and parking space lines</p>
<p>Mechanic and Oak</p>	<p>1) Handicap Accessible 2) Good lines of sight 3) No crosswalk</p>	<p>1) Fog lines painted from this point out of town.</p>
<p>Mechanic and Park St</p>	<p>1) Sidewalk and ramps in good condition. Resurfaced 8/15/07. 2) No crosswalk or fog lines. 3) Utility pole in middle of sidewalk 30 ft east of intersection.</p>	<p>1) Paint crosswalk annually 2) Work with utilities to eventually move pole to edge of sidewalk. (Note: sidewalk resurfaced from Park St to Free St 8/07)</p>
<p>Mechanic and Rawson Ave</p>	<p>1) Sidewalk is appropriate width 2) Good lines of sight 3) No crosswalk, no fog lines.</p>	<p>1) Rawson Ave needs a sidewalk. If one is put in need a painted crosswalk linking up with sidewalk on Mechanic.</p>
<p>Mechanic and Route 1</p>	<p>1) Handicap Accessible 2) Good lines of sight 3) Appropriate, adequate and non-obtrusive signage 4) Curbs and sidewalks in good condition 5) Painted crosswalk 6) Sidewalk is appropriate width 7) Good curb cuts</p>	

## Camden Sidewalk Inventory - cont

Mechanic and Washington	<ul style="list-style-type: none"> <li>1) Dangerous storm drain in front of Eric's is in the middle of the pedestrian way.</li> <li>2) Sidewalks and curbing in good condition.</li> <li>3) Crosswalks are faded.</li> </ul>	<ul style="list-style-type: none"> <li>1) Repair/move storm drain (this is a DOT issue)</li> <li>2) Paint crosswalks.</li> </ul>
Mechanic and Willow	<ul style="list-style-type: none"> <li>1) Sidewalk in good condition (resurfaced 8/07)</li> <li>2) Ramp area has broken pavement.</li> <li>3) No sidewalk on Willow</li> <li>4) No crosswalk or fog lines</li> </ul>	<ul style="list-style-type: none"> <li>1) Handicap ramp on western side needs patching</li> <li>2) Paint crosswalk</li> <li>3) Plan for sidewalk on Willow St. (Note: Public Works 10/07 – rebuilding of Willow and new storm drain possible for FY'09)</li> </ul>
<b>Megunticook and Mountain Street</b>	<ul style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Good lines of sight</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalks in good condition</li> <li>6) Sidewalk is appropriate width</li> </ul>	<ul style="list-style-type: none"> <li>1) Funeral Parlor's parking lot blends right into street. Needs striping or other delineation.</li> </ul>
<b>Mill</b>	OK - no issues	
<b>Mountain</b>		<ul style="list-style-type: none"> <li>1) Finish sidewalk to Route 1 from Collins Street (Note: Public Works – 10/07 – sidewalk should be rebuilt from Central to Cross St)</li> </ul>
Mountain and Collins Street	<ul style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Good lines of sight</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Sidewalk disappears towards Rte 1</li> <li>6) Sidewalk is appropriate width</li> </ul>	<ul style="list-style-type: none"> <li>1) Finish sidewalk to Route 1 from Collins Street.</li> </ul>
Mountain and Cross	<ul style="list-style-type: none"> <li>1) Cross walk on Mountain across Cross St</li> </ul>	
Mountain and Grove Streets		<ul style="list-style-type: none"> <li>1) Need crosswalk across Grove Street.</li> <li>2) Consider sidewalk down Grove Street in the future.</li> <li>3) Crosswalk across Mountain at main entrance to cemetery.</li> </ul>
Mountain and Megunticook Street	<ul style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Good lines of sight</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalks in good condition</li> <li>6) Sidewalk is appropriate width</li> </ul>	<ul style="list-style-type: none"> <li>1) Funeral Parlor's parking lot blends right into street. Needs striping or other delineation. (Note: Public Works doesn't think striping is necessary 10/07)</li> </ul>
Mountain and Spring Streets	<ul style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Good lines of sight</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Need crosswalk across Spring on south side of Mountain</li> <li>6) Sidewalk/road needs repair on south west side of intersection</li> </ul>	<ul style="list-style-type: none"> <li>1) Repair southwest corner of intersection.</li> <li>2) Paint new crosswalk across Spring Street on south side of Mountain.</li> </ul>

**Camden Sidewalk Inventory  
- cont**

Mountain and Trim St	<ul style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Good lines of sight</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Need crosswalk across Trim on south side of Mountain</li> <li>6) Sidewalk/road needs repair on south west corner of intersection</li> </ul>	<ul style="list-style-type: none"> <li>1) Need cross walk across Mountain Street on west side of Trim</li> <li>2) Need cross walk across Trim Street on south side of Mountain</li> <li>3) Repair road/sidewalk on southwest corner of intersection</li> </ul>
Mountain, Central, and Route 1	<ul style="list-style-type: none"> <li>1) Not sufficiently Handicap Accessible</li> <li>2) Curb cuts not sufficient</li> <li>3) Good lines of sight</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalks in good condition</li> <li>6) Painted crosswalk</li> <li>7) Sidewalk is appropriate width</li> </ul>	New asphalt and granite curb on High to Camden Hills State Park 2006.
<b>Mt. Battie</b>	OK - no issues	
<b>Pleasant</b>	<ul style="list-style-type: none"> <li>1) Existing sidewalk and curb in good condition</li> <li>2) Handicapped accessible ramp at intersection with Belmont.</li> </ul>	<ul style="list-style-type: none"> <li>1) Recommend new sidewalk along the back of the school from Union to the parking lot or re-stripping to delineate the traffic lane. (Note: Public Works 10/07 - Intersection of Pleasant and Union has been discussed with DOT engineers. Working on plans for new sidewalk and curb from old Prince's store to Pleasant St. school entrance and redesigning intersection.</li> <li>2) Re-stripe the crosswalk behind the school</li> </ul>
<b>Route 1 and Atlantic Ave</b>	<ul style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Good lines of sight</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalks in good condition</li> <li>6) Sidewalk is appropriate width</li> <li>7) Painted crosswalk</li> </ul>	
Route 1 and Bayview	<ul style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Good lines of sight</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalks in good condition</li> <li>6) Painted crosswalk</li> <li>7) Sidewalk is appropriate width</li> </ul>	

## Camden Sidewalk Inventory - cont

Route 1 and Chestnut	<ol style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Good lines of sight</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalks in good condition</li> <li>6) Painted crosswalk</li> <li>7) Sidewalk is appropriate width</li> </ol>	Note: New granite curb and concrete sidewalk 5/07 from post office to back of Camden National Bank on Baview St. 5/07
Route 1 and Mechanic	<ol style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Good lines of sight</li> <li>3) Appropriate, adequate and non-obtrusive signage</li> <li>4) Curbs and sidewalks in good condition</li> <li>5) Painted crosswalk</li> <li>6) Sidewalk is appropriate width</li> <li>7) Safe curb cuts</li> </ol>	Note: New concrete sidewalk and curb cut. on East side on 4/06.
Route 1 and Sea St	<ol style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Good lines of sight</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalks in good condition</li> <li>6) Sidewalk is appropriate width</li> </ol>	
Route 1 and Washington	<ol style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Good lines of sight</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalks in good condition</li> <li>6) Painted crosswalk</li> <li>7) Sidewalk is appropriate width</li> </ol>	1) Although school zone signs are installed in accordance with the Manual of Uniform Traffic Control Devices, committee feels that they are inadequate and that additional signage is needed - like a sandwich board warning in the crosswalk.
Route 1, Mountain, and Central	<ol style="list-style-type: none"> <li>1) Not sufficiently Handicap Accessible</li> <li>2) Safe curb cuts.</li> <li>3) Good lines of sight</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalks in good condition</li> <li>6) Painted crosswalk</li> <li>7) Sidewalk is appropriate width</li> </ol>	New asphalt and granite curb on High to Camden Hills State Park 2006.

## Camden Sidewalk Inventory - cont

<b>Sea St and Atlantic Ave</b>	<ul style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Good lines of sight</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalks in good condition</li> <li>6) Sidewalk is appropriate width</li> </ul>	
<b>Sea St and Route 1</b>	<ul style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Good lines of sight</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalks in good condition</li> <li>6) Sidewalk is appropriate width</li> </ul>	
<b>Sea St and Steamboat Landing</b>	<ul style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Good lines of sight</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalk edges in good condition</li> <li>6) Width of sidewalk OK</li> </ul>	1) Extend sidewalk around corner to Cove Road public parking lot.
<b>Sea St and Wayfarer</b>	<ul style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Good lines of sight except exiting Wayfarer</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalks in good condition</li> <li>6) Sidewalk is appropriate width</li> </ul>	1) Several No Parking signs need to be placed on Sea Street to improve line of sight turning out of Wayfarer. (Note: this is a Parking Committee issue)
<b>Spring</b>	Sidewalk in good condition	
<b>Spring and Mountain Streets</b>	<ul style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Good lines of sight</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Need crosswalk across Spring on south side of Mountain</li> <li>6) Sidewalk/road needs repair on south west side of intersection</li> </ul>	<ul style="list-style-type: none"> <li>1) Repair southwest corner of intersection.</li> <li>2) Paint new crosswalk across Spring Street on south side of Mountain.</li> </ul>
<b>Spring and Washington St</b>		1) Needs a school zone sandwich board in the crosswalks
<b>Trim</b>	<ul style="list-style-type: none"> <li>1) 20 ft of existing sidewalk cement pavers closest to Mountain St are uneven</li> <li>2) 50-100 ft of existing sidewalk just South of Mtn St are in need of repair. Rest of sidewalk OK.</li> </ul>	<ul style="list-style-type: none"> <li>1) Replace 20 ft of uneven cement sidewalk pavers on Trim near Mtn Street</li> <li>2) Repair 50-100 ft of existing sidewalk just south of Mountain Street</li> </ul>

## Camden Sidewalk Inventory - cont

Trim and Central St	<ol style="list-style-type: none"> <li>1) Not Handicap Accessible</li> <li>2) No curb cuts</li> <li>3) Good lines of sight</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalks in good condition</li> <li>6) Painted crosswalk needed</li> <li>7) Sidewalk is appropriate width</li> </ol>	<ol style="list-style-type: none"> <li>1) Cross walk with curb cut needed across Trim, connecting Central Sidewalk to Trim Sidewalk. (Note: 10/07 – Public Works doesn't feel this crosswalk is needed)</li> <li>2) Stop Sign on Central Street needs corresponding white stop line</li> </ol>
Trim and Mountain St	<ol style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Good lines of sight</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Need crosswalk across Trim on south side of Mountain</li> <li>6) Sidewalk/road needs repair on south west corner of intersection</li> </ol>	<ol style="list-style-type: none"> <li>1) Need cross walk across Mountain Street on west side of Trim</li> <li>2) Need cross walk across Trim Street on south side of Mountain</li> <li>3) Repair road/sidewalk on southwest corner of intersection</li> </ol>
Trim and Washington St		<ol style="list-style-type: none"> <li>1) Needs a school zone sandwich board in the crosswalks</li> </ol>
<b>Union St</b>		<ol style="list-style-type: none"> <li>1) Pedestrian crosswalks should be added at Park and Union.</li> <li>2) A pedestrian crosswalk is needed at Colcord.</li> <li>3) A pedestrian crosswalk across the Rankin's lot needs to be added - recommend that Rankin's post that area as "no parking" to maintain pedestrian safety</li> <li>4) The sidewalk in front of #34 is in poor condition and needs to be leveled.</li> <li>5) The sidewalk beside the school needs to be re-built. It needs curbing and leveling.</li> </ol>
<b>Washington and Alden St/Cross St</b>		<ol style="list-style-type: none"> <li>1) Alden St needs 20 ft of sidewalk striping around Corner (like it's done at Trim and Washington)</li> <li>2) Storm drain holes are hazard to cyclers</li> <li>3) Although school zone signs are installed in accordance with the Manual of Uniform Traffic Control Devices, committee feels that they are inadequate and that additional signage is needed - like a sandwich board warning in the sidewalk - like a sandwich board warning in the sidewalk</li> <li>4) At 63 Washington, at the crosswalk to the senior home, a curb cut on the school side is needed.</li> </ol>
Washington and Matthew John	<ol style="list-style-type: none"> <li>1) End of sidewalk</li> </ol>	

## Camden Sidewalk Inventory - cont

Washington and Mechanic	<ul style="list-style-type: none"> <li>1) Dangerous storm drain in front of Eric's is in the middle of the pedestrian way.</li> <li>2) Sidewalks and curbing in good condition.</li> <li>3) Crosswalks are faded.</li> </ul>	<ul style="list-style-type: none"> <li>1) Repair/move storm drain (This is a DOT issue)</li> <li>2) Paint crosswalks.</li> </ul>
Washington and Rawson	<ul style="list-style-type: none"> <li>1) Ok bike and pedestrian passage</li> <li>2) Handicap accessible</li> <li>3) OK lines of sight</li> <li>4) OK signs</li> <li>5) Sidewalk in fair condition - no curbs</li> <li>6) Painted crosswalk</li> <li>7) Good fog lines</li> </ul>	
Washington and Route 1	<ul style="list-style-type: none"> <li>1) Handicap Accessible</li> <li>2) Safe curb cuts</li> <li>3) Good lines of sight</li> <li>4) Appropriate, adequate and non-obtrusive signage</li> <li>5) Curbs and sidewalks in good condition</li> <li>6) Painted crosswalk</li> <li>7) Sidewalk is appropriate width</li> </ul>	<ul style="list-style-type: none"> <li>1) Sandwich board in crosswalk</li> </ul>
Washington and Sand	good—not a serious intersection	
Washington and Spring St		<ul style="list-style-type: none"> <li>1) Needs a school zone sandwich board in the crosswalks</li> </ul>
Washington and Thomas	<ul style="list-style-type: none"> <li>1) Handicap accessible</li> <li>2) Safe curb cuts</li> <li>3) Good lines of sight</li> <li>4) Stop sign</li> <li>5) No painted crosswalk</li> <li>6) Good fog lines</li> </ul>	<ul style="list-style-type: none"> <li>1) Needs crosswalk</li> </ul>
Washington and Trim St		<ul style="list-style-type: none"> <li>1) Needs a school zone sandwich board in the crosswalks</li> </ul>
Washington, Gould and Ames Terrace	<ul style="list-style-type: none"> <li>1) Not Handicap accessible</li> <li>2) Needs curb cut to crosswalk</li> <li>3) Good lines of sight</li> <li>4) Could use flashing light</li> <li>5) Pedestrian sign for northbound traffic on Washington not well placed (it's right at the crosswalk)</li> <li>6) Painted crosswalk</li> <li>7) Very narrow lanes on Washington because of bridge</li> </ul>	<ul style="list-style-type: none"> <li>1) Sidewalk on Gould needs to be marked</li> <li>2) Southeast corner of Washington and Gould could use less of an asphalt "apron" (obviously there to allow vehicles to turn quickly right off Washington onto Gould)</li> </ul>

## Camden Sidewalk Inventory - cont

Washington, Knowlton/Grove St		<ul style="list-style-type: none"> <li>1) School Zone sign is needed - like a sandwich board warning in the sidewalk to Grove St</li> <li>2) Grove/Washington sidewalk needs to be redrawn on a diagonal so the sidewalk doesn't empty into someone's driveway.</li> <li>3) Knowlton to Rawson - sidewalk maintenance - the sidewalk needs to be widened and something like cobblestones need to be added between the road and the sidewalk to better demarcate the sidewalk.</li> <li>4) Knowlton to Rawson - interim temporary fix, stripe the sidewalk.</li> </ul>
<b>Wood St</b>	<ul style="list-style-type: none"> <li>1) An asphalt sidewalk in overall good condition extends along one side of the street from Route 1 to Pleasant Street.</li> <li>2) A stripped pedestrian walkway extends from Pleasant street to the church parking lot at the corner of Chestnut where an asphalt sidewalk continues to Chestnut.</li> </ul>	<ul style="list-style-type: none"> <li>1) Add a crosswalk across Wood from the Pleasant Street sidewalk to Wood Street sidewalk.</li> <li>2) Bushes impinge on the stripped pedestrian walkway at the corner of Pleasant and need to be trimmed.</li> <li>3) Bushes need to be trimmed on the curve by #9.</li> <li>4) It is recommended that a pedestrian warning sign be added or one could be attached to the school sign due to the high speed of some drivers through the curve.</li> <li>5) The crosswalk next to the church needs to be re-painted.</li> </ul>
Wood St and Chestnut	<ul style="list-style-type: none"> <li>1) sidewalks ramp to street level</li> <li>2) handicapped accessible</li> <li>3) good sight lines</li> </ul>	