



**MaineDOT Quality Community Program
Transportation Enhancement & Safe Routes**

Date Application Received
_____ (For MaineDOT Use Only)

For potential inclusion in fiscal years 2014-2015 Biennial Capital Work Plan

2012 Application

Section 1: General Information

Applicant Name(s): Town of Camden		
Contact Person: Brian S. Hodges, Development Director		
Mailing Address: PO Box 1207 29 Elm St		
City: Camden	State: ME	Zip: 04843
Daytime Phone No.: 207-236-3353	Email: bhodges@camdenmaine.gov	

Please place an (x) next to all the programs your project is eligible for:

- Federal Transportation Enhancement (TE) Program (if you have committed to minimum 20% local match)
- Federal Safe Routes to School Program (if within 2 miles of a K-8 school and will improve safety for children)

Please Note: If Safe Routes to School is checked, the community agrees to conduct a before and after project count of pedestrians and bicyclists traveling to and from school, as well as to engage with the Maine Safe Routes to School Program on safety education and encouragement initiatives.

NOTE: The following sections of this application request specific project-related information. If warranted, pictures, maps, exhibits, diagrams, survey summaries, etc., should be included with the application. Please be concise. If additional space is required, please attach supplemental sheets.

Section 2: Project Information

Note: Separate complete application(s) are required for each different project proposal

Location of Project: Provide street name(s), beginning and ending location(s), and additional relevant project location information. Attach designs/ diagrams, maps, etc. that will help provide a clear description of the proposed scope and location. If possible, divide proposed project into logical sections if project can potentially proceed in steps:

The project will commence at the entrance to Quarry Hill (Quarry Hill Road) on the east side of Elm St/Route 1 heading south and continue to the intersection of Camden St. This section will be to replace a much needed sidewalk that is not ADA compliant. The new sidewalk construction will commence at the terminus of this existing sidewalk on the east side of Route 1 Elm Street in Camden, which intersects with Camden Street. It will continue south along Route 1 to the municipal boundary of Camden and cross over into the town of Rockport. Just before the municipal border, there is presently a traffic signal, at the entrance to the Hannafords shopping plaza. A pedestrian-activated signalized crosswalk is proposed for the southern end of this intersection, providing access to this commercial location, which includes a large grocery store, three banks and a restaurant. The new sidewalk in Rockport will continue south along Route 1 past the Maritime Farms gas station (which is also the location of the Concord Coach Lines bus stop), past Country Inn Way, and terminate at 56 Commercial St (Leonard's clothing store).
(see attached, 2 maps)

Project Summary (Outline proposed improvements in 30 words or less):

The proposed sidewalk and pedestrian-controlled crosswalk will complete safe, pedestrian access to and from the regional bus station, the area supermarket and banks, and local lodging and commercial districts.

Describe the proposed scope of the improvements:

The proposed Route 1 sidewalk extension project will consist of an asphalt path 5 feet in width, with an asphalt curb edge that will run alongside Route 1 for a total distance of 1950 feet of sidewalk. It will replace an existing section beginning at the entrance to Quarry Hill and extend to the existing terminus, located on the corner of Camden Street and the east side of Route 1 in Camden. The section located in Camden will run south for a total distance of 970 linear feet of sidewalk. At the municipal border of Camden and Rockport, the new sidewalk will continue south on Route 1 into Rockport for 980 linear feet of sidewalk. It will continue on the east side, passing Maritime Farms gas station and convenience store, Northern Kingdom, Country Inn Way, and terminate at Leonard's clothing store. This section will facilitate the safe passage of pedestrians across the front of the Country Inn, the nearest commercial lodging business. Other than Camden Street there is no real public road that intersects the proposed path. There is an access driveway to a veterinarian clinic, the entrance to Maritime Farms, and the two entrances to the Country Inn.

Presently there is an open drainage ditch abutting approximately 600 feet of the proposed path which will be mitigated to eliminate any drop off hazard to pedestrians. Appropriate catch basins will be added as well as sidewalk curb cuts to ramp sidewalks to grade at streets and entrance ways. Approximately 9 inches of additional bike/breakdown lane will be added onto certain narrow sections of the roadway, particularly around the newly constructed MDOT left hand turn area at the signal. To gain access to the Hannaford shopping center, pedestrian crossing controls will be added at the existing signal controls as well as a landing pad and a pedestrian way to the entrance area of the store. Landscaping will be consistent with existing naturalized landscape along the route, thereby requiring minimal landscaping.

Describe in detail the ownership of the affected properties, whether all or part of the proposed project is in the public right of way, and how wide the estimated right of way is if on a public road system. If the land of the proposed project is not along a public right of way or on public land, please describe any contact with landowner(s).

Based on existing information in Town records, the entire 1950 foot path will be within the right of way. The landing into the Hannaford shopping center will also be in the right of way, however the extension of a pedestrian way to the store entrance will be crossing Hannaford property. Contact and conversation with the corporate offices of Hannaford has been made and they are planning to be engaged during the design phase.

Describe the project(s) transportation value(s) and purpose(s): *Each project should serve primarily transportation purposes, as opposed to recreation purposes. A project serves valid transportation purposes if it serves as a connection between origins and destinations, increases safety, and/or relates directly to the transportation system.*

This project will create a critical connection for our two towns to our regional bus stop. Concord Coach Lines stops here 4x/day, 2 northbound and 2 southbound, connecting public transportation riders to the University of Maine Orono, Bangor, Portland, and Boston. In addition, it services Maine coastal towns between Bangor and Portland, ferry services to Islesboro, Northaven, and Vinalhaven in Penobscot Bay, Bowdoin College, Boston Logan airport, the Downeaster train service in Portland, the Bangor and Portland jetports via connecting ground transportation, and to other connecting ground transportation in Bangor, Brunswick, Portland, and Boston.

In 2011, there were 1728 passenger arrivals and 1803 departures from this bus station, an increase from 2010; current counts and associated projections for 2012 indicate a further increase in ridership. (see attached data)

Presently the only safe access to the bus stop for passengers arriving and departing Camden/Rockport is by vehicle. Passengers with luggage must negotiate an unpaved shoulder next to heavy traffic in order to get to either town or even to the nearest hotels, which are within only a few hundred yards. This project will create the critical safe pedestrian connections from the bus stop to the nearest hotels, to Camden's sidewalk network, across the street to the neighboring supermarket and banks, and to the adjacent Rockport commercial area.

Describe why this project is important to your community and region (if applicable):

Our communities are concerned about the safety of residents and tourists arriving or departing by bus who must walk in the breakdown lane of the roadway. People are often seen struggling with their luggage as they navigate along the road and shoulder with vehicles passing by very close to them. Though the bus station is only a 5 minute walk from Camden or Rockport, there are no sidewalks for safe pedestrian access to either town's lodging, commercial and residential districts.

Adding a sidewalk will begin the process of creating a Gateway to Camden and Rockport. The present gateway region appears unkempt and unplanned; it is not welcoming and is vehicular focused. Functionally, it is insufficient, unsafe, and does not serve alternate modes of transportation. Aesthetically, it does not convey a safe, positive image for the Camden/Rockport communities. We are interested in improving infrastructure that serves our residents and visitors who use alternative modes of transportation. We are interested in their safety as they negotiate our public ways. We are also interested in improving the viability of our businesses with improved access to their locations, while also improving safe access to basic shopping and transportation for large nodes of nearby residents who are often without vehicles, such as those at Quarry Hill in Camden and Maine Media Workshops & College, as well as the two large, nearby lodging establishments, Country Inn (Rockport) and Cedar Crest Inn (Camden).

Evidence of the importance our communities place on this work can be found in planning documents from both towns:

- Rockport's Comprehensive Plan specifically recommends that the two communities work together on establishing safe connectors for pedestrians between the two communities. (attached)
- Camden's Comprehensive Plan recommends connecting a pedestrian way from the Quarry Hill independent living community to the Camden Marketplace (now Hannaford plaza) (see attached). In this same document can be found "Transportation, Local Goals: To sustain a pattern of development that minimizes the need to use automobiles for local trips in the Route 1 and harbor areas, and that fosters the use of alternative modes of transportation. (attached)
- The Pathways Master Plans for both Camden and Rockport, developed by the Camden/Rockport Pathways Committee (an officially appointed Town committee working for the interests of both communities), each list pathway constructions and remediation in this area as a high priority (attached)
- Camden's Business Highway TIF District and Development program approved by town vote and the State Department of Economic & Community Development (DECD) designates roadside improvements, specifically sidewalk, in this region as critical towards advancing the community's goals (attached)
- The regional Gateway 1 Corridor Action Plan included Camden and Rockport as signatory towns in the Start Up Agreement, demonstrating our interest in the goals of the Action Plan. Within that Plan, the Transportation Action Plan (TAP) element "aims to address current and anticipated mobility on Routes 1 and 90...these transit options should include 'Complete Streets' concepts through incorporating infrastructure for bicycles and pedestrians, traffic calming techniques, and a design component that will foster aesthetic preservation of the rural

landscape.” Key Action Items in the Corridor Action Plan include “Adopting future street and sidewalk layout plans.” Our 2 towns have done so via our Pathways Master Plans. This project also meets one of the three Gateway 1 transportation and quality-of-life outcomes by enhancing “the ability to move people and goods smoothly and safely along the Corridor by multiple modes.”

Describe the potential positive impacts on the community, including at a minimum (if applicable) improving safety, mobility, or transportation in general, and the local/regional economy:

This project encompasses Camden’s Elm Street and Rockport’s Commercial Street (both comprising US Route 1) and is the major feeder and commuter route between Camden/Rockport and communities both north and south. Traffic volume is high all year, and particularly high in the summer. A curbed sidewalk will serve to separate pedestrians from the traffic, giving pedestrians room to travel while enabling cars to safely pass them and remain in their lane of traffic. Pedestrians’ lives will no longer be endangered by motorists. Motorists will no longer have to avoid pedestrians and cyclists. Curbing will serve to calm traffic, reminding drivers that they are coming in to a higher density residential district and encourage them to slow down. Pedestrians will be able to cross safely into the Hannaford shopping plaza with its grocery store, banks, and restaurant.

The Camden Police Chief has each expressed the need such a project would serve. (see attached)

The present vehicular focused infrastructure requires the use of automobiles to safely access the businesses in this area, in spite of the proximity of the supermarket and bus station to town, nearby hotels and high-density residential areas. Improved pedestrian and bicycle access here will enable people to more safely access the area by walking or bicycling, thereby reducing the automobile impact on the area, increasing walking options, positively impacting health, and increasing accessibility of businesses to those who don’t use cars. Since the latter will be able to walk rather than have to try finding other arrangements, the local businesses will see an uptick of patronage, particularly from ambulatory, elderly residents at Quarry Hill. It is difficult to accurately estimate the exact future economic impact of the improvement, but it is clear that the present dangerous, pedestrian-unfriendly layout and lack of pedestrian crossing must now be serving as a strong deterrent to walk-in patrons.

Describe how the project brings new opportunities for public benefit, including clear descriptions of the people, neighborhoods, etc., and potential businesses that will benefit:

The following are distinct beneficiaries of this project, and letters of support from several of these are included:

- Bus passengers – as described above, residents and visitors using the bus will be able to arrive and depart from the bus stop safely by foot. Concord Coach Lines has provided passenger counts for their bus stop, located directly in the middle of this proposed project. In 2010, there were 1720 arrivals and 1715 departures. In 2011, there were 1728 arrivals and 1803 departures. The numbers for 2012 indicate that the passenger counts are continuing to increase. Often times, these passengers are arriving or departing with luggage yet without safe access to or from the bus stop. They must navigate along Route 1 in the breakdown lane, next to heavy traffic and/or large vehicles and sharing the lane with bicycles.
- Hannaford shopping plaza shoppers – The new sidewalk along Route 1 and connected pedestrian crossing at the signal-controlled intersection will make the Hannaford supermarket – the only large grocery store in the Camden-Rockport area – and the three banks and one restaurant co-located on the property - accessible by pedestrians. This can contribute to some reduction in shoppers’ dependence upon vehicles to access these businesses and could impact the businesses with some increase in patronage due to improved accessibility.

- Quarry Hill Retirement Community is located about 100 yards from the Camden Street intersection; this project will connect their walkways and the sidewalk in front of their campus to the supermarket and bus station. There are 225 residents, which include 82 independent-living cottages and apartments as well as 60 assisted-living residences at Quarry Hill (in addition to the facilities for more intensive care residents), plus 135 employed staff, all of whom will now have safe access to these important establishments. Ready access to the shops and banks increases Quarry Hill's residents' independence and encourages them in the healthful pursuit of walking to take care of their errands rather than requiring their dependence upon vehicles and drivers.
- Camden Hospital for Animals is located across Route 1 from Hannaford's plaza, at the traffic signal. In their letter of support for this project, they state their need to have a safe way to walk dogs or carry cats from their clinic to the nearby Camden-Rockport Animal Rescue League (located on Camden St., 0.2 miles from the Route 1 intersection). Their staff and clients also patronize Hannaford for lunch or errands, and sometimes resort to driving across the street to it rather than dodge through the traffic at the busy intersection.
- Maritime Farms convenience store / gas station is the locale for the regional bus station; they will appreciate greater accessibility for their walk-in patrons for their shop's offerings.
- Maine Media Workshops & College is located 0.6 miles down Camden Street from the intersection, and has many visiting students year-round, but is particularly busy in the summer; they have residential facilities for 140 students. Students from this institution are often walking or bicycling and regularly access the shops in this area. Safe pedestrian and improved bicycle access in this area will be very helpful to these students and the staff.
- Country Inn patrons will now have ready access to the Maritime Farms convenience store, the regional bus stop, the supermarket, the banks and the network of Camden sidewalks into town. Country Inn has 36 rooms, 11 seasonal cottages, and a swimming pool, health club and spa offering local membership.
- A 4,000 square foot free-standing commercial building, presently on the market but formerly the home of Northern Kingdom Music, is located in front of the Country Inn. The next business will benefit from the community connectivity and increased patronage that the new sidewalk connections will provide.
- Blue Sky Cantina Restaurant, a mini-golf course, and Leonard's retail clothing store at the southern terminus of the proposed sidewalk, will now be accessible by foot from town and will be better connected to neighboring businesses. Families with children can enjoy walking to a summer's treat of good food and fun, and shoppers can more readily patronize one of the few clothing stores in the area.
- Camden townspeople and visitors will benefit from this new connection between the downtown and the ten mile network of town sidewalks and the residential areas they serve, and the southern Route 1 commercial district, improving non-vehicular accessibility to the major grocery store and other above-mentioned facilities.
- Wheelchair-bound individuals who cherish their independence will appreciate that the new sidewalk and crossing will enable them to access the grocery store and nearby businesses from town.

Describe any environmental permitting and/or design needed, completed or under way and any potential issues, and timeline(s):

No anticipated environmental permitting needed. The usual design process as part of the PDR will be needed.

Describe the specific timeline for design and/or construction of proposed project:

Notification of selection by Maine DOT – Spring 2013

Vendor selection for Design – October 2013

Preliminary Design complete – April 2014

Construction – May 2014

Describe the public processes completed and/or planned, including the date(s) of the public meeting(s), planning studies completed, groups that have been involved, public support, and date(s) of select board or council approval of moving ahead with the project (please attach agenda(s) and/or meeting summaries from relevant meetings):

- Camden Select Board unanimously approved this project at their 05/01/2012 meeting (see attached)
 - Rockport Select Board unanimously approved this project at their 05/14/2012 meeting (see attached)
 - As previously referenced, this sidewalk project is identified in the Camden Business Highway Tax Increment Financing District & Development program. This was approved by town vote on 02/23/2010 and by the State Dept of Economic & Community Development on 03/20/2010.
 - Officials from the towns of Rockport and Camden have met on several occasions to discuss the project and roles within each town. Support is clearly in place from both towns; delineation of duties has quickly been agreed to and supported.
 - As previously referenced, the Rockport Bicycle and Pedestrian Master Plan¹ (2009) identified completion of this sidewalk in its highest priority category under "Short Term Projects (2-10 years)." It specifies "An extension of the existing sidewalk along the south side of outer Elm Street (in Camden) from Camden Street to the traffic signal at Hannaford's, to the Concord Trailways Bus Depot (Maritime Farms gas station) and beyond to connect to Leonard's clothing store allowing access to the hotel, the music store and restaurant south of the gas station. This includes a crosswalk at Camden Street and a Pedestrian crossing signal at the Hannaford's intersection."
 - As previously referenced, the Camden Bicycle and Pedestrian Master Plan (2007) identified completion of this sidewalk in its highest priority category under "Short Term Projects (2-10 years)." It specifies "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."
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Section 3: Project Budget (funding request including cash match)

Section 3.1 - Estimated cost of infrastructure project (funding request including cash match)

NOTE: In most instances, if the project is approved, (1.) Design/Engineering/Permitting and (2.) State and Federal Reviews will be the only stages funded in the 2014-2015 Biennial Capital Work Plan. The project will become eligible for construction funding once design is complete, contingent upon when federal funding becomes available.

Design/Engineering/Permitting (12% of Construction or \$10,000, whichever is greater):	1. \$ 15,643
Estimated Right of Way Costs including Appraisal	2. \$ 5,000
State and Federal Review(s) (5% of Design/Engineering, or \$3,000, whichever is greater)	3. \$ 3,000
Construction:	4. \$ 130,358
Construction Oversight/Engineering (10% of Construction or \$10,000, whichever is greater):	5. \$ 13,036
Total Value of Project as it relates to funding request (add lines 1 through 5):	6. \$ 167,037

Local Match/Voluntary Contributions (Note: All match/voluntary contributions must be detailed. Bonus consideration may be given to applications that offer additional match/voluntary contributions beyond any applicable required local match.)

- Total Local Cash Match (20% minimum for TE projects: % of project 20%) 7. \$ 33,407
- Additional labor and/or materials contributions (will not count towards local match requirement, and should not be listed in above budget items) 8. \$

- Please describe local cash match and/or voluntary contributions in DETAIL:

The total local cash match will be provided by both the Towns of Camden and Rockport and funded through a combination of the Tax Increment Financing funds as well as the Economic Development Reserve Fund.

Funds Requested from MaineDOT: 10. \$ 133,630

Note: The sum of Lines 7 and 10 should equal Line 6 above.

Note: Section 3.2 of this form also requires further details on costs. The amount shown on line 5 on the above estimate should match the total outline of costs in Section 3.2, or an explanation must be given for the discrepancy.

Section 3.2 - Detailed Description of Infrastructure Project and Cost

Local Force Account: Does the municipality plan on potentially using local forces to build the project? (YES OR NO) – No

If yes, please include separate detailed construction estimates including design, materials, labor, (labor cost per hour including the overhead amount for town forces), mobilization, construction oversight, etc, for both town led project, and constructor awarded project.

If yes, please initial to indicate that the municipality is willing to move forward with the project even if force account is not approved. _____

If yes, please indicate the cost difference (savings) between a potential local force account led project and contractor led project. N/A

Note: The intent of the Federal Aid program is that most projects will be put out to bid and built by contractors. If the municipality believes that the construction portion of the project will save significant federal transportation dollars if built with local forces and potentially using local materials, than a process is in place to determine if a local project can get approved to do the work with local forces.

For all applicants: Please provide a detailed line item budget for all items from Section 3.1 Feel free to provide an attachment. See attached

Section 4: Authorized Signatures

Please initial that you have read and agree to the proposed schedule: *PAF*

- Spring of 2013: Municipalities receive notice of award
- Before October 31, 2013: Signed agreement with MaineDOT to proceed
- Before June 30, 2014: Preliminary Design Report completed, or Construction out to bid if funded for construction

This signature(s) indicate the willingness/ability to provide the designated level of matching funds and a willingness to enter into a municipal/State agreement with the Department requiring the municipality/applicant/sponsor to administer the development, design, and construction of the project abiding to federal, State, and local requirements. Signature(s) indicate the understanding and agreement that if the municipality decides to cancel the project after funds have been expended, the municipality may be required to reimburse the federal and/or state funds already expended. The applicant will also be responsible for future maintenance of the completed project. Note that design should meet all applicable federal and state standards and ADA Guidelines, and as always, funding award is contingent upon the availability of federal funding.

A municipal/state agreement with the Maine Department of Transportation is required for the development, design, and construction of the project in accordance with federal, state, and local requirements.

Note: Information on Locally Administered Project (LAP) requirements can be found at:
<http://www.maine.gov/mdot/lap/pa.php>

An authorized representative of the city/town

Municipal Official:

Name(s): Patricia Finnigan
Robert Peabody

Title: Town Manager
Town Manager

Phone#: 207-236-3353 Camden
207-236-0806 Rockport

Email: pfinnigan@camdenmaine.gov
townmanager@town.rockport.me.us


Signature(s)



8.3.2012
Date

Local Project Municipal Contact (likely to be the Local Project Administrator)

Name: Brian S. Hodges

Title: Development Director

Phone#: 207-236-3353

Email: bhodges@camdenmaine.gov

Send all application information as follows: Applications must be postmarked by August 3rd, 2012. Seven (7) complete hardcopy application packages (including all attachments and all required documents) must be submitted to:

MaineDOT
Attn: Daniel Stewart
Quality Community Program Manager
Bureau of Transportation Systems Planning
16 State House Station
Child Street
Augusta, ME 04333-0016

Memorandum

From: Steve Beveridge @ Rockport Public Works

To: Brian Hodges and the Camden/Rockport Pathways Committee

Date: July 23, 2012

RE: Camden/ Rockport US Route 1 Sidewalk Extension

To Whom It May Concern:

I have computed an estimated cost for 970 linear feet of conventional sidewalk within the Town of Camden and 980 linear feet in the Town of Rockport. My estimate is based on conventional asphalt 5 ft. wide sidewalk with 9 inches of safety moulded asphalt curb. Keep in mind that no shoulder improvements are calculated. An example would be the widening of the existing turning lane or the addition of a designated bike lane, which could add up to \$38,000 to \$40,000 to this project. All of the afore and after mentioned items were based on June 2012 prices that were quoted by local contractors.

In Camden: 970 Linear Feet

Specific costs – Pole replacement at the corner of Rt. 1 and Camden Street	\$ 3,500.00
155 feet of 2 foot high or less retaining wall	\$13,700.00
Catch basin Type "F" and 20 ft. of 15 inch PVC under drain with rip rap stone, splash pad at outfall, to include 24 inch frame and cascade grate	\$ 4,090.00
Grubbing and reshaping of existing ditch with rip rap	\$ 5,500.00
New control grid and pedestrian crossing attachment at Hannaford entrance	\$13,500.00
Secure landing on Hannaford side of right-of-way	\$ 1,650.00

If an agreement is put in place with Hannaford, so we could extend landing area, this figure could increase in number.

General erosion control	\$ 500.00
Traffic control	\$ 2,100.00
Relocation of signs	\$ 1,375.00
Grubbing existing sidewalk	\$ 2,000.00
Seed & loam	\$ 1,825.00
Curbing & paving	<u>\$25,000.00</u>

Camden Total Estimated Cost \$74,740.00

Cost per Linear Foot for Camden $\$74,740/970 = \77.06

In Rockport: 980 Linear Feet

Grubbing and shaping of shoulder and removal of Maritime Farms existing island	\$ 5,700.00
Install 1 Type "F" catch basin and tie into and rebuild existing State catch basin	\$ 6,000.00
Regrade Country Inn entrance	\$ 1,200.00
Ledge removal by Northern Kingdom	\$ 2,600.00
Traffic control	\$ 1,500.00

Erosion Control	\$ 300.00
Loam & Seed	\$ 850.00
Relocation of signs	\$ 660.00
Curbing & Paving	<u>\$26,600.00</u>

Rockport Total Estimated Cost \$45,410.00

Cost Per Linear Foot for Rockport $\$45,410/980 = \46.34

970 + 980 = 1,950 Linear Feet Total

$\$74,740 + \$45,410 = \$120,150$ Cost Total / 1,980 LF = $\$60.68$ Cost per Linear Foot

Important points to consider:

	\$120,150.00
If Davis-Bacon applies -add:	\$ 4,000.00
Formal bid process -add:	\$ 2,600.00
Engineering -add 12.5%:	\$ 15,019.00
Legal -add:	<u>\$ 990.00</u>
Sub-Total	\$142,759.00
5% Contingency	<u>\$ 7,138.00</u>

Total Estimated Cost for both Camden & Rockport Project \$149,897.00

PC: Robert A. Peabody, Jr., Rockport Town Manager

Tom Ford, Rockport Planner

Patricia Finnigan, Camden Town Manager pfinnigan@camdenmaine.gov

Geoff Scott, C-R Pathways Committee

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Construction + \$4,000 Davis-Bacon	\$124,150
Add 5% contingency (\$6,208)	\$130,358
Engineering (12% of Construction)	\$ 15,643
ROW costs	\$ 5,000
State/Federal reviews	\$ 3,000
Construction Oversight/Engineering (10% of Construction)	<u>\$ 13,036</u>
Total	\$167,037

20% match \$ 33,407

80% grant \$133,630

Total project \$167,037

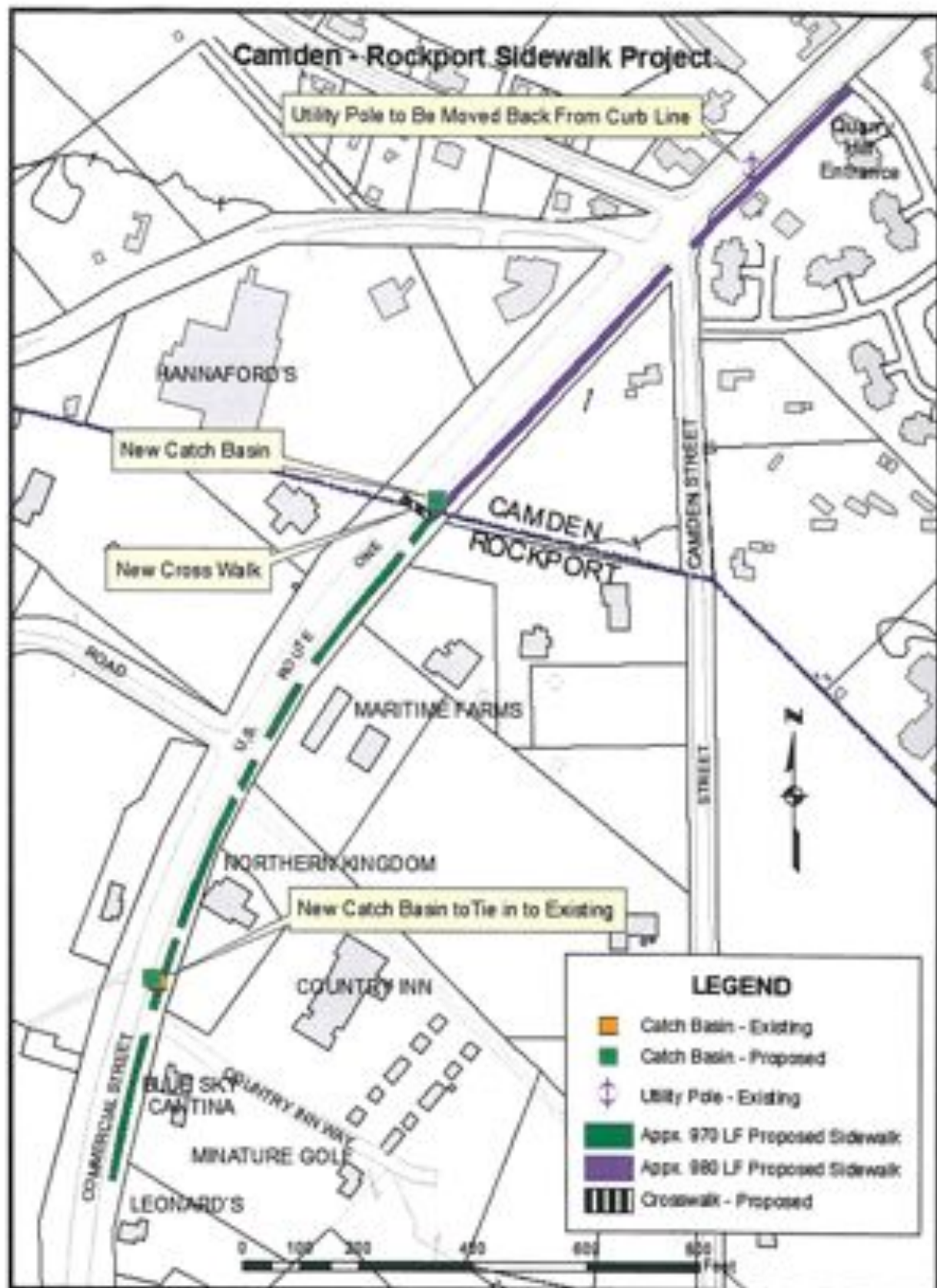
Camden \$ 74,740 / \$120,150 = 62.2%

Rockport \$ 45,410 / \$120,150 = 37.8%

Camden	62.2%	\$103,897	20% match	\$ 20,779
Rockport	<u>37.8%</u>	<u>\$ 63,140</u>	20% match	<u>\$ 12,628</u>
Total	100%	\$167,037	20% match	\$ 33,407

Camden - Rockport Sidewalk Project

Utility Pole to Be Moved Back From Curb Line



HANNAFORD'S

New Catch Basin

New Cross Walk

MARITIME FARMS

NORTHERN KINGDOM

New Catch Basin to Tie in to Existing

COUNTRY INN

BLUE SKY
CANTINA

MINIATURE GOLF

LEONARD'S

LEGEND

- Catch Basin - Existing
- Catch Basin - Proposed
- Utility Pole - Existing
- Appx. 970 LF Proposed Sidewalk
- Appx. 980 LF Proposed Sidewalk
- Crosswalk - Proposed

Sandwich - Rockport Sidewalk Project

Utility Pole to Be Moved Back From Curb Line

New Catch Basin

New Cross Walk

New Catch Basin to Tie in to Existing

LEGEND

- Catch Basin - Existing
- Catch Basin - Proposed
- Utility Pole - Existing
- Appx. 970 LF Proposed Sidewalk
- Appx. 980 LF Proposed Sidewalk
- Crosswalk - Proposed



Brian Hodges

From: Dana Knapp [yconcord@maine.rr.com]
Sent: Monday, June 25, 2012 10:45 AM
To: Brian Hodges
Subject: pass. counts

Brian we would be glad to help out. Just let me know how you want the passenger count numbers and I will get them to you. If you want to contact me by phone, the best way is to call my cell at 1-603-568-1003.

Dana Knapp
Maine Div. Manager
Concord Coach Lines

TRANSPORTATION

Federal Highway Administration. The local cost was \$70,000, split equally between Camden and Rockport. Voters also endorsed the study of building a path to the new Camden Hills Regional High School on Route 90 in Rockport. The committee in 2002 was exploring route options and studying

other possible pathway development in the communities. The committee was also preparing a master pathway plan for the two town community that would map out potential routes and enable alternative modes of transportation for the one-third of our population that does not drive.

RECOMMENDATIONS

- Create and implement a master plan for a comprehensive trail and pathways system that connects Rockport's villages and institutions — public schools, libraries, recreation facilities — so that children, adults, and seniors can move about the town on foot, bike, or other modes without fear of being hit by a car or truck.
- Develop a plan to improve year-round maintenance and accessibility to sidewalks and paved pathways in high density village areas with emphasis on providing safe pedestrian access to schools, libraries, post offices and recreation facilities which provide services and activities throughout the year. Possible strategies to consider when developing a plan include, but should not be limited to, public works, volunteers, and individual homeowner responsibility.
- • Continue working with Camden on a joint two-town effort to connect the communities by trails and pathways, and pursue discussions with Rockland, Warren, and Hope to explore similar efforts.
- Actively pursue government and private grants to assist in funding the construction and maintenance of the trails and pathways.
- Research and survey Rockport's discontinued roads and rights of way that are no longer maintained by the town to determine which ones remain under town ownership and are still publicly owned.
- Work regionally to promote public transportation.
- • Pursue state and federal grants to assist in funding the construction and maintenance of sidewalks in the designated village areas of Rockport. Connect those sidewalks with those pathways that will in turn be connecting the villages to one another.

TOWN OF CAMDEN
COMPREHENSIVE PLAN

June 2005

Prepared for the Citizens of Camden
by the
Planning Board, Town Committees and Administration

State Approved - 11/1/04

Street in the summer of 2000, to Mathew John Avenue in the summer of 2001 and another segment is planned for the summer of 2002).

3) Reconstruction or replacement of the Meganticook Corner Bridge (completed by MDOT in December 1998).

4) Reconstruction of Mechanic Street east of Cobb Road to improve the sight line (funds are appropriated for engineering in the summer of 2002).

5) Reconstruction of John Street and Conway Road intersections with Route 1 is an ongoing problem that must now include the impact of Quarry Hill.

PEDESTRIAN AND BICYCLE FACILITIES AND ROUTES

Sidewalks are available throughout most of the downtown, but only intermittently elsewhere. The Town, in recent years, has allocated about \$15,000 annually to reconstruct or extend sidewalks. The Planning Board has identified as a priority a new sidewalk along Washington Street to the Shirrtail Point recreation area, which is being constructed in segments.

In 1998 the Select Boards in Camden and Rockport appointed the Camden-Rockport Pathways Committee, and that group has been meeting regularly. It's initial tasks have been to develop concepts for multi-use pathways in Camden and Rockport, primarily along existing roads, which will allow downtown workers, shoppers, and visitors safe and logical routes to connect to the downtown area, and to link Camden's multi-use pathways with those in Rockport and Lincolnville.

The committee is leading the process for developing two multi-use pathways in Camden/Rockport. One is Union Street from Huse Street in Rockport to the "Arch" in Camden. The Penobscot Bay YMCA (formerly Camden YMCA) is constructing a new facility on Union Street, which will have a pedestrian connection to this pathway. The pathway will be funded by a \$350,000 federal grant, which has a \$70,000 local share that will be split on a formula basis between the town of Camden and Rockport. Construction was completed in the spring of 2002.

The second is a multi-use pathway route that will link the village with the new CSD regional high school site on Route 90 in Rockport. The federal/State funding for the planning of this project, in the amount of \$200,000 has been allocated, and a \$40,000 local matching share (split between Camden and Rockport) has received voter approval. Project route options are under evaluation by the Camden-Rockport Pathways Committee.

Other pedestrian ways should be considered to connect the new Quarry Hill retirement community to the Camden Marketplace and extending north along Route 1 to Camden Hills State Park. Pedestrian underpasses, overpasses and other creative solutions will need to be studied.

PUBLIC TRANSPORTATION

Neither Camden nor the region has a locally centered, scheduled public transportation system. A summer shuttle giving daily service at 30-minute intervals seven days per week was experimented with from 1996-1998. The project was 80% funded through the federal Intermodal Surface Transportation Act. The three-year experiment resulted in the conclusion that the size and density of the summertime population will not support public transportation. Other factors may have been the lack of safe locations for bus stops, especially along Elm Street.

The Coastal Trans Bus Service, a nonprofit organization funded primarily by the federal government, is based in Rockland. It provides service by appointment, as well as by contract with various organizations. As of 1990, Coastal Trans, under contract with the Coastal Workshop, serves Camden twice a day, Monday through Friday. In addition, the bus is in Camden every Thursday to pick up residents for shopping, medical appointments, and similar trips. The service is available, by appointment, for any resident; residents meeting certain income limits may qualify for reduced fares.

STREET TREES

Street trees--especially elms, maples, oaks, horse chestnuts and other shade trees--are part of the heritage of the Town. They give the streets definition and enhance the Town's aesthetic, environmental, and economic value. Tree-lined streets encourage pedestrian traffic.

Camden lost all of its street elms in the early 1970's and is currently losing large sugar maples and other trees, all of which are about the same age (120 years old or older). Additional trees have been lost to pollution, construction, road widening, and drastic trimming by utilities.

The street tree element of Camden's community forest has been extensively surveyed and treated on a continuous basis since 1994 by the Town's tree wardens and the Conservation Commission. The inventory of street trees in the village and along the major town roads is now considered healthy and stable. Age as well as natural and manmade forces will continue to degrade our trees over time,

To encourage the selective improvement of Route 1 to eliminate safety and serious operational problems while preserving its role in Camden as a local service road.

To sustain a pattern of development that minimizes the need to use automobiles for local trips in the Route 1 and harbor areas, and that fosters the use of alternative modes of transportation.

Pursuant to these goals, the policies and implementation of this Comprehensive Plan are as follows:

(1) Route 1 is, and will remain, a corridor of regional significance. Its ability to efficiently serve traffic, its visual environment, and land use along it should be of regional concern. The Town, through local officials, chambers of commerce, the regional planning agency, and/or the Regional Transportation Advisory Committee should urge region-wide agreements as to the use and visual integrity of Route 1 as it passes through the mid-coast area. The Town should advocate an increase of weight limits on Interstate 95, since the limits force trucks to use Route 1 and the Town should advocate increased weight limits on other roads, since lighter loads result in more trips, increased traffic, noise and safety concerns.

Strategy: Adopt resolution and send to Congressional delegation.

Responsibility: Select Board working with Congressional Delegation

Timeframe: Immediate

(2) As the MDOT reconstructs portions of Route 1, such reconstruction must respect the village character of Route 1 as it passes through Camden. In finding the balance between road widening and village character, it is the policy of the Town to concede to the automobile only what is necessary for safe conditions. Large, existing shade trees should be preserved when possible as essential to the character of the Town. Any reconstruction plans should be reviewed by the Town in this light.

Strategy: Remain vigilant and active in joint planning with MDOT.

Responsibility: Select Board, Tree Warden and Regional Transportation Advisory Committee

Timeframe: Immediate and ongoing

(3) This Plan recommends a traffic study for Elm Street from Union Street to the Rockport town line, especially Conway Road, with particular

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.

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

I. Executive Summary

The Bicycle and Pedestrian Master Plan is a guide for decision-makers in Rockport 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 town's 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 citizen's 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 new projects including:

- A curbed sidewalk on Main Street from the existing curbed sidewalk to Camden Street
- A sidewalk on Russell Avenue from the existing walk to Calderwood Lane with a pedestrian crosswalk connecting the two sidewalks
- A sidewalk on Route 1 from Camden Street (in Camden) to the Maritime Farms station with a pedestrian crosswalk at the shopping center traffic light [Most of this is in Camden, but greatly impacts Rockport.]

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

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. Within each category no priorities are intended.

High

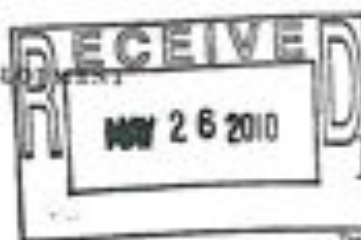
- Main Street – a curbed sidewalk on Main Street from the existing curbed sidewalk to the intersection with Camden Street and add a crosswalk across Main Street to town hall.
- West Street – extend existing sidewalk to Rt 1
- Rt 90
 - Phase I: extend sidewalk from Rte 1 to CHRHS
 - Phase II: pedestrian crossing at Rte 1
- Russell Avenue – extend existing sidewalk to Camden Town Line (Chestnut).
- An extension of the existing sidewalk along the south side of outer Elm Street (in Camden) from Camden Street to the traffic signal at Hannaford's, to the Concord Trailways Bus Depot (Maritime Farms gas station) and beyond to connect to Country Way allowing access to the hotel, the music store and restaurant south of the gas station. This includes a crosswalk at Camden Street and a Pedestrian crossing signal at the Hannaford's intersection.





JOHN ELIAS BALDACCIO
GOVERNOR

STATE OF MAINE
DEPARTMENT OF
ECONOMIC AND COMMUNITY DEVELOPMENT
59 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0039



THOMAS R. TRANTON
COMMISSIONER

March 26, 2010

RECEIVED MAR 31 2010

Ms. Roberta Smith
Town Manager
Town of Camden
PO Box 1207
29 Elm Street
Camden, Maine 04843

Dear Ms. Smith:

The Maine Department of Economic and Community Development ("the department") has reviewed and approved the Town of Camden's designation of the **Town of Camden Business Highway Municipal Tax Increment Financing (TIF) District** ("the District") and Development Program ("development program") effective today.

Based on the Town of Camden's application, the department notes and approves the following:

- The District term is for a period of twenty (20) years commencing with the town's 2010-2011 tax year through and including tax year 2029-2030
- Original Assessed Value of the District is \$35,225,100 as of 03/31/2009
- Capture and retain 50% of the increased assessed value from taxable real property improvements in the District
- Apply the TIF revenues towards the following activities as listed in the development program:
 - In-district
 - Gateway improvements
 - Outside the district, but related to
 - Use of retained tax increment revenues to support the Downtown TIF District

Any changes to this approval including the District, development program or both require an amendment that is adopted in the same manner as the initial designation, and approved by the department.



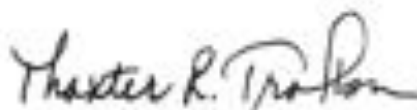
RECYCLING SYMBOLS

March 26, 2010
Ms. Roberta Smith
Page 2

Please note that all tax increment revenues derived from the District are to be deposited into either a Project Cost Account (for CEA or other TIF-approved costs) or Sinking Fund Account (for approved municipal debt service) and available for the development program as authorized by the department. If any tax increment revenues from the District are instead deposited into the Town's general fund for non-TIF purposes, the incremental property values generating "unsheltered" revenues must be included with the Town's equalized assessed value and reported as such, since the value cannot be captured.

If you have questions regarding this approval, please contact Jeanne St. Pierre at (207) 624-7487.

Sincerely,



Thaxter R. Trafton
Commissioner

cc: Jerome Gerard, Acting State Tax Assessor
David Ledew, Director of Property Tax
Mathew H. Eddy, Eaton Peabody Consulting Group, LLC

employment opportunities within the Town, will encourage and promote economic development that will broaden the Town's tax base, and will provide economic development to the benefit of the residents of the Town and will improve the general economy of the Town. These projects either are related to this Development Program or are otherwise qualifying projects under Chapter 206.


Table 1 provides a brief description of the proposed Town projects to be funded by TIF revenues. It is recognized that municipal approval of the proposed TIF District Program is required. Municipal approval of the TIF District Plan will not constitute a financial appropriation. Annual Town Meeting action is required for financial appropriation for each community investment option. Also, it is recognized that TIF revenue must be spent per the State and municipally approved Town of Camden 'Business Highway' Municipal Development and Tax Increment Financing District Development Program.

TABLE 1 – Municipal TIF Investment Plan

	Eligibility Under Title 30-A	Estimated Cost
Costs of Improvements Made Within District		
<p>1. Gateway improvements - This will include improvements at the entrance of Hannaford Brothers and at the intersections of Conway Road, Camden Street, and Route 1/Elm Street. Other gateway improvements will include infrastructure improvements on the corridor running along Route 1 running easterly from the Rockport town border to the edge of the Downtown Municipal Development and Tax Increment Financing District (approximately where Free Street and Belmont Avenue meets Route 1). Improvements can include realignments of roadways and intersections (at least two locations: Hannaford area and Free and Belmont) and associated infrastructure, sidewalk, lighting, landscaping, and supportive signage.</p> <p>This area represents Camden's primary gateway for visitors approaching from the south on Route 1. Maintaining and enhancing the functionality and aesthetics of this gateway area is critical to community goals.</p>	30-A §5225 1.A. (1) (a-d)	\$ 300,000
Costs of Improvements Made Outside, but related to, District		
<p>2. 'Town of Camden Downtown Municipal Development and Tax Increment Financing District' - where appropriate, TIF revenues generated by the 'Business Highway' TIF district will provide another means of financial support for the municipal investment plan of the 'Town of Camden Downtown Municipal Development and Tax Increment Financing District', which is being established concurrently with this district. As the gateway, this district is both supportive and competitive with downtown activities. Many of the services and retail</p>	30-A §5225 1.B. (3) (a-b)	\$100,000

Camden Select Board
Minutes of Meeting
February 23, 2010

PRESENT: Chairperson Karen Grove, Vice Chairperson Deborah Dodge, Anita Brosius-Scott, John R. French, Jr., Morgan Laidlaw, Town Manager Roberta Smith, and Town Attorney William Kelly, Matthew Eddy of Eaton Peabody. Also present were members of the press and public.

-  1. Public Hearing for the purpose of receiving public comments on the proposed designation of the "Town of Camden Business Highway Tax Increment Financing District" and the adoption of a development program for this District, pursuant to the provisions of Chapter 207 of Title 30-A of the Maine Revised Statutes, as amended; and

Public Hearing for the purpose of receiving public comments on the proposed designation of the "Town of Camden Downtown Tax Increment Financing District" and the adoption of a development program for this District, pursuant to the provisions of Chapter 207 of Title 30-A of the Maine Revised Statutes, as amended.

8 PM **SPECIAL TOWN MEETING**

Continued Select Board Workshop Meeting at the conclusion of the Special Town Meeting

2. Continued discussion on long term strategic goals for the town

Minutes of Meeting

Chairperson Grove called the meeting to order at 7:00 p.m.

Chairperson Grove read the rules and regulations for conducting public hearings in preparation of the public hearings to be held this evening.

1. A public hearing was held for the purpose of receiving public comments on the proposed designation of the "Town of Camden Business Highway Tax Increment Financing District" and the adoption of a development program for this District, pursuant to the provisions of Chapter 207 of Title 30-A of the Maine Revised Statutes, as amended and on the proposed designation of the "Town of Camden Downtown Tax Increment Financing District" and the adoption of a development program for this District, pursuant to the provisions of Chapter 207 of Title 30-A of the Maine Revised Statutes, as amended.

Matthew Eddy of Eaton Peabody Consulting Group gave a power point presentation on how Tax Increment Financing works. The power point presentation basically explained the basic rules and requirements of the State's Tax Incrementing Financing Program, the geographic boundaries of the downtown and business highway TIF districts, the TIF options for Camden based on new downtown investment, a proposed revenue flow over 20 years and a proposed list of downtown projects. Creating a downtown TIF permits the town to freeze present property values and use up to 100% of the new value to pay for TIF related projects. Each of these projects represents an important piece in the core development of the downtown and will help Camden improve economic potential because these projects are community based. It's not keeping other people's taxes it is a way of looking at new

RESULTS FOR SPECIAL TOWN MEETING
Tuesday, February 23, 2010

ARTICLE 1:

Terry Calderwood was elected moderator to preside at said meeting.

ARTICLE 2:

The town voted to designate a municipal tax increment financing district pursuant to Title 30-A, Chapter 206 of the Maine Revised Statutes to be known as "Town of Camden Downtown Tax Increment Financing District" ("the District") in accordance with the resolution approved by the Select Board on February 2, 2010 attached hereto, and adopt the Development Program as amended to include: It is acknowledged that any acquisition or construction and installment of any real property improvements, buildings, structures, fixtures and equipment included in this Development Program and financed through municipal bonded indebtedness must be completed within twenty (20) years of the Commissioner's approval of the District.

Description: The proposed Town of Camden Downtown Tax Increment Financing District ("the District") would consist of 39.27 acres located along Route One (Elm St.) through Camden's downtown village area, as depicted in the map of the District. The development program for the District proposes to provide financial support to a number of Town downtown revitalization projects in the village commercial area. The percentage of new taxes to be captured by the Town if the program is approved is 100% for the proposed twenty-year term of the District.

ARTICLE 3:

The Town voted to designate a municipal tax increment financing district pursuant to Title 30-A, Chapter 206 of the Maine Revised Statutes to be known as "Town of Camden Business Highway Tax Increment Financing District" ("the District") in accordance with the resolution approved by the Select Board on February 2, 2010 attached hereto, and adopt the Development Program for such District as presented to the Town Meeting?

Description: The proposed Town of Camden Business Highway Tax Increment Financing District ("the District") would consist of 58.75 acres located on and about Route One (Elm St.) near the Camden-Rockport town line, as depicted in the map of the District. The development program for the District proposes to provide financial support to a number of Town infrastructure improvements within the district, and to provide additional financial support to several downtown revitalization projects in the proposed "Town of Camden Downtown Tax Increment Financing District". The percentage of new taxes to be captured by the Town if the program is approved is 50% for the proposed twenty-year term of the District.

A motion was moved and seconded to adjourn at 9:10 pm.

Respectfully submitted,
Katrina Oakes
Town Clerk



CAMDEN POLICE DEPARTMENT

31 Washington Street

Camden, Maine 04843

(207) 236-7953

(207) 236-7962 - Fax

Email: rgagne@camdenmaine.gov

jrusell@camdenmaine.gov

Randy M. Gagne
Chief of Police

JOE RUSSELL
ADMINISTRATIVE ASSISTANT

Brian Hodges
Development Director
Town of Camden
29 Elm Street
Camden, Maine 04843

July 31, 2012

Brian,

I am writing this letter in support of your grant submission to the Maine Department of Transportation. At this time there is not a sidewalk along the east side of Route 1 that connects the towns of Camden and Rockport. This area of Route 1 is highly traveled by pedestrians and connects neighborhoods, an assisted living facility, a grocery store and a busy bus stop. The lack of a sidewalk and pedestrian traffic signals to and from these areas is a prominent safety concern.

The addition of sidewalks to this area of Route 1 will greatly improve pedestrian and bicycle access and safety. Currently, pedestrians travel along the shoulders of busy Route 1, often carrying luggage or shopping bags, and are hard to see for motorists. Pedestrians and bicyclists travel on both sides of the road causing motorists to veer around them and into oncoming traffic. Having pedestrians on a singular side of the roadway in a designated area would improve the safety of both pedestrians and motorists.

Pedestrians crossing Route 1 do not have access to a crosswalk in this area. The addition of a pedestrian traffic signal to an existing stop light at the Hammaford entrance would aid to control where and when pedestrians are crossing Route 1. The addition of a designated crossing area would aid in keeping traffic flowing while improving safety for pedestrians.

This area is highly traveled especially in summer months when pedestrian traffic is heavier. The addition of sidewalks and crossing aids would greatly impact the safety and access of these areas for pedestrians, bicyclists and motorists.

Respectfully,

Chief Randy M. Gagne
Chief of Police



HANNAFORD SUPERMARKETS

July 27, 2012

Brian Hodges
Economic Development Director
Town of Camden
29 Elm Street
Camden, ME 04843

Dear Brian:

The Town of Camden's plan to extend an ADA compliant path to the bus station along Route 1 in Camden and Rockport appears to have some merit. We support, in theory, the creation of a pedestrian crossing at the existing signal in front of Hannaford's main entrance to our center allowing access to our facility, but need to have the specifics better defined. In particular, we need to see the design plan for the path in front of our center and how the Town anticipates people walking through our center would be safe from the point where the crosswalk would end near our entrance.

From Hannaford's perspective, such a path would provide many benefits to both businesses and the community at large. The path would allow residents of Camden access by foot to the Hannaford Shopping Center including our three tenant banks; Camden National, Keybank, and Bangor Savings.

Since its construction almost 10 years ago, the 100+ residents of the Quarry Hill independent living retirement community, diagonal to our property and only about 1000 feet away, have had to get in their cars to shop our Camden store. The path the Town is suggesting may provide a healthy alternative, not only for these residents but others in the Camden community, to walk instead of drive to our shopping center.

Hannaford is committed to the towns and cities in which we do business. We support the schools, groups and organizations that enrich all our lives. We feel this project may be a benefit to both communities of Camden and Rockport but reserve our complete support until we see the specific design of the planned path.

Sincerely,

Rebecca Brown
Manager - Leasing & Property Management



Retirement Community

30 Community Drive
Camden, Maine 04843
(207) 230-6100
Fax (207) 230-6110
www.quarryhill.org

July 18, 2012

To Whom It May Concern,

Re: Camden/Rockport Sidewalk Project

The Quarry Hill retirement community is very much in support a project that would extend the sidewalk along Route 1 to provide safe access to the services and shops in walking distance to our community.

A number of our seniors are no longer driving and the opportunity to safely walk to these nearby stores and services would be very much appreciated. The road traffic along this stretch of Route 1 represents a challenge for even the healthiest among us and I often see people walking alongside the road or making a dash to cross the street at a light change.

We have walkways on the Quarry Hill campus and connect to the existing Route 1 sidewalk but the sidewalk heading toward Rockport is in disrepair and only extends to Camden Street. From our prospective, the safety factor is the most compelling advantage but certainly the opportunity to access the bus station and shopping along this corridor would be of great help to our senior population. The number of seniors in residence at Quarry Hill is typically around 225 and we have 135 employed staff working around the clock. In addition we have guest quarters for visiting families. Both residents and staff have the opportunity to enjoy the walking paths and the sidewalk would make a natural extension into the community.

Sincerely,

Robert McKeown
Executive Director

June 26, 2012

RE: Camden/Rockport Sidewalk Project

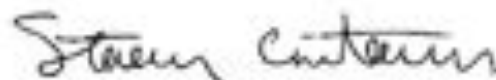
To Whom It May Concern:

Please consider this a letter of support in regards to the sidewalk project to extend an ADA-compliant path along Route 1 in the region of the Camden-Rockport townline and a pedestrian crosswalk at the existing Hannaford shopping plaza traffic light. We are a small animal hospital located at the Hannaford plaza traffic signal. Our address enters Route 1 at the traffic signal, creating a very busy commercial and traffic area. In addition to our own driveway, the road widens for turning lanes eliminating any shoulder.

Our business has been in this location for the last 30 years and has posed a problem for pedestrians and animals on many occasions. We currently complete many surgical and medical procedures for animals at the local rescue league located within walking distance on Camden St, but currently there is no safe way for our employees or rescue league employees to wifely walk dogs or carry cats between our places of business. Employees and clients will often use the close proximity of Hannaford for lunch or errands, however at this point it is nearly impossible to cross the road at this intersection as a pedestrian. Many people resort to driving the short distance across the street due to a lack of safety when crossing on foot.

The Camden Hospital for Animals is committed to the towns in which we do business as well as the safety of our employees, clients, and patients. This project will surely benefit us in a direct manner as well as both the communities of Camden and Rockport, including the many thousands of patrons that visit the area each year. We strongly support and would appreciate safe pedestrian access along this stretch of Route 1 and to our neighboring shopping plaza.

Regards,



Stacey Contakos MS, DVM



234 PARK STREET, P.O. BOX 485, ROCKLAND, MAINE 04841
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Fuel Offices: Rockland • Montville • Belfast
1-800-333-4489 • maritimeenergy.com
A Maine family owned business!

July 27, 2012

Mr. Leni Gronros
P.O. Box 338
Rockport, ME 04856

Dear Leni:

We are in support of the extension of sidewalks from Quarry Hill past our Maritime Farms' store to the Country Inn. We also support the proposed crosswalk at the intersection light by the plaza to safely guide foot traffic to Hannaford's and the respective shopping area. A sidewalk and crosswalk will provide a safer means of travel for both local residents and tourists.

If the project is approved, we would like to work with the DOT on the sidewalk design in front of our store to ensure we do not lose any access.

Please let me know if I can be of assistance to you, the Town of Rockport or the MDOT.

Sincerely,

Susan Ware Page
V.P./Owner



NEWCASTLE • WALDORF • WARREN • ROCKLAND TOWNLINE • ROCKLAND SOUTH END • ROCKPORT • UNION • BELMONT • BEARSPOINT



The Country Inn at Camden Rockport

www.countryinnmaine.com

207-236-2725

8 Country Inn Way

info@countryinnmaine.com

888-707-3945

Rockport, ME 04856

July 24, 2012

Mr. Brian Hodges
Camden Town Office
PO Box 1207
Camden, ME 04843

Dear Mr. Hodges:

Thank you for your recent correspondence regarding the extension of sidewalks from Camden Village south along Route 1 into Rockport. As owner of the Country Inn at Camden/Rockport, I would like to take this opportunity to lend my wholehearted support to this idea.

The Country Inn serves around 12,000 guests each year. As would be expected the largest percentage of these folks visit in the summer months when traffic is also at its' peak. Many guests shop at the Hannaford on the opposite side of Route 1, which is very busy, two lanes by design and oftentimes three to four lanes in reality due to turning traffic. A crosswalk at the light would be a major benefit to these pedestrians.

From a walkability standpoint, I have many guests that would like to be able to walk to downtown Camden, but are put off by the first quarter mile of the venture due to intense traffic, and safety concerns resulting from the necessity of walking along the shoulder of Route 1. The village setting of Elm Street begins at the top of the hill, and I believe that a continuation of the feel of a village thoroughfare would in itself be a traffic calming measure and would improve traffic safety. Thus I believe if village style streetscape with trees etc. were included with the proposed walk, it would make this area a part of the community and aid in safety for pedestrians.

The proposed sidewalk offers many benefits both to visitors to our community and local citizens, and with quality design will result in a vast improvement visually and functionally to the south entrance to Camden. I believe there is great value in this proposal and am willing to assist in any way I can.

Sincerely,

William S. Hahn
GM/Owner

or separately. The Board decided to vote on each of the items separately.

Donald White made a motion to authorize the Town Manager to submit a letter of intent to apply for grant funding through the Maine DOT Small Harbor Improvement Program and commit \$20,940 as the Town's required 20% match. This will be in support of the Camden Harbor Revitalization Project to replace pilings, the small board harbor docks, and a gangway for the new Marina. The motion was seconded by Morgan Laidlaw. It was unanimously approved.

Hodges described a second opportunity, a grant to fund Downtown Revitalization through a Quality Community Program/Transportation Enhancement grant offered through the MDOT. He explained that this funding opportunity is only available every two years. The purpose of this program, he said, is to improve transportation, improve safety, and promote economic development. Hodges proposed that the Town use its completed but not yet accepted Downtown Master Plan as a guide to submit a letter of intent, based on the same timeframe as the SHIP grant. He told the Board that he had identified possible projects to connect the recent Knox Mill parking opportunity with Mechanic and Washington Streets, Main Street and beyond. He said that the Town's 20% match would total \$158,278.

Peter Gross, Chair of CEDAC, presented additional information regarding the Downtown Revitalization grant opportunity. He said that CEDAC had discussed the grant at their recent meeting and felt that it is a wonderful opportunity to try to start some work on the Downtown Master Plan. Gross noted that while the Downtown Master Plan has not been accepted by the Select Board, this step would be to submit a letter of intent and would not be an application at this time. If the Downtown Master Plan were accepted, then the plan would be to apply for the grant by the end of June, with the letter leaving it open as to what the Town would ultimately submit for. Gross said that it is a short window of opportunity and that CEDAC was comfortable with this approach, knowing that there will be time between now and when the proposal would be submitted to decide what the priorities are for moving forward.

Don White asked if part of the proposal would include funding for kiosks and signage. Hodges says this does make provisions for kiosks and signage and also address pedestrian safety. Cates said he felt that this step would provide a placeholder, that it would not obligate the Town to anything, and that a shift would be possible based on the outcome of future events.

John French made a motion to authorize the Town Manager to submit a letter of intent to apply for grant funding for Downtown streetscape and revitalization projects through the Quality Community Program/Transportation Enhancement grant, in the amount of \$473,150. The motion was seconded by Morgan Laidlaw. It was unanimously approved.

The third grant opportunity, Hodges said, would also be through MDOT. This opportunity would fund the construction of a sidewalk extension on Elm Street through a Quality Community Program / Transportation Enhancement grant. The proposed sidewalk, he said, would run from Rockport to Camden, beginning at the Maritime Farms gas station and running up to the top of the hill by Camden Street. A sidewalk in this location would allow safe access into Camden for passengers riding the Concord Trailways buses. The share for Camden would be \$31,656, he explained, which may be less if the Town of Rockport participates as well.



There was some discussion about the intersection where John Street and Conway Road meet Route One, and whether or not a crosswalk with pedestrian controls would be placed near Hannaford's.



John French made a motion to authorize the Town Manager to submit a letter of intent to apply for grant funding for the Elm Street sidewalk extension through the Quality Community Program/Transportation Enhancement grant in the amount of \$126,622. The motion was seconded by Donald White. It was unanimously approved.

E. To Authorize Acceptance of Criminal Forfeiture assets in the case of State of Maine vs. Edward Tosswill.

Pat Finnigan said that the state allows local law enforcement to keep certain assets that are seized in the course of a drug bust. In this case, there were four agencies involved, and the judge had allocated \$784.15 for the Town of Camden, along with a 1994 Toyota Camry.

Donald White made a motion to accept the Criminal Forfeiture assets seized in the case of State of Maine vs. Edward Tosswill in the amount of \$784.15 and a 1994 Toyota Camry. The motion was seconded by John French. It was unanimously approved.

F. Approval of the 2012 Annual Town Meeting Warrant

Pat Finnigan said that this year we have two openings on the Select Board, two openings on the MSAD #28 and CSD #19 School Board, and one member that needs to be elected to the Personnel Committee. Along with the Town Budget, approval of the Maine Uniform Building and Energy Code will be considered, she said.

John French made a motion to approve the 2012 Annual Town Meeting Warrant. The motion was seconded by James Heard. It was unanimously approved.

G. Appointment of Meg Barclay to fill the unexpired term of Kit Parker on the Historic Resources Committee.

John French made a motion to appoint Meg Barclay to the Historic Resources Committee to fill the unexpired term of Kit Parker, and to send a letter of thanks to Kit for her many years of service to the community. The motion was seconded by James Heard. It was unanimously approved.

H. Camden Parks & Recreation Portable Toilet Bid Award

Pat Finnigan said that Parks and Recreation has to place portable toilets in various locations around the community during the summertime, and that they had received one bid from Handy Portable Toilets in the amount of \$3,168.

James Heard made a motion to award the Portable Toilet bid to Handy Portable Toilets in the amount of \$3,168. The motion was seconded by Donald White. It was unanimously approved.

I. Approval of application of Jesse McWilliams, d/b/a Harbor Dogs at 1 Camden Public Landing for a victualer license.

ROCKPORT SELECT BOARD MINUTES
MONDAY, MAY 14, 2012

Discussion – will cost the town \$1,600.

Geoffrey moved to support the effort of Mr. Jim Lea and the Harbor Committee in this Chess Board placement. Sani Fogel seconded the motion. VOTE: 4 FOR – 0 OPPOSED

e. Discussion of Camden-Rockport joint grant request for sidewalk construction:
Commercial Street

Sani Fogel recommended that we go in with Camden Pathway Committee from Leonards all the way up to the Town line, similar to the Union Street pathway finished with asphalt. Geoffrey Parker seconded the motion.

Geoffrey Parker moved to amend the motion to be a multi-use/pedestrian pathway. Sani Fogel seconded the motion. VOTE: 4 FOR – 0 OPPOSED

Vote on the motion - VOTE: 4 FOR – 0 OPPOSED

f. Acceptance of Resignations:

Maxina Fernald – Parks & Recreation Committee

Andrew Eddy – Planning Board

Sani Fogel moved to approve the resignation of Maxina Fernald from the Parks & Recreation Committee and have the Town Manager send her a letter of thanks for her service. Geoffrey Parker seconded the motion. VOTE: 4 FOR – 0 OPPOSED

Sani Fogel moved to approve the resignation of Andrew Eddy from the Planning Board and to have the Town Manager send a letter of thanks to him for his service. Geoffrey Parker seconded the motion. VOTE: 4 FOR – 0 OPPOSED

g. Review and Approval of the Updated Personnel Policy

Geoffrey Parker moved to approve the Town of Rockport Amended Personnel Policy effective July 1, 2012. Sani Fogel seconded the motion. VOTE: 4 FOR – 0 OPPOSED

h. Nomination to MMA's Legislation Policy Committee for Senate District 22

Sani Fogel moved to submit Bill Chapman as a candidate to serve a two-year term commencing July 2012 and expiring June 2014 on the Maine Municipal Legislative Policy Committee. Geoffrey Parker seconded the motion. VOTE: 4 FOR – 0 OPPOSED

j. Two Quitclaim Deeds for Signature

Michael & Diane Gay

Joseph Caron

August 3, 2012

A true copy attest:

Linda N. Greenlaw, Town Clerk



Fig. 1: Looking north towards Camden Town Line; showing southbound bus arriving at Maritime Farms bus station/ convenience store / gas station.

Fig. 2: Looking north on Route 1, just north of Maritime Farms. Newly- arrived bus passengers walk towards town; shopper crosses through traffic to supermarket. The signal is at the entry to the Hannaford shopping plaza; the pedestrian crossing controls are proposed for this intersection.



Fig. 3: On Elm Street (Route 1) near Camden town line, at the signal, looking north. Arriving bus passengers are walking into town. Note lack of shoulder after recent MDOT redesign of traffic flow. The proposed project plans to widen this breakdown area.

Fig. 4: Looking north on Route 1 showing northbound bus at Hannaford signal just after departure. Passenger with luggage walks towards town in breakdown lane. Also note narrowing of breakdown lane 20 feet north of walker. Proposal calls for widening this.



Fig. 5: Looking north on Route 1, at signal. Route 1 widens to two lanes of traffic at this point. With cars rushing through the light before it changes and no paved shoulder, this creates unsafe, chaotic conditions for arriving travelers, pedestrians and cyclists. The vehicle entrance to the veterinary clinic is just ahead of the pedestrians on the right.



Fig. 6: Route 1, looking north. Pedestrian makes his way across Rt.1 near the Hannafords Plaza light. Delivery vehicle exits veterinary clinic driveway.

Fig. 7: View across controlled intersection at Hannaford Plaza entrance, from east side of Route 1. Proposed pedestrian crossing would be at this point.



Fig. 8: View from entrance driveway of Hannaford Plaza, showing arrival location of proposed pedestrian crossing. Note veterinary clinic in background across the street.



Fig.9: Southern end: Blue car is exiting Country Inn Way, a lodging establishment within walking distance of bus stop. Rockport businesses here include Country Inn (36 guest rooms + 11 cottages), Blue Sky Cantina restaurant, miniature golf course, and retail clothing store.



Fig. 10: Northern end: the present terminus of the sidewalk, seen here on the northeast corner of Camden St. (abutting Quarry Hill adult community) is narrow, not easily negotiable, unpaved and drops 15" to the road. Proposed sidewalk will remedy this and complete much-needed pedestrian connections to Quarry Hill adult community (82 cottages & apts, 60 asst'd living residences, 135 staff) and to multiple Inn's and downtown Camden.