

Camden, Maine
**Bicycle and Pedestrian
Master Plan**

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Camden Bicycle and Pedestrian Master Plan

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I. Executive Summary

The Camden Bicycle and Pedestrian Master Plan (“Plan”) summarizes: the current status of related infrastructure; where the citizens would like to be; and outlines what the Town needs to do to get there.

The Plan should be used by the Select Board, Planning Board, Zoning Board, Town Manager, Public Works Director, and other decision-makers when considering any matters related to transportation infrastructure or community planning. It should also be referenced when town planning could impact any suggested changes or improvements to pedestrian or bicycle infrastructure outlined in this Plan. Although the current Comprehensive Plan emphasizes 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 its Comprehensive Plan.

In compliance with the Comprehensive Plan, the Plan outlines enhancements to bicycle and pedestrian transportation and quality-of-life opportunities while reducing motor traffic congestion and parking problems, mitigating environmental pollution, and strengthening the vitality of the village center. It focuses on:

- connections to destinations, nearby and regional trail networks
- safe options for walking, biking, and wheelchair/stroller access

This Plan is intended as a blueprint for guiding public investment in making the community more accessible to bicyclists and pedestrians. In order to achieve this goal of improving access, the master planning process endeavors to:

- respect the capabilities and needs of user groups, and
- provide the most benefit to the greatest number of people.

There are four fundamental sections to the Master Plan:

- **Recommendations:** general principles and specific recommended priorities to help the town make decisions that meet citizens’ needs.
- **Current bike/ped facilities:** an assessment of the town’s current non-vehicular transportation infrastructure,
- **Public needs and desires:** what the citizens in the town would like to see in terms of pedestrian and pathway opportunities, and
- **Public Needs and desires:** historic public interest in pedestrian and bicycle pathways through surveys, public hearings, written comments, and by direct vote.

Recommendations include addressing:

- improving safety and accessibility to bicyclists, pedestrians, and other non-motorists, along roads that connect destinations, especially in developed areas,
- ongoing maintenance and improvements to existing infrastructure to enhance pedestrian and bicyclist safety,
- new projects, categorized as Short and Long Term. These two categories are further subdivided according to priority groups.

We recognize that an incremental approach is the most realistic way to implement these recommendations, considering limited financial and human resources.

II. Background

A. Why the Plan Was Created

In the fall of 2001, Camden and Rockport Select Boards created the Pathways Committee. The two-town Committee was tasked by the Select Boards with developing and maintaining a Master Plan for both Camden and Rockport. The Bicycle and Pedestrian Master Plan for Camden is a planning guide designed to help decision-makers improve bicycle and pedestrian infrastructure in the community.

Like many communities, Camden has increasingly recognized the many benefits—economic, social, and environmental—of having safe, pleasant routes connecting town destinations for people to bike, walk, or run, to enhance local transportation options as well as recreational opportunities, and to reduce the necessity of driving. 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.

B. The Goals of the Plan

The Camden Select Board expressed several goals for the plan:

- Create a network of attractive and functional pedestrian/bicycle facilities within the town and develop links to destinations and to neighboring communities,
- Enhance the quality of life and improve the general health of the community by providing safe, attractive public ped/bike ways that encourage people to use them,
- Reduce motor traffic congestion,
- Mitigate environmental pollution,
- Relieve parking problems,
- Strengthen the vitality of the village center, and
- 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:

- Provide students with safer routes for walking/biking to school,
- Add to the community’s attraction as a tourist destination, and

- Integrate bicyclist 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 Select Board, Planning Board, Zoning Board, Town Manager, Public Works Director, and other decision-makers when considering any matters related to transportation infrastructure or community planning. Although the current Comprehensive Plan emphasizes 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 its Comprehensive Plan.

In addition, the Master Plan can also provide valuable assistance in regional and multi-state planning, such as for the East Coast Greenway.

The Master Plan will be periodically re-evaluated and updated over time as conditions and circumstances change. But while specific recommendations 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 (https://www.camdenmaine.gov/government/boards_committees/camden_rockport_pathways/index.php).

III. Recommendations

A. General Principles

This Plan should be used for both short- and long-term planning, maintenance, improvements, and construction of existing and future sidewalks/pathways, and for follow-through on initiated projects. It should also be shared with Rockport (the Pathways Committee serves both towns), our neighboring communities, and planners of regional transportation and planning projects.

The Pathways Committee recommends that all pertinent Town Departments (especially Public Works) should be included in any decisions related to pedestrian movement before town budgets are formulated. Relevant committees should also be informed. 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 a regular basis.

At least annually, the Pathways Committee will meet with the Public Works Director 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. The Town has been successful in gaining grants and state and federal financial assistance for larger projects that may require longer periods to complete. The Committee has contributed time and manpower towards gaining such grants and will continue to provide such assistance where it can. To support this work, the Town should set aside restricted funds in the annual budget line(s) to build funds for improvements and for grant matching.

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.

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) Work towards adopting a “**Complete Streets**” policy (defined by US Dept of Transportation) to address the Town’s approach to designing, building, repairing, retrofitting, maintaining and operating streets, so that they fulfill the needs of users of all ages and modes, including pedestrians, bicyclists and transit passengers, as well as automobiles, trucks and buses, within the legal right of way.
- 2) **Enhancement of community character** through the preservation or planting of street trees, roadside landscaping, the retention of rural elements such as stone walls, and the preservation of scenic vistas.
- 3) **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.
- 4) **Increased accessibility** of all roads to bicyclists, pedestrians, and other non-motorists by:
 - Implementing all three goals above,
 - Improving bicycle facilities as shown in the Bicycle and Pedestrian Master Plan,
 - Improving pedestrian facilities as shown in the Bicycle and Pedestrian Master Plan,
 - Widening bridges to allow bicycle and pedestrian access, and,
 - Redesigning intersections to make motorist crossings slower and non-motorist crossings more predictable for motorists.

C. Prioritized Recommendations

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. The Sidewalk Inventory, maintained by the Pathways Committee, addresses sidewalk maintenance on a street-by-street basis. The Public Works Director should use this inventory as a reference for sidewalk maintenance during budgeting and 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

- Elm Street from the Montessori School to Quarry Hill – rebuild and redesign the sidewalk on the northbound side of Route 1, including accommodation of wheelchairs and strollers, and improved bicycle and pedestrian safety at the Union/Elm St intersection as well as across the Stop ‘N Go property.
- Elm Street – southbound side of Rte 1 from Renys Plaza to Hannaford – extend the sidewalk to Hannaford.
- John St – from Route 1 to Pearl Street – construct a new sidewalk.
- Pearl St – extend existing sidewalk to John St
- Townwide – resolve barriers in the middle of existing sidewalks impeding wheelchairs, strollers and the sidewalk snowplow.

Medium

- Rawson Avenue – construct a new sidewalk.
- Camden St – from Rte 1 to Dog Park (two-town project, total length 880ft, 585ft in Camden)
- Bayview St – extend existing sidewalk to Beacon St. Overlook, 927 ft.
- Simonton St – add a shoulder to the town line
- Rte 52 – shoulder improvement
- Park St – east of Rte 1 – redo utility pole placement and sidewalks
- John St – new sidewalk and shoulders along John Street from Rte 1 to Mechanic Street

Low

- Limerock – new sidewalk from the end of the existing sidewalk to the Union St Pathway
- Ames Terrace – new sidewalk
- Chestnut St – extend existing sidewalk to the Rockport Town Line
- Mechanic St – extend existing sidewalk to Simonton Road
- Sidewalk along lower Central Street between Cross Street and Rte 1.

3. Long Term Projects (5-30 years) –

Riverwalk

A multi-use, dawn to dusk, recreational trail running along the Megunticook River from Knowlton Street to Shirt Tail Point. Using public land such as the Tannery property, Wastewater Treatment land, schools, and current parkland as well as private property (with the consent of owners) a trail could be constructed that would allow the community and guests a safe, scenic, and enjoyable route. The Riverwalk will enhance community, encourage healthful walking and socializing, and provide the Town's only accessible natural trail for mobility-impaired individuals.

Harborwalk

A pedestrian way 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 its guests a safe, scenic, and enjoyable walk. Such a walkway would do much for the businesses around the Harbor.

Multi-Use Trail from Camden to Ragged Mountain Recreation Area

Ragged Mountain Recreation Area features public tennis courts, well-used playing fields, mountain biking trails, extensive hiking paths and Hosmer Pond for swimming and paddling. Along with the Town's development, several local groups have joined the successful effort to increase four season recreational use of this town property, including the Midcoast Maine chapter of the New England Mountain Bike Association (Midcoast Maine NEMBA), the Trailrunners of Midcoast Maine and the Pen Bay YMCA. The most recent development is the Around-the-Mountain multi-use trail, built by Coastal Mountains Land Trust.

As a result there is much more bicycle and car traffic accessing the area, including regular access by the CHRHS mountain bike team. With increased

usage, there has been an associated increase in tourism, recreation, and economic activity in town.

A multi-use path connecting Camden to this major recreational amenity, a distance by road of 3.5 miles, is an important and logical next step. There was significant interest expressed in the 2000 Survey for this bike/ped connection; such a project is even more relevant now. The path could be used not only by bikers and hikers in the summer, but also by cross-country skiers in winter.

Developing such a trail would require a phased plan, considering public rights-of-way and working collaboratively with property owners where needed and possible, to complete the alignment.

Jacob's Quarry Connector

A pathway connecting the Greenfield subdivision to the YMCA and ultimately to the Lilly Pond Trail through Midcoast Solid Waste. This route will take advantage of the historic Rock Road.

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 Franny'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 to Forest Heights off of Mechanic Street.

The Committee encourages the Town to consider adding off-road pedestrian connectors between neighborhoods and roads where and when possible.

IV. 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 focuses on meeting the following objectives:

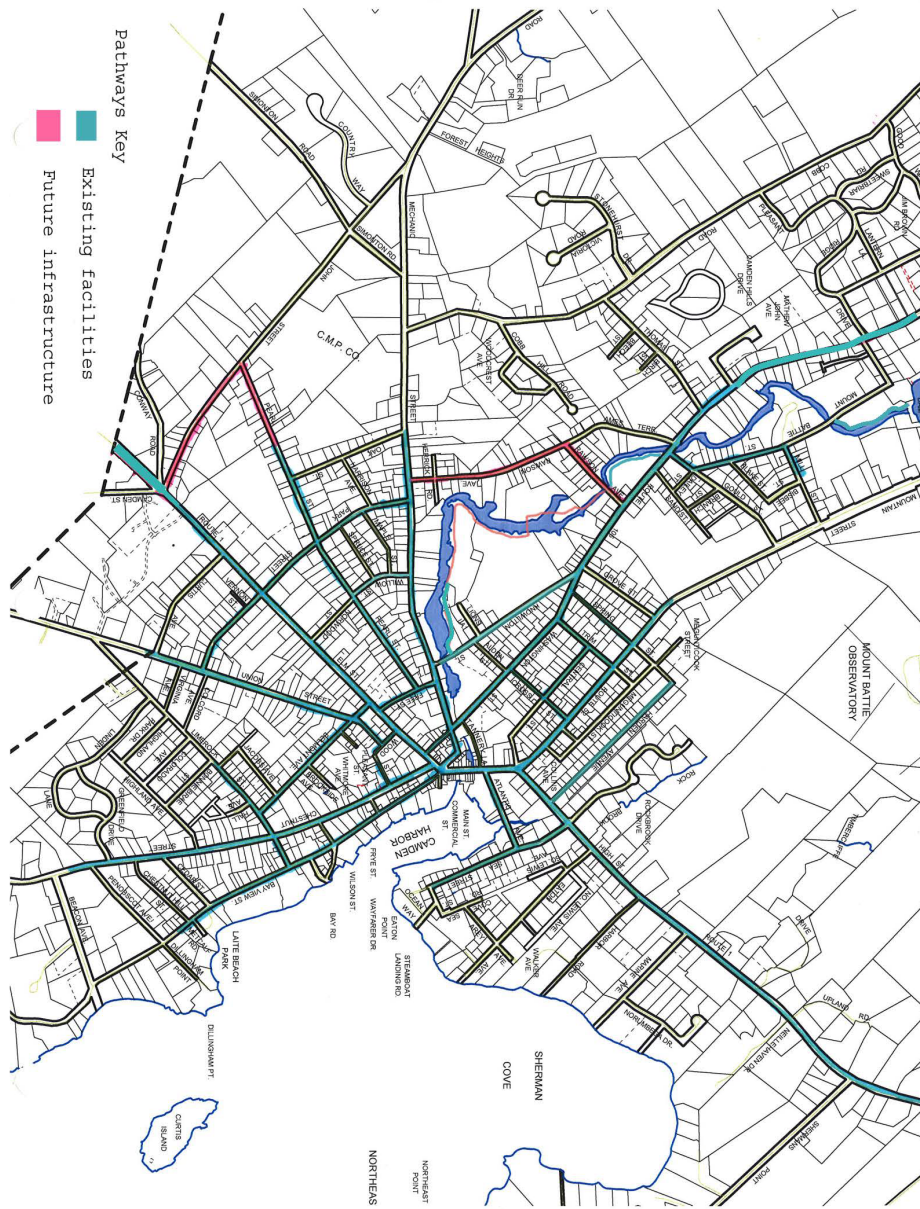
- Identify what the citizens in the community value in terms of bicycle and pedestrian facilities.
- Assess current transportation infrastructure to determine where improvements for pedestrians and bicyclists are most needed.
- Recommend that the Town make pedestrian and bicycle transportation considerations a routine part of all new residential and commercial new development, and all future town and regional transportation planning.
- Provide a prioritized list of sidewalk and roadway maintenance and improvement needs to the Public Works Director.
- Being flexible and nimble adjusting Pathways priorities based upon the Town priorities for road and subsurface sewer/stormwater projects.
- Encourage bicycle and pedestrian commuting.
- Review roads for bicycle and pedestrian accessibility and safety enhancements prior to maintenance or improvements or subsurface sewer system work.
- Provide a prioritized list of improvements and strategies to improve routes used for biking and walking to schools.
- Use nationally and internationally recognized standards for pedestrian and bicycle accessibility and safety (such as those promoted by The Bicycle Coalition of Maine) when considering new or maintaining existing infrastructure projects.
- Identify potential sites for new pathways.
- Make recommendations for better coordination between Camden, Rockport, and surrounding communities to work toward a common transportation system and vision.
- Identify opportunities for and help coordinate pursuit of funding for pathways infrastructure work, working with the Town to identify grant and other funding opportunities for construction of new pathways and sidewalks. Assist in applying for such grants as they relate to the Master Plan’s goals.
- Coordinate and collaborate whenever possible with appropriate Town departments, committees and volunteer citizens and advocacy groups when planning and effectuating projects.
- Shepherd construction and improvement projects as possible.
- Coordinate with Town efforts to create an online database, accessible through the Town GIS system, that includes existing bicycle and pedestrian infrastructure as well as needed maintenance and new facilities.

V. Current Bicycle and Pedestrian Infrastructure

A. Introduction

The Camden-Rockport Bicycle and Pedestrian Pathways Committee completed a thorough inventory of the current pedestrian infrastructure which can be seen on the map below. Included on the map are recommended sidewalks for future construction.

The Committee also does regular surveys of the condition of the existing infrastructure, a Sidewalk Survey. The Survey can be found on the Town website or a copy is available from the Committee.



B. Pedestrian Access

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

There are five schools located within the downtown village district; Elm Street Montessori School, Camden Rockport Middle School (CRMS), Atlantic Academy, Wayfinder School, and Watershed School. All five schools are linked to the surrounding neighborhoods and the public library by a network of sidewalks, maintained and plowed by the Public Works Department. This network could be expanded to provide additional 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.

Pedestrian infrastructure beyond the village area extends to the Mountain View Cemetery along Mountain Street, to Shirttail Point on Washington Street, and some distance up Mechanic, Pearl, and Bayview Streets. There is also a sidewalk from the Camden Public Library along Route 1 to the Camden Hills State Park, which provides pedestrian access to the recreational opportunities at the park. On Union Street, the Union Street Pathway links Camden's Union Street sidewalk to the town of Rockport. Unimproved footpaths provide some informal links between neighborhoods.

Beyond the above sidewalks and pathways, non-motorized transportation infrastructure beyond the village area is limited to:

- A 4'-6' shoulder on Route 52 from the Mountain View Cemetery to Lake Megunticook,
- No shoulder on Route 105 beyond Shirttail Park to Lake Megunticook.
- No shoulder on Mechanic Street, beyond Rawson Ave to the Snowbowl

In 2022, in partnership with Rockport, the Town completed an extension of the existing sidewalk along Elm Street south to Camden Accommodations, including a controlled signal crossing to Hannaford Market, widening the bicycle lane, and improvements to the bus stop at Maritime Farms. For many residents, there is still no way to safely connect to this new improvement without safety enhancements to the Union/Elm Street intersection as well as to the existing sidewalk on Elm Street connecting to the bus stop.

C. Cycling Facilities

Bicyclists in downtown Camden share the road infrastructure, can walk their bikes on the sidewalks, and use the bicycle racks or other bicycle parking facilities available in town. Outside of the village center, bicyclists can take advantage of the Union Street Multiuse Pathway to travel to the YMCA and Rockport and of the paved shoulders on Routes 1 and 52 (Mountain Street). Mechanic Street has a striped shoulder as well as sharrows notifying drivers to share the travel lane. 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 so bicyclists must ride in the travel lane with motorized traffic.

For some low-traffic routes (Chestnut Street, outer 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. Safety

Safety for pedestrians and bicyclists is one of the most important themes and priorities driving the work of the Pathways Committee. Recommendations for new infrastructure relate strongly to the need for increased safety for walkers and cyclists.

1. General Safety

Bike and pedestrian safety in downtown Camden are addressed by well-defined crossing areas on Route 1 and other village center intersections.

The Camden Sidewalk Survey that the Pathways Committee prepares and submits regularly to the Public Works Director carefully evaluates safety issues on existing infrastructure and makes recommendations for improvements, including suggesting where new demarcated crosswalks might be needed.

Pedestrian and bike routes to schools are chosen by the individual students and their families. There is one crossing guard on duty at CRMS during peak school drop-off times.

2. Safety Education

The Pathways Committee recognizes an ongoing need for **education of bikers** regarding rules of the road and how to enhance their own safety and visibility to motorists. We are fortunate to be able to access current best cycling safety practices and guidance from the Bicycle Coalition of Maine, a statewide organization dedicated with promoting and advocating for safe non-motorized transportation.

A review of all bicycle accidents in Camden from March 2003 to August 2012 reveals that of those 8 accident records reviewed, the causes were due to inattention on the part of the bicyclist or motorist, and their failure to yield to one another. One case was due to the cyclist not stopping at a stop sign. The law stipulates that cyclists must obey all rules of the road that cars are subject to.

There is also a need to **educate drivers** as to the laws relating to sharing the road with bicyclists: awareness of and attention to cyclists' safety needs; how to pass cyclists including allowing 3' between the cyclist and the vehicle when passing; looking out for cyclists as well as cars when entering traffic from driveways, parking lots and feeder roads; dangers to cyclists of vehicles carrying projecting loads; and also the challenges cyclists face on the many Maine roads that do not provide them with a safe lane for travel. Drivers also need to be made aware of the laws in Maine requiring them to stop for pedestrians in crosswalks.

Bicyclists' safety would be enhanced if the municipal and state **law enforcement departments** were regularly reminded of, and encouraged to enforce, the laws in place as they relate to bicyclists' use of the roads, in terms of both cyclists' and drivers' behaviors and rights. The Pathways Committee can contribute to raising awareness by meeting with law enforcement departments to discuss these needs.

It is important to teach children safe bicycling practices. 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). An annual "Walk or Ride To School Day" is coordinated by the school, staff and volunteer parents to encourage kids to consider this means of getting to and from school.

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. Sidewalk maintenance and repair are separate line items in the larger Public Works budget.

VI. 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 requested from the Pathways Committee.

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, the majority of Camden voters support pedestrian and bicycle safety. The challenge for the Committee has been to identify and prioritize new projects based on public opinion 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 public input on need, condition of the sidewalk, and volume of pedestrian traffic.

Future projects will focus on facilitating pedestrian and bicycle 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.

Contact the Pathways Committee for detailed results of the 2000 Survey.

D. Public Hearings and Votes

Route 90

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. (*located in Rockport, but mentioned here because of its relationship to the 5-town high school and Camden/Rockport Elementary 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.

The Pathways Committee continues to work with Rockport to pursue the funding, planning and construction of a safe pedestrian/bike connection from Rockport village, across Route 1 at the Route 90 intersection, and along Route 90 to the Camden-Rockport Elementary School and CHRHS campuses, and community amenities beyond.

Public Landing

In November 2013 consultants hired by the Town, T.Y. Lin International, presented their final report on a concept study which explored best uses and the feasibility and benefits of a reconfigured Public Landing.

Many of the ideas generated by the Camden Walkability Audit were incorporated, as well as input from public meetings. Three options were presented which incorporated improved appearance, vehicular and pedestrian circulation, park and pedestrian spaces, and increased safety for all users.

Recommendations:

- Create a clear network of marked pedestrian walkways across the Landing, as well as seating areas and bike racks which encourage people to congregate, network, relax, picnic and view the harbor and waterfalls.
- Engage the Pathways, Recreation, Harbor and other relevant Committees as resources for providing review and recommendations as the various designs for the Landing are considered and moved forward.

Camden Riverwalk

The Camden Riverwalk is a community vision for a multi-use pathway running alongside the Megunticook River from Knowlton Street to Shirttail Park. The Riverwalk:

- Serves walkers, joggers, cross-country skiers, bicyclists, sight-seers, birdwatchers, commuters, and all non-motorized users,
- Connects important destinations (downtown, CRMS, Megunticook Market, Tannery Park, Shirttail)
- Gives people a way to appreciate the Megunticook River, its watershed and ecological values, and greater access to Camden’s natural beauty,

- Connects people and reinforces a sense of cohesive community and quality of life,
- Provides children with a safe route to school, and
- Reduces congestion of cars in the downtown.

The Riverwalk will also provide something that is unavailable elsewhere in Camden: a pathway through a natural area, very convenient to in-town residential areas, that is accessible to people who are mobility-challenged.

Support for and Steps community has taken to create the Riverwalk vision: A number of Town planning and visioning documents include the Riverwalk. Because of the boldness of this plan, its challenges in implementation, and the long-term nature of the project through many iterations of Town staff, committees, budget cycles and community volunteers, it is important to record the support for the Plan expressed in various Town efforts over the years. These are summarized here :

- June 2005, **Camden Comprehensive Plan**, lists under Capital Improvements: “A 5,600 foot gravel pathway along the Megunticook River,” and, under Goals, Policies and Implementation: “Megunticook River Watershed: The Town should consider acquisitions, as opportunities arise, to enhance public access to the lake and river for non-motorized recreation, including sightseeing, walking, picnicking, and similar activities.”
- On June 10, 2008, 71% of voters approved a **Warrant Article** to reserve for permanent public access a 50-foot-wide strip of land along the Megunticook River on the “Tannery” site, consisting of 911 feet of river frontage, becoming the first segment of the Riverwalk (see below, Tannery Segment).
- 2010 Town of Camden **Downtown Municipal Development and Tax Increment Financing District**: “Construction of a riverwalk along the Megunticook River running between the Tannery site and the downtown.... This will further strengthen pedestrian networks throughout the downtown, supporting both the tourist industry as well as providing a unique resident amenity.”
- October 2011 **Department of Interior, National Park Service**, Northeast Region’s Rivers Trails and Conservation Assistance Program (RTCA) consultation grant for the Riverwalk project: “Communities such as yours throughout our region are recognizing the importance of building trails, caring for rivers and improving community connections to open space and outdoor recreation.”

- April 2012, **Camden Downtown Master Plan**: “Action Item – Implement the first phase of the River Walk Project between the Tannery site and the downtown, as designed by others.”
- October 2013: **Camden Riverwalk Final Report**, by T.Y. Lin International (and partner consultants) Study Team: Result of grant-subsidized Master Plan exploring “the feasibility and benefits of a multi-use ‘Riverwalk’ pathway along or adjacent to the Megunticook River from Shirttail Point Park to Camden Harbor,” created by a diverse team of professional consultants, including designers, environmental consultants, planners and engineers, and through “a thorough public participation process and with a well-engaged [citizen] Work Group.” The Report includes “preliminary recommendations for amenities, permitting, and funding.” T.Y. Lin states in their summary that “the Team has encouraged the Town to be bold and visionary in planning, and patient and creative in implementation. The ...Plan is a road map for realizing the greatest potential.”
- October, 2014 **National Park Service, Rivers, Trails & Conservation Assistance Program** one year planning assistance award to the Camden Riverwalk: “We look forward to working with you to build on the project’s hard-won successes and find ways to create more Riverwalk segments.”
- The Riverwalk lies on the alignment of the 3,000-mile **East Coast Greenway** trail system, Maine Coastal route, which extends from Calais, Maine to Key West, Florida. Upon its completion it will become a part of this off-road national trail system.
- Phase I, Tannery property, completed, 2013.
- Phase II, Seabright Park, completed, 2016.
- Phase III, Knowlton Street, completed, 2019.
- Phase IV, Megunticook River Restoration committee and the public identified the Riverwalk as an important component of their planning and are working to incorporate into their planning and construction documents, plans for the Riverwalk between the Knowlton St Phase and Rawson Ave..

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, and
- Repair and maintain what we have.

Specific comments can be provided by the Committee upon request.