



GARDINER CITY COUNCIL
AGENDA ITEM INFORMATION SHEET



Meeting Date	02/19/2020	Department	City Council
Agenda Item	4.10 Discussion Surrounding Lights at Water and Church Street Intersection		
Est. Cost	n/a		

Background Information	<p>On July 20, 2016 the Gardiner City Council conducted a Public Hearing for the consideration of a four-way stop at the Water Street/Church Street intersection. (See attached supporting materials from that meeting, and other relevant data.)</p> <p>Since that meeting, Councilor Rees has heard some concerns from her constituents regarding the intersection and the potential safety hazards. (See attached email.)</p> <p>Roberts Rules states that to rescind or amend something previously adopted there would need to be a motion to rescind the motion relating to the support the removal of traffic lights at the intersection of Church and Water Street and install in their place four-way stop signs, and that MeDOT will study ways to enhance the intersection for both vehicular and pedestrian traffic (motioned by Councilor Ault, seconded by Councilor Blanchard and was passed unanimously).</p> <p>However, if previous notice is not given of an intent to make this rescinding motion so that members are not alerted ahead of time to the fact that the motion will be made, the adoption of such a motion requires either a) a two thirds vote or b) the vote of the majority of the entire membership of the voting body (whichever is smaller).</p> <p>Chief Toman will be present to discuss reportable accidents documented at the intersection from 11/24/2015 to current day. Public Works Foreman Tony LaPlante will also be present to discuss how the bridge project impacted this decision to remove the lights.</p>
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Requested Action	(Possible) 'I move to rescind the support of the removal of traffic lights at the intersection of Church and Water Street and the installation in the place of four-way stop signs.'
City Manager and/or Finance Review	The City Manager does not recommend the above action. The City Manager requests that the City Council stay with the previous unanimous decision to have the four-way stop signs.
Council Vote/ Action Taken	
Departmental Follow-Up	

City Clerk Use Only	1 st Reading _____	Advertised _____	EFFECTIVE DATE _____
	2 nd Reading _____	Advertised _____ w/in 15 Days	
	Final to Dept _____	Updated Book _____	Online _____

Christine Landes

From: amyelvirarees@gmail.com
Sent: Thursday, October 31, 2019 6:29 AM
To: Robert Abbey
Cc: Pat Hart; Christine Landes; thom harnett; Tony Laplante
Subject: Re: Stop Lights Church Hill

Hi Robert,

I, and many others, share your concern. I actually brought this very subject up at last night's council meeting. I will do everything I can to make sure a traffic light stays at this intersection. It's amazingly that no one has been seriously injured or killed yet, and we shouldn't wait for that to happen.

As always, thank you for reaching out to share your thoughts.

Best,
Amy Rees

On Oct 31, 2019, at 5:07 AM, Robert Abbey <rriob2007@gmail.com> wrote:

I spend a lot of time 'on the street'. The 4-way stop at the foot of Church Hill is **not a safe solution** for traffic control. It is rare to see 4 drivers actually complete the 4-way progression - usually one or two drivers do. The stop signs are not visible in two directions as they are behind the stop lines themselves. Further, you take your life in your hands to cross, hoping no one will cut you off or run over you. The stoplights are much safer, dependable and I believe a majority of folks who live here or pass through would agree.

I realize this is likely a DOT decision, but if memory serves, they work for US.

I urge the City to take a role here and address this issue while we have the attention of the folks who run the roads.

Thanks for your attention,

Robert Abbey
Elm Street, Gardiner

Public Hearing and Consideration of Four-Way Stop at Water St./Church St. Intersection

John Rodrigue, MDOT Project Manager & Steve Hunnewell, MDOT Traffic Engineer explained the pros and cons associated with the intersection along with study results.

Decided that the current signal light was not warranted any longer.

Lights were bagged and signage put in place temporarily.

If the City would like to eliminate the lights completely, we would work with City to create a four-way stop.

We will be using the lights as part of the Bridge project for detouring, so they would remain in place until after the completion of the project.

The lights do not work well anymore as they are old. Seem to be incorrectly working. Flashing at times.

Using an eight-hour warrant – number of vehicles during that time, reduce from 100% to 70% for a population under ten thousand. When the study was done, only two hours of the day were met.

The highest hour of the day, was between 4-5pm, it was still under the required line. Didn't meet the required traffic light guidelines. It did meet the requirements for a four way stop.

Benefits of the four way stop: Seems to be less delay. Vehicles are not sitting at red lights, clearing through the yellow lights, pedestrian light not causing traffic to stop unnecessarily. If you are coming from Hannaford and the light turned green, someone may be turning left and has to hold up traffic even with a green light for traffic going straight. Maintenance costs, lower speeds coming off the hill. There are still going to be pedestrian enhancements if the four-way stop is approved. Four stop signs instead of large light poles.

Suggestion - Pedestrian bump outs which could shorten the crosswalk.

Councilor Berry asked about a red blinking light.

Steve Hunnewell responded that they could consider it.

Tony LaPlante, Public Works Director & Jim Toman, Chief of Gardiner Police explained on a more local basis.

From a Public Safety perspective, we had a safe intersection with the blinking lights and still is with the four-way stop. We had only one accident at that intersection during this trial period and could have occurred even with the lights. There have been traffic violations. We have tried to educate the public on the procedure of a four-way intersection. Posted on Facebook, City website, etc.

Patrick Wright, Gardiner Main Street discussed the questionnaire survey done by the public. Had a PowerPoint presentation on the screen of the survey.

Debby Willis, Capen Rd Resident, feels it will be safer to have the four-way stop. When the lights were on, cars coming off Church Street are going too fast. Cars turning left at the green light would turn in front of me when I was turning right.

Councilor Ault moved to support the removal of traffic lights at the intersection of Church and Water Street and install in their place four-way stop signs, and that Maine Department of Transportation will study ways to enhance the intersection for both vehicular and pedestrian traffic.

Seconded by Councilor Blanchard.

Councilor Berry would like to consider some light enhancement to the fix octagon sign some lights up here and down by Hannaford.

John Rodrigue said the lighting enhancements will be discussed and reviewed during the project.

Mayor Harnett supports the four-way stop.

Mayor Harnett asked for any further discussion. Seeing none, All those in favor. Unanimous.

(5:36-58:35)

GARDINER CITY COUNCIL MEETING
Wednesday, July 20, 2016
Gardiner City Hall

At 6:08 p.m., Mayor Thom Harnett called the regular Council Meeting to order.

Roll Call:

Mayor Thomas Harnett, Councilors Terry Berry, Shawn Dolley, Phil Hart, Maureen Blanchard & Jon Ault. Councilors Patricia Hart & Scott Williams were absent. Also present were City Manager Scott Morelli and City Clerk Lisa Gilliam.

PETITIONS, PUBLIC HEARINGS (Public comment for anything not on agenda):

Jack Skehan... ES and Manager update

New Business:

Public Hearing and Consideration of Four-Way Stop at Water St./Church St. Intersection:

The Maine Department of Transportation (MDOT) has indicated that the traffic lights at the intersection of Water and Church streets need to be replaced. While performing their due diligence, they found that the intersection's traffic counts failed to meet any of the warrants for a traffic light. They instead recommended four-way stop signs in lieu of replacing these lights. City staff agreed to this on a trial basis so that data could be gathered and public input could be solicited. This trial was implemented on May 24th.

Council will hear updates from MDOT staff (John Rodrigue & Steve Hunnewell), Police Chief Jim Toman, PW Director Tony LaPlante, and Economic Development Coordinator Patrick Wright about the results of this trial. The public has been invited to attend this hearing as well so they can provide Council with their feedback.

Council will then deliberate and decide whether to continue with the four-way stop signs or to revert to traffic lights.

John Rodrigue & Steve Hunnewell from DOT were present to discuss the results of the 4-way stop sign as opposed to having a traffic light. They stated this has been a trial run and discussed how the change at the intersection have worked to this point and their plans for the intersection when they begin doing the bridge construction over the next couple of years. Discussion continued with Police Chief Jim Toman and Public Works Director Tony LaPlant spoke next about the intersection and the affect on public safety. Chief Toman said there had been only one accident during the timeframe of having no lights, but said that based on the information this accident would have occurred with or without the change in traffic lights at that intersection. He said that the Officers have monitored the intersection and have also used their social media to educate the public on how to use a 4-way intersection. Chief Toman said that the public has been more in favor of the change at that intersection. Pedestrian traffic has also done well through this temporary faze as well. Patrick Wright, the Director of Gardiner Main Street, gave a brief presentation on the online survey results. Resident Debby Willis said that she has felt the change has made an improvement in the flow of traffic through the intersection, she said it's safer and faster.

Motion by Councilor Ault to support the removal of traffic lights at the intersection of Church and Water street and to install in their place four-way stop signs; motion seconded by Councilor Blanchard. A brief discussion followed. Councilor Berry said he would like to see some light enhancements as DOT had commented on. Mr. Rodrigue said there would be those types of options presented by DOT. Councilor

Phil Hart asked to add an amendment of DOT adding ways to enhance intersection for both vehicular and pedestrian traffic, all Councilors were in agreement. Motion carried by unanimous vote 6-0.

Public Hearing & Consideration of Amending Downtown TIF District, Creating New Affordable Housing TIF District, and CEA for Affordable Housing with Developers Collaborative:

City Council is being asked by Developers Collaborative for a 30 year credit enhancement agreement (CEA) at 50% for the affordable workforce and senior housing projects on two of the former TW Dick lots. As noted during the sale process, Developers Collaborative said such a CEA was needed in order to score enough points with the Maine State Housing Authority to be eligible for the tax credits needed to make both projects feasible. These lots are in the Downtown TIF District, which only has 15 years left. As such, in order to be able to provide a 30 year CEA, these two lots need to be removed from the Downtown TIF District and a new Affordable Housing TIF District needs to be created for 30 years (the maximum allowed by statute).

Like the other TIF districts in Gardiner, Affordable Housing TIF's carry restrictions on what the taxes from the new value on the properties can be used for. Affordable Housing TIF's are actually far more restrictive. We are proposing that the 50% of taxes we receive on the new value be dedicated to Gardiner's educational assessment to MSAD #11, along with road improvements on Summer Street. This seems to be the most plausible use of these funds and it allows us to shelter 100% of the incremental value within the district, which Developers Collaborative estimates is of more value than if the entire project was not in a TIF district.

Shana Cook-Mueller of Berstein Shur has been providing the legal assistance in crafting and/or reviewing these documents. She will be present to further discuss this matter, as will representatives from Developer Collaborative and our Economic Development Coordinator Patrick Wright. Attached please find: 1) Proposed amendment to Downtown TIF (pp 2-25), 2) Application materials for the new Summer Street Affordable Housing TIF District, including the related Credit Enhancement Agreements (pp 26-99), and 3) The order Council is being asked to approve (pp 100-103).

Patrick Wright, Director of Gardiner Main Street, spoke briefly about the Credit Enhancement Agreements that would be provided by the City and that it would be a 30 year agreement. Shana Cook-Mueller from Bernstein Shur was also present to discuss this item and answer any questions. Manager Morelli said any cost that comes to the City is passed on to the developer. Kevin Bunker from Developers Collaborative gave a brief presentation on the project and the area along Summer Street he would like to develop into senior housing and the RFP that was issued for this project. After studies have been done they have found the need for senior housing is not as much in demand as work force housing is. Mr. Bunker knows the City's preference for senior housing. Mr. Bunker has submitted his applications to the planning board and his hope for the TIF to be approved. Councilor Phil Hart asked Mr. Bunker to speak on the TIF proceeds; Mr. Bunker reviewed the TIF proceeds and the rental income based on the county housing regulations. Mr. Bunker also spoke on the expenses and risks that he faces as a developer with this type of housing project. Discussion continued. Ms. Cook-Mueller said her role is to represent the city with the TIF Project and credit enhancement agreements. She gave a review of the Council Order she has presented to the city and what the order proposes. Ms. Cook-Mueller gave a review of the Affordable Housing TIF and the allowed uses of TIF tax revenues outside of an affordable housing TIF district, per State law. Councilor Blanchard spoke of her concerns with public safety issues concerning this housing project. Councilor Blanchard also spoke of her concerns with the TIF revenue and if there is any affect of the school budgets general fund with this revenue. Manager Morelli said would look into this. Councilor Ault said he understands that they are trying to capture the highest value with the TIF Revenue. Ms. Cook-Mueller said this is a tax shift benefit and concept. Councilor Ault said this would also work to shelter the true value of the property and the benefits it brings to the City through this TIF. Mayor Harnett said that it doesn't free up the money, but it gives more money. Ms. Cook-Mueller said this project would bring in approximately 15 students and the student costs the TIF would bring in. A type

was noted in the email of information that was presented to the Council which is the student projection would be about 5%. \$10,139 per student (per Scott). Councilor Blanchard said she is trying to save money on the school side because of it's impact on the City's tax bill. Patrick Wright joined the conversation again to discuss the increase in valuation and how those funds will impact Gardiner and the tax shift benefits. And there are ways to offset school benefits with this cost. Mayor Harnett clarified the City is not hiding funds, that they are sheltering them. Phil Hart said this gives the city the opportunity to give the money to the developer without any negative impact on the City. Mr. Wright said they have to get clarification to make sure that there is an economic need for this project.

PULbci Hearing opened at 8:17pm... hearing none the mayor closed the PH.

Motion by Councilor Ault to approve the attached Order to amend the Downtown TIF District and create a new Affordable Housing TIF District, as outlined in the attached documents, and to also approve two 30-year Credit Enhancement Agreements at 50% each with Developers Collaborative for both the affordable workforce housing and affordable senior housing projects, as outlined in the attached documents; motion seconded by Councilor Berry. Mayor expressed his appreciation with Developles Collaborative and the work from Mr. Wright as the project continues to move forward and his pleasure for affordable senior housing coming to the city. Phil Hart wanted it noted that this project could be changed or reversed if the council felt necessary. Motion carried by unanimous vote 6-0.

Consideration of Renewing & Amending Downtown CEA Program:

In 2013, Gardiner City Council approved a special policy for encouraging certain types of development in the Downtown TIF district. Specifically, this policy was aimed at encouraging development of upper floors by having the City participate in redevelopment by providing a tax reimbursement that would encourage 2nd-4th floor development of residential rental units, 2nd floor commercial, a downtown hotel project, and development of elevators. This policy expired on January 1, 2016. Though there have been no CEA applications to take advantage of the policy since it was adopted in late 2013, staff believes that the policy is sound. Staff recommends renewing and updating the policy. In addition, with the risk of pending increases in flood insurance rates for buildings not fully flood-proofed, we would like to suggest that a category be added for projects that seek to come into full floodplain compliance. See attached red-lined version of previous policy. Economic Development Coordinator Patrick Wright will present at your meeting to explain how the policy might be used.

Patrick Wright gave a presentation on the project with the credit enhancement amount and the overall project cost value and how it encourages targeted types of redevelopment. No tax burden is put onto the residents, the base revenue always remains in place. Mr. Wright reviewed several scenarios to show the possibilities of revenue with different buildings in the downtown area.

Motion by Councilor Dolley to approve the Downtown CEA program as outlined in the attached materials; motion seconded by Councilor Ault. Motion carried by unanimous vote 6-0.

8:53pm Council took a brief recess.

8:56pm Council was back in session.

Public Hearing on AROD Amendment: Lost Orchard Brewery:

This is a revision to an approved Adaptive Reuse Overlay District lot (AROD) for Lost Orchard Brewing Company, LLC (David A. Boucher, President). Applicant is seeking approval to amend the previously approved use of his property (light manufacturing of hard cider in an existing church) per the AROD ordinance to: modify and extend the tasting room hours of operations; change the floor plan to the tasting room; allow live entertainment to take place at the tasting room during selected events; and to

allow light food concessions for special tasting room events. This petition for an amendment incorporates by reference the prior application materials for this AROD, as modified by the amendment materials. The property, located at 46 Church St, City Tax Map 034, Lot 160, is in the High Density Residential (HDR) Zoning District. The Planning Board voted to recommend approval at their July 12, 2016 meeting. See attached Planning Board order and related materials (pp 2-11).

Council will hear from the applicant, the Planning Board, and take comment from the public at this meeting. If Council desire, it can move this item to a first read on August 24 and a second and final read on September 7. The applicant has provided the attached listing of tasting rooms across the state, including their hours of operation, for your reference (pp 12-15).

Manager Morelli explained the process for AROD and the advertising process. Manager Morelli said this would give the business owner some foresight into how this will proceed for his business. Owner David Boucher spoke briefly about extending the tasting room hours which include summer and winter hours. He would like to do the maximum possible hours in order to operate his business; this would not be set in stone, but would give the business more flexibility with the public. He said all events would take place within the confines of the building. Councilor Dolley asked if there were any recent complaints about the nature of the business; Mr. Boucher said there had not been any complaints made. Mr. Boucher said there is a lot of foot traffic as well as people visiting from away. He said there is no intention to expand into a restaurant or bar, this would only continue as a way to promote the product with tastings.

Debby Willis and Barb Skelton were next to speak on behalf of the Planning Board and City. Ms. Willis said the Planning Board was in favor of this proposed change. Ms. Willis said the concerns from one neighbor were addressed at the Planning Board meeting and all parties were satisfied with the discussion. The CEO was also satisfied with the AROD application as well.

Public Hearing opened and closed at 9:27p.m no comment

Councilor Berry moved to send the Adaptive Reuse Overlay District amendment for Lost Orchard Brewing Company to a first read on August 24; motion seconded by Councilor Dolley. Motion carried by unanimous vote 6-0.

Consideration of Voting for Senate District 14 Representatives to the Maine Municipal Association's Legislative Policy Committee:

Every two years the municipalities in Maine's senate districts are asked to appoint two representatives to the Maine Municipal Association's Legislative Policy Committee (LPC). As you know, City Manager Scott Morelli is one of four candidates vying for the two seats in Senate District 14. This would be Scott's fourth term in the LPC. The other candidates are Curtis Lunt (Monmouth Town Manager), Peter Nielsen (Winthrop Town Manager), and Christine Sammons (Readfield Selectperson).

Manager Morelli updated the Council on this item and would like to have the Council vote for his appointment. Mayor asked who in favor of Morelli ... all. Mayor then asked who in favor of Curtis Lunt... 0. Neilson... 6-0 unanimous vote.

Motion by Councilor move to select Scott Morelli and _____ as Gardiner's choices for the MMA LPC representatives from Senate District 14."

Consideration of Appointing Representatives to the Kennebec Valley Council of Government's (KVCOG) General Assembly:

As part of the FY17 budget, funds were included for Gardiner to re-join the Kennebec Valley Council of Governments (KVCOG). Gardiner has the opportunity to appoint two representatives to serve on the KVCOG General Assembly. The first representative must be an elected official.

Morelli spoke on this item and said two councilors would need to be appointed. Discussion followed. Councilor Berry said he would be interested as did Dolley.

Motion by Councilor Phil Hart move to appoint Councilor Berry & Dolley to the KVCOG General Assembly for Gardiner; second by Councilor Blanchard. Motion carried 6-0.

Consent Agenda:

Manager Update:

- Amendment to Resolution was presented to the City Council which showed the TIF expenditures which should not have been included on the document. This change has no affect on the budget or mil rate. Council in agreemtn and signed.
- Annual Report for 2014 is complete and the 2015 will be availoabe in the next couple of months.
- CDBG Grants \$30,000 for storm water study was received... congrats to Tony.
- Orchard Brewery, Central Maine Meats, Sebago Lake Distillary all received their CDBG Grants as well.
- Update from Manager as suggested by Jack Skehan. Councilor Blanchard asked for obits and births be included on this.

Council Update:

Ault – Happy to hear news about the CDBG Grants that were awarded.

Blanchard – Dennis Street house... by December 31st.

Phil – Asked about bullet proof vests instead of purchasing a boat. Manager said he would speak with Chief Nelson. TIF's are going to outlive him... lol.

Mayor – Encourages everyone to go to the waterfront concerts and said it's been a wonderful season so far. 5pm to 5:45pm on Friday's Niche sponsors musicians to play in Johnson Park. Gardiner Farmer's Market is going strong. The public auction for Jeff McCormak was amazing and it was wonderful to see the community come together. The volunteers did a great job, with over 150 auction items. \$10,000 was raised for Jeff. Friday night is the Heart and Soul Award presentation at the concert.

ADJOURN:

All voted to adjourn...

9:50p.m.

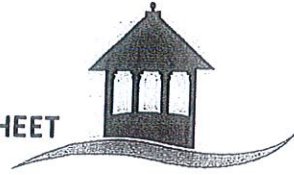
Meeting adjourned.

Respectfully submitted by,

Lisa Gilliam, City Clerk



**GARDINER CITY COUNCIL
AGENDA ITEM INFORMATION SHEET**



Meeting Date	07/20/2016	Department	City Council
Agenda Item	Public Hearing and Consideration of Four-Way Stop at Water St./Church St. Intersection		
Est. Cost	None		

Background Information

The Maine Department of Transportation (MDOT) has indicated that the traffic lights at the intersection of Water and Church streets need to be replaced. While performing their due diligence, they found that the intersection's traffic counts failed to meet any of the warrants for a traffic light. They instead recommended four-way stop signs in lieu of replacing these lights. City staff agreed to this on a trial basis so that data could be gathered and public input could be solicited. This trial was implemented on May 24th.

Council will hear updates from MDOT staff (John Rodrigue & Steve Hunnewell), Police Chief Jim Toman, PW Director Tony LaPlante, and Economic Development Coordinator Patrick Wright about the results of this trial. The public has been invited to attend this hearing as well so they can provide Council with their feedback.

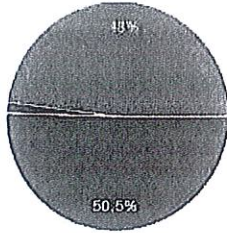
Council will then deliberate and decide whether to continue with the four-way stop signs or to revert to traffic lights.

A copy of Gardiner Main Street's online survey results are attached.

Requested Action	"I move to support the removal of traffic lights at the intersection of Church and Water street and to install in their place four-way stop signs."
City Manager and/or Finance Review	Manager recommends above action.
Council Vote/ Action Taken	
Departmental Follow-Up	

City Clerk Use Only	1 st Reading _____	Advertised _____	EFFECTIVE DATE _____
	2 nd Reading _____	Advertised _____ w/in 15 Days	
	Final to Dept _____	Updated Book _____	Online _____

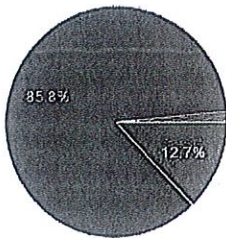
How do you use this intersection? (204 responses)



- As a motorist
- As a pedestrian
- As both a pedestrian and a motorist

During the trial period, did you find your wait time as a motorist significantly longer on average?

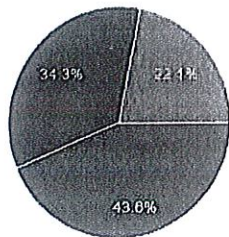
(204 responses)



- Yes
- No
- N/A

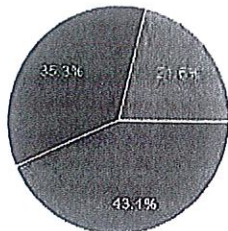
During the trial period, were you able to more safely cross the intersection?

(204 responses)



- Yes
- No
- N/A

Do you feel like the four-way stop: (204 responses)



- ① Improves the function and safety of the intersection
- ② Has a negative impact on function and safety of the intersection
- ③ Performs about the same as the traffic light

Add your comments about the four-way stop approach vs. the traffic light(103 responses)

Seems about same to me,

Seems about same to me,

The 4-way stop requires all motorists to stop - the greatest danger before was people running the light. That being said, the stop signs will need to be rigorously enforced to prevent rolling stops on turns which are dangerous for pedestrians trying to cross the street.

Narrow street, poorly maintained road, in front of a popular department store with limited parking.

Put the light back. Already had a guy in a truck run the stop sign in front of me.

Love it - don't have to wait for light when there is no traffic either way

I think you will see accidents occur at this area frequently and feel that it is unsafe. Zipped right through today!

What happens when Water Street becomes two way, which it must?

I know it's still new however I witnessed two people not stopping and or using a rolling stop. Too much going on at that intersection for just a stop sign.

No comit

Given that there's probably been a traffic light here for decades, it would be much better to have the intersection a four way flashing red light. People seem to understand what they're supposed to do at lights. They don't seem to have a clue on what to do with stop signs. And no one is stopping for pedestrians. Someone is going to get hit.

Great improvement

I think the stop signs will lessen the wait times, but if you stop before the cross walk, you still have to pull ahead slowly because you can't see any other traffic from your left and right. I don't assume anybody else is going to stop so I pull ahead slowly to make sure nobody else is coming.

I experienced the 4 way stop yesterday afternoon @ 2:10pm. Many cars waiting their turn, hectic, cars zoomed thru when their turn like they didn't want to be hot... It did not make me feel safe!! Put the lights back please!!

There's not enough traffic to warrant a light - the stop sign is a much better way to go! Thank you!

It works until someone misses the "Stop" sign coming down Church Street. There isn't a clear view of Church if you are heading up Water St. (by Renys). I thought traffic moved very smooth.

I am not sure about crosswalks, but would it make sense to move them away from the intersection a little, since this seems to be concerning to some, plus there's a better line of sight.

Remove the lights permanently.

I did a 'five minute study' at 1 p.m. on Wednesday. In that time, 9 cars failed to stop when coming from Reny's and turning right. This stop sign is WAY TOO FAR back from the actual crossing and is being ignored, almost totally. Three other cars performed 'rolling stops' coming down church hill. I observed one car coming up the one-way on Water St. that totally ignored the stop sign and proceeded up the hill on Rt 24 at full speed. I also observed pedestrians having to run across the intersection as drivers made half-hearted efforts to stop. I believe this is a bad approach to traffic control and raises specific safety concerns.

No need for this. The lights work well.

This morning, the first day of no traffic light, I stopped at the sign and witnessed a car coming south on Water St. cruise through the intersection at 20-25 mph (clueless to any signs or intersection). This afternoon I was the first car to stop at the sign than a car stopped on my left and one stopped on my right as I started to proceed a car coming straight stopped when they realized I was going. That car then proceeded through the intersection with no regard for the two vehicles who were there prior. This evening I was approaching the intersection from Depot Square when a car coming from Water Street turned left onto Maine Street as if he had a green light. He didn't stop for any stop sign (perhaps none of these people got the email). So, my first three appearances at this intersection have not been positive. I can hardly wait until it's rush hour. It should be very entertaining. If ain't broke don't fix it!!

Drivers need to be better informed that this is a 4-way stop...many are not stopping.

4 way traffic makes this ineffective

Awesome. I almost think a blinking red light could also be good here, since so many are used to a traffic light.

This is not safe for people who can't cross the street real quickly (think elderly). And corners are too sharp and hard to see around for driving also.

I was totally against the idea of the lights being removed, but I have to say as a motorist it's definitely an improvement. There have been no problems each time I have passed through there, the waiting time is much less than it was with the traffic lights. I have not yet used it as a pedestrian, I would be curious to hear how it has been for them crossing the street, that would be my only concern.

I haven't had an accident in my car yet, but people just get there and don't know what to do so they just go.

If people would stop at the stop sign it would work great and follow rules of road. I like that traffic coming down Church St has to come to a stop. I probably use this intersection more as a pedestrian, and find it to be safer. Motorists have to pay more attention when they are at a 4-way stop than just punching it when they see green.

My primary concern with the removal of the traffic light is the safety of everyone who navigates the intersection. Motorists, cyclists and pedestrians are now completely relying on the attention and courtesy of others on the road and unfortunately, not all drivers who pass through are concerned with the safety of others. Since the lights have been shut down, I have seen a number of people cut off at the intersection by people who stop initially, but are not willing to wait until their turn to go, people who don't stop at all (particularly when going up or coming down the hill) and people slowing to turn right onto Water Street instead of coming to a complete stop. I feel that the safety benefits of replacing the lights will far outweigh the cost.

Bring back the traffic light. It is safer as well as predictable. I have seen cars rolling the stop sign where as with a traffic light one may not "run" it. Better safe than sorry, before an accident happens that could put the town at a huge risk. I am sure we can afford the traffic light repair project, where as we cannot afford a lawsuit. The plan is to bring businesses into Gardiner and expand the customer base for existing businesses. Please consider the long range impact and how our city needs to set examples toward safety and growth.

A ridiculous penny grabbing scheme prioritizing monetary interests over public safety.

I have been through the intersection twice since the switch and was nearly hit both times due to overwhelming confused traffic. Not conducive to traffic flow in Gardiner.

As time goes on and the more use of crossing the road, it has been very dangerous trying to cross at busy times. I actually spoke to an elderly lady who said she was scared if she fell (because she was rushing to cross) that she would be run over. I myself have had to run and have felt unsafe.

One person lets you go but the person trying to turn the corner tries to keep going then slams on their brakes because I am crossing. Scary as heck!

I like the 4-way stop. I do not like the proliferation of signs at that intersection. We now have 3 "one way" signs, two 4-way stop signs coming off Main Ave., and several 4-way stop ahead signs at several locations. When this trial period is over can we get rid of some of those signs?????

Drivers are not looking for pedestrians - they are looking to see if it is their turn to proceed. It is more dangerous for pedestrians.

As a resident of Church Street, I like the four way stop because it means no one can be approaching (from Hannafords direction), get a green light and keep zooming up my hill. Cars go VERY fast on my street as it is - a green light just gives them a running start. At least with a 4-way stop they always need to begin from a complete stop.

People (motorists) seemed confused and impatient. They were less likely to come to a safe and COMPLETE stop at the stop sign vs the traffic light. Please reinstate the traffic lights.

The four-way stop is a good design.

I miss the lights because it felt safer as a pedestrian and as a driver ..

I mostly walk with my dog. I notice most motorists actually come to a stop now, rather than running a yellow or green light. I think many motorists still feel that if they are taking a right turn they have the right of way regardless if there are other cars waiting before them. All in all, I've seen an improvement.

I think it's better now than it was as a fully-controlled intersection. It might be better if it was flashing red lights facing all four ways. Failing that, a STOP sign added on the left side of Water St. (southbound, in front of the pawn shop and the hair salon) might be a good idea.

With the light people actually stop when they are supposed. I have seen many cars not stop. It's a wonder there hasn't been an accident because of this.

Lots of motorists seem confused and they stall. But the signs are far more efficient than waiting for the long lights. If the lights are preferred can you mount signals that can understand how much traffic is waiting in each direction. There is no reason at 10 pm at night to sit at a light for several minutes on Church when there's absolutely no traffic on Water.

People ignore the four way stop!! Trying to cross on foot with people barreling along the blind curve is dangerous. As a motorist you need to be mindful of all the people who completely ignore the rules and will run it

There are pros and cons with the four-way stop: Pros - Significantly quicker to get through the intersection most of the time, much easier time turning right from Water Street onto Maine Ave

(coming from Reny's) because of poor visibility Cons - It was much less safe than the traffic light since a lot of drivers either don't know how to use the four-way stop or simply don't care Hoping it stays this way.

One more than one occasion, I have watched folks experience difficulties crossing the street. I've also seen drivers breeze right though without stopping.

I find the 4 way stop is a lot safer than the light!

I find that the stop has made it so there is always an impatient vehicle. Where the lights before gave pedestrians a clear window except for turning vehicles, we now are interrupting a pattern where all directions have a car waiting to go. I feel less safe. I would prefer a crosswalk signal with a voice counter. Previously I would be honked at when it was my turn, while walking signal, sometimes by cars who wanted to turn. There should be a clear time only for pedestrians. I'm young and able. We have many community members who are not a quick or are pushing strollers or walking with children. In order for the downtown to be appealing as a walkable space it needs to feel safe and accommodating.

I think it has gone well. My concern is for pedestrians and wonder if they feel as safe crossing that intersection. I walk it occasionally and it was not at a busy traffic is time.

When approaching the intersection from the west, along Water Street, it is difficult to see whether anyone is about to fly the intersection from Depot Square, or from down Church Hill. It's impossible to see far enough around the corner toward Depot Square (north), or up Church Hill (south). The view from the other three directions is much more clear. Drivers seem to approach the intersection very tentatively. When there's a car at each part of the intersection, everyone is on the right, right? And if each car arrived at the intersection at approximately the same time, then no one arrived first. For the safety of cars approaching from the west, my usual route, the traffic light should remain in service. Perhaps timed lights would work well during periods of higher traffic (7 AM - 9 AM, 4 PM - 7 PM), with blinking red and yellow lights the rest of the time.

Forgive my ignorance, but how much does it cost to have the traffic light, can't imagine there is significant savings. I guess I just don't see the point of changing what seems to have worked my entire life.

I would have left the lights flashing red all ways until people got use to stopping, so far I've been almost hit 4 times from vehicles coming down Water St. and not stopping there not paying any attention to the stop sign.

I dislike the four way stop as it is confusing watching for many pedestrians AND to make sure other cars are going when they should. I think as a pedestrian this is much less safe and discourage the change. Put the traffic light back please but make one lane turn right and one lane turn left or straight in front of Gerard's pizza.

On a negative note, more people yield, do rolling stops, or don't even bother to stop vs. people who actually obey the law. Also it is much harder to get out of the arcade parking lot, as there is now a constant flow of traffic from that intersection. On a positive note, cars on Water St. don't seem to gun it for the intersection in order to 'make' the green light.

For some reason, many motorists going up or down the hill seem to think they have priority instead of it being a proper four way stop. This has made it feel like an unsafe intersection as a motorist or pedestrian.

People are rusty on the rules of who should proceed next. I prefer having a light there.

I wish everyone understood and adhered to the laws/common courtesies of a 4-way intersection.

Overall, I think the four way stop is more efficient.

I feel that it improves the function of the intersection (less wait time), but not necessarily the safety. Cars, especially those coming down the hill, don't always see the stop sign. A flashing light here might be good. Generally people are good about taking turns here, but sometimes there is hesitation and confusion. I do walk through the intersection, but haven't done so since the change.

My only concern is the motorists coming down Church Street. On numerous occasions I witnessed motorists blow right through without stopping.

I love it!

Drivers not stopping when exiting the one way section of Water Street and turning left or right.

A rolling stop is not the same as stop.

Between walkers just walking and people in cars just going it is very confusing and seems like more of a cluster. I find myself overwhelmed by this intersection and I seek alternate route to avoid it.

i have seen about a half dozen people drive right through the signs coming from renys and coming down the hill. its like they do not see the signs

Without question its a huge improvement. Motorists coming from Harveys side toward intersection and wanting to turn left toward S Gardiner using the light system often only got 2 or 3 cars thru. Now the flow is much better.

At first I was like, "what the?" But the traffic there is not dense enough that people can't handle the four way! For me it seemed much quicker. When the light was there I often times waited at the light and there was no one around.

As a motorist, for whatever reason, people didn't seem to understand how a busy four-way stop is supposed to work. There is mass confusion and a lot of laying on the horn, people not going when they should and others entering the intersection when it's not their turn. I did not find my wait time to be affected for longer or shorter, just different. As a pedestrian, I feared for my life every time I had to use the intersections!! Several times I had to stop in the middle of the intersection to let a car go because they did not see me for whatever reason, no doubt to confused on how to use a four-way stop to see I was trying to safely cross the street! It was hard before to use that intersection as a pedestrian, now it's become a race to cross before a car hits you! Before you had the lights to help you cross, now it's a free-for-all everyone in a state of confusion as to who has the right-of-way and pedestrians have definitely lost!

I think it is early to determine if this is a successful switch or not. We are still getting used to the change. I do find the temporary changes (yellow reflectors, strange parking configuration as a result of the reflectors, and bags over the lights) to be confusing, which I think adds to the confusion of that intersection. As a rule, I feel like a 4-way stop will be safer at that intersection because it would (in theory) force people to stop rather than hustling through the green light.

Traffic coming down Church St seems to be the most problematic (in my opinion).

I did stop a woman driving the wrong way halfway up Water street, from turning at the stop-sign intersection. Not sure if that could have been prevented by a light or not... but that seems like it has always been an issue.

I think the entire aesthetic of the 4 way stop is negative. I do not like how the road narrows, as it is not used properly. I honestly would not mind a blinking red or yellow light as an option instead of the stop sign. If you are not familiar with the town, the stop sign can be difficult to see.

Several times I had the right of way but had to stop and yield to someone who failed to even stop. I do not feel this is the best choice for down town Gardiner. Even though you posted videos on how to properly use the intersection I don't feel it has helped. Granted there have not been any accidents which is a plus, but I feel that is only a matter of time. I have personally witnessed at least 4 cars not stop or yield when they should. I very nearly escaped being hit in one of those. Even though the wait period is only slightly better I personally feel the lights should go back in to use.

I think the stop signs are safer because everyone has to stop even the vehicles that are turning right

Although I originally thought the 4-way stop would be a good idea, I have witnessed many people blow through the stop signs, and/or fail to know whose turn it is to go (basic drivers ed)...

I think part of the problem is that people see the old traffic lights covered in black plastic and perhaps assume the light is broken, without realizing that there's now a stop sign

The one thing I find negative about the new four way stop is the loss of parking towards the end of the street because people are confused if they can park beyond the yellow flags. And if you do then you have a hard time getting out of the spot because of the one lane of traffic that's is sometime 4-5 cars long. However parking on mainstreet during business hours is often a struggle anyway!

I've had no problems with it.

I usually come through here from Maine Avenue and take a left onto Water Street to head to South Gardiner. I like that I don't have to wait and possibly miss my green light when people are coming down the hill. I am curious to see if this has reduced the number of people who go the wrong way down the one-way section of Water Street.

It was very nice to not wait at a light when no traffic was present. It also made it safer to cross the street on foot. Please consider leaving the four way stop. It's also cheaper due to less maintenance

I personally like the signs much better than the light. I know people hate change but it makes it much easier to get through there without having to worry about some bonehead zooming through the light, at least if they aren't going to stop, then I will see it before I go. Back to common sense, now if we could just teach people respect and common decency. Gotta light for that????!

I love this change. Please make it a permanent change.

Without the light it is confusing as to who's turn it is. If 4 cars arrive at the same time, they're all going to wait for the someone to take the lead, then they'll all go at the same time and end up in a heap in the square. Even at low speeds someone could get hurt. I for one have been avoiding the intersection, and when people do that they are also avoiding the businesses on the street !!! I know many people who avoid rotary's, so I'd bet they're avoiding this area too. Please consider this very carefully, people matter far more than money. Respectfully, Margaret L. Hinkley

The only problem is that people don't know how to drive through a 4 way stop. And some people fly right through. Wait time for motorist was much longer with the light.

It fine as a four way stop when no one else come up at about the same time. it at though moment I miss the traffic light. Is it worth going back vs saving. Id say No stay with four way. Winter going to be little fun though coming down the hill to always have to stop.

Some people just don't get the courtesy of a 4 way stop and go, before their turn. I liked the light better.

I've seen several people not obey by the order of stopped cars as well as seen people go into other lanes to turn when they should not.

It's inefficient and decreases order and safety.

content

From: GardinerME_BBoard Tue, May 24, 2016 1:57 PM
 Lisa Gilliam
To: GardinerME_BBoard
Subject: Feedback - Church & Water St. Intersection

CITY OF GARDINER
Church & Water Street Intersection

On Tuesday, May 24 the Maine Department of Transportation (DOT) began a trial 4-way stop sign at the intersection of Church and Water Street. Maine DOT has recognized the need for replacement of the current light poles, which have deteriorated beyond repair. In their process, DOT determined that based on current traffic flow, a light is not warranted at this intersection. DOT and the city have agreed to a trial period of 1 - 2 months to determine if the City's preference is to replace the lights, or consider a permanent 4-way stop. City Council will ultimately decide what happens there. Gardiner Main Street has created a survey to capture feedback to help inform City Council in their decision. You can participate by visiting:

[
https://docs.google.com/forms/d/1C1rQZrz436RyKzTSVYjQRzs-GyT2A_4aimn66aN_QhU/viewform?c=0&w=1]Intersection Feedback

GARDINER
INTERSECTION OF WATER, MAINE & CHURCH
SAFETY SUMMARY

Crash records compiled by the Maine Department of Transportation for the intersection of Water Street, Maine Avenue and Church Street in Gardiner for the three-year period from 1/1/2014 through 12/31/16 indicate only four crashes reported. None involved any injuries. The critical rate factor for the intersection was calculated to be 0.27. The critical rate factor (CRF) is a calculated value that allows determination of the relative safety of a location compared to other similar locations in Maine. A CRF of 1.0 indicates a location having an average rate of crashes. A higher value indicates a proportionately higher crash rate than average, and a lower value indicates a proportionately lower crash rate. A rate of 0.27 indicates that crashes occur at just over one-quarter of the rate anticipated for that location. MaineDOT uses a threshold value of a CRF higher than 1.0 with eight crashes in a three-year period for designating High Crash Locations. This intersection does not meet those threshold criteria.

Existing traffic signals at the intersection were covered in early 2016, and the intersection was posted with signage for a four-way stop to evaluate its effectiveness and safety. For the three-year period evaluated, two crashes occurred in 2014, one in 2015, and one in 2016 after the traffic signals were covered. The first crash in January of 2014 occurred when a car slid into another in the snow-packed intersection. It was not attributable to traffic controls. The second crash occurred in June of 2014 when a motorcycle turning from Maine Avenue to Water Street hit a pothole and lost control. This also was not attributable to traffic controls. The third crash occurred in March of 2015 on the one-way Water Street approach to the intersection. That approach currently has width to accommodate two lanes of one-way traffic, with the left lane serving left-turning traffic and the right lane serving through and right-turning traffic. The 2015 crash involved a through vehicle attempting to pass a right-turning vehicle in the intersection, sideswiping it. A less wide approach would reduce the likelihood of this occurring.

The fourth recorded crash occurred in July of 2016, several months after the traffic signals were covered. Vehicles approached the intersection from Maine Avenue and the one-way section of Water Street approximately at the same time, and both vehicles stopped. The vehicle from Water Street began to turn right onto Church Street. The Maine Avenue vehicle also began through the intersection toward Church Street and blew its horn, causing the driver of the turning vehicle to hit the brakes, and the Maine Avenue vehicle hit the slowing vehicle ahead. This crash is not clearly attributable to the four-way stop condition and could have occurred with a right-turn-on-red movement at a signalized intersection.

In 2017, as of August 17 when the crash summary was provided, MaineDOT had received no crash reports for this intersection in the calendar year. The rate of reported crashes in the past 12 months is lower than any of the three years preceding.

Concern has been expressed locally about “near misses” at the intersection as a result of the four-way stop condition. This could be due to one of two factors: failure to yield appropriately, or, lack of sufficient awareness of the stop condition. In Maine law, Title 29-A, Chapter 19, Subchapter 1, Section 2053(3) clearly states that a vehicle at an intersection must yield to a vehicle on the approach to its right. This is taught in all driver education programs. At this intersection, the line of sight between vehicles at the stop lines of the approaches is not obstructed. Failure to yield by vehicles that have stopped at the marked stop lines is not due to physical constraints or to inadequate traffic controls at the intersection. It is due to driver error.

Lack of sufficient awareness of the stop condition can be addressed with improved signage. The proposed geometric improvements on the one-way section of Water Street would widen the sidewalks on the northwest and southwest corners of the intersection, narrowing the width to a single lane available for one-way Water Street traffic approaching the intersection. The dual existing stop signs on this approach could be replaced with larger signs relocated to the widened sidewalk areas on each side, enhancing advance visibility for traffic on the approach. "Do Not Enter" signage also could be replaced with larger signs to improve approach visibility.

On the Church Street approach, the existing stop sign in the sidewalk next to Domino's Pizza could be replaced with larger signage. This corner often is shadowed by the building. Larger signage in the same location would improve approach visibility.

On the two-way Water Street westbound approach, the existing stop signage has sufficient approach visibility, but it can be lost, for an unfamiliar driver, in the visual "clutter" of other surrounding signs, light poles, trees, on-street parking, and other distractions. Larger signage in the same location would improve advance visibility.

On Maine Avenue, there is a sharp curve on the approach immediately before the intersection. MaineDOT has installed stop signs on both the right and left sides of the roadway, but the signage on the right is not visible until a vehicle is nearly at the stop line, due to the curvature, street trees and other signage. Installation of a "Stop Ahead" sign in advance of the curve would be beneficial. Enhancement of the visibility of the signage at the intersection could be helpful, as well. Consideration could be given on this approach to installing larger dual stop signage with embedded flashing LED chips to draw the attention of drivers to the signs. It should be noted that there are upper-floor apartments in the Maine Avenue building on the northwest corner of the intersection. The City should be consulted on whether or not flashing signage would be acceptable at that location.

One other complicating factor on all of the approaches that could be contributing to "near misses" is the continued presence of the existing traffic signal assemblies. Although the signals are not operating, they draw the attention of an unfamiliar driver away from roadside traffic control signage, as the driver tries to decide if the signal assembly is just burned out while assemblies for other approaches are still operating. Removal of the distraction of the existing dark traffic signal assemblies should improve the attentiveness of drivers to roadside traffic signage.



9/26/17



Water Street eastbound



Church Street northbound



Maine Avenue on curve southbound



Maine Avenue southbound, approaching stop line



Water Street westbound

**CITY OF GARDINER
POLICE DEPARTMENT
MEMORANDUM**

To: Interim City Manager Anne Davis
From: Chief James M. Toman
Subject: Church St. Intersection Data
Date: October 2, 2017

I have completed an extensive review of police department records, State DOT records and dispatch records from 11/24/15 to 11/24/16 looking for the existence of crash data for the intersection of Church Street and Water Street.

The period researched is 6 months prior (11/24/15) to the Church Street intersection lights getting deactivated (5/24/16) to 6 months after the deactivation (11/24/16). During this 1-year period, there was one accident reported. Upon closer inspection of the accident report, dated 7/6/16, this accident did not occur in the intersection; rather, it occurred on Church Street after both vehicles cleared the intersection.

To go a step further, I continued with the research and looked for accidents in or at this intersection from 11/24/16 to present day. This search found that that there were zero accidents at or in this intersection.

If I may be of further assistance, please do not hesitate to ask.

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

- Crash Summary I - Single Node Section Detail Crash Summary II 1320 Public 1320 Private 1320 Summary

REPORT DESCRIPTION

Gardiner: Intersection of Water St with Main Ave & Church St (node 27525)
Crashes dated 10/2/2017 and later

REPORT PARAMETERS

Year 2017, Start Month 10 through Year 2019 End Month: 12

Route: 0024X

Start Node: 27525
End Node: 27525

Start Offset: 0
End Offset: 0

Exclude First Node
 Exclude Last Node

Crash Summary I

Nodes														
Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury Ent-Veh	Percent Annual M	Crash Rate	Critical Rate	CRF
27525	0024X - 43.69	Int of CHURCH ST MAINE AV WATER ST	9	3	0	0	0	0	3	0.0	3.128	0.43	1.50	0.00
Statewide Crash Rate: 0.74														
Study Years: 2.25				3	0	0	0	0	3	0.0	3.128	0.43	1.50	0.28
NODE TOTALS:				3	0	0	0	0	3	0.0	3.128	0.43	1.50	0.28

Crash Summary II - Characteristics

Crashes by Day and Hour

Day Of Week	Hour of Day												Un	Tot											
	12	1	2	3	4	5	6	7	8	9	10	11			12	PM									
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	3

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	2	23-Bicyclist	0
2-(Sport) Utility Vehicle	2	24-Witness	0
3-Passenger Van	0	25-Other	1
4-Cargo Van (10K lbs or Less)	0	26-Construction	0
5-Pickup	0	27-Farm Vehicle	0
6-Motor Home	0	Total	6
7-School Bus	0		
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	0		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	1		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

Maine Department Of Transportation - Traffic Engineering, Crash Records Section
Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	0	1	0	0	0	0	1
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	1	0	0	0	0	0	1
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	1	0	0	0	0	0	1
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	0	0	0	0	0	0	0
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	1	1	0	0	0	0	2
Total	3	2	0	0	0	0	5

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	2	2	0	0	0	0	4
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	0	0	0	0	0	1
Other	0	0	0	0	0	0	0
Total	3	2	0	0	0	0	5

Driver Age by Unit Type

Age	Driver	Bicycle	Snowmobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	0	0	0	0	0	0
20-24	1	0	0	0	0	1
25-29	0	0	0	0	0	0
30-39	1	0	0	0	0	1
40-49	0	0	0	0	0	0
50-59	3	0	0	0	0	3
60-69	0	0	0	0	0	0
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	1	0	0	0	0	1
Total	6	0	0	0	0	6

Crash Summary II - Characteristics

Most Harmful Event		Injury Data	
Most Harmful Event	Total	Severity Code	Number Of Injuries
1-Overturn / Rollover	2	K	0
2-Fire / Explosion	0	A	0
3-Immersion	0	B	0
4-Jackknife	0	C	0
5-Cargo / Equipment Loss Or Shift	0	PD	3
6-Fell / Jumped from Motor Vehicle	0	Total	3
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	4		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Most Harmful Event		Injury Data	
Most Harmful Event	Total	Severity Code	Number Of Injuries
38-Other Fixed Object (wall, building, tunnel, etc.)	0		
39-Unknown	0		
40-Gate or Cable	0		
41-Pressure Ridge	0		
Total	6		

Traffic Control Devices		Light Condition	
Traffic Control Device	Total	Light Condition	Total
1-Traffic Signals (Stop & Go)	1	1-Daylight	2
2-Traffic Signals (Flashing)	0	2-Dawn	0
3-Advisory/Warning Sign	0	3-Dusk	0
4-Stop Signs - All Approaches	2	4-Dark - Lighted	1
5-Stop Signs - Other	0	5-Dark - Not Lighted	0
6-Yield Sign	0	6-Dark - Unknown Lighting	0
7-Curve Warning Sign	0	7-Unknown	0
8-Officer, Flagman, School Patrol	0	Total	3
9-School Bus Stop Arm	0		
10-School Zone Sign	0		
11-R.R. Crossing Device	0		
12-No Passing Zone	0		
13-None	0		
14-Other	0		
Total	3		

Road Character		Light Condition	
Road Grade	Total	Light Condition	Total
1-Level	1	1-Daylight	2
2-On Grade	0	2-Dawn	0
3-Top of Hill	0	3-Dusk	0
4-Bottom of Hill	2	4-Dark - Lighted	1
5-Other	0	5-Dark - Not Lighted	0
Total	3	6-Dark - Unknown Lighting	0
		7-Unknown	0
		Total	3

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2017	2018	2019	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	2	2
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	0	0	0
SEPTEMBER	0	0	0	0
OCTOBER	0	0	1	1
NOVEMBER	0	0	0	0
DECEMBER	0	0	0	0
Total	0	0	3	3

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	2	0	0	0	0	0	0	0	0	0	0	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Light												
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2	0	0	0	0	0	0	0	0	0	1	3

