**Gardiner Sidewalk Committee**

**Minutes**

**March 18 2024**

Members present: **Linda Greer**, Project Manager; **Melissa Lindley**, Economic Development Director; **Robert Abbey,** Historic Preservation Committee**;** **Claire Maron,** Historic Preservation Committee/Sidewalk Committee**; Dorothy Washburne,** Sidewalk Committee; **Brian Keezar**, Maine DOT Project Manager**; Kent Cooper,** Maine DOT Landscape Architect**; Jessie Cyr**, Economic Development KVCOG; **Julie Senke,** Maine DOT Historic Preservation Coordinator**; Brian** \_\_\_\_\_\_\_ (DOT); **Janet Slade,** Historic Preservation Committee**; Brenda Harvey,** Historic Preservation Committee**; Kathy Brown**, City Councilor**; Gay Grant,** City Councilor**; Dakota Hewlett,** Active Transportation Planner Maine DOT; **John Cameron**, Public Works Director; **Kelly Hare**, Public Works Admin.

1. **Lighting**

John Cameron met with the lighting coordinator. It was determined that a few can be saved, however, if we repair them now, they will need to be repaired again in the near future. Some issues that were found are:

* Bubbling issues
* Corrosion
* Issues with hand boxes

1. **Crosswalks**

Maine DOT has criteria in regard to crosswalks.

* No parking spaces within 20 feet of a crosswalk
* Referring to ‘Crosswalk Requirement’ map page 1 of 2, there are three parking spaces that are considered a design challenge and may need to be removed to fit Maine DOT criteria for crosswalks.

\*\*It was noted by Dakota Hewlett that due to traffic only traveling in one direction on Water St., the parking space beyond the crosswalk on the same side of the street as the Post Office will not need to be removed.

* Referring to ‘Crosswalk Requirement” map page 2 or 2, The parking spot in front of Domino’s Pizza will need to be removed.
* Some thoughts and questions in regard to Domino’s Pizza and the removal of that parking space:

1. Will this hinder tractor trailer deliveries to Domino’s Pizza which occur multiple times per week?

2. Can this be a standing zone only for pizza pickup?

3. We should not build infrastructure for one business because business’ change over time.

1. **Federal Guidelines regarding Intersection Site Distance from AASHTO (American Association of State Highway Transportation Officials)**

Referring to the Sight Distance map page 1 of 2, the yellow highlighted sight distance triangle shows the distance a driver needs to be able to see based on the speed of the road which is 25 mph when travelling 25mph, and 200’ when travelling 30mph. Brian Keezar added though that there is flexibility, and that DOT understands Gardiner is a Historic District and will not require the city to remove parking spaces to meet the sight distance requirement. Linda Greer added this is a design concern but throughout the process they will make some judgement calls in this area.

4. **Two-way driveways off Water Street**

It’s difficult to turn off Library Street due to visibility issues as well as the bump out.

Due to the connectivity to Church Street for the Water Street businesses, could we reroute traffic to enter driveways from Water Street and then exit out to Church Street?

Concerns about this idea:

* Camden Bank ATM
* Interference with emergency vehicles
* Visibility issues on Library Street
* Drive Thru for businesses.
* Part of the parking lot and the driveways are private property.
* Traffic flows through the parking lot fast and without organization at times.
* How will one way traffic affect the Camden Bank parking garage?

5. **Pedestrian Safety for those trying to access Renys**

* Pedestrians do not use crosswalks when going to Renys.
* Make crosswalks more visible to encourage people to use them.
* Is it possible to add a crosswalk in front of Renys?
* Rule of thumb people will not typically walk 200ft out of their way for a crosswalk.
* DOT recommends 400ft between crosswalks.
* If a new crosswalk is added in front of Renys and the existing crosswalk stays, parking spaces will need to be eliminated.
* The library crosswalk functions as one of the major crossings to access the waterfront, the other being Depot Square.
* The crosswalk in Depot Square is problematic due to its angle but is essential.
* Ideas to make this walk safer are:

1. Add flashing lights

2. Add signs notifying the crosswalk

3. Possibly move the crosswalk

* Crosswalks at the 4-way stop at the intersection of Church/Water St.
* Traffic does not come to a full stop before continuing.
* Drivers are not aware of the 4 way stop rules.
* The big issue is where can we safely cross pedestrians.

6. **Historic Considerations and Regulations**

The presentation will be given at the next meeting.

7. **Landscaping Presentation – Kent Cooper, DOT Landscape Architect**

**A. Light fixtures/Lamp posts**

- Were the original light fixtures used downtown coal gas lights? If so, it may be wise to consider getting new angles pane fixtures which look like gas lights similar to those on a carriage. Current globes on streetlights are a different style, which may not have a historic significance to Gardiner.

- There are channelized attachments for lamp posts to add planters, banners, flags, etc.

-Irrigation system that goes up the light pole to ensure watering of flower baskets.

**B. Pavers -** Gardiners pavers are water struck bricks which are bricks that are mined clay then cut and sprayed with water to make them smooth. They include a historic blend with clinkers which contain different amounts of oxygen, which burns the bricks to turn them black. Typically, masons will blend the bricks so when laid out there is a nice blend of red and black together. It appears as though this was not done in Gardiner as there are sections that are all the same color.

-Gardiner’s bricks are made up of a pattern which is a cross strip at the end of every building and every door, as well as a ‘red carpet’ accent at each door. However, due to the number of doors, this design approach looks “undesigned”.

-Stamped, painted concrete is not a good choice for Maine weather

-What is the cost to use brick pavers? Can we have numbers cost to maintain, durability, and installation?

-A suggestion was made to contact Al Godfrey, the design engineer on the Hallowell project and is local to Gardiner to give insight into this project.

-Brick is long lasting and has durability. This sidewalk will have 100% compaction with modern machines with an asphalt layer topped with brick which will last for generations.

-Brian Keezar will provide pictures of modern pavers for the next time.

**C. Trees**

**-** Street trees are in the pocket park and a few on one block. Historically there may not have been trees, and this is something to check into to determine the addition of trees. \*The pocket park (Dearborn Park) does not fall into the scope of this project, however, trees on the sidewalk could be included should they fall within the Historic District guidelines.

- If there is documentation of trees on the sidewalk historically, there is a possibility of adding trees to this project.

- The Silva Cell system was suggested in order to grow sidewalk trees. The definition of this system is: “a modular, underground bioretention system that utilizes the proven capacity of soils for stormwater management and healthy tree growth to bring green infrastructure to the built environment.” (archello.com) This system requires a 10x10 or 20x20 channel per tree.

**D. Trash cans, planters, bike racks**

-Paint color choice to think about: black/green or antique black which is pleasing because matches the historic look without looking too shiny.

6. Next decision-making steps

* Crosswalks/parking
* Access/change directions on the streets
* Landscaping which comes towards the end of the project. Tree layout, however, will need to be discussed early on.
* Lighting and cost of lighting. \*Does funding for this project cover lighting?
* ADA Compliance
* Resilience issues

Next meeting

April 22, 2024