



CITY OF BELFAST

131 Church Street
Belfast, Maine 04915

Joseph J. Slocum
City Manager

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MANAGER'S REPORT

Belfast City Council Meeting
Tuesday, November 1, 2016
7:00 p.m.

TO: Mayor Walter Ash Jr. and Honorable Members of Belfast City Council

FROM: Joseph J. Slocum, City Manager

DATE: Friday, October 28, 2016

Agenda Items:

10-A Request to fund the engineering design to build steps to the shore at Highview Terrace.

Historically people have been accessing the shore from the City owned land at Highview Terrace by crossing onto private property. This is no longer possible.

Some neighbors asked us to build stairs to the shore which is fairly steep and is characterized as a coastal bluff by the State of Maine. We rechecked our survey to make sure of where our boundary lines were and learned that the only way to get this access is to construct a staircase.

Given the steepness of the slope and the material of the bluff we all agree that it's important to get an engineer to design the stairs. That is going to cost \$5,200. At this writing we have no estimate of the cost of construction. This is one of the steepest slopes we have to access the beach. If we build these stairs we should anticipate that other neighborhoods will want us to build stairs for them as well.

10-B Consideration of traffic engineers report on speed conditions on Mill Lane and possible decisions on next steps.

Several Mill Lane residents came forward and said they were very concerned about the high speed of vehicles on the road. A large part of Mill Lane at that time was posted as a 25 mile an hour speed limit. The residents felt strongly that people were going well over this 25 mile an hour limit.

When we looked into this we had a big surprise when we learned from the State that Mill Lane was improperly posted as a 25 mile per hour zone and that the legal speed limit on the road was really 35mph. We have no explanation as to how or when the 25mph signs went up. They have been there (improperly) for a long time.

Speed limits in the State of Maine are essentially set by the State of Maine. Unfortunately it can take over a year to get the State to review a local speed limit and decide whether or not it should be changed. Maine follows the national rule of generally setting speeds that encompass 85% of the traveling public. So if 85% of the people, who drive on Mill Ln., drive at the speed of about 35 mph then the State would normally set the speed for that street at 35 mph. There are of course exceptions concerning amounts of driveways, curb cuts bends in road etc.

The Belfast Police Department tested the speeds in both directions on Mill Lane for about a month. They found that 85% of the people traveling on that road were indeed driving within that 35 mile-per-hour speed.

The engineer has recommended a variety of speed calming ideas. An easy one is to paint lines in the middle of the road as it is narrow and shoulderless. He did not recommend that we install speed bumps.

The report is attached to your packet and we will discuss it at the meeting to see what our next step should be. We've distributed copies of it to the neighbors.

10-C Request to release \$4,100 to the Belfast Area High School from the Carolyn Crosby Trust Account.

The City holds this trust in the name of the school and we are to annually distribute the income to the school. This year the annual income is \$4,100 for which we need the Council authority to approve the transfer. There is an attachment in your packet from City Treasurer Rickie LeSan providing further explanation in detail.

10-D Update on a future new Public Works facility and request for authority to proceed to property acquisition and pre-finance engineering.

We will be closing on the purchase this property at 54 Crocker Ave. in November. We are proposing that we lease the house on the property back to its former owner for a minimum period of 18 months at a rate of \$700 a month. We will not need to impact this house to build the new Public Works facility and it will be of value to us to have someone on the property who can watch it as we design and build a new Public Works facility upon it. The former owner as tenant would be responsible for all utilities including plowing the driveway during this time.

We also plan on putting out an RFP to secure civil engineering design services and structural engineering design services for this project. It will take us a few weeks to get this RFP out which would be followed by a few weeks for various firms to have an opportunity to submit proposals. This would be followed by a couple of weeks of interviews with prospective engineering firms, then a recommendation for Council selection, followed by a Council decision and then a contract. This will obviously take a few months which will take us dangerously close to the time in February when we need to identify a reasonable estimate of what it will take to construct this facility.

Under these circumstances we feel that we need to hire interim engineering services now to help us put together such an estimate. We are not going to have them do the design or specifications at this time.

We are asking for Council for authority to hire interim engineering services for purposes of identifying an estimate of construction cost as well as authority to seek out proposals from competing engineering firms for design, specification, bidding and construction management services.

10-E Consideration of modifying the handicapped parking space on Franklin Street.

In order to park in the handicapped spot on the Franklin Street side of the Post Office, one must parallel park. Since this is not 2 hour parking the spots on either side of this handicap spot are always taken for all day parking. This makes it a very tight fit for a handicapped person to work their way into.

We would like to eliminate the one spot behind the handicap spot so that the handicapped spot will now be the length of 2 spots. This should make it easier for handicapped driver to pull into the handicapped spot.

We are asking that you let us try this with the view that we will report back on how it works.

In our discussions of handicap parking spots in the downtown, there was interest in looking at all of them to see if they are properly located and usable. Staff has recently photographed all of them and we are going to ask two members of our community who utilize the spots on a regular basis to review them and provide their feedback on both their location and utility. Once this survey is concluded we will bring the results back to the Council for further consideration of all of our Downtown handicapped spots, including this one next to the Post Office.

10-F Update on rebuilding the stone well at the Head of the Tide.

We have had two masons step forward who volunteered to re-point the stone well that was damaged by an errant driver. Unfortunately they are so busy this fall they cannot do the work until the spring. We need to know if this is acceptable to the Council.

10-G Consideration of a policy on Council meetings.

Being a member of Belfast City Council is a time-consuming and demanding exercise. When you include Budget meetings, we easily meet between 40 and 50 times a year. It is quite understandable that it will be impossible to have every elected official attend every one of those meetings. I think it's unrealistic to think that any member can make every meeting.

Staff is constantly challenged to schedule meetings given the varied schedules of the different Council members. There are times when we are unable to get prompt responses to proposed dates. We do not want to offend any Council member if the majority of the Council has reported their availability on a date when that member is scheduled to be somewhere else.

We have 6 members, 5 of whom vote unless there is a tie and then the Mayor Votes.

I suggest that we do the following:

1. Try to make sure everyone is available and if not
2. We chose the next date when at least 5 of the 6 can make it. If the person who can't make it objects then they should get one of the other 5 to agree that the meeting should be postponed to another date.
3. If 2 of the 6 object to meeting on the selected date then it will be moved to a date that satisfies either #1 or #2 above.

We will be most grateful for whatever direction you can provide.

10-H Update from the City Planner on various ongoing projects.

This will be provided live at the meeting.

10-I Update on further efforts to develop the Rail Trail.

The current construction committee has met twice in the month of October. We have draft language for proposed signs which is attached to this packet. There is also a recommendation from the group that the kiosks that are constructed for the Harbor Walk entrance, the Upper Bridge entrance and the City Point entrance for the Rail Trail all match the metal one that was formerly next to the Armistice Bridge before the Harbor Walk was constructed.

10-J Consideration of a proposal to give an old ambulance to Belfast Community TV for purposes of creating enhanced mobile local programming opportunities.

The Fire Chief and the Director of Belfast Community TV have been talking about the transfer of an old ambulance which can be converted into a mobile TV resource for Belfast Community TV. Since EMS belongs to the City it would need Council approval. I will ask Ned Lightner to discuss the proposal with the Council at the meeting.

10-K Request to an Executive Session to discuss Real Estate matter pursuant to 1 M.R.S.A. 405 (6) C.

10-L Request to an Executive Session to discuss a Legal matter pursuant to 1 M.R.S.A. 405 (6) E.

10-M **Signing of Council Orders**

That's about it for now. There's a lot going on in the community. Most every kid knows that Monday is Halloween. Let's be extra careful as we drive around Monday as costumes can often restrict the vision of the wearer. The rain is good for droughts in every drop we take now might be one less we get in February. Have a safe and enjoyable weekend and as always don't forget to shop local for everything. We recently heard that there are no vacant Downtown storefronts. Nice job everybody.

**City of Belfast
Consent Agenda
Tuesday, November 1, 2016
Meeting #9**

The following items are proposed as our Consent Agenda. As in the past the items are voted on in one blanket motion to the affirmative. One Councilor makes a motion to approve the items as stated, and then another Councilor will second that motion and the whole Council votes. If a Councilor requests an item be removed from the consent agenda, they do so during the adoption of the agenda. If a member of the public requests that an item be removed from the consent agenda, they can do so in the open to the public section. Suggested motions are listed and supporting material is enclosed.

9) Permits, Petitions and Licenses - Consent Agenda

- A. Request to approve an application by Bowen's Tavern, located at 181 Waterville Road, Belfast, Maine for a renewal Malt, Spirituous and Vinous Restaurant Class liquor license.**

Motion to approve an application by Bowen's Tavern, located at 181 Waterville Road, Belfast, Maine for a renewal Malt, Spirituous and Vinous Restaurant Class liquor license.

- B. Request to approve an application for a Special Amusement Permit by Bowen's Tavern, for live entertainment, music, vocals - Karaoke, DJ and dancing at 181 Waterville Road, Belfast, Maine, interior/exterior.**

Motion to approve an application for a Special Amusement Permit by Bowen's Tavern, for live entertainment, music, vocals - Karaoke, DJ and dancing at 181 Waterville Road, Belfast, Maine, interior/exterior.

- C. Request to approve an off premises catering permit for The Otis Group Incorporated d/b/a Rollie's Bar & Grill for a Propeller Club meeting located at the Waldo County Shrine Club, 20 Northport Ave., Belfast, Maine on October 19, 2016 from 4:00 p.m. to 8:30 p.m.**

Motion to approve an off premises catering permit for The Otis Group Incorporated d/b/a Rollie's Bar & Grill for a Propeller Club meeting located at the Waldo County Shrine Club, 20 Northport Ave., Belfast, Maine on October 19, 2016 from 4:00 p.m. to 8:30 p.m.

- D. Request to approve an off premises catering permit for The Otis Group Incorporated d/b/a Rollie's Bar & Grill for a Propeller Club meeting located at the Hutchinson Center, 80 Belmont Ave., Belfast, Maine on November 16, 2016 from 5:30 p.m. to 8:30 p.m.**

Motion to approve an off premises catering permit for The Otis Group Incorporated d/b/a Rollie's Bar & Grill for a Propeller Club meeting located at the Hutchinson Center, 80 Belmont Ave., Belfast, Maine on November 16, 2016 from 5:30 p.m. to 8:30 p.m.

- E. Request to approve an off premises catering permit for The Otis Group Incorporated d/b/a Rollie's Bar & Grill for the Business After Hours meeting located at Seebreeze Family Eyecare, 91 Waldo Ave., Belfast, Maine on October 26, 2016 from 4:30 p.m. to 7:30 p.m.**

Motion to approve an off premises catering permit for The Otis Group Incorporated d/b/a Rollie's Bar & Grill for the Business After Hours meeting located at Seebreeze Family Eyecare, 91 Waldo Ave., Belfast, Maine on October 26, 2016 from 4:30 p.m. to 7:30 p.m.

- F. Request by the Chief of Police to confirm Philip Kelley as a Crossing Guard for the Belfast Police Department.**

Motion to approve the request by the Chief of Police to confirm Philip Kelley as a Crossing Guard for the Belfast Police Department.

- G. Request to approve a Parade Permit application submitted by William Pollock on behalf of the Randall Collins VFW Post 3108 for the Veteran's Day Parade on Friday, November 11, 2016 starting at 10:00 a.m. at the Belfast Area High School.**

Motion to approve an application for a parade permit request submitted by William Pollock on behalf of the Randall Collins VFW Post 3108 for the Veteran's Day Parade on Friday, November 11, 2016 starting at 10:00 a.m. at the Belfast Area High School.

9.F



**City of
Belfast**

Manda Cushman <managersasst@cityofbelfast.org>

Philip Kelley bio

1 message

Marybeth McGinley <m.mcginley@belfastmepd.org>
To: Manda Cushman <managersasst@cityofbelfast.org>

Wed, Oct 26, 2016 at 10:52 AM

Hi Manda:

Here is a little ditty about Philip:

Philip has been a lifelong resident of Belfast and many people in town may recognize him as Belfast's local nuisance and pest removal specialist. His wife works for the school district and Philip applied during our last search for a crossing guard. With the retirement of Alan Kaplan, we are happy that Philip has accepted this position. He will be the morning and afternoon crossing guard at the intersection of Lincolnville Ave and Miller Street.

Please feel free to shift verbiage around if need be.

Thanks Manda ;)

Marybeth McGinley
Belfast Police Department
112 Church Street
Belfast, ME 04915

Tel. (207) 338-5255

Fax (207) 338-0258

m.mcginley@belfastmepd.org

Confidentiality notice: This message is intended only for the person to whom addressed in the text above and may contain privileged or confidential information. If you are not that person, any use of this message is prohibited. We request that you notify us by reply to this message, and then delete all copies of this message including any contained in your reply. Thank you.

9.6

City of Belfast

131 Church Street, Belfast, Maine 04915

Parade Permit

Permit # _____
(Office use only)

Date of request: 26 October 2016

Name of Organization: RANDALL COLLINS VETERANS OF FOREIGN WARS POST 3108

Contact Person: WILLIAM POLLOCK Phone#: (207) 338-2358

Mailing address: RANDALL COLLINS VFW POST 3108 34 Field Street, BELFAST, ME 04915-6660

Date of Parade: 11 NOVEMBER 2016

Parade Route - please complete the following information:

Where parade will be forming: Marchers will assemble at lower parking lot BELFAST AREA HIGH SCHOOL between 9 A.M. - 10 A.M.

Parade Route: Parade will start at 10:00 A.M. and turn right on to WALDO AVENUE and proceed down WALDO AVENUE to Main Street.

At the corner of WALDO AVENUE and Main Street, Marchers will turn left and proceed down Main Street to landing at BELFAST harbor.

At harbor honors will be rendered and marchers will be dismissed.

Applicant Signature: William C. Pollock, QUANTUM ASSEN

Date approved by City Council: _____

AGENDA TOPIC 10. **A**

TO: Mayor & City Council
FROM: Wayne Marshall, City Planner
DATE: October 28, 2016
RE: High View Terrace Steps in Rangeway

REQUESTED ACTION

The City Council should decide if you are prepared to allocate required funds to prepare the engineering and design for the proposed steps that would be constructed in the public rangeway located at High View Terrace. The Department solicited and received a proposal from Garley-Dorsky Engineers to provide needed design services. The cost of their services is \$5,200, reference attached proposal. The Department can pay \$2,000 of this cost from the DECD rangeway project grant that we have, but the Council would need to identify and approve the source of the additional \$5,200 that is required.

BACKGROUND INFORMATION

The Council is familiar with issues regarding the High View Terrace rangeway; it has been discussed at several recent Council meetings. And as you are aware, the terrain in this area is very steep. We have worked with Good Deeds (surveyor) to confirm the bounds of the land that we own. Tod Rosenberg, Code Enforcement Officer, particularly because of the steep terrain, has determined that any proposal to install public steps in this area will require the preparation and submission of engineered plans for said steps. At a meeting that involved numerous City staff, we decided to reach out to Gartley-Dorsky Engineers, who has extensive experience with coastal development and permitting concerns, to solicit a proposal for the engineering and design of public steps in this area. Their cost proposal is \$5,200.

Clearly, this proposal is solely for engineering and design services. In an effort to keep costs down, we did not request specific work on concerns such as the preparation and submission of needed permit applications or their review of construction bids that may be submitted at a future date. Our intent would be for City/Department staff to perform most of those services. Also, more detailed cost estimates for construction of the steps will be prepared as part of their work, but we believe it is fair to estimate that construction of the steps likely would cost in the range of \$25,000 or more.

Based on discussion at past Council meetings, the Council appears to be interested in doing the design work to set the table for the future construction of these steps. I simply note that this is a significant financial commitment for a project that is not currently in the City capital budget.

Gartley & Dorsky

ENGINEERING SURVEYING

October 10, 2016

Sadie Lloyd
Assistant Planner
City of Belfast
131 Church St
Belfast, Maine 04915

**RE: City of Belfast, Maine
High View Terrace Shore Access Improvement Project
Professional Engineering and Surveying Services Proposal**

Project 2016-259

Dear Sadie:

Per your request we present this proposal for professional engineering and surveying services for the proposed shore access improvements at High View Terrace in Belfast, Maine. Our proposal is based on our site visit conducted September 8, 2016 and our experience with similar public improvement projects.

PROJECT UNDERSTANDING

We understand that the City of Belfast wishes to improve public access to the shore at High View Terrace while simultaneously improving landowner relations by creating a proper access route which is contained within the City's deeded right of way. Currently the existing walking path extends outside the deeded right of way, meandering onto private property to both the east and west. The current route of the path is largely defined by avoidance of objectionable slopes within the right of way which are difficult and hazardous to navigate. The City proposes to make improvements within the deeded right of way which will allow safe access to the shore without infringing on neighboring properties to gain safe access. Improvements will include two sets of stairs within the deeded right of way, one near midway between the shore and the road, and the other at the steep shoreline bluff. We understand that the City of Belfast has recently verified the property boundaries and that existing rebar stakes in the field are correctly located.

PROPOSED WORK SCOPE

CONSTRUCTION DOCUMENTS (LUMP SUM FEE)

We will provide professional engineering and surveying services for the proposed shore access improvements. Our survey group will mobilize to the site to collect site-specific information in the area of the proposed access. It is important to accurately determine the Highest Annual Tide (HAT) line and we will also need detailed topographic survey data in the area to support our design. We will prepare a base map showing the shoreline, property lines, applicable setbacks and other features in the area such as salt tolerant vegetation and ledge if present. We will subsequently develop a complete set of civil Construction Documents which will include an existing conditions plan, proposed site plan, stair construction details and associated details and specifications. The civil Construction Documents will be appropriate for permitting, bidding and construction.

Our lump sum fee for the proposed professional engineering and surveying services described above is \$5,200.00, plus reimbursable expenses. This proposal is limited to the services described above. This proposal does not include bid administration, field inspections, meetings, contractor negotiations, field assistance or any other services.

BID & CONSTRUCTION ADMINISTRATION SUPPORT (HOURLY)

Per your request, complete bid and construction administration services are not part of this proposal; we will provide support to the City of Belfast during bidding and construction on an as-needed/as-requested basis. Bid and construction administration services that may be required for this project include meetings, field inspections, submittal review, responses to requests for information, construction inspections, etc. **Bid and construction administration support services will be provided at our standard hourly rates. Please refer to the enclosed Fee Schedule for our current hourly rates and fees.**

PERMITTING SUPPORT (HOURLY)

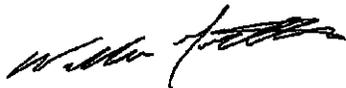
We understand that the City of Belfast intends to obtain all necessary permits for the project; we have therefore not included any permitting services in this proposal. **Permitting support services (if required) will be provided at our standard hourly rates. Please refer to the enclosed Fee Schedule for our current hourly rates and fees.**

APPROVAL

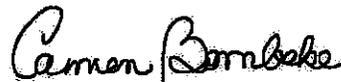
If you are in agreement with the proposed scope of work and associated fee for professional engineering and surveying services, please sign your approval below and return this contract to our office.

Thank you for contacting us to provide a proposal for this work. If you have any questions, please feel free to contact me at (207) 236-4365.

Sincerely,
Gartley & Dorsky Engineering & Surveying, Inc.



William B. Gartley, PE
President



Carmen B. Bombeke, PE
Senior Engineer

ACCEPTED BY:

_____ Date _____
Sadie Lloyd, City of Belfast

October 24, 2016

Joe Slocum
City Manager
City of Belfast

RE: Mill Lane Traffic Calming Study

Dear Joe:

In response to your request, we have conducted an assessment of traffic conditions on Mill Lane between Route 141 and Route 1. The purpose of the assessment is to review traffic data roadway characteristics as it relates to traffic speeding and opportunities for implementing traffic calming strategies. The study is based upon data collected by the City Police Department and field observations conducted on August 26, 2016.

Existing Conditions

Mill Lane is less than a mile long and is a two-way local roadway that is approximately 20-feet wide. No pavement markings are provided. Lane use is primarily residential with the exception of the Belfast Methodist United Church and commercial uses at the Route 1 intersection. Movements from Mill Lane onto Route 1 and Route 141 are controlled by STOP signs.

From Route 1 signage consists (in order) of a 25mph speed limit sign; a multiple curve warning sign; and a 25mph sign approaching the church. From Route 141 signage consists (in order) of a 25mph sign; a multiple curve warning sign;

According to MaineDOT records, Mill Lane is a townway that has a regulatory speed limit of 25mph 0.1 miles from Route 141 and 0.3 miles from Route 1. For 0.3 miles between the 25mph regulation, the speed limit is noted as 35mph. See the attached figure for the specific segment that has a regulatory speed of 35mph.

Existing Speed and Traffic Volumes Data.

Speed Data

Speed data was collected over several days between August 31, 2016 and September 23, 2016. The following table summarizes the speed data collected over seven days between August 31 and September 7, 2016. The data presents vehicle speeds on an hourly basis over the previously noted seven days.

Mill Lane Speed Data Collected on August 31 through September 7, 2016									
Hourly – Start Time	Total Vehicles	1 to 10mph	11 to 20 mph	20 to 25mph	26 to 30mph	31 to 35 mph	36 to 40 mph	41 to 45 mph	Over 45 mph
12AM	18	1	1	1	6	5	3	0	1
1AM	19	0	0	1	1	9	7	1	0
2AM	9	0	0	0	4	4	1	0	0
3AM	13	0	2	4	3	2	1	1	0
4AM	22	0	1	2	7	5	4	2	1
5AM	56	0	0	4	17	13	13	9	0
6AM	155	5	6	12	33	39	45	11	4
7AM	224	2	1	27	53	62	45	25	9
8AM	237	4	12	29	78	63	34	15	2
9AM	180	5	15	23	39	56	26	13	3
10AM	210	7	8	14	66	64	34	10	7
11AM	211	6	14	22	48	58	44	16	3
Noon	196	3	18	11	43	60	42	18	1
1PM	181	8	16	15	42	53	28	13	6
2PM	184	8	6	20	40	57	35	14	4
3PM	224	4	15	30	60	62	39	12	2
4PM	198	3	7	18	56	59	37	15	3
5PM	156	4	5	15	39	48	29	13	3
6PM	166	6	11	16	36	57	26	12	2
7PM	144	3	5	15	40	52	24	4	1
8PM	77	1	3	15	25	21	10	1	1
9PM	50	0	0	2	10	31	4	2	1
10PM	46	1	2	6	10	21	5	0	1
11PM	33	0	2	2	11	10	4	4	0
Total	3009	72	150	304	767	911	540	211	55

Based upon the data collected the following was noted:

- The Average Travel Speed was 31mph.
- The 85th Percentile Speed was 35mph. This statistical speed represents a speed in miles per hour where 85% of the vehicles sampled traveled at or below. In this case, 85% of the vehicles sampled on Mill Lane were traveling at or below 35mph. The engineering profession typically considers the 85th percentile speeds a factor in the design of roadways and the determination of regulatory speed limits.
- The 50th Percentile Speed was 30mph. This statistical speed represents a speed in miles per hour that 50% of the vehicles traveled above or below. Also referred as the Median Speed.
- The 10mph Pace Speed was 31 to 40mph. The 10 mph pace is defined as the 10 mph range containing the most vehicles.

Speed data was also collected between September 14 and September 22, 2016. A review of that data indicated similar results to the above.

Volume Data

The following table summarizes the peak hours of traffic during the data collected between August 31 and September 7, 2016. As noted, the highest peak hour traffic volumes tend to occur during the typical AM and PM peak hour commute time periods. Mill Lane is a low volume roadway and the noted volume of traffic would not be expected to create capacity or operational problems. It should be noted that while it is likely that cut-through traffic does impact Mill Lane, the data does not provide a way to quantify the magnitude of this issue. A vehicle passes a point on the road about every 80 seconds, a very low volumes condition.

Day	AM Peak Hour		PM Peak Hour		Off Peak Hour	
	Time	Volume	Time	Volume	Time	Volumes
Wednesday, August 31, 2016	8-9AM	37	3-4PM	26	6-7PM	31
Thursday, September 1, 2016	7-8AM	47	3-4PM	27	10-11AM	36
Friday, September 2, 2016	6-7AM	35	3-4PM	45	11-Noon	36
Saturday, September 3, 2016	7-8AM	19	4-5PM	31	11-Noon	32
Sunday, September 4, 2016	8-9AM	17	3-4PM	28	10-11AM	32
Monday, September 5, 2016	8-9AM	17	5-6PM	21	11-Noon	22
Tuesday, September 6, 2016	8-9AM	46	3-4PM	28	1-2PM	31
Wednesday September 7, 2016	7-8AM	38	3-4PM	33	Noon-1PM	31

Safety Data

Safety data was obtained from MaineDOT for the most recent three-year period (2013-2015) for Mill Lane between Route 1 and Route 141. MaineDOT has established criteria for identification of a High Crash Location if there have been eight or more crashes over a three-year period and a Critical Rate Factor of 1.0 or greater. The following table summarizes the crash history:

Mill Lane MaineDOT Crash Summary 2013-2015		
Location	Number of Crashes	Critical Rate Factor
Mill Lane at Route 141	2	0.86
Mill Lane at Route 1	1	0.21
Mill Lane between Route 1 and Route 141	2	0.36

As noted in the table, Mill Lane is not a High Crash Location and does not exhibit safety issues given current use. I would note the following about the five reported crashes.

- Four of the crashes occurred during the afternoon peak period between 4:00 and 6:00PM.
- Three crashes occurred on a Friday.
- Contributing factors in the crashes included: No Contributing Actions (4), Run off Roadway (1), Failed to Yield Right of Way (1), and Improper Passing (1).
- Three crashes occurred in daylight conditions and two at night.
- Two of the crashes occurred in May, and one crash in each of July, November, December.

Route 1/Route 141

A general assessment of the Route 1/Route 141 intersection and identification of opportunities for improvements to traffic operations as a way to reduce cut-through/diverted traffic volumes was performed. I have reviewed the [Intersection Safety Audit at the Route 1/Route 141](#) dated June 2012 prepared by MaineDOT. In my professional opinion, improvements should be considered in an attempt to minimize cut-through traffic on Mill Lane. Long delays for left-turning vehicles from Route 141 onto Route 1 is the key contributing factor to traffic diversion on Mill Lane. The Safety Audit report noted that left-turn movements operate at failing conditions during the PM peak hour with wait times in excess of two minutes. The primary focus of the Safety Audit report was identification of possible enhancements that would mitigate safety issues at the intersection. The following summarizes relevant Mill Lane enhancements:

- Traffic signalization – MaineDOT conducted a traffic signal warrant study and concluded that a traffic signal is not warranted according to MUTCD methods. The general basis for not warranting a traffic signal is the relatively low left-turning volume from Route 141. The count indicated 30 vehicles turned left from Route 141 during the mid-day peak hour and 10 vehicles during the PM peak hour. I would note that the count was conducted in August 2002, and is thus quite old. **It is recommended that the City coordinate with MaineDOT the collection of new traffic data during the summer of 2017 at both Route 1 intersections with Route 141 and Mill Lane. An updated traffic signal warrant study shall be completed with the new data, including a review of Mill Lane traffic diversion.**
- Relocate the Route 141 STOP line closer to Route 1. **This should be considered if not already implemented.**
- Remove/relocate obstructions at the northeast corner of the intersection to improve sight distance. **This should be considered if not already implemented.**
- Remove the larger turning radius in the northeast corner of the intersection. **This change should carefully be considered, if not already completed, as it will impact right-turn movements onto Route 141 and thus may increase diversion to Mill Lane.**
- Convert the intersection to a three-lane roundabout. **This improvement should continue to be considered for safety and operational benefits. With the resultant benefit of reducing delay to the Route 141 left-turn movement, it would be expected to reduce Mill Lane cut-through traffic.**

MaineDOT Regulatory Speed Limit Review Methodology

The following is the process and methodology from MaineDOT on establishing a speed limit. I have noted possible outcomes of a speed limit adjustment request.

When establishing a speed limit, the main premise is that most drivers are prudent and will voluntarily comply with a reasonable speed limit. To determine what is reasonable, engineer's measure drivers' speed on a section of roadway, the speed at which 85% of drivers are at or below is the standard for determining a speed limit. A properly set speed limit will be within 3 miles per hour (\pm) of this observed speed. The posted speed limit will then be rounded to the nearest 5 miles per hour. Research has shown that the 85th percentile speed is the speed where accident involvement is the lowest. Reducing the speed limit below what is warranted can actually be detrimental to safety. Measurements to determine the 85th percentile value are made under free flowing and ideal traffic conditions. This means that if speeds are measured on any section of road, 85% of the motorists will be driving at or below the 85th percentile speed.

*In Maine, State law authorizes the MaineDOT, with the approval of the Chief of the State Police, as the only legal entity to create or change a speed limit on a public way which includes, State and State Aid Highways and townways **(Mill Lane)**. On September 21, 2001, the law changed to allow certain "qualifying municipalities" to have the full responsibility and authority for setting speed limits on local roads..... If they choose that option. A "qualifying municipality" is one that (1) has a population over 2,500 as measured by the last US Census, or (2) employs a Professional Engineer (PE) licensed in Maine. Qualifying roads are ONLY townways which are federally classified as "local" roads **(Mill Lane would qualify)**.*

*If a town creates or changes a speed limit or simply erects speed limit signs without going through the proper process, there is no legal authority to the change and it is unenforceable. **(This currently exists on Mill Lane, where the road is posted for 25mph, yet under State regulations is 35mph)**.*

If there are roads in your town under MaineDOT jurisdiction and you feel the need to create or change a speed limit, a municipal official must request the change in writing to your local MaineDOT Regional Traffic Engineer. A field study will be made and then a recommended speed will be forwarded to the MaineDOT Commissioner and the State Police. Then the town will be notified of the speed limit and be responsible for erecting the standard and minimum 24" x 30" black-on-white signs in the proper locations if the change is on a town way. If the change is on a State road, then the MaineDOT will make the signing changes.

During the field study, there are several factors that engineers use to determine an acceptable speed limit. In fact, if your town is a "qualifying town" and chooses to set local speed limits, local officials should be studying the same factors.

- *geometric design of the road, **(The possible outcome for this would be a 25mph regulatory speed limit given narrow pavement width and sharp horizontal curves)***

- public and private access points, (Given few driveways, the would not support a lowering of the regulatory 35mph speed limit)
- the number of intersections, (No intersections are located along Mill Lane and thus would likely not support a lowering of the regulatory 35mph speed limit)
- the number of roadside businesses, (Few non-commercial businesses exist and this would likely not support a lowering of the regulatory 35mph speed limit)
- observed travel speeds of traffic, (Data collected would likely support a regulatory 35mph speed limit)
- the 85th percentile of the observed speed ranges, (Data collected would likely support a regulatory 35mph speed limit)
- total accidents in a 3 year time frame, (Data collected noted no crash concerns and thus would likely support a regulatory 35 mph speed limit)
- accidents just from driveways and intersections within a 3 year period, (Data collected noted no crash concerns and thus would likely support a regulatory 35 mph speed limit)
- A series of test runs on that section of road driving a certain speed evaluating safety and drivability. (Unknown, but my field observations were mixed. Mill Lane is narrow and winding, but also felt comfortable driving 35mph)

Recommendations

Based upon the data collected, vehicles are traveling at speeds that would be appropriate for a roadway with a regulatory posted speed limit of 35mph. As noted, Mill Lane has a regulatory speed limit of 25mph on each end and a 35mph regulatory speed limit in the middle. This complicates the ability of the Police Department to enforce to the posted speed limit of 25mph. The following recommendations are suggested.

1. It is suggested that a formal speed limit revision request be made to MaineDOT. While many of the factors used by MaineDOT appear to support a 35mph speed limit, it is possible that field observations may influence an overall 25mph speed limit. Given the data collected, it is very unlikely that the regulatory speed limit would be raised above 35mph. One possible negative outcome would be a directive for a consistent 35mph speed limit for all of Mill Lane.
2. In an attempt to calm traffic, it is suggested that a double yellow center line be installed. The appearance of narrow travel lanes may impact vehicular speeds. Pavement marking standards are based on the Manual on Uniform Traffic Control Devices, Federal Highway Administration, and are permitted for Mill Lane.
3. Solar speed limit feedback signs would be expected to assist in minimizing excessive speeding. I suspect that motorists traveling fast are a combination of cut-through vehicles traveling as fast as possible to either Route 1 or Route 141 AND those with destinations on Mill Lane. The immediate visual feedback on current speeds would aid in slowing motorists, particularly those that may have some interest or are vested in

complying (those that live on Mill Lane). Under current regulatory conditions, the feedback signs would legally not be consistent with State Law. One option would be to install them now at the termination of the 35mph speed zone and shift them to a location approaching the straight roadway section, if the speed limit is revised to 25mph overall. Obviously, the feedback would not be located in the section where speeding is highest, but for repeat drivers it does help to reinforce the general target speed.

4. I do not support the use of vertical devices on this road, given traffic data, until other strategies are tested.
5. In an attempt to minimize cut-through traffic, it is suggested that traffic operational improvements be considered. As noted previously the following should be considered:
 - Traffic signalization – It is recommended that the City coordinate with MaineDOT the collection of new traffic data during the summer of 2017 and both Route 1 intersections with Route 141 and Mill Lane. An updated traffic signal warrant study shall be completed with the new data, including a review of Mill Lane traffic diversion.
 - Relocate the Route 141 STOP line closer to Route 1. This should be considered if not already implemented.
 - Remove/relocate obstructions at the northeast corner of the intersection to improve sight distance. This should be considered if not already implemented.
 - Remove the larger turning radius in the northeast corner of the intersection. This change should carefully be considered, if not already completed, as it will impact right-turn movements onto Route 141 and thus may increase diversion to Mill Lane.
 - Convert the intersection to a three-lane roundabout. This improvement should continue to be considered for long-term safety and operational benefits. With the resultant benefit of reducing delay to the Route 141 left-turn movement, it would be expected to reduce Mill Lane cut-through traffic.

Please contact me if you have any questions.

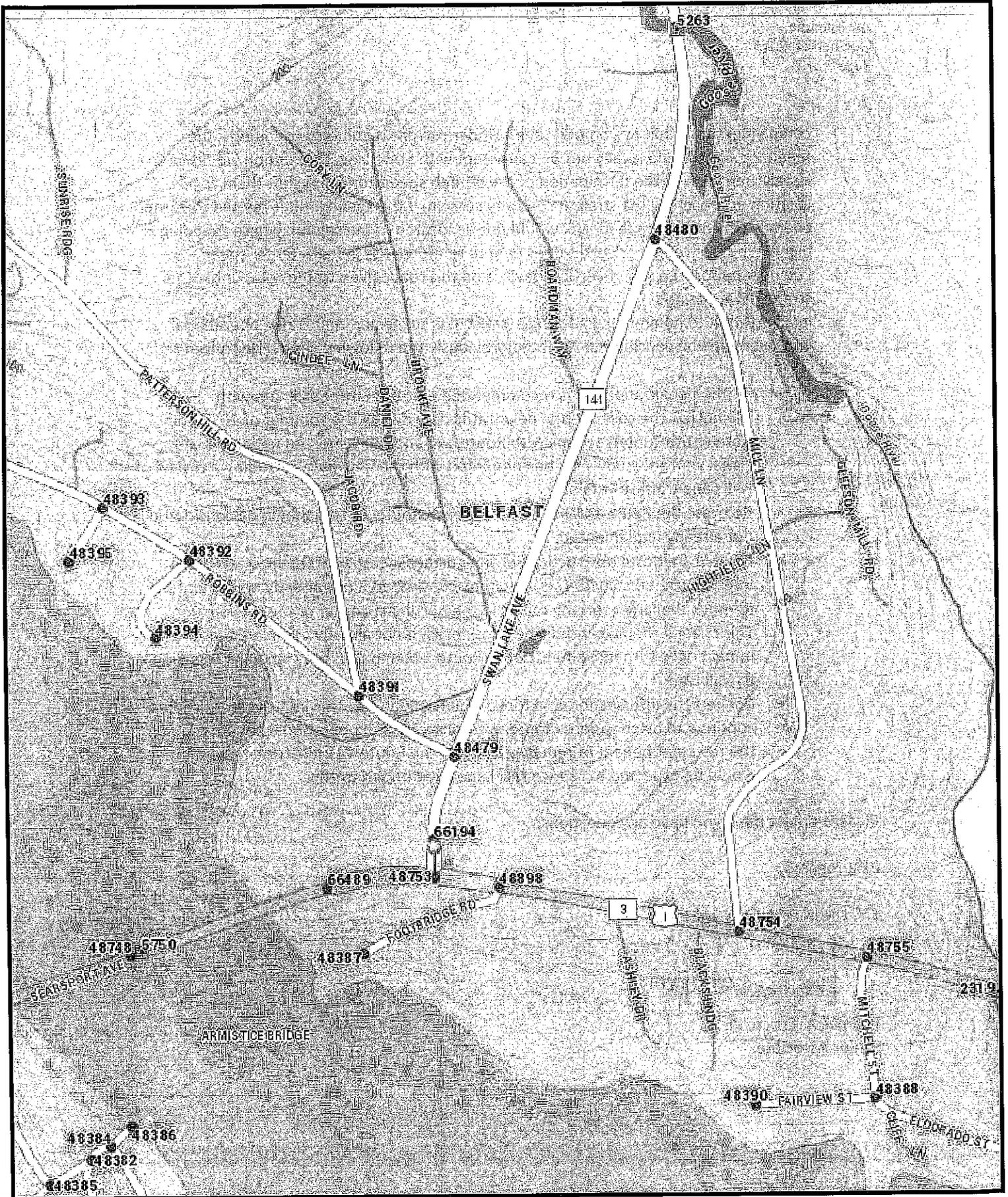
Best regards,

T.Y. LIN INTERNATIONAL



Thomas A. Errico, PE
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BELFAST



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0.1 Miles
1 inch = 0.16 miles

Date: 10/19/2016
Time: 9:19:33 AM

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

1/141

REPORT PARAMETERS

Year 2013, Start Month 1 through Year 2015 End Month: 12

Route: **0001S**

Start Node: **48753**

Start Offset: **0**

Exclude First Node

End Node: **48753**

End Node: **48753**

End Offset: **0**

Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury Crashes	Percent Annual M Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CR
48753	0001S - 2.95	Int of SEARSPORT AV SWAN LAKE AV	2	5	0	0	0	2	3	0	40.0	6.740	0.25	0.31	0
													Statewide Crash Rate: 0.13		
NODE TOTALS:				5	0	0	0	2	3	0	40.0	6.740	0.25	0.31	0

Study Years: 3.00

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

Crashes by Day and Hour

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

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	5
2-(Sport) Utility Vehicle	4
3-Passenger Van	0
4-Cargo Van (10K lbs or Less)	0
5-Pickup	1
6-Motor Home	0
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)	0
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0
Total	10

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	Dr1	Dr2	Dr3	Dr4	Dr5	Other	Total
No Contributing Action	4	0	0	0	0	0	4
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	0	2	0	0	0	0	2
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
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	2	0	0	0	0	2
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	5	5	0	0	0	0	10

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr1	Dr2	Dr3	Dr4	Dr5	Other	Total
Apparently Normal	4	5	0	0	0	0	9
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	0	0	0	0	0	0	0
Other	1	0	0	0	0	0	1
Total	5	5	0	0	0	0	10

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	1	0	0	0	0	1
20-24	1	0	0	0	0	1
25-29	1	0	0	0	0	1
30-39	4	0	0	0	0	4
40-49	2	0	0	0	0	2
50-59	0	0	0	0	0	0
60-69	1	0	0	0	0	1
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	10	0	0	0	0	10

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

Most Harmful Event		Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	10
6-Fell / Jumped from Motor Vehicle	0		
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	9		
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	1		
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		

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	2	2
PD	3	0
Total	5	2

Road Character		Total
Road Grade	Total	
1-Level	5	
2-On Grade	0	
3-Top of Hill	0	
4-Bottom of Hill	0	
5-Other	0	
Total	5	

Traffic Control Devices		Total
Traffic Control Device	Total	
1-Traffic Signals (Stop & Go)	0	
2-Traffic Signals (Flashing)	0	
3-Advisory/Warning Sign	0	
4-Stop Signs - All Approaches	0	
5-Stop Signs - Other	5	
6-Yield Sign	0	
7-Curve Warning Sign	0	
8-Officer, Flagman, School Patrol	0	
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	5	

Light		Total
Light Condition	Total	
1-Daylight	4	
2-Dawn	0	
3-Dusk	1	
4-Dark - Lighted	0	
5-Dark - Not Lighted	0	
6-Dark - Unknown Lighting	0	
7-Unknown	0	
Total	5	

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

Crashes by Year and Month

Month	2013	2014	2015	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	0	0
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	1	0	0	1
JUNE	0	1	0	1
JULY	0	0	0	0
AUGUST	0	0	0	0
SEPTEMBER	0	1	0	1
OCTOBER	0	1	1	2
NOVEMBER	0	0	0	0
DECEMBER	0	0	0	0
Total	1	3	1	5

Report is limited to the last 10 years of data.

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

Crash Summary I Section Detail Crash Summary II 1320 Public 1320 Private 1320 Summary

REPORT DESCRIPTION

Mill Lane

REPORT PARAMETERS

Year 2013, Start Month 1 through Year 2015 End Month: 12

Route: 2710051

Start Node: 48480

End Node: 48754

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	Percent Annual M Ent-Veh	Crash Rate	Critical Rate	CR
48480	2710051 - 0	Int of MILL LN SWAN LAKE AV	2	2	0	0	1	1	0	100.0	1.763	0.38	0.44	0
												Statewide Crash Rate:	0.13	
48754	2710051 - 0.70	Int of MILL LN, SEARSPORT AV	2	1	0	0	0	1	0	100.0	4.870	0.07	0.34	0
												Statewide Crash Rate:	0.13	

Study Years: 3.00

NODE TOTALS: 3 0 0 0 1 2 0 100.0 6.633 0.15 0.31 0

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	Injury Crashes			PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
						K	A	B	C						
48480	48754	230182 Int of MILL LN SWAN LAKE AV	0 - 0.70	2710051 - 0 RD INV 27 10051	0.70	2	0	0	0	2	0.0	0.00192	346.52	962.00	0.1
Study Years: 3.00						Section Totals:									
						2	0	0	0	2	0.0	0.00192	346.52	962.00	0.1
Grand Totals:						5	0	0	1	2	60.0	0.00192	866.29	1140.50	0.1

Statewide Crash Rate: 384.10

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
48480	48754	230182	0 - 0.70	2710051 - 0	2	0	0	0	0	2	2015-15869 2014-31146	05/29/2015 11/02/2014	0.14 0.57	PD PD

Totals: 2 0 0 0 0 0 2

Crash Summary II - Characteristics

Crashes by Day and Hour

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

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	5
2-(Sport) Utility Vehicle	0
3-Passenger Van	1
4-Cargo Van (10K lbs or Less)	0
5-Pickup	2
6-Motor Home	0
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)	0
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	4
23-Bicyclist	0
24-Witness	0
25-Other	0
Total	12

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	2	2	0	0	0	0	4
Ran Off Roadway	1	0	0	0	0	0	1
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	0	0	0	0	0	0	0
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	1	0	0	0	0	1
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	1	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0
Total	5	3	0	0	0	0	8

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr.1	Dr.2	Dr.3	Dr.4	Dr.5	Other	Total
Apparently Normal	5	4	1	1	1	0	12
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	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	5	4	1	1	1	0	12

Driver Age by Unit Type

Age	Driver	Bicycle	Snow/Mobile	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	2	0	0	0	0	2
25-29	0	0	0	0	0	0
30-39	1	0	0	0	0	1
40-49	2	0	0	0	0	2
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	0	0	0	4	0	4
Total	8	0	0	4	0	12

Crash Summary II - Characteristics

Most Harmful Event		Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0	
2-Fire / Explosion	0	39-Unknown	0	
3-Immersion	0	40-Gate or Cable	0	
4-Jackknife	0	41-Pressure Ridge	0	
5-Cargo / Equipment Loss Or Shift	0	Total	8	
6-Fell / Jumped from Motor Vehicle	0			
7-Thrown or Falling Object	0			
8-Other Non-Collision	0			
9-Pedestrian	1			
10-Pedalcycle	0			
11-Railway Vehicle - Train, Engine	0			
12-Animal	0			
13-Motor Vehicle in Transport	5			
14-Parked Motor Vehicle	1			
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	1			
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			

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	1	1
C	2	3
PD	2	0
Total	5	4

Road Character	
Road Grade	Total
1-Level	3
2-On Grade	1
3-Top of Hill	1
4-Bottom of Hill	0
5-Other	0
Total	5

Traffic Control Devices	
Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	1
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	4
14-Other	0
Total	5

Light	
Light Condition	Total
1-Daylight	3
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	1
5-Dark - Not Lighted	1
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	5

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

Crashes by Year and Month

Month	2013	2014	2015	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	0	0
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	2	2
JUNE	0	0	0	0
JULY	0	1	0	1
AUGUST	0	0	0	0
SEPTEMBER	0	0	0	0
OCTOBER	0	0	0	0
NOVEMBER	0	1	0	1
DECEMBER	0	1	0	1
Total	0	3	2	5

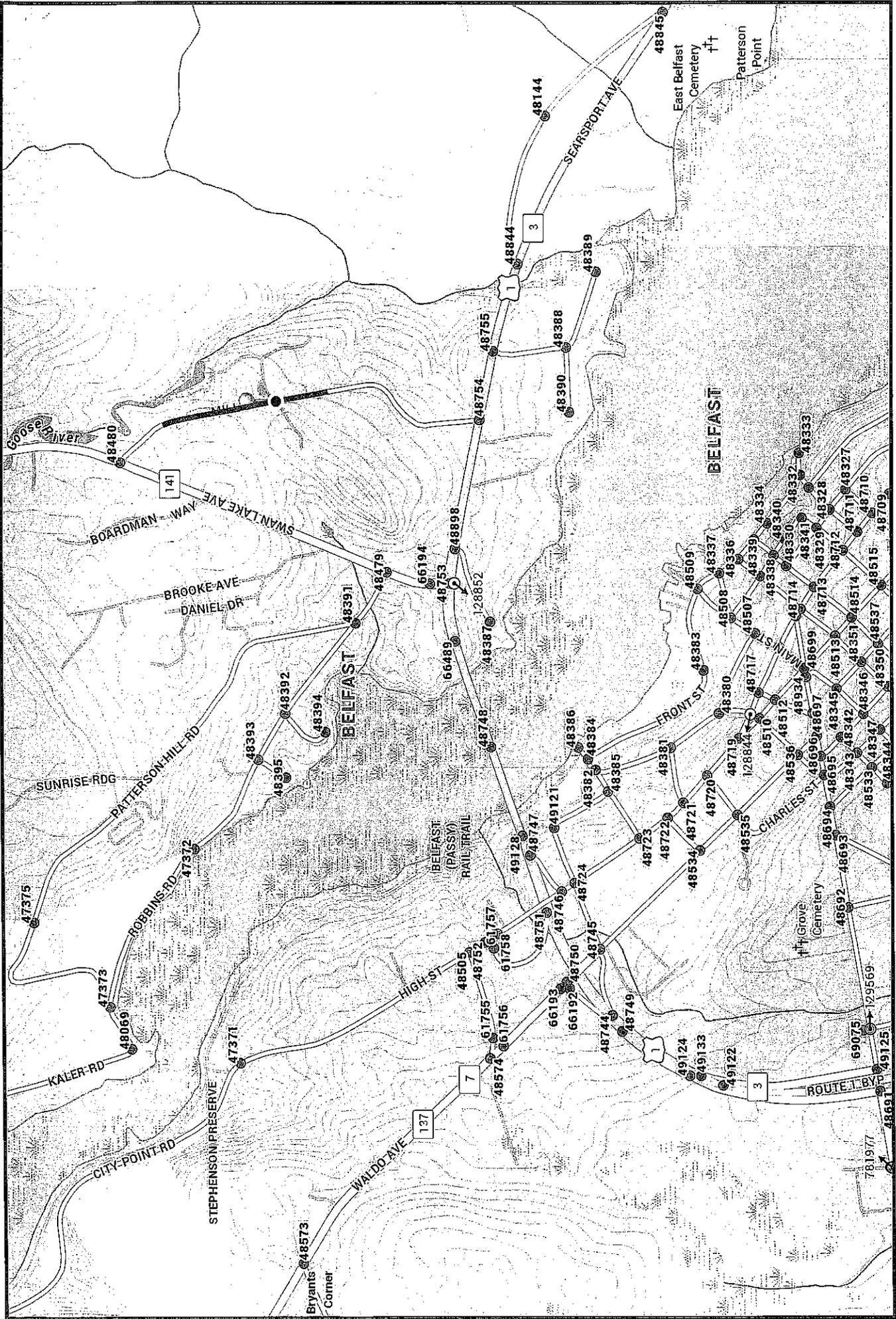
Report is limited to the last 10 years of data.

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)	Water Total
Sleet, Hail (Freezing Rain or Drizzle)	0	0	0	0	0	0	0	0	0	0	0
Dark - Lighted	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
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0
Snow	0	0	0	0	0	0	0	0	0	0	0
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	1	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0
TOTAL	3	0	0	0	0	0	0	1	0	0	5

DEFAULT TITLE FROM MAP DOCUMENT



Date: 10/21/2016
Time: 2:24:21 PM



The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch.



CITY OF BELFAST, MAINE
131 Church Street

10.C

e-mail: cityhall@cityofbelfast.org

Tel: (207) 338-3370
Fax: (207) 338-6222

October 21, 2016

Memo to: Joseph Slocum
City Manager

From: Rickie A. LeSan
Treasurer

RAK

Re: Carolyn Crosby Trust Account

About this time each year the City transfers the income earned from the previous fiscal year from the above trust fund to the Belfast Area High School. The income is to help defray the expenses from what used to be called the Domestic Science Department (today it is called Family Consumer Science) and the school Library.

Back in the 1950's Anne Crosby Johnson left approximately \$60,000 to the City in memory of her mother Carolyn Crosby. Today the trust has increased to \$228,013.

I am requesting the amount of \$4,100 be released to the high school. Attached to the council order is a letter from each department listing what the money will be used for.

OCT 20 2016

Family Consumer Science Dept. & Library
Belfast Area High School
98 Waldo Ave.
Belfast, ME 04915

October 19, 2016

To. Rickie LeSan City Treasurer

For the Home Ec. portion of the 2016 Carolyn Crosby Trust monies, Sonya would like to purchase various kitchen equipment and bake/cookware to update and/or replace what is currently in use. (List is attached.) This will allow students more opportunities in their culinary practice.

Total is \$1,900 + Shipping & Handling = Approx. \$2,100.

For the Library portion of the 2016 Carolyn Crosby Trust Monies, Roxanna would like to purchase various DVD's, audio books, equipments and some paper and magazine subscriptions to meet the needs of the resources available for students. (List is Attached)

Total = \$1,999.56

Respectfully Submitted by,

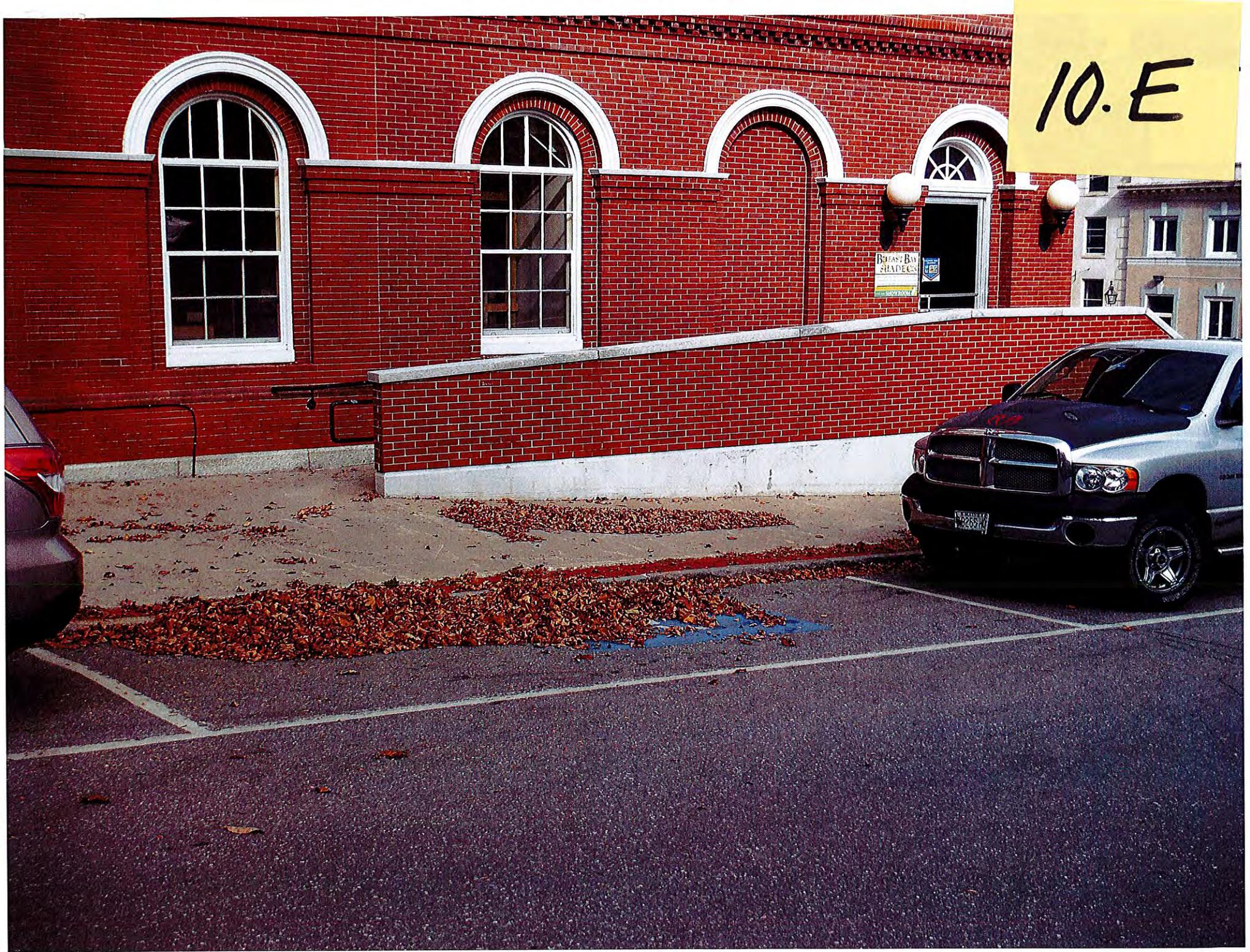

Sonya Verney - Family Consumer Science

Roxanna Morse - Librarian

OCT 20 2016

BAHS Library Crosby Clark List

DVD's	428.47
Audio Books	391.00
Equipment	476.78
Books	392.27
Paper	254.44
Magazine	56.50
Total	1999.56



10.E

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NEW YORK
368817





Belfast Rail Trail
Along the Passagasawakeag River

Items to be shown on MAP

1. Parking and access points
2. Bathrooms/Port a Pottys
3. Mileage to points
4. Historic Signs (3-4)
5. Seating 3 locations
6. Mileage Markers
7. Public space (Thorne House lot)
8. Trestle bridge
9. City Point Rail
10. Harborwalk
11. Armistice (Footbridge) Bridge
12. Neighboring CML Trust and Public Property
13. Cemetery

Belfast Rail Trail
Along the Passagasawakeag River
Harborwalk Entrance

From:	To:	Distance
HarborWalk	Upper Bridge	1.0 miles
	City Point Rail Station	2.3 miles

Rail Trail Rules

- 1. Stay on Trail and off private property on either side**
- 2. Trail has some steep drop offs- keep Children close and on the Trail**
- 3. Walk/Ride to the Right**
Warn others as you pass on the left
- 4. Dogs: they must be on a leash and you must clean up after your dog**
- 5. Carry in Carry out**
- 6. No motorized vehicles except wheelchairs**
- 7. No Horses**
- 8. Emergency 911**
- 9. Report a Trail condition issue: 338-3370 ext 10 or managersasst @cityofbelfast.org**

Belfast Rail Trail

Along the Passagasawakeag River

Upper Bridge Entrance

From:	To:	
Upper Bridge	Harborwalk	1.0 miles
Upper Bridge	City Point Rail Station	1.3 miles

Rail Trail Rules

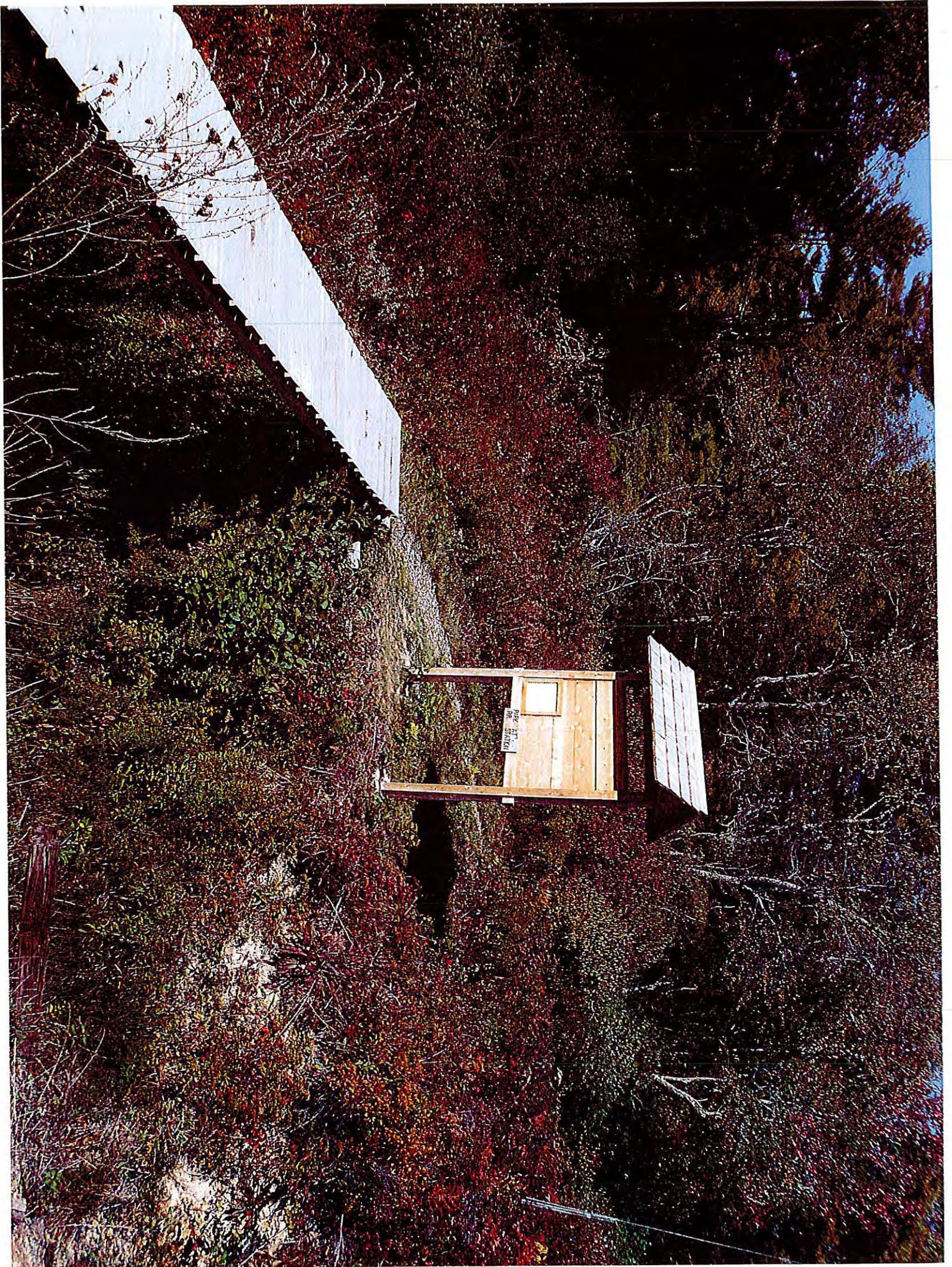
- 1. Stay on Trail and off private property on either side**
- 2. Trail has some steep drop offs- keep Children close and on the Trail**
- 3. Walk/Ride to the Right**
Warn others as you pass on the left
- 4. Dogs: they must be on a leash and you must clean up after your dog**
- 5. Carry in Carry out**
- 6. No motorized vehicles except wheelchairs**
- 7. No Horses**
- 8. Emergency 911**
- 9. Report a Trail condition issue: 338-3370 ext 10 or managersasst @cityofbelfast.org**

Belfast Rail Trail
Along the Passagasawakeag River
City Point Railroad Entrance

From:	To:	
City Point	Upper Bridge	1.0 miles
City Point	Harborwalk	2.3 miles

Rail Trail Rules

- 1. Stay on Trail and off private property on either side**
- 2. Trail has some steep drop offs- keep Children close and on the Trail**
- 3. Walk/Ride to the Right**
Warn others as you pass on the left
- 4. Dogs: they must be on a leash and you must clean up after your dog**
- 5. Carry in Carry out**
- 6. No motorized vehicles except wheelchairs**
- 7. No Horses**
- 8. Emergency 911**
- 9. Report a Trail condition issue: 338-3370 ext 10 or managersasst @cityofbelfast.org**



PICK AT
REE STATION



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Outlet Mall!
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THE DIFFERENCE
OF THE OUTLET MALL!
The Outlet Mall is
now open!