

INFRASTRUCTURE COMMITTEE
Tuesday, April 26, 2016 at 5:15 p.m.
City Hall Council Chambers

Agenda

- 1. Explore Bangor Use Agreement**
(Memorandum Attached)

- 2. New Unattended Crosswalk & Flashing Beacon Policy**
(Draft Policy Attached)

- 3. Discontinuance of a Portion of Texas Avenue and Corporate Drive**
(Materials Attached)

- 4. Approval of Staff Action for Grant Application of Stream Crossing Public Infrastructure Improvement Projects Program to Maine DEP**
(Materials Attached)

- 5. Review of Engineering Capital Improvement Projects for Fiscal year 2017**
(Materials Attached)

MEMORANDUM

TO: Infrastructure Committee

FROM: Tracy Willette, Director
Parks and Recreation

SUBJ: Explore Bangor Use Agreement

DATE: April 20, 2016

Explore Bangor is a new Bangor business that has opened a store in downtown. The business rents bikes for excursions and would like to expand to canoe and kayak rentals for use on the Penobscot River as well as the Kenduskeag Stream.

The owner of the business, Jamie McDonough, has been in discussions with staff about the possibility of using the City's recreational boating dock for the excursion business. In addition they would like to work with the City to create rental space for boaters to utilize on the Waterfront. They are willing to construct racks for paddlers to store a canoe or kayak. They would manage the rental management of the spaces.

Ms McDonough made a presentation to the Parks, Recreation, and Harbor Advisory Committee at their April meeting. The Committee unanimously supported her concept and recommended forwarding it to a Council Committee for discussion.

Staff is willing to continue to work with Ms. McDonough and if the committee approves, enter into an agreement for the use of the dock space as well as locating rental racks on City property. The structure of the agreement would be similar to other similar agreements such as our seasonal concession agreement.

Both myself and Ms. McDonough will be available at your meeting if you have any further questions.

NEW UNATTENDED CROSSWALK & FLASHING PEDESTRIAN BEACON POLICY (DRAFT)

1.0 Purpose

The purpose of this policy is to:

- 1.1 Encourage residents to walk by providing safe and clearly delineated routes of travel;
- 1.2 Set forth standards to be used in determining when crosswalks should be installed at locations not serviced by traffic signals otherwise known as unattended crosswalks;
- 1.3 Set forth standards to be used in determining when flashing pedestrian actuated beacons shall be installed at existing or new unattended crosswalks;
- 1.4 Outline a procedure to be followed in evaluating the need and appropriate location for a new crosswalk;
- 1.5 Insure that residents are afforded an opportunity to request and participate in the discussion to install new crosswalks and or flashing pedestrian beacons;
- 1.6 Outlining procedures to be followed in funding and implementing recommendations.

2.0 Policy

It is the policy of the City of Bangor to:

- 2.1 Promote safe conditions for all modes of travel including motor vehicles, bicycles, wheelchairs, and walking along Bangor's city streets;
- 2.2 Improve safety and reduce accidents by providing clear delineation including pavement markings, signage, and other traffic control devices that warn travelers of potential areas of conflict between motor vehicles and other modes of travel;
- 2.3 Encourage citizen involvement and efforts in neighborhood pedestrian management activities.

3.0 Review

Upon the request of residents to install a crosswalk at a certain location, the City of Bangor's Engineering Department will review the requested location with regards to the following criteria:

- 3.1 The location of schools and school routes for children
- 3.2 The daily and hourly pedestrian volumes;
- 3.3 The average daily traffic (ADT) volumes
- 3.4 The posted statutory speed limit or 85th percentile speed;
- 3.5 The number of vehicle travel lanes;
- 3.6 The presence of a median for pedestrian refuge;
- 3.7 The distance of proposed crosswalk from signalized intersections;
- 3.8 The distance of a proposed crosswalk from an existing crosswalk
- 3.9 The roadway alignment at the proposed crosswalk location and the available visibility;

- 3.10 The possibility of consolidation of multiple crossing points;
- 3.11 The availability of street lighting;
- 3.12 Other appropriate factors.

4.0 Minimum Criteria to Warrant a Crosswalk

- 4.1 Crosswalks will be located in a location that affords pedestrians and motorists with the proper sight distance for the posted speed limit.
- 4.2 Sufficient demand exists to justify the installation of a crosswalk. The crosswalk would serve 20 pedestrians/hour during the peak hour.
- 4.3 The roadway shall have a minimum volume of 1,500 vehicles/day or 150 vehicles during the peak pedestrian hour.
- 4.4 The crossing is on a direct route to or from a pedestrian generator, such as a school, library, hospital, senior center, shopping center, park.
- 4.5 The location is 300 feet or more from another crossing location or a signalized intersection.
- 4.6 Safety considerations do not preclude a crosswalk.
- 4.7 A landing area is available or feasible on each end of the crosswalk.
- 4.8 The posted speed limit is less than 40 mph and the number of travel lanes is 4 or less unless pedestrian refuge island is provided.

5.0 Minimum Criteria to Warrant a Pedestrian Actuated Flashing Crosswalk

- 5.1 Crosswalks will be located along a school route or other significant pedestrian generator.
- 5.2 The roadway shall have a minimum volume of 3,000 vehicles/day or 300 vehicles during the peak pedestrian hour.
- 5.3 The crosswalk would serve 40 pedestrians per hour during the peak hour.
- 5.4 The 85th percentile travel speed exceeds the posted speed limit by 7 MPH.
- 5.5 Pedestrian actuated flashers should be considered when midblock crosswalks are located on roads with 4 travel lanes.

6.0 Decision

- 6.1 After evaluating the review criteria and crosswalk warrants in sections 3.0 and 4.0, the City Engineer shall;
- 6.2 Review his/her findings with the Police Chief and Public Works Director.
- 6.3 Make a recommendation on whether or not a crosswalk or flashing pedestrian beacon is appropriate for the location.
- 6.4 Report his/her findings to the person that requested the study.

7.0 Appeal

- 7.1 If the person requesting the study does not agree with the City Engineer's decision they may appeal the decision to the Infrastructure Committee.
- 7.2 The Infrastructure's decision is final.

8.0 Funding & Construction

If a crosswalk or flashing pedestrian beacon is approved, the Public Works Director shall:

- 8.1 Keep a list of approved projects and present an estimated cost of approved projects as an above current request for council to fund in the next fiscal year budget.
- 8.2 Construction may be scheduled for the fiscal year after approval if funding is approved by the council.
- 8.3 Special circumstances may prompt the Infrastructure Committee to direct the Public Works Director and Finance Director to find emergency funding for special projects.

COUNCIL ACTION

Item No.

Date: May 16, 2016

Item/Subject: Order, Authorizing City Engineer to Begin the Process of Discontinuance of a Portion of Texas Avenue and a Portion of Corporate Drive.

Responsible Department: Engineering

Commentary:

The Order attached would begin the process to discontinue a portion of Texas Avenue and a portion Corporate Drive. The portion of Texas Avenue to be discontinued is located on the westerly side of Corporate Drive and along the north side of Texas Avenue. The discontinued portion includes a 20' wide by 333.74' long parcel as shown in Exhibit A. While this portion of the street has been accepted as a public way, it is no longer used as a right-of-way and it is not used by the general public or needed for public purposes. The City will retain an easement to access utilities within the entire portion of property to be discontinued. Under 23 M.R.S.A. § 3032, the City would discontinue the portion of Texas Avenue for a width of 20' and a length of 333.74'±. With the discontinuance completed, the City of Bangor will retain a 60 foot right of way for Texas Avenue.

The portion of Corporate Drive to be discontinued is located along the westerly side of Corporate drive between Maine Avenue and Texas Avenue. The portion to be discontinued includes a 15' wide by 499.46' long parcel as shown in Exhibit A. While this portion of the street has been accepted as a public way, it is no longer used as a right-of-way and it is not used by the general public or needed for public purposes. Under 23 M.R.S.A. § 3032, the City would discontinue this portion of Corporate Drive for a width of 15' and a length of 499.46'±. With the discontinuance completed, the City of Bangor will retain a 65 foot right of way for Corporate Drive.

John M. Theriault, PTOE, PE
Department Head

Manager's Comments:

City Manager

Associated Information: Order, Location Map

Budget Approval:

Finance Director

Legal Approval:

City Solicitor

Introduced for

Passage
 First Reading
 Referral

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Assigned to Councilor

CITY OF BANGOR

(TITLE.) Order, Authorizing the City Engineer to Begin the Process of Discontinuance of a Portion of Texas Avenue and Corporate Drive.

WHEREAS, The portion of Texas Avenue to be discontinued is located on the westerly side of Corporate Drive and along the north side of Texas Avenue and was accepted by the City in 1969; and

WHEREAS, The discontinued portion of Texas Avenue includes a 20' wide by 333.74' long parcel as shown in Exhibit A; and

WHEREAS, The portion of Corporate Drive to be discontinued is located along the westerly side of Corporate Drive between Maine Avenue and Texas Avenue and was accepted by the City in December of 2015; and

WHEREAS, The discontinued portion of Corporate Drive includes a 15' wide by 499.46' long parcel as shown in Exhibit A; and

WHEREAS, said portions of Texas Avenue and Corporate Drive are no longer necessary to serve the public as a right-of-way;

WHEREAS, the City will discontinue the portion of right-of-way along Texas Avenue and Corporate Drive as shown in Exhibit A; and

NOW THEREFORE, BE IT ORDERED BY THE CITY COUNCIL OF THE CITY OF BANGOR THAT

the City Engineer is hereby authorized and directed to begin the process of discontinuing the portions of Texas Avenue and Corporate Drive as shown in Exhibit A in accordance with the provisions of 23 M.R.S.A. § 3026 and to submit a written report to the City Council for further action. A public easement shall be retained for public utilities along Texas Avenue.

To: Infrastructure Committee
From: Engineering Department – Richard May, Storm Water Technician
Date: April 21, 2016

Re: Approval of Staff Action for Grant Application for Arctic Brook Culvert Improvement

On April 4, 2016, the City of Bangor applied for a Stream Crossing Public Infrastructure Improvement Project Grant through the Maine DEP to improve the crossing of Arctic Brook on Grandview Avenue. The proposed upgraded stream crossing will provide better habitat connectivity for wildlife as well as increasing flood resiliency of Grandview Avenue. With an increase in the frequency of intense rain storms, the engineering department feels that this is critical in protecting our infrastructure. The City is also working on a Watershed Management Plan for Arctic Brook with the help of FB Environmental Associates. The plan is very likely to include a recommendation to improve the stream crossing at this location.

The grants were made available by a citizen approved bond and the maximum award per project is \$95,000. Bangor has requested \$95,000 dollars to partially fund a culvert improvement project with an estimated cost of \$156,568.51. The City's contribution of \$61,568.51 to the cost of the project will come from the Stormwater Utility budget. If the grant is awarded to the City, construction of the project will take place during the summer of 2017 between July 15th and October 1 in accordance with environmental permitting.

To: Infrastructure Committee
From: Engineering Department – John Theriault
Date: April 22, 2016

Re: Review of Engineering Capital Improvement Construction Projects for Summer 2016

The City Engineer will review the Capital Improvement Projects that are anticipated to be in construction during the summer of 2016. These projects include:

Union Street – From Main Street to Chamberlain Bridge, and section of Union Street between I-95 and Griffin Road (pavement mill and fill).

Hammond Street – From Union Street to Ohio Street (pavement mill and fill, early summer)
Sewer Project from Ohio Street to state Street (late summer/fall).

Davis Court and First Street – Water and sewer upgrades full width roadway paving

Broadway - From Stillwater Avenue to Center Street, pavement mill and fill project

Court Street Phase II – Sewer separation project between Boynton Street and Penobscot County Parking lot.

Griffin Road – From Union Street to Ohio Street, pavement mill and fill

Outer Hammond Street – Railroad tracks to Hammond Street Extension, pavement overlay.

Maine Avenue sewer Relocation and Upgrade – Sewer relocation and sewer main upgrades adjacent to the proposed Wayfair facility.

Middle and Cross Street - Sewer replacement and pavement and sidewalk improvements.

14th Street and Mclaughlin Street – Storm water/drainage improvements.

Park Street – Sewer replacement from City Hall to Harlow Street

Waste Water Treatment Plant – Plant Biofilter Replacement Project and Aeration Project.