

Minutes of Bike/Ped Meeting re Cottage Road
Planning Department
Nov 8, 2017
7:30- 9 AM

Members present

Alan Mills, Bike/Ped Comm.; Tim Pinette, resident; Steve Sawyer, Sebago Technics; Sue Henderson, Councilor, Bike/Ped Comm.; Rosemarie De Angelis, Chair Bike/Ped; Erik Weisenburger, Bike/Ped Comm; Jennifer Claster, Bike/Ped; Angie Eccles, resident; Charles Haeuser, Planning Director, Ken Hutchins, resident; Ross Elliot; resident; George Corry, resident.

Minutes of Oct 25th amended to correct name to Angie Eccles and then accepted.

Review of process to date

Tex reminded group of the Community meeting Nov 15, Small School 6:30-8:30pm.

He reviewed where we have been and will ask input on solutions on Nov. 13th. Then a “back of the envelop budget will be developed and a plan will go to a Council Workshop. Budget needs will need to be formally approved in the spring budget process. The focus is on just achieving basic thing we can do to slow cars and make it safer to cross the street.

For now the Nov. 22nd meeting will be left on the schedule for debriefing after the Nov. 15th meeting.

Beginning discussion of alternative solutions using Sebago Technic’s suggested improvements as a starting point.

Steve identified that when trying to slow speed one looks at vertical solutions (things like speed bumps which can cause public works problems) vs. horizontal solutions (things like moving curbs out to narrow road which can cause fire truck problems) He felt that it was better to consider horizontal solutions and noted that speed limits do not effect speed unless it is enforced.

For horizontal solutions, need to provide visual cues that one is entering a village area that requires slowing.

Steve looked at existing parking ordinances and felt that they lack in specificity. If on street parking was twenty feet from the crosswalks and ten feet from driveways, there would be increased visibility for drivers and walkers. Curb extensions, shortens the distance to walk across street and also slows traffic.

Suggestions for where allowing and restricting parking included:

- Pavers/cobblestones would be better for the no-parking areas, but need to meet ADA standards, a narrow band of cobble stones, provides a little rumble strip. Cross walks every 400-500 feet provide visual evidence of a village setting
- Need better lighting at Cottage/Pillsbury
- Remove all the parking spaces on the NE side Pillsbury to Fairlawn
 - Businesses need parking
 - More side street parking will result
 - Consider more selective parking space removals
- Update the signage
- Overhanging elements can help reduce speeds

- Gateway signage for City/Meetinghouse Hill
- Sidewalks in Pillsbury area are not in good condition
- Delineate shared lane markings (SLMs)
- Pillsbury stop bar too far from intersection
- Too narrow entrance to DiPietro's will force more on-street deliveries
 - Create loading zone(s)
- People opening car doors can be a problem
- Need education campaign regarding biking, walking, walk signals and pushing buttons
- Sun angle is often a problem
- In 1980's Sam D had rumble strips in front of the store
- Incentivize private shared parking
- RRFB (a flashing rectangular sign) at Pillsbury (and Davis and Goudy)
- Replace existing overhead flashing light with something different/better (pole with mast arm)
- Add bump-outs at Mitchell
- Add third crosswalk at Pillsbury/Cottage

Pilot Tests

It was suggested that Steve and Jim have a demonstration of Pop Up for the Nov 15th meeting and that a speed test be done before and after implementing.

Publicity

It was suggested to have schools send out notice of Nov 15th meeting, put on Chanel 2, post of scheduled meetings, our personal social media and the city web site.

Round Robin

It was noted that: Glad we are doing this, need be a balance of interests-there are many needs, horizontal solutions are good at slowing traffic, and bikes will assume traffic lanes in some places.

Recording Susan Henderson