

Minutes of Bike/Ped Meeting re Cottage Road
Planning Department
December 14, 2017
7:30- 9 AM

Members present

Doug Howard, Public Works; Alan Mills, Bike/Ped Comm.; Steve Sawyer, Sebago Technics; Sue Henderson, Councilor, Bike/Ped Comm.; Rosemarie De Angelis, Chair Bike/Ped; Erik Weisenburger, Bike/Ped Comm; Charles Haeuser, Planning Director, Chief Googins, Police Chief; Erik Weisenburger, Bike/Ped Committee; Tim Pinette, resident; Jennifer Claster, Bike/Ped; Paul Niehoff, Bike/Ped Committee; Laura Mauldin, resident; Jeff Woodbury, Bike/Ped.

Minutes of 12/5 accepted

Discussion

Review Comprehensive Improvement Plan and Pilot Feedback: question if one Rectangular Rapid Flashing Beacon (RRFB) could control crosswalk at Goudy, (there are two crosswalks) suggested that with bump out for turning, one cross walk could be removed.

Majority of feedback from public negative re bump outs, in terms of actual narrowing. The data does not indicate whether these were drivers, bikers or walkers. Data identified from walkers found changes made more walkable.

Discussion of alternative recommendations:

PACTS money is available now via a grant allotted to 3 communities. Could PACTS money grant be used for Cottage Road rather than Waterman Drive as originally planned? It was noted that Department of Transportation (DOT) has some 50-50 grants with communities, so that maybe for 2019 we might apply for \$200,000 from the state. It was noted that Tex's money (from the PACTS grant) is federal. Federal grants have more requirements and cost more overall, but the City share would be 25% instead of 50%. We would have to apply for other money from the DOT which might be easier to obtain. Steve noted that the Municipal Partnership Initiative (MPI) money from the state is better than asking for federal money and could be successful for us and project would progress more quickly. This is the approach that requires the 50% local match. Paul said that the Pillsbury Street projected changes might score high in a grant application and that more money would be available in 2020 (PACTS MPI). Steve suggested that one area be done well and then come back to address others in future; he suggested concentrating Pillsbury. It was agreed that feedback from Fire Chief would be obtained about plans for this intersection.

It was agreed that we will request three RRFBS plus one for the intersection at Pillsbury. There was discussion about painting bump-outs now if we had to wait for money to create them. It was agreed that this might be dangerous if it brought people into the road to wait to cross the street, so let's not do that. However, the parking zones could be painted now. Mr. Howard said Public Works probably cannot do the painting because of busy schedule. Road drainage has already been addressed.

It was felt that more data came from drivers than from pedestrians.

Round Robin and Conclusion.

A lot of effort has gone into this planning effort. The zone change has been made. There is a lot of discussion about the road being dangerous, really have to discount some comments as from those who just want to keep driving as is.

Want to try to petition DOT to reduce speed to 25mph.

Doing everything suggested would have cost around \$2million, group has reduced plan to \$500,000 (50% local share using MDOT MPI funds) which includes the RRFBs, work at Pillsbury and painting parking zones. A motion was made to ask council for \$500,000: 8 voted yes, one opposed. We will meet before the council workshop.