

**TOWN OF YARMOUTH  
BIKE AND PEDESTRIAN COMMITTEE  
REGULAR MEETING**

Tuesday, November 12, 2024,

7:00 - 8:30 PM

Log in from your computer, tablet or smartphone: <https://meet.goto.com/912191245>

Dial in by phone: +1 (571) 317-3122, Access Code: 912-191-245

AGENDA

I. CALL TO ORDER

II. ROLL CALL OF MEMBERS

Colin Durant, Chair

Mike Tremblay, Vice Chair

Todd Patstone, Co-Secretary

Carrie Logan

Jeff Chandler

Heather Melanson Miller

Tina West

Jen Van Allen

Ben Yardley

Sebastian Solomon Silver

Dan Ostrye, Emeritus Committee Member

Randy Bates, Council Liaison

Julie Dubovsky, Assistant Planner

III. APPROVE OCTOBER MINUTES

IV. PUBLIC COMMENT (5 min)

V. HOUSEKEEPING FYIs (5 min)

VI. CSAC REPORT BACK (10 min)

VII. FOREST FALLS DRIVE REVIEW (10 min)

VII. SCHOOL SAFETY PROJECT DISCUSSION (20 min)

VIII. DEMONSTRATION PROJECT DISCUSSION (20 min)

VIII. PRIORITY PROJECT & PIDs UPDATES (15 min)

a. [Map](#) - Review GPCOG update

b. [Bike & Ped Network Plan Update](#)

c. [CIP](#)

d. [School Safety Campus Plan](#)

e. [Traffic Calming](#)

f. [Outreach & Engagement](#) - November 14th Volunteer Fair

g. [Casco Bay Trail](#)

VII. TOWN UPDATES (5 min)

VIII. NEXT MEETING: Virtual on Tuesday, December 10, 2024

**TOWN OF YARMOUTH  
BIKE AND PEDESTRIAN COMMITTEE  
REGULAR MEETING**

Tuesday, October 8, 2024,

6:30 - 8:00 PM

Yarmouth Town Hall, Community Room

Log in from your computer, tablet or smartphone: <https://meet.goto.com/912191245>

Dial in by phone: +1 (571) 317-3122, Access Code: 912-191-245

MEETING MINUTES

I. CALL TO ORDER

II. ROLL CALL OF MEMBERS

Colin Durant, Chair

Mike Tremblay, Vice Chair

~~Todd Patstone, Co-Secretary~~

Carrie Logan

Jeff Chandler

Tina West

~~Jen Van Allen~~

Ben Yardley

Sebastian Solomon Silver

Dan Ostrye, Emeritus Committee Member

~~Randy Bates, Council Liaison~~

Julie Dubovsky, Assistant Planner

III. APPROVE SEPTEMBER MINUTES

Meeting minutes approved unanimously

IV. PUBLIC COMMENT

- a. Adam Knapp and neighbors re: Hillside Street and Kindred Way/McKearney
  - i. Between 40-60 kids, 2x/day. "Biker gang"
  - ii. Often kids aren't paying attention riding down the hill from HMS, blast into the intersection of McKearney and Hillside.
  - iii. Adam spoke with Principal Gleason, who spoke to Chief Gallant. They will continue to educate kids.
  - iv. Have inquired about crossing guard - it is a public works issue, not a school issue.
    1. Eric Street (public works) came out and evaluated, determined that there might be something more that needs to be done.
  - v. GOAL: make it safer for kids. RFB? Crossing guard? Speed bumps? Neighborhood residents are asking YBPC for assistance in advocating.
  - vi. Committee to send note in support of Adam's efforts
    1. Possibly feed this into the campus safety plan
  - vii. Hillside History (by Dan O): There was a bond issue raised in 2019 for traffic calming, was deemed to be too expensive so it didn't pass.
    1. Hillside is a local road, not a MEDOT road.
  - viii. Tina to ask BCM about low-cost solutions
- b. Rebecca Bushby and Christine Ho re: Gilman Road and Drinkwater Point Road

- i. Concerns with traffic coming off Gilman (35mph) onto Drinkwater (25mph)
- ii. There was a speed study done by YPD
- iii. Lots of commercial vehicles going very fast, rerouted from Princes Pt since traffic calming implemented there
- iv. Radius of intersection is very gradual; consider squaring up the intersection
- v. Rampant speeding on Gilman Rd
- vi. Next steps: toolkit
  1. Suggest traffic calming @ west side trail crossing
  2. Lane narrowing? Squaring off intersection? Jersey barriers?
- vii. Gilman is a state road - presents challenges
- viii. Julie mentioned that comprehensive plan has goals that support these kinds of improvements
- ix. In summertime, increase in traffic to/from Cousins and Chebeague: motorcycles, beach-goers, ferry traffic
- x. Julie to check when the last speed study data came in.

## V. VISION ZERO ACTION PLAN

- a. Adopted by Town Council
- b. Discussed next steps
  - i. Create task force that advances it separately from CSAC (?). Would include YBPC, schools, someone from public health council, someone from YFD/YPD, someone tackling ADA requirements, etc.
  - ii. Output is a doc that the town approves. Must have measurable SMART goals
  - iii. Identify member from the committee to join this task force, then decide to adapt vs adopt.

## VI. PRIORITY PROJECT & PIDs UPDATES

- a. [Map](#) - Review GPCOG update
  - Next step: finalizing copy and design.
- b. [Bike & Ped Network Plan Update](#) - Review draft scope
  - Starting fresh is best approach
  - Existing conditions study
    - Review 2015 recommendations
  - Create 2030 and 2050 visions
  - Solicit feedback from public and adjust accordingly
  - Concern mentioned that if we include schools, the scope might balloon
  - Jim Tasse might be interested in consulting on this.
- c. [CIP](#)
  - Not discussed
- d. [School Safety Campus Plan](#) - Update

- Short on time, discussed minimally, agreed it will be a bigger focus next meeting
- Put together surveys for students and parents
- Pausing until permission obtained from schools to distribute survey
  - Carrie to distribute on Yarmouth Community Network (YCN) on Facebook

e. [Traffic Calming](#)

- Demonstration project next steps
- Review draft website language for traffic calming requests
- Discussed making Traffic Calming toolkit more prominent and easier to find on website, possibly providing residents an easier way to provide feedback/concerns/input
  - Concern mentioned: how do we manage the increased volume of requests and input that might result?

f. [Outreach & Engagement](#) - Review draft school communications

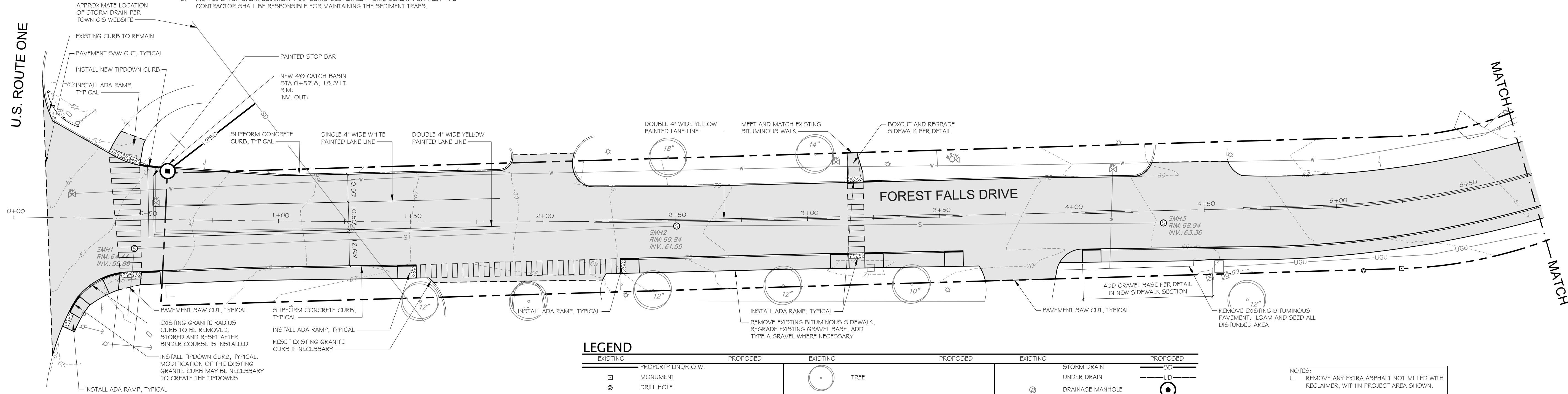
g. [Casco Bay Trail](#)

VII. TOWN UPDATES

VIII. NEXT MEETING: Virtual on November 12, 2024

**GENERAL NOTES**

1. THE CONTRACTOR SHALL INSTALL LOAM, SEED AND MULCH TO MATCH EXISTING LAWN AREAS, NEW AREAS OF CURB AND ALL OTHER DISTURBED AREAS.
2. ALL STORMDRAIN AND UNDERDRAIN SHALL BE ADS N-12 HDPE OR EQUIVALENT UNLESS OTHERWISE NOTED ON THE DRAWINGS OR IN THE SPECIFICATIONS.
3. THE CONTRACTOR SHALL PROTECT ALL EXISTING PLANTERS OR LANDSCAPE FEATURES.
4. THE CONTRACTOR SHALL RESET ALL MAILBOXES AND SIGNS AS DIRECTED BY THE ENGINEER.
5. THE CONTRACTOR SHALL ADJUST ALL EXISTING MANHOLE FRAMES AND COVERS TO THE PROPOSED GRADE AS DIRECTED BY THE ENGINEER.
6. INSTALL CATCH BASIN SEDIMENT TRAP USING GEOTEXTILE FABRIC BENEATH GRATES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE SEDIMENT TRAPS.
7. ALL PAVING SHALL BE THE RESPONSIBILITY OF THE TOWN AND IS NOT INCLUDED IN THIS CONTRACT.
8. ALL SLIPFORM CONCRETE CURBING INSTALLATION SHALL BE THE RESPONSIBILITY OF THE TOWN AND IS NOT INCLUDED IN THIS CONTRACT.
9. THE TOWN SHALL RECLAIM THE EXISTING PAVEMENT AND RE-ESTABLISH THE PROPOSED ROAD CENTERLINE PROFILE.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FINISH GRADING OF THE DRIVEWAY APRON AGGREGATE BASE AS SHOWN IN THE DRAWINGS.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COORDINATION WITH THE TOWN'S PAVING CONTRACTOR FOR DRIVEWAY APRONS AND SIDEWALKS AS DIRECTED BY THE ENGINEER.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESETTING ALL EXISTING GRANITE CURB AS SHOWN IN THE DRAWINGS IF REQUIRED.
13. ALL CROSS CULVERTS AND DRIVEWAY CULVERTS THAT ARE INSTALLED IN THE ROAD TRAVELWAY AND ARE INSTALLED LESS THAN THREE FEET DEEP FROM THE PAVEMENT SURFACE TO THE PIPE INVERT SHALL HAVE 2" RIGID FOAM INSULATION INSTALLED AS DIRECTED BY THE ENGINEER.
14. LIMITS OF WORK ARE AS SHOWN AND SHALL INCLUDE THE EXISTING SIDEWALK TO THE RIGHT OF THE BASELINE.
15. THE CONTRACTOR SHALL PROVIDE A SMOOTH TRANSITION FROM GRANITE CURB TO CONCRETE CURB AS DIRECTED BY THE ENGINEER.
16. THE CONTRACTOR SHALL REMOVE ALL EXISTING CURB AND ALL MATERIAL TWO (2) FEET BEYOND THE EXISTING CURB TO FACILITATE RECLAIMING OF THE ROAD SHOULDERS.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SAW CUTTING ALL DRIVEWAYS AS REQUIRED TO MATCH FINISH GRADE AND THE STANDARD DETAILS.
18. THE CONTRACTOR SHALL COORDINATE WITH YARMOUTH WATER DISTRICT TO ADJUST WATER VALVE BOXES TO GRADE.
19. ALL UNDERDRAIN SHALL MAINTAIN A THREE (3) FOOT SEPARATION FROM THE EXISTING WATER MAIN.
20. AGGREGATE SUBBASE TYPE "D" SHALL HAVE 100% OF THE PARTICLES PASSING A 3" SIEVE.



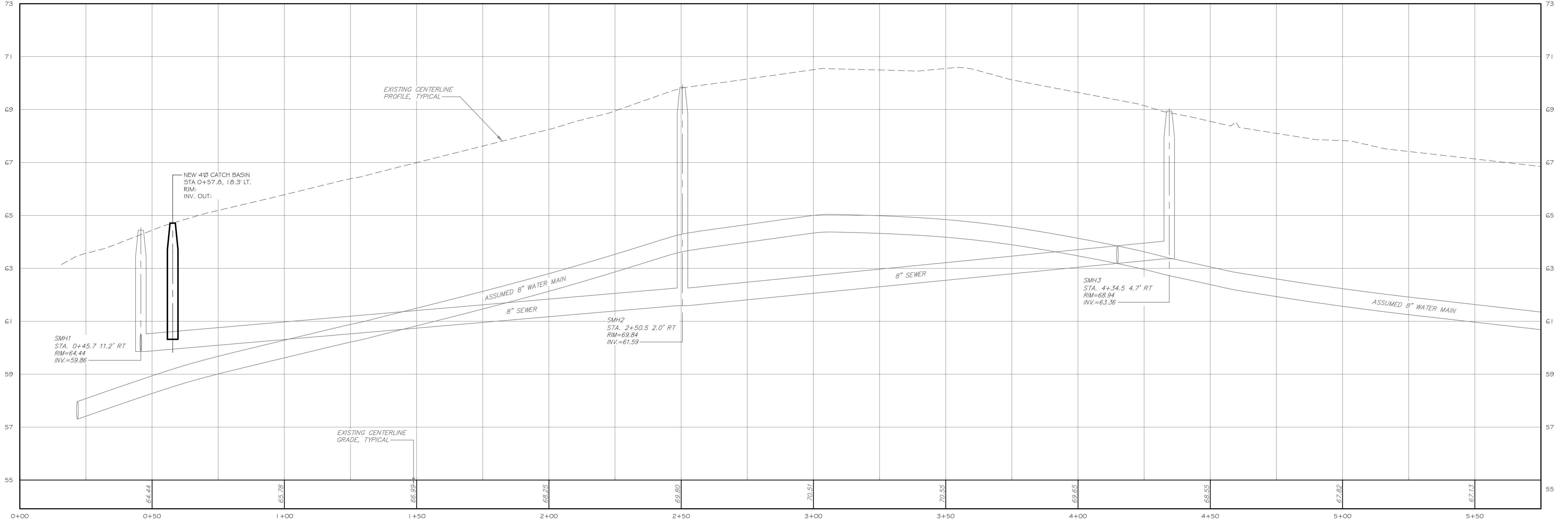
**PLAN VIEW: FOREST FALLS DRIVE**  
 STA 0+00 TO STA 5+75  
 SCALE: 1" = 20' (H)

**LEGEND**

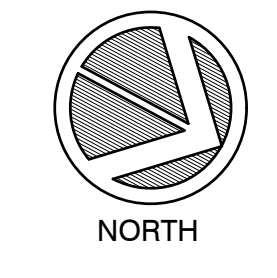
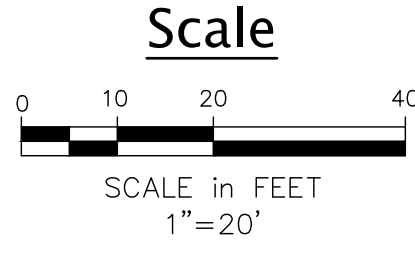
EXISTING		PROPOSED		EXISTING		PROPOSED	
□	PROPERTY LINE, O.W.	---	---	○	TREE	⊗	STORM DRAIN
⊙	MONUMENT	---	---	○	SIGN	⊗	UNDER DRAIN
⊙	DRILL HOLE	---	---	○	WATER	⊗	DRAINAGE MANHOLE
—	EDGE PAVEMENT	---	---	○	WATER GATE VALVE	⊗	CATCH BASIN
---	PAVEMENT SAWCUT	---	---	○	WATER SHUT OFF	⊗	UNDERGROUND UTILITY
---	EDGE CONCRETE	---	---	○	HYDRANT	⊗	LIGHT POLE
---	PAVEMENT PAINT	---	---	○	SANITARY SEWER	⊗	UTILITY POLE
---	EDGE GRAVEL	---	---	○	SANITARY MANHOLE	⊗	GUY WIRE
---	CURB LINE	---	---	○		⊗	
---	CONTOURS	---	---				

**NOTES:**

1. REMOVE ANY EXTRA ASPHALT NOT MILLED WITH RECLAIMER, WITHIN PROJECT AREA SHOWN.
2. REMOVE EXISTING BITUMINOUS SIDEWALK ALONG ENTIRE STREET, REGRADE EXISTING GRAVEL BASE, ADD TYPE A GRAVEL WHERE NECESSARY TO BRING SIDEWALK TO NEW CURB HEIGHT.



**PROFILE VIEW: FOREST FALLS DRIVE**  
 STA 0+00 TO STA 5+75  
 SCALE: 1" = 20' (H)  
 1" = 2' (V)



**PROJECT INFORMATION:**

**FOREST FALLS DRIVE REHABILITATION**  
 FOREST FALLS DRIVE  
 YARMOUTH, MAINE

REV. DATE DESCRIPTION BY

#	DATE	DESCRIPTION	BY

PLAN PREPARED BY:



**TOWN OF YARMOUTH**  
 200 MAIN STREET  
 YARMOUTH, ME 04096  
 207-846-2401

DRAWN: CHK: DESIGN:

JAR SSJ JKC

LICENSURE:

SHEET TITLE:

**PLAN & PROFILE**  
 STA 0+00 TO  
 STA 5+75

SHEET NUMBER: REVISION:

**C1.0** X  
 23083



**LEGEND**

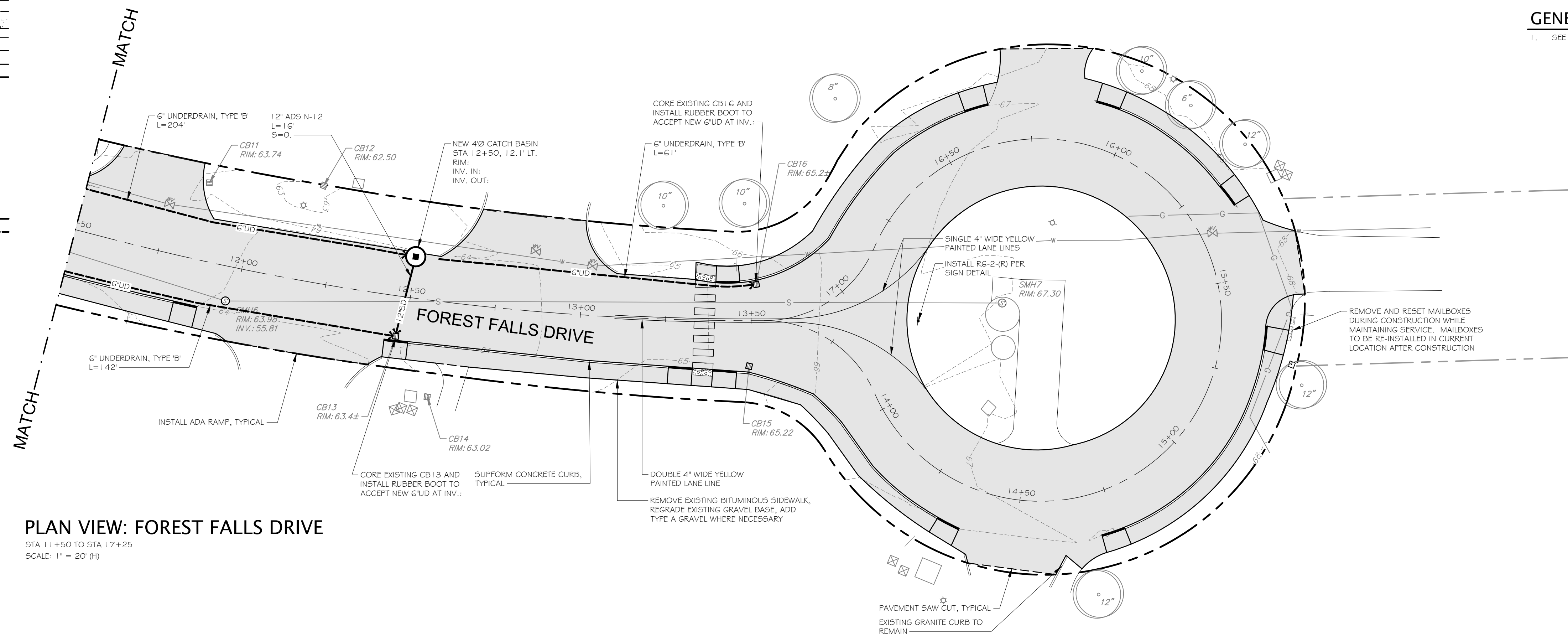
EXISTING	PROPOSED
—	—
□	PROPERTY LINE, O.W.
○	MONUMENT
●	DRILL HOLE
—	EDGE PAVEMENT
—	PAVEMENT SAWCUT
—	EDGE CONCRETE
—	PAVEMENT PAINT
—	EDGE GRAVEL
—	CURB LINE
—	CONTOURS
○	TREE
—	SIGN
W	WATER
⊗	WATER GATE VALVE
⊕	WATER SHUT OFF
⊙	HYDRANT
—	SANITARY SEWER
—	SANITARY MANHOLE
—	STORM DRAIN
—	UNDER DRAIN
⊙	DRAINAGE MANHOLE
⊙	CATCH BASIN
—	UNDERGROUND UTILITY
⊙	LIGHT POLE
⊙	UTILITY POLE
—	GUY WIRE

**EROSION CONTROL NOTES**

1. SEE EROSION CONTROL NOTES ON SHEET C2.0.

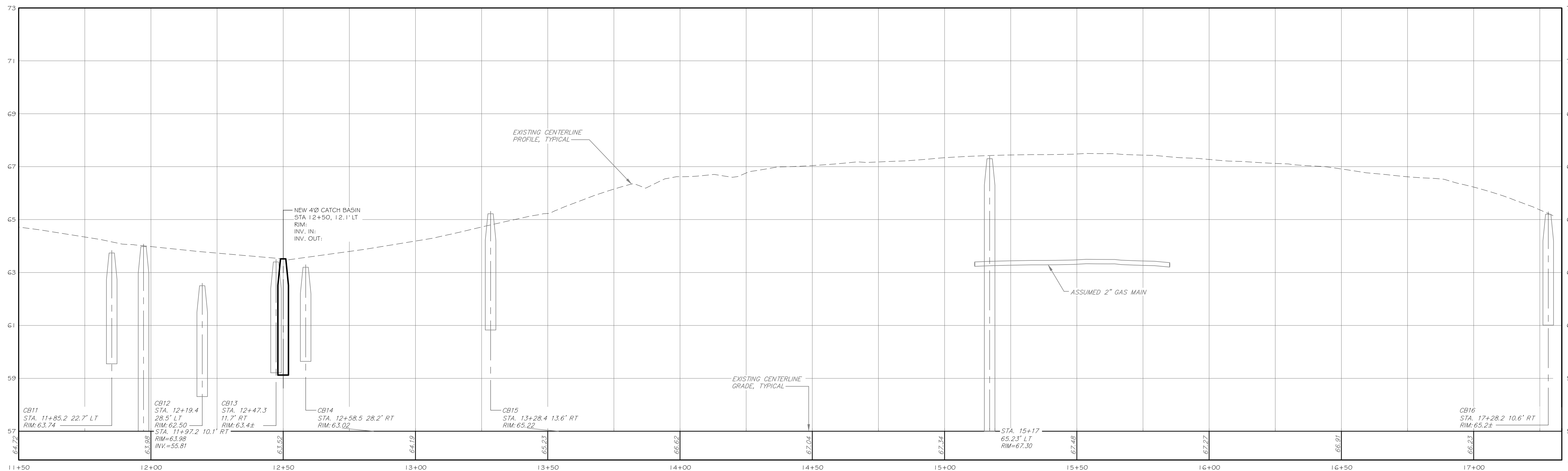
**GENERAL NOTES**

1. SEE GENERAL NOTES ON SHEET C2.0.



**PLAN VIEW: FOREST FALLS DRIVE**

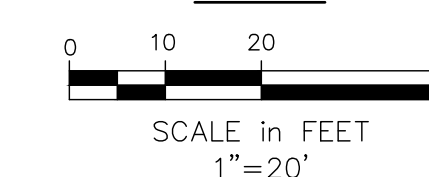
STA 11+50 TO STA 17+25  
SCALE: 1" = 20' (H)



**PROFILE VIEW: FOREST FALLS DRIVE**

STA 11+50 TO STA 17+25  
SCALE: 1" = 20' (H)  
1" = 2' (V)

Scale



**PROJECT INFORMATION:**

**FOREST FALLS DRIVE  
REHABILITATION**

FOREST FALLS DRIVE  
YARMOUTH, MAINE

**REV. DATE DESCRIPTION BY**

#	DATE	DESCRIPTION	BY

**PLAN PREPARED BY:**



**TOWN OF YARMOUTH**  
200 MAIN STREET  
YARMOUTH, ME 04096  
207-846-2401

**DRAWN: CHK.: DESIGN:**

JAR	SSJ	JKC
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**LICENSURE:**

**SHEET TITLE:**

**PLAN & PROFILE  
STA 11+50 TO  
STA 17+25**

**SHEET NUMBER: REVISION:**

<b>C3.0</b>	<b>X</b>
23083	

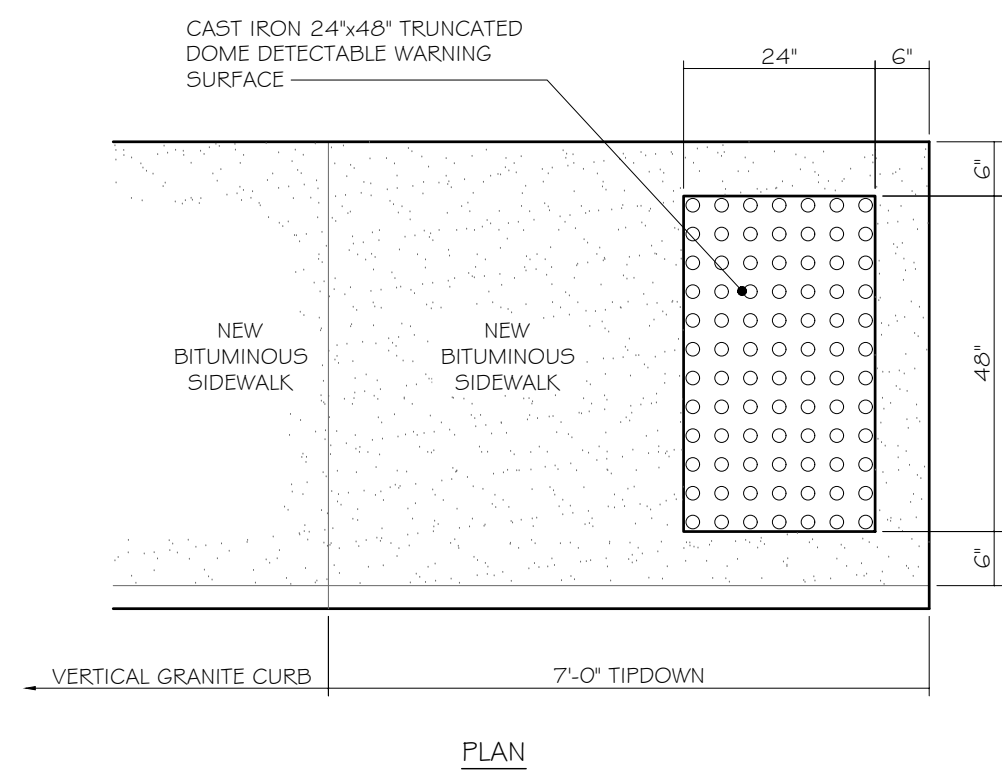
**EROSION CONTROL NOTES**

1. APPLICATION OF TEMPORARY AND PERMANENT EROSION CONTROL MEASURES FOR THE PROJECT SHALL BE IN ACCORDANCE WITH PROCEDURES AND SPECIFICATIONS OF THE "MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES," MARCH 2003 (BMP HANDBOOK).
2. SILTATION FENCE SHALL BE INSTALLED BEFORE GRUBBING OR EARTH MOVING OPERATIONS.
3. PERMANENT SEEDING SHALL BE APPLIED WITHIN 15 DAYS OF FINAL GRADING FROM APRIL 15 TO SEPTEMBER 1.
4. PERMANENT SEEDING SHALL BE COTTAGE MIX.
5. TEMPORARY SEEDING SHALL BE APPLIED WITHIN 30 DAYS OF INITIAL DISTURBANCE OF THE SOIL IF PERMANENT SEEDING IS NOT APPLIED. TEMPORARY SEEDING SHALL BE:

SEED	LB/1,000 SQ. FT.	SEEDING DEPTH	RECOMMENDED SEEDING DATES
WINTER RYE	2.6	1-1.5"	8/15-10/1
OATS	1.8	1-1.5"	4/1-7/1 8/15-9/15
ANNUAL RYEGRASS	0.9	.25"	4/1-7/1
SUDANGRASS	0.9	.5-1"	5/15-8/15
PERENNIAL	0.9	.25"	8/15-9/15

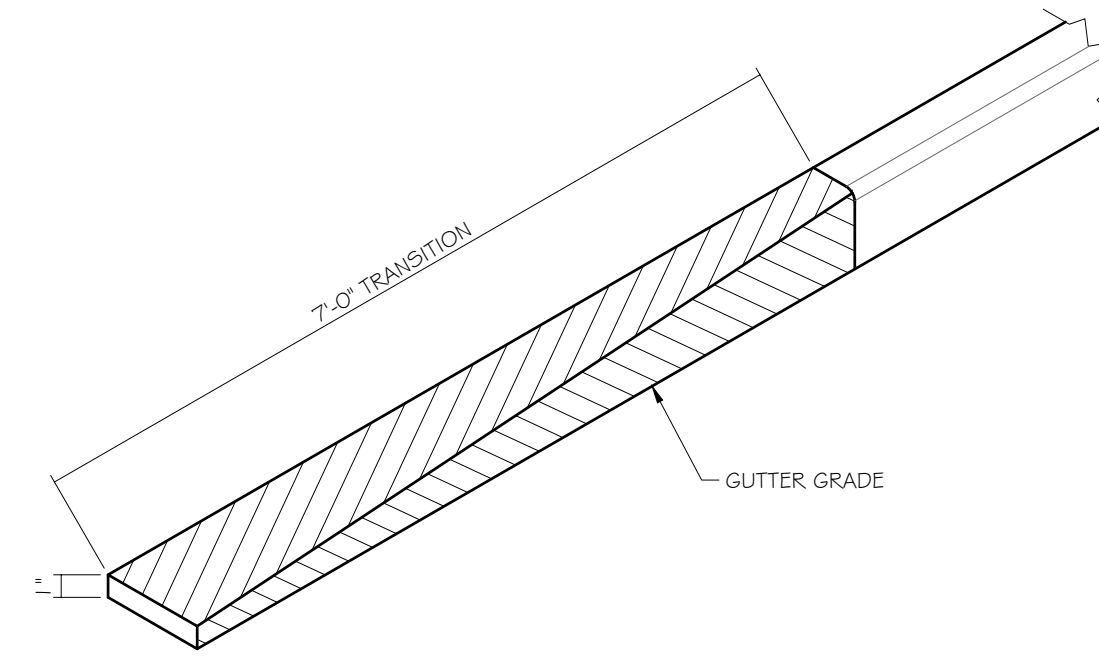
6. FERTILIZER SHALL BE 10-20-20 GRANULAR GARDEN FERTILIZER AND APPLIED AT 18.4 LBS/1,000 S.F.
7. LIMESTONE SHALL BE GROUND WITH 50% CALCIUM PLUS MAGNESIUM OXIDE AND APPLIED AT 138 LBS/1,000 S.F.
8. MULCH SHALL BE HAY OR STRAW APPLIED AT 70-90 LBS/1,000 S.F.
9. WINTER MULCH SHALL BE APPLIED BETWEEN OCTOBER 1 AND APRIL 1 AND SHALL BE HAY OR STRAW APPLIED AT 300 LBS/1,000 S.F.
10. ALL EROSION CONTROL MEASURES, SEEDING AND MULCHING SHALL BE INSPECTED WEEKLY, AFTER RAINSTORMS AND DURING RUNOFF EVENTS. ALL MEASURES SHALL BE REPAIRED OR REPLACED WHEN NO LONGER SERVICEABLE DUE TO SEDIMENT ACCUMULATION OR DAMAGE.
  11. SEEDING AND MULCHED AREAS SHALL BE MAINTAINED UNTIL FINAL ACCEPTANCE OF THE WORK. SEED CATCH SHALL BE ACCEPTABLE WHEN 75 PERCENT CATCH IS ESTABLISHED. MAINTENANCE SHALL CONSIST OF PROVIDING PROTECTION AGAINST TRAFFIC AND REPAIRING ANY AREAS TO RE-ESTABLISH THE CONDITION AND GRADE OF THE SOIL PRIOR TO SEEDING AND SHALL THEN BE RE-FERTILIZED, RESEEDING AND REMULCHED.
  12. TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED UPON COMPLETION OF GRADING OPERATIONS AND ESTABLISHMENT OF A 75 PERCENT CATCH OF GRASS.
  13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING EROSION CONTROL MEASURES DURING CONSTRUCTION.
  14. EROSION CONTROL INSPECTION SHALL BE PERFORMED BY:
 

TOWN OF YARMOUTH  
TOWN ENGINEER OR PUBLIC WORKS DIRECTOR  
200 MAIN STREET  
YARMOUTH, MAINE 04096  
(207) 846-2401
  15. EROSION CONTROL AND CONSTRUCTION SEQUENCE:
    - a) INSTALL ALL TEMPORARY EROSION CONTROL AS SHOWN ON THE PLAN SHEET IN ACCORDANCE WITH THE DETAIL AND BMP'S.
    - b) REGRADE EXISTING DETENTION POND AND INSTALL NEW STORMDRAIN OUTLET TO POND.
    - c) CONSTRUCT THE ROAD. IMMEDIATELY UPON INSTALLATION OF INLETS TO STORMDRAINS CONSTRUCT RIPRAP PROTECTION.
    - d) REMOVE TEMPORARY EROSION CONTROL MEASURE ONCE IMPROVEMENTS ARE COMPLETE AND THERE IS 75% CATCH OF GRASS.
    - e) INSTALL PERMANENT EROSION CONTROL MEASURES.



**SIDEWALK RAMP DETAIL**

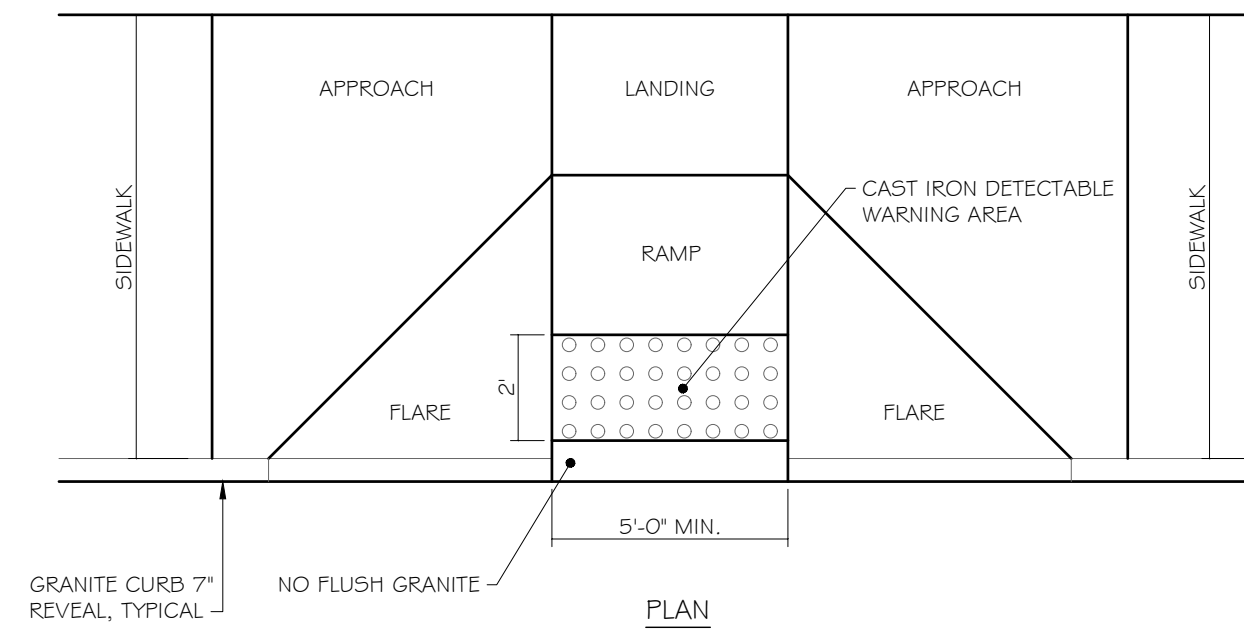
SCALE: N.T.S. SOURCE: TOWN OF YARMOUTH LAST UPDATED: 2019-01-02



**CONCRETE TRANSITION CURB**

SCALE: N.T.S. SOURCE: TOWN OF YARMOUTH LAST UPDATED: 2021-02-10

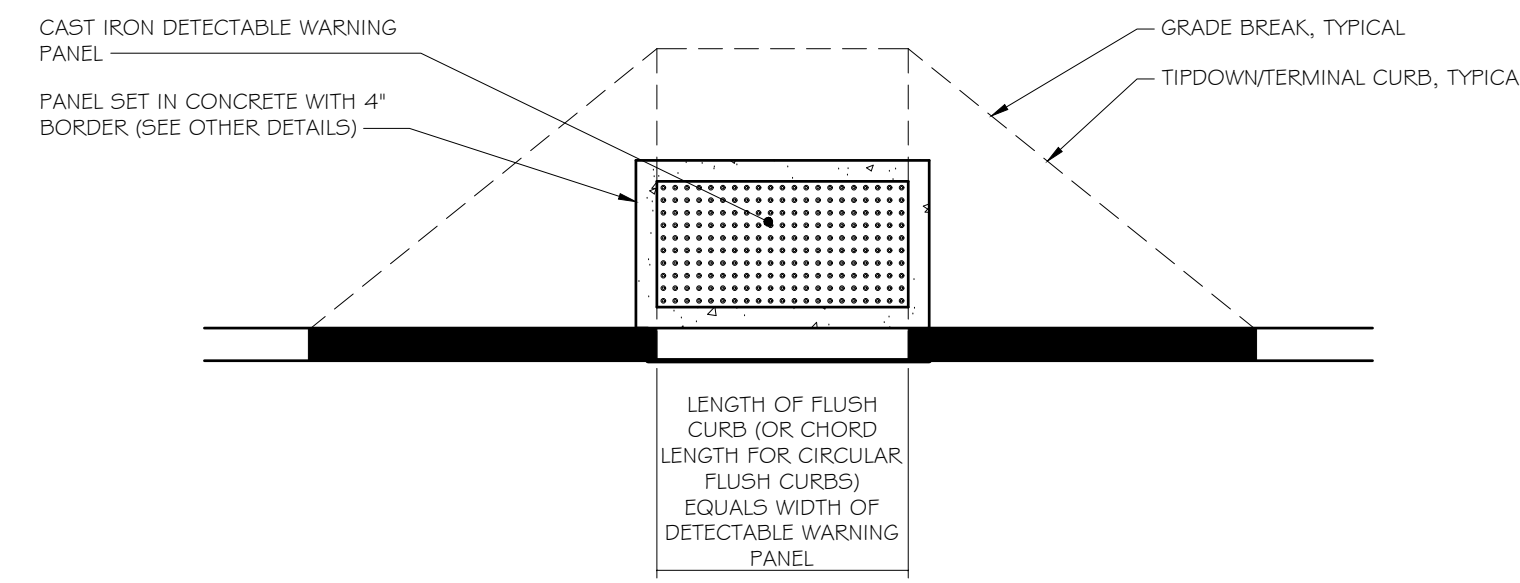
DESIGN ELEMENT	SLOPE IN DIRECTION OF TRAVEL	CROSS SLOPE
APPROACH	0.33% MAXIMUM	2% MAX.
LANDING	2%	2% MAX.
RAMP	0.33% MAXIMUM	MATCH STREET GRADE
FLARE	10% MAX. AT CURB FACE	MATCH STREET GRADE
SIDEWALK	MATCH STREET GRADE	2% MAX.



- NOTES:
1. ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
  2. NO FLUSH GRANITE TO BE USED.

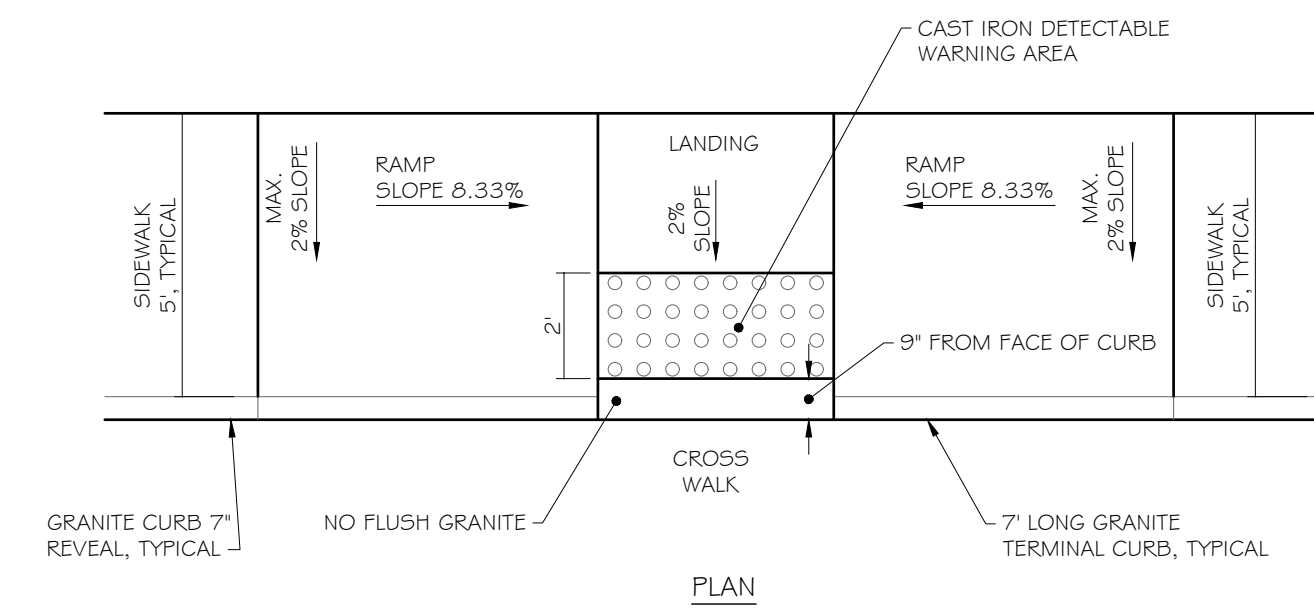
**PERPENDICULAR ADA RAMP LAYOUT FOR WIDE SIDEWALK WITH NO ESPLANADE**

SCALE: N.T.S. SOURCE: TOWN OF YARMOUTH LAST UPDATED: 2021-02-10



**PLACEMENT OF DETECTABLE WARNING PANEL (DWP) IN RELATION TO FLUSH CURB**

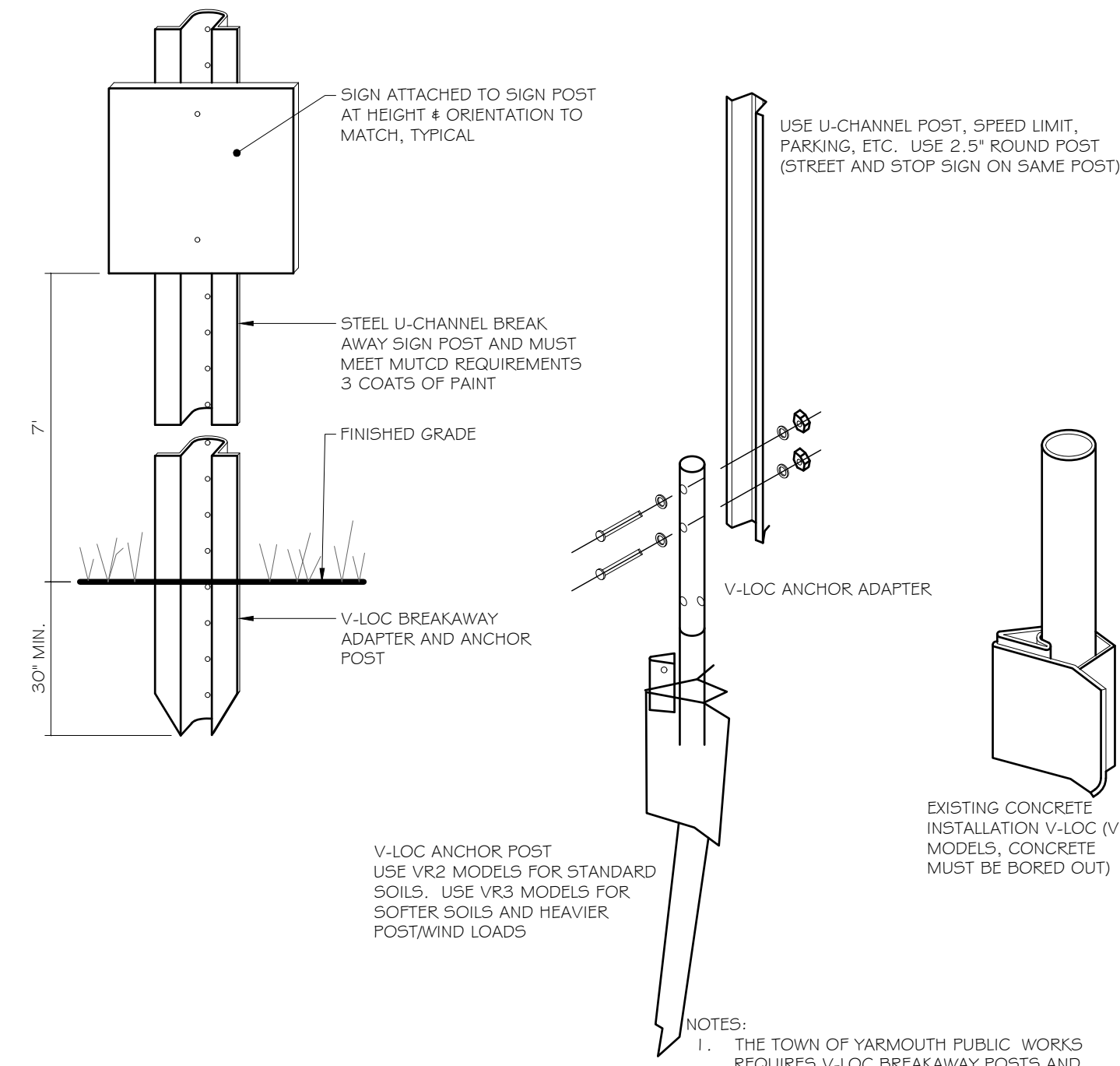
SCALE: N.T.S. SOURCE: TOWN OF YARMOUTH LAST UPDATED: 2021-02-10



- NOTES:
1. ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
  2. NO FLUSH GRANITE TO BE USED.
  3. SIDEWALK MATERIAL PER SIDEWALK MATERIAL POLICY.

**PARALLEL SIDEWALK RAMP LAYOUT FOR NARROW SIDEWALK WITH NO ESPLANADE**

SCALE: N.T.S. SOURCE: TOWN OF YARMOUTH LAST UPDATED: 2021-02-10



**V-LOC BREAKAWAY SIGN ANCHOR POST DETAIL**

SCALE: N.T.S. SOURCE: TOWN OF YARMOUTH LAST UPDATED: 2016-08-04



PROJECT INFORMATION:

**FOREST FALLS DRIVE REHABILITATION**  
FOREST FALLS DRIVE  
YARMOUTH, MAINE

REV. DATE DESCRIPTION BY

#	DATE	DESCRIPTION	BY

PLAN PREPARED BY:



**TOWN OF YARMOUTH**  
200 MAIN STREET  
YARMOUTH, ME 04096  
207-846-2401

DRAWN: CHK.: DESIGN:

JAR	SSJ	JKC
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LICENSURE:

SHEET TITLE:

**NOTES AND DETAILS**

SHEET NUMBER: REVISION:

<b>C4.0</b>	<b>X</b>
	23083

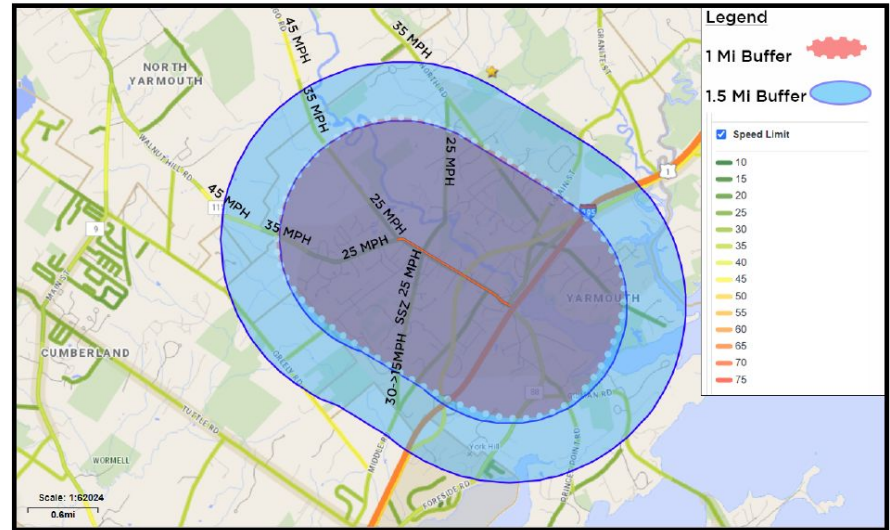
# Demonstration Project Preliminary Design: Proposed Locations and Pilot Countermeasures

Yarmouth Bicycle & Pedestrian Advisory Committee  
November 12, 2024

# Overview of Proposal

- Small demonstration projects in 2025-2026 to pilot temporary traffic calming treatments
- Treatments would be focused on signaling to drivers they need to slow down and that they are entering the village area with lower speeds, and heavy biking and walking use
- The purpose is:
  - To test whether low-cost visibility enhancements at uncontrolled crosswalks can slow traffic and improve driver yielding compliance;
  - To test community support for hardscape changes in the road Right of Way; and,
  - To study whether these changes impact driver yielding rates and reduce driving speeds into the village.
- Mix of local roads, state and state-aid roads
  - West Main Street (state aid Route 115) to Main Street
  - Sligo Road (town road) to West Main Street
  - North Road (state aid road) to East Elm St (town road)
  - East Elm Street to Main Street
  - West Elm St (town road) to Main Street


Map 1 - Posted Speed Limits



# Overview of MaineDOT Process

## DOT Requirements:

- Develop written plan/schematics for Town review (and possible P.E. stamp)
  - AASHTO approved materials
    - If using a device/concept that needs interim approval or experimentation status, must apply through FHWA
  - Implementation, maintenance, removal and Job Safety Analysis plans
  - Measurable goals and performance standards
  - Opportunities for public engagement and a public relations plan
- Approval by Town Manager and review by Town Council prior to submission to MaineDOT's Region Traffic Engineer

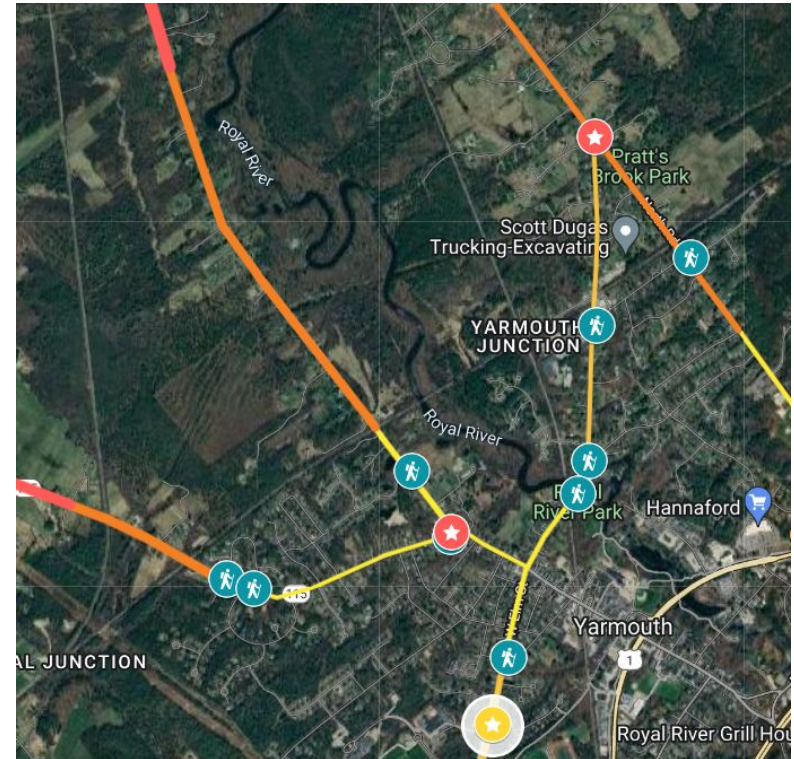


And CSAC approval before

# Overview of Proposed Locations

- Revising proposal to have primary and secondary treatments
  - 5 locations > 10
- All have uncontrolled crosswalks traversing the roadways before reaching Main St
- All already have step down speeds, except for West Elm, which has a SSZ.
- None have on-street parking to create “side friction”

Revised map of proposals

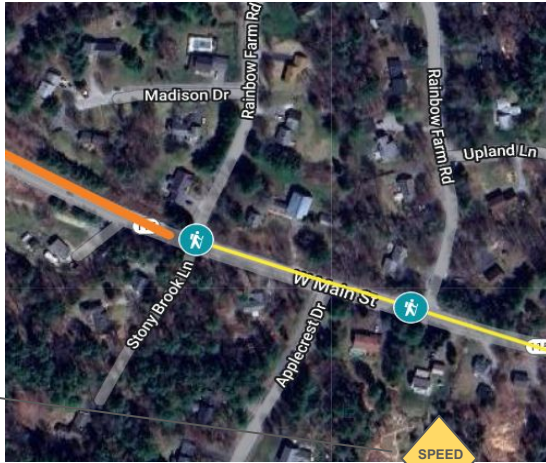


# Corridor: West Main Street/Route 115

Context: 3,211 - 4,540 AADT, major collector, state-aid, existing curb ramps

## Primary: Rainbow Farm Rd (29 ft)

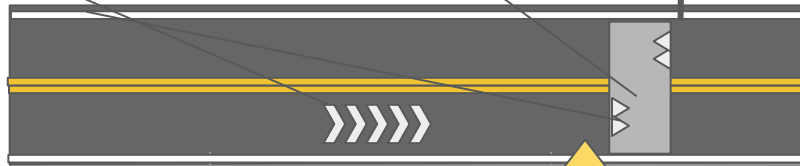
Transition Zone  
Speed Table



Speed Bump  
& Advisory  
Speed signs

Chevron markings  
in advance and on speed  
table

Speed Table



45 MPH

35 MPH  
(0.2 to 0.4 mi)

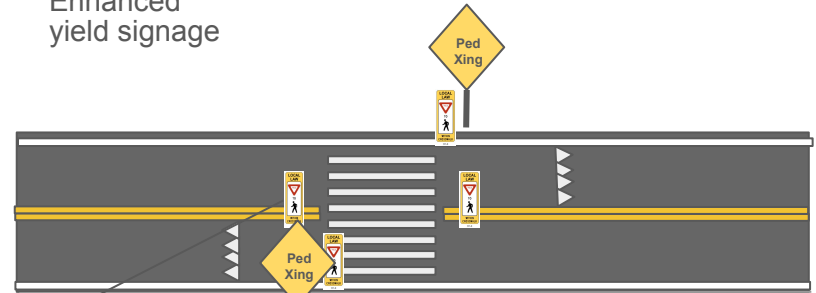
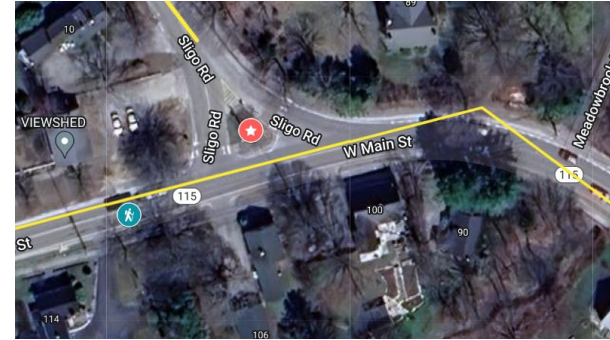
25 MPH

## Secondary: Sligo Rd (26 ft)

Enhanced Crosswalk  
& Gateway Treatment  
at T-intersection

Materials:

1. In-road centerline signage and gutter pan signs
2. Yield markings
3. Enhanced yield signage
- 4.



Signs and delineators placed 1.5-50 ft in advance

# Corridor: North Road

Context: 6,244 - 4,760 AADT, major collector, state-aid, ped crash history

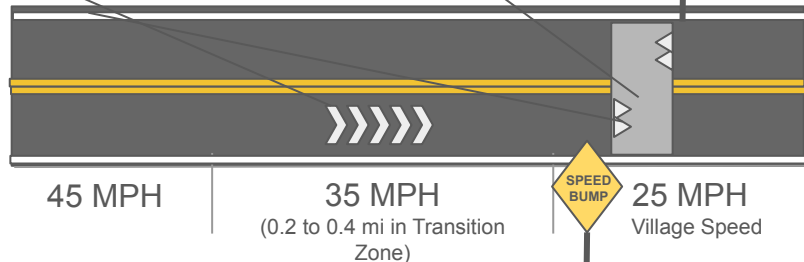
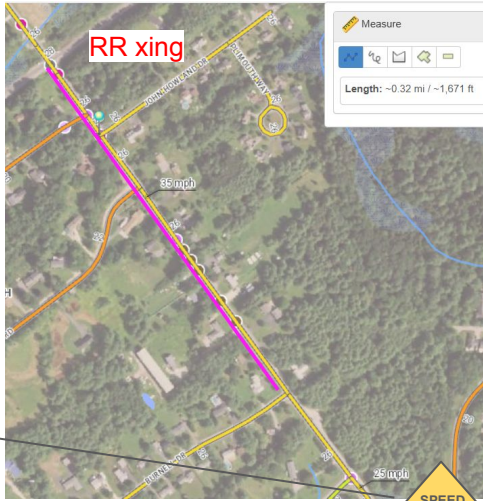
## Primary: John Howland Dr (26 ft)

### Transition Zone Speed Table

Q. Proximity to the railroad crossing in the transition zone?

Speed Bump & Advisory Speed signs

Chevron markings in advance and on speed table

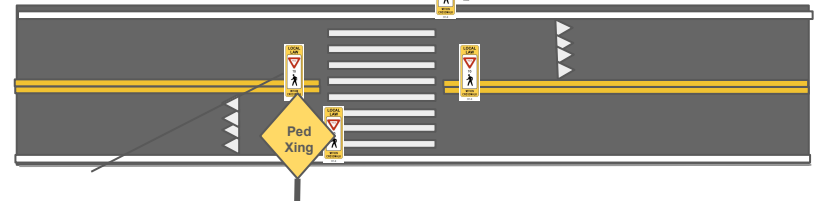
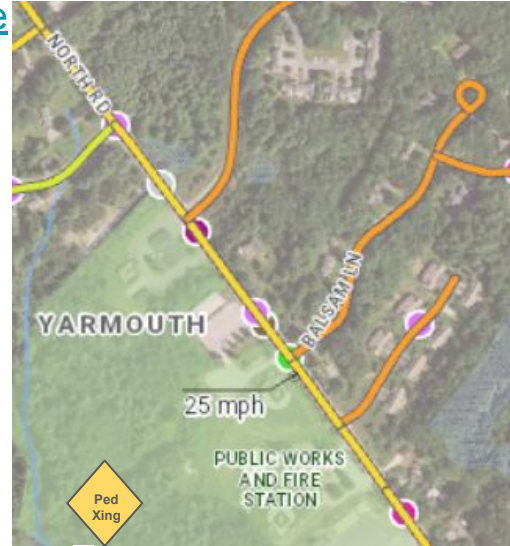


## Secondary: Balsam Lane (26 ft)

Enhanced Crosswalk & Gateway Treatment at T-intersection

Materials:

1. In-road centerline signage and gutter pan signs
2. Yield markings
3. Enhanced yield signage
4. Ped or sharrow stencil



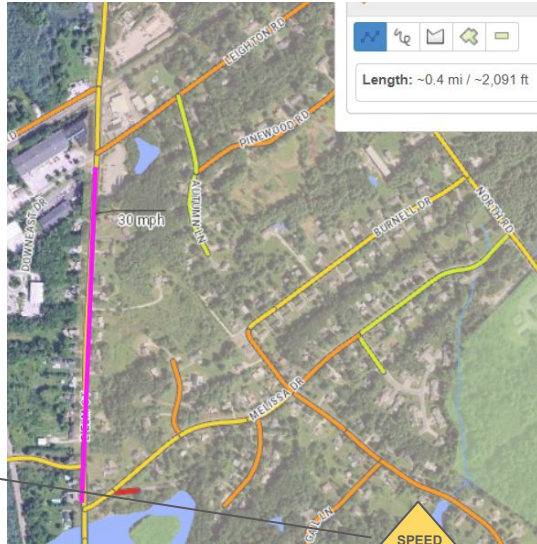
Signs and delineators placed 1.5-50 ft in advance

# Corridor: East Elm St

Context: 6,244 - 4,760 AADT, major collector, local road, ped generators

Primary: before  
Melissa Drive  
(28 ft)

Transition Zone  
Speed Table



Speed Bump & Advisory  
Speed signs

Chevron markings  
in advance and on speed  
table

Speed Table



45 MPH

35 MPH

(0.2 to 0.4 mi in Transition  
Zone)

25 MPH

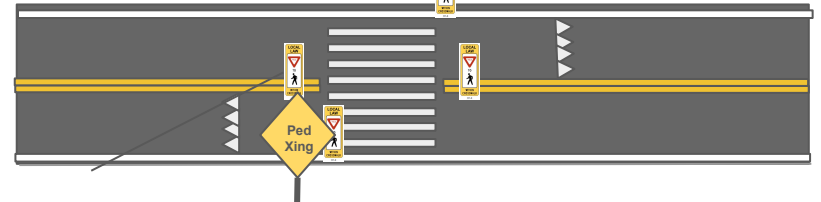
Village Speed

Secondary: Yarmouth  
History Center (26 ft)

Enhanced Crosswalk  
& Gateway Treatment  
at midblock crossing

Materials:

1. In-road centerline signage and gutter pan signs
2. Yield markings
3. Enhanced yield signage
4. Ped or sharrow stencil



Signs and delineators placed 1.5-50 ft in advance

# Corridor: Sligo Rd

Context: 710 - 1,280 AADT, local road, park and only one crossing

## Primary:

Yarmouth  
Water District  
(24 ft)

Transition Zone  
Speed Table

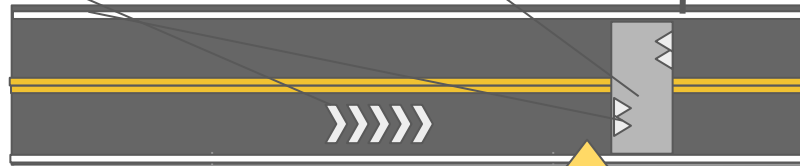
Q. Proximity to the railroad crossing in the transition zone?

Speed Bump & Advisory Speed signs



Chevron markings in advance and on speed table

Speed Table



45 MPH

35 MPH

(0.2 to 0.4 mi in Transition Zone)

25 MPH

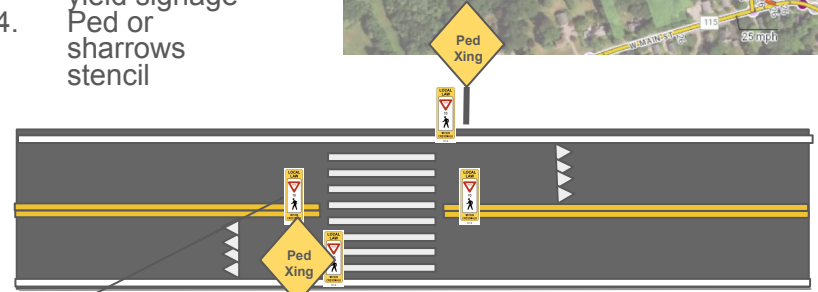
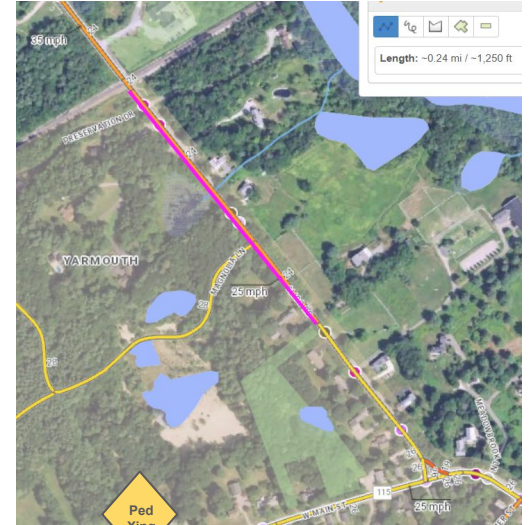
Village Speed

## Secondary: Magnolia Lane (24 ft)

Enhanced Crosswalk & Gateway Treatment at midblock crossing

Materials:

1. In-road centerline signage and gutter pan signs
2. Yield markings
3. Enhanced yield signage
4. Ped or sharrows stencil



Signs and delineators placed 1.5-50 ft in advance

# Corridor: West Elm St

Context: 1,980 - 3,495 AADT, local road, School Slow Zone corridor

## Primary: After RRFB at Village Brook Road

(27 ft)

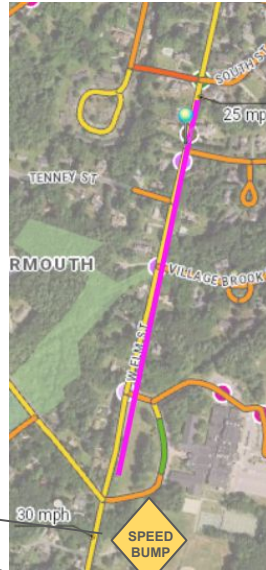
Transition Zone  
Speed Table

Q. How does it function within the SSZ?

Speed Bump & Advisory Speed signs

Chevron markings in advance and on speed table

Speed Table



45 MPH

35 MPH

(0.2 to 0.4 mi in Transition Zone)

25 MPH

Village Speed

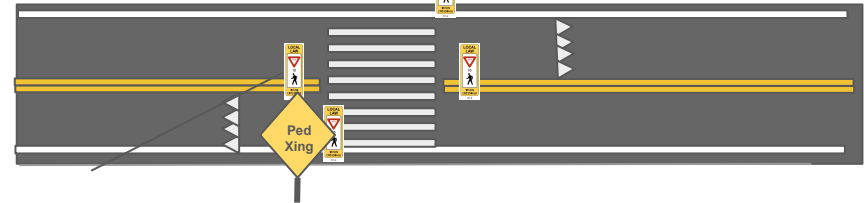
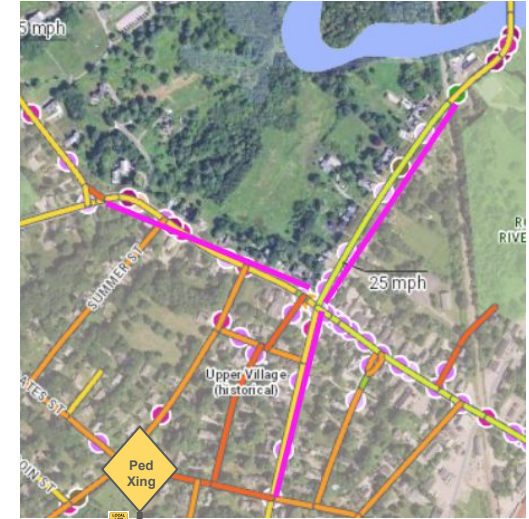


## Secondary: Cumberland St (24 ft)

Enhanced Crosswalk & Gateway Treatment at full intersection crossing (under .25 mi to Main St)

Materials:

1. In-road centerline signage and gutter pan signs
2. Yield markings
3. Enhanced yield signage
4. Ped or sharrows stencil



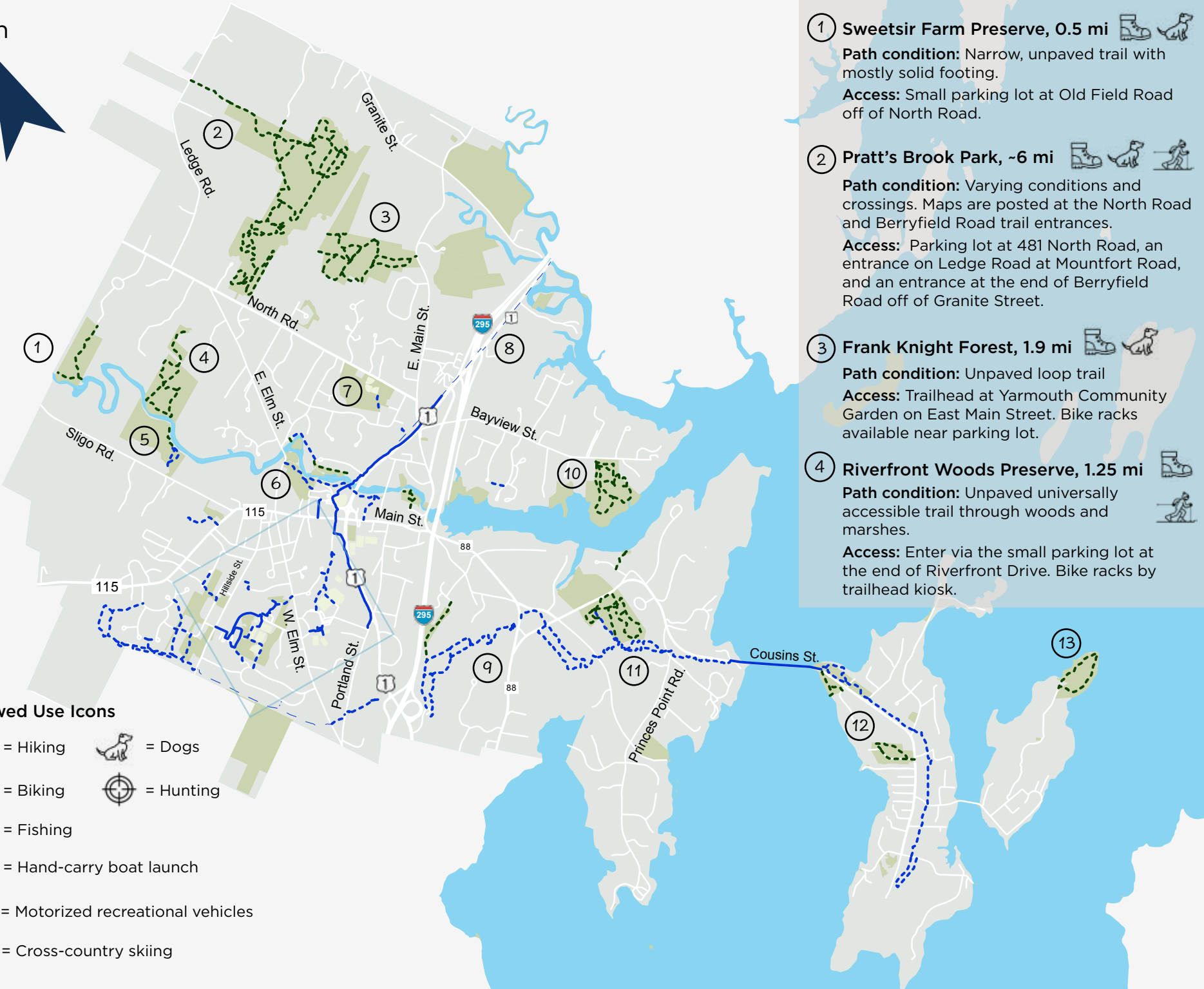
Signs and delineators placed 1.5-50 ft in advance

# Questions?

- Outliers:
  - North Rd's secondary spot is greater than .25 mile away from Main St
    - Keep?
  - School Slow Zone on West Elm St
  - Railroad crossings within transition zones
- Questions for MaineDOT
  - Speed bumps only within village 25 MPH?



North



**Allowed Use Icons**

-  = Hiking
-  = Dogs
-  = Biking
-  = Hunting
-  = Fishing
-  = Hand-carry boat launch
-  = Motorized recreational vehicles
-  = Cross-country skiing

- 1 Sweetsir Farm Preserve, 0.5 mi**  

**Path condition:** Narrow, unpaved trail with mostly solid footing.

**Access:** Small parking lot at Old Field Road off of North Road.
- 2 Pratt's Brook Park, ~6 mi**   

**Path condition:** Varying conditions and crossings. Maps are posted at the North Road and Berryfield Road trail entrances.

**Access:** Parking lot at 481 North Road, an entrance on Ledge Road at Mountfort Road, and an entrance at the end of Berryfield Road off of Granite Street.
- 3 Frank Knight Forest, 1.9 mi**  

**Path condition:** Unpaved loop trail

**Access:** Trailhead at Yarmouth Community Garden on East Main Street. Bike racks available near parking lot.
- 4 Riverfront Woods Preserve, 1.25 mi**  

**Path condition:** Unpaved universally accessible trail through woods and marshes.

**Access:** Enter via the small parking lot at the end of Riverfront Drive. Bike racks by trailhead kiosk.
- 5 Sligo Road Fields & Forest**  

**Path condition:** Unpaved trails

**Access:** 2-3 parking spots at the stub-ended turnaround to the left of Yarmouth Water District parking lot.
- 6 Royal River Park, 0.75 mi**    

**Path condition:** Paved, shared use path with slight hills.

**Access:** Parking lot on East Elm Street by Yarmouth History Center, via the BCMP at School Street and Rowe School parking lot, and on Bridge Street at the history sign.
- 7 North Road Back Woods, 0.09 mi**

**Path condition:** Improved trail for biking

**Access:** From Ryan Drive through the woods and into the back of the ballfield, and from the parking lot on North Road. Bike racks on North Road by playground parking lot.
- 8 Beth Condon Memorial Pathway, 1.68 mi**  
See QR Code
- 9 West Side Trail, 10.8 mi**   

**Path condition:** Unpaved trail with variable conditions

**Access:** Parking lot behind Tyler Technologies office (1 Tyler Dr) at the trailhead, or accessed at various points across town under the CMP power line corridor. See QR Code
- 10 Spear Farm Estuary Preserve**
- 11 Fels-Grove Farm Preserve, 1.2 mi**  

**Path condition:** Improved trail for biking 

**Access:** From Ryan Drive through the woods and into the back of the ballfield, and from the parking lot on North Road. Bike racks on North Road by playground parking lot.
- 12 Tinker Preserve**
- 13 Littlejohn Island Preserve, 1.3 mi**  

**Path condition:** Improved trail for biking

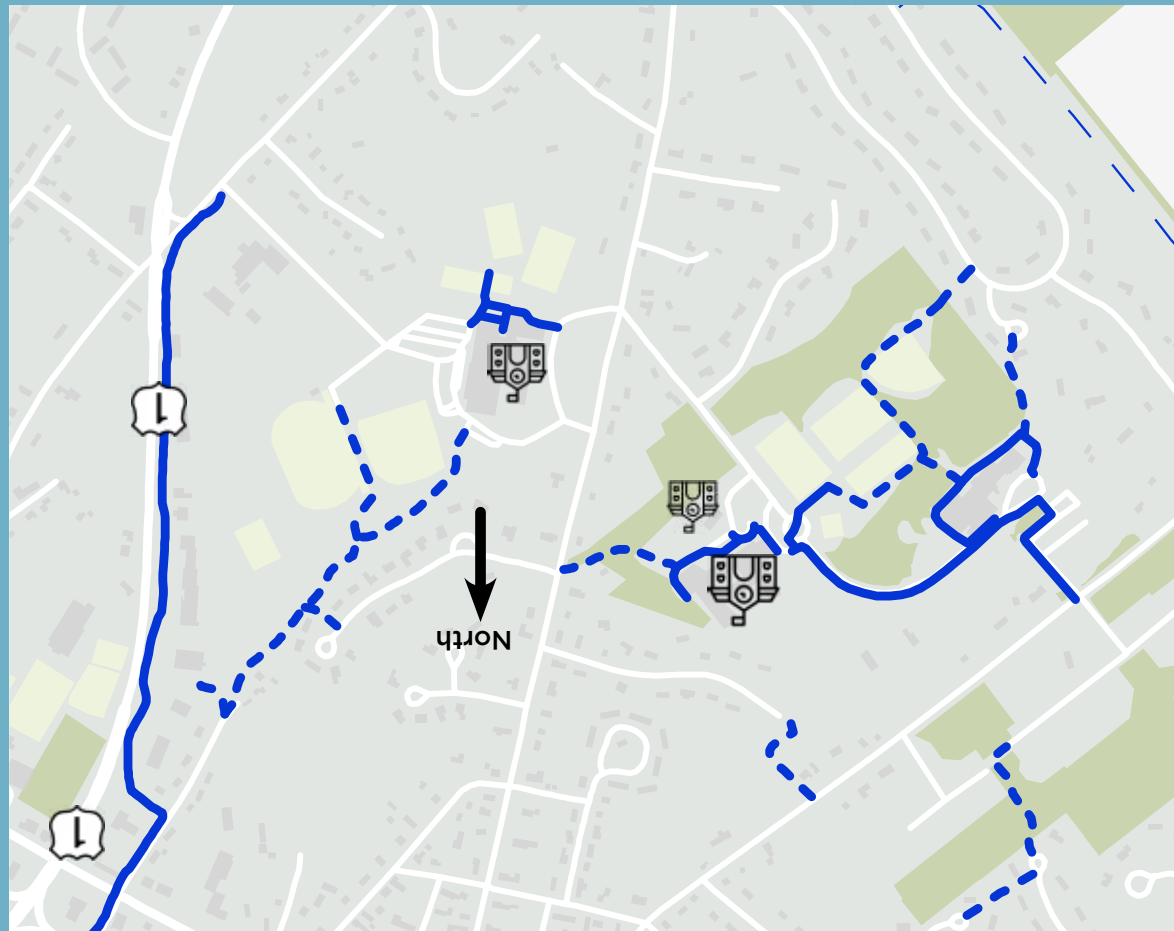
**Access:** From Ryan Drive through the woods and into the back of the ballfield, and from the parking lot on North Road. Bike racks on North Road by playground parking lot.



# TRAIL MAP

## Bike Safety Tips

- The laws! Content on meeting materials for Tuesday, on Bike/Ped committee website
- Go in groups. It's easier, safer, and more fun to ride or walk to school in a group. You may consider organizing a regular Bike Train with other families in your neighborhood.
- Plan your routes. Stick to sidewalks, quiet streets, and pathways whenever possible, even if it adds a couple of extra minutes. If you're riding on the sidewalk be sure to yield to people walking.
- Wear a bike helmet. Maine state law requires children 16 and under to wear bike helmets. If you're older, wearing a helmet is the best way to protect yourself from serious or fatal injury, and to set a good example.
- Do not ride distracted. Using your phone or Smartwatch while riding a bike makes the streets less safe for everyone. The call or text can wait.



Yarmouth Schools Trail Complex

Casco Bay Trail  
 Map

Yarmouth Open  
 Space Guide

Learn about the  
 Beth Condon  
 Memorial Pathway

## Front Map (Numbered Trails)

1. Beth Condon Memorial Pathway (BCMP):
  - Path Condition: Mostly flat, paved, shared use path
  - Distance: 1.68 mi
  - Uses:
  - Access: Multi-use path spans Route 1 from Portland Street to East Main Street
  - Bike Racks: Route 1 and Town Hall, Route 1 and Hannafords/Southbound Metro Bus, Route 1 and Portland Street
  - Learn More: QR Code
2. West Side Trail:
  - Path Condition: Unpaved trail with variable conditions
  - Distance: 10.8-miles (roundtrip)
  - Uses: Multi-use trail for hikers and walkers, runners, and off-road single track bicyclists
  - Access: Parking lot behind Tyler Technologies office (1 Tyler Dr) at the trailhead, or accessed at various points across town under the CMP power line corridor.
  - Bike Racks: Exit 15 Park n Ride Lot/Metro Bus Stop and Sandy Point Beach trail kiosk
  - Learn More: QR Code
3. Royal River Park:
  - Path Condition: Paved, shared use path with slight hills
  - Distance: 0.75 mile
  - Uses: Walking, dog walking, fishing, biking, picnicking. Hunting and motorized recreational vehicles prohibited.
  - Access: Parking lot on East Elm Street by the Yarmouth History Center, via the BCMP at School Street and Rowe School parking lot, and on Bridge Street at the history sign.
  - Bike Racks: Rowe School on School Street and off East Elm Street parking lot by the YCS garage.
4. Pratt's Brook Park:
  - Path Condition: Unpaved networks of trails with varying conditions and crossings. Maps are posted at the North Road and Berryfield Road trail entrances.
  - Distance: 222 acres with with more than 6 miles of trails that connect the northern and easternmost corners of town into the village.
  - Uses: Hiking, dog walking, cross country skiing. Biking and motorized recreational vehicles prohibited.

- Access: Parking lot at 481 North Road, an entrance on Ledge Road at Mountfort Road, and an entrance at the end of Berryfield Road off of Granite Street.
  - **Bike Racks: No**
5. The McKearney Village Open Space Trails:
- Path Condition: Varied conditions and surfaces, with gravel paths, informal woody paths, and a pedestrian bridge between Kindred Way and Bowmore Lane.
  - Uses: Multi-use trail from Kindred Way to Sycamore Drive and one universally-accessible multi-use trail constructed between Bowmore Lane and Fieldstone Drive that connects the two neighborhoods, and routes to schools and surrounding neighborhoods.
  - Distance: One universally accessible 0.11-mile trail and a 0.07-mile crushed gravel path to Sycamore Drive
  - Access: Fieldstone Drive and Tannery Lane and either end of Kindred Way.
  - Bike Racks: None
6. Fels-Grove Farm Preserve:
- Path Condition: Unpaved trail in woods and mowed meadow path
  - Distance: 58-acre preserve
  - Uses: Hiking, dog walking, cross country skiing. Biking permitted only at connection to the West Side Trail.
  - Access: Parking lot on south side of Gilman Road. Small woodlot west of the parking lot along Gilman Road has an accessible loop trail.
  - Bike Racks: At trailhead kiosk
7. Frank Knight Forest & Community Garden:
- Path Condition: Unpaved loop trail
  - Distance: 1.9 mile
  - Uses: Hiking, dog walking. Biking and motorized recreational vehicles are prohibited.
  - Bike Racks: Rack near the parking lot.
8. Sligo Road Fields & Forest:
- Path Condition: Unpaved trails
  - Distance: 35 acres
  - Uses: Hiking, dog walking. Biking and motorized recreational vehicles are prohibited.
  - Access: 2-3 parking spots at the stub-ended turnaround to the left of the Yarmouth Water District parking lot.
  - **Bike Racks: No**
9. North Road Back Woods:

- Path Condition: Improved trail for biking
- Distance: 0.09 mile
- Uses:
- Access: From Ryan Drive through the woods and into the back of the ballfield, and from the parking lot on North Road.
- Bike Racks: North Road by playground parking lot

10. Riverfront Woods Preserve:

- Path Condition: Unpaved universally-accessible trail through woods and marshes. Side trails are narrow and have very uneven trail treads
- Uses: Hiking and cross country skiing. Bikes, dogs and motorized recreational vehicles prohibited.
- Distance: 50 acres with 1.25 miles of loop trails
- Access: Enter via the small parking lot located at the end of Riverfront Drive (a new street off East Elm Street near its intersection with North Road).
- Bike Racks: Bike racks by the trailhead kiosk
- Learn more: <https://rrct.org/preserves-trails/riverfront-woods-preserve/>

11. Littlejohn Island Preserve:

- Path Condition: Unpaved largely flat, wide, dry and well-maintained trail. The inside of the loop trail (avoiding spurs or outer loops which go closer to the shoreline) is relatively accessible for rugged baby carriages, walkers, and the most rugged wheelchairs.
- Uses: Hiking, walking, dog walking. Biking prohibited.
- Distance: 1.3-mile loop trail
- Access: Pemasong Lane roughly 4/10 mile until you reach Preserve signs and a Preserve parking area (for 4 cars on the left) at 180 Pemasong Lane, just before the stone gate with the “private” sign on it. On Pemasong Lane, park in this area only.
- Bike Racks: Bike rack at the trail entrance off Pemasong Lane
- Learn more: <https://rrct.org/preserves-trails/littlejohn-preserve/>

12. Sweetsir Farm Preserve:

- Path Condition: Narrow, unpaved trail with mostly solid footing
- Distance: 30 acre preserve with a half-mile hiking trail
- Uses: Hiking, dog walking. Biking and motorized recreational vehicles prohibited.
- Access: Small parking lot at Old Field Road off of North Road.
- **Bike Racks: No**

Change 8 and 12 Above to Trails/Open Spaces that allow biking or bike connections?

1. Village Run Sledding Hill & Trail

- Path Condition: Moderately hilly wooded trails
  - Uses: Hiking, dog walking, biking and sledding. Motorized recreational vehicles are prohibited.
  - Distance: 7-acre pocket park with a 0.21 mile trail from Deacon Road/Magnolia Lane in Village Run neighborhood to West Main Street
  - Access: Enter on Deacon Road/Magnolia Lane or enter at the crosswalk on West Main Street between Bates Street and Sligo Road
  - Bike Racks: None
2. Sandy Point Beach:
- Path Condition: Steep decline on path from parking lot to the beach
  - Uses: swimming, hand-carry boat launch and spot to pick up the continuation of the West Side Trail on Cousins Island
  - Distance: N/A
  - Access: Enter via the parking lot just after the Cousins Island Bridge on Cousins Street.
  - Bike Racks: Bike rack by the trailhead kiosk
3. Grist Mill Lane Field & Park:
- Path Condition: Unpaved loop trail through a meadow to the river
  - Use: Hiking, picnicking and views of the Royal River upstream.
  - Distance: 0.20 loop trail
  - Access: Walk from the small parking lot at Grist Mill Park off of East Main Street to the trail off of Grist Mill Lane, near the intersection of Main Street and Route 88.
  - Bike Racks: Yes by the trailhead kiosk at Grist Mill Park

**Learn more about Yarmouth's trails and future bike routes:**




QR code to the Yarmouth Open Space Guide




















QR code to the East Coast Greenway


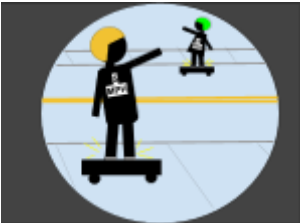
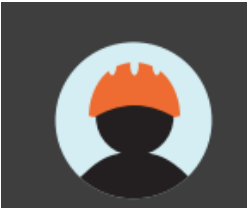
QR code to the Casco Bay Trail

Yarmouth’s sidewalks, quiet streets, and off-road paths are part of what makes this such a special and foot-friendly place to live. YBPC top 4 biking and walking safety tips:

1. GO IN GROUPS! 🥳
2. PLAN YOUR ROUTES! 😞
3. DON’T RIDE OR WALK DISTRACTED! 😎 Eye contact with drivers helps 👁️
4. GIVE A HEADS UP! Be heard, seen, and polite 😊

Maine Rules of the Road	Bike	E-Bike (see below for types)	Motorized -Scooter	Electric Personal Assistive Mobility Devices (hoverboards, e-skateboards, e-unicycle, e-wheelchair, etc.)
 <p>Exercise caution and yield to pedestrians</p> <p>Always Yield to Pedestrians</p>	👍	👍	👍	👍
 <p>Stop at all red lights and stop signs</p> <p>Stop at all red lights and stop signs</p>	👍	👍	👍	👍
 <p>Ride in the direction of traffic</p> <p>Ride in</p>	👍	👍	👍	👍

<p>the direction of traffic and to the right of the roadway</p>				
 <p>Use a white head light and red taillight at night</p> <p>Use a white headlight and a red tail light when dark</p>				
 <p>Have reflectors on pedals, ankles or tires.</p>				
 <p>Must be <b>16 years</b> or older</p>		 <p><b>*Class 1 only</b></p>		
<p>Must have a valid drivers license</p>				
 <p>Must signal when</p>				

turning or come to a stop				
 <p>May ride on the sidewalk</p>	👍	👍	👍	👍
 <p>Must not exceed speeds of 5 MPH on sidewalks &amp; 15 MPH on public ways and bike paths</p>				👍
 <p>Required by law if you are under 16</p>	👍	👍	👍	👍

**Hey, Parents:** Please remind your kiddos traveling by e-bike, e-scooter, hoverboard or e-skateboard, to be kind to people moving slower than them and be seen by drivers. They can be fined and devices impounded for violations. Learn more about electric and motorized travel device state rules at:

<https://legislature.maine.gov/statutes/29-a/title29-Asec2063-A.html>

<https://legislature.maine.gov/statutes/29-a/title29-Asec2063.html>



## **Maine E-Bike Specific Laws**

A person under 16 years of age may not operate a Class 2 or Class 3 electric bicycle, only as a passenger if the e-bike can accommodate one.

The state of Maine (ME) defines electric bikes as a bicycle with fully operational pedals, a motor of not more than 750W and a maximum speed of 20mph on flat surfaces. Electric bikes must be equipped with a white front light and red taillight that can be seen at least 500 feet in each direction. Electric bikes are classified as:

- Class 1: eBikes equipped with a pedal-assist only motor which stops when the bike reaches 20 mph. Class 1 pedal assist e-bikes are allowed anywhere an unpowered bike may be used, including paved and unpaved roads, multi-use paths, and singletrack mountain bike trails unless explicitly prohibited.
- Class 2: Electric bikes equipped with a motor that may be used exclusively to propel the bicycle and stop when the bike reaches the speed of 20 mph. Class 2 e-bikes are allowed in most places an unpowered bicycle may be used, with the exception of mountain bike trails.
- Class 3: Electric bicycles equipped with a motor that provides assistance only when the rider is pedaling and stops when the rider stops pedaling or when the bicycle reaches the speed of 28 mph. Class 3 pedal assist e-bikes are restricted to paved and unpaved roads, and only on off-road trails for which authorization has been provided.

See more details on Maine's e-bike laws visit <https://www.bikemaine.org/e-bikes/>

