

AGENDA
Complete Streets Advisory Committee
January 25, 2022; 3 PM - 4:30 PM
Town Hall Community Room and Remote Access

Please join my meeting from your computer, tablet or smartphone:

<https://global.gotomeeting.com/join/178909277>

You can also dial in using your phone: +1 (872) 240-3311, Access Code: 178-909-277

1. Review Meeting Summary from October 28, 2021
2. Report on Winter Maintenance Challenges
 - a. Erik will report on maintenance and staffing challenges identified with Main Street improvements, in particular for sidewalk maintenance.
3. Report on Lafayette Street/Princes Point Road intersection crossing and MaineDOT project
 - a. See email attached regarding schedule.
 - b. Erin will present draft survey regarding intersection crossing.
 - c. Erik, Steve, and Erin will report on scope of work for an intersection crossing design.
4. Report on Railroad Square Master Plan
 - a. Erin will report on the Planning Board review process and schedule.
 - b. Erin will report on scope of work to advance concept design of RRSQ/Main Street intersection.
5. Request to increase separation between Main Street crosswalk at Bridge Street and nearest parking space on eastbound side
 - a. See email attached.
6. Request to Develop to Landscape Standards for Curb Cuts and Intersections
 - a. See email attached.
7. Request to Consider Adopting See Click Fix System
 - a. See email attached.
8. Request to consider updates to Princes Point Road to support walking and biking
 - a. See email attached.

Next Meeting Date Options: 4/11 at 10 AM, 4/12 at 3 PM, 4/25 at 3 PM, 4/28 at 9 AM

Meeting Summary
Complete Streets Advisory Committee
October 28, 2021; 9:00 AM – 10:30 AM

Town Hall Community Room and Remote Session

Attendees: Erin Zwirko, Karyn MacNeill, Dan Ostrye, Steve Johnson, Police Chief Gallant, Fire Chief Robitaille, Mike Tremblay, Erik Street, Scott LaFlamme

1. Review Meeting Summary from August 11, 2021

Steve made a motion to adopt the minutes from August 11, 2021, Karyn seconded the motion. The motion passed unanimously.

2. Review Route 1 and Spring Street Road Safety Audit Report, Prepared by VHB, dated June 30, 2021

Erik provides an overview of the Road Safety Audit Report. PACTS commissioned the report about 3 years ago as the intersection was identified as a high crash location. At the time, Yarmouth submitted a list of locations to PACTS, and this one rose to the top due to the problems identified in the report. The Road Safety Report identifies a number of short-term and long-term recommendations focused on narrowing Route One northbound and restricting some movements at Route One and Spring Street and the Junipers driveway. Some of the problems identified in the report may be remediated with the interchange improvements. The report includes very preliminary cost estimates.

The Committee discussed that the recommendations were very helpful, and whether there is a specific action item out of the report. The Committee did not think that this would be addressed as a single project, but rather through smaller projects. The Committee also discussed a previous concept of utilizing a roundabout at this intersection. Steve noted that the discussion of a roundabout was converted to the Exit 17 northbound signal. The upcoming DOT Project to address the Exit 17 bridge would not preclude a roundabout in this area.

The Committee discussed that it appeared that 2015-2018 crash data was used which post-dates the signal at Exit 17.

The Committee agreed to continue to monitor the intersection and utilize the recommendations to formulate future projects.

3. Safety at West Elm Street and Cumberland Street

Chief Gallant noted that an email was received from a resident expressing concern about safety at the West Elm Street and Cumberland Street crosswalk. The Chief responded to the resident's concerns and has ordered crosswalk signs and other materials. Officers are providing extra monitoring in the area.

The Committee did not think there was need for any further action at this time.

4. Follow up on Route 88 crossing at Princes Point Road/Pleasant Street

Erin provided an update about the project, noting that she spoke with a resident on Drinkwater Point Road who expressed concern with the intersection especially for her children who would like to bike to school. Erin and the resident discussed that there were families with school-age children in the neighborhood and that outreach could be targeted to school-age families.

Erik also provided an update about his field investigations. Erik stated that he has reservations about doing a pilot in this area since the whole intersection needs improvement, including potential drainage work. Erik is concerned that by installing a pilot a false sense of security is projected. Erik stated that he has identified it as a Capital Improvement Plan (CIP) project for the Fiscal Year 2023 to 2027. Steve agreed with Erik that the intersection needs additional evaluation and a design before a pilot is installed.

Karyn noted that there are many families that bike in this area. She thought that a pilot would help create an obvious crossing location so there is a destination. If there isn't a safe location for a crosswalk, Karyn asked how it would be made safer.

Mike indicated that a marked crosswalk would be desirable at the safest location. Any intervention would need to look at speed concerns. He also agreed that a marked crosswalk provides some assurance that it is safe to cross in the location marked.

Dan Ostrye noted that the intervention cannot just be focused on bikes, it needs to address pedestrians as well. He asked about utilizing a Rectangular Rapid Flashing Beacon (RRFB) and other advance warnings in the approach to a crosswalk.

Steve indicated that by adding the project into the CIP there will be some funding to consider a redesign of the crosswalk in conjunction with the state paving project. Safety measures would have to be incorporated into any project.

The Committee discussed next steps. In order to determine if there is a safe location for a crosswalk pilot, a speed study would be helpful. Chief Gallant indicated that he could complete a speed study in the spring. The Committee agreed that a speed study would be helpful for a pre-evaluation understanding of the intersection.

5. Follow up on Advisory Lanes on Bates/Bowdoin/Cumberland

Erin noted that there were a couple of versions of the speed studies provided, which was an open question, but that it appeared that there was a downward trend of speed. There were some high speeds on Bates which might have been an anomaly as the geometry of the street might prevent those speeds. The 2020 data is problematic to compare to due to the issues with the study at that time.

Dan Ostrye had questions about understanding the studies. It appears that the number of violations have gone down, but the data shouldn't be released without a better understanding by the staff.

Chief Gallant agreed that there may still be something happening with the radar and data. He acknowledged that the speed limit on Bates study needs to be corrected, which he will do and reissue the data. He would contact the manufacturer to make sure that the officers are programming the

equipment properly so it is reliable in the future. As an aside, Chief Gallant noted that he has requested a covert speed measuring device as the speed signs affect driver behavior.

Erin noted that we also have to acknowledge that when you live on a street, you may perceive speeding differently than what the data says. That attitude may also be difficult to sway with data.

There was some discussion about having confidence for future studies, so any advice from the manufacturer will be helpful. Chief Gallant indicated that the Department has been documenting the location so that the signs can be placed in the same general location for any follow up studies, an important aspect of having confidence in the data.

Erin noted that she has not received any other feedback from the residents on these streets about the advisory lanes other than a few calls and emails when the paint was added to the road surface. No one else on the committee has received feedback either. The Town committed to a follow up on post-installation speed studies, but the Committee agreed that the data presentation needed to be reviewed before a release. Chief Gallant indicated that he would reissue the reports and Erin and Dan Ostrye would review before any releases.

6. Discussion on the use of speed reduction markings

Dan Ostrye asked about speed reduction markings proposed for West Main Street near Sligo Road. There are some local examples to Yarmouth, but there are reports of mixed effectiveness.

Erik indicated that he discussed the use of the speed reduction markings with DOT and the markings will be painted on the outer edge of the curve. Both sides of the curve have not been discussed with DOT. Paint has been on order.

Erin asked if Erik was comfortable with using this treatment in other appropriate locations. Erik indicated that it could be used in other locations if appropriate.

7. Addition of a crosswalk at Riverfront Lane and East Elm Street/Potential Subdivision Ordinance Amendment

Dan Ostrye presented this item. The Committee previously discussed a crosswalk at this location but did not reach a conclusion, so he was looking for a close out on this item. Additionally, he thought it would be important to amend the subdivision ordinance to require a crosswalk and landings if the intersecting street has a sidewalk even if the subdivision does not have a sidewalk.

Erik indicated that it would be a challenging location due to stormwater management. It is also not a major priority overall. Erik was not opposed to an ordinance amendment.

Steve agreed that there would be some sight distance issues and the intersection with North Road may require some geometric changes to support. It would have to be a CIP item most likely. Steve also supports an ordinance amendment.

Erin indicated that she would support an ordinance amendment and would look to wrap it into potential other subdivision amendments that are being discussed around road widths for private roads.

8. Hillside/Tenney Street Pathway Regrading

Dan Ostrye would like to see this item added to the CIP as well. Karyn agreed that this pathway needs to be addressed, but no one has taken ownership of the issue. It is understood that a pipe runs below the trail and the property line makes it challenging to address the grade. The pathway surfacing was initially ADA, but the grades are definitely not ADA. The incline down from Hillside is not safe. The pathway was previously at grade with the old sidewalk on Hillside.

Steve indicated that he would take ownership of the item, schedule a site visit, and create a plan to address.

9. Project Updates

Main Street repaving, including future stripping at 317 Main Street

Erik reported that the Main Street repaving and painting is completed. The Town is working on addressing the parking stalls. Erik would entertain piano keys in the future for a fun crosswalk if it can be designed to be accepted as a crosswalk.

Route 1 crosswalk

Steve reported that most of the work is done. The sidewalk segment up to the shopping plaza does not meet the cross slope and will have to be reconstructed. The RRFB is on order.

Karyn asked about the responsibility of mowing the grass in the islands. She would advocate for annuals instead or some other treatment.

Dan Ostrye recommended Buffalo grass as a weed resistant plant for medians where maintenance is a concern. It is ideal to plant in late spring, but an option for the mid-block crossing medians.

(After the meeting Erin adjourned, Erin sent the below updates)

Bayview Bridge

There are a number of punch list items that need to be handled, primarily on drainage. The sharrows have been painted and the sign package has been ordered but not yet installed.

Planning Board projects

- a. 317 Main Street: This past week, a few town staff had a conversation with the 317 Main staff and their contractors about pick up and drop off on Mill Street and around the building and the resulting congestion. This is primarily a 3 PM into evening concern. We talked about designating the 3 on-street parking spaces in front of the building temporarily for pick up and drop off only. This would be advisory only and not signed. No parking signs would be installed on the grass along the Masonic Lodge access drive and in front of that building. 317 Main will communicate these details to their community as well as the first choice for parking should be at the church, behind the Masonic Lodge or inside the fence. Their contractor will be responsible for communicating this to their subs.
- b. 350 Route One: The contractors have been opening their construction fence across the BCMP. We've communicated that they cannot block the pathway and the fence needs to be opened into the site. We've also told them to ensure that their track-out stone entrance/exit not spill onto the pathway and that parking, unloading, material staging, etc, not block the pathway.

- c. 216 East Main Street: Site clearing has begun.
- d. 298 Main Street: Anticipating a building permit submittal in the next few weeks.

Next Meeting: The next meeting is scheduled for January 25, 2022 at 3 PM.

DRAFT

Erin Zwirko

From: Hamilton, LaRay <LaRay.Hamilton@maine.gov>
Sent: Tuesday, December 28, 2021 12:49 PM
To: Erik Street; Elizabeth Roberts
Cc: Steven Johnson; Erin Zwirko; Scott LaFlamme; Nat Tupper
Subject: RE: 24999.00 Yarmouth Executed MSA RT. 88 Mill and Fill

That is an accurate summary, and I do not need you to do anything else on my end.

LaRay L. Hamilton, P.E.

Sr. Project Manager
Southern Region
Maine Department of Transportation
51 Pleasant Hill Rd
P.O. Box 358
Scarborough, ME 04070-0358
(207) 885-7029 ~ office
(207) 883-3806 ~ fax
(207) 592-1367 ~ cell

From: Erik Street <EStreet@Yarmouth.me.us>
Sent: Tuesday, December 28, 2021 11:31 AM
To: Hamilton, LaRay <LaRay.Hamilton@maine.gov>; Elizabeth Roberts <eroberts@gpcog.org>
Cc: Steven Johnson <SJohnson@yarmouth.me.us>; Erin Zwirko <EZwirko@yarmouth.me.us>; Scott LaFlamme <slaflamme@yarmouth.me.us>; Nat Tupper <ntupper@Yarmouth.me.us>
Subject: RE: 24999.00 Yarmouth Executed MSA RT. 88 Mill and Fill

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

I just wanted to follow up with one last e-mail.

At this point we have agreed that there is no sense doing the project in 2022 so LaRay was going to remove it from the 2022 work plan. As to when to bring it forward again, after discussing it with both of you we would like to do the following.

1. Delay the project for two years with the intent of having DOT advertise the project in the fall of 2024 for a spring construction date in 2025. It is my understanding that the current PACT's funding level will still be there in 2025 and that we may be eligible for a 20% increase if construction cost increase. PACT's will not recognize the project if it goes beyond the spring of 2025.
The Town of Yarmouth recognizes there is some risk in holding the project, but still feels it is a much better plan.
2. It is also my understanding that the DOT engineering cost accrued to date (\$8,548.68.) will not be invoiced to the Town at this time but will be held until the project is reactivated in 2024/25. If for some unforeseen reason the project does not move forward at that time, the Town realizes it will be responsible for those engineering expenses.

Is this a fair summary? Is there anything else I am missing / not understanding or need to do for PACT's or DOT to make this happen?

Thank you

Erik S. Street
Director of Public Works
Town of Yarmouth
207-846-2401

From: Hamilton, LaRay <LaRay.Hamilton@maine.gov>
Sent: Monday, December 20, 2021 11:48 AM
To: Erik Street <ESTreet@Yarmouth.me.us>; Elizabeth Roberts <eroberts@gpcog.org>
Subject: RE: 24999.00 Yarmouth Executed MSA RT. 88 Mill and Fill

Are we definitely delaying this project? I need to change dates on the Work Plan if so.

Thank you,

LaRay L. Hamilton, P.E.

Sr. Project Manager
Southern Region
Maine Department of Transportation
51 Pleasant Hill Rd
P.O. Box 358
Scarborough, ME 04070-0358
(207) 885-7029 ~ office
(207) 883-3806 ~ fax
(207) 592-1367 ~ cell

From: Erik Street <ESTreet@Yarmouth.me.us>
Sent: Thursday, December 16, 2021 12:17 PM
To: Hamilton, LaRay <LaRay.Hamilton@maine.gov>; Elizabeth Roberts <eroberts@gpcog.org>
Subject: Re: 24999.00 Yarmouth Executed MSA RT. 88 Mill and Fill

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Okay, thank you!

Sent via the Samsung Galaxy S20 5G, an AT&T 5G smartphone
Get [Outlook for Android](#)

From: Hamilton, LaRay <LaRay.Hamilton@maine.gov>
Sent: Thursday, December 16, 2021 12:09:25 PM
To: Erik Street <ESTreet@Yarmouth.me.us>; Elizabeth Roberts <eroberts@gpcog.org>
Subject: RE: 24999.00 Yarmouth Executed MSA RT. 88 Mill and Fill

Most, if not all, of the work collected to date should be able to be used on a future project.

LaRay L. Hamilton, P.E.

Sr. Project Manager
Southern Region
Maine Department of Transportation
51 Pleasant Hill Rd
P.O. Box 358
Scarborough, ME 04070-0358
(207) 885-7029 ~ office
(207) 883-3806 ~ fax

From: Erik Street <EStreet@Yarmouth.me.us>
Sent: Thursday, December 16, 2021 11:28 AM
To: Hamilton, LaRay <LaRay.Hamilton@maine.gov>; Elizabeth Roberts <eroberts@gpcog.org>
Subject: RE: 24999.00 Yarmouth Executed MSA RT. 88 Mill and Fill

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

LaRay,

If we stop the project, is there completed PE work that could be saved and used when the project comes forward again? Hoping some of the PE effort to date could still be utilized in the future - It Would help to know we wouldn't just be wasting \$8500 dollars.

Erik S. Street
Director of Public Works
Town of Yarmouth
207-846-2401

From: Hamilton, LaRay <LaRay.Hamilton@maine.gov>
Sent: Tuesday, December 14, 2021 2:14 PM
To: Elizabeth Roberts <eroberts@gpcog.org>; Erik Street <EStreet@Yarmouth.me.us>
Subject: RE: 24999.00 Yarmouth Executed MSA RT. 88 Mill and Fill

PE expended to date is \$8,548.68.

LaRay L. Hamilton, P.E.

Sr. Project Manager
Southern Region
Maine Department of Transportation
51 Pleasant Hill Rd
P.O. Box 358
Scarborough, ME 04070-0358
(207) 885-7029 ~ office
(207) 883-3806 ~ fax
(207) 592-1367 ~ cell

From: Elizabeth Roberts <eroberts@gpcog.org>
Sent: Tuesday, December 14, 2021 1:58 PM
To: Erik Street <EStreet@Yarmouth.me.us>; Hamilton, LaRay <LaRay.Hamilton@maine.gov>
Subject: RE: 24999.00 Yarmouth Executed MSA RT. 88 Mill and Fill

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Erik,

I would agree that it would be undesirable to pave this road and then have it torn up five years later. If you decide to stop the project, you could be on the hook for any amount that MaineDOT has already spent on it. So, I will defer that question to LaRay. PACTS collector paving is not set up for LCP. Your collector paving subregion is up for paving again in 2025. If the pavement condition can last until 2025, you may be able to get funding for this roadway then. I think that it could be a good topic to bring up at our first Collector Paving Working Group meeting.

Regards,
Elizabeth

From: Erik Street <EStreet@Yarmouth.me.us>
Sent: Monday, December 13, 2021 1:51 PM
To: Hamilton, LaRay <LaRay.Hamilton@maine.gov>; Elizabeth Roberts <eroberts@gpcog.org>
Subject: RE: 24999.00 Yarmouth Executed MSA RT. 88 Mill and Fill

Hi LaRay / Elizabeth

I met with the Yarmouth staff to discuss Rt 88. I also spoke with the Yarmouth Water District to get a sense of what they want to do for work.

Water District Work

This spring they want to cross RT 88 at Pleasant St (across from Yarmouth Boat) and install a new main up Pleasant St. They would then turn the main and run across Smith Street and back across RT 88. So, this spring they would only have those two impacts to RT 88. The new main will give them the ability to bypass RT 88 when it comes time to replace those mains.

The funding to replace the Mains in RT 88 won't be available until sometime in 2023. If moratoriums were not in place, they would schedule the work for 2024. Otherwise, they will wait until 2027. When they replace the mains on Rt 88, they will also be doing all the services so there will be a fair amount of impact to the segment.

Town of Yarmouth Work

Yarmouth is looking at installing new sidewalks and a sidewalk connection from the Royal River Bridge on Rt 88, up to Lower Falls Landing. This would include a new crossing at the Bottom of Pleasant Street and some curb and likely some on street parking between the bridge and Pleasant Street.

On the other end of Pleasant St, the Town is looking at installing a pedestrian crossing from Pleasant to Prince's Point Rd and will likely do some realignment and drainage at this intersection -on Pleasant Street side.

After kicking this around in house, we are wondering if we would be better to put the mill and fill on hold, or perhaps consider a lesser treatment like an LCP. It would be a shame to put all this money into RT 88, only to have it torn up 5 years later. It would be better to do that after the district completes their work.

So, my questions are 1. If we stop the project today, what would the cost be to Yarmouth? This is a question for Elizabeth, but 2. could we look at a lesser treatment to get us by? Not sure if LCP would be considered as part of this program or if Yarmouth would have to go it alone?

If it wasn't for the water district, I would keep going, but the extent of their work and possibility of breaks while we do the mill and fill, I think we might want to consider it.

Thoughts?

Thank you

Erik S. Street
Director of Public Works
Town of Yarmouth

207-846-2401

From: Hamilton, LaRay <LaRay.Hamilton@maine.gov>
Sent: Tuesday, December 7, 2021 7:41 AM
To: Erik Street <ESTreet@Yarmouth.me.us>
Subject: 24999.00 Yarmouth Executed MSA

LaRay L. Hamilton, P.E.

Sr. Project Manager
Southern Region
Maine Department of Transportation
51 Pleasant Hill Rd
P.O. Box 358
Scarborough, ME 04070-0358
(207) 885-7029 ~ office
(207) 883-3806 ~ fax
(207) 592-1367 ~ cell

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by Mimecast, a leader in email security and cyber resilience. Mimecast integrates email defenses with brand protection, security awareness training, web security, compliance and other essential capabilities. Mimecast helps protect large and small organizations from malicious activity, human error and technology failure; and to lead the movement toward building a more resilient world. To find out more, visit our website.

Survey to Obtain Initial Feedback on Crossing at Princes Point Road/Lafayette Street

Introduction

The Town of Yarmouth, through the Complete Streets Advisory Committee, is evaluating the intersection of Princes Point Road, Lafayette Street, and Pleasant for the inclusion of a crosswalk in addition to other improvements to the intersection. The Complete Streets Advisory Committee seeks initial feedback from the community regarding how pedestrians and bicyclists, in particular, cross Lafayette Street and travel through this area of Yarmouth.

During 2022, the Town of Yarmouth will assess the feasibility of improving the intersection with the goal of constructing improvements in 2025 at the earliest in conjunction with Maine Department of Transportation paving work and Yarmouth Water District work. Additional public outreach will take place in conjunction with the feasibility assessment.

Completing this survey should only take 5 minutes. If you have any questions, please contact Erin Zwirko, Director of Planning and Development, at ezwirko@yarmouth.ma.us or at 207-846-2401.

Question 1

Do you travel through the intersection of Princes Point Road, Lafayette Street, and Pleasant Street on a regular basis?

Yes

No

Question 2

When you travel through the intersection of Princes Point Road, Lafayette Street, and Pleasant Street are you walking, biking, or driving? Select all that apply.

Walking

Biking

Driving

Some other mode of transportation

Question 3

What is your destination when traveling through the intersection of Princes Point Road, Lafayette Street, and Pleasant Street? Select all that apply.

Yarmouth Public Schools

North Yarmouth Academy

Restaurants and/or Shops in Yarmouth Village

Town Hall or the Library

Destinations on Route One

Lower Falls Landing

Cousins Island and/or Littlejohn Island

Yarmouth Open Spaces and Recreational Facilities

Somewhere Else in Yarmouth

Destinations outside of Yarmouth

Question 4

Do other members of your family or household travel to different destinations? Where are those destinations?

Yes (Fill in the blank)

No

Question 5

Do you feel safe crossing the intersection of Princes Point Road, Lafayette Street, and Pleasant Street?

Yes

No

Question 6

Are there certain elements of the intersection of Princes Point Road, Lafayette Street, and Pleasant Street that concern you? Select all that apply.

Vehicle speeds

Sight lines

Vegetation or other obstructions

Topography

No sidewalks or crosswalks

Limited to no shoulder

Drainage issues

Other (Fill in the Blank)

Question 7

Are there interventions that may make you feel more comfortable traveling through the intersection of Princes Point Road, Lafayette Street, and Pleasant Street? Select all that apply.

Traffic Light

Flashing Light

Adjust Princes Point Road and Pleasant Street to intersect with Lafayette Street at right angles

Crosswalk

Sidewalk

Increase width of shoulder

Signage

Other (Fill in the Blank)

Question 8 (Optional)

Please share your age:

Under 10

10-15

15-20

21-30

31-45

46-65

66-75

Over 76

Erin Zwirko

From: Erin Zwirko
Sent: Tuesday, December 21, 2021 9:13 AM
To: Erik Street; Steven Johnson; Mike Robitaille; Dan Gallant; Karyn MacNeill; Eric Gagnon; Nicholas Ciarimboli; Nat Tupper; Scott LaFlamme; Benjamin Thompson; Mike Tremblay; Dan Ostrye; Thomas.Errico@tylin.com; andrew_dolloff@yarmouthschools.org; Erik Donohoe
Cc: Wendy Simmons
Subject: Railroad Square Development Plan Review

Good morning,

Last week Wendy circulated materials for the Railroad Square Development Plan Review ([available on the PB's page](#)) for review and comment by town staff. I wanted to send a follow up email to give a little more context about what a Development Plan is per Chapter 703, the Character Based Development Code, as this is the first time that this provision will be utilized.

A Development Plan is explained in [Article 6 of Chapter 703](#) (starting on page 106) and functions similarly to a subdivision plan. Since the Railroad Square parcel is located in the CD-4 district and due to its size, this is the first step in what will ultimately be a lengthy and tiered review process. The Development Plan will outline new roads (thoroughfares), common spaces, density, landscaping, and the block structure, among other items. The development team will also be providing information on parking and traffic and architecture, which is a step beyond the requirements. Approval of the Development Plan is required prior to subdivision approval. Additionally, the developer will have to return to the Planning Board in the future to receive approval for each new building and lot (or group of buildings and lots) under Major Site Plan Review and Building & Lot Review.

The meeting on January 12 will be primarily introductory, and as you will see in the materials a series of meetings with the Planning Board are planned through the winter and spring to tackle various topics related to the Development Plan. The PB's typical review convention has been concept, preliminary, and final, but in the case of this Development Plan, you will be receiving additional and more detailed information from the development team over the course of the review. As a result, this submittal has limited detailed information. When we get to the review of the actual buildings, you will receive the applications that will be more familiar and typical of Planning Board reviews. That timeline is to be determined.

I would be happy to discuss with any of you regarding the review of this project since it is unlike previous reviews undertaken by the Planning Board. I will be out of the office for the holidays, but please feel free to email (or call/text 908-377-1006) to discuss.

Thank you and have a happy holiday,
Erin

Erin Zwirko, AICP, LEED AP
Director of Planning & Development
Town of Yarmouth
200 Main Street
Yarmouth, ME 04096
Office: 207-846-2401
ezwirko@yarmouth.me.us

**Railroad Square Project – Development Plan Review
Neighborhood and Planning Board Meeting Plan -- December 2021**

<u>Meeting / Task</u>	<u>Deadline</u>
1) Individual Neighbor Meetings	Nov – Dec -- Ongoing
2) Meeting Notice to Neighbors & General Public	Week of Dec 13 th
3) Planning Board Submission for Jan 12 th Meeting	Dec 15 th
4) Neighborhood Meeting #1 @ High School <ul style="list-style-type: none"> • Moderated by Craig Freshley • Intro Meeting & Overview of Team and Project • Process, Schedule, Feedback 	Jan 5 th
5) Planning Board Meeting #1 <ul style="list-style-type: none"> • Intro Meeting -- Overview of Team and Project • Process, Schedule, Feedback • Presentation by Jim Damicis on TIF & Economic Impact 	Jan 12 th
6) Planning Board Submission for Mar 9 th Meeting	Feb 9 th
7) Neighborhood Meeting #2 – Preview of Next PB Meeting	Mid-February
8) Planning Board Meeting #2 <ul style="list-style-type: none"> • General Traffic Discussion with Engineers with Emphasis on Main Street and Combined Project Impact 	March 9 th
9) Planning Board Submission for Mar 23 rd Meeting	Feb 23 rd
10) Neighborhood Meeting #3 – Preview of Next PB Meeting	Mid-March
11) Planning Board Meeting #3 <ul style="list-style-type: none"> • Development Plan / New Neighborhood Design • Thoroughfares and Lots and Parking • Green Spaces and Pedestrian / Bicycle Connectivity 	March 23 rd
12) Planning Board Submission for Apr 27 th Meeting	Mar 30 th
13) Neighborhood Meeting #4 – Preview of Next PB Meeting	Mid-April
14) Planning Board Meeting #4 <ul style="list-style-type: none"> a) Architectural Design b) Updates on Traffic Counts and Reports 	April 27 th
15) Planning Board Submission for June 8 th Meeting	May 11 th
16) Neighborhood Meeting #5 (as necessary)	Mid-May
17) Planning Board Meeting #5 <ul style="list-style-type: none"> a) Review of Outstanding Items b) Final Development Plan Review and Vote 	June 8 th

Erin Zwirko

From: Dan Ostrye <dostrye@gmail.com>
Sent: Monday, January 17, 2022 7:26 PM
To: Erin Zwirko
Cc: Mike Tremblay
Subject: Parking Space Delineator Relocation
Attachments: MaineDOT Crosswalk Guidance 2020.pdf

Hi Erin,

The Bike Ped Committee would like to discuss a 10-foot increase in the separation distance between the parking space delineator and the southwest corner of the Main Street crosswalk at Bridge Street. Several of us have had close calls with pedestrians stepping out from behind a car parked at this location and believe that it warrants immediate attention. This crosswalk is scheduled for bump out installation as part of the Streetscape Plan in recognition of the problem, but we believe that increasing the separation distance should be increased from 10 to 20 feet as an interim measure until such time as the bump out is installed. Under the MDOT crosswalk guidelines, which I shared with the CSAC several months ago (and have attached to this email), the MUTCD minimum separation between parking spaces and a crosswalk must be 20 feet unless a bump out or other form of curb extension is provided.

This would reduce the length of the legal parking area between the NYA main entrance and Bridge Street from roughly 60 to 50 feet, which would match the width of the legal parking space on the opposite side of Main Street. We believe that this will result in a safer crosswalk condition and maintain reasonable parking along this section of Main Street. We would also note that it appears the parking pressure during from NYA students has been notably reduced this year and we suspect that they are utilizing the parking at the ice area rather than parking along Main Street.

Thank you,
Dan





Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

Title: MaineDOT Guidelines on Crosswalks	Number:
Discipline: General Engineering	
Originators: Stephen Landry and Regional Traffic Engineers	
Approved By: Joyce Taylor, P.E., Chief Engineer	Issue Date: March 6, 2013 Revised Date: March 14, 2013 Revision#2 Date: October 13, 2016 Revision#3 Date: November 28, 2016 Revision #4 Date: April 16, 2019 Revision #5 Date: August 28, 2020

Background

Crosswalks are marked areas where pedestrians can safely cross a roadway. By law in the State of Maine (Title 29-A Subsection 2056-4) any vehicle must yield the right-of-way to a pedestrian who has entered a marked crosswalk when a traffic control device is not in operation. This law makes it imperative that crosswalk placement, markings and usage be done in a uniform way.

Technical Guidance

The Sections below will offer guidance to the designer on crosswalk criteria. The first three sections have mandatory requirements from ADA, MUTCD and required Safety requirements. The last section contains miscellaneous safety instructions for the designer to strive for. The State Traffic Engineer and Program Managers can sign off on any changes to the miscellaneous safety section. (See Table 3 for additional information.)

Section 1: ADA (Required)

1. All crosswalks shall meet the criteria put forth in the American’s with Disabilities Act (ADA), 49 CFR 37, Appendix A and at a minimum will include detectable warnings, proper flares, slopes and tip downs for the appropriate configuration. Configurations can be found in MaineDOT’s Standard Details.

Section 2: MUTCD (Required)

2. No parking shall be allowed within 20 feet of any un-signalized crosswalk (includes mid-block) and 30 feet at a signalized intersection. Signs should be installed indicating that no parking is allowed. (see Figure 1). *Option - Parking restrictions can be removed when bump-*

outs or curb extensions are built. Bump-outs/curb extensions allow the pedestrian to be seen by the traveling public.

3. All crosswalks shall meet the latest *Manual on Uniform Traffic Control Devices (MUTCD)* Section 3B.18 Crosswalk marking standards. They shall be a minimum of six (6) feet wide and marked with white paint as shown on the attached sheet Figure 2. Crosswalks shall be painted at least annually and shall be retro-reflective for nighttime visibility. Crosswalks should be lighted for nighttime use. For added visibility, the zebra (diagonal style markings) or the Continental (piano key style marking) should be used. *Option: A municipality may choose to use a painted infill design in its crosswalks. The infill design shall not be retro-reflective and shall not be used on crossings with a posted speed greater than 25 mph. Painted surfaces have a lower coefficient of friction and can impact stopping distances, areas should be well thought out for potential impacts to pedestrians. MaineDOT recommends temporary chalk paint for these types of undertakings. **Three dimensional (3D) crosswalks and word messaging within the crosswalk are not allowed as options.***

4. Crosswalks shall have the appropriate signage (W11-2 and S1-1 series from the *Manual on Uniform Traffic Control Devices*, see section 2C.50 and 7B-.08 of the MUTCD). These signs shall be black symbol on yellow background or black symbol on fluorescent yellow-green background. Signs of different background colors should not be mixed at a given site or area. (See Figure 3). MaineDOT is requiring signage on both sides of the roadway



W11-2

with the left sign being a mirror image of those on the right hands side. (See Adjacent W11-2) *Option - In-Street signing will be allowed as a supplement to side of the road signing only and not in lieu of it. (See Figure 4). For added conspicuity, yield bars and associated signage may be added in advance of the crosswalk. (See Figure 5)*

Section 3: Required Safety

5. Crosswalks shall only be placed in areas where there is sufficient stopping sight distance for the posted speed limit as set forth in Table 1. Stopping sight distance for the purpose of evaluating a crosswalk shall be measured from a 3.5 foot driver eye height to a 3.5 foot pedestrian height.

Table 1 – Sight Distance

Posted Speed (MPH)	Sight Distance (Feet)
20	155
25	200
30	250

block crossing opportunities when spacing exceeds 400 feet.” Crosswalks may be closer than 400 feet when located at an intersection.

11. Crosswalks in school zones should have crossing guards for times when school is starting and ending. School crosswalks should be at roadway intersections. Mid-block crossings should only be used when a high concentration of students will be using them, as driver expectation is not to have to stop at a mid-block location. Mid-Block crosswalks should be considered strong candidates for using RRFB’s or other pedestrian safety devices.
12. Municipalities are entitled to place crosswalks on state or state aid highways, if they are in accordance with these guidelines. Municipalities are highly encouraged to create an ordinance, indicating at a minimum, that sections 1 through 3 are followed. If a municipality wants a crosswalk that does not meet one or more items in Section 4, they would need to submit a traffic study indicating that the location of the crosswalk would be safe. Placement of crosswalks other than as specified shall require approval by the State Traffic Engineer or his/her designee.

All crosswalks will be reviewed during the Project Development process. Unless the Program Manager or State Traffic Engineer approves otherwise, crosswalks not meeting the standards above will not be replaced in the field. The municipality will be contacted and informed that the said crosswalk(s) doesn’t meet our standards and not to repaint the crosswalk. The Program Manager or State Traffic Engineer may allow a crosswalk to remain if it doesn’t meet 1 or more of the standards in Section 4 providing there is documentation of the reasons it should remain and how it will impact the safety of the pedestrian.

Crosswalks at signalized intersections:

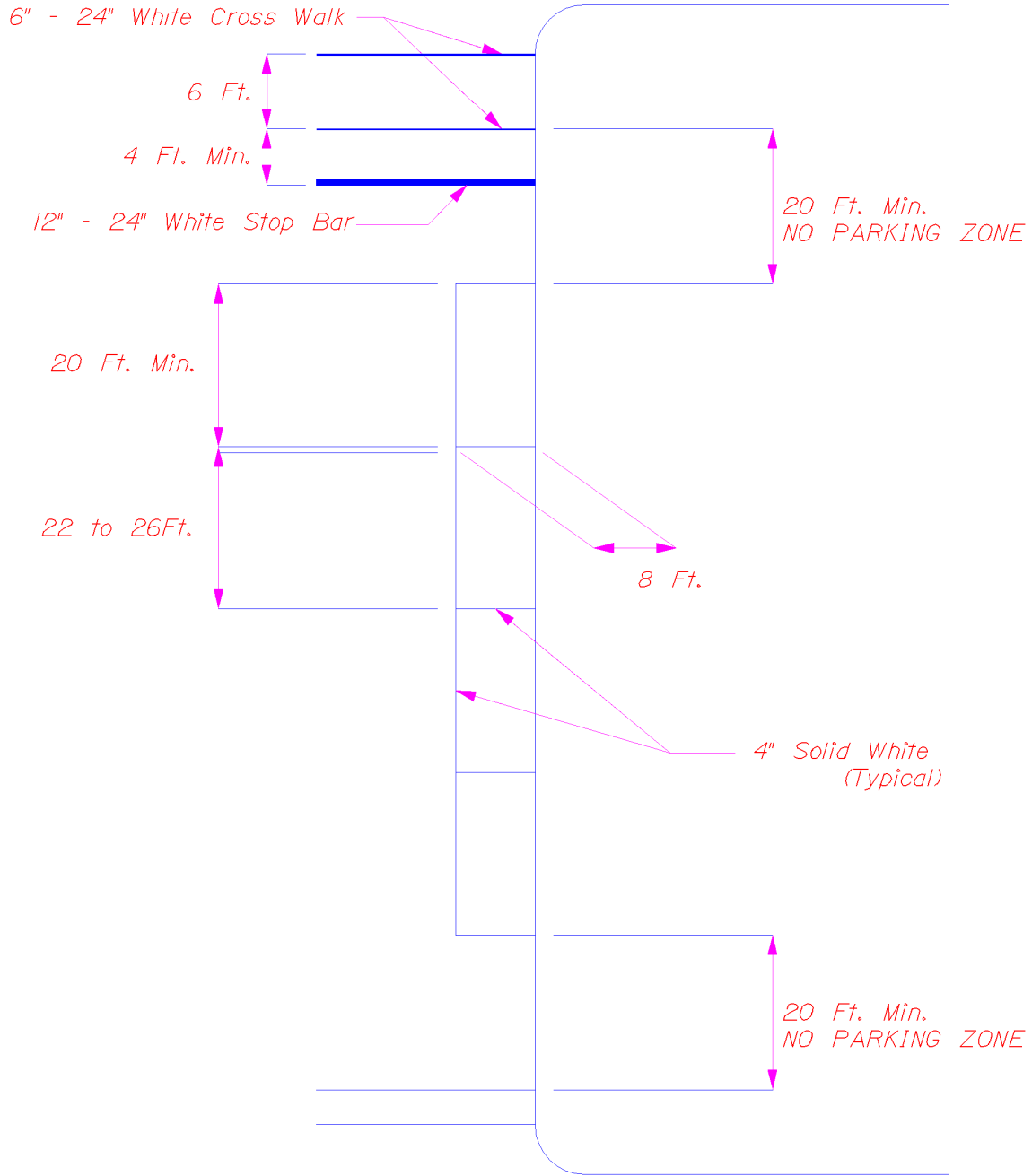
All new crosswalks installed at a signalized intersection or existing crosswalks at a signalized intersection being modified or replaced shall be required to have pedestrian countdown heads installed as well as Accessible Pedestrian Signal (APS) technology. Signalized crosswalks will be allowed at all posted speeds. For signalized crosswalks above 40 mph, additional all red time should be considered for the safety of the pedestrian. This will help ensure that when the pedestrian phase starts, all vehicles have cleared the intersection.

Designers should review the crosswalk phasing to determine whether the phase should be exclusive (red on all approaches), concurrent (green signal in the direction of pedestrian phase) or have a Leading Pedestrian Interval (gives pedestrian an advance start before concurrent phase starts) implemented on any given approach.

For additional pedestrian safety, blank out signs may be installed indicating “NO TURN ON RED” or “RT Turn Yield to Pedestrian”. (See Pictures Below). The blank out signs only get activated when a pedestrian pushes the APS button. These signs convey to drivers the actions that need to be taken to avoid pedestrian conflicts.



TYPICAL PARKING SPACE MARKINGS



Min
ne
gnal

al

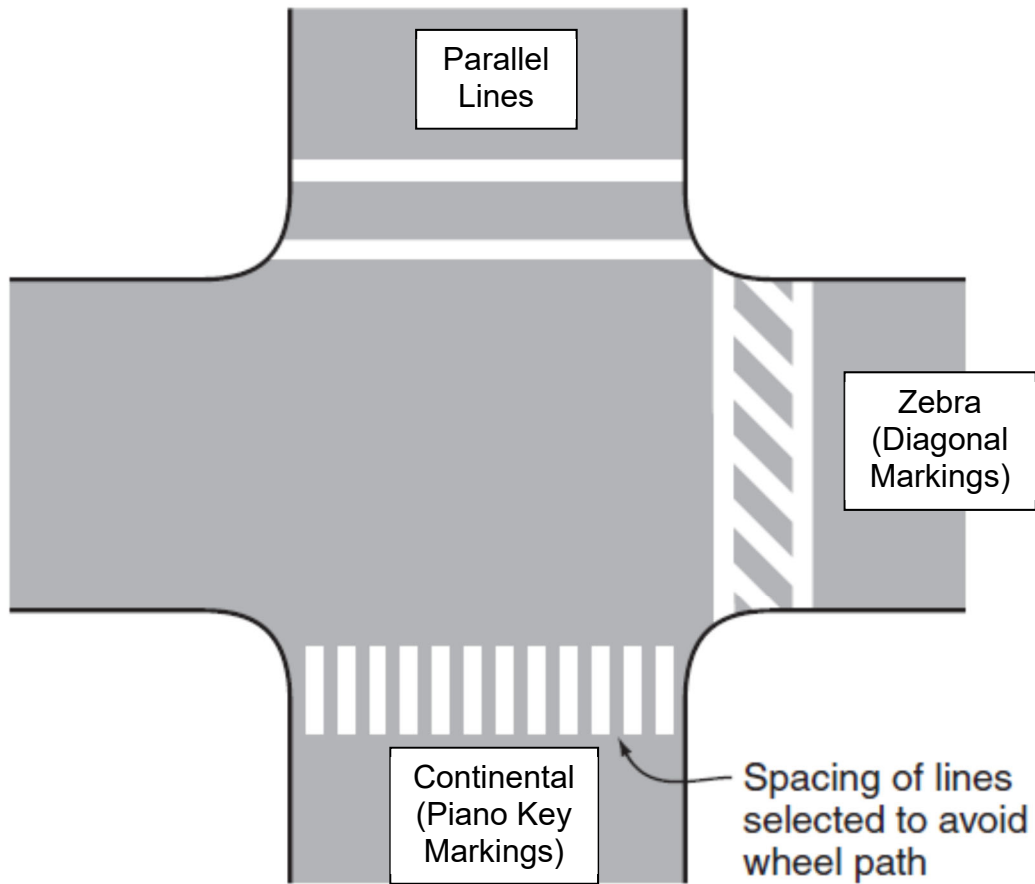





Figure 2

Figure 3 – Standard crosswalk signing uses both the W11-2 and W 16-7 P – Advanced assemblies use S1-1 and W 16-9 P

Crosswalk Warning Assembly	Pedestrian Warning Assembly
	
W11- 2	
 <p data-bbox="581 926 678 957" style="text-align: center;">W16-7P</p>	 <p data-bbox="943 936 1040 968" style="text-align: center;">W16-9P</p>





School Crosswalk Warning Assembly	School Advanced Warning Assembly
 <p data-bbox="695 1455 776 1486" style="text-align: right;">S1- 1</p>  <p data-bbox="678 1566 792 1598" style="text-align: right;">W16-7P</p>	 <p data-bbox="1125 1455 1206 1486" style="text-align: right;">S1-1</p>  <p data-bbox="1101 1566 1214 1598" style="text-align: right;">W16-9P</p>
2009 MUTCD Section 7B.08-11	

Figure 4 - In-Street Pedestrian Signing

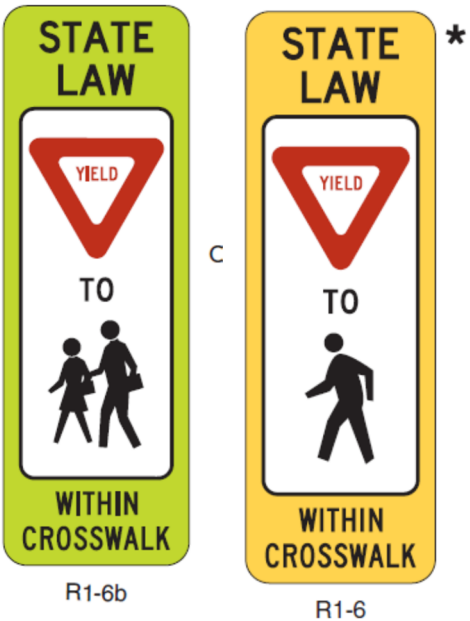
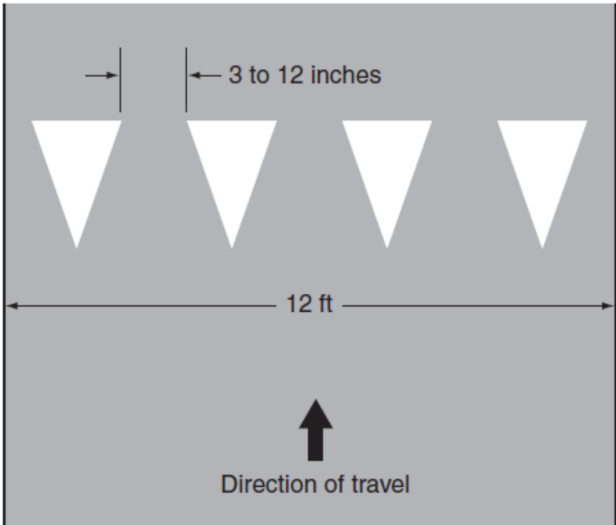
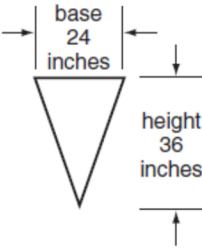


Figure 5 – Yield Bars and Associated Signage



(b) Maximum Dimensions



Notes:
Triangle height is equal to 1.5 times the base dimension.

Yield lines may be smaller than suggested when installed on much narrower, slow-speed facilities such as shared-use paths.



R1-5



R1-5a

Erin Zwirko

From: Dan Ostrye <dostrye@gmail.com>
Sent: Monday, January 17, 2022 7:47 PM
To: Erin Zwirko
Cc: Mike Tremblay
Subject: Landscape Standards for Development Curb Cuts

Hi Erin,

The Bike Ped Committee would like the CSAC to consider developing landscape standards for curb cuts and intersections at developments. We are concerned that landscape plans do not take into account the potential for vegetation grown can significantly reduce sight lines to both oncoming traffic and to pedestrians and bicycles on the sidewalks. One of the most visible examples of this are the plantings along the front of Brickyard Hollow where the ornamental grasses block views for drivers pulling out of Cleaves Street. While there are sightline standards for traffic that may apply, we are concerned that there are not standards to protect people on sidewalks, particularly with the heavy use of sidewalks by kids on bicycles. While we all know it is safer to ride in the road, it is not likely that we will change behavior and therefore should be taking the reality into account when reviewing new development project (as we recently noted in our review of the Railroad Square master plan).

Thank you,
Dan Ostry

Erin Zwirko

From: Dan Ostrye <dostrye@gmail.com>
Sent: Monday, January 17, 2022 7:38 PM
To: Erin Zwirko
Cc: Mike Tremblay
Subject: See Click Fix System Discussion

Hi Erin,

The Bike Ped Committee as asked that the CSAC adopt the nationally available See Click Fix platform for citizens to report concerns to the Town. This platform can be utilized to identify a variety of problems ranging from road conditions, traffic hazards (e.g., chronic speeding or roadkills) to downed trees on town land to social service related concerns like homeless encampments in town open spaces. The benefit of the system is that it creates a single platform for citizens to report concerns so that they do not have to dial around to find the right department to help them and more importantly catalogs and tracks progress and resolution of the issue/concern.

The City of Portland utilizes this platform with a lot of favorable comments from the public, but it is not just for larger cities. Amesbury MA also uses the platform. We would like to have the town consider the benefits of implementing a system like this so that there is a way for people to track resolution without having to call back and it will save staff time because they simply have to update the system once the matter is resolved.

Here is the link to their website for CSAC members to check out before the meeting: [Yarmouth, ME - Report potholes, graffiti, street light out, and other community issues. - SeeClickFix - Web and Mobile Government 311](#)

Thank you,
Dan

Erin Zwirko

From: Erin Zwirko
Sent: Thursday, December 9, 2021 11:34 AM
To: Taylor LaBrecque
Subject: RE: Princes Point Rd - safety concerns

Hi Taylor,

You're right about the advisory lanes that are on Morton and recently painted on Bates, Cumberland, and Bowdoin Streets in the village. Typically, they work well for a location that is a lower speed and lower traffic volume.

The Complete Streets Advisory Committee plans to meet on 1/25, and I'll follow up with you regarding the discussion.

Thanks,
Erin

Erin Zwirko, AICP, LEED AP
Director of Planning & Development
Town of Yarmouth
Office: 207-846-2401
ezwirko@yarmouth.me.us

From: Taylor LaBrecque <tsl39@nau.edu>
Sent: Thursday, December 9, 2021 10:44 AM
To: Erin Zwirko <EZwirko@yarmouth.me.us>
Subject: Re: Princes Point Rd - safety concerns

Hey Erin,

Thanks for getting back to me. I hope your ankle is on the mend! Winter must be a tough time to be on crushes!

Thanks for looking into this for me. I talk about the speeding issue with neighbors quite a bit. It's disappointing to hear that they did a speed study and still kept this section 35 mph. It's just too fast for residential!
The road lines like they have on Morton road seem like a good option. There are just two dashed lines along the side for pedestrians and bikes. I have a feeling this is allowable on Morton because of lower traffic volumes and may not be the right solution for the stretch that we are concerned with (Princes Point - from Gilman to Morton). We obviously understand the costs associated with any update and wouldn't want to do anything crazy, but it seems like there are some lower cost solutions like adding speed bumps, signage, lowering speed limit, or changing the line configuration, that could all be effective.

Looking forward to hearing what the complete streets group thinks!

Thanks again!

On Wed, Dec 8, 2021 at 3:49 PM Erin Zwirko <EZwirko@yarmouth.me.us> wrote:

Hi Taylor,

Thank you for the email. I'm sorry I hadn't responded sooner. I broke my ankle over the weekend and have been dealing with my health care and planned surgery since then.

Regarding your questions, I will refer them to the Complete Streets Advisory Committee for further discussion. The Committee will be meeting in January for their upcoming quarterly meeting. We have no current projects on the horizon for Princes Point Road and the surrounding area for traffic calming or of a pedestrian/bicycle nature. The Town and several residents requested a speed study in 2009 to reduce the speed from 35 to 25. When the study was completed, speed limits were assigned to the following segments: RT 88 to Gilman Rd – 30 mph, Gilman Rd to Morton Rd – 35 mph, Morton Rd to end – 25 mph.

We are aware of some constraints that would require significant capital if the road were widened including ledge, drainage, trees, and driveway impacts. Of course, widening doesn't need to be the only solution, and the Complete Streets Advisory Committee would be the best group to start talking about any improvements. Additionally, I'm sure many of these topics will come up during the update to the comprehensive plan, which is planned to be underway next calendar year.

Please let me know if you have any further questions or concerns, thank you,

Erin

Erin Zwirko, AICP, LEED AP

Director of Planning & Development

Town of Yarmouth

Office: 207-846-2401

ezwirko@yarmouth.me.us

From: Taylor LaBrecque <tsl39@nau.edu>
Sent: Friday, December 3, 2021 11:32 AM
To: Erin Zwirko <EZwirko@yarmouth.me.us>
Subject: Princes Point Rd - safety concerns

Hi,

I understand that making roads more walkable and bikeable is one goal of the recent municipal and state funding. I was curious if you had considered making sections of Princes Point Rd more friendly for those of us who use the road recreationally. The road is only for residential use but for some reason still has a speed limit of 35 mph, with people driving what I can only assume to be an average of 50 mph. There are recreational trails that also intersect the road. People come from all around to walk and road bike here. I think it would really benefit the community to make this road safer for alternative modes of transportation.

I'd really appreciate a response and your thoughts on including this as a potential project.

Thanks

--

Taylor LaBrecque

--

Taylor LaBrecque