



YARMOUTH MAINE

AGENDA

**Complete Streets Advisory Committee
November 4, 2024; 3:00 PM –4:30 PM
Town Hall Community Room and Remote Access**

<https://meet.goto.com/206677509>

Dial in by phone: (224) 501-3412

Access code: 206-677-509

1. Public Comment (5 minutes)
2. Review Meeting Summary from July 30, 2024 (5 minutes)
3. Request for Support (40 minutes)
 - a. Consider requesting 10-foot lane stripping on Route 88
 - b. Consider creating School Walk and Arterial street lists which warrant additional attention for construction traffic management under Chapter 604
 - c. Proposed Vision Zero Taskforce
4. Traffic Calming Requests (25 minutes)
 - a. Princes Point Road – Traffic Calming Pilot Evaluation
5. Project Updates and Action Item List (10 minutes)
 - a. See Project Update and Action Item List
 - b. CSAC members can ask any clarifying questions about updates.
6. New Business (5 minutes)
 - a. Informational Only: Proposed Active Transportation Plan Scope

Next Meeting Date Options: late January 2025

Attachments:

- Project Updates and Action Items
- Meeting Summary from July 30, 2024
- Memo from Bicycle & Pedestrian Committee on Next Steps for Vision Zero, October 8, 2024
- Memo from Julie Dubovsky on Princes Point Road Traffic Calming Pilot, October 23, 2024
- Memo from Bicycle & Pedestrian Committee on Draft Scope of Active Transportation Plan, October 8, 2024

Project Updates and Action Items	
Action Item	Report
CIP for Bike/Ped Projects	Bike/Ped provided recommendations; CSAC reviewed for FY26-FY30
Main Street Streetscape Phase 2 PDR	Contracted with TY Lin to complete PDR; design underway Initial public meeting held on 6/15/23 Second public meeting held on 7/29/24
PP/Lafayette Intersection	Construction is substantially complete; Lafayette will be paved in 2025
Bus Shelters	Route 1 (Portside NB): Site/Sidewalk work is complete; shelter is pending due to need across Metro territory; may receive a bench in the meantime
Route 1 Sidewalks	Project is complete
Beth Condon Path PDR	HNTB under contract by DOT to complete PDR Virtual, on demand initial public meeting held by DOT in June Stakeholder meeting held on 10/25/23 VIP contributed \$15,000 toward construction
Bridges	Exit 17: Construction to be completed by 10/31/25 Garmin slip lane removal will be integrated into the Beth Condon extension Exit 15: No cost share required for pathway connection over bridge Advertise late 2024 Bridge Advisory Committee held meeting with DOT in 2023 DOT virtual public meeting 11/1-11/17/23 Cousins River Bridge: Cost share has been approved Project awarded to CPM Monitoring bike/ped access and access to Route 1 businesses during construction ongoing Falls Bridge: Virtual public meeting closes 4/25/24 Considered historic by DOT Advertise in 2027 (tentative) East Main Street Over Route 1: DOT virtual public meeting 2/1-2/16/24; robust comment about ped access on and below bridge Considered historic by DOT, likely replacement Advertise in 2027 (tentative) Twin 295 mainline over Lafayette: Complicated project, 3-5 years out Cousins Island Bridge: Scope of work depends on condition of piles Advertise in 2027 (tentative)
Pleasant Street Detour	Request to Bike/Ped to make recommendations on appropriate detour during Water District and DPW work Report is YWD and contractor are keeping bike/ped moving

	<p>Consultation occurred with Bike/Ped and CSAC on the Smith and Pleasant intx; Pleasant St paving, curbing and sidewalk work planned for 2025</p>
Royal River Park	<p>CSAC feedback provided at October 2023 meeting; PB meeting pending Construction is likely 2025 at the earliest</p>
Rainbow Farm Road	<p>DPW will clearing vegetation to improve sight lines in August Recommendation from Bike/Ped on other interventions received in September Advanced as a traffic calming request; DPW committed to review low-cost interventions including stenciling road and adding new signs</p>
Portland Street (between Route 1 and Cumberland) Monitoring	<p>Request from Councilor Orenstein Speed monitoring occurred early September; Chief Gallant reported results to Councilor Orenstein No new complaints to PD since Council meeting in the summer; continued monitoring and enforcement Separate request about engine brake signage</p>
Lafayette Sidewalks and Marina Road Intersection	<p>Reduced scope to sidewalks on ocean side of Lafayette between Main and Marina; intx eliminated from project (future phase) Construction is substantially complete; Lafayette will be paved in 2025</p>
Princes Point Road Traffic Calming Request	<p>Initial consult at October meeting; refinements requested Additional speed monitoring completed in November Considered again at January 2024 meeting Meeting with MaineDOT, consider use of delineators to slow vehicles down Temporary pilot will end in November 2024</p>
Newell Road No Parking Recommendation	<p>Town Council has asked the CSAC to review and make a recommendation CSAC recommended no changes; PB after discussion did not include a condition to only park onsite during construction TC amended Chapter 602 to allow temporary no parking signage for 300 feet (increased from 100 feet)</p>
MaineDOT Bike/Ped Funding Program	<p>Town submitted grant application to MaineDOT for sidewalk on North Road from Old Farm Lane to Leighton Road Late 2024/early 2025 award notice anticipated</p>
Bike/Ped Mapping Project	<p>Ongoing work with GPCOG; public engagement occurred in Spring Intended to be a pocket sized map</p>
Branded Bike Racks	<p>Identifying locations for new Yarmouth branded bike racks</p>
Coordination with School Department on school campus improvements	<p>Crosswalk at middle school needs tip downs for accessibility; OPC to be developed and presented to SD Long-term project looking at all campuses to be started.</p>

Meeting Summary
Complete Streets Advisory Committee
July 30, 2024; 9:00 AM – 10:30 AM

Town Hall Community Room and by Remote Session

Attendees: Police Chief Gallant, Steve Johnson, Karyn MacNeill, Erik Street, Mike Tremblay, Erin Zwirko

Guests: Julie Dubovsky, Tori Hill, Dan Ostrye

1. Public Comment

There was no public comment.

2. Review Meeting Summary from April 22, 2024

Karyn MacNeill made a motion to adopt the minutes from April 22, 2024, Chief Gallant seconded the motion. The motion passed unanimously.

3A. Demonstration Project for Gateway Treatments

Erin provided a brief overview of the materials included with the meeting agenda and noted that the Bike and Pedestrian Committee is looking for general support from the CSAC on pursuing a demonstration grant from DOT. Mike Tremblay noted that the roads identified by the Bike and Pedestrian Committee are higher speed roads coming into Yarmouth that then rapidly reduce speed limit entering the Village area. The signage is not necessarily adhered to, so the Committee is looking to apply treatments like those in the Traffic Calming Toolbox on West Main Street, Sligo Road, North Road, and West and East Elm Streets. Mike also noted that the Town may want to look at the speed limits specifically for a reduction considering DOT's shifting policy toward context-based decisions. It was noted that DOT has not yet adopted new policy on setting speed limits to date.

Chief Gallant noted that advice from DOT has been to see Town initiatives before requesting a speed limit adjustment. He noted that the Police Department has started to collect data as requested by the Bike and Pedestrian Committee.

CSAC members expressed support for the Bike and Pedestrian Committee taking on this effort and completing public outreach this fall. Julie noted that although the materials in the packet did not identify anyone on Sligo Road, they have since recruited a volunteer.

Mike noted that the intention is for the gateway treatments to be temporary and/or removable. He noted that the goal would be a permanent installation, but the project is simply for a demonstration or pilot project.

Erin inquired about the schedule for a submittal to the state. There is no hard deadline as demonstration projects are considered on a rolling basis. The Committee requested an update at the next quarterly meeting regarding the outreach. The Committee discussed funding needs.

The grants are in modest amounts (a few thousand dollars), and the Bike and Pedestrian Committee has a small budget that could be contributed as well.

It was determined that the general show of support was sufficient at this stage. If a vote is needed to submit the application to DOT, it can be accommodated at an upcoming CSAC meeting.

3B. Vision Zero Resolution

Erin provided a brief overview of the meeting materials included with the meeting agenda and noted that the Bike and Pedestrian Committee is looking for a vote in support of the request to the Council. Mike provided additional information on Vision Zero noting Vision Zero has a goal to eliminate all deaths on the roadway network due to all modes and that adoption of Vision Zero would result in a new policy for the Town and is aligned with regional goals. Erin noted that PACTS adopted a regional Vision Zero Action Plan in 2023, which included Yarmouth.

Dan Ostrye inquired whether the adoption of the resolution and creation of a policy would make Yarmouth eligible for funding. Erin noted that the PACTS regional plan has already made Yarmouth eligible for Safe Streets 4 All federal funding for both planning and implementation. Implementation grants have typically been given to multimillion dollar projects. Mike noted that a project to address the Route 1-Spring Street High Crash Location would be the scale of a potential implementation project.

Karyn inquired whether there are example policies that could be borrowed. There are definitely examples that could be worked from.

The Committee expressed support for the submission to the Town Council. Mike Tremblay made a motion to support the request for a Vision Zero Resolution, Chief Gallant seconded the motion. The motion passed unanimously.

3. Capital Improvement Plan for Bicycle and Pedestrian Projects

Erin explained that this is the second year where the Town will include a specific list of bicycle and pedestrian infrastructure projects in the Capital Improvement Program. The Bike and Pedestrian Committee prioritized the list and submitted it to the CSAC with a letter advocating for a dedicated and increased funding source for bicycle and pedestrian infrastructure projects. Currently, \$30,000 is in a line item for sidewalk projects.

Steve inquired whether the Committee recommended an amount for this type of infrastructure. They had not deferring to the Town staff. Dan Ostrye suggested \$100,000 every year for ten years.

Erin noted that new projects were not added since the previous list. She inquired whether the CSAC wanted to add any projects to this list. Karyn noted the crosswalk at the Middle School that has no tip downs from the sidewalk. This has been a small project that has needed to be handled for accessibility reasons, but brings up the larger question of where the Town's responsibilities and the School Department's responsibilities for maintaining infrastructure begin and end.

The CSAC discussed how to approach a discussion with the School Department, as previous conversations have always been reactionary as roadway infrastructure has not always been prioritized. The Committee discussed whether there needs to be holistic inventory of accessibility issues on the school campuses, which may also require research to determining where the public road begins and ends thereby identifying the responsible party. There was agreement to add this item to the action list.

Turning back the prioritization list, the Committee determined that the CIP as prioritized by the Bike and Pedestrian Committee would be forwarded to the applicable staff to submit as part of the CIP, the crosswalk at the middle school would be handled separately by creating an opinion of probable cost and discussion with the School Department, and finally over the next couple of years identify the school campus concerns and work with the School Department to program out by the appropriate agency.

4. Project Updates and Action Item List

The Committee discussed the various bridge projects. Steve noted that the East Main Street bridge over Route 1 and the Exit 15 bridge are both in PDR. There was some discussion of whether there could be lane reduction with the reconstruction of the East Main Street bridge in order to add a sidewalk on the northbound side of Route 1.

The Committee also discussed the branded bike racks that EDAB agreed to fund. Julie explained the Dero has provided a concept design to incorporate the town branding, and that the initial pilot would be 10 racks. Karyn requested to be part of the conversation on locating the branded racks.

The following project updates and action items were provided with the agenda and updated as part of the discussion:

Project Updates and Action Items	
Action Item	Report
CIP for Bike/Ped Projects	Bike/Ped provided recommendations; CSAC will review for FY26-FY30
Main Street Streetscape Phase 2 PDR	Contracted with TY Lin to complete PDR Initial public meeting held on 6/15/23 Design underway Second public meeting held on 7/29/24
PP/Lafayette Intersection	Feedback has been received from DOT Final design under way by Toole Design Project was bid in December, contract awarded Construction is ongoing coordinated with 2024 YWD work
Bus Shelters	Route 1 (Portside NB): Site/Sidewalk work is substantially complete; shelter is pending due to need across Metro territory; may receive a bench in the meantime
Route 1 Sidewalks	Project is substantially complete; walk through is pending
Beth Condon Path PDR	HNTB under contract by DOT to complete PDR Virtual, on demand initial public meeting held by DOT in June

	<p>Stakeholder meeting held on 10/25/23 VIP contributing \$15,000 toward construction</p>
Bridges	<p>Exit 17: Construction to be completed by 10/31/25 Ongoing coordination on closing off Garmin slip lane; Garmin project was abandoned, and thus PB condition to require closure of slip lane was no longer in force</p> <p>Exit 15: No cost share required for pathway connection over bridge Advertise late 2024 Bridge Advisory Committee held meeting with DOT in 2023 DOT virtual public meeting 11/1-11/17/23</p> <p>Cousins River Bridge: Town awaiting project cost share agreement from DOT Project awarded to CPM Monitoring bike/ped access and access to Route 1 businesses during construction ongoing</p> <p>Falls Bridge: Virtual public meeting closes 4/25/24 Considered historic by DOT Advertise in 2027 (tentative)</p> <p>East Main Street Over Route 1: DOT virtual public meeting 2/1-2/16/24; robust comment about ped access on and below bridge Considered historic by DOT, likely replacement Advertise in 2027 (tentative)</p> <p>Twin 295 mainline over Lafayette: Complicated project, 3-5 years out</p> <p>Cousins Island Bridge: Scope of work depends on condition of piles Advertise in 2027 (tentative)</p>
Pleasant Street Detour	<p>Request to Bike/Ped to make recommendations on appropriate detour during Water District and DPW work Report is YWD and contractor are keeping bike/ped moving Consultation occurred with Bike/Ped and CSAC on the Smith and Pleasant intx; Pleasant St paving, curbing and sidewalk work planned for 2024</p>
Royal River Park	<p>CSAC feedback provided at October 2023 meeting Construction is likely 2025 at the earliest</p>
Rainbow Farm Road	<p>DPW will clearing vegetation to improve sight lines in August Recommendation from Bike/Ped on other interventions received in September Advanced as a traffic calming request; DPW committed to review low-cost interventions including stenciling road and adding new signs</p>

Portland Street (between Route 1 and Cumberland) Monitoring	Request from Councilor Orenstein Speed monitoring occurred early September; Chief Gallant reported results to Councilor Orenstein No new complaints to PD since Council meeting in the summer; continued monitoring and enforcement Separate request about engine brake signage
Lafayette Sidewalks and Marina Road Intersection	Timeline was truncated due to consultant illness this summer Near construction plans from GEI submitted to Town; planned for bid this fall in conjunction with YWD work as an add alt Reduced scope to sidewalks on ocean side of Lafayette between Main and Marina; intx eliminated from project (future phase) Construction is ongoing coordinated with 2024 YWD work
Princes Point Road Traffic Calming Request	Initial consult at October meeting; refinements requested Additional speed monitoring completed in November Considered again at January 2024 meeting Meeting with MaineDOT, consider use of delineators to slow vehicles down DPW committed to installing delineators
Newell Road No Parking Recommendation	Town Council has asked the CSAC to review and make a recommendation CSAC recommended no changes; PB after discussion did not include a condition to only park onsite during construction
MaineDOT Bike/Ped Funding Program	Town submitted grant application to MaineDOT for sidewalk on North Road from Old Farm Lane to Leighton Road Late 2024/early 2025 award notice anticipated
Bike/Ped Mapping Project	Ongoing work with GPCOG; public engagement occurred in Spring Intended to be a pocket sized map
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Coordination with School Department on school campus improvements	Crosswalk at middle school needs tip downs for accessibility; OPC to be developed and presented to SD Long-term project looking at all campuses to be started.

5. New Business

Erin noted that there are two items for new business that were requested by Dan Ostrye, for which he provided an overview.

Dan requested that the town make a formal request for DOT to stripe 10-foot lanes on Lafayette, Gilman, and Cousins Street. He also noted that the intersection of Gilman and Drinkwater Point needs to be squared up as the intersection is very wide. Erik noted that Lafayette will be repaved in 2025.

The second request is that the town review the Right of Way Ordinance to add lists of designated school walk/riding streets and arterial streets. With these streets identified, the town

could require additional commitments for bike and pedestrian access through construction projects.

The Committee decided to schedule these items for the next meeting.

Additional items shared included:

- Construction of the last mile of the West Side Trail is going well. Additional coordination with the Oakwoods neighbors is still needed but the coordination is going well.
- Julie is arranging a ride with the new East Coast Greenway regional coordinator on October 18.

The meeting adjourned at 10:40 AM.

DRAFT

Date: October 8, 2024

To: Yarmouth Complete Streets Advisory Committee

From: Yarmouth Bicycle & Pedestrian Advisory Committee (BPC)

Re: Next Steps for Yarmouth's Vision Zero Action Plan

Proposal: In September 2024 the Yarmouth Town Council unanimously approved [a resolution to adopt a Vision Zero policy and pursue developing a Vision Zero Action Plan](#), which would outline the strategies and actions for the Town to undertake to eliminate all fatalities and serious injuries resulting from crashes on our roadways by 2045.

At the October BPC meeting, the members discussed the need for a separate task force composed of various members of the Town staff and community that represent the connection between transportation safety with land use, police enforcement, public health, equity, and environmental sustainability. The goal of the taskforce would be to review the 2023 PACTS Greater Portland Vision Zero Action Plan and to recommend to the Council whether:

1. To adopt the PACTS plan as is,
2. Or to modify the PACTS plan for Yarmouth,
3. Or to create one from scratch for Yarmouth.

In addition to evaluating the regional Vision Zero Action Plan for local adoption, another common role for a task force is to oversee implementation and evaluation of the action plan. This may include convening regular meetings, analyzing collected data, and reporting back on implementation of the action plan to CSAC and the Town Council.

Taskforce Composition: Guidance on task force composition comes from the "Vision Zero Implementation Toolkit," by ChangeLab Solutions, and the USDOT "Vision Zero Toolkit," which recommend a cross-sector approach from across a jurisdiction and diverse community input. BPC recommends that the taskforce also include representatives from other Town advisory committees such as the Police Services Advisory Committee and the School Committee. Other advisory committees in town would be engaged in the topic on an ongoing basis, not just during the initial policy evaluation.

Town staff representatives should include:

1. Yarmouth Community Services (particularly someone who works with seniors)
2. Yarmouth School District (such as student representative from the YHS Student Government Association or the School Department)
3. Department of Public Works
4. Engineering
5. Planning & Development
6. Police Department
7. Fire/EMS Department

Street safety advocates, transit agencies, and community non-profits should also be brought to the table and could include:

1. Yarmouth Public Health Council (the former COVID taskforce)
2. Southern Maine Agency on Aging (SMAA) or YCAN's Aging in Place Committee

3. Yarmouth Cares About Racial Equity
4. West Side Trail
5. Casco Bay Trail or East Coast Greenway Alliance
6. Metro bus

The BPC appreciates any CSAC recommendations for composition of the taskforce and provides additional references (attached) from each of the Vision Zero toolkits for consideration.

Representative Vision Zero Team

Consider equity and the diversity of stakeholders when assembling your team. Engaging with diverse stakeholders, including community members, community organizations, local businesses, academic institutions, public health organizations, and Tribal, State, and local agencies is key. Collaboration will help your Vision Zero team understand and incorporate the lived experiences of the community and solicit feedback, providing community stakeholders with an opportunity to take ownership in developing and implementing the Vision Zero Action Plan. Work with members of your team to ensure that you are providing opportunities for them to actively participate in the process – this may mean meeting times, locations, and formats that are accessible to everyone on the team and in the community.

Strategy: Engage a Diverse VZ Team

Having a diverse range of stakeholders involved in Vision Zero is key to the success of Vision Zero. However, it is important to understand the different ways that stakeholders can contribute to the process. Beyond holding meetings at different times and locations, what other ways can you include different groups of stakeholders in establishing Vision Zero?

Strategy: Vision Zero Team Checklist

This checklist is intended to help you build a diverse Vision Zero team. It is by no means exhaustive, and you do not necessarily need to include every stakeholder group on this list. Your community may have groups or local advocates that are not listed here. It can be helpful to ask currently engaged stakeholders and safety champions who else they would include.

Government Agency Partners

- Local agency departments
- Metropolitan Planning Organization (MPO) or other regional agency
- Transit agencies
- State Department of Transportation (DOT)
- Other State agencies
- Federal agencies
- Tribal agencies

Demographic-based Groups

- Young people
- Older adults
- People with disabilities (vision, hearing, mobility)
- People with low-incomes
- Groups representing Black, Indigenous, and other persons of color (consider representation of each ethnicity and race in your community)
- People experiencing homelessness
- Gender identity groups
- Faith-based groups
- School-based groups

Mobility-based Groups and Users

- Groups representing vulnerable road users (people who walk, bike, roll, motorcycle)
- Micromobility groups (shared micromobility companies, micromobility advocacy, and support groups for scooters, skateboarding, other mobility assistive devices)
- Public transportation groups
- Truck drivers
- Bus drivers
- For-hire drivers (taxi, ride-hailing, courier)

Related Stakeholders

- First responders (EMS, Fire, Police) and medical providers
- Business and commercial groups (Business Improvement Districts, Merchants Association, Chamber of Commerce, etc.)
- Housing groups (including groups that work with the homeless)
- Public health groups
- Location-based groups (Block Associations, Neighborhood Associations, etc.)
- Environmental and climate advocacy groups
- Local media
- Park and nature-based groups

Organizational Practices

When creating Vision Zero Action Plans, Vision Zero teams identify which departments, agencies, and stakeholders “own” each action item. External partners, including advocacy groups and the media, may also own some action items. Your Vision Zero team may also consider assigning actions to both internal and external partners by adding their organization’s name into the Action Plan for additional accountability as you move toward implementation. This commits stakeholders to their Vision Zero-related work, promotes accountability and transparency, and sustains a strong safety culture among stakeholders. Accountability at the agency level, as opposed to an individual level, helps ensure continuity if there are staffing changes over time. If multiple owners of an action item are identified, it is a good practice that one agency takes primary responsibility for implementation.

Table 2. Task Forces and Advisory Groups: How Do They Differ?

	Task Force	Advisory Group
Purpose	Develop, implement, and evaluate the action plan, ensuring coordination across all relevant departments, agencies, and stakeholders	Advise the task force on Vision Zero issues, engaging with community members to gather their input and feedback for the task force throughout the process of developing and implementing the action plan
Composition	<ul style="list-style-type: none"> • Representatives from municipal departments, such as <ul style="list-style-type: none"> • Transportation • Public works • Fire • Police • Emergency response • Planning • Health • School district • City attorney • General services • Office of equity • Bicycle, pedestrian, multi-modal, and other mobility- and disability-related departments 	<ul style="list-style-type: none"> • Community members who will be affected by Vision Zero strategies • Representatives from stakeholder groups, such as <ul style="list-style-type: none"> • Active transportation organizations representing pedestrians, bicyclists, and transit riders • Organization(s) representing older people • Organization(s) representing people with disabilities • Neighborhood or community-based organization(s) representing historically underinvested areas and areas with a substantial concentration of High-Injury Networks • Organization(s) representing commercial transportation workers such as taxi drivers, truck drivers, and delivery bicyclists as well as companies with freight-related needs • Local and/or regional transportation agency • School district • City attorney’s office • Police department or sheriff’s office
Roles and responsibilities	<ul style="list-style-type: none"> • Develop action plan • Present action plan to mayor and city council • Convene meetings regularly to check in on progress of action plan • Collect and analyze data • Oversee implementation and evaluation of action plan • Coordinate existing safety initiatives (e.g., pedestrian and bike safety) across departments • Revise action plan as needed • Report to the public on progress of action plan • Maintain public web page to share data and updates and solicit feedback 	<ul style="list-style-type: none"> • Consult with community members about their concerns, priorities, and goals on an ongoing basis, not just during initial policy development • Collaborate with the community and gather feedback from community members and stakeholders in order to communicate this information to the task force • Work with the community to identify emerging issues or address existing problems • Empower community members to address issues that matter to them by sharing decision-making responsibilities
Interaction between task force and advisory group	<ul style="list-style-type: none"> • The task force consults the advisory group throughout each stage of Vision Zero: action plan development, action plan implementation, evaluation, and reporting. • The advisory group provides input, feedback, and advice (gathered from community members and stakeholders) to the task force throughout each stage of Vision Zero: action plan development, action plan implementation, evaluation, and reporting. 	

Date: October 23, 2024
 To: CSAC
 From: Julie Dubovsky, Assistant Planner
 Re: Princes Point Road Traffic Calming pilot

Background: In August 2024 the Department of Public Works installed 11 centerline flexible delineators on Princes Point Road from Gilman Road to Morton Road in response to residents’ request for traffic calming on Princes Point Road. The first delineator was not installed in front of 123 Princes Point Road as planned due to ongoing private residential construction nearby. The delineators began closer to 165 Princes Point Road, just



past a sign reminding drivers of State law to give 3-feet distance when passing a person walking or biking (shown below).

Outreach:

Notification of the installation was mailed to residents living directly on Princes Point Road and “What’s Happening Here Flyers” were also posted on site at each end of the street segment.

The pilot was also featured in the Town’s September newsletter.



On Princes Point Rd, looking south

Public Response: The office has received 5 written comments in opposition and 4 written comments in support with recommendations for improvements such as additional signage, yield markings, permanent space with Edge Lanes (aka Advisory Bike Lanes), and reducing the speed limit. One person came to the office in September to ask questions and express support for the concept. Another person called the office in August to say that drivers are still not

complying. 3/5 comments in opposition are from residents who do not live in the pilot area, but travel through it. Drivers expressed discomfort when crossing over the double-yellow line to give 3-feet, even though they did so

before the centerline delineators, and reported some difficulty seeing the delineators at night. The heavy presence of lawn care companies through the late summer and fall created additional constraints due to vehicles stationed in the roadway (shown below). Three bicyclists complained that drivers were following them too closely while they waited for an opportunity to pass. Pedestrians generally noted that cars were passing them more slowly, crossing over completely to the other side, or slowed down allowing the people walking to pass them.



In September, a new in-home preschool, Finch & Fiddle opened at 286 Princes Point Road. One commenter has a child at the daycare and appreciated the attempt at traffic calming, but found the delineators difficult to maneuver around and expressed concern about visibility at the curves in the road.

Data: Quantitative and qualitative data collection focused on speed and yielding behavior. An after-implementation speed study was conducted by the Yarmouth Police Department from August 30, 2024,

to September 12, 2024.

Attached is the speed summary data for Princes Point Road, which was captured north of the West Side Trail crossing. Note that the violation thresholds vary at 10 MPH over the speed limit before and 5 MPH over the speed limit after, which does change the % violators. Notable findings:

- Maximum speeds on both data sets were 56-58 MPH. One outlier was captured at 11:30pm at 63 MPH during implementation.
- The median of the maximum speeds (after implementation) was 42 MPH.
- The 85th percentile, which used to be the only criteria for speed setting, was still above the posted speed of 35 MPH.

I walked the corridor twice, solo and with two residents to discuss the implementation. For one yielding study, 85% of drivers yielded; one slowed at a delineator but did not wait for me to pass and another outright accelerated to beat me through the pinch-point. I biked the corridor three times – morning, midday, and at evening commute – and experienced general driver compliance. I also met with Taylor LaBreque and Dan Ostrye on site to observe behavior and hear their feedback and improvements for the installation, which included better signage and road markings to inform drivers, and reconfiguring the placement of the delineators at the curves.

No one has contacted the office to say that a delineator has been damaged and needs immediate repair or replacement. DPW has been monitoring the site during implementation as well.

Recommendation: While public comment suggests that the pinch-point altered driver behavior when encountering a person walking or biking, the speed study and site observations indicate that drivers did not change their unimpeded-free flow travel speeds. With the winter season concluding this temporary pilot, the CSAC could consider modifications such as adding pavement markings near the delineators and reconfiguring

the layout of the delineators to reinstall in the spring. Alternatively, or in combination with a reinstall, the CSAC could also simply move to request that MaineDOT conduct a speed limit study. MaineDOT has now moved toward a context-focused approach rather than relying entirely on the 85th percentile. It should be noted that even if the posted speed limit is lowered, changing driver behavior may continue to be a challenge and interventions, like speed feedback signs, and enforcement may still be needed.

Date	Day	15-25MPH	25-35MPH	35-45MPH	45-55MPH	55-65MPH	65-75MPH	75-80MPH
8.30.24	Friday	2%	24%	67%	8%	0%	0%	0%
8.31.24	Saturday	2%	21%	68%	8%	0%	0%	0%
9.1.24	Sunday	3%	25%	65%	6%	0%	0%	0%
9.2.24	Monday	3%	24%	67%	6%	0%	0%	0%
9.3.24	Tuesday	2%	23%	69%	6%	0%	0%	0%
9.4.24	Wednesday	2%	22%	70%	6%	0%	0%	0%
9.5.24	Thursday	2%	24%	67%	7%	0%	0%	0%
9.6.24	Friday	2%	26%	64%	8%	0%	0%	0%
9.7.24	Saturday	2%	23%	66%	8%	0%	0%	0%
9.8.24	Sunday	1%	22%	69%	7%	0%	0%	0%
9.9.24	Monday	1%	25%	68%	5%	0%	0%	0%
9.10.24	Tuesday	3%	35%	58%	4%	0%	0%	0%
9.11.24	Wednesday	3%	29%	64%	4%	0%	0%	0%

From: Chris Shaw [REDACTED]
Sent: Sunday, August 25, 2024 7:43:11 AM
To: Erik Street <EStreet@Yarmouth.me.us>
Subject: "Slow Down" barriers on Prince's Point Road

Mr. Street - I'm sending you this email and asking if you could forward it to the appropriate individual(s).

1. It seems only a random mix of people living South-Eastward of Prince's Point road who travel this roadway frequently obtained the letter of explanation. A neighbor mentioned the letter and shared it with me briefly.

2. I believe the barriers may very well achieve the goal of slowing people down however, I believe they will potentially cause a greater safety hazard to walkers, runners and bicyclists.

Prince's Point Road in many areas where these "posts" are set in the median has minimal extra width for pedestrians as displayed by the areas curbside of the white edge lines (4-6"). In these locations, when a vehicle approaches a pedestrian the vehicle can not cross over the yellow line to provide the legal 3ft clearance because of the posts. This gives the driver a choice of hitting the barrier, stopping completely or where possible slowing down to a crawl - Vehicles behind the first vehicle approaching the pedestrian must be paying attention or an accident will occur (rear- ending , swerving, etc.) that could cause injury to the pedestrian at worst and vehicle damage at the least.

As I understand it, the Police set up a device on the long straight section by the power lines and recorded average speeds of 36 MPH THERE (at that location) and a peak speed in the mid 40's (When was this peak? When no pedestrians are around?). If the posted speed limit is 35mph, isn't 36 MPH in the realm of acceptability?

For me, I believe you should reconsider this action and consider lowering the speed limit - Despite DOT participation, did they consider the specifics of this long and varying stretch of the road? (Narrow spots, steep hills by the marsh, blind spots at the top of the marsh hills and at the curve midway, etc.).

Thank you for assisting in getting my feedback to someone who can factor it into the ultimate resolution.

Chris Shaw
Sunset Point Road

Re: Traffic Calming Princes Point Rd.

Juliana Dubovsky <jdubovsky@yarmouth.me.us>

Tue 8/27/2024 2:17 PM

To: Doug Grosset <[REDACTED]>

Cc: Erin Zwirko <EZwirko@yarmouth.me.us>; Erik Street <EStreet@Yarmouth.me.us>

Hi Mr. Grosset,

Thank you for contacting us with your feedback and noting that the centerline flexible delineator in front of your home has already been knocked down, which is an indicator of driver behavior. As mentioned in the letter to Princes Point Road residents, the project was generated due to resident complaints about speeding. The Town will continue to evaluate the traffic calming project quantitatively with speed studies and maintenance requests, and qualitatively with community feedback, and will consider requesting a speed limit evaluation to the MaineDOT.

Thank you again,

Julie Dubovsky
Assistant Planner, Yarmouth

From: Doug Grosset <[REDACTED]>

Sent: Monday, August 26, 2024 12:46 PM

To: Juliana Dubovsky <jdubovsky@yarmouth.me.us>

Subject: Traffic Calming Princes Point Rd.

Hi Julie,

I live on Princes Point Rd. I'm hoping you're able to help or direct to the right person, if you're not.

How do we remove the new traffic calming features put in last week? They create a road obstruction and are unnecessary. They cause a road hazard by creating pinch points and make it more dangerous for pedestrians and cyclists. They solve a problem that does not exist. The one in front of my house has already been run over twice.

The posted speed limit is 35 MPH. The average speed on Princes Point in 2023, From Gilman to Morton Rd., was 32 MPH. The 85th percentile (meaning 85% traveled at that speed) was 37-38 MPH. This hardly represents aggressive speeding on Princes Point Rd. I've run the same analysis for January through June of 2024, the numbers are unchanged. I work in traffic analysis for Streetlight Data. The same software company that MDOT uses for traffic planning.

These screenshots verify the analyses I ran.

Visualization / Princess Point Rd. Speeds 2023

Type: Network Performance | Add-Ons: None | Mode of Travel: All Vehicles

Princess Point Road / 11405300 / 3
 187' (Bi-directional)
 Average Speed: 32

Time Controls

Day Types: All Days (M-Su)

Day Parts: Early AM (12am-6am), Peak AM (6am-10am), Mid-Day (10am-3pm), Peak PM (3pm-7pm), Late PM (7pm-12am)

Zone Selection

Segments: Princess Point Road / 114...

Metric Controls: 32

Type here to search

Result

12:38 PM 8/26/2024

Visualization / Princess Point Rd. Speeds 2023

Type: Network Performance | Add-Ons: None | Mode of Travel: All Vehicles

Time Distribution Metrics

Group by: Day Part | Volume | VMT | VHD | Speed

Speed Distribution: Princess Point Road / 11405300 / 3 (7 Day Avg)

Apply chart selections to map

85th, Mean, 5th to 95th Percentile

Day Part	85th	Mean	5th to 95th Percentile
Early AM	~35	~30	~25-35
Peak AM	~35	~30	~25-35
Mid Day	37	32	~25-35
Peak PM	~35	~30	~25-35
Late PM	~35	~30	~25-35
All Days	~35	~30	~25-35

Type here to search

Result

12:38 PM 8/26/2024

Thank you for your help,
 Doug Grosset

Princes Point traffic feedback

Wendy Simmons <WSimmons@yarmouth.me.us>

Wed 8/28/2024 5:00 PM

To: Juliana Dubovsky <jdubovsky@yarmouth.me.us>

Julie,

I spoke with Sam Rigby, he lives at [REDACTED] Princes Point Road. He said that the traffic calming measures are forcing cars to pass more closely because the pylons don't allow the cars to move onto the other side of the road. He said if there was more shoulder room it would be better. He considers it less safe than it was before because even though before people were speeding around him, they could move onto the other side. He can be reached at [REDACTED] if you want to talk to him.

Thanks. W

Wendy Simmons, SHRM-CP

Administrative Assistant

Planning, Code Enforcement & Economic Development

200 Main Street, Yarmouth ME 04096

207-846-2401

207-846-2438 - Fax

www.yarmouth.me.us



Love the Lane Dividers!

Mitch Pfeiffer [REDACTED]

Wed 9/4/2024 6:27 PM

To: Juliana Dubovsky <jdubovsky@yarmouth.me.us>

Hi Julie - I live on Princes Point Rd. with 2 little kids...and our family is so appreciative of installation of the lane dividers.

We walk with our 2-year old daily to day care and previously felt unsafe with people's speed and oblivious nature to passing a young family. The dividers have been helpful for people to slow down and pay attention to pedestrians and bikes. I think it might still be helpful if there was a sign that urged drivers to slow for walkers and bikers.

Thanks,

Mitch Pfeiffer

-----Original Message-----

From: Tux Turkel [REDACTED]
Sent: Thursday, September 12, 2024 2:44 PM
To: Erin Zwirko <EZwirko@yarmouth.me.us>
Subject: Princes Point Road traffic calming

Hi Erin:

A few comments on the pilot project, from someone who lives on Sunset Point and drives the road frequently.

Yes, there's a safety problem. Bikes, dog walkers, joggers, parents with kids in strollers, sometimes with a dog or two. The West Side Trail crossing. A steep hill. A curve. Plenty going on.

Delineator posts are an interesting, seasonal strategy. But if a driver encounters a pedestrian/bike adjacent to one of the posts, there's no easy way to cross the center line to provide three feet of space. That can mean coming to a stop, from 35 mph.

Has the town considered reducing the speed limit from 35 mph to 25 mph? That would be consistent with the stretch of Princes Point Road from Morton Road to Sunset Point, as well as Morton Road itself.

If the goal is "interventions to reduce drivers' speeds," why not just reduce the speed limit?

Thanks for your efforts to head off a potential tragedy on that road.

Tux Turkel

Yellow Poles

From [REDACTED]

Date Mon 9/23/2024 3:41 PM

To Juliana Dubovsky <jdubovsky@yarmouth.me.us>

Hi Juliana,

I wanted to give my input on the yellow poles placed on Princes Point rd. Our family are long time, full time residents down on Sunset Point.

Living down here we get a lot of bicycles, runners and look-e-loos (tourists). I'm one of those annoying people who drives the speed limit and gives wide berth to people on the road. Since those poles were installed they have been more of a headache, especially if a car is coming the opposite direction. I don't see having the poles deter speeding. I've also noticed some have gotten hit!

It is worse when you turn the corner at Princes Point and Morton and the speed limit goes down to 25! Personally I think there should be speed bumps. I know people like the newly paved smooth roads. I personally liked the pot holes as it slowed people down.

I guess I am confused as to why poles in the middle of the road would make people slow down and give way to pedestrians. Can't we use our town money on different things like lowering taxes?

Sincerely Amy Haskell

Traffic on Princes Point Road

From Sandra Wachholz [REDACTED]
Date Mon 10/7/2024 10:17 AM
To Juliana Dubovsky <jdubovsky@yarmouth.me.us>

Hi Juliana: I just wanted to thank you so much for placing those markers on Princes Point Road to slow down traffic. It is working! I see that folks are forced to slow down if anyone is on the road. They can no longer just buzz through the center of the road. I am deeply grateful for this kindness as I often garden near the street. Our house came with a stone wall that was placed close to the road: this is where I have gardens. With impaired sight, this protection means a lot to me. Thank you so much! Sandy Wachholz

-----Original Message-----

From: Christina Mitchell [REDACTED]
Sent: Thursday, October 3, 2024 9:43 PM
To: Erik Street <EStreet@Yarmouth.me.us>
Subject: Princes Point Delineators

Hi Erik,

I noticed the delineators on Princes Point the last month or so, my in laws live on that road as well as my child's daycare so I drive that road about ten times a week, I know from personal experience speeding has always been an issue there.

I would like to raise a few concerns I've found while driving on it recently with the delineators in place. First being that first curve just past the west side trail, without a side walk if you encounter pedestrians that are walking, especially with dogs, you cannot see them going around the bend and to give them three feet of clearance in time with the delineators there, even going well under the speed limit of 35. Second I'm aware most of that street relies on commercial mowing companies to mow their lawns. Their parking partially into the road is obviously unavoidable but creates more blind spots, especially parking on the blind corner. There is an inability to drive around with the delineators present, especially not being able to anticipate oncoming pedestrians or traffic. Knowing how frequently other cars speed on that road in the past, trying to anticipate when I can safely drive around them has been worrisome that someone might come up fast behind me and not have time to stop around the bends and hills.

I can very much appreciate the attempts to slow traffic down on that road especially with my young child walking on it with my in laws or attending daycare there. I have personally found the delineators difficult with their current placement to get around pedestrians safely, especially on that first corner, and am concerned there may be an accident of someone not having enough time to react especially with the days getting shorter, there are shadows at certain times of day that people are walking around the corner and cars cannot see them very well. Wondering if removing the set around the corner may be

possible in the future to avoid potential issues with pedestrians.

Best,
Christina

Christina Mitchell
[REDACTED]
[REDACTED]

Date: October 8, 2024

To: Yarmouth Complete Streets Advisory Committee

From: Yarmouth Bicycle & Pedestrian Advisory Committee

Re: **Draft Scope for New Town of Yarmouth Active Transportation Plan**

Goals:

1. Create a clear vision for building safe, connected active transportation networks in Yarmouth that support biking, walking, and other micro mobility options and position our town as a state and national leader
2. Develop an actionable plan that can be implemented in the short, medium and long-terms, and provides a blueprint for informing future CIP investments and priorities
3. Ensure that the plan reflects nationwide best practices, aligns with statewide and regional planning initiatives, and compliments Yarmouth's Comprehensive Plan, and the Climate Action Plan, and the recommendations of the School Campus Plan.

Considerations:

1. We want this to be practical, actionable, AND usable so not 100 pages long but also not as short as the old plan. 10-20 pages seems most practical.
2. Well designed PDF of plan. Incorporate easy-to-digest design, including graphics/images
3. Explore development of companion website that communicates progress, updates, etc...and future mapping capabilities
4. Should cover roads, paths, trails, and connections to schools, ballfields, local businesses and other amenities
5. Eventually establish a process for reviewing plan progress on annual basis to update as necessary

Proposed plan scope:

1. Introduction, including clearly stated goal(s), core values (comfort, safety), and a motivational vision
 - a. We liked the "we can do this" attitude in Burlington, VT's
2. Existing conditions assessment and overview, including what's working and what's not. Review built conditions, speed limit/speed data review, crash data, incidents/complaints, school bus routes, etc.
3. Review of 2015 recommendations with Town staff/committee context (i.e. what's no longer relevant, new tools to consider, etc) and review of best practices in safe street design.
4. Public input process including charrette and/or wikimap

5. Draft 2030 recommended projects, maps, action plan for sidewalks, bike facilities, and trails (and/or additional facilities identified) to inform CIP planning and prioritization.
 - a. Could also scope consultant for high-level cost estimates to achieve this list, for inclusion in CIP and to inform grant applications.
 - b. Prioritize low, medium, high importance. , including specific examples of types of treatments.
 - c. Assign responsible party
 - d. Primary focus will be on improvements to infrastructure but can include additional recommendations for education, outreach, and/or ongoing evaluation.
6. Draft 2050 vision for sidewalks, bike facilities, and trails -- aspirational, not fiscally constrained -- what we'd build if money was no issue, but within reasonable limits of ROW available and priority. Prioritize low, medium, high importance.
7. Received public feedback on draft plan
8. Finalize and distribute online