



# YARMOUTH MAINE

## AGENDA

**Complete Streets Advisory Committee**  
**January 22, 2025: 9:00 AM – 10:30 AM**  
**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 November 4, 2024 (5 minutes)
3. Request for Support (40 minutes)
  - a. Demonstration Project for Gateway Treatments
4. Traffic Calming (20 minutes)
  - a. Portland Street (Route 1 to Cumberland) – Initial Inquiry
  - b. Gilman Road & Drinkwater Point Road – Data, Cost Estimate, and Next Steps
  - c. Princes Point Road – Request for Speed Study
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
  - c. Upcoming 2025 Construction Season Projects
6. New Business (5 minutes)
  - a. Informational Only: MaineDOT Safety Initiatives

**Next Meeting Date Options:** April 2025

### **Attachments:**

- Project Updates and Action Items
- Meeting Summary from November 4, 2024
- Demonstration Project Preliminary Design: Proposed Location and Pilot Countermeasures
- Data on Drinkwater Point Road and Gilman Road Intersection, January 16, 2025
- Request to MaineDOT to Evaluate Reducing the Posted Speed of Princes Point Road, January 16, 2025
- Summary of MaineDOT 2024 Safety Initiatives, January 16, 2024

<b>Project Updates and Action Items</b>	
<b>Action Item</b>	<b>Report</b>
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 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
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 May 2025 per DOT website UPI funding for the overland connector to Park N Ride approved; town must complete by early 2028 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 Consultation occurred with Bike/Ped and CSAC on the Smith and Pleasant intx; Pleasant St paving, curbing and sidewalk work planned for 2025

Royal River Park	PB meeting pending in February 2025 Construction is late 2025 at the earliest
Rainbow Farm Road	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
Portland Street (between Route 1 and Cumberland) Monitoring	Speed monitoring occurred early September 2023; Chief Gallant reported results to Councilor Orenstein at the time Renewed questions about speeding/traffic on Portland Street
Lafayette Sidewalks and Marina Road Intersection	Construction is complete; Lafayette will be paved in 2025
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 Temporary pilot ended in November 2024 Request from Town Manager on speed limit is pending
MaineDOT Bike/Ped Funding Program	Town submitted grant application to MaineDOT for sidewalk on North Road from Old Farm Lane to Leighton Road Unofficially informed that funding was not granted/awaiting official notice
Bike/Ped Mapping Project	Ongoing work with GPCOG; public engagement occurred in Spring Intended to be a hand held map
Branded Bike Racks	Identifying locations for new Yarmouth branded bike racks
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.
Vision Zero Task Force	Planning Dept is working to convene a taskforce to review the GPCOG Vision Zero Plan for Yarmouth
Active Transportation Plan	Planning Dept has requested planning funding from EDAB for the preparation of an active transportation plan
Route 1 Sidewalk from Honeycone to Cumberland Farms	UPI Funding approved for project; town must deliver by early 2028
Traffic Control Management	Revisions to Traffic Management Brochure underway; working with admins to communicate and share via other permits

**Meeting Summary**  
**Complete Streets Advisory Committee**  
**November 4, 2024; 3:00 PM – 4:30 PM**

**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, Meddy Smith, Dan Ostrye

**1. Public Comment**

There was no public comment.

**2. Review Meeting Summary from July 30, 2024**

Karyn MacNeill made a motion to adopt the minutes from July 30, 2024, Mike Tremblay seconded the motion. The motion passed unanimously.

**3A. Consider Requesting 10-foot Lane Striping on Route 88**

Erin noted that this request has come from Dan Ostrye and asked him to provide an overview of this request. Route 88 will be repaved next year by DOT from the Fall Bridge over the Royal River to the urban compact line. Beyond the urban compact line, DOT previously striped 10-foot lanes on Route 88, and Dan is requesting that the Town advocate for the same 10-foot lane for consistency through the rest of the area. Dan also mentioned that he would like to see 10-foot lanes striped on Gilman Road and that he would like to see the intersection of Gilman Road and Drinkwater Point Road made more square.

Mike Tremblay noted that the 10-foot lanes seems to be working in Cumberland and it would be a missed opportunity to not match. It was noted that there are larger vehicles that routinely travel on Gilman Road to the Chebeague Island ferry and likely to Wyman Station, but the lane width should not impact them greatly.

It was asked whether there is a cost difference or additional town cost. It is unlikely because the lanes would have to be painted anyway. On Route 88, because it's in the urban compact, the town can manage but would run it by DOT. Gilman Road is outside of the urban compact, so DOT would have to agree to the lane width.

There was some discussion about whether Route 88 from the Falls Bridge to Route 8 should also be restriped. It could be discussed when this segment is repaved, but with a slightly different context might need to use signage and paint to indicate bikes may use full lane.

The Committee agreed to support this request, and determined the next action steps:

- Erik Street will reach out the DOT Project Manager and other relevant DOT staff to discuss the lane striping on Route 88 and Gilman Road.
- Erin will support Erik if a formal letter from the Committee is needed.

Although the request to better align the Gilman Road and Drinkwater Point Road intersection was not specifically on the agenda, the Committee decided to discuss. The Committee noted that previous efforts (although temporary and not a permanent barrier) have failed. Erik noted that delineators might be an option. Mike Tremblay noted that the town could simply put concrete barriers to force the turning movement away from a sling-shot.

Steve Johnson noted that perhaps the immediate neighbors should be making this request, although acknowledged that there has been some focus from the town on this intersection. The Committee discussed whether it makes sense to require that this request go through the traffic calming process and whether this intersection is a priority for the town. The Committee agreed that there should be a focused process on this intersection beginning with outreach to the neighbors in the immediate vicinity of the intersection.

### **3B. Consider creating School Walk and Arterial street lists which warrant additional attention for construction traffic management under Chapter 604**

Erin noted that this request has come from Dan Ostrye and asked him to provide an overview of this request. Dan noted that Chapter 604 allows for special considerations related to traffic control for arterials and school walk lists. He also noted that the ordinance language allows for special police presence and other requirements. He would like these lists to be produced to put people on notice that these streets require a heightened awareness for traffic control. Erin clarified that the request is just for the street lists, and not identifying what the special considerations are. It was also clarified that special police presence is not mandated. The lists would be on file with DPW per Chapter 604, Article I.D 6 and 7.

The Committee discussed that the lists would be relatively easy to produce. Dan noted that he prefers that this is not a police function; rather a function of the permit issuer (i.e., DPW, Code Enforcement, Planning). Erik asked whether the intent is to go beyond MUTCD requirements for traffic control. Dan noted that the intent is to provide contractor with additional notice, guidance, and/or expectations. It was discussed that ensuring contractors follow requirements comes down to enforcement, and town staff cannot be everywhere at once.

The Committee agreed that the next action steps include:

- Town staff develop the street lists and review a traffic calming brochure that Julie created over a year ago to determine if additional guidance is needed.
- Erin will schedule a staff meeting to discuss further before the next quarterly CSAC meeting.

### **3C. Proposed Vision Zero Taskforce**

Erin reminded the Committee that the Town Council adopted the Vision Zero resolution in September, and the next steps are to convene an ad-hoc task group to consider whether Yarmouth should adopt the PACTS/GPCOG Vision Zero Action Plan as is, adopt that plan with modifications, or create a new action plan. Following that work and/or concurrent with that work, there would need to be a policy direction on how that changes the purpose and mission of the CSAC.

The Committee was asked for feedback on the proposed list of reviewers. It was recommended that a member of YCAN substitute for SMAA, and that a PTO member be added. It was also recommended that the Food Pantry be consulted with.

Erin noted that Planning staff would be reaching out to get commitments from the non-town agencies, and work to convene that review group.

#### **4. Princes Point Road – Traffic Calming Pilot Evaluation**

Erin reviewed an evaluation memo that Julie prepared for the Committee's consideration based on the qualitative and quantitative data that was collected. In general, the reviews were mixed, from the delineators are a welcome addition to the delineators are creating a critical safety problem. A post-installation traffic study was completed, and it appears that the 85<sup>th</sup> percentile speed remained at 35 mph, which is the posted speed limit. With the delineators removed for winter operations, the Committee can consider whether the delineators be reinstalled in the spring, reinstalled in the spring with modifications, or not reinstalled, and some other effort is pursued.

The Committee discussed what modifications might be warranted. Steve noted that a cost estimate was developed a sidewalk from Gilman Road to Morton Road for inclusion in the Capital Improvement Plan. It is about \$2 million. Dan Ostrye recommended adding gravel the shoulders as an easy improvement. Chief Gallant offered installing a permanent speed feedback sign, as long as there is a policy discussion on fielding requests for speed feedback signs.

Erin offered Taylor LeBrecque the opportunity to provide her feedback. She noted that she had mixed experiences. If a pedestrian was present, some cars slowed or stopped, while others sped up to avoid a conflict between the car, pedestrian, and delineator. Taylor recommended that delineators alone are likely not the solution.

Mike Tremblay noted that the best way to slow down cars is to have physical barriers that require slower speeds. Julie noted that most pedestrian fatalities happen at 35 mph or greater, and with the adoption of Vision Zero, the town should be moving toward and embracing interventions that will require slower speeds.

Erin asked the Committee their thoughts about requesting a speed study from DOT, which was part of the original request. She noted that the DOT has shifted their reliance on the 85<sup>th</sup> percentile to a context-specific approach. The Committee discussed whether there's a chance that the speed would be increased, and believed it was a minimal chance. Erin noted that regardless of a posted speed limit, changing driver behavior will always require attention.

Karyn MacNeill made a motion for the town to submit a speed study request to DOT, Steve Johnson seconded the motion. The motion passed unanimously.

Erin indicated that she would discuss with the Town Manager about making the request.

#### **5. Project Updates and Action Item List**

The Committee discussed the action item list. It is likely that the Exit 15 advertisement date is incorrect. It was confirmed that "bikes may use full lane" signage was installed at the Cousins

River Bridge. There has been generally positive feedback on the Pleasant Street intersection and the advance RRFB.

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

<b>Project Updates and Action Items</b>	
<b>Action Item</b>	<b>Report</b>
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
Route 88 Paving	Construction projects along Lafayette are complete; Lafayette will be paved in 2025 Discussion with DOT to stripe lanes at 10-feet
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
Beth Condon Path PDR	HNTB under contract by DOT to complete PDR Virtual, on demand initial public meeting held by DOT Stakeholder meeting held on 10/25/23 VIP contributed \$15,000 toward construction
Bridges	<p>Exit 17: Construction to be completed by 10/31/25 Garmin slip lane removal will be integrated into the Beth Condon extension</p> <p>Exit 15: No cost share required for pathway connection over bridge Advertise date TBD Bridge Advisory Committee held meeting with DOT in 2023 DOT virtual public meeting 11/1-11/17/23</p> <p>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</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</p> <p>Report is YWD and contractor are keeping bike/ped moving</p> <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</p> <p>Construction is likely 2025 at the earliest</p>
Rainbow Farm Road	<p>DPW will clearing vegetation to improve sight lines in August</p> <p>Recommendation from Bike/Ped on other interventions received in September</p> <p>Advanced as a traffic calming request; DPW committed to review low-cost interventions including stenciling road and adding new signs</p>
Princes Point Road Traffic Calming Request	<p>Initial consult at October meeting; refinements requested</p> <p>Additional speed monitoring completed in November</p> <p>Considered again at January 2024 meeting</p> <p>Meeting with MaineDOT, consider use of delineators to slow vehicles down</p> <p>Temporary pilot will end in November 2024</p> <p>CSAC recommended asking for a speed study from DOT</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</p> <p>Late 2024/early 2025 award notice anticipated</p>
Bike/Ped Mapping Project	<p>Ongoing work with GPCOG; public engagement occurred in Spring</p> <p>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</p> <p>Long-term project looking at all campuses to be started.</p>
Vision Zero	<p>Planning staff working to convene an ad hoc group to determine next steps on an action plan</p>
Gilman Road	<p>DPW will request that DOT stripe Gilman Road with 10-foot lanes</p>
Drinkwater Point/Gilman Intersection	<p>Initial outreach to adjacent property owners will need to happen and help inform next steps</p>
Road Lists	<p>Town staff will meet to develop the street lists and review a traffic calming brochure to determine if additional guidance is needed.</p>

## **6. New Business**

Erin noted that the Bike and Pedestrian Committee has developed a scope of work for an update to the 2015 network plan. Planning staff will be coordinating with other town staff to identify any concerns and potential funding opportunities.

Dan Ostrye noted that the last mile of the West Side Trail is complete.

**The meeting adjourned at 4:35 PM.**

DRAFT



# **Demonstration Project Preliminary Design: Proposed Locations and Pilot Countermeasures**

Complete Streets Advisory Committee  
January 22, 2025

# Overview of Proposal: Gateway Treatments

- Gateway Demonstration Project for in 2025-2026 to pilot temporary traffic calming treatments in town
- Signal to drivers they need to slow down because they are entering the village area with lower speeds, and increased density of people walking and biking to school and for recreation, services, and commerce.
- Mix of Town and State-Aid roads
  - West Main Street (State Aid Route 115) to Main Street
  - Sligo Road (Town) to West Main Street
  - North Road (State Aid)
  - East Elm Street (Town) to Main Street
  - West Elm St (Town) to Main Street

## GOALS

**To test whether low-cost visibility enhancements at uncontrolled crosswalks can slow traffic and improve driver yielding compliance;**

**To test community support for hardscape changes in the road Right of Way; and,**

**To study whether these changes impact driver yielding rates and reduce driving speeds into the village.**

# Overview of MaineDOT Process & Requirements

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

# Location Considerations

- Crash History (Killed, Injury Severity A-C)
  - Of 1,064 crashes (2014-2024) on local or state-aid roads in Yarmouth, 181 crashes in total occurred on these 5 corridors (17%).
- Annual Average Daily Traffic



West Elm St



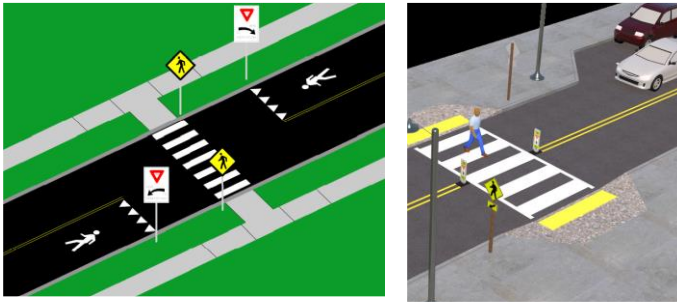
East Elm St

- Driveway Proximity
- Railroad Crossings
- Street Width
- Pedestrian Generators (i.e. School Bus Stops, Parks)
- Federal Functional Classification (FFC)
- Community Concerns

# Proposed Gateway Treatments

- Revised proposal to have primary and secondary pilots of two types of Gateway Treatments:
  - 5 corridors > 2 treatments on each
  - Primary: temporary speed tables
  - Secondary: crosswalk visibility enhancements

## Enhanced Crosswalks



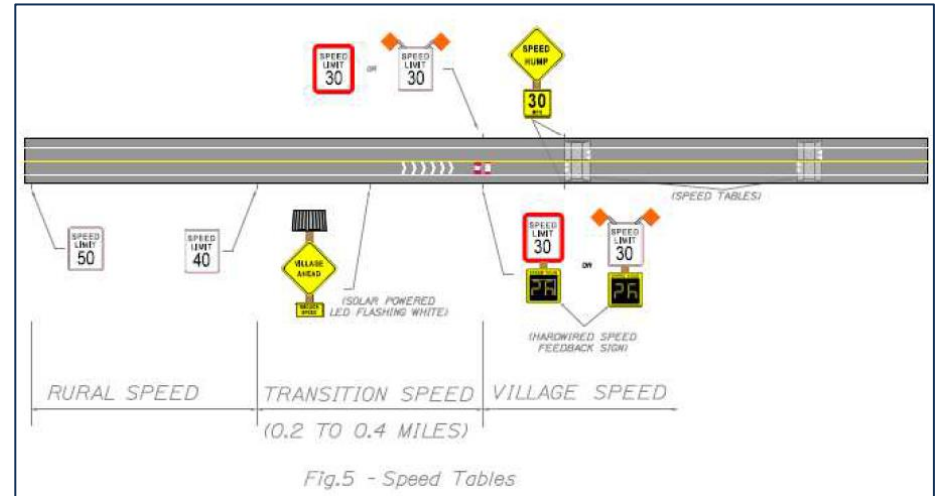
Sources: (left) Figure 10, MaineDOT Gateway Treatment Guide; (right) FHWA Proven Safety Countermeasures, Crosswalk Visibility Enhancements

## Temporary Speed Table

“In order to be effective, more than one speed table may need to be installed on longer stretches of roadway.” – MaineDOT Traffic Calming Processes and Procedures (2024), Gateway Treatment, Section 8



Image Source: <https://rubberform.com/product/rubber-speed-tables/>



Source: MaineDOT Gateway Treatment, Section 8 - Speed Tables

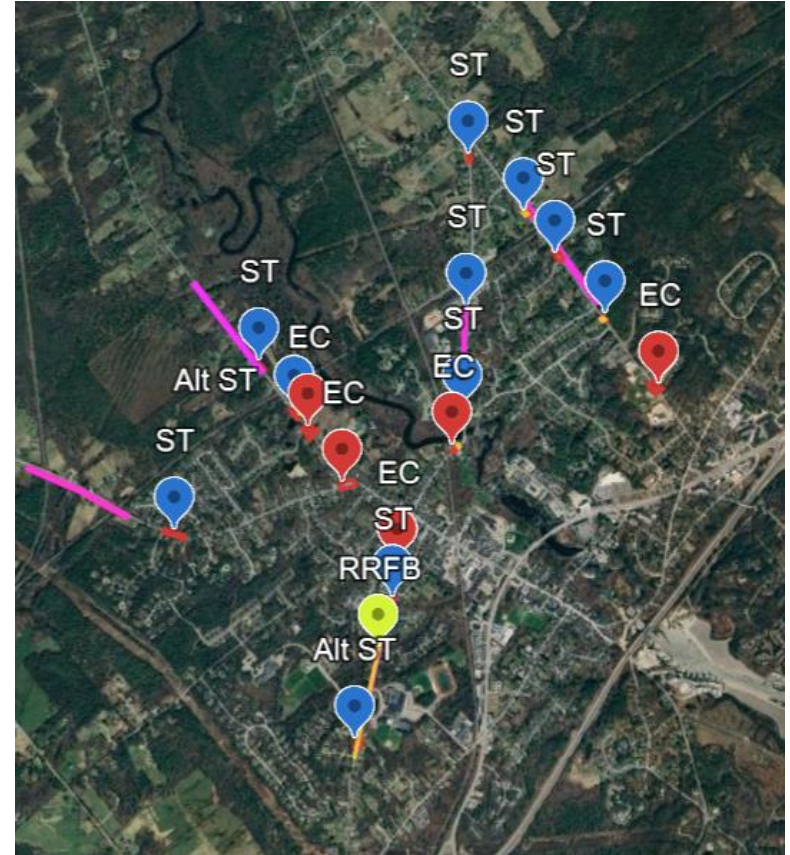
# Augusta Police and Public Works on Speed Tables (December 2024)



MaineDOT YouTube Channel: <https://www.youtube.com/@MaineDOT>

# Overview of Proposed Locations

- All have uncontrolled crosswalks traversing the roadways before reaching Main Street
- All already have Step Down Speeds, except for West Elm Street, which has a School Slow Zone (SSZ) and a Rectangular-Rapid Flashing Beacon (RRFB)
- None have on-street parking creating “side friction”
- Potential constraints at some locations for speed table due to vertical grade or horizontal curves in roadway
  - Alternative locations suggested



# Corridor: West Elm St

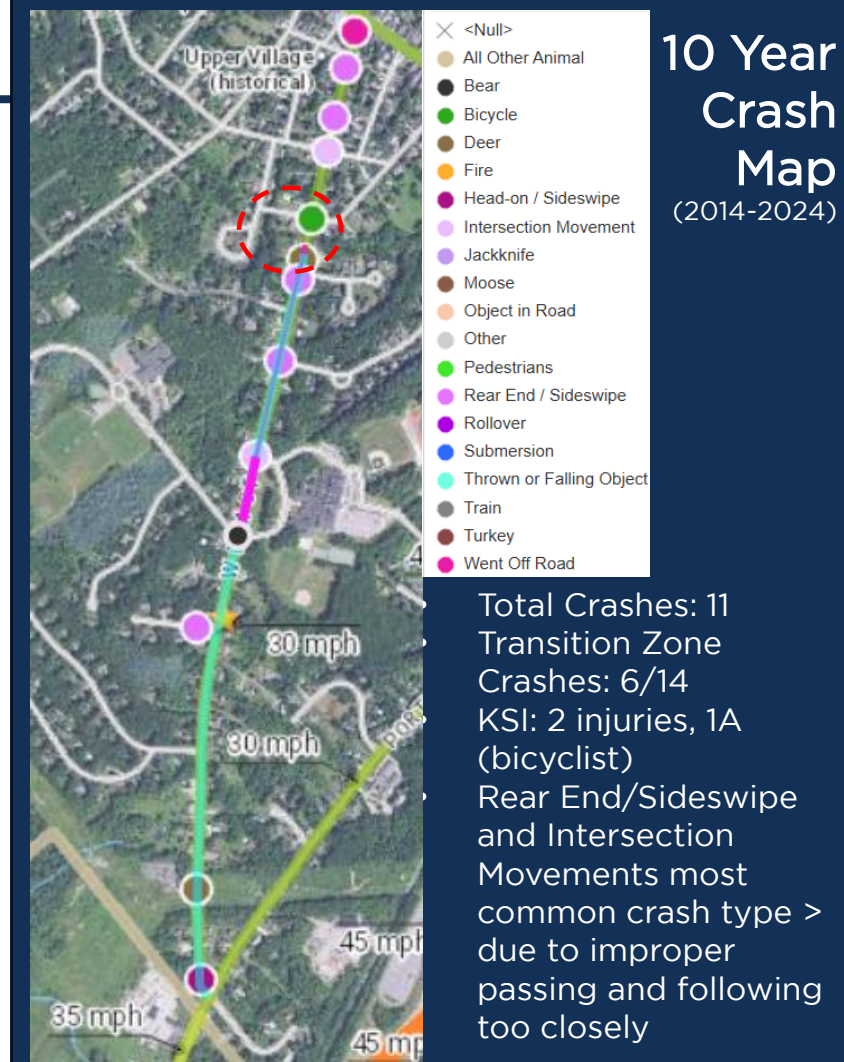
## Option 1: Speed Table between Holbrook Rd and South St



*West Elm St looking towards South St*

### Context:

- AADT: 1,980 - 3,495
- FFC: Local Road
- Outside of the School Slow Zone and past the Rectangular-Rapid Flashing Beacon
- Within the 25MPH Village Speed Zone
- Community community complaints about speeding and failure to yield further down corridor.





# Corridor: West Elm St

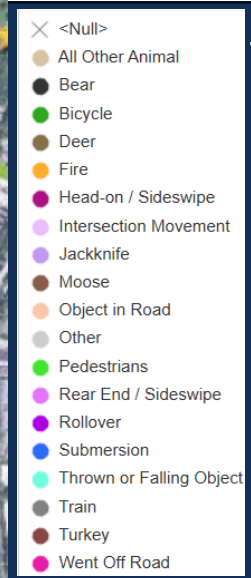
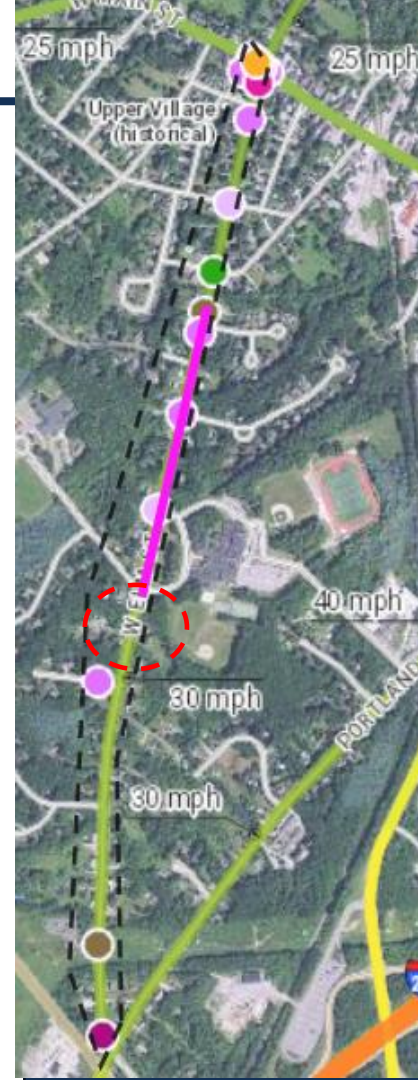
## Option 2: Speed Table before School Campus



West Elm St  
looking  
towards  
Flint Ln

### Context:

- AADT: 1,980 - 3,495
- FFC: Local Road
- Within the School Slow Zone
- 30 MPH Speed Zone outside of school hours
- Constraint: possible vertical slope leading to McCartney Street
- Fewer crashes and only one uncontrolled crosswalk (at West Side Trail) before school campus entrances

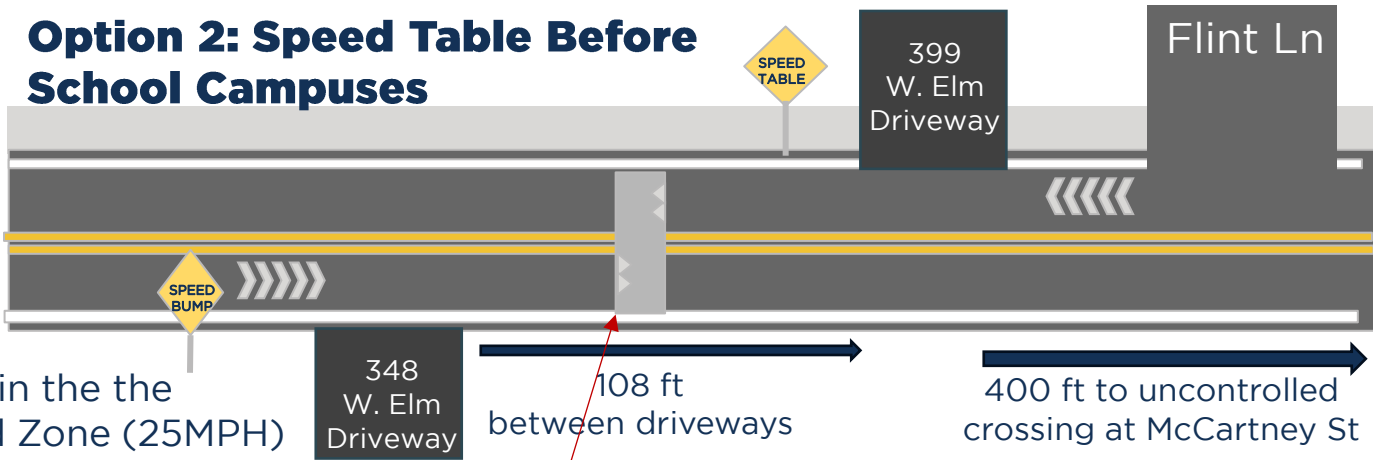


## 10 Year Crash Map (2014-2024)

Total Crashes: 14  
Transition Zone  
Crashes: 6/14  
KSI: 2 injuries, 1A  
(bicyclist)  
Rear End/Sideswipe  
and Intersection  
Movements most  
common crash type,  
due to improper  
passing and following  
too closely

# Corridor: West Elm St

## Option 2: Speed Table Before School Campuses



Con: It is not in the the Village Speed Zone (25MPH)

348 W. Elm Driveway

108 ft between driveways

400 ft to uncontrolled crossing at McCartney St



# Corridor: West Elm St

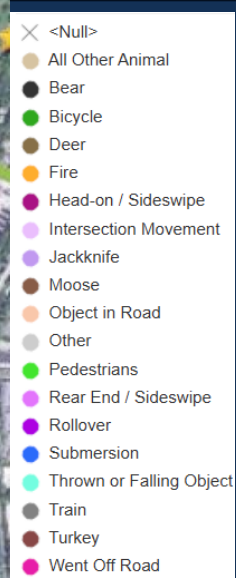
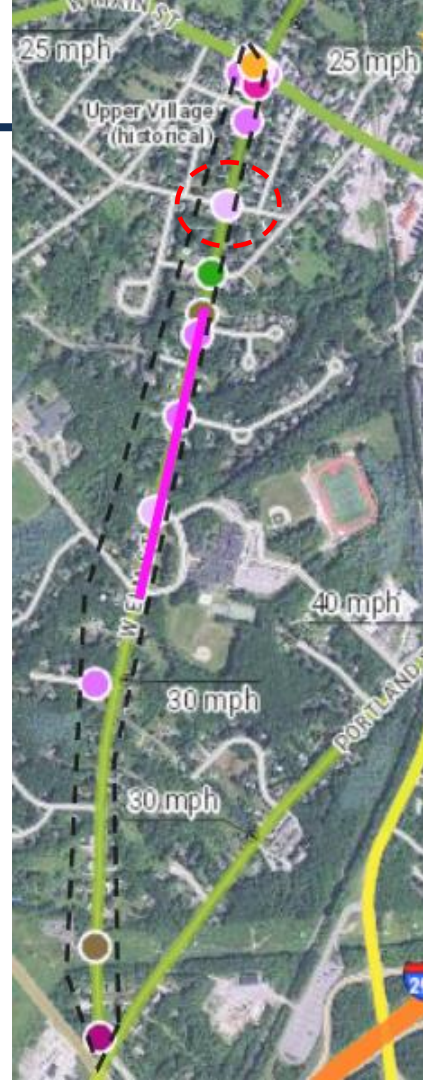
## Proposal: Enhanced Crossing at Cumberland St



West Elm St looking towards Cumberland St

### Context:

- AADT: 1,980 - 3,495
- FCC Local Road
- Outside School Slow Zone but within the Village Speed Zone (25MPH)
- Cumberland St is a common cut-thru to avoid traffic signal
- 22 feet paved width

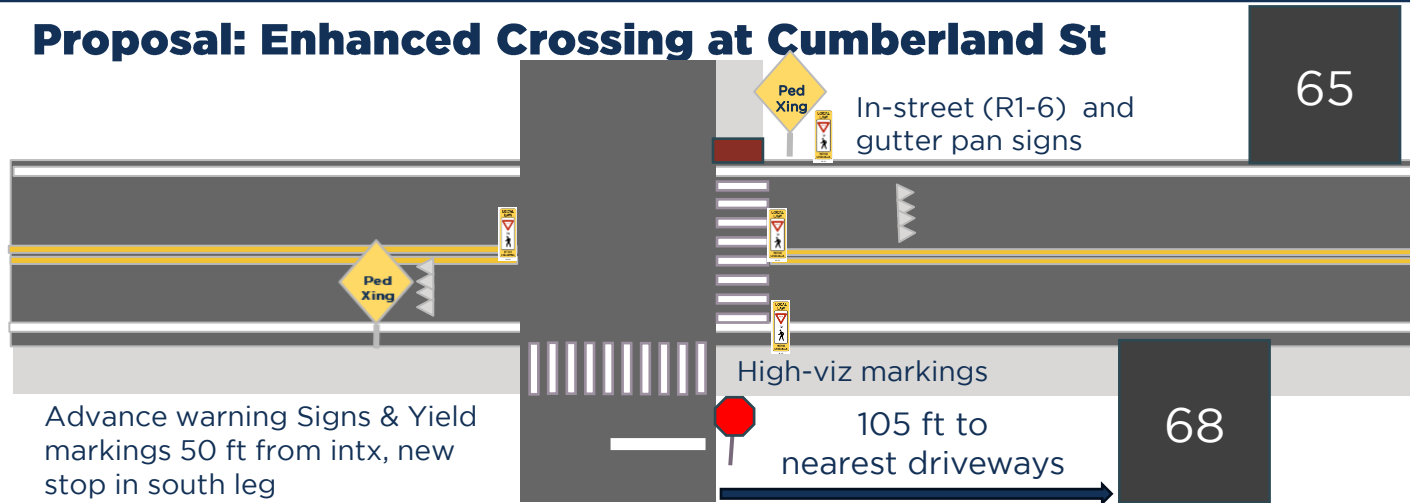


## 10 Year Crash Map (2014-2024)

Total Crashes: 14  
Transition Zone Crashes: 6/14  
KSI: 2 injuries, 1A (bicyclist)  
Rear End/Sideswipe and Intersection Movements most common crash type > due to improper passing and following too closely

# Corridor: West Elm St

## Proposal: Enhanced Crossing at Cumberland St



# Corridor: West Main St/Rte 115

## Proposal: Speed Table at Rainbow Farm Rd

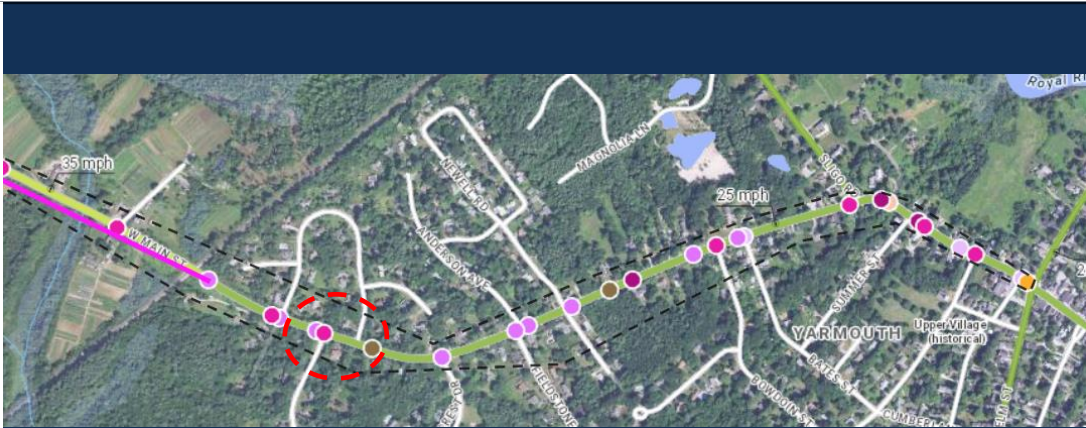


West Main St looking towards Rainbow Farm Rd

### Context:

- AADT 3,211 - 4,540
- Major Collector, State-Aid
- School Bus Stop
- Within the 25MPH Village Speed Zone
- Constraints: Horizontal curve (+200 ft distance) at Applecrest Dr and vertical grade: ITE Guidelines for the Design and Application of Speed Humps recommends a minimum horizontal curve radius of 300 feet and only with a vertical grade of 8 percent or less (FHWA)

- ✕ <Null>
- All Other Animal
- Bear
- Bicycle
- Deer
- Fire
- Head-on / Sideswipe
- Intersection Movement
- Jackknife
- Moose
- Object in Road
- Other
- Pedestrians
- Rear End / Sideswipe
- Rollover
- Submersion
- Thrown or Falling Object
- Train
- Turkey
- Went Off Road

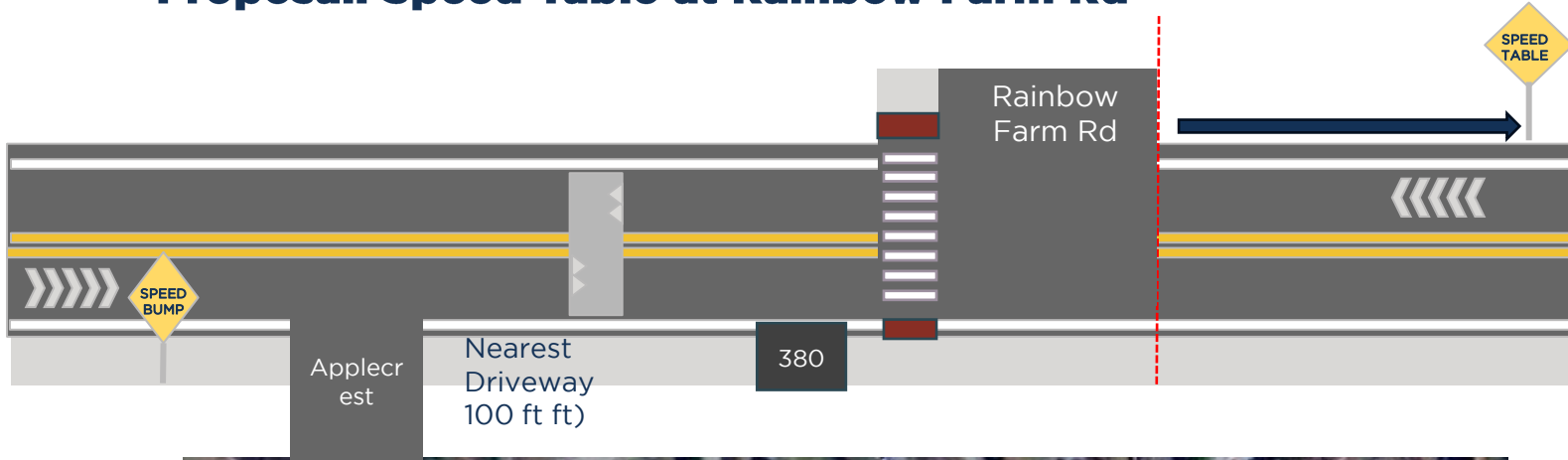


## 10 Year Crash Map (2014-2024)

- Total Crashes: 39 crashes from N. Yarmouth border to Main St
- 35 MPH Transition Zone Crashes: 5
- KSI: 0 K, 1A, 2B, 10C,
- Bike & Ped: 0 crashes
- 21 Crashes related to speeding and failing to yield or improper passing on corridor

# Corridor: West Main St/Rte 115

## Proposal: Speed Table at Rainbow Farm Rd



Advanced warning signage also placed at the horizontal curve between Applecree Dr and Anderson Ave



# Corridor: West Main St/Route 115

## Proposal: Enhanced Crossing before Sligo Rd

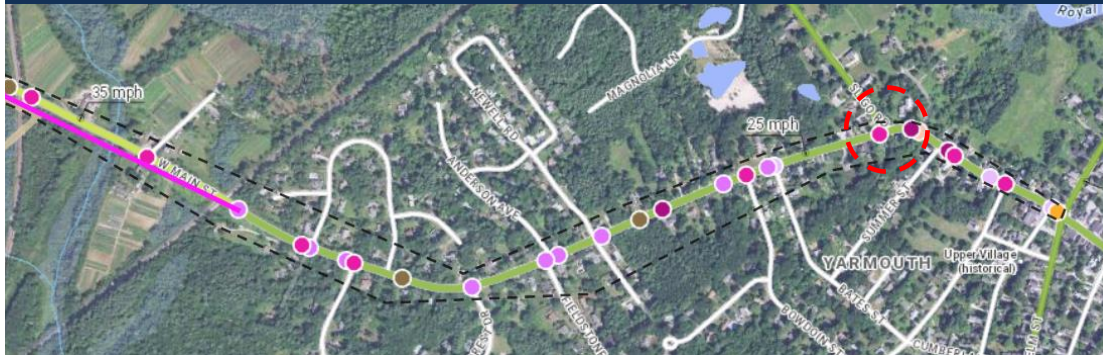


West Main St looking towards Sligo Rd

### Context:

- AADT: 3,211 – 4,540
- Major Collector, State-Aid Road
- Community requests to slow down drivers before the horizontal curve at the intersection with Sligo Rd
- Approx. 26 feet road width
- Potential constraint with driveway on south side of street directly at crosswalk

- × <Null>
- All Other Animal
- Bear
- Bicycle
- Deer
- Fire
- Head-on / Sideswipe
- Intersection Movement
- Jackknife
- Moose
- Object in Road
- Other
- Pedestrians
- Rear End / Sideswipe
- Rollover
- Submersion
- Thrown or Falling Object
- Train
- Turkey
- Went Off Road

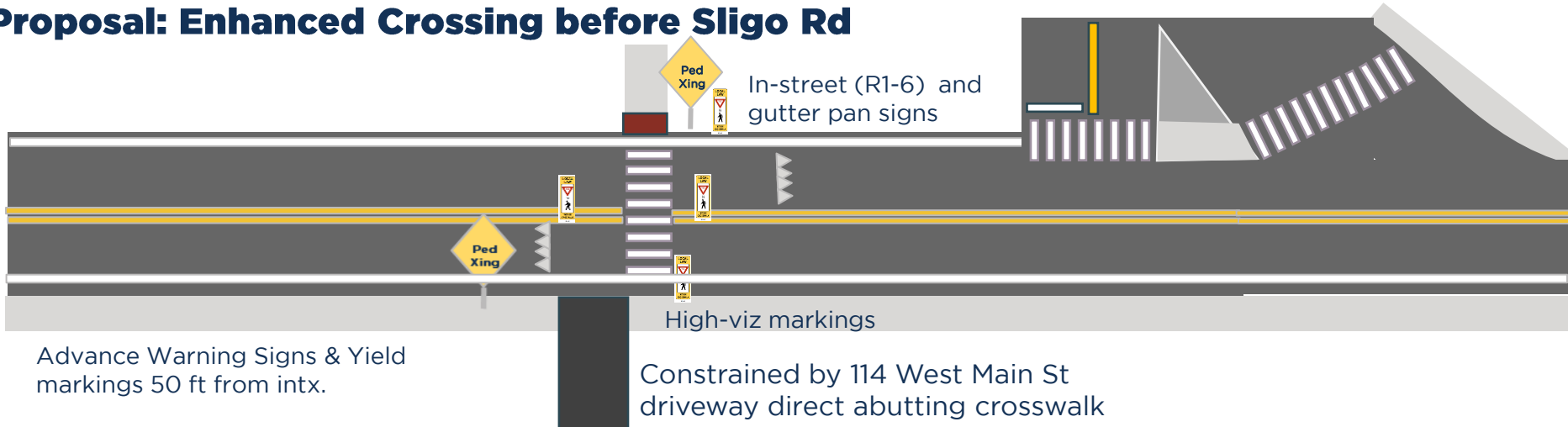


## 10 Year Crash Map (2014-2024)

- Total Crashes: 39 crashes from N. Yarmouth border to Main St
- 35MPH Zone Crashes: 5
- KSI: 0 K, 1A, 2B, 10C,
- Bike & Ped: 0 crashes
- 4 crashes at Sligo Rd crosswalk node due to Failure to Yield and 2 Head On crashes at the curve.

# Corridor: West Main St/Route 115

## Proposal: Enhanced Crossing before Sligo Rd



# Corridor: Sligo Rd

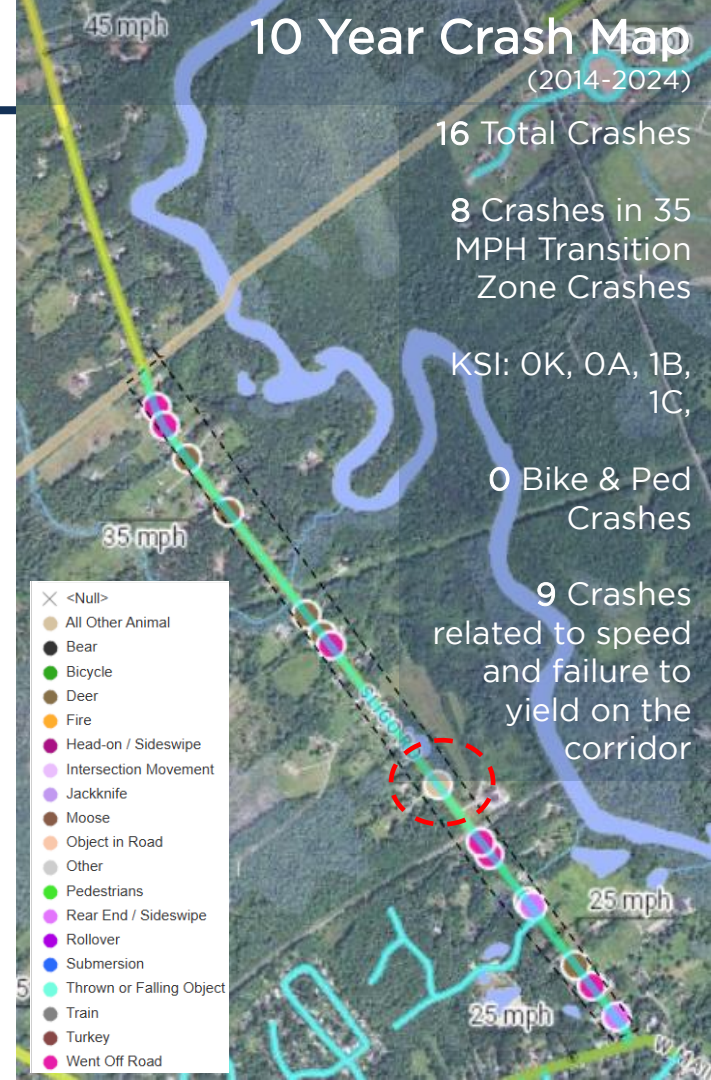
## Option 1: Speed Table Before Railroad Tracks



Sligo Rd looking East towards the railroad tracks

### Context:

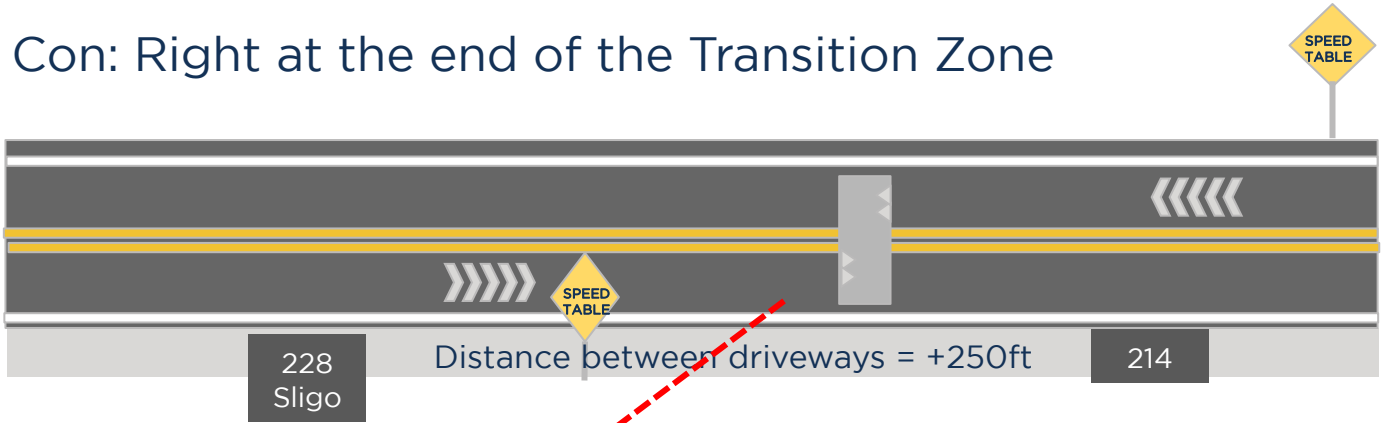
- AADT: 710 - 1,280 AADT,
- FCC: Local Road,
- Pedestrian Generator: Sligo Fields and Forest adjacent to the Yarmouth Water District
- Possible Constraint: Railroad Crossing
- Sidewalk only extends from West Main St to Yarmouth Water District entrance
- Only one uncontrolled crosswalk at Magnolia Lane
- Speed drops to 25MPH inbound before tracks



# Corridor: Sligo Rd

## Option 1: Speed Table before Yarmouth Water District

Con: Right at the end of the Transition Zone



# Corridor: Sligo Rd

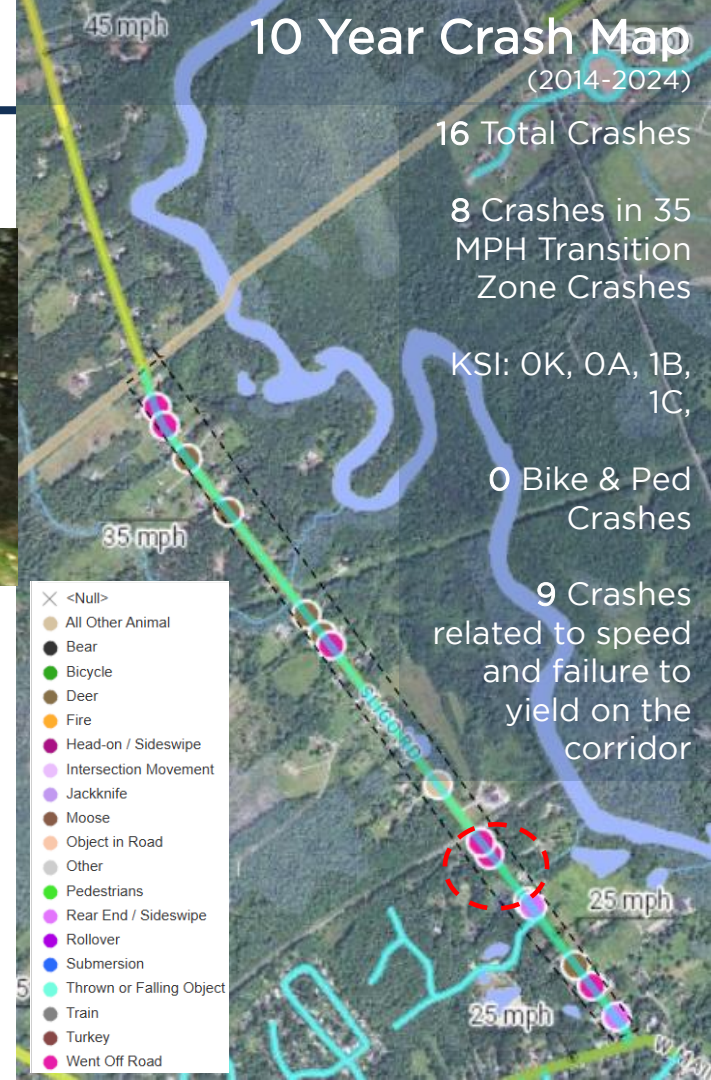
## Option 2: Speed Table After Railroad Tracks



Sligo Rd looking west towards the railroad tracks

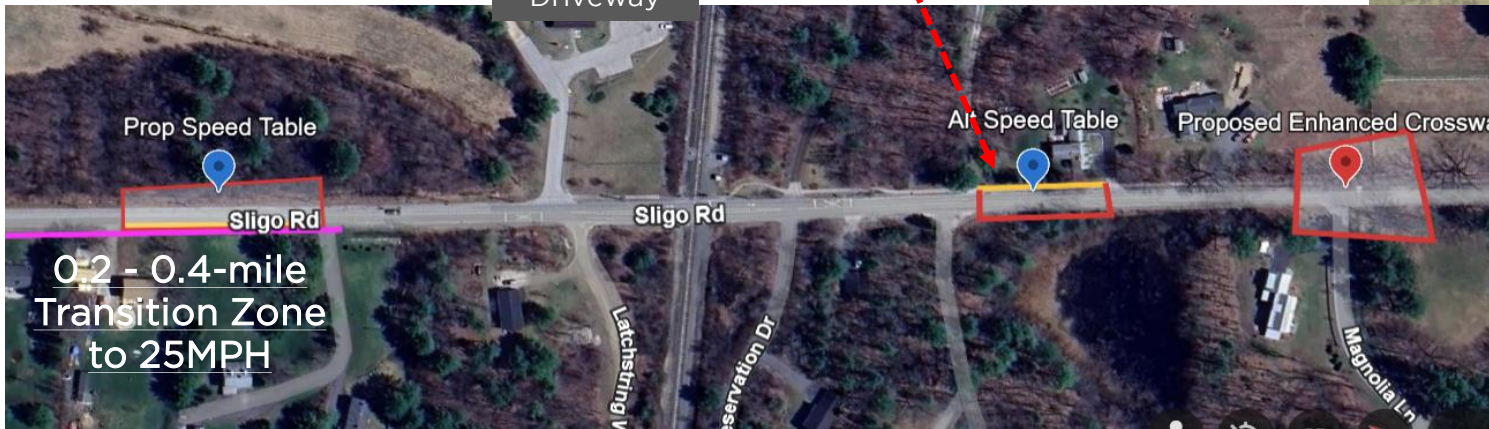
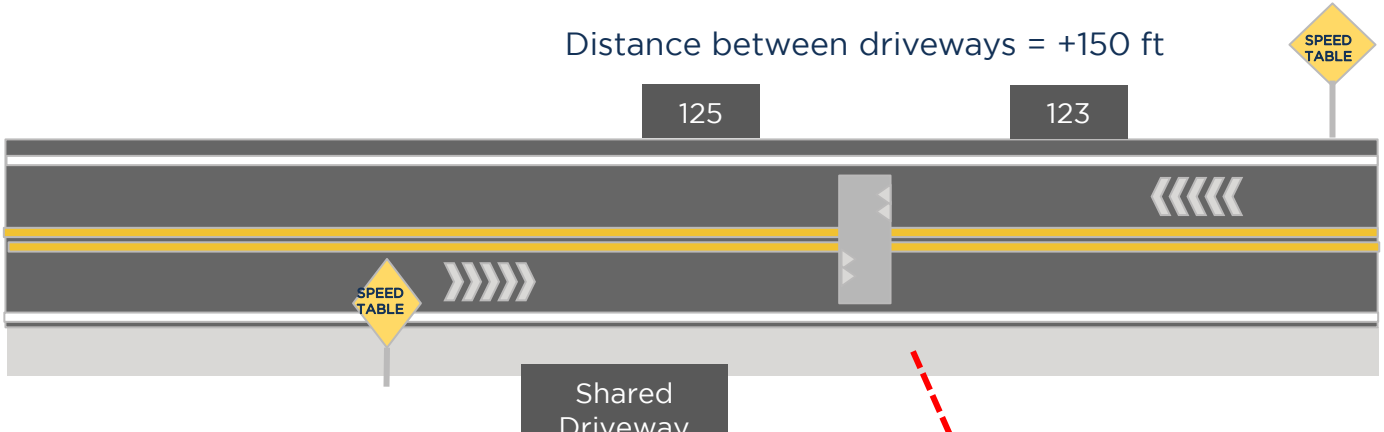
### Context:

- AADT: 710 - 1,280 AADT,
- FCC: Local Road
- Pedestrian Generator: Sligo Fields and Forest adjacent to the Yarmouth Water District
- Possible Constraint: Railroad Crossing
- Sidewalk only extends from West Main St to Yarmouth Water District entrance
- Only one uncontrolled crosswalk at Magnolia Lane
- Speed drops to 25MPH inbound before tracks



# Corridor: Sligo Rd

## Option 2: Speed Table After Yarmouth Water District



# Corridor: Sligo Rd

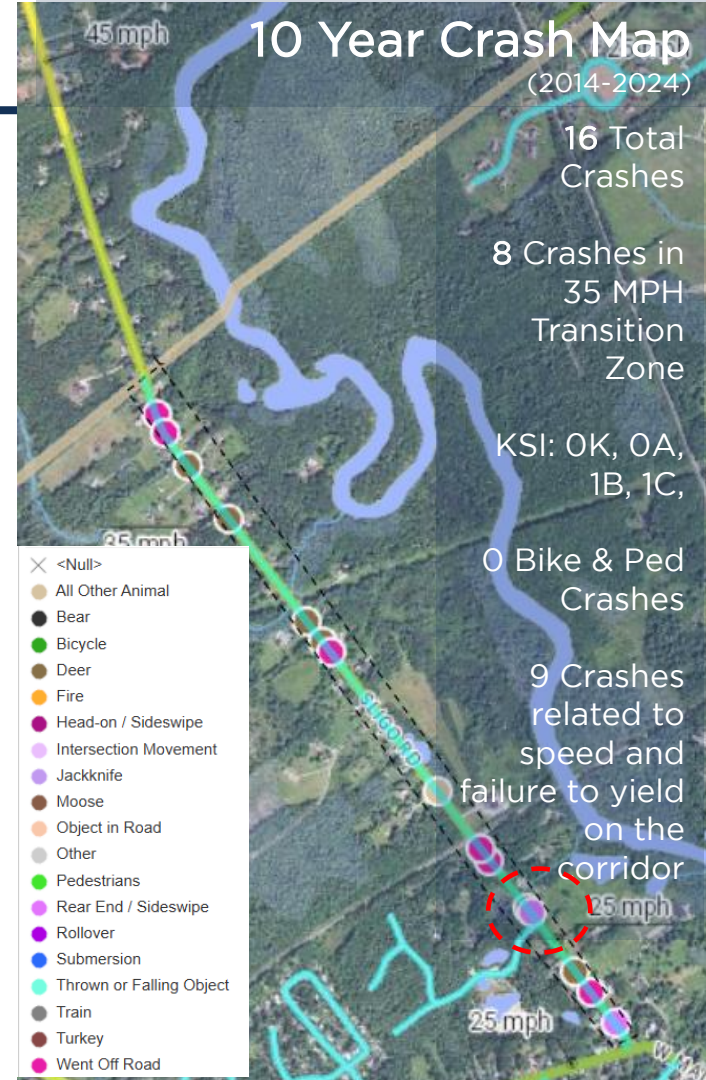
## Proposal: Enhanced Crosswalk at Magnolia Lane



*Sligo Rd looking South to Magnolia Lane*

### Context:

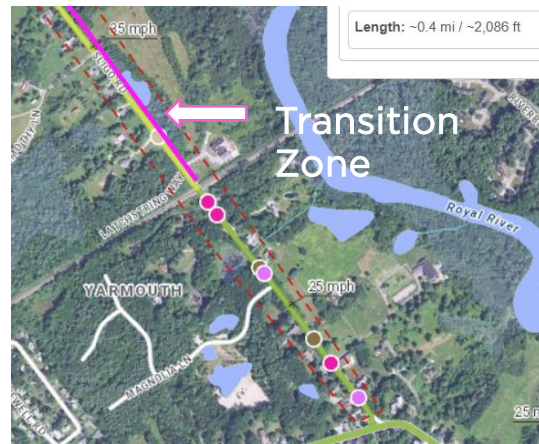
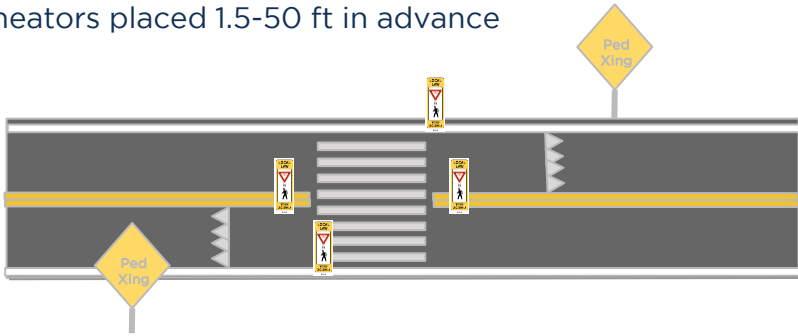
- AADT: 647 - 1,280 AADT
- FCC: Local Road
- Pedestrian Generator: Sligo Fields and Forest adjacent to the Yarmouth Water District
- Possible Constraint: Railroad Crossing
- Only one uncontrolled crosswalk at Magnolia Lane
- New subdivision at Magnolia Lane



# Corridor: Sligo Rd

## Proposal: Enhanced Crossing before Sligo Rd

Signs and delineators placed 1.5-50 ft in advance



Roughly 0.2 miles from the only Stop control on Sligo Rd at Route 115.

# Corridor: East Elm

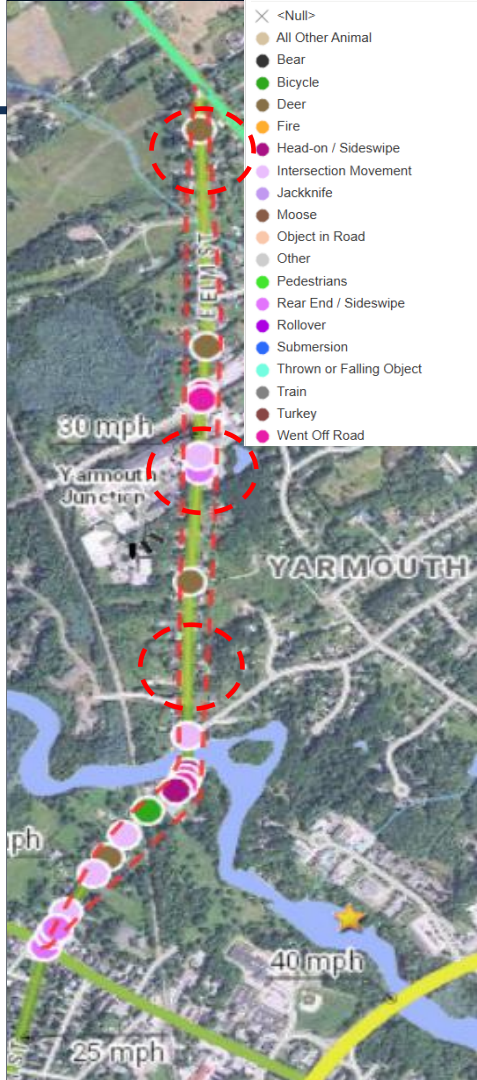
## Proposal: Speed Table



East Elm St at North Rd, looking South

### Context:

- AADT: 1,100 - 1,850 from North Rd to Melissa Dr
- FCC: Major Collector
- Pedestrian Generator: Bicycle route to schools, multiple school bus stops, Riverfront Woods Preserve entrance
- Possible Constraintd: Railroad crossing, industrial area with trucks at Depot Rd/Leighton Rd, driveway density
- Community Complaints: Speeding, Improper Passing with people walking or biking in road, Failure to Yield at multiple uncontrolled crosswalks



# 10 Year Crash Map (2014-2024)

42 Total Crashes

9 Crashes in 30 MPH Transition Zone

11 Injuries

KSI: OK, 2A, 2B, 7C,

1 Bike Crash

3 School Bus Crashes

24 Crashes related to speed, FTY, and general aggressive driving

# Corridor: East Elm St

## Proposal: Speed Table



East Elm St at Riverfront Woods Dr, looking North



East Elm St at Leighton Rd, looking North

3 **ALTERNATIVE** Speed Table Locations  
1 well outside the Transition Zone

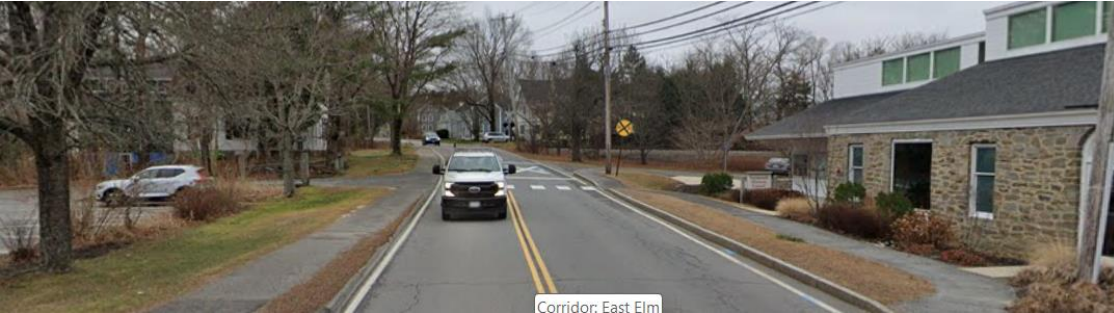


East Elm St at Royal River Falls, looking South



# Corridor: East Elm

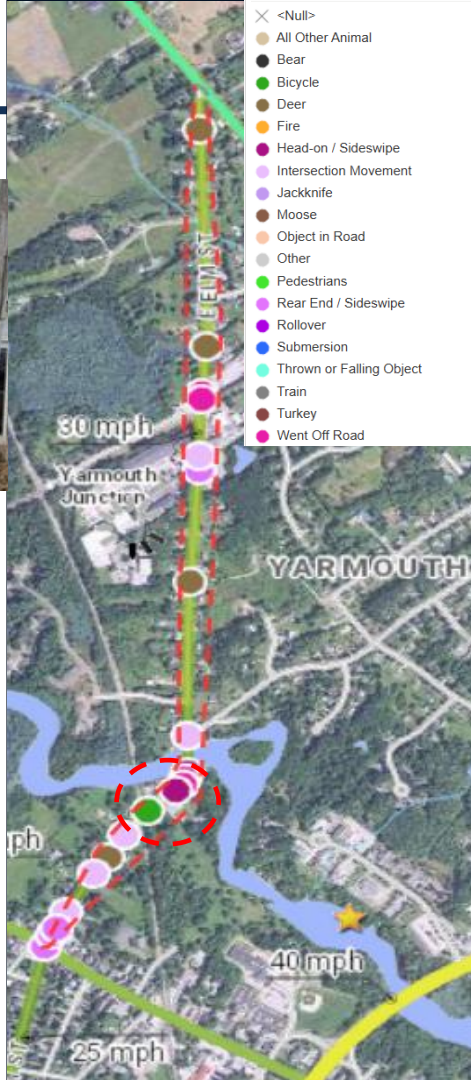
## Proposal: Enhanced Crosswalk



East Elm St at Royal River Park and Yarmouth History Center

### Context:

- AADT: 1,100 – 3,070 from Melissa Dr to Main St
- FCC: Major Collector
- Pedestrian Generator: Bicycle route to schools, entrance to Royal River Park, Yarmouth History Center, and canoe launch
- Possible Constraints: Paved width of 20 feet and approximately 150 feet to horizontal curve at Royal River Falls
- Community Complaints: Speeding, Improper Passing with people walking or biking in road, Failure to Yield at uncontrolled crosswalk
- 8 Head On/Sideswipe/Rear End crashes occurring at horizontal curve at Royal River Falls



# 10 Year Crash Map

(2014-2024)

42 Total Crashes

9 Crashes in 30  
MPH Transition  
Zone

11 Injuries

KSI: OK, 2A, 2B,  
7C,

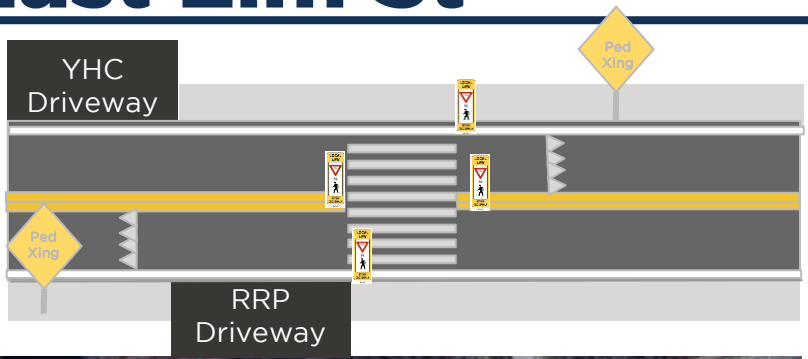
1 Bike Crash

3 School Bus  
Crashes

24 Crashes  
related to speed,  
FTY, and general  
aggressive  
driving

# Corridor: East Elm St

## Proposal: Enhanced Crosswalk

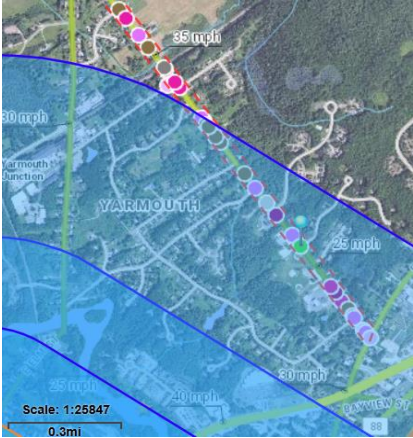


*East Elm St at Royal River Park and Yarmouth History Center, looking North*



Signs and delineators placed 1.5-50 feet in advance of crosswalk and beyond the park and museum entrances.

# Corridor: North Rd

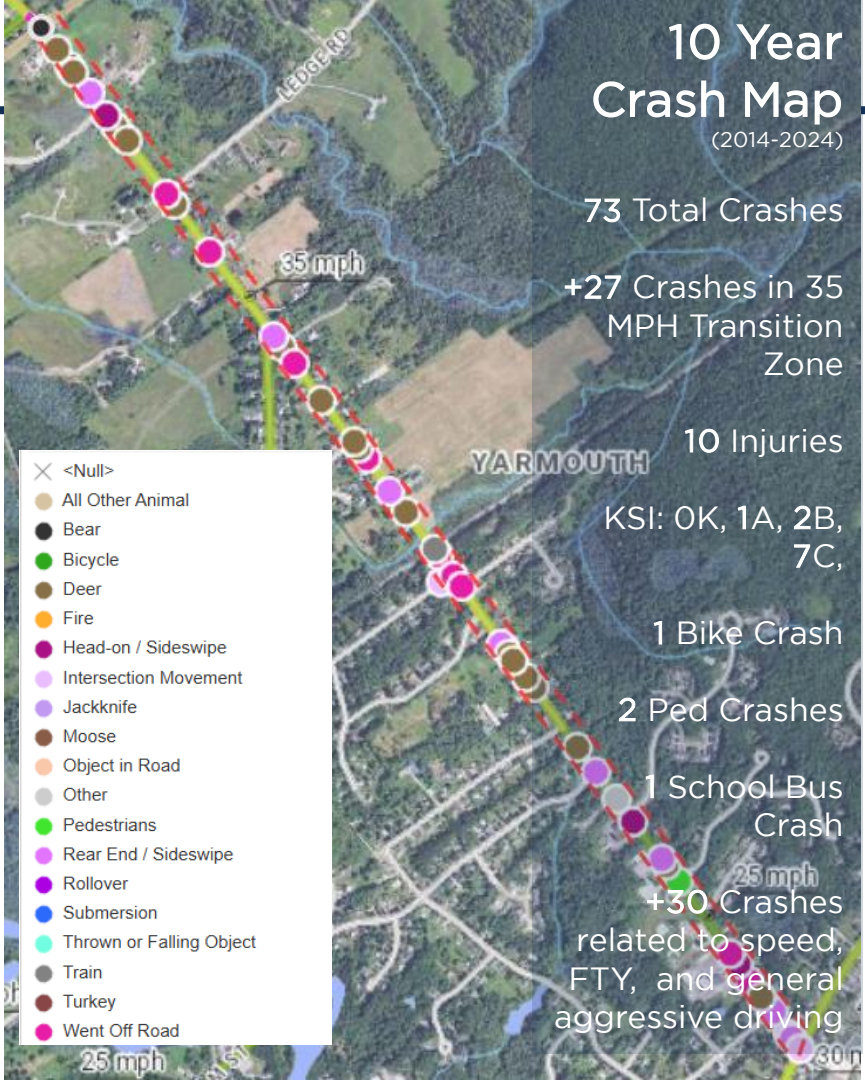


Q. Could North Rd be included in pilot if the primary and secondary treatments are within the 1-mile buffer to Main St? Treatments could be from Leighton Rd to Rogers Rd

0.25 - 1.0-mile buffer from Main St

## Context:

- AADT: 4,760 - 6,298
- FCC: Major Collector, State-Aid
- Pedestrian Generators: North Road Playground and Athletic Fields, Pratts Brook Park, multiple school bus stops and bicycle route to schools
- Potential Constraints: Railroad crossing and vertical grade changes around the railroad
- Community complaints about speeding and failure to yield to pedestrians crossing at uncontrolled crosswalk at John Howland Drive and Leighton Rd



## 10 Year Crash Map (2014-2024)

73 Total Crashes

+27 Crashes in 35 MPH Transition Zone

10 Injuries

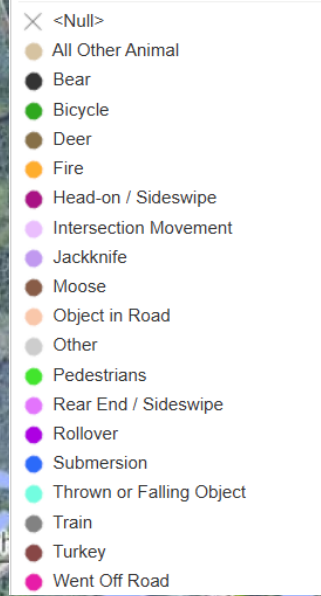
KSI: OK, 1A, 2B, 7C,

1 Bike Crash

2 Ped Crashes

1 School Bus Crash

+30 Crashes related to speed, FTY, and general aggressive driving



Length: ~0.4 mi / ~2,088 ft

# Corridor: North Road

## Proposal: Speed Table



North Rd before hill up to train tracks, looking south



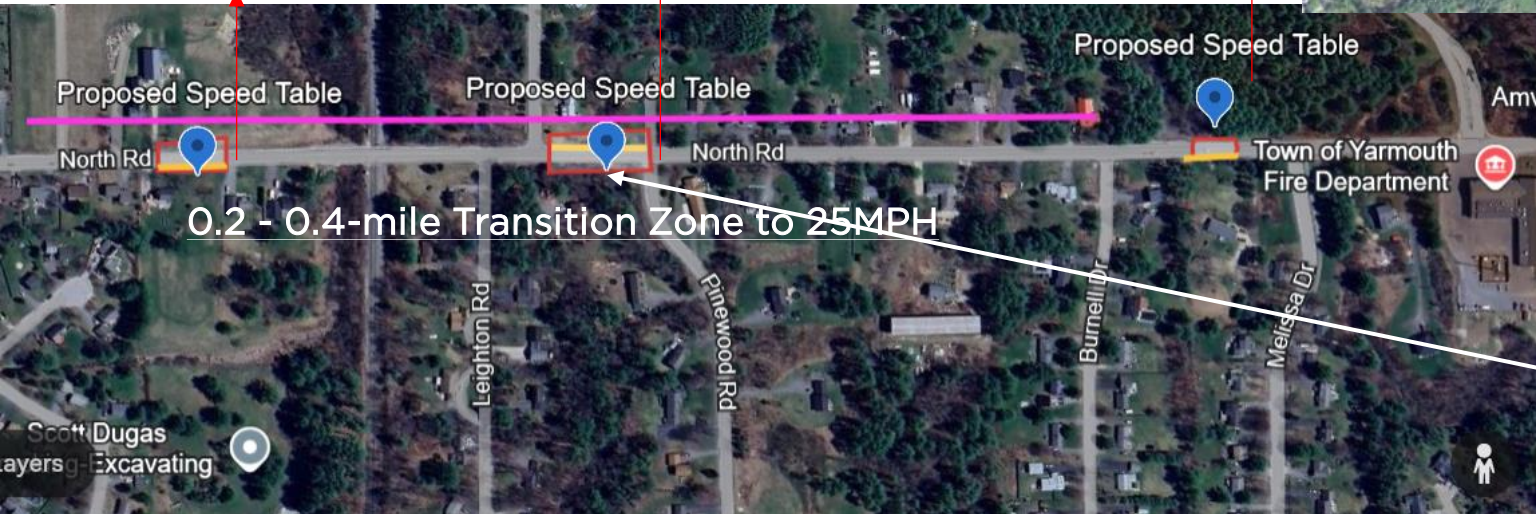
North Rd at John Howland Dr, looking south down the hill



North Rd at Melissa Dr from the pump station, looking south



0.2 - 0.4-mile Transition Zone to 25MPH



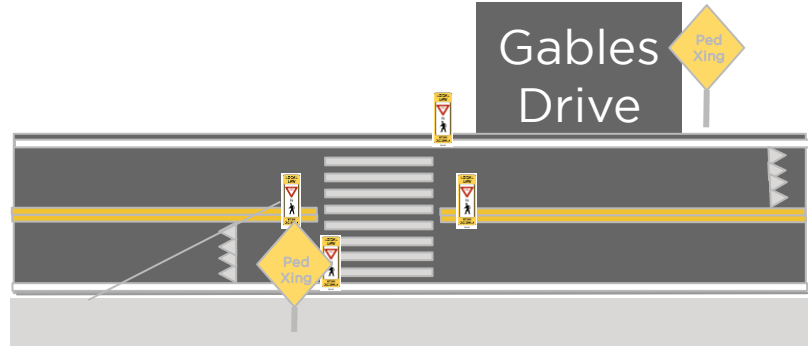
0.2 - 0.4-mile Transition Zone to 25MPH

3 Potential Raised Speed Table Locations with driveway clearance,  
1 potential constrained by vertical grade

# Corridor: North Road

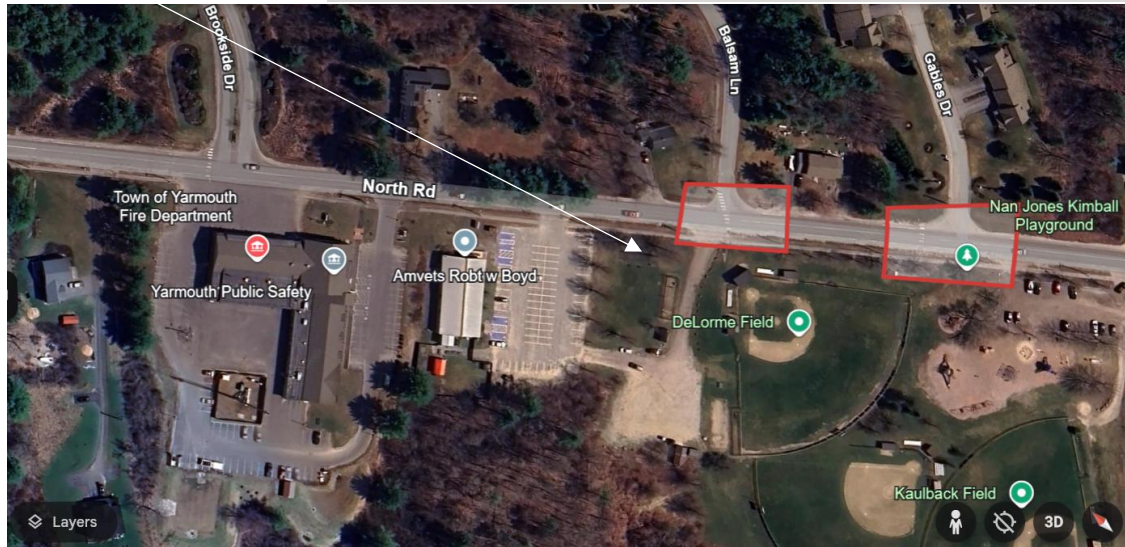
## Proposal: Enhanced Crosswalk at Gables Dr

Proposed Enhanced Crosswalk & Gateway Treatment at T-intersection at Gables Drive, rather than at Balsalm Lane due to entrance of the dirt driveway to the DeLorme Ballfield



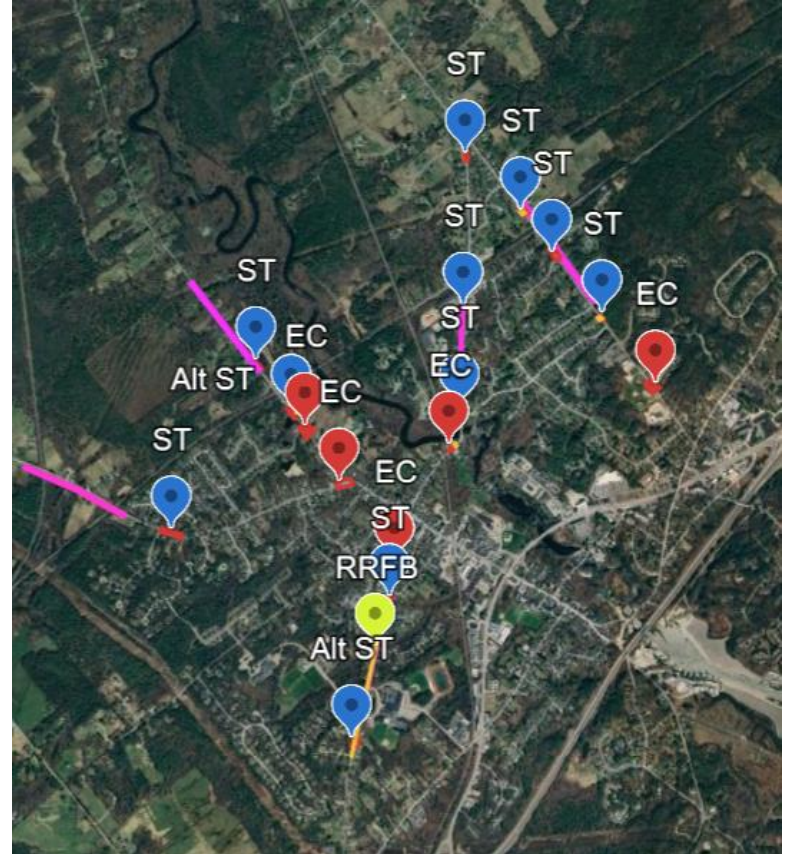
Pro: Existing streetlight on one side of North Rd and roadway width is 26 feet

Con: No ADA pedestrian curb ramps present



# Summary

- West Elm Street
  - 2 Speed Table alternatives
  - 1 Enhanced Crosswalk proposed location
- West Main Street
  - 1 Speed Table proposed location
  - 1 Enhanced Crosswalk proposed location
- Sligo Road
  - 1 Speed Table proposed location
  - 1 Enhanced Crosswalk proposed location
- East Elm Street
  - 3 Speed Table alternatives
  - 1 Enhanced Crosswalk proposed location
- North Road
  - 3 Speed Table alternatives
  - 1 Enhanced Crosswalk proposed location



# Questions?

- Next Steps:
  - Integrate CSAC feedback into proposal
  - Community outreach on proposed concept design and scope
  - Drafting of written plan and schematics for initial review by MaineDOT Regional Engineer

Date: January 16, 2025

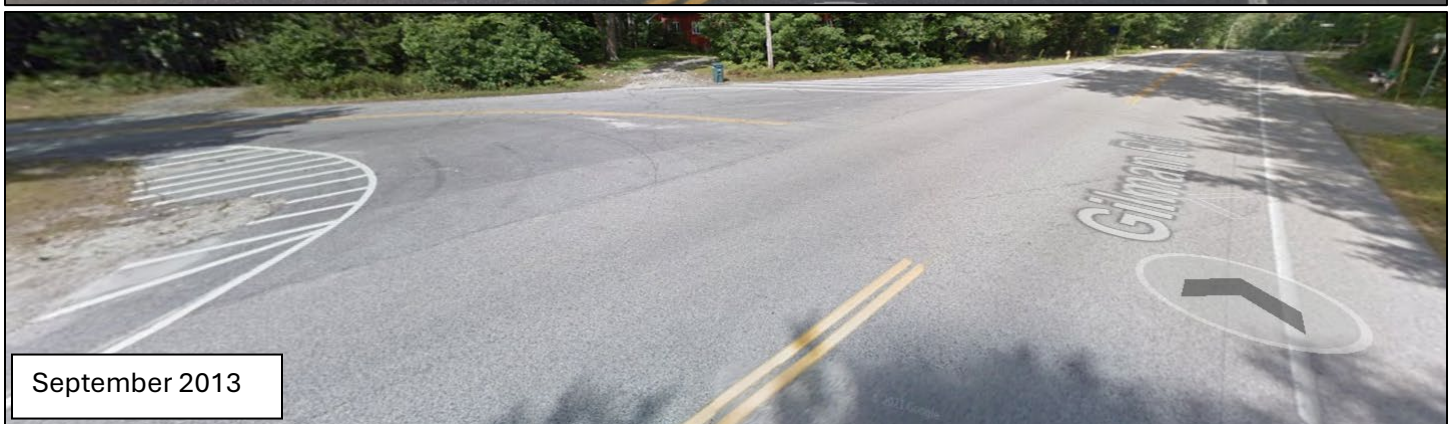
To: Complete Streets Advisory Committee

From: Julie Dubovsky, Assistant Planner

Re: Data on Drinkwater Point Road and Gilman Road Intersection

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**Background:** In October 2024, two residents, Rebecca Bushby and Christina Ho, spoke at the Yarmouth Bike & Pedestrian Committee (YBPC) with traffic safety concerns regarding Gilman Road, from Princes Point Road out to Cousins Island, and specifically at the intersection with Drinkwater Point Road. YBPC members expressed support for looking into whether the intersection could be redesigned, beyond the markings changes over the last ten years (shown below), or if a corridor traffic calming project could be planned to align with future bridge work and Gilman’s repaving schedule. It last had a PACTS sponsored overlay through the Highway Preservation Paving program in 2019. CSAC discussed the potential project and community concerns at the November 2024 meeting and determined that DPW will request that DOT stripe Gilman Road with 10-foot lanes, which would help to narrow the roadway and increase the shoulder width, and that additional outreach to property owners is needed to help inform next steps.



**Update:** Since the initial traffic calming request came in, the MaineDOT released their 2024 Safety Initiatives, which included new contextual speed setting methodology and a traffic calming toolbox. As Gilman Road is a Major Collector and state-aid roadway, it is unlikely it would have its speed limit reduced greatly. However, MaineDOT is also in the

process of identifying Active Transportation High-Priority Corridors, as part of the statewide [Active Transportation Plan](#). The state is still working to identify and assess on-road and off-road HPAT corridors, and advocacy for Gilman Road’s consideration could help to facilitate a future redesign with 10-foot lanes, improved pedestrian crossings and designated space for people walking or biking.

The Town Engineer also drafted an Opinion of Probable Cost, which is attached, for consideration of intersection design changes.

**Data Collection:** In October 2022 Yarmouth PD conducted a speed study on Gilman Road in response to community complaints. The posted speed limit is 35MPH but the maximum speed was 67MPH, with the most frequent (the mode) speed of 48 MPH. Of the speeds above 35 MPH, the 85<sup>th</sup> percentiles speed was 51 MPH and the 50<sup>th</sup> percentile (the median) was 47 MPH.

There are no documented crashes at the intersection of Gilman Road and Drinkwater Point Road in the period of 2014 to 2024. However, 29 crashes have occurred along the corridor from Princes Point Road to Cousins Street in that time and are outlined below. Other than crashes with deer, the most frequent crash (9) was “Went Off Road” and not in wet or snow conditions. Rear End/Sideswipe crashes are also correlated with speeding or aggressive driving, which is the second most common crash type on the corridor.



Figure 1. Gilman Road, Princes Point Rd to Cousins Street, 10-Year Crash Data (2014-2024)

Total Crashes	29
Total Injured	6
Fatalities	0
Suspected Serious Injury Count	0
Suspected Minor Injuries Count	3
Pedestrian Crashes	0
Bicycle Crashes	2
Snow	3
Wet	5
Went Off Road	9
Rear End/Sideswipe	4
Head On/Sideswipe	1
Intersection Movement	1



**TOWN OF YARMOUTH**  
**INTERNAL MEMORANDUM**

**TO: Erin Zwirko, AICP, Director of Planning**  
**FROM: Steven S. Johnson, P.E., Town Engineer**  
**DATE: December 11, 2024**  
**RE: Gilman Road and Drinkwater Point Road Intersection Design**

Erin:

Per the request of the CSAC Committee I have developed an opinion of probable cost for survey and design of geometric improvements at the intersection of Gilman Road and Drinkwater Point Road. The goal of the project is to realign the intersection to discourage high speed turns from Gilman Road onto Drinkwater Point Road. I anticipate that the survey, conceptual and final design of the project, (not including construction), will cost approximately \$40,000. I recommend that this funding amount be programmed in the Town's Capital Improvement Program should the CSAC members concur.

In developing this cost estimate I assumed survey to include collection of Right of Way information, topographic information, contours, and the required deed research. I estimate the survey cost to be \$7,000.

Engineering would include both conceptual and final engineering, as well as public meetings, site visits, contract documents and client coordination. I anticipate this cost will be approximately \$30,000. Allowing a cost escalator in future years, I recommend budgeting \$40,000 for this work.

If you have any questions, please contact me.



Date: January 16, 2025

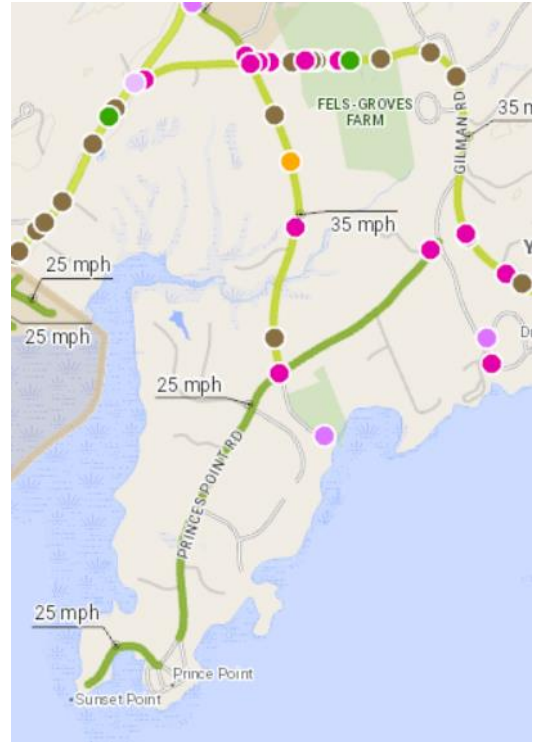
To: Complete Streets Advisory Committee

From: Julie Dubovsky, Assistant Planner

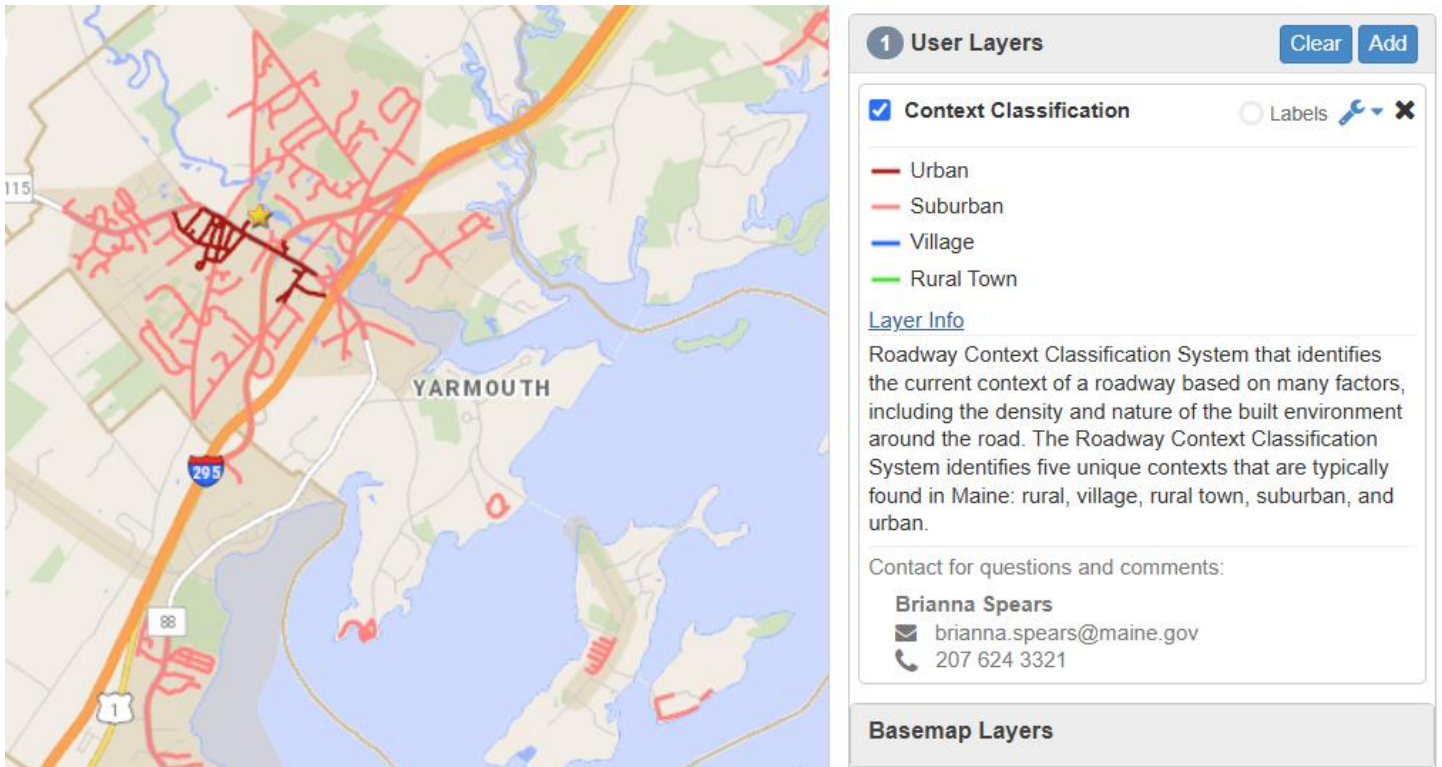
Re: Request to MaineDOT to Evaluate Reducing the Posted Speed of Princes Point Road

**Background:** From August 2024 to November 2024, the Department of Public Works experimented with the use of 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 purpose of the centerline delineators was to visually and physically narrow the roadway to encourage driver compliance with the posted speed, and to create "pinch points" to force drivers to yield and pass people walking or biking in the roadway at safe distances and lower speeds. Evaluation of driver behavior and speeds after the installation still showed most drivers traveling at 35-45MPH, and no substantial increase in comfort and safety for people walking, biking, or living along Princes Point Road.

**Recommendation:** As a result, at the July 2024 meeting, the CSAC determined that since MaineDOT was moving towards a context-focused approach to speed setting, rather than relying entirely on the 85<sup>th</sup> percentile, the Town would proceed with a formal request to evaluate reducing the speed. Residents in support of traffic calming initially requested that the posted speed match the lower half of Princes Point Road, which is 25MPH from Morton Road to the end of the peninsula. A reduction to 25MPH could be supported by several new MaineDOT tools and policy documents that were issued in December 2024:



1. Roadway Context Classification System – This tool identifies the current context of a roadway based on many factors, including the density and nature of the built environment around the road and defined five unique contexts that are typically found in Maine: rural, village, rural town, suburban, and urban settings. The DOT has mapped these contexts statewide to serve as a guidance tool to assist in the implementation of MaineDOT's speed limit setting process, the updated Complete Streets Policy, and increased utilization of speed management strategies. Mapping is still in progress and Princes Point Road isn't classified yet, but based on the definitions, Princes Point Road would fall between the suburban, with its higher density of driveway access, and as a Local Road (per Federal Functional Class) in an area of moderate development located in the greater Portland metropolitan area outside of the Urban (Main Street) context.



Source: MaineDOT Public Map Viewer, Roadway Context Classification for Yarmouth. Accessed from: <https://www.maine.gov/mdot/mapviewer/?show=Context%20Classification>

The Roadway Context Classification System map is available here: [MaineDOT Roadway Context Classification Map](#). More information about the context classifications is available here: [MaineDOT Roadway Context Classification System Explanation](#)

2. MaineDOT Speed Limit Setting Process – The new methodology considers local context and road user safety, and the department is changing practices to gain voluntary speed compliance by using speed management techniques in combination with posted speeds that convey an appropriate operating speed. Roads in the Urban context, such as Main Street in Yarmouth, and low priority roads in the Suburban contexts, presumably Princes Point Road, will use the “All Users” process that is geared towards lower speeds for improved access and safety of pedestrians and bicyclists. The DOT emphasizes that, “the 85<sup>th</sup> percentile speed is not considered in the “All Users” process.” The following tables are used by the MaineDOT in the speed limit setting process to account for the roadway context and Federal Functional Classification.

**Speed Limit Setting Processes**

Type/Context	Rural	Rural Town	Village	Suburban	Urban
Principal Arterial	Mobility	Balanced	All Users	Balanced	All Users
Minor Arterial	Mobility	Balanced	All Users	Balanced	All Users
Major Collector	Mobility	Balanced	All Users	Balanced	All Users
Minor Collector	Mobility	All Users	All Users	All Users	All Users
Local	Mobility	All Users	All Users	All Users	All Users

**Speed Limit Maximums by Expanded Functional Classification (MPH)**

Type/Context	Rural	Rural Town	Village	Suburban	Urban
Principal Arterial	55	40	30	45	30
Minor Arterial	55	40	30	45	30
Major Collector	55	35	30	40	30
Minor Collector	50	35	30	35	30
Local	45	30	25	30	25

The table below shows the additional factors considered in the procedure:

MaineDOT's speed limit setting methodology	The new posted speed limit may be impacted by the
<ul style="list-style-type: none"> <li>• Observed speed data</li> <li>• Crash history</li> <li>• Segment length</li> <li>• Traffic volumes</li> <li>• Number of lanes</li> <li>• Median presence</li> <li>• Density of driveways/access points</li> <li>• Level of pedestrian activity</li> <li>• Presence of pedestrian destinations</li> </ul>	<ul style="list-style-type: none"> <li>• Lane, shoulder, and pavement width</li> <li>• Clear zone width</li> <li>• Frequency of sharp vertical curves</li> <li>• Terrain type</li> <li>• Horizontal alignment type</li> <li>• Frequency of sharp horizontal curves</li> <li>• Number of traffic signals</li> <li>• Presence of all-way stops or roundabouts</li> <li>• Pedestrian and bicycle facility presence, width, and separation</li> <li>• Level of bicycle activity</li> <li>• Crosswalk presence</li> <li>• On-street parking presence, type, and activity</li> </ul>

A request to the MaineDOT should address these additional factors, some of which are best observed in warmer weather, and vary based on day of the week and time of day.

The document also has a caveat, which states that, “This tool does not recommend posting the speed limit significantly lower than observed speeds unless appropriate speed management techniques are also used.” Since Yarmouth has already experimented with a traffic calming project, CSAC may wish to consider the inclusion of a Speed Feedback Sign optical speed bars in the edge line at horizontal curves (like West Main Street) as supplemental speed management techniques.

3. MaineDOT Traffic Calming Processes and Procedures – Similar to Yarmouth’s Traffic Calming Toolbox, it aims to guide municipalities on when, where, and how to control speeding with low-cost options to reduce speeding. It is intended for all Roadway Context Classifications and provides a clear process for implementing demonstration projects and traffic control device changes on state or state-aid roadways. The document also encourages municipalities to develop a townwide “traffic calming master plan that documents the needs of corridors or corridor sections and specifics the areas where traffic calming may be appropriate the address the municipality’s needs.” It may be a helpful technique to include this sort of systemic approach, which would show that with a range of 20-24 feet of roadway width and no separated facilities for people walking or biking, Princes Point Road is a residential road to a peninsula and is more akin to terminal streets like Bayview Street, from Woodland Drive to the terminus, or Morton Road from Drinkwater Point Rod to Old Town Landing Road.

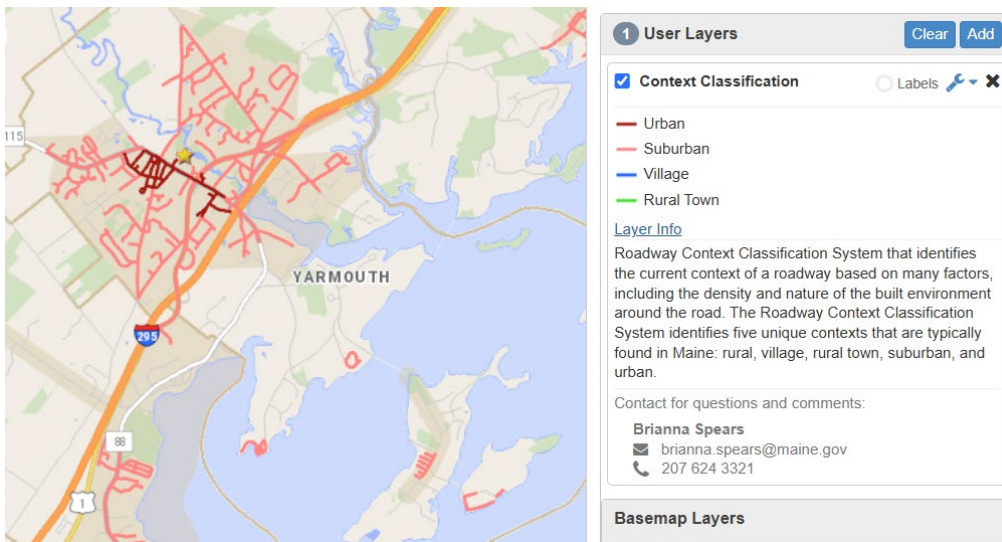


Date: January 16, 2025  
To: Complete Streets Advisory Committee  
From: Julie Dubovsky, Assistant Planner  
Re: Summary of MaineDOT 2024 Safety Initiatives

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**Background:** In December 2024, the MaineDOT released a series of policy documents and tools as part of a set of new Roadway Safety Initiatives to better align the department with federal policies like Vision Zero and the Safety System Approach. The goal is that these tools will improve the safety of all roadway users. Learn more at the department’s [ArcGIS Story Map on the 2024 Safety Initiatives](#).

1. Roadway Context Classification System – This tool identifies the current context of a roadway based on many factors, including the density and nature of the built environment around the road and defined five unique contexts that are typically found in Maine: rural, village, rural town, suburban, and urban settings. The DOT mapped these contexts statewide to serve as a guidance tool to assist in the implementation of MaineDOT’s speed limit setting process, the updated Complete Streets Policy, and increased utilization of speed management strategies. Where streets are not mapped, the default designation is “Rural.”



The Roadway Context Classification System map is available here: [MaineDOT Roadway Context Classification Map](#). More information about the context classifications is available here: [MaineDOT Roadway Context Classification System Explanation](#)

Source: *MaineDOT Public Map Viewer, Roadway Context Classification for Yarmouth*. Accessed from: <https://www.maine.gov/mdot/mapviewer/?show=Context%20Classification>

2. MaineDOT Speed Limit Setting Process – The new methodology considers local context and road user safety, and the department is changing practices to gain voluntary speed compliance by using speed management techniques in combination with posted speeds that convey an appropriate operating speed. Roads in the Urban context, such as Main Street in Yarmouth, and low priority roads in the Suburban contexts will use the “All Users” process that is geared towards

lower speeds for improved access and safety of pedestrians and bicyclists. The DOT emphasizes that, “the 85<sup>th</sup> percentile speed is not considered in the “All Users” process.” The following tables are used by the MaineDOT in the speed limit setting process to account for the roadway context and Federal Functional Classification.

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Minor Arterial	Mobility	Balanced	All Users	Balanced	All Users
Major Collector	Mobility	Balanced	All Users	Balanced	All Users
Minor Collector	Mobility	All Users	All Users	All Users	All Users
Local	Mobility	All Users	All Users	All Users	All Users

**Speed Limit Maximums by Expanded Functional Classification (MPH)**

Type/Context	Rural	Rural Town	Village	Suburban	Urban
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Minor Collector	50	35	30	35	30
Local	45	30	25	30	25

3. MaineDOT Traffic Calming Processes and Procedures – Similar to Yarmouth’s Traffic Calming Toolbox, it aims to guide municipalities on when, where, and how to control speeding with low-cost options to reduce speeding. It is intended for all Roadway Context Classifications and also provides a clear process for implementing demonstration projects and traffic control device changes on state or state-aid roadways.
4. Complete Streets Policy – This update to the 2014 policy is more specifically tailored to its applicability in different MaineDOT Programs (Planning, Project Development, Paving, etc.), and now is accompanied by the following policy implementation guidance to ensure that the policy is built-in to MaineDOT’s project planning and development processes using a Project Elements by Scope Matrix, Context Appropriate Project Elements by Context, and a Scoping Phase Checklist. Its implementation is also directly linked to the new Roadway Context Classification System.
5. Local Cost Share Policy – Although it is not a safety initiative per se, the department has modified the old policy as a recommendation that came out of the Maine State Active Transportation Plan. The updated version incorporated all modes of transportation and includes additional guidance for how the policy should be implemented in different situations. Importantly, the updated Local Cost Share Policy not only revises some of the cost share rates for different types of infrastructure, but it also is aligned with the updated Complete Streets Policy and

uses the policy and the Roadway Context Classification System to more accurately determine which Complete Streets elements are covered in different contexts.