

L-A Bicycle Pedestrian Committee Agenda
Community Conference Room

Auburn City Hall

October 23rd, 2013

5:00pm – 6:00pm

5:00pm – Intro, Updates, Approve Minutes

- MDOT and Veterans Bridge (see attached)
- Cedar Street (see attached)

5:15pm – Best Practices Manual, Sidewalk Policy

- Estimates from Tom and Kara
- ATRC Contact
- Details for proposal

5:30pm – Capital Improvement Projects

Lisbon St (West Minster to Adams) mill and fill – funded for FY14 (see Downtown Circulation Study)

- Bike Lane
- Single Vehicle Lane One-way (vs. two-way)
- Remove Traffic Lights
- Maintain sidewalk widths
- Redirect large trucks

Park Avenue/Mount Auburn Avenue intersection – reconstruct with dedicated turn lanes. Associated project PW construct turnaround on Summer Street to make section at intersection with Mount Auburn Av oneway inbound.

5:55pm – Adjourn

Veterans Bridge Proposal

General Modifications:

- 1) **Add signage** at key locations (beginning and end of ramps, crossings, etc) that alert cars to bicycle and pedestrian activity. Include signage for pedestrians that encourages them to walk against traffic flow, as is legally required in the absence of sidewalks. Include signage that directs bicyclists off and on ramps, through intersections. Install yield signs if there are likely instances of conflicting traffic flows.
- 2) **Improve visibility** of pedestrian crosswalks with markings and signage.
- 3) **Narrow travel lanes on Veterans Bridge to 11'**, with the exception of approaches and off-ramps, where different widths are required to create space for bicycles or allow for wide turns. Also, **add extra foot of space** on the shoulder of the left travel lane, between the median and the lane. By narrowing the lane width but adding the shoulder space, the intended effect is to calm traffic while still allowing some breathing room for the driver.
- 4) **Install rumble strip** at the right-hand edge of the travel lane. Inside rumble strip, **install reflector** (such as 3M Snowplowable RPM 190) spaced 50-100'.
- 5) **Create bicycle lane treatments (5' width or wider if possible)** on right-hand shoulders with 2' buffer from travel lane. (Consider marking as multi-use lane for pedestrians as well, through pavement symbols and/or signage).
- 6) **Continue bicycle lane treatments** through on-ramps, off-ramps, and on fly-overs.
- 7) **Add overhead lighting** at key changes in lane numbers and mergers.
- 8) **Raise barrier/rail height on fly-overs** to achieve minimum height necessary for protecting bicyclists.

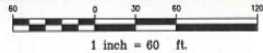
Modifications to ramp approaches and exits:

- 9) **Auburn off-ramp towards Center Street from Lewiston:** Reduce beginning of off-ramp to one lane. Keep as one lane for as long as possible, then begin multi-lane cue. Bicycle lane merges with traffic lane to set bicyclist up to the righthand side of the middle left-turn lane. Remove 3 feet from the pedestrian island to create space for the bicycle lane. Bicyclist is positioned to travel through intersection (with green light) to opposite ramp, rejoining bridge and going to Turner St.
- 10) **Auburn off-ramp towards Center Street from Turner Street:** Bike lane follows off ramp. Keep one vehicle lane for as long as possible, then begin additional lane cue. Bicycle lane merges with center lane to set bicyclist up for travel through intersection, onto on-ramp, keeping bicyclist on the right-side shoulder, continuing towards Lewiston. Add cautionary signage for merging cars coming from Center Street onto on-ramp.
- 11) **Russell Street section from College Street to Main Street, both directions:** Reduce travel lane widths to 10'. Create bike lane treatment on righthand shoulders that begins and terminates with College Street.
- 12) **Russell Street off-ramp towards Main Street from Lewiston:** Bike lane follows off-ramp towards Main Street. Where cue begins, bicycle lane merges to position bicyclist on righthand side of left-turn lane. Bicycle lane travels through intersection (with green light) to join bicycle lane on on-ramp, headed towards Auburn. Add cautionary signage for turning cars coming from Main Street onto on-ramp.
- 13) **Lewiston off-ramp towards Main Street from Auburn:** Keep as one lane for as long as possible. When cue begins, bicycle lane merges to position bicyclist on righthand side of center lane. Bicyclist travels through intersection (with green light) to on-ramp towards College Street. Add cautionary signage for turning cars coming from Main Street onto on-ramp.

Additional ideas for MDOT's consideration:


- 1) **Speed Limit:** Currently, the speed limit varies significantly over a short distance. Postings include 30, 35, and 45 MPH on bridge. Is MDOT considering a review and simplification of the posted speed limits?
- 2) **Bicycle Lane Crossings:** If a bicyclist elects to travel over the flyover, they must cross against moving traffic to do so. This can either be done through a gradual merge with the appropriate lane, or through a perpendicular movement to traffic. We have recommended that for bicyclists who choose the flyover, a clearly marked bicycle crossing improves predictability and sight lines for bicycle and vehicle operators. Each crossing scenario is slightly different, depending on whether the bicyclist is crossing left before the fly-over or right during the on-ramp. In each case, paint markings guide the bicyclist as they bike around and/or in-front of a raised pavement island, orienting them perpendicular to the travel lane, where the bicyclist yields to moving cars. When traffic has cleared, the bicyclist crosses at their discretion. We would like MDOT to respond to this idea, and indicate if it could be considered in this project, or possibly future improvements to the bridge?

Cedar St Recommendation



Seq.	Date	Revision

Design: RD	Date: FEB 2013
Draft: 00	Job No.: 2074
Checked: -	Scale: 1"=60'
File Name: 2074_aerial_CDMR_DPT3	


Gorrill-Palmer Consulting Engineers, Inc.
 Engineering Excellence since 1998

PO Box 1037
 15 Drake Road
 Lewiston, ME 04203
 207-657-6990
 FAX: 207-652-8912
 E-Mail: molbo@gorrillpalmer.com

Drawing Name: **Conceptual Layout Plan**

Project: **DOWNTOWN TRAFFIC STUDY, LEWISTON, ME**

Figure No. **3C**

DRAFT Recommended Complete Street Proportions and Widths

	Urban Neighborhood (Local) Streets	Suburban Neighborhood (Local) Streets	Rural Road (Major or Minor)	Urban Collector Roads	Low Speed Arterials	Moderate Speed Rural Collector	Moderate Speed Arterial	High Speed Rural Arterial
Speed Limit	25 mph	25 mph	25-35 mph	30-35 mph	25-35 mph	35-40 mph	35-40 mph	45-55 mph
Daily Traffic Volume	Less than 1,000	Less than 1,000	1,000 – 4,000	1,000 – 4,000	4,000 – 10,000+	Less than 10,000	Over 10,000	Over 10,000
Each vehicle travel lane width	9'-10'	9'-10'	11'	10'-11'	10'-11'	11'	11'	11'-12'
Shoulder width – each side	2'-4' not striped	2'-4' not striped	3'-5' striped on major roads, 1'-2' unmarked on minor roads	4'-6' striped, or 7'-8' striped for parking	4'-6' striped or 7'-8' striped for parking	3'-6' striped	4'-8'	6'-10'
Number of Lanes	1 to 2	2	2	1 to 2	1 to 4	2	2 to 4 lanes	2 to 4 lanes
On Street Parking	Yes	Yes	Permitted	Yes	Permitted	Undesirable	Undesirable	No
Bicycle Facility	Bicycle shares vehicle lane, unmarked or sharrow when connecting major bicycle routes	Bicycle shares vehicle lane/shoulder	Unmarked	Marked in shoulder or exclusive 5' bike lane if adequate room allows	Marked in shoulder or exclusive 5' bike lane if adequate room allows	Marked exclusive 5' bike lane with buffer or 8'-10' separated multi-use facility	Marked exclusive 5' bike lane with buffer or 8'-10' separated multi-use facility	Marked exclusive 5' bike lane with buffer or 8'-10' separated multi-use facility
Sidewalks	5' - 8' with green esplanade where possible	Pedestrian shares vehicle lane/shoulder	Use shoulder or gravel/green edge of right-of-way	5'-8' with green esplanade where possible	5'-8' with green esplanade where possible	One side of street 5' or 8'-10' separated multi-use facility	5'-8' sidewalk with green esplanade or 8'-10' separated multi-use facility	5'-8' sidewalk with buffer or 8'-10' separated multi-use facility

Standards adapted from MainedOT's 'Sensible Transportation Document' section on "Applying the 4Ds at the Three Geographic Levels"