



L-A Bicycle Pedestrian Committee Minutes

Lewiston City Hall

January 28th, 2014

5:00pm – 6:30pm

Members Present: Nicole Rush, Jeremiah Bartlett, Adam Lee, Bob Rand, Craig Saddlemire

Staff Present: Rick Burnham, Ed Barrett, Gary Johnson

Guests: William Steinbock, Christine Adamowicz

5:00pm – Intro, Updates, Acceptance of Minutes

Craig – New appointments have been made, except for public health and wellness. People should think about officer positions.

Rick – Rick and Dan talked about the Peace Bridge together. Rick sent our plan schematic to Dan. He said we don't have a design until DOT approves our project. Rick is okay with painting our new lanes to the middle. Jeremiah drew a schematic and did his own analysis and he handed it to Dan. It's tight but there is room for a turn lane. Dan has all the information he needs. Gary said anything emailed to Dan needs to be cc'ed to Gary. Rick said he's only going to look at the project at the phase that it's in. It's in the DOT workplan. We will get the \$400,000. Rick stays with the process. Rick said if we get to the design point, he will call Dan. Rick said we were going to do the island, striping, hardscape, to be completed in 2016.

Bob – Met with Sherwood Heights and Darcy Whittemore. Also visit Longely's walking school bus, which they do every day. Some streets were hard to cross. We will likely have Darcy at our next meeting. May is national bike month. Last year Geiger had a bike to school day. Bob wants to see more bike to school and bike to work days locally.

Jeremiah – Watched Ocean Ave Elementary close with mass insanity.

Motion made by Jeremiah to approve the minutes from 12/4/15. Seconded by Adam.
Vote Passed 5-0.

5:20pm – Questions from Mike

Best parallel routes to arterials and collectors?

1. Route 4/Center Street, Auburn (from Union Street Bypass to Turner Street)

Best Alt: Turner Street (River Road doesn't do much currently)

2. Court Street, Auburn

Best Alt: Hampshire (and Elm Street after new extension is implemented)

3. Minot Avenue, Auburn

Best Alt: Nothing

4. Washington Street/202

Best Alt: Broad to Haskell or Poland to Hotel

5. Union Street Bypass, Auburn

Best Alt: Goff Street or Spring Street

6. Main Street, Lewiston

Best Alt: College Street or new Riverside Greenway Trail

7. Sabattus Street, Lewiston

Best Alt: Nothing, Webster, Pond and Pleasant are ways to get around Sabattus

8. Lisbon Street, Lewiston

Best Alt: Lincoln Street, but it won't take you to anything ON Lisbon, Pleasant has more turn options but it's physically very difficult for many people

9. East Ave, Lewiston

Best Alt: Mallow to Stephens (network of local streets), or Sylvan or Orange, or Franklin Pasture Trail to Dove

10. Russell Street, Lewiston

Best Alt: Pettengill, but it stops at College Street.

Worst intersections?

1. Lincoln and Main St, Lewiston
2. Court and Main, Auburn
3. Court and Turner, Auburn
4. Court and Minot and Union, Auburn
5. Minot and High, Auburn
6. Washington Ave Rotary in Auburn is CRAZY
7. Russell and Sabattus, Lewiston
8. Union, Center, Turner, Auburn
9. Mt Auburn Ave turning left from coming off Vets Bridge (Double turning lane)
10. High and Main Street, Lewiston

11. East Ave and Sabattus, Lewiston
12. Old Greene and Sabattus, Lewiston
13. Sabattus and Oak, Lewiston
14. Outer Court and Minot and Manley, Auburn
15. South Main and Mill Street, Auburn

5:50pm – Lisbon Street

The project goes from Chestnut to Main Street. It's DOT funded with 10% match from city of Lewiston. Street will be milled, shimmed, and overlaid. Curb line is being left in place. Handicap ramps will require some changes. Existing sidewalk surface is pavers and dark brick. We will put in granite and brown concrete to mix it up. Crosswalks will be white piano keys. Existing trees and lights will remain. Rick said we will be adding more trees where there is room to do so, such as at the court house. We also want to put more barriers to channel pedestrians. Current recommendations are for Library, Courthouse Plaza, Lisbon/Chestnut, and next to Mother India. Bob recommended that additional single racks are added parallel to the street, near the curb. In front of Forage is one obvious location. Sidewalks are 8' next to parking. Bike racks can be placed at lines between parking spaces.

Dimensions for lane widths are 8' foot parking lanes, 11'-12' travel lane, 5' bike lane, buffer door zone 0-3'. Dimensions don't take into account actual width of line, which takes away from lanes about 18" total. Committee members have been suggesting 10' travel lanes. Ed didn't think council would go for 10' lanes because of council's concerns over Walnut and Pine. DOT feels 10' lanes are too narrow. We would need DOT to make an exception. From Ash to Main, it's a high crash location. Craig said his concern is cars being push too far to the left. He thinks cars want to ride in the center, with equal space on either side. Jeremiah said overall it's a good improvement over what it was before. Jeremiah said the big question is how to maintain the markings, or else will get confusing. What about special marking in buffer? What about cross-hatching the buffer? Can the buffer stripe be bigger? Like 6"? Ed asked why are some travel lanes 12'? Why not add 1' to the buffer?

Turn lanes get removed except at intersection at Main Street. Jeremiah modeled it and it was fine. At the end approaching Maine, we should create a dashed line that starts at district court crosswalk and add sharrows. There will be striping before the finish paving, so there's a chance to make adjustments for a couple months.

To summarize:

1. Bike Ped Committee is supportive of plan
2. Want dashed lines and sharrows at the end
3. Want more single bike racks (how many per how many feet?)
4. Want to see added trees on next design
5. 6" Wider stripe being added for buffer between bike lane and travel lane

Next Meeting is February 25th

6:30pm – Motion made to adjourn by Jeremiah Bartlett, seconded by Adam. Motion passed 5-0.