



## L-A Bicycle Pedestrian Committee Minutes

Lewiston City Hall

June 24<sup>th</sup>, 2015

5:00pm – 6:30pm

Members Present: Jeremiah Bartlett, Craig Saddlemire, Bob Rand, David Daas, Christine Adamowicz, Nicole Rush, William Steinbock

Staff Present: Gary Johnson, Eric Cousens, Tony Beaulieu

Guests: Memory Christafaro, Joe, Jason Ready, Teddy Rube, Richard

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

Craig – Likes the temporary markings on Pine and Ash – especially the bike lane positioned to ride through at Ash and Bates

Joe – Money coming from private donations to support bike racks in Lewiston and Auburn

5:05pm – Broad Street

We looked at GIS maps. Project begins third week of July. Project is overlay and mill and fill. Dimensions are everywhere. Goal is to keep travel lanes 10' throughout, From Mill to 3<sup>rd</sup>, 10' travel lanes, 7' bike lanes, 8' parking stalls (same stalls as now); 3<sup>rd</sup> to Main 12' travel lanes, 7' bike lanes, 8' stalls; Main to 5<sup>th</sup> 10' travel lanes, 6' bike lanes to 5', 8' parking stalls, 5<sup>th</sup> to 6<sup>th</sup> 10' travel, 5' bike lanes, 7' stalls; 6<sup>th</sup> to 7<sup>th</sup> 10' lanes, rest is up for discussion; last is steep, 10' travel lanes; from 8<sup>th</sup> on is 10' lanes and 6' bike lanes. Ed asked if the steep section should have a sharrow? Maybe on the downhill side. Bob brought up that kids are having trouble crossing Broad to get to school. Bob asked what we think of Mill Street as a by-pass? On steep hill, we're okay with shifting centerline if it's well-marked. Allow bike lane uphill and sharrow down-hill. Make sharrow downhill for 2 blocks. This could add parking to one whole side. Angled parking is not possible with the available width. Jeremiah suggested buffer stripe could be added between bike lane and parking lane in some sections. New Auburn plan calls for bump outs at sidewalks. Should they paint for curb-extensions? 9<sup>th</sup> Street is probably main street for crossing for students.

5:20pm – Street Plans Draft Discussion

MDOT said it's unrealistic. Jeremiah said current draft is just a draft. It looks good and is consistent with a lot of new publications like FHWA and NACTO. There is a lot of feasibility here. East Ave is a no-brainer. We're looking at something like that in Park

Ave in Portland. Still have lots of questions about intersections. How do geometries and transitions work? William likes the idea of more shared use paths. Sabattus change would be good. More room for bicyclists and pedestrians is good. Jason notes that ADT on East Ave is 15,500 vehicles. Cutoff point for road diets is 20,000. FHWA rep at the Auburn meeting liked it. Eric Cousens said they got approval from council for trial court street road diet for three-lanes. ATRC modeled it. The model didn't work well. Build Maine staff suggested adjusting model. Auburn has hired Rick to model and present before the do the test. Mike has been working with ATRC's data. Nothing has been modeled yet. Rick is sub-contractor for modeling. Ed will forward Pubic Work's comments to Craig. Jason said MDOT's concern is that these things should be modeled before scrutinized. Connection between Simard and Riverside trail doesn't describe specific route yet (Task 3). It makes sense because he needs to look at other data. David said we should look for low-hanging fruit. East Ave might be the easiest of everything. Bob said a lot of this stuff is how we sell it. The "three-part" concept muddies the discussion. People get caught up in far-reaching stuff, so why include it? The sections that are photographs then the renderings. Can there be more overlays, rather than just the renderings? We are not just trying to accept current traffic patterns as ones that must be maintained. We want to change things, not just except everything as fixed. It's easier to divert trips if there are other options. We need to know origin and destination in order to divert traffic. What might be helpful is to look at pictures that have examples from other places. Examples must have similar climates and conditions (traffic count, etc.). Chrissy said that the larger point of a document like this is to get people out of cars. Models only project traffic growth, rather than reduction. Community needs to see options. Medium to longterm projects should maybe offer best and worst-case scenarios. What is most realistic and most ideal? Show the range options, instead of black and white. Strategy matrix is a little confusing. We need more definition, and what about pedestrian-ways? Matrix should be simplified or made more intuitive. Page numbers? Bob asked if we can do more testing of these ideas? Some traffic controls/signals can maybe come out when you reduce lane #'s. Too much resistance to 10' lanes, without consideration for what's next to the lanes.

6:15pm - Adjourn