



TOWN OF BRUNSWICK
DOWNTOWN BRUNSWICK AND OUTER
PLEASANT STREET CORRIDOR
MASTER PLAN IMPLEMENTATION COMMITTEE
28 FEDERAL STREET, BRUNSWICK, ME 04011-1583

Margo Knight, Chair
Councilor – District 6

John Perreault, Vice Chair
Councilor – District 4

Newell Augur
Citizen at Large

Paul Dostie
Resident - Downtown

Anne “Vicky” Marr
Creative Economy/Non-profit

Jacqueline Ellis
Citizen at Large

Mike Lyne
BDA Member

Toby Tarpinian
Business Owner - Downtown

Kathy Wilson
Resident – Pleasant Street

David Flaherty
Business Owner – Pleasant Street

MEETING AGENDA
MONDAY, JUNE 24, 2013
6:30 P.M.
BRUNSWICK STATION
16 STATION AVENUE, BRUNSWICK, ME
ROOM 217

- 1. Introductions/Public Comment**
- 2. Acceptance of 3/25/13 Meeting Summary**
- 3. Subcommittee Reports**
 - a. Visual Quality**
 - b. Ped/Vehicular**
 - c. Neighborhoods**
 - d. Finance/Marketing**
- 4. Master Plan Outreach Activities**
 - a. Retreat Report-Out – Maine Street Redesign and Next Steps**
- 5. Presentations/Project Updates**
 - a. Presentation on Shared Lane Markings (Sharrows) and Regional Examples – Carl Eppich, AICP, PACTS**
 - b. Maine Street Summer Parking Utilization Inventory Scheduled for Week of July 8th**
 - c. EPA Parking Audit Next Steps Recommendations**
 - d. Route 24 Corridor Study Update**
 - e. Other Projects**
- 6. Other Business**
- 7. Next Meeting To Dos/Agenda**
 - a. July Business Meeting, July 22nd, 6:30 pm**



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MEETING SUMMARY
WEDNESDAY, APRIL 24, 2013

- 1. Introductions/Public Comment** – Vicky announced the holding of Clean Sweep of Maine Street, May 11th.
- 2. 3/25/13 Meeting Summary** - Accepted
- 3. Subcommittee Reports** – No reports
- 4. Master Plan Outreach Activities** – Margo
 - a.** Announced Retreat to be held on May 9th at Hawthorne to discuss new “Plan A” for Maine Street.
- 5. Project Updates**
 - a. EPA Parking Audit Workshop Report-Out:**
 - Public comment provided by Claudia Knox – need exists for all-day parking, more formal delineations between sidewalk and street (curbing needs to be “crisp”).
 - Margo reported out on workshop held. “take-aways” include: we have lots of parking but half privately owned, need for better wayfinding signage, too many employees park in valuable customer parking – need incentives, parking garage is last resort, Repeat parking utilization survey seasonally. Recommendations to be provided by EPA.
 - Committee/Public comments/observations: side streets not fully utilized for parking. Need to improve streetscape to make area more attractive for walking and delineate parking spaces. Wayfinding signs a priority. Incorporate bike parking into parking requirements. Work out shared parking arrangements.
 - b. MPIC 2013 Priorities:** Margo requested that the 2013 priorities be posted online
 - c. Route 24 Corridor Study Public Meeting:** Noted meeting will be held on April 29th, 6:30, Topsham Municipal Building. Topsham/Brunswick recommendation to moved Route 24 designation from Main/Maine Streets in both municipalities. Draft study available on Town’s website.
 - d. SRTS Application Update:** Anna reported no announcements made by MDOT.



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MPIC Retreat

6/10/2013

Introduction:

The MPIC (Master Plan Implementation Committee) met to discuss the new conceptual traffic layout for Maine Street, between Pleasant Street and Mason Street. Sitalines Civil Engineering group developed the plan to illustrate the different components of the project. The project is a living document and further planning and design to accommodate concerns is possible. As proposed, Maine Street would be reduced to one lane of traffic with left-turn lanes with mountable medians at every intersection. Bump-outs would be provided at every crosswalk.

Content, questions and concerns:

- Curt Neufeld, Sitalines, presented his design to the Committee and received comment.
- The plan could better suggest the shared use between vehicles and bikes.
- The angle of parking remains an issue. Curt mentioned that commonly parking spaces are delineated at a 45° angle, not at the existing 52° angle. In this specific case, the difference does affect the number of parking spaces along Maine Street. Therefore, it is suggested that the Town continue delineating parking spaces at the existing angle.
- Flowers in the medians will continue at Mason Street and Pleasant Street intersections. Other proposed medians will be mountable to permit public safety vehicles to crossover the road easily.
- It was noted that delivery trucks for Morning Glory Health Food Store use four to five spaces along Maine Street for tractor trailer unloading in the early morning hours.
- The problem of unloading of delivery trucks was not addressed on the new plan. A more suitable solution should be developed for deliveries to mitigate traffic disturbance, namely parking on a side street/ near a

back door, or unloading in parking spaces during peak traffic conditions.

- The traffic flow/potential for increased congestion was voiced as a concern. Was noted that the change may not significantly modify the traffic flow because the source street incoming to lower Maine Street already is one lane. Curt noted that this change would enhance safety and increase a pedestrian/bike- friendly environment. He further suggested that whatever was determined to be final concept plan, be reviewed by a traffic engineer.
- John mentioned Pleasant Street may become ‘bottle-necked’ with the existing 2 left turn lanes reduced to one lane onto Maine Street.
- Margo requested additional information as to how traffic signals are currently activated. If changed to one-lane intersection at Maine and Pleasant, could activation be changed to accommodate? Lessen back-up? Newell asked about the traffic signal in Town Hall Place, noting that it may be confusing, and questioned if it was possible to address this issue.
- The timeline for design and construction depends on funding and on Town Council’s approval of the different project’s components. As of today, the raised crosswalks are approved.
- Left turns from side streets onto Maine Street may continue to be dangerous.
- A shared lane system should be considered. The use of sharrows on Federal Street and Union Street is a possibility.
- A biking training program for youth and adults was suggested to educate the community regarding shared use roads.
- Newell suggested developing talking points to market changes to Maine Street to educate public opinion. This could include signs that foster excitement for the new project. Businesses on Maine Street could have informational panels to advocate for the project, which would mitigate concerns. Potential Motto: “Safer, Prettier, Greener!”
- Should construct raised crosswalks first and gauge outcome. Then determine next steps.
- A goal should be limiting the use of bikes on the sidewalk and exclusively use sidewalks for walking, eating and shopping. At the end of the project’s completion, the bikes would travel using Maine Street as a shared use road, or by using an alternative street such as Federal Street.
- The use of outdoor dining without altering pedestrian’s walkability could be optimized to encouraging people staying downtown longer.
- Margo suggested establishing a separate Parking Committee to deal with the parking issue. Several questions ensued, including “Is the Parking Committee separate from MPIC?” and “What about long-term?” Consensus evolved around creating a parking subcommittee off MPIC instead of a separate committee.

- MPIC needs to consider that many second floor offices and apartments on Maine Street are vacant (25% to 50%) when researching the parking issue.
- Bike racks should be visible on the map and constructed specifically to accommodate cyclists.
- The Maine Street plan will be further discussed at the next MPIC meeting, July 24th, 6:30, Council Chambers.

Attended by:

MPIC Committee:

Margo Knight, Chair
John Perreault, Vice Chair
Newell Augur
Paul Dostie
Vicky Marr
Toby Tarpinian
Kathy Wilson
Anna Breinich, Staff
Tristan Van Kote, Bowdoin Fellow

Attendees:

Curt Neufeld, Sitelines
Rich Cromwell, BBPAC
Deb King, BDA
Lee Karker, Coastal Trans and Brunswick Explorer
Dick Morrell

BBPAC Comments on January 2013, A Plan for Maine Street

The Brunswick Downtown Master Plan envisions a bike and pedestrian friendly downtown.

Feedback from public forums on 7/30/2012 and 9/20/2012 and the results of the Moving Brunswick Forward Survey on 10/24/2012 show strong support for Opportunity 4, the most bicycle and pedestrian friendly option.

In addition, the survey respondents supported bike lanes on Maine Street and Pleasant Street as standalone options for Maine Street Improvement.

BBPAC and other cycling interests felt Brunswick's Downtown Master Plan was a balanced 'complete streets' process until the advent of January 2013, A-Plan.

At that point, the emphasis returned to motorized vehicle movement and parking issues.

The January 2013, A-Plan, presented to us for consideration showed a bike lane in the area directly behind the diagonally parked automobiles. An area commonly referred to by cyclists as 'the death zone'.

The A Plan is clearly a big step backward from the vision of the Downtown Master Plan.

Obviously, parking issues, traffic movement, overall safety and the reality of budgetary restrictions must be considered and will always temper our visions of what Maine Street could be.

BBPAC recommends that the Master Plan Implementation Committee in considering the merits of the A Plan, include the following bicycle friendly amendments:

1. Maine Street from the Androscoggin to Bowdoin College be designated a "Sharrow";
2. That a bicycle safety zone be established within the downtown area created by and including Mason Street, Mill Street, Union Street, Noble Street, Cleveland Street and Federal Street, and all streets within that area be designated Sharrows;
3. That improvements undertaken on Maine Street and Pleasant Street support and do not preclude the eventual implementation of bike lanes such as those recommended in Opportunity 4.

The Brunswick Bicycle and Pedestrian Improvement Plan, dated 2005, states as a significant long term goal "that a middle school aged child can walk or bicycle safely anywhere in Town".

BBPAC feels that although "Sharrows" are a significant improvement in bicycle safety, they do not rise to the level of meeting that goal. Only dedicated bike lanes, education of the cyclists and motorists and enforcement of our traffic safety laws will bring us to that level of safety.

BBPAC looks forward to working with MPIC in creating a downtown that is friendly and safe for all our pedestrians and bicyclists.

Respectfully Submitted,

Will Willkoff, Co-Chair, BBPAC

Rich Cromwell, Co-Chair, BBPAC