



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

Margo Knight, Chair
Citizen-at-Large

John Perreault, Vice Chair
Councilor – District 4

Jane Millett
Councilor – District 6

Paul Dostie
Resident - Downtown

Anne “Vicky” Marr
Creative Economy/Non-profit

Jacqueline Ellis
Citizen at Large

Debora King
BDA Member

Toby Tarpinian
Business Owner - Downtown

Kathy Wilson
Resident – Pleasant Street

Vacant
Business Owner – Pleasant Street

MEETING AGENDA
WEDNESDAY, MAY 14, 2014
5:30 PM

2ND FLOOR CONFERENCE ROOM, #206
85 UNION STREET

- 1. Introductions/Public Comment**
- 2. Acceptance of 3/27/14 Meeting Summary**
- 3. Presentation on Downtown Crosswalks – John Foster**
- 4. Proposed Pleasant Street Crosswalk Discussion**
- 5. Review/Acceptance of 2014 Priorities – assign to subcommittees**
- 6. Presentations/Project Updates**
 - a. Town Zoning Ordinance Rewrite Update**
 - b. Complete Streets Workshop w/BBPAC**
 - c. Council Sidewalk Committee Update**
 - d. Other Projects**
- 7. Subcommittee Reorganization/Assignments - Margo**
 - a. Visual Quality**
 - b. Ped/Vehicular**
 - c. Neighborhoods**
 - d. Finance/Marketing**
- 8. Next Meeting To Dos/Agenda**
 - a. May meeting date TBD**



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MEETING SUMMARY
THURSDAY, MARCH 27, 2014

- 1. Introductions/Public Comment** – No public comment received.
- 2. 2/27/14 Meeting Summary** – Accepted.
- 3. Maine Street Parking Enforcement Update** – Update provided by Captain Mark Waltz, report attached.
- 4. Route 24 Rerouting/Creation of Business Route 24 Public Meeting Update** – Committee by majority vote endorsed the change and recommended same to Town Council.
- 5. 2013 Accomplishments/2014 Committee Priorities** – Additional discussion on priorities with members present. Anna to compile and update updated matrix for May meeting.
- 6. Presentations/Project Updates**
 - a. Zoning Ordinance Rewrite** – Anna provided brief update on rewrite status.
 - b. Bike/Pedestrian Activities Update.** Bicycle and Pedestrian Advisory Committee Co-Chair Rich Cromwell reported on work of the Committee including the preparation of an application for designating Brunswick as a “Walk-Friendly Community;” continued discussion with regard to holding a “Complete Streets” workshop in late May.
 - c. BDA provided updates on their current activities.**
- 7. Subcommittee Reports** – Visual Quality Subcommittee update provided by Deb King, attached email. Margo to contact all members regarding their interest in serving on specific subcommittees and request their reorganization.
- 8. Next Meeting/To Dos:**
 - a.** Anna to schedule crosswalk presentation by John Foster.
 - b.** Reschedule April meeting date.

Present: Margo Knight, Chair; Jane Millett; Paul Dostie; Kathy Wilson; Jaki Ellis; Deb King; Anna Breinich, Committee Staff
Attendees: Captain Mark Waltz, Rich Cromwell

Crosswalk Information for Master Plan Implementation Committee May 14, 2014

Review of Crosswalk Markings/Materials

***Prepared By: John Foster, Town Engineer
Brunswick Public Works Department***

Table of Contents

<i>Page</i>	<i>Description</i>
2	Part 1. Rules/regulations for crosswalk markings
3	Figure 3B-19. Examples of Crosswalk Markings from MUTCD
3	Part 2. Present Crosswalk Pavement Marking Program in Brunswick
5	Part 3. Discussion of Crosswalk Marking Materials Currently Available
7	Part 4. Options to Consider to Improve Crosswalks in Brunswick
7	Part 5. Actions to Improve Winter Visibility at Maine St Raised Crosswalks
8-12	Part 6. Photos Showing Examples of Crosswalk Markings/Materials in Brunswick
8	Maine Street Crosswalks at Bank/Lincoln Street & Gilman/Mason Sts.
9	Jordan Avenue Duratherm Crosswalk, 2006
10	Station Avenue Concrete Paver Crosswalk, 2009
11	Two-color crosswalk on Maine St, 1995, Crosswalk Use Message, Camden
12	College St granite crosswalk, 2013
13	Typical Crosswalk Pavement Marking Layout Detail
14	Maine St Raised Crosswalk Pavement Markings,
15	Location & Type Crosswalk Marking Map, Entire Town
16	City of Portland 5/15/2014 Memo on Different Costs of Pavement Markings

Part 1. Rules/regulations for crosswalk markings:

“The *Manual on Uniform Traffic Control Devices*, or **MUTCD** defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic. The MUTCD is published by the Federal Highway Administration (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F.

Section 3B.18 Crosswalk Markings

Support:

1. Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to and within signalized intersections, and on approaches to other intersections where traffic stops.
2. In conjunction with signs and other measures, crosswalk markings help to alert road users of a designated pedestrian crossing point across roadways at locations that are not controlled by traffic control signals or STOP or YIELD signs.
3. At non-intersection locations, crosswalk markings legally establish the crosswalk.

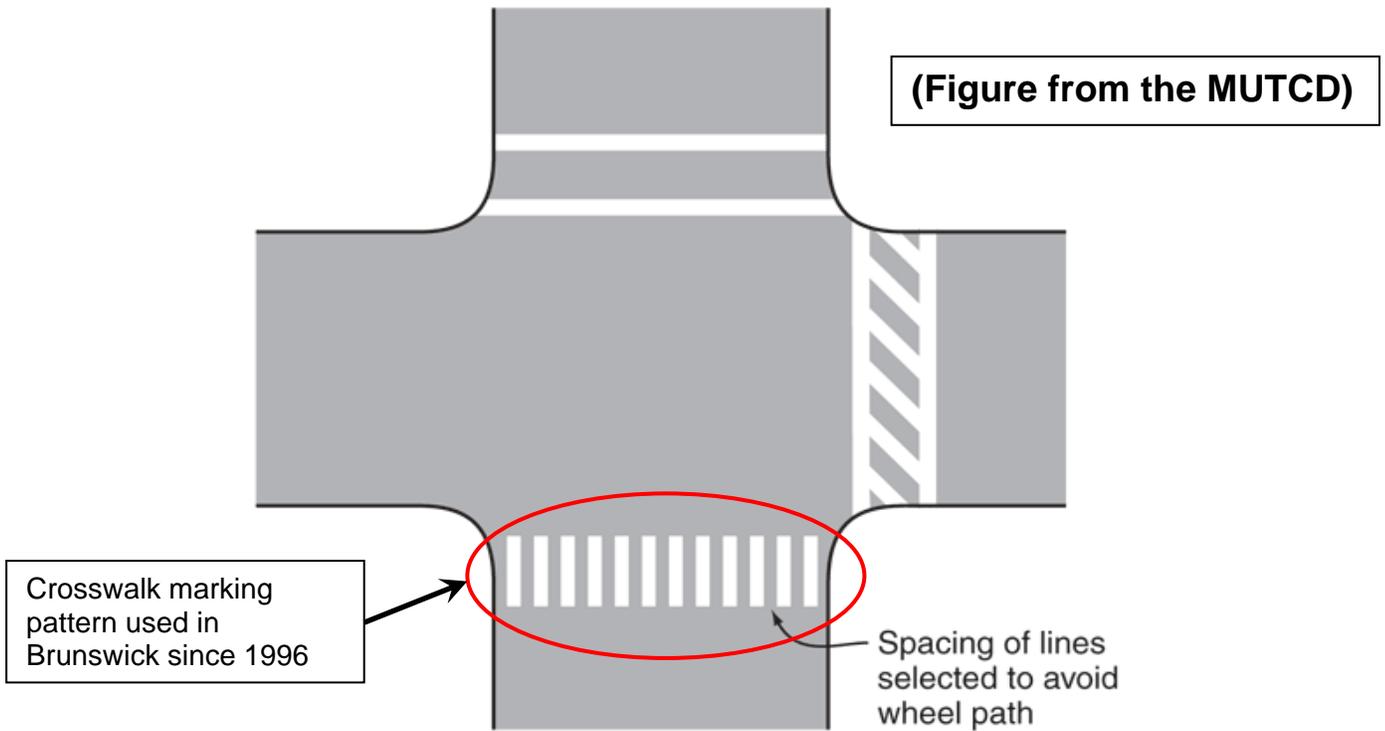
Standard:

4. **When crosswalk lines are used, they shall consist of solid white lines that mark the crosswalk. They shall not be less than 6 inches or greater than 24 inches in width.**

Guidance:

5. *If transverse lines are used to mark a crosswalk, the gap between the lines should not be less than 6 feet. If diagonal or longitudinal lines are used without transverse lines to mark a crosswalk, the crosswalk should be not less than 6 feet wide.*
6. *06 Crosswalk lines, if used on both sides of the crosswalk, should extend across the full width of pavement or to the edge of the intersecting crosswalk to discourage diagonal walking between crosswalks*
7. *Crosswalk lines should not be used indiscriminately. An engineering study should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign. The engineering study should consider the number of lanes, the presence of a median, the distance from adjacent signalized intersections, the pedestrian volumes and delays, the average daily traffic (ADT), the posted or statutory speed limit or 85th-percentile speed, the geometry of the location, the possible consolidation of multiple crossing points, the availability of street lighting, and other appropriate factors.”*

Figure 3B-19. Examples of Crosswalk Markings



Part 2 – Present Crosswalk Pavement Marking Program in Brunswick

1. In Brunswick we currently have 165 marked crosswalks and we mark the crosswalks per the MUTCD with a latex based traffic striping paint with glass spheres added when the paint is first applied and wet to provide retroreflectivity. The crosswalk lines generally last until we get snow and begin plowing and treating the roads. Then the pavement markings begin to rapidly wear off.



Public Works Crews Paint on-street and parking lot parking stalls, yellow safety zones, yellow curb and disabled parking space symbols.

2. All crosswalks in Brunswick are annually painted in the spring by our striping contractor. For the last several years that has been Lucas Striping out of Sydney, Maine.



Crew from Lucas Striping installs crosswalk markings on Station Avenue. A small form is used to outline the 18" wide by 8 foot long crosswalk line. The lines are spaced 18 inches apart and are always oriented to be parallel to the direction of vehicle travel

Estimated Striping Contract Cost - March 2014

Item	Quantity	Unit	Description	Unit Price Bid	Est. Total Cost
1	228,000	l.f.	4" Double Yellow Centerline w/ glass beads	\$ 0.080	\$ 18,240.00
2	41,500	l.f.	6" White Solid Lane or Skip Line w/ glass beads	\$ 0.050	\$ 2,075.00
3	169,200	l.f.	4" Solid White Edge Line w/ glass beads.	\$ 0.040	\$ 6,768.00
4	1,200	s.f.	Yellow or White Painted Islands w/ Hatch Marks	\$ 0.580	\$ 696.00
5	50	s.f.	White Pedestrian or Bicyclist Symbol (4'-6" x 3'-8"), for Bike Trail, 5 each at 10 s.f./symbol	\$ 0.580	\$ 29.00
6	24,404	s.f.	White Crosswalks, 140 ea @ 18" by 8' long longitudinal lines, 18' gap or; 15 ea @ 24" wide by 10 ft, 24" Gap,	\$ 0.580	\$ 14,154.32
7	1,840	s.f.	White Straight Arrow, 10 ft long, 69 each @ 13 s.f.	\$ 0.580	\$ 1,067.20
9	3,344	s.f.	White Turn Arrows (209 arrows, left or right @ 16 s.f.)	\$ 0.580	\$ 1,939.52
10	899	s.f.	Combo Arrows, (Straight/turn, 31 each @ 29 s.f.)	\$ 0.580	\$ 521.42
11	1,188	s.f.	Legend "ONLY" (white, 8 ft letters, 54 each @ 22 s.f.)	\$ 0.580	\$ 689.04
12	286	s.f.	Legend "STOP" (white, 8 ft letters 12 each @ 22 s.f.)	\$ 0.580	\$ 165.88
13	185	s.f.	Legend "STOP AHD" (white, 8 ft ltrs 4 each @ 37s.f.)	\$ 0.580	\$ 107.30
14	125	s.f.	Legend "YIELD" (white, 8 ft letters, 5 each @ 25 s.f.)	\$ 0.580	\$ 72.50
15	4,110	s.f.	White Stop Bars (12" or 24" wide, approx. 91 locations)	\$ 0.580	\$ 2,383.80
16	66	s.f.	Yield Triangle Line, 3 ea @ 22 s.f.	\$ 0.580	\$ 38.28
17	216	s.f.	Traffic Calming Triangles, 18 ea @ 12 s.f., Sta/Maine Sts	\$ 0.580	\$ 125.28
18	14	ea.	RR Crossing Warning, White, per MaineDOT layout	\$ 100.000	\$ 1,400.00
Estimated Total Cost:					\$ 50,472.54

Part 3 – Discussion of Crosswalk Marking Materials Currently Available

1. History of Alternate Crosswalk Marking Materials Used in Brunswick. Over prior years we did try out a number of alternate materials for pavement marking to improve crosswalk marking visibility:
 - a. In 1995 we painted around the white crosswalk bars on Maine Street with green paint (see picture in next section).
 - b. In 1996 we had Pine State Safety Lines install thermoplastic crosswalk markings on Maine Street. Thermoplastic markings require special equipment to heat the material up above 400° F. Thermoplastic material is noticeably thicker on the pavement surface and in the winter of 1996-1997 our plows scraped up a lot of the crosswalk markings so we decided not to pursue this type material. Thermoplastic generally costs 5 times more than painting.
 - c. In 2000 we had Pine State Safety Lines install preformed 3M Pavement Marking Tape on Maine Street between Pleasant St and Gilman St right after we paved this section of Maine Street. Again the tape was applied to the surface and it has an adhesive backing and we were able to get it installed within a week of when the road was paved so the pavement was still somewhat flexible (ideal installation time is when the pavement is being placed and the pavement is still very warm and the roller is on site so it can roll over the tape surface and effectively inlay the tape). We paid Pine State Safety Lines \$9,000 for this work where we would have paid \$360 in 2000 for painting the same four crosswalks. Although the plows and studded tires did scrape the tape off eventually the markings did last a couple of years. We did find the plows soon scraped off the glass bead layer so the taped lines lost all retroreflectivity in the first winter. Due to the cost and short life span we have not pursued much further use of this material. We have used the tape for traffic arrows and lane lines in subsequent years when a street is being paved.
 - d. In 2006 MaineDOT upgraded the railroad crossing at Maine Street and installed center islands there to avoid overhanging signage structures. The center islands required shifting the two south bound travel lanes over to near the curb and we asked for lane pavement markings that would be visible thru the winter as the lane shift was a new traffic movement. The state authorized and installed grooved recessed pavement markings for the south bound lanes. The cost was \$7.00/l.f. and the pavement was milled first to shave approximately one-quarter inch of asphalt for the 4 inch lane line and then the pavement marking was installed (the state used polyurea paint which is like an epoxy, two part coating that dries quickly, lasts longer than latex paint but requires special equipment to apply). The lines did last well thru the winter but the recessed groove did disappear in about 2 years for the lane line as traffic kneaded the pavement in warm weather and smoothed out the recessed area.
2. Investigation of What Other Maine Communities are Doing for Pavement Markings. I recently posted a question on the Maine Chapter of American Public Works Association email list and did hear back from several Maine communities who are struggling with this same issue. Two good comments were:
 - a. Dana Wardwell, Public Works Director, City of Bangor commented: “Bangor has tried many different materials and as yet have found nothing that will stand up to traffic especially turning traffic. We have had the best luck with Hot Tape from Flint trading Co. and still use some at locations on new pavement with limit turning traffic.”
 - b. Mike Bobinsky, Director of Public Services, City of Portland sent a report he will be submitting to the Finance Committee for the 2015 budget they are developing. Katherine Earley, City Engineer for City of Portland commented: “*we are in the midst of a similar exercise here in*

Portland; last year we contracted with 3M to provide our pavement markings but have been (so far) unable to acquire the funding necessary to make the leap to high-performance materials. At this time we're generally using water-base paint though we hope to install more inlaid tape with specific projects such as the repaving of Franklin Street.”

3. Other Options Brunswick Has Pursued for Improving Crosswalk Visibility. In 2005 we installed with our crews and the help of the distributor in-pavement crosswalk warning lights that are activated by a push button on each side of the street. In 2005 the installation cost was approximately \$15,000 per intersection. The lights looked great when first installed but we had a lot of problems with them over the years. We had trouble with the LED light lens breaking and underground wiring failing and after several years of costly repairs and the lights often not working for months at a time we switched to crosswalk warning signs on each side of the road with 4” diameter LED strobe lights. We have had good performance from the lighted signs and they have worked well over the years. We now have 9 of these flashing crosswalk lights presently and 4 more to install when MaineDOT is able to fund a grant award we have been given as a Safe Route to School application



In-Pavement Crosswalk Lights on Bath Road in 2007



LED Crosswalk Flashing Strobe Lights
Mill Street at Cushing Street



4” LED Flashing Light in Sign
Maine Street at Longfellow Ave

Part 4 – Options to Consider to Improve Crosswalks in Brunswick

1. At this time, given the cost for alternate materials, the relatively short lifespan we have seen for these materials due to our winter climate and given the current budget constraints we are not planning to pursue any funding of different high visibility/longer life pavement markings for crosswalks. However, to improve crosswalk visibility at specific locations we can and do consider the following:
 - a. Consider adding crosswalk warning signs if no signs are present. If signs are present make sure they are not obscured by vegetation and in good condition. We also will replace older signage with new fluorescent yellow signage
 - b. Evaluate pedestrian visibility at the crosswalk and, if necessary post no-parking signs to make sure vehicles don't park any closer than 20 feet from the crosswalk.
 - c. Consider placing warning signs on a flexible post with rubber base in the road centerline to emphasize to motorists this is a crosswalk area and they must yield to pedestrians in the crosswalk. Please note we can't place these signs at some crosswalks as they interfere with vehicles turning onto or off from the side street.
 - d. Consider adding crosswalk flashing warning signs that are button activated if conditions warrant (moderate to heavy pedestrian usage, particularly after sunset).
 - e. At problem crosswalks where vehicles are not typically yielding to pedestrians and/or are travelling above the speed limit, particularly for multi-lane streets, we should also look to have a periodic police presence there to enforce the state law and ticket those who do not yield.
 - f. Another option would be to consider physical changes to the street to improve crosswalk safety, Such options might be: curb extensions so pedestrians have better visibility to see and be seen by motorists; center refuge island to slow traffic and give pedestrians the option of crossing half way at a time; installing a speed bump/raised crosswalk to slow traffic, etc.



Part 5 – Actions to Improve Winter Visibility at Maine St Raised Crosswalks

1. The Maine Street two raised crosswalks lost all pavement markings and had no visible markings during the winter months (see two photos below). This condition left motorists with no visible pavement marking warning of them of the grade change and pedestrians were unsure where to cross since the crosswalk was just relocated at the Bank St to Lincoln St crossing.



2. We are currently pursuing a quote to install inlaid pavement marking tape (tier I material 5 yr warranty) like Portland has done at the Warren and Riverside St intersection. According to Mike Bobinsky: "The material really has held up very well..." after one full year with in place. I have been in touch with the 3M sales rep and with L & D Safety Markings Corp. to give us a quote for our application. The existing painted lines would be milled first and then the tape applied so that it is recessed and not so susceptible to plow damage/wear. We should be able to fund the inlaid pavement tape option this year with funds currently available in the CIP project.



Part 6 - Examples of Crosswalk Materials and Markings in Brunswick

1. Maine Street Raised Crosswalk at Bank/Lincoln Street:



2. Maine Street at Mason/Gilman Sts, Concrete Pavers w/Cobble Stone Border, Installed in 1985:



3. Jordan Avenue, Duratherm Pavement Marking Installed in 2006 (\$2,200 / crosswalk):



4. Installation of Duratherm™ Pavement Marking:



FMI on this product visit: www.ennisflint.com/Products/TrafficScapes/DuraTherm

5. Station Avenue, Raised Table Area with Concrete Paver Crosswalks at Each End. Installed in 2006:



6. Construction Photos of Concrete Paver Crosswalk Installation



FMI on the heavy duty L-shaped paver used in the crosswalk area visit:

<http://www.unilock.com/products/industrial-pavements/optiloc/>

7. In 1995 a green background color was added to try to make the crosswalks more noticeable. We did not continue this type of marking because the full painted walking surface was slippery for pedestrians when it got wet.



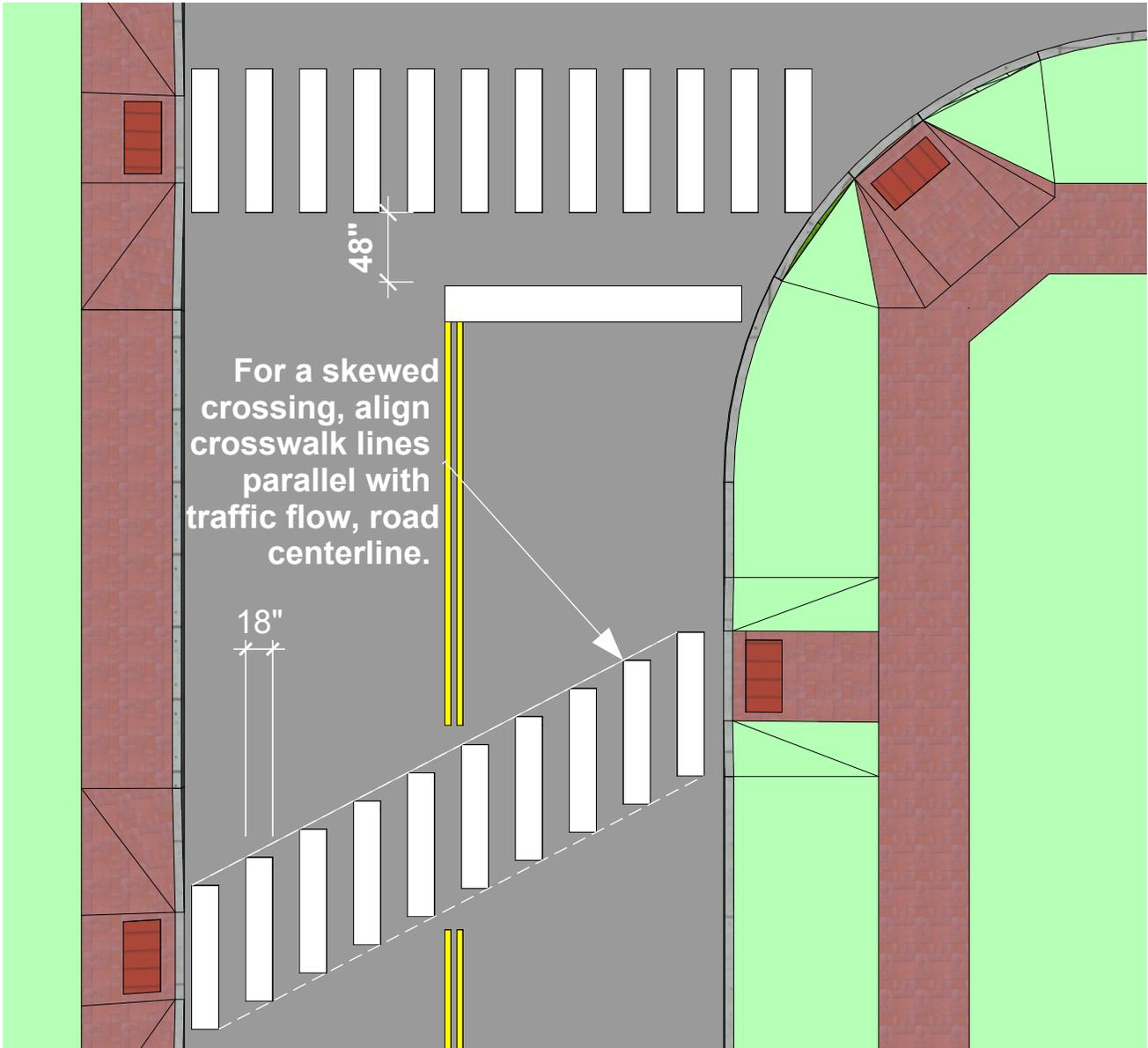
8. Stamped Crosswalk with Use Instructions in Camden:



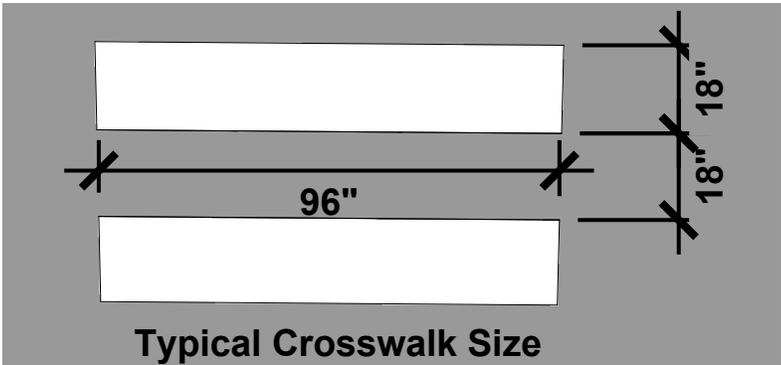
Crosswalk Marking Shown Here is Stamped & Coated Pavement (not actual pavers)

9. Five granite crosswalks were installed in 2013 on College Street. The crosswalk foundation construction was similar to what was done on Station Avenue. Cost for the crosswalk construction as shown (10' x 24'), not including the granite ramps was \$16,000 and if you add in the irregular surface granite ramps on each side to form the raised crosswalk area or speed bump, (see second picture below) that would add about \$9,000 to the total crosswalk cost.



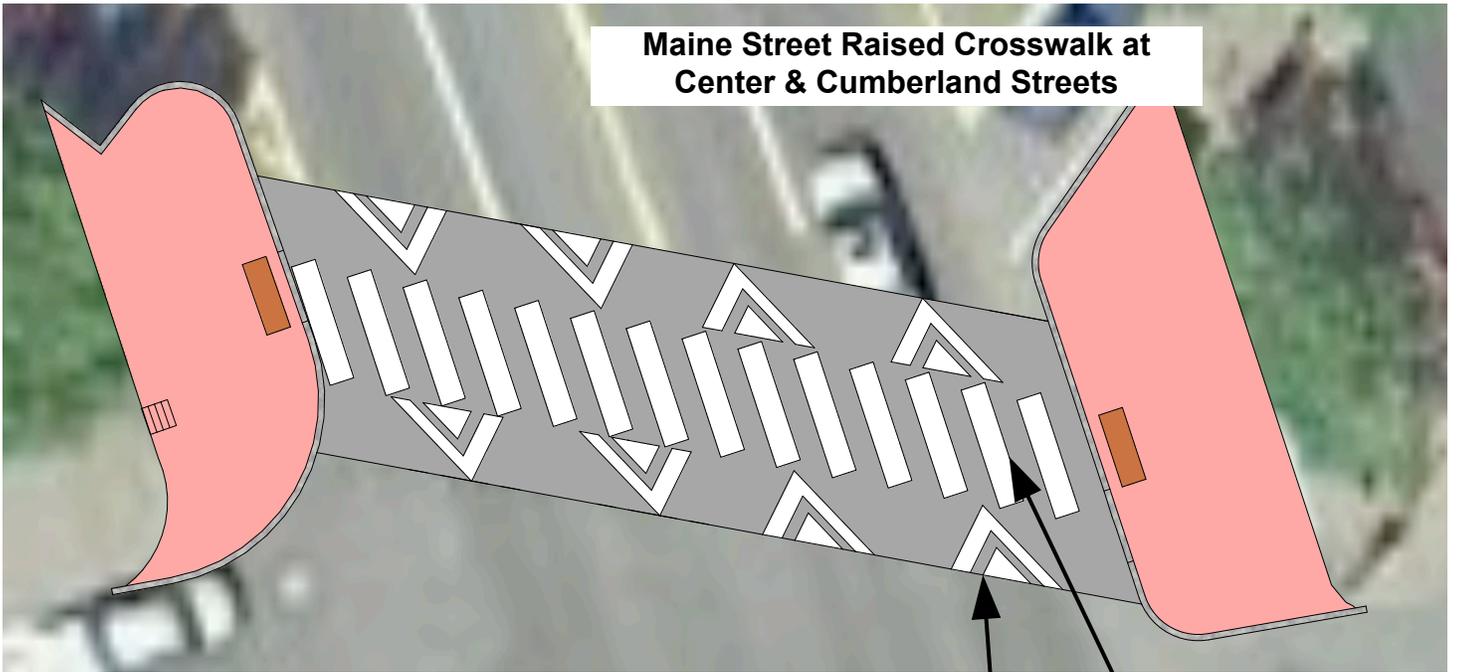


**Site Plan
Typical Layout**



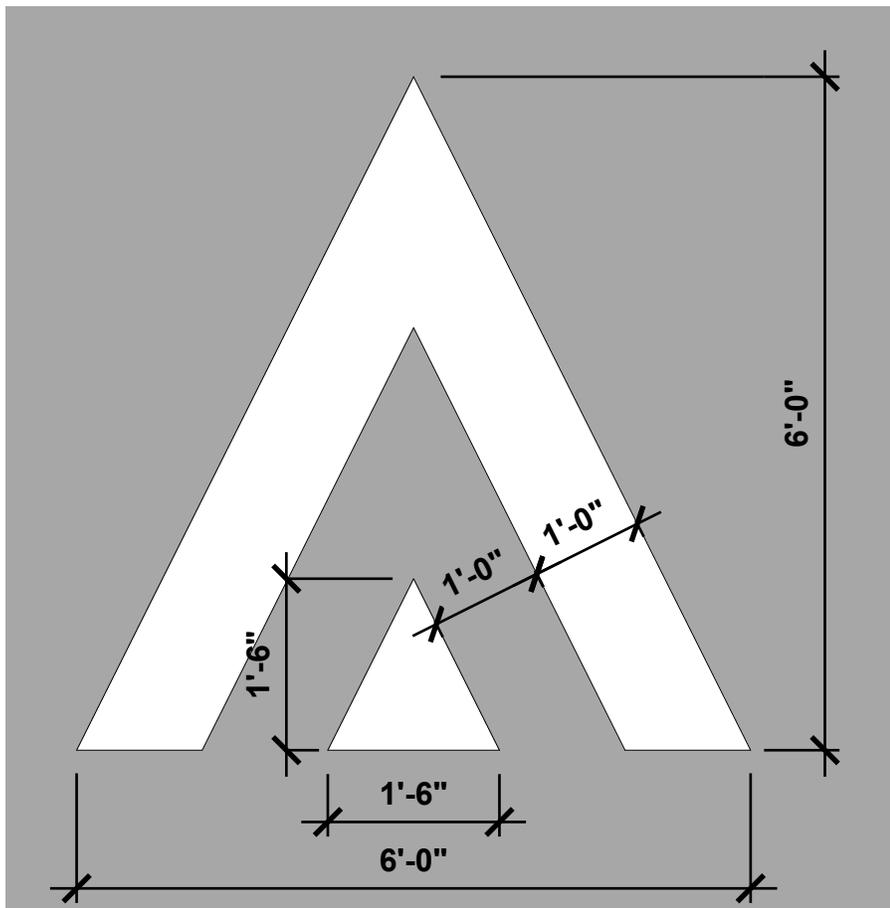
Town of Brunswick Typical Crosswalk Layout Detail

**Maine Street Raised Crosswalk at
Center & Cumberland Streets**



**Crosswalk bars,
24" wide by 10 foot
long with 24" gap
between each bar.
Keep bar parallel
with path of travel.**

**Locate Speed Bump
Symbols on Approach
and Exit Side for Each
Lane**



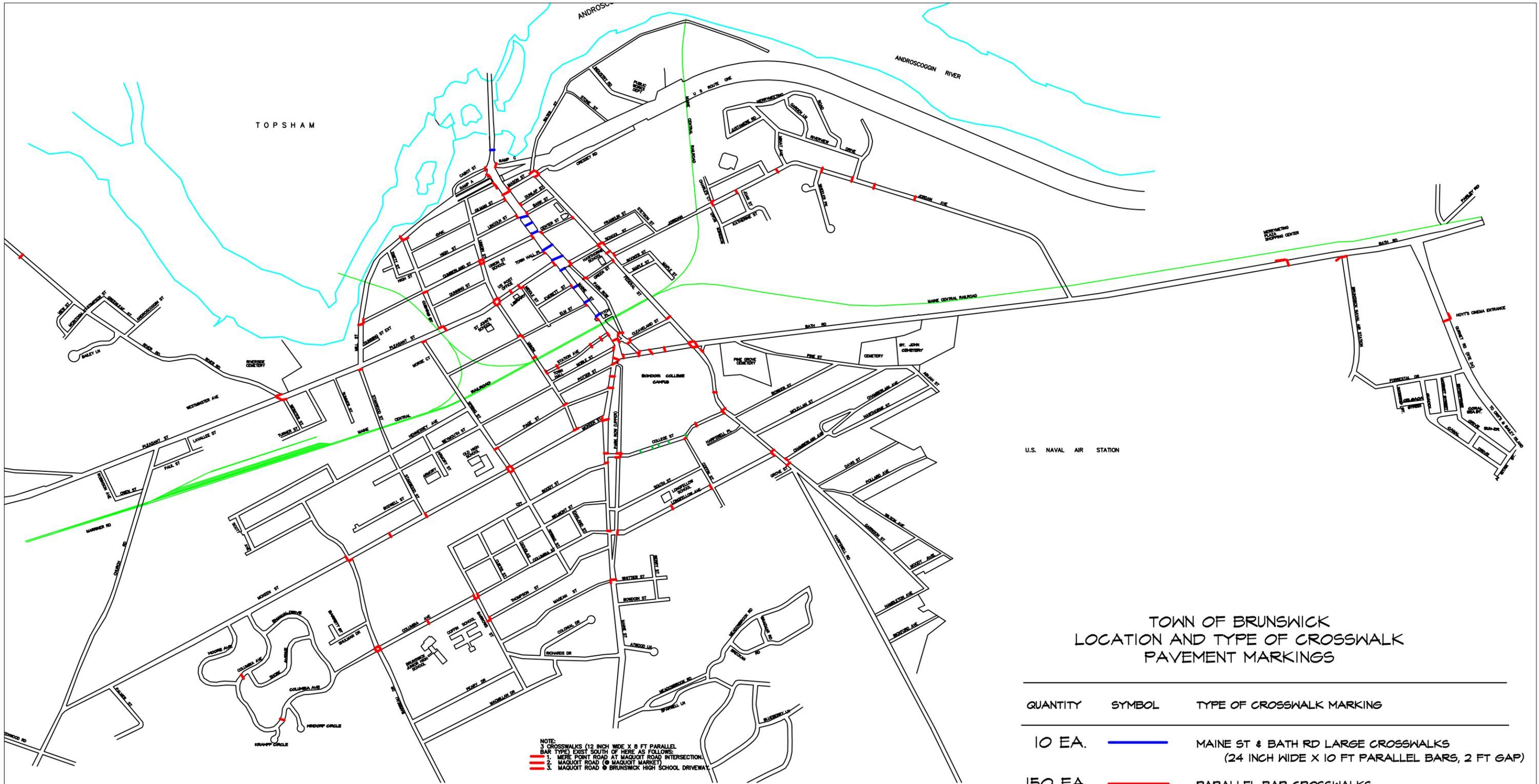
Speed Bump Symbol - 12 sq. ft.



**Dimensions of
Speed Bump Markings**



**Maine Street Raised Crosswalks
Pavement Markings**



TOPSHAM

ANDROSCOGGIN RIVER

ANDROSCOGGIN RIVER

U.S. NAVAL AIR STATION

TOWN OF BRUNSWICK
LOCATION AND TYPE OF CROSSWALK
PAVEMENT MARKINGS

QUANTITY	SYMBOL	TYPE OF CROSSWALK MARKING
10 EA.		MAINE ST & BATH RD LARGE CROSSWALKS (24 INCH WIDE X 10 FT PARALLEL BARS, 2 FT GAP)
150 EA.		PARALLEL BAR CROSSWALKS (18 INCH WIDE X 8 FT LONG, 18 INCH GAP)
5 EA.		6 INCH WIDE BORDER LINES FOR CROSSWALK

NOTE:
3 CROSSWALKS (12 INCH WIDE X 8 FT PARALLEL BAR TYPE) EXIST SOUTH OF HERE AS FOLLOWS:
1. MERE POINT ROAD AT MAQUOIT ROAD INTERSECTION.
2. MAQUOIT ROAD @ MAQUOIT MARKET.
3. MAQUOIT ROAD @ BRUNSWICK HIGH SCHOOL DRIVEWAY.

BRUNSWICK PUBLIC WORKS
4 INDUSTRY RD
BRUNSWICK, MAINE 04011
207.725.6654
BY: JOHN FOSTER, PW DIR (jfooster@brunswickme.org)
DATE: APRIL 18, 2008, UPDATED 5/8/2014



Michael J. Bobinsky
Director of Public Services

To: Finance Committee Members
From: Michael Bobinsky, Director of Public Services
Date: May 15, 2014
Subject: Background on the Different Costs of Pavement Marking Treatments

The Finance Committee asked about the various paving marking treatments for use and the following provides a description of the various options we have considered. Specifically, three (3) material choices were estimated for the purpose of our FY15 budget request, they are categorized as Tier I-III. Cost is a main factor in considering use of the Tier I or Tier II materials; the Department is using these higher quality material treatments on specific MaineDOT paving projects where funding allows, and has proposed two specific pilot locations in the FY15 Transportation budget request. The FY15 budget request pilot locations are on Skyway Drive and portions of Congress Street in the downtown area. Examples of MaineDOT project locations where high quality material is proposed include Franklin Street and in 2012 they were applied at the intersection of Warren Avenue and Riverside Street. The Department will continue to consider the use of higher quality material on selected projects where new paving is being applied and there are funds available.

Pavement Marking Treatment Options:

Tier I -Inlaid marking tape: Warranted for 5 years (Cost ex. - longline = \$2.60 per linear foot)

Tier II -Polyurea striping: Warranted for 2 years (Cost ex. - longline = \$0.70 per linear foot)

Tier III -Standard water-based paint: No Warranty - performance may last up to six months (Cost ex. - longline = \$0.15 per linear foot)

The Department formerly used oil -based paint which tended to have a longer wear life, but it is currently not used due to environmental requirements. Workplace regulations now require respirators for significant work, and cleaning materials as well as leftover paint are considered hazardous substances that require additional cost for proper disposal. Our current pavement markings vendor, 3M, and other providers of reflective materials are working to respond to these new regulations, municipal needs and budgets. We anticipate costs coming down in the future as greater use and application of these higher quality paints are used by more transportation agencies and municipalities.

From: director@brunswickdowntown.org [<mailto:director@brunswickdowntown.org>]

Sent: Tuesday, April 15, 2014 1:24 PM

To: Anna Breinich; Claudia Ed; Connie Lundquist; Jane crichton; Jeff; Peter Baecher; Scott Hood; Susan Weems; Toby Tarpinian; Jane F. Millett

Subject: MPIC Visual Quality Meeting Notes

Notes from Visual Quality Meeting held on Monday, April 14th.

Present: Claudia Knox, Peter Baecher, Jane Crichton, Debora King

1. Summer banner program - MSMT, Bowdoin Museum of Art, Bowdoin International Music Festival and BDA (Outdoor Arts Festival, Music on the Mall) have summer banners to be installed by Landcrafters along Maine Street, the first week of May. American flags will be installed prior to Memorial Day and taken down after July 4th.
2. Linkage to Fort Andross - info pending
3. Improving visual connection between Pleasant and Maine Streets - discussion on plantings on both sides of Pleasant St at Stanwood - in front of Coldwell Banker and the Police Station to act as a welcome gateway heading into downtown Brunswick. Jane to discuss with VIA on undertaking this project. Agreed signage is acceptable in the area
4. Walking map of Brunswick - The BDA downtown map will incorporate walking routes and historic sites onto the new map - scheduled to go to print in by end of May
5. The BDA is funding a part-time person to work on keeping the sidewalks free of litter/weeds in the downtown area. Peter Baecher has found someone for the position.
6. Jane showed the group the selection of flowers chosen for median planting - approx. \$10,000. The VIA will again sponsor a Window Box competition
7. Downtown Facade Improvement Grants will be awarded at the May 1st Speaking Event at Fort Andross. 15 applications were received.
8. Discussion on making the sidewalk "bump-outs" into gathering spaces - will monitor this season. Discussed additional benches.
9. Placement of BDA "Main Street Community" signs - perhaps next to Pleasant Street Dental or Atlantic Regional Federal Credit Union on Pleasant Street.
10. Need to have parking spaces marked on the side streets that come off of Maine Street to encourage parking in these areas.
11. Next meeting May 12th.

Debora King
Executive Director
Brunswick Downtown Association - Main Street Community
85 Maine Street / PO Box 15
Brunswick, ME 04011
207-729-4439

[Sign up](#) to receive the Brunswick Blast, the bi-weekly eNewsletter that provides details about events and activities happening in Downtown Brunswick.

'Like' the BDA on  [Facebook](#)

Master Plan Implementation Committee/Visual Quality Sub-committee
Progress on Priorities
As of May 16, 2012

Short-term Priorities	Focus	Responsibility	Timeframe	Status
Banners	<ol style="list-style-type: none"> 1. Bowdoin College 2. MSM Maritime Tourism 3. BDA Arts Festival 4. Standards development 5. Hardware solution 	<ol style="list-style-type: none"> 1. Megan Morouse 2. MSM/BDA 3. BDA/Claudia 4. BDA Design & BPA 5. BDA/Claudia 		
Linkage to Ft Andross	<ol style="list-style-type: none"> 1. Planters 2. Banners 3. Improve signage for pedestrians, bicyclists, cars 	<ol style="list-style-type: none"> 1. Waterfront ME/BDA 2. Waterfront ME/BDA 3. TBD 		
Improve visual connection between Pleasant & Maine	<ol style="list-style-type: none"> 1. Banners along inner Pleasant 	<ol style="list-style-type: none"> 1. Liz 		
Simple signage improvements	<ol style="list-style-type: none"> 1. Stanwood & Pleasant 2. OPS Brunswick signs 3. Cumberland Farms & Rt. One 4. Maine & Pleasant 5. Museum signage (e.g., Single structures with multiple signs) 6. Brown MDOT attraction signs 7. Visitor Center/ train 			

Short-term Priorities	Focus	Responsibility	Timeframe	Status
Walking tours of Brunswick	<ol style="list-style-type: none"> 1. Collect examples of what is available today 2. Provide recommendations for next steps 	<ol style="list-style-type: none"> 1. Liz 2. Liz 		
Downtown Appearance/ Maintenance	<ol style="list-style-type: none"> 1. BDA Clean Sweep 2. Downtown businesses/ property owners maintenance 3. Medium strips/flowers 4. Storefront window boxes 	<ol style="list-style-type: none"> 1. BDA Design/ Claudia 2. BDA/ Stephanie 3. VIA 4. VIA 	<ol style="list-style-type: none"> 1. May 2. Ongoing 3. June 4. June 	1. Complete
Long-term Priorities	Focus	Responsibility	Timeframe	Status
Improve visual appearance of Outer Pleasant	<ol style="list-style-type: none"> 1. Identify opportunities 2. More trees & plantings program & grants to accomplish 3. How draw more people from OPS to Downtown 3. Signage at corner of new Police Station 	<ol style="list-style-type: none"> 1. Peter 		
Downtown façade improvements	<ol style="list-style-type: none"> 1. Downtown tour/ identification of opportunities 2. Identify and apply for grants/funding 3. Develop a façade improvement program 4. Strategy for façade improvement priorities 5. Collection of good/bad signage in Downtown 	<ol style="list-style-type: none"> 1. BDA Design/ Claudia 2. BDA Design/ Claudia 3. BDA Design/ Claudia 4. BDA Design/ Claudia 5. All Committee members 	<ol style="list-style-type: none"> 1. May 2. TBD 3. TBD 4. TBD 5. In progress 	1. Completed
Comprehensive signage changes				
Identify what works and doesn't work visually in Downtown Brunswick	<ol style="list-style-type: none"> 1. All to take photos 			