



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

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. Sitelines 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, Sitelines, 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