



MINUTES

MEETING: Complete Streets Committee (CSC)
DATE: February 4, 2020
TIME/PLACE: 7:30 AM - 9:15 AM, Town Council Chambers
PRESENT: Chair Doug Leland, Councilor Doug Reighley, Police Chief Susan Nourse, Sally Walsh, GERALYN Campanelli, Chester Goggins, Andy Seymour
ABSENT: Greg Michaud, Vacant Seat
GUESTS: Naomi Beal, South Freeport Road; Frank Dougherty, Devine Capital

TOPIC	DISCUSSION	ACTION
I. Minutes	Motion to accept the January 7, 2020 minutes as written by Councilor Reighley, seconded by Sally Walsh, abstained by GERALYN Campanelli. Motion carried unanimously 6 in favor, none opposed.	Accepted, 6-0.
II. Devine Capital Sidewalk recommendation (Dougherty)	<p>Ms. Campanelli recused herself as she is a member and Chair of the Project Review Board. Mr. Bliss introduced the project and the applicant's agent, Frank Dougherty. The project proposed a 5-foot wide paved sidewalk within the right-of-way adjacent to the Devine Capital front property lines. The desired outcome is a recommendation from the CSC to Town Council since the sidewalk is within the Town's right-of-way (ROW). The sidewalk is not required within the ROW per current Zoning and Subdivision Ordinances. A 5-foot path connecting adjacent parcels is required per the Ordinances. The applicant proposes to construct the sidewalk in the ROW as a public benefit to the Town and the Beacon residents.</p> <p>Desert Road is a local road with a ROW understood to be 66-foot-wide and about 20 feet of width between the roadway edge and ROW. The Town has expressed interest in connecting into the proposed sidewalk once the Exit 22 Bridge reconstruction work is completed. Devine Capital will maintain the sidewalk until the Town completes their portion. The sidewalk was peer reviewed and accepted as ADA compliant.</p> <p>Discussion primarily centered around opportunity to construct a 10-foot-wide multi-use path versus the proposed 5-foot-wide sidewalk. One important issue is the proposal is voluntary and not required by Ordinances. Other issues include removal of trees, utilities relocation, and lack of a Comprehensive Plan that supports a path constructed down Desert Road as opposed to Hunter Road and the Town's athletic fields.</p> <p>The timeline for the apartment development is approximately 18 months once permits are in place. Bridge construction is about three years out. The projects should sync up assuming local funding is approved for Town sidewalk connections from Shaw's to the</p>	Recommended: 3 in favor, 2 opposed, 1 abstained.



	<p>bridge and to the apartment development.</p> <p>The applicant did not have an appetite for constructing a multi-use path whether partially or completely paved (i.e. a 5-foot asphalt sidewalk with adjoining 5-foot gravel path). Mr. Bliss does not believe a five-foot wide asphalt sidewalk would need to be removed should a 10-foot-wide MUP be constructed at a later date. The biggest constraints are utilities relocation and mature tree and vegetation removal.</p> <p>Chief Nourse motioned to recommend the 5-foot-wide sidewalk within the Town ROW and Councilor Reighley seconded. Mr. Leland made a friendly amendment to make aware to Council that the Committee discussed what the sidewalk width and material should be, and their recommendation doesn't necessarily reflect Complete Street design. Mr. Dougherty stated he would inquire whether a monetary donation could be made to the Town for future sidewalk construction in lieu of constructing it as part of the development.</p> <p>Motion carried three in favor, two opposed, one abstained, one recused.</p>	
<p>III. Compete Streets Policy Review (Leland)</p>	<p>The CSC reviewed the next draft of the policy dated January 10, 2020 and distributed by Mr. Leland. Today's discussion focused on the policy content rather than the organizational layout. The proposed changes are outlined below.</p> <p><u>Authorization</u> Cite Chapter 2 of Administrative Code (Reighley)</p> <p><u>Vision Statement</u></p> <ul style="list-style-type: none"> • Add definition of multi-purpose path (Nourse) • Evaluated the phrase "different modes of transportation" as it relates to ATVs, ebikes, and motorized scooters (all) • Removed "by whatever mode of travel each individual prefers or relies upon" (Nourse) <p><u>Purpose</u> No comments</p> <p><u>Definitions</u></p> <ul style="list-style-type: none"> • Remove redundant definitions for "Complete Street" in 4A and 5A. • Generalize "seniors, children, youth, and families" to residents and visitors of all 	<p><u>Action</u> Discussion with revisions to current draft.</p> <p><u>Follow-up</u> Revise current draft and discuss at next meeting</p>



	<p>ages and abilities.</p> <ul style="list-style-type: none"> • Question: what is the expectation for process when road paving projects come up. There are significant funding differences between paving overlay projects versus road reconstruction projects. <p><u>Policy Statement, Safety</u> Revise “circles” to read “methods” and revise “bulb outs” to read “curb extensions”.</p>	
<p>IV. Project / CSC Updates (Bliss)</p>	<ol style="list-style-type: none"> 1. Jamel Torres has been recommended by the Appointments Committee as our new CSC member. His appointment should become official at tonight’s Council meeting. 2. Maps are still in production. 3. The Exit 17/20/22 Bridge projects are in a holding pattern until Maine DOT schedules the Public Meeting. These 4 bridges will be bid together in late summer 2021. The Cousin’s River Bridge will be advertised for bid in late winter 2021. We are waiting for Maine DOT to schedule our next Bridge Committee meeting and to release the Preliminary Design Report for the CRB project. 4. Town Council requested our comments for the placement and type of two street trees within the Lower Main Street ROW. Mr. Bliss has not received any comments from the CSC to date. The purpose of the Street Trees is to create a welcoming entrance into Town. A planning and stakeholder meeting process should be implemented to better inform where the trees should be installed. It is unclear whether they should be installed in the median or outside of the pavement limits. Committee members felt there should be a design charrette. The CSC feels traffic calming should be considered in managing vehicle speeds along Main Street. 5. Deferred Casco Bay Trail Alliance ad hoc committee update until next meeting. 	<p>Information only.</p>
<p>V. Adjournment</p>	<p>Chief Nourse motioned to adjourn; Councilor Reighley seconded; motion carried unanimously - 7 in favor, none opposed.</p>	<p>Accepted.</p>