

City of Biddeford
Policy Committee
December 14, 2022 5:00 PM Council Chamber and Zoom

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Status: In Person and Via Zoom

- 1. Roll Call**
- 2. Pledge of Allegiance**
- 3. Adjustments to the Agenda**
- 4. Acceptance of Minutes**
- 5. Discussion/Review**
 - 5.1. 20221214 May Street Traffic Calming Review
[20221214 May Street Traffic Calming - MEMO](#)
[20221214 August 2021 Traffic Study](#)
[20221214 November 2021 Traffic Study](#)
[20221214 Concept A - One-Way Traffic Design](#)
[20221214 Concept B - Curb Bumpouts](#)
[20221214 Concept C - Speed Tables](#)
 - 5.2. Disability Parking Policy Review
[20221214 Accessible On-Street Parking- MEMO](#)
[20221214 Establish Disability Parking- title30-Asec3009](#)
[20221214 Disability Parking](#)
 - 5.3. MRS Title 12, §13201. LIMITS ON LOCAL REGULATION-Firearms
[20221214 MRS Title 12, §13201 LIMITS ON LOCAL REGULATION-Firearms](#)
- 6. Adjourn**



Policy Committee

Meeting Date: December 14th, 2022
Meeting Time: 5:00 PM

Agenda Item No: 5.1
Item Description: May Street Traffic Calming – Concept Review

Submitted by: Craig Chekan, PE (City Engineer)
Jeff Demers (Public Works Director)
Roger Beaupre (Chief of Police)

Supporting Information/Documentation:

1. Concept A – One-Way Traffic Design
2. Concept B – Curb Bumpouts
3. Concept C – Speed Tables
4. November 2021 Traffic Study
5. August 2021 Traffic Study

Executive Summary:

The Policy Committee held a special meeting in July to discuss May Street's traffic safety; since then, City Staff have been coordinating internally on developing some high-level traffic calming concepts.

The goal of this presentation is to provide an update to the Policy Committee on concept development; future stakeholder meetings, traffic consulting, and DOT coordination is likely needed.

Detailed Review:

An approximate timeline of this project is listed below:

- *November 8th, 2021*
 - o First round of traffic analysis; 11-day review period, 52k vehicles analyzed
- *August 4th, 2021*
 - o Second round of traffic analysis; 24-day review period; 73k vehicles analyzed
- *August 20th, 2021*
 - o Internal department meeting identifying project significance
- *July 12th, 2022*
 - o A Policy Committee Meeting was held in Council Chambers for public input
 - o Lots of valuable feedback received; two primary goals identified: '*Traffic Calming*' & '*Traffic Reduction*'
- *July 14th, 2022 – September 29th, 2022*
 - o Internal department concept development
- *October 18th, 2022*
 - o Field walk conducted with DOT/PACTS to discuss May Street's 'Collector Road' repaving in 2025
 - o DOT/PACTS leaning towards only repaving the road's travel lanes, leaving the shoulders/sidewalks as-is

Without performing any formal survey or traffic design, three high-level concepts were developed for review; a “Mix & Match” approach of these three concepts can be implemented.

- *Concept A – One-Way Traffic Design*
 - o Requiring all Alfred Street traffic (northbound/eastbound) to use Elm Street
 - o Primary Pros: provides 2 bike lanes, traffic calming the entire length, and reduces traffic counts. Low cost (mainly striping); no impacts to plowing/drainage
 - o Primary Cons: increases congestion on Elm Street, slight loss in parking counts
- *Concept B – Curb Bumpouts*
 - o Install curb bumpouts at all road intersections, three (3) flashing crosswalk locations, right-turn only restrictions at South Street & Alfred Street
 - o Primary Pros: traffic calming & pedestrian safety at every intersection, reduced congestion at South & Alfred Street intersections
 - o Primary Cons: high cost, impacts to plowing/drainage
- *Concept C – Speed Tables*
 - o Installing three (3) speed tables along May Street
 - o Primary Pros: low cost, proven success, no impact to current traffic operations and on-going City-wide traffic studies (Maine Turnpike Exit 32)
 - o Primary Cons: no traffic volume reduction, impacts to plowing/drainage

Funding Source:

Since this was an initial concept study, no cost estimates have been made.

Staff Recommendation:

1. Further stakeholder discussions are likely needed to determine what concept ideas seem favorable and realistic from a traffic & cost perspective (City Staff, residents, DOT, etc.)
2. Depending on the layout chosen, a private consultant/traffic engineer will likely be needed
3. Proposed design needs to be coordinated with other on-going traffic studies
 - a. Exit 32 MTA study, Route 1 Corridor study
4. Further coordination with DOT/PACTS on their 2025 paving plans

SPEED DATA ANALYSIS

Location



May Street 1
Latitude: 43.487545
Longitude: -70.471764

Analysis Time Period



Start	End
8/4/2021	8/28/2021
12:00 AM	12:00 AM

Peak Time of Violations



4:11 PM

Speed Limit



25

Average Speed



30

Fastest Speed



55



Vehicles Analyzed



73,271

Total Enforceable Violations



5,970

% Enforceable Violations



8%

Enforcement Rating

LOW

SPEED DATA ANALYSIS

Slowest Speed



7

Enforcement Tolerance



10

99th Percentile Speed



40

1st Percentile Speed



18

85th Percentile Speed



34

{0} {1} Pace Speed



30-39

SPEED DATA ANALYSIS

Location



May Street
Latitude: 43.487545
Longitude: -70.471764

Analysis Time Period



Start	End
11/8/2021 12:00 AM	11/19/2021 12:00 AM

Peak Time of Violations



11/9/2021
8:12 AM

Speed Limit



25

Average Speed



29

Fastest Speed



59



Vehicles Analyzed



52,209

Total Enforceable Violations



3,537

% Enforceable Violations



7%

Enforcement Rating

LOW

SPEED DATA ANALYSIS

Slowest Speed



8

Enforcement Tolerance



10

99th Percentile Speed



40

1st Percentile Speed



14

85th Percentile Speed



33

{0} {1} Pace Speed



20-29

Speed Enforcement Evaluator

Location

May Street

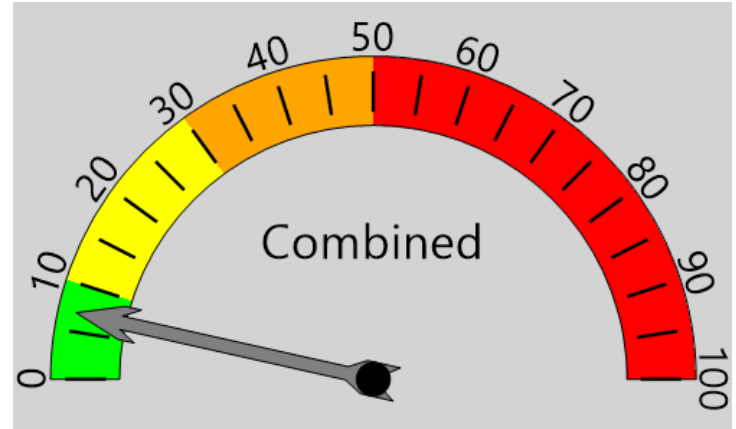
Total Percentage of Enforceable Violations

Analysis Dates

Start: 11/8/2021

End: 11/19/2021

Posted Speed Limit 25 MPH
Enforcement Tolerance 10 MPH
Enforcement Limit Greater than 35 MPH



Percent Speeding: 7%

Rating: Low



Percent Speeding: 6%

Rating: Low



Percent Speeding: 8%

Rating: Low

Vehicle Totals - Combined

<= 15	<= 20	<= 25	<= 30	<= 35	<= 40	<= 45	<= 50	<= 55	<= 60	<= 65	<= 70	> 70
626	916	3770	21549	20055	4691	536	51	12	3	0	0	0

Vehicle Totals - Northeast, 1

<= 15	<= 20	<= 25	<= 30	<= 35	<= 40	<= 45	<= 50	<= 55	<= 60	<= 65	<= 70	> 70
181	384	2163	10913	8445	1929	211	19	8	2	0	0	0

Vehicle Totals - Southwest, 2

<= 15	<= 20	<= 25	<= 30	<= 35	<= 40	<= 45	<= 50	<= 55	<= 60	<= 65	<= 70	> 70
445	532	1607	10636	11610	2762	325	32	4	1	0	0	0

Best Times for Speed Enforcement

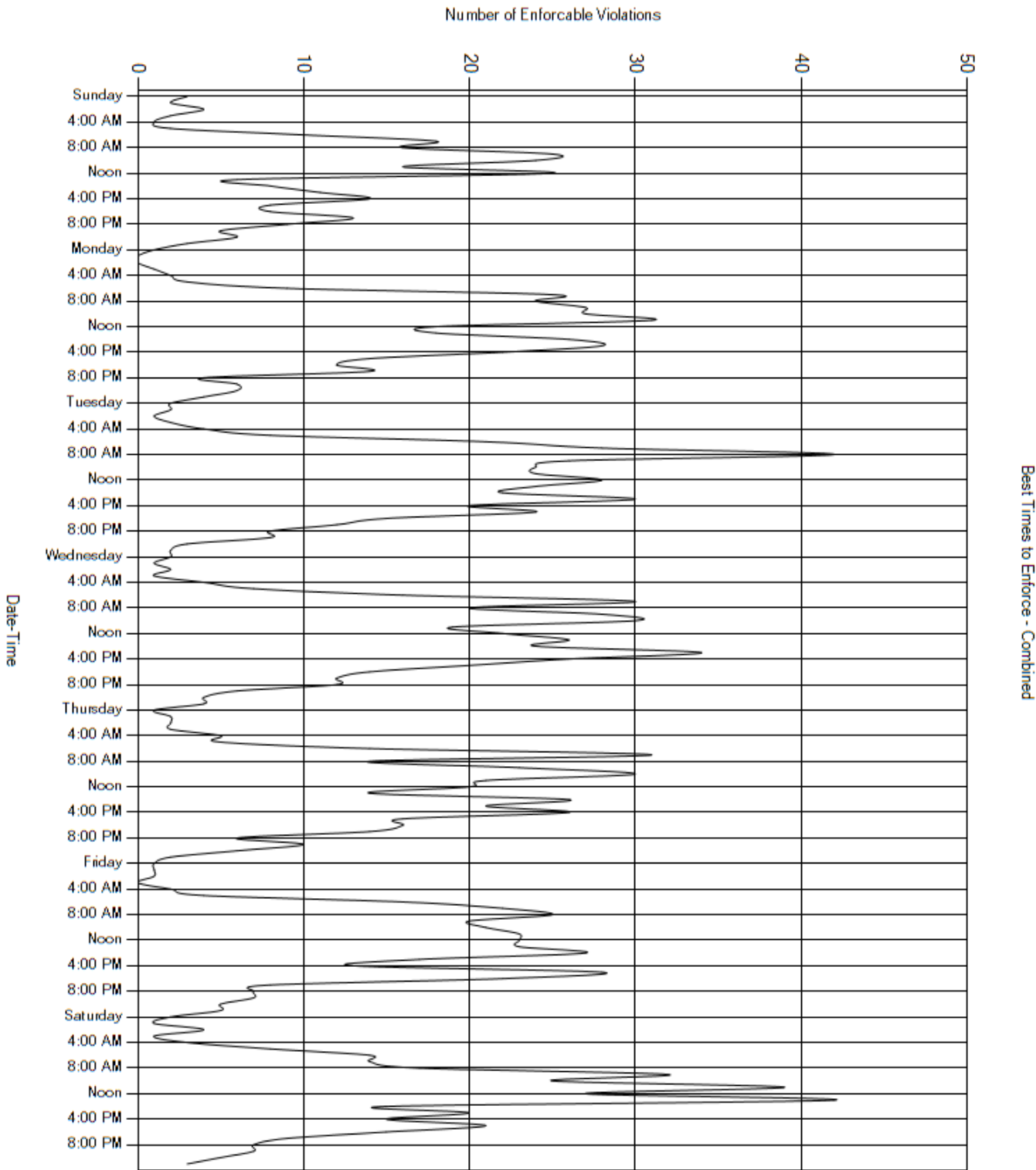
Analysis Dates

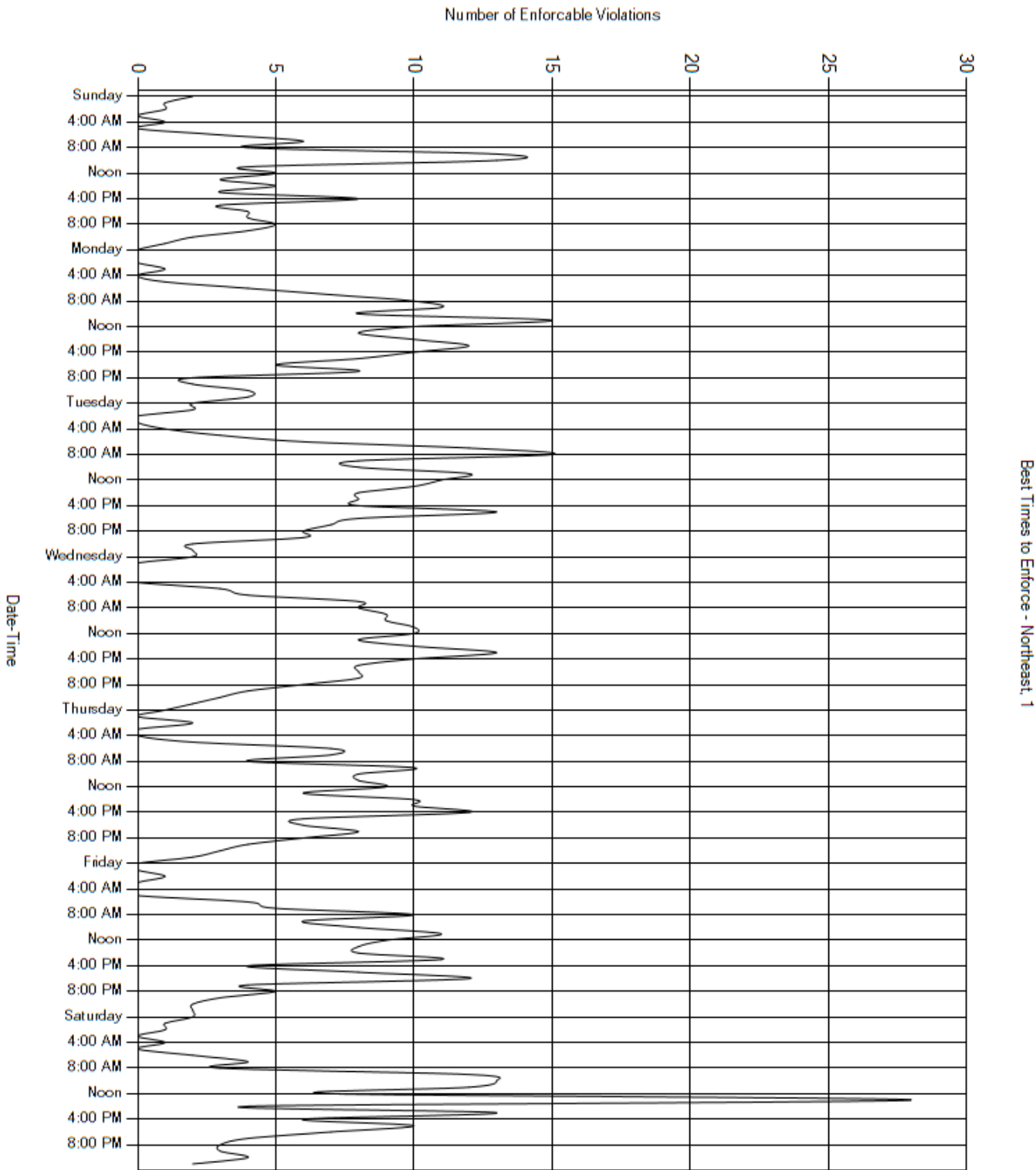
Start: 11/8/2021

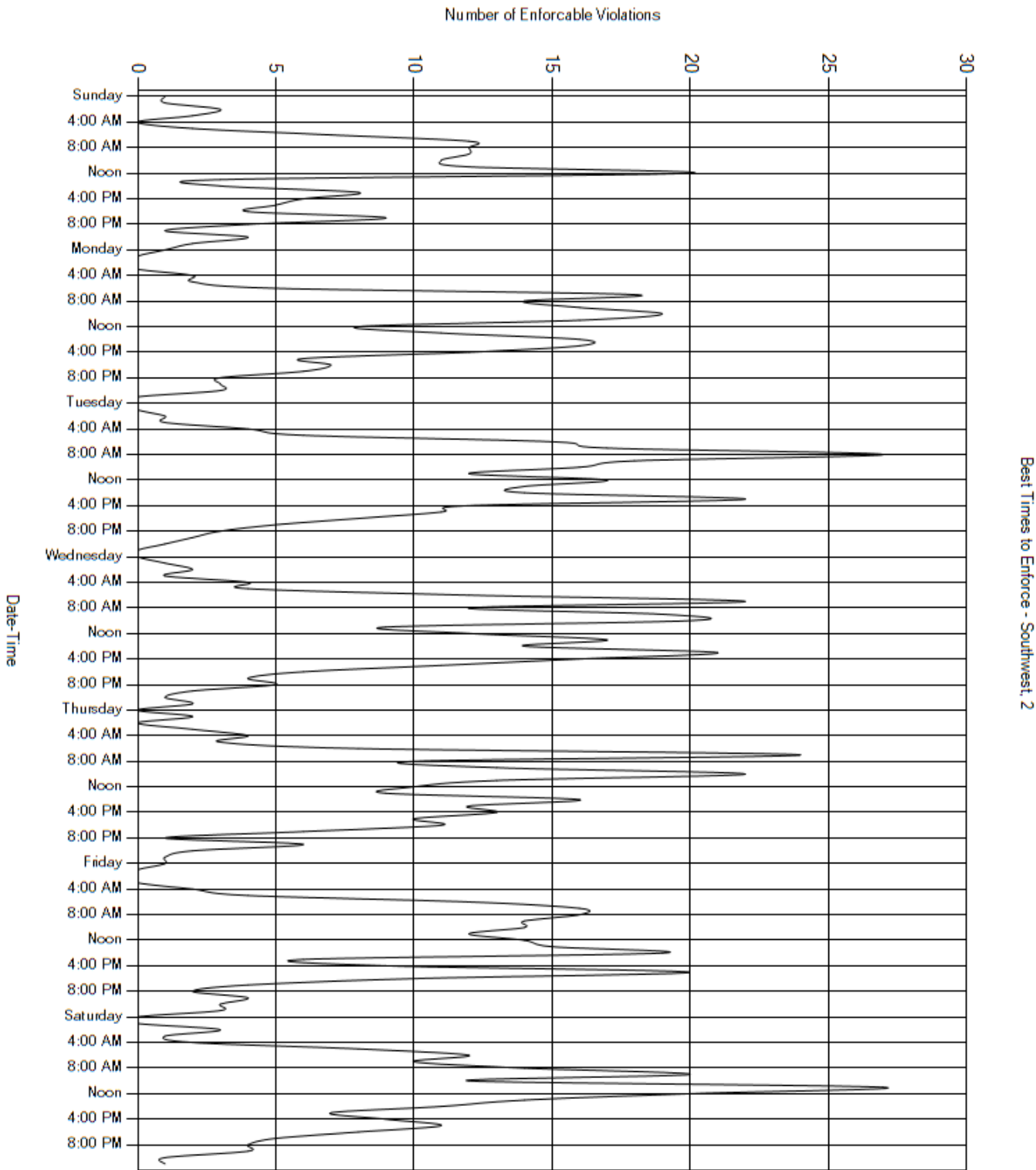
End: 11/19/2021

	Combined		Northeast, 1		Southwest, 2	
	AM	PM	AM	PM	AM	PM
Monday	11:00 - 1:00PM	3:00 - 5:00	11:00 - 1:00PM	3:00 - 5:00	10:00 - 12:00PM	2:00 - 4:00
Tuesday	8:00 - 10:00	3:00 - 5:00	8:00 - 10:00	5:00 - 7:00	8:00 - 10:00	3:00 - 5:00
Wednesday	7:00 - 9:00	3:00 - 5:00	11:00 - 1:00PM	3:00 - 5:00	7:00 - 9:00	3:00 - 5:00
Thursday	7:00 - 9:00	2:00 - 4:00	9:00 - 11:00	4:00 - 6:00	7:00 - 9:00	2:00 - 4:00
Friday	8:00 - 10:00	5:00 - 7:00	11:00 - 1:00PM	6:00 - 8:00	7:00 - 9:00	5:00 - 7:00
Saturday	11:00 - 1:00PM	1:00 - 3:00	10:00 - 12:00PM	1:00 - 3:00	11:00 - 1:00PM	12:00 - 2:00
Sunday	9:00 - 11:00	12:00 - 2:00	9:00 - 11:00	4:00 - 6:00	7:00 - 9:00	12:00 - 2:00

	Combined		Northeast, 1		Southwest, 2	
Monday	11:00AM - 3:00PM		11:00AM - 3:00PM		10:00AM - 2:00PM	
Tuesday	8:00AM - 12:00PM		8:00AM - 12:00PM		8:00AM - 12:00PM	
Wednesday	3:00PM - 7:00PM		3:00PM - 7:00PM		7:00AM - 11:00AM	
Thursday	7:00AM - 11:00AM		4:00PM - 8:00PM		7:00AM - 11:00AM	
Friday	5:00PM - 9:00PM		6:00PM - 10:00PM		5:00PM - 9:00PM	
Saturday	1:00PM - 5:00PM		1:00PM - 5:00PM		11:00AM - 3:00PM	
Sunday	9:00AM - 1:00PM		9:00AM - 1:00PM		12:00PM - 4:00PM	







Biddeford Police Department

Site Code: 00000000
 Station ID:
 Location 1: May Street
 Location 2:
 Latitude: 0.000000
 Longitude: 0.000000
 Direction: Combined

File Name: May Street Nov
 Date Printed: 11/19/2021
 Start Date: 11/8/2021
 End Date: 11/19/2021
 GPS Accuracy: 0ft
 Location Verified: No

11/8/2021	0 - 2	> 2 - 4	> 4 - 6	> 6 - 8	> 8 - 10	> 10 - 12	> 12 - 14	> 14 - 16	> 16 - 18	> 18 - 20	> 20 - 22	> 22 - 24	> 24 - 26	> 26	
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	0	0	0	0	0	0	2	3	2	4	9	17	33	257	327
1:00	0	0	0	0	0	1	1	1	2	0	8	28	43	248	332
2:00	0	0	0	0	0	0	0	2	1	1	4	20	35	353	416
3:00	0	0	0	0	0	1	1	3	2	5	6	16	29	375	438
4:00	0	0	0	0	0	1	0	0	1	5	4	11	47	390	459
5:00	0	0	0	0	0	0	2	0	1	1	3	8	25	338	378
6:00	0	0	0	0	0	0	0	0	0	1	1	3	18	202	225
7:00	0	0	0	0	0	0	1	0	1	0	0	7	11	104	124
8:00	0	0	0	0	0	0	0	0	0	0	1	3	5	73	82
9:00	0	0	0	0	0	0	0	0	0	0	0	1	3	64	68
10:00	0	0	0	0	0	0	0	0	0	1	0	1	4	34	40
11:00	0	0	0	0	0	0	0	0	0	0	1	0	0	18	19
Total	0	0	0	0	0	3	7	9	10	18	37	115	253	2456	2908

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Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH		
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8:00	0	0	0	0	0	0	0	0	0	0	0	1	11	101	113	
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10:00	0	0	0	0	0	0	0	0	0	0	1	1	2	39	43	
11:00	0	0	0	0	0	0	0	0	0	0	0	1	1	35	37	
Total	0	0	0	0	1	5	7	16	17	43	59	142	395	4387	5072	

Biddeford Police Department

Site Code: 00000000
 Station ID:
 Location 1: May Street
 Location 2:
 Latitude: 0.000000
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 Direction: Combined

File Name: May Street Nov
 Date Printed: 11/19/2021
 Start Date: 11/8/2021
 End Date: 11/19/2021
 GPS Accuracy: 0ft
 Location Verified: No

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Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
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9:00	0	0	0	0	0	0	0	0	0	0	1	0	3	54	58
10:00	0	0	0	0	0	0	0	0	0	0	0	1	5	53	59
11:00	0	0	0	0	0	0	0	0	0	0	0	1	0	31	32
Total	0	0	0	0	0	0	3	6	12	25	48	112	353	4663	5222

Biddeford Police Department

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11/11/2021	0 - 2	> 2 - 4	> 4 - 6	> 6 - 8	> 8 - 10	> 10 - 12	> 12 - 14	> 14 - 16	> 16 - 18	> 18 - 20	> 20 - 22	> 22 - 24	> 24 - 26	> 26		
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	20	22	
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4:00	0	0	0	0	0	0	0	0	0	0	0	1	4	38	43	
5:00	0	0	0	0	0	0	0	0	0	0	1	1	7	70	79	
6:00	0	0	0	0	0	0	0	0	1	0	1	5	15	179	201	
7:00	0	0	0	0	0	0	0	0	0	0	3	3	12	212	230	
8:00	0	0	0	0	0	0	0	0	2	1	1	6	11	242	263	
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11:00	0	0	0	0	0	0	0	1	3	4	6	19	35	301	369	
12:00 PM	0	0	0	0	0	1	0	0	0	4	5	15	33	295	353	
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2:00	0	0	0	0	1	0	0	1	1	3	5	10	41	314	376	
3:00	0	0	0	0	0	1	0	0	4	6	7	14	43	323	398	
4:00	0	0	0	0	0	0	0	1	1	2	7	23	33	396	463	
5:00	0	0	0	0	0	0	0	1	2	3	2	14	32	347	401	
6:00	0	0	0	0	0	0	0	1	1	1	1	9	35	215	263	
7:00	0	0	0	0	0	0	0	1	0	1	0	2	7	159	170	
8:00	0	0	0	0	0	0	0	0	0	3	0	5	6	93	107	
9:00	0	0	0	0	0	0	0	0	0	1	0	1	7	86	95	
10:00	0	0	0	0	0	0	0	0	0	0	0	2	5	58	65	
11:00	0	0	0	0	0	0	0	0	0	1	0	0	2	28	31	
Total	0	0	0	0	2	2	3	8	24	45	57	151	400	4249	4941	

Biddeford Police Department

Site Code: 00000000
 Station ID:
 Location 1: May Street
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 Latitude: 0.000000
 Longitude: 0.000000
 Direction: Combined

File Name: May Street Nov
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 GPS Accuracy: 0ft
 Location Verified: No

11/12/2021	0 - 2	> 2 - 4	> 4 - 6	> 6 - 8	> 8 - 10	> 10 - 12	> 12 - 14	> 14 - 16	> 16 - 18	> 18 - 20	> 20 - 22	> 22 - 24	> 24 - 26	> 26	
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	15	17
1:00	0	0	0	0	0	0	0	0	0	0	1	1	1	10	13
2:00	0	0	0	0	0	0	0	0	0	1	0	2	0	5	8
3:00	0	0	0	0	0	0	0	0	0	1	0	0	0	12	13
4:00	0	0	0	0	0	0	0	0	0	0	0	1	3	38	42
5:00	0	0	0	0	0	1	1	0	1	0	0	0	9	69	81
6:00	0	0	0	0	1	1	0	0	0	0	0	4	7	160	173
7:00	0	0	0	0	0	1	0	2	2	1	0	11	24	290	331
8:00	0	0	0	0	0	1	3	2	2	2	0	14	26	310	360
9:00	0	0	0	0	1	10	20	24	9	4	12	10	26	229	345
10:00	0	0	0	0	2	26	21	21	11	10	14	15	27	227	374
11:00	0	0	0	0	3	0	1	2	2	2	2	9	21	246	288
12:00 PM	0	0	0	0	2	13	17	24	21	12	9	7	15	258	378
1:00	0	0	0	0	0	6	8	6	4	2	2	16	22	262	328
2:00	0	0	0	0	0	3	4	3	6	5	12	13	49	369	464
3:00	0	0	0	0	6	32	74	72	43	30	14	19	44	290	624
4:00	0	0	0	0	11	28	39	29	11	6	4	14	38	350	530
5:00	0	0	0	0	3	1	1	4	2	3	6	13	47	398	478
6:00	0	0	0	0	0	0	0	1	0	0	1	12	16	258	288
7:00	0	0	0	0	0	0	0	1	1	0	1	1	12	134	150
8:00	0	0	0	0	0	0	0	2	0	0	0	1	4	85	92
9:00	0	0	0	0	0	0	0	0	0	1	1	2	3	60	67
10:00	0	0	0	0	0	0	0	1	0	0	0	0	7	49	57
11:00	0	0	0	0	0	0	0	0	0	0	1	0	5	30	36
Total	0	0	0	0	29	123	189	194	115	80	80	166	407	4154	5537

Biddeford Police Department

Site Code: 00000000
 Station ID:
 Location 1: May Street
 Location 2:
 Latitude: 0.000000
 Longitude: 0.000000
 Direction: Combined

File Name: May Street Nov
 Date Printed: 11/19/2021
 Start Date: 11/8/2021
 End Date: 11/19/2021
 GPS Accuracy: 0ft
 Location Verified: No

11/13/2021	0 - 2	> 2 - 4	> 4 - 6	> 6 - 8	> 8 - 10	> 10 - 12	> 12 - 14	> 14 - 16	> 16 - 18	> 18 - 20	> 20 - 22	> 22 - 24	> 24 - 26	> 26		
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	20	23
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	13
2:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	15	17
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	13
4:00	0	0	0	0	0	0	0	0	0	0	0	0	2	2	25	29
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	42	45
6:00	0	0	0	0	0	0	0	0	0	0	0	1	1	4	83	89
7:00	0	0	0	0	0	0	2	0	0	0	1	2	6	134	145	
8:00	0	0	0	0	0	0	0	1	0	1	2	5	8	165	182	
9:00	0	0	0	0	0	0	0	0	1	1	3	3	16	250	274	
10:00	0	0	0	0	0	0	2	0	5	3	3	11	28	287	339	
11:00	0	0	0	0	0	0	0	1	3	3	1	6	19	339	372	
12:00 PM	0	0	0	0	0	0	0	1	3	2	3	8	21	357	395	
1:00	0	0	0	0	0	0	1	0	1	1	3	8	20	295	329	
2:00	0	0	0	0	0	0	3	2	5	6	8	16	32	271	343	
3:00	0	0	0	0	1	1	2	0	1	2	8	16	33	309	373	
4:00	0	0	0	0	0	0	1	0	1	0	1	2	26	276	307	
5:00	0	0	0	0	0	0	0	1	0	0	3	6	27	213	250	
6:00	0	0	0	0	0	0	0	0	1	0	1	6	7	207	222	
7:00	0	0	0	0	1	10	8	3	4	2	0	6	19	110	163	
8:00	0	0	0	0	0	0	0	0	0	1	0	5	12	73	91	
9:00	0	0	0	0	0	0	0	0	0	0	2	2	3	64	71	
10:00	0	0	0	0	0	0	0	0	1	0	1	0	7	53	62	
11:00	0	0	0	0	0	0	0	0	0	0	0	1	5	37	43	
Total	0	0	0	0	2	11	19	9	26	22	41	108	303	3649	4190	

Biddeford Police Department

Site Code: 00000000
 Station ID:
 Location 1: May Street
 Location 2:
 Latitude: 0.000000
 Longitude: 0.000000
 Direction: Combined

File Name: May Street Nov
 Date Printed: 11/19/2021
 Start Date: 11/8/2021
 End Date: 11/19/2021
 GPS Accuracy: 0ft
 Location Verified: No

11/14/2021	0 - 2	> 2 - 4	> 4 - 6	> 6 - 8	> 8 - 10	> 10 - 12	> 12 - 14	> 14 - 16	> 16 - 18	> 18 - 20	> 20 - 22	> 22 - 24	> 24 - 26	> 26		
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	26	27	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	2	19	21	
2:00	0	0	0	0	0	0	0	0	0	0	1	1	0	9	11	
3:00	0	0	0	0	0	0	0	1	0	0	1	0	2	7	11	
4:00	0	0	0	0	0	0	0	0	0	0	0	1	3	13	17	
5:00	0	0	0	0	0	0	0	0	0	0	0	0	4	25	29	
6:00	0	0	0	0	0	0	0	0	0	2	0	1	6	52	61	
7:00	0	0	0	0	0	0	0	1	2	1	1	3	6	95	109	
8:00	0	0	0	0	0	0	0	0	1	0	0	2	14	165	182	
9:00	0	0	0	0	0	0	1	0	1	0	2	3	17	231	255	
10:00	0	0	0	0	1	1	0	1	4	2	2	11	12	262	296	
11:00	0	0	0	0	0	0	0	1	1	3	2	6	24	324	361	
12:00 PM	0	0	0	0	0	0	0	2	3	3	2	6	25	348	389	
1:00	0	0	0	0	0	0	1	0	3	10	20	34	37	223	328	
2:00	0	0	0	0	0	0	0	1	3	4	8	19	39	212	286	
3:00	0	0	0	0	0	0	1	1	0	2	4	20	42	227	297	
4:00	0	0	0	0	1	0	0	0	1	7	19	21	42	185	276	
5:00	0	0	0	0	0	0	0	0	1	3	3	18	23	177	225	
6:00	0	0	0	0	1	0	0	0	1	0	2	3	26	148	181	
7:00	0	0	0	0	0	0	0	0	1	4	1	6	7	106	125	
8:00	0	0	0	0	0	0	0	0	1	0	1	1	12	76	91	
9:00	0	0	0	0	0	0	0	0	0	0	2	1	2	48	53	
10:00	0	0	0	0	0	0	0	0	0	0	0	2	2	33	37	
11:00	0	0	0	0	0	0	0	0	0	0	0	1	3	26	30	
Total	0	0	0	0	3	1	3	8	23	41	71	160	351	3037	3698	

Biddeford Police Department

Site Code: 00000000
 Station ID:
 Location 1: May Street
 Location 2:
 Latitude: 0.000000
 Longitude: 0.000000
 Direction: Combined

File Name: May Street Nov
 Date Printed: 11/19/2021
 Start Date: 11/8/2021
 End Date: 11/19/2021
 GPS Accuracy: 0ft
 Location Verified: No

11/15/2021	0 - 2	> 2 - 4	> 4 - 6	> 6 - 8	> 8 - 10	> 10 - 12	> 12 - 14	> 14 - 16	> 16 - 18	> 18 - 20	> 20 - 22	> 22 - 24	> 24 - 26	> 26		
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	12	14	
1:00	0	0	0	0	0	0	0	0	0	0	1	1	4	7	13	
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	
3:00	0	0	0	0	0	0	0	0	0	0	0	0	2	14	16	
4:00	0	0	0	0	0	0	0	0	0	0	1	1	4	44	50	
5:00	0	0	0	0	0	0	0	0	0	0	1	1	11	69	82	
6:00	0	0	0	0	0	0	0	0	1	0	1	3	15	183	203	
7:00	0	0	0	0	0	0	2	0	0	2	1	2	8	289	304	
8:00	0	0	0	0	0	1	0	1	1	1	3	6	27	320	360	
9:00	0	0	0	0	0	1	1	1	0	1	4	6	17	258	289	
10:00	0	0	0	0	0	0	0	2	1	4	4	3	21	266	301	
11:00	0	0	0	0	0	0	1	1	3	1	5	7	12	290	320	
12:00 PM	0	0	0	0	0	0	0	1	0	3	5	7	24	277	317	
1:00	0	0	0	0	0	0	0	1	3	2	2	8	35	282	333	
2:00	0	0	0	0	0	0	1	1	3	2	9	13	43	387	459	
3:00	0	0	0	0	0	0	0	0	2	0	6	2	26	345	381	
4:00	0	0	0	0	0	1	0	1	1	2	2	16	53	376	452	
5:00	0	0	0	0	0	0	0	2	4	0	1	9	28	345	389	
6:00	0	0	0	0	0	0	0	0	1	1	0	5	15	213	235	
7:00	0	0	0	0	0	0	0	0	0	0	2	3	9	123	137	
8:00	0	0	0	0	0	1	0	0	0	1	1	2	7	77	89	
9:00	0	0	0	0	0	0	0	1	0	0	0	1	4	80	86	
10:00	0	0	0	0	0	0	0	0	0	0	1	1	1	46	49	
11:00	0	0	0	0	0	0	0	0	1	0	0	0	1	21	23	
Total	0	0	0	0	0	4	5	12	21	20	50	97	369	4330	4908	

Biddeford Police Department

Site Code: 00000000
 Station ID:
 Location 1: May Street
 Location 2:
 Latitude: 0.000000
 Longitude: 0.000000
 Direction: Combined

File Name: May Street Nov
 Date Printed: 11/19/2021
 Start Date: 11/8/2021
 End Date: 11/19/2021
 GPS Accuracy: 0ft
 Location Verified: No

11/16/2021	0 - 2	> 2 - 4	> 4 - 6	> 6 - 8	> 8 - 10	> 10 - 12	> 12 - 14	> 14 - 16	> 16 - 18	> 18 - 20	> 20 - 22	> 22 - 24	> 24 - 26	> 26		
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH		
12:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	3	13	17	
1:00	0	0	0	0	0	0	0	0	1	0	0	2	0	13	16	
2:00	0	0	0	0	0	0	0	0	0	0	0	0	1	6	7	
3:00	0	0	0	0	0	0	0	0	0	0	0	1	2	11	14	
4:00	0	0	0	0	0	0	0	0	0	0	0	0	4	47	51	
5:00	0	0	0	0	0	0	0	0	0	0	0	5	4	70	79	
6:00	0	0	0	0	0	0	0	0	0	1	0	5	6	241	253	
7:00	0	0	0	0	0	0	0	0	3	1	1	4	18	318	345	
8:00	0	0	0	0	0	0	0	0	4	4	11	13	40	309	381	
9:00	0	0	0	0	0	0	0	1	2	2	8	15	29	233	290	
10:00	0	0	0	0	0	0	1	1	1	8	8	13	24	242	298	
11:00	0	0	0	0	0	0	6	2	2	4	6	15	29	251	315	
12:00 PM	0	0	0	0	1	1	0	1	4	1	2	4	23	310	347	
1:00	0	0	0	0	0	0	0	0	1	5	11	8	24	278	327	
2:00	0	0	0	0	0	1	2	4	3	4	7	16	22	352	411	
3:00	0	0	0	0	0	0	1	0	3	4	4	12	39	385	448	
4:00	0	0	0	0	0	0	0	2	1	1	7	7	40	408	466	
5:00	0	0	0	0	0	0	0	0	0	2	1	5	22	362	392	
6:00	0	0	0	0	0	0	0	0	0	0	1	8	28	201	238	
7:00	0	0	0	0	0	0	0	1	1	0	1	5	12	148	168	
8:00	0	0	0	0	0	0	0	0	0	0	0	5	17	93	115	
9:00	0	0	0	0	0	0	0	0	0	0	1	1	5	90	97	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	4	45	49	
11:00	0	0	0	0	0	0	0	0	0	0	0	1	2	25	28	
Total	0	0	0	0	1	2	10	12	26	37	70	145	398	4451	5152	

Biddeford Police Department

Site Code: 00000000
 Station ID:
 Location 1: May Street
 Location 2:
 Latitude: 0.000000
 Longitude: 0.000000
 Direction: Combined

File Name: May Street Nov
 Date Printed: 11/19/2021
 Start Date: 11/8/2021
 End Date: 11/19/2021
 GPS Accuracy: 0ft
 Location Verified: No

11/17/2021	0 - 2	> 2 - 4	> 4 - 6	> 6 - 8	> 8 - 10	> 10 - 12	> 12 - 14	> 14 - 16	> 16 - 18	> 18 - 20	> 20 - 22	> 22 - 24	> 24 - 26	> 26		
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH		
12:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	2	15	18	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13	
2:00	0	0	0	0	0	0	0	0	0	0	0	0	5	2	7	
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	
4:00	0	0	0	0	0	0	0	0	0	0	0	3	7	49	59	
5:00	0	0	0	0	0	0	0	0	0	0	1	1	5	86	93	
6:00	0	0	0	0	0	1	0	0	1	1	1	4	12	205	225	
7:00	0	0	0	0	0	0	1	1	0	3	1	6	11	342	365	
8:00	0	0	0	0	0	0	1	1	0	2	6	16	51	277	354	
9:00	0	0	0	0	0	0	0	0	0	1	5	10	17	232	265	
10:00	0	0	0	0	1	0	3	0	6	2	6	21	37	238	314	
11:00	0	0	0	0	0	0	2	1	1	7	6	8	33	241	299	
12:00 PM	0	0	0	0	0	1	0	1	2	3	10	8	32	283	340	
1:00	0	0	0	0	0	1	1	1	3	4	1	13	25	288	337	
2:00	0	0	0	0	0	0	0	0	2	5	7	14	33	348	409	
3:00	0	0	0	0	0	0	0	1	2	3	4	8	30	379	427	
4:00	0	0	0	0	0	0	0	0	0	1	1	11	38	410	461	
5:00	0	0	0	0	0	0	0	2	2	2	3	7	44	358	418	
6:00	0	0	0	0	0	0	0	0	1	2	0	7	20	233	263	
7:00	0	0	0	0	0	0	0	2	2	2	1	6	17	134	164	
8:00	0	0	0	0	0	0	0	0	1	0	0	0	4	108	113	
9:00	0	0	0	0	0	0	1	0	0	0	1	0	5	66	73	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	2	46	48	
11:00	0	0	0	0	0	0	0	0	0	0	0	2	2	33	37	
Total	0	0	0	0	1	3	9	10	23	39	54	145	432	4397	5113	

Biddeford Police Department

Site Code: 00000000
 Station ID:
 Location 1: May Street
 Location 2:
 Latitude: 0.000000
 Longitude: 0.000000
 Direction: Combined

File Name: May Street Nov
 Date Printed: 11/19/2021
 Start Date: 11/8/2021
 End Date: 11/19/2021
 GPS Accuracy: 0ft
 Location Verified: No

11/18/2021	0 - 2	> 2 - 4	> 4 - 6	> 6 - 8	> 8 - 10	> 10 - 12	> 12 - 14	> 14 - 16	> 16 - 18	> 18 - 20	> 20 - 22	> 22 - 24	> 24 - 26	> 26		
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH		
12:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	3	9	13	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	1	12	13	
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	
4:00	0	0	0	0	0	0	0	0	0	0	0	3	1	44	48	
5:00	0	0	0	0	0	0	0	1	0	0	0	3	6	76	86	
6:00	0	0	0	0	0	0	0	0	3	1	0	1	11	189	205	
7:00	0	0	0	0	0	0	0	1	1	1	2	6	10	317	338	
8:00	0	0	0	0	1	0	1	1	0	4	1	13	32	324	377	
9:00	0	0	0	0	0	0	0	1	3	8	8	16	32	263	331	
10:00	0	0	0	0	0	1	4	1	4	9	9	19	26	228	301	
11:00	0	0	0	0	0	0	1	2	4	2	4	12	32	297	354	
12:00 PM	0	0	0	0	0	0	0	0	0	4	6	18	31	289	348	
1:00	0	0	0	0	1	0	0	3	0	4	15	33	52	224	332	
2:00	0	0	0	0	0	0	1	1	5	1	3	8	33	304	356	
3:00	0	0	0	0	0	1	0	2	1	5	4	11	50	363	437	
4:00	0	0	0	0	0	0	3	1	1	8	1	10	35	420	479	
5:00	0	0	0	0	0	1	0	1	3	0	3	12	43	382	445	
6:00	0	0	0	0	0	0	0	1	1	1	0	7	29	206	245	
7:00	0	0	0	0	0	0	0	0	0	0	0	5	10	167	182	
8:00	0	0	0	0	0	0	0	1	0	0	1	1	6	100	109	
9:00	0	0	0	0	0	0	0	0	0	1	0	3	9	81	94	
10:00	0	0	0	0	0	0	0	0	0	1	0	1	2	53	57	
11:00	0	0	0	0	7	3	3	3	1	1	1	0	4	24	47	
Total	0	0	0	0	9	6	13	20	28	51	58	182	458	4392	5217	

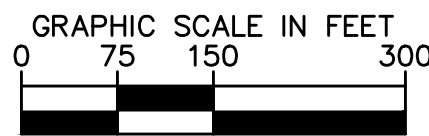
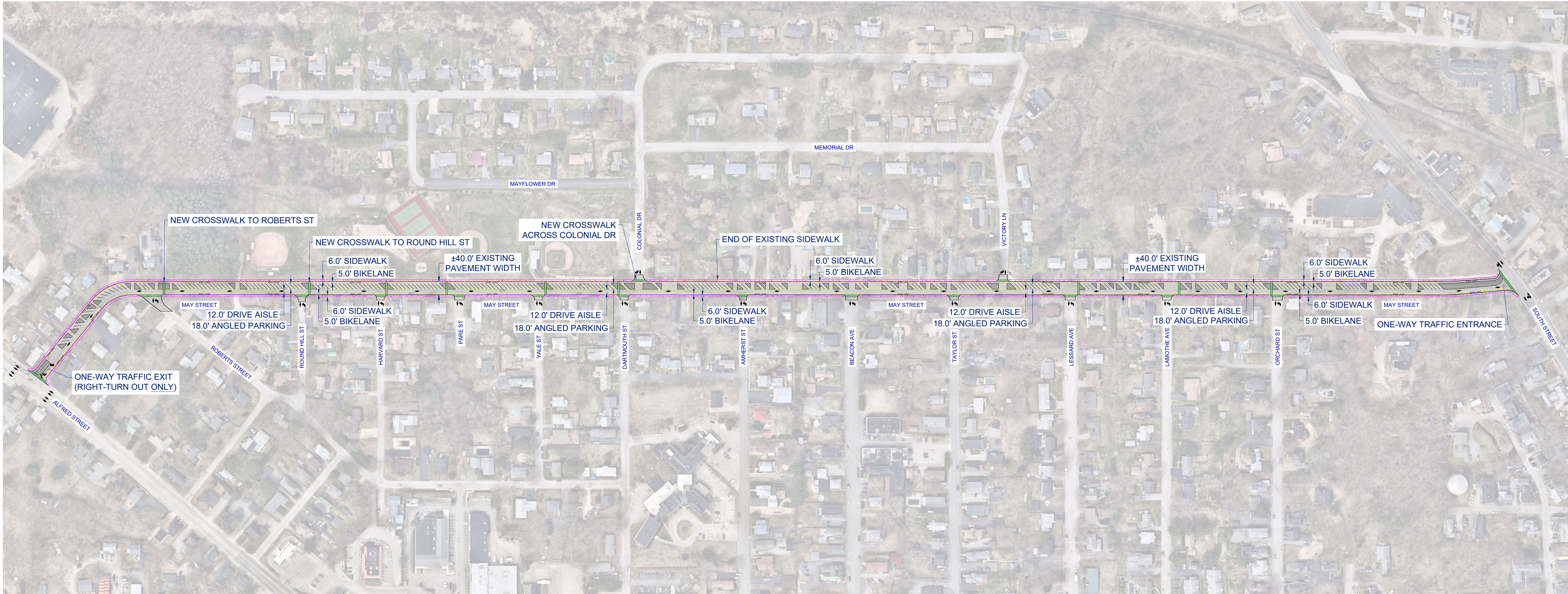
Biddeford Police Department

Site Code: 00000000
 Station ID:
 Location 1: May Street
 Location 2:
 Latitude: 0.000000
 Longitude: 0.000000
 Direction: Combined

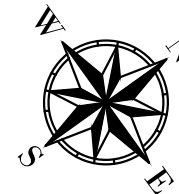
File Name: May Street Nov
 Date Printed: 11/19/2021
 Start Date: 11/8/2021
 End Date: 11/19/2021
 GPS Accuracy: 0ft
 Location Verified: No

11/19/2021	0 - 2	> 2 - 4	> 4 - 6	> 6 - 8	> 8 - 10	> 10 - 12	> 12 - 14	> 14 - 16	> 16 - 18	> 18 - 20	> 20 - 22	> 22 - 24	> 24 - 26	> 26		
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH		
12:00 AM	0	0	0	0	0	1	2	0	0	0	0	0	4	18	25	
1:00	0	0	0	0	0	0	0	0	1	0	1	1	0	14	17	
2:00	0	0	0	0	0	4	3	0	0	0	0	2	0	7	16	
3:00	0	0	0	0	6	3	7	1	0	0	0	0	0	16	33	
4:00	0	0	0	0	0	0	0	0	0	0	0	2	3	44	49	
5:00	0	0	0	0	0	1	0	0	0	2	1	6	7	80	97	
6:00	0	0	0	0	1	1	1	0	0	0	1	6	10	176	196	
7:00	0	0	0	0	1	0	0	0	3	0	7	6	12	279	308	
8:00	0	0	0	0	0	0	0	0	1	2	3	11	17	321	355	
9:00	0	0	0	0	0	1	0	0	1	0	1	4	20	277	304	
10:00	0	0	0	0	0	0	0	0	2	3	5	9	28	280	327	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	7	8	
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	0	0	0	8	11	13	1	8	7	19	47	102	1519	1735	
Grand Total	0	0	0	0	56	171	281	305	333	428	644	1570	4221	45684	53693	
Stats	Percentile															
	Speed															
	0															
Mean Speed (Average)	123.4															
10 MPH Pace Speed	25-34															
Number in Pace	43316															
Percent in Pace	80.0%															
Number > 45 MPH	41910															
Percent > 45 MPH	78.1%															

Plotted By: Chekan, Craig Sheet: Set: MAY STREET Layout: CONCEPT A September 29, 2022 11:05:54am X:\Task Director\2021\2021-027 May Street Traffic Calming\CAD\Sheets\C-100 - CONCEPT A - May.dwg



CONCEPT A
SCALE: 1" = 150'



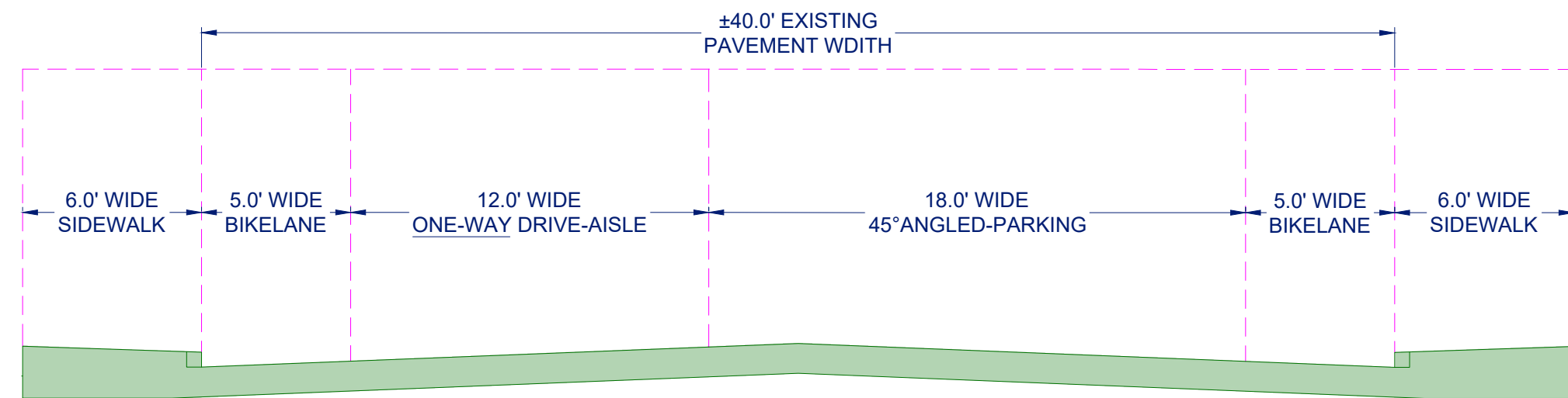
PROS

1. PROVIDES 'TRAFFIC CALMING' THE ENTIRE LENGTH
2. CUTS VOLUME OF TRAFFIC IN $\frac{1}{2}$
3. PROVIDES TWO (2) BIKE LANES
4. ELIMINATES CONGESTION AT SOUTH STREET INTERSECTION
5. ELIMINATES CONGESTION AT ALFRED STREET (111) INTERSECTION
6. NO IMPACTS TO SOUTHBOUND & WESTBOUND TRAFFIC
7. NO IMPACTS TO PLOWING & DRAINAGE
8. LOW COST (MAINLY STRIPING)

CONS

1. ONE-WAY TRAFFIC
2. NORTHBOUND & EASTBOUND TRAFFIC MUST USE ELM STREET (US-1)
3. ONE ROW OF ANGLED PARKING (VS PARALLEL SPACES ON BOTH SIDES)

NOTES:
1. HORIZONTAL DATUM: NAD83 MAINE STATE PLANE, WEST, US FOOT (ME83-WF)
2. VERTICAL DATUM: NAVD88

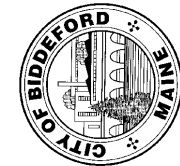


TYPICAL ROAD SECTION/STRIPING
SCALE: 1" = 5'

TRAFFIC COUNTS

1. 08/04/21 TO 08/28/21 = 73,721
2. 11/08/21 TO 11/19/21 = 52,209

CITY OF BIDDEFORD, MAINE
ENGINEERING DEPARTMENT
205 MAIN STREET, P.O. BOX 586
BIDDEFORD, MAINE 04005
PHONE: 207-284-9118
WWW.BIDDEFORDMAINE.ORG



CONCEPT

PROFESSIONAL CERTIFICATION
I, the undersigned, being a duly licensed Professional Engineer under the laws of the State of Maine, do hereby certify that the foregoing is a true and correct copy of the original as the same appears in my files.
DATE: 09/06/2021

DRAWING INFO	DATE	SCALE	AS SHOWN	DESIGNED BY	CRC	DRAWN BY	CHECKED BY
	09/06/2021						

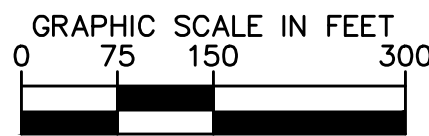
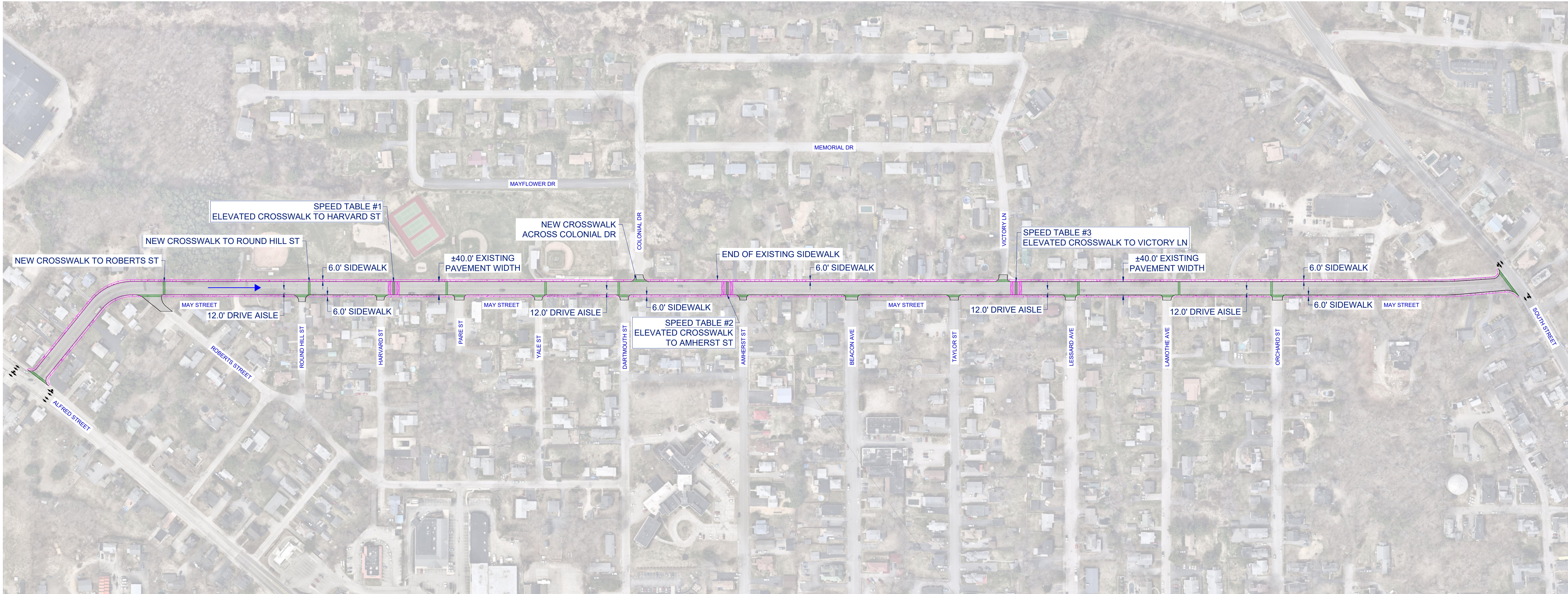
CONCEPT A

MAY STREET
PREPARED FOR
CITY OF BIDDEFORD

BIDDEFORD
MAINE

SHEET NUMBER
C-100

Plotted By: Chekan, Craig Sheet Set: MAY STREET Layout: CONCEPT C September 29, 2022 11:06:51am X:\Task Directory\2021\2021-027 May Street Traffic Coming\CAD\Sheets\C-300 - CONCEPT C - May.dwg



CONCEPT C
SCALE: 1" = 150'



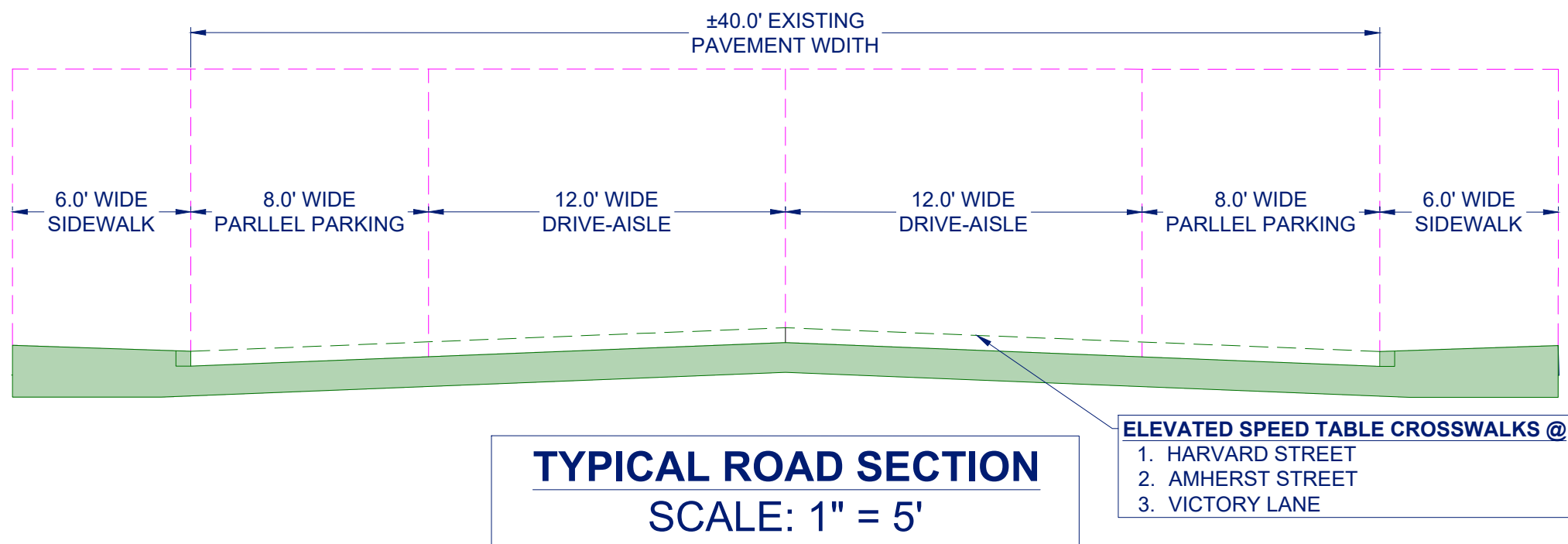
PROS

1. PROVIDES THREE SPEED TABLES WITH ELEVATED CROSSWALKS
 - 1.A. PROVEN SUCCESSFUL ON MAPLEWOOD AVE BY HIGH SCHOOL
2. ALLOWS SURROUNDING TRAFFIC STUDIES (EXIT 32) TO PAN OUT
3. EXISTING TRAFFIC PATTERNS AND PARKING MAINTAINED
4. LOW COST

CONS

1. NO SIGNIFICANT REDUCTION IN VOLUME OF TRAFFIC
2. IMPACTS TO PLOWING & DRAINAGE

- NOTES:**
1. HORIZONTAL DATUM: NAD83 MAINE STATE PLANE, WEST, US FOOT (ME83-WF)
 2. VERTICAL DATUM: NAVD88



TRAFFIC COUNTS

1. 08/04/21 TO 08/28/21 = 73,721
2. 11/08/21 TO 11/19/21 = 52,209

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ENGINEERING DEPARTMENT
205 MAIN STREET, P.O. BOX 586
BIDDEFORD, MAINE 04005
PHONE: 207-284-9118
WWW.BIDDEFORDMAINE.ORG



CONCEPT

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THE INFORMATION CONTAINED HEREIN WAS PREPARED BY OR UNDER THE CLOSE PERSONAL SUPERVISION AND IN THE PRESENCE OF ME, A LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MAINE.
DATE: 09/29/2022

DRAWING INFO	DATE	SCALE	AS SHOWN	DESIGNED BY	CRC	DRAWN BY	CHECKED BY
	09/06/2021						

CONCEPT C

MAY STREET
PREPARED FOR
CITY OF BIDDEFORD

MAINE

BIDDEFORD

SHEET NUMBER
C-300



Policy Committee

Meeting Date: December 14, 2022
Meeting Time: 5:00 p.m.

Agenda Item No: 5.2
Item Description: Disability Parking Policy Review

Submitted by: Roger P. Beaupre, Chief of Police

Supporting Information/Documentation:

General Guidelines for Accessibility, and some questions that apply to on-street Disability Parking. Title 30 M.R.S.A.

Key Terms:

Executive Summary:

“How can I get a handicap parking space in front of my house?” is a commonly asked question. A lot of disabled drivers in the U.S. live in properties that do not have a private parking garage attached or a private driveway. These people need to find parking on the street in front of their house. Not having a designated disabled space in close proximity to their home can cause a lot of hassle.

First and foremost, it is not practical for the City of Biddeford to dedicate an exclusive parking spot for an individual, as is the case in some parking garages, request for exclusivity would be virtually impossible to manage and enforce. While larger municipalities, like the City of Boston for example, control on-street parking by requiring neighborhoods to obtain permits to park on the street. This is hardly the case on the residential streets of Biddeford. Additionally, a marked Disability Parking stall can be used by anyone who has disability plates or placards, making “exclusivity” with no gurrantee.

Detailed Review:

While the [2010 ADA Standards for Accessible Design](#) do not contain technical requirements for the design of on-street accessible parking spaces, nor scoping requirements that regulate how many spaces must be accessible, Title II of the ADA clearly applies to on-street parking programs offered by state or local government entities. One of the best practice documents often applied to achieve accessibility in on-street parking design is the [Public Rights of Way Accessibility Guidelines](#) (PROWAG), issued by the United States Access Board. While PROWAG is not yet an enforceable standard under the ADA, it is often used by local governments that want to provide access for people with disabilities using on-street parking spaces.

In terms of how many on-street parking spaces should be accessible, Section R214 of the PROWAG states that “Where on-street parking is provided on the block perimeter and the parking is marked or metered, a minimum number of parking spaces must be accessible and comply with the technical requirements for parking spaces in Chapter R3. For every 25 parking spaces on the block perimeter up to 100 spaces, one parking space must be accessible. For every additional 50 parking spaces on the block perimeter between 101 and 200 spaces, an additional parking space must be accessible. Where more than 200 parking spaces are provided on the block perimeter, 4 percent of the parking spaces must be accessible.”

While it is clear within the ADA guidelines for off-street Parking Lots that a specific number of Disability Parking spots must be designated based on the total number of available parking spots, on-street parking is not as clear. Traditionally, the City has enacted Disability Parking in the Business District based upon a request from local business owners to satisfy the access needs of disabled patrons. Depending on the location of the Disability parking stall, the decision should rest with the City, and justified as to the need.

Funding Source:

Staff Recommendation:

That consideration of Disability Parking stalls be restricted to business-related needs and be excluded from areas zoned as Residential.

§3009. Authority of municipal officers to enact ordinances

1. Exclusive authority. The municipal officers have the exclusive authority to enact all traffic ordinances in the municipality, subject to the following provisions.

A. The municipal officers may regulate pedestrian traffic in the public ways, including, but not limited to, setting off portions of a municipality's public ways for sidewalks and regulating their use; providing for the removal of snow and ice from the sidewalks by the owner, occupant or agent having charge of the abutting property; and establishing crosswalks or safety zones for pedestrians.

(1) The violation of any ordinance authorized by this paragraph is a civil violation.

(2) The municipal officers may establish a method by which persons charged with the violation of ordinances governing pedestrian traffic on the public ways may waive all court action by payment of specified fees within stated periods of time. [PL 1991, c. 549, §16 (AMD); PL 1991, c. 549, §17 (AFF).]

B. The municipal officers may regulate the operation of all vehicles in the public ways and on publicly owned property.

(1) The violation of any ordinance authorized by this paragraph is a civil violation.

(2) A municipality may not adopt or enforce an ordinance authorized by this paragraph that is the same as or conflicts with any speed or other traffic control limits imposed by the Department of Transportation pursuant to Title 23 or 29-A. [PL 1999, c. 753, §8 (AMD).]

C. The municipal officers may regulate the parking of motor vehicles on any public way or public parking area, including, but not limited to, providing for the installation of parking meters, providing the fact that any vehicle is illegally parked or is in a metered space when the time signal on the parking meter for that space indicates no parking permitted without the deposit of a coin or coins is prima facie evidence that the vehicle has been parked illegally by the person in whose name the vehicle is registered, and establishing reasonable charges for metered parking.

(1) Illegal parking of a vehicle in violation of any ordinance authorized by this paragraph is a civil violation.

(2) The municipal officers may establish a method by which persons charged with the violation of parking regulations may waive all court action by payment of specified fees within stated periods of time.

(3) The revenue collected from parking meters must be used:

- (a) To purchase, maintain and police the meters;
- (b) To construct and maintain public ways;
- (c) To acquire, construct, maintain and operate public parking areas; and
- (d) For no other purpose.

(4) A vehicle that exhibits a permanent placard, a temporary placard or a disability registration plate issued under Title 29-A, section 521 may park in accordance with Title 29-A, section 521, subsection 12. [PL 2019, c. 648, §2 (AMD).]

D. The following provisions apply to the establishment and policing of parking spaces and access aisles for disabled persons.

(1) Municipal public parking areas are subject to any applicable requirements of the Maine Human Rights Act, Title 5, chapter 337, subchapter 5. The municipality shall post a sign adjacent to and visible from each disability parking space established by the municipality. The sign must display the international symbol for accessibility.

(2-A) Enforcement of disability parking restrictions must be in accordance with Title 29 § A, section 521, subsection 9 § A.

(3) Any vehicle or motorcycle parked in a parking space clearly marked as a disability parking space and that does not bear a special registration plate or placard issued under Title 29 § A, section 521 or 523, or a similar plate issued by another state, must be cited for a fine of not less than \$200 and not more than \$500. "Clearly marked" includes painted signs on pavement and vertical standing signs that are visible in existing weather conditions.

(4) The municipal officers may establish and enforce the time limit for use of a parking space reserved as a disability parking space on a public way or public parking area. [PL 2005, c. 528, §3 (AMD).]

E. The municipal officers may provide for the regulation of motor vehicles as defined in Title 29 § A, section 101, subsection 42 on icebound inland lakes during the hours from sunset to sunrise of the following day. The Maine Land Use Planning Commission shall regulate motor vehicles on icebound inland lakes that are completely encompassed by unorganized territories. Motor vehicles on icebound inland lakes that are abutted by an unorganized territory and either one or more municipalities, village corporations or plantations, in any combination, are regulated by those municipalities, village corporations or plantations, as provided in subparagraphs (1) and (2).

No ordinance authorized by this paragraph is valid unless:

(1) Each municipality abutting a lake has enacted an identical local ordinance, in which case the ordinance of any municipality is in effect on the entire lake and any law enforcement officer from any of those municipalities may enforce the ordinance on any portion of the lake; or

(2) In cases where a lake is divided by an easily identifiable boundary into 2 or more nearly separate bodies, each municipality abutting one of the distinguishable portions of the lake has enacted an identical local ordinance. The ordinance of any municipality is in effect only on that distinguishable portion of the lake and any law enforcement officer from any of those municipalities may enforce the ordinance anywhere on that portion of the lake. [PL 1995, c. 65, Pt. A, §129 (AMD); PL 1995, c. 65, Pt. A, §153 (AFF); PL 1995, c. 65, Pt. C, §15 (AFF); PL 2011, c. 682, §38 (REV).]

F. The municipal officers may regulate or establish a licensing authority which may regulate rates of fare, routes and standing places of vehicles for hire, except where jurisdiction rests with the Public Utilities Commission and may require an owner or operator of a vehicle for hire to carry a liability insurance policy in amount and form satisfactory to the licensing authority as a condition precedent to the granting of a license to operate. [PL 1987, c. 737, Pt. A, §2 (NEW); PL 1987, c. 737, Pt. C, §106 (NEW); PL 1989, c. 6 (AMD); PL 1989, c. 9, §2 (AMD); PL 1989, c. 104, Pt. C, §§8, 10 (AMD).]

[PL 2019, c. 648, §2 (AMD).]

1-A. Transfer of mobile home or modular construction home. To ensure the fair and efficient administration of property taxation, municipal officers may enact an ordinance requiring the owner of a mobile home or modular construction home to notify the municipal assessor, according to such reasonable terms as the ordinance may establish, upon the transfer of a mobile home or modular construction home when that mobile home or modular construction home is situated on land that is not owned by the mobile home or modular home owner. [PL 1999, c. 427, §1 (NEW).]

2. Powers of village corporation. The officers of a village corporation have the same powers and duties as municipal officers under this section.

[PL 1987, c. 737, Pt. A, §2 (NEW); PL 1987, c. 737, Pt. C, §106 (NEW); PL 1989, c. 6 (AMD); PL 1989, c. 9, §2 (AMD); PL 1989, c. 104, Pt. C, §§8, 10 (AMD).]

3. Method of enactment; effective date. When enacting ordinances under this section, the municipal officers shall give 7 days' notice of the meeting at which the ordinances are to be proposed in the manner provided for town meetings. Unless otherwise provided, these ordinances take effect immediately.

[PL 1987, c. 737, Pt. A, §2 (NEW); PL 1987, c. 737, Pt. C, §106 (NEW); PL 1989, c. 6 (AMD); PL 1989, c. 9, §2 (AMD); PL 1989, c. 104, Pt. C, §§8, 10 (AMD).]

4. Enforcement of municipal ordinances.

[PL 2005, c. 53, §2 (RP).]

SECTION HISTORY

PL 1987, c. 737, §§A2,C106 (NEW). PL 1989, c. 6 (AMD). PL 1989, c. 9, §2 (AMD). PL 1989, c. 104, §§A28,C8,C10 (AMD). PL 1989, c. 394, §2 (AMD). PL 1991, c. 549, §16 (AMD). PL 1991, c. 549, §17 (AFF). PL 1995, c. 65, §§A127-129 (AMD). PL 1995, c. 65, §§A153,C15 (AFF). PL 1997, c. 60, §1 (AMD). PL 1997, c. 392, §1 (AMD). PL 1997, c. 673, §3 (AMD). PL 1997, c. 750, §A4 (AMD). PL 1999, c. 127, §A45 (AMD). PL 1999, c. 427, §1 (AMD). PL 1999, c. 753, §8 (AMD). PL 2001, c. 151, §2 (AMD). PL 2003, c. 80, §1 (AMD). PL 2003, c. 117, §1 (AMD). PL 2005, c. 53, §2 (AMD). PL 2005, c. 528, §3 (AMD). PL 2011, c. 682, §38 (REV). PL 2019, c. 648, §2 (AMD).

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Sec. 42-100 Disability parking.

[Code 1975, § 14-89; Ord. of 6-5-1990(3); Ord. of 6-5-1990(4); Ord. of 2-19-1991(2); Ord. of 4-16-1991; Ord. of 5-21-1991(3); Ord. of 4-6-1993(1); Ord. of 4-6-1993(2); Ord. of 5-18-1993(1); Ord. of 12-17-1996; Ord. of 7-15-1997(4); Ord. of 12-22-1997; Ord. of 5-5-1998(3); Ord. of 12-15-1998(10); Ord. No. 99.80, 9-21-1999; Ord. No. 99.81, 9-21-1999; Ord. No. 99.88, 10-19-1999; Ord. No. 2000.23, 4-4-2000; Ord. No. 2000.58, 7-5-2000; Ord. No. 2000.108, 10-26-2000; Ord. No. 2000.126, 11-21-2000; Ord. No. 2001.11, 3-8-2001; Ord. No. 2001.28, 4-17-2001; Ord. No. 2002.26, 3-19-2002; Ord. No. 2002.97, 9-17-2002; Ord. No. 2003.6, 1-21-2003; Ord. No. 2003.41, 4-15-2003; Ord. No. 2003.78, 7-15-2003; Ord. No. 2003.92, 9-30-2003; Ord. No. 2005.36, 5-3-2005; Ord. No. 2006.99, 11-21-2006; Ord. No. 2006.105, 12-5-2006]

- (a) In addition to those areas listed below, and designated as disability parking, the Chief of Police is authorized to temporarily designate an area as reserved for "disability parking" in order to meet special needs and circumstances. The enforcement of these spaces would be consistent and pursuant to the provisions under Section 42-51(a). All such designated disability parking shall remain in effect for not longer than 72 hours.

- (b) The Biddeford School Committee shall by resolve, designate parking areas that are in or on the property owned by the City, and under the jurisdiction and control of the Biddeford School Department, as "disability parking." All areas so designated must be clearly marked and posted as reserved for disability parking, and shall be enforced by the Police Department pursuant to the provisions of Section **42-51**. An attested copy of the adopted resolution shall be forwarded to the Police Department for enforcement.
- (c) Except as otherwise established elsewhere in this chapter, a vehicle displaying a disability plate or placard issued in accordance with 29-A M.R.S.A. § 521 shall be allowed to park for double the allotted time limitations imposed under Section **42-92** or Section **42-58**. All other posted parking restrictions shall apply. **[Added 1-3-2019 by Ord. No. 2018.146]**

§13201. Limits on local regulation

A municipality or political subdivision of the State may not enact any ordinance, law or rule regulating or charging a fee for the hunting, trapping or fishing for any species of fish or wildlife; the possession or use of any equipment expressly permitted for use in hunting under this Part; the operation, registration or numbering of all-terrain vehicles, watercraft or snowmobiles or any other subject matter relating to all-terrain vehicles, watercraft or snowmobiles regulated under chapter 935 or 937 or under any other provisions of this Part, except that a municipality may regulate the operation of all-terrain vehicles on municipal property and on rights-of-way and easements held by that municipality. For purposes of this section, except as provided in subsection 3, the regulation of fishing includes the regulation of ice fishing shacks. **This section does not prohibit: [PL 2013, c. 199, §1 (AMD).]**

1. Firearm discharge. The enactment of any ordinance generally regulating the discharge of firearms in a municipality or any part of a municipality; [PL 2003, c. 414, Pt. A, §2 (NEW); PL 2003, c. 614, §9 (AFF).]

2. Certain rules. The adoption of rules as authorized in section 13051; or [PL 2003, c. 414, Pt. A, §2 (NEW); PL 2003, c. 614, §9 (AFF).]

3. Ice fishing shacks. The enactment of any ordinance regulating ice fishing shacks on:

A. Sources of public water supply as provided under Title 22, section 2642 except that a municipality or political subdivision of the State may not impose a fee on ice fishing shacks on sources of public water supply; or [PL 2011, c. 519, §1 (AMD).]

B. Coastal waters as defined in section 6001, subsection 6 except that a municipality or political subdivision of the State may not impose a fee on ice fishing shacks on coastal waters. [PL 2011, c. 519, §1 (AMD).]

[PL 2011, c. 519, §1 (AMD).]

SECTION HISTORY

PL 2003, c. 414, §A2 (NEW). PL 2003, c. 414, §D7 (AFF). PL 2003, c. 614, §9 (AFF). PL 2003, c. 655, §B421 (AMD). PL 2003, c. 655, §B422 (AFF). PL 2011, c. 519, §1 (AMD). PL 2013, c. 199, §1 (AMD).

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