

City of Biddeford
Policy Committee

October 12, 2021 4:00 PM Council Chambers and via Zoom

<https://biddeford.zoom.us/j/94740055654?pwd=Wi85ZlU2TDJNZnlYSVJoVVQvcnh4dz09>

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Webinar ID: 947 4005 5654

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- 1. Roll Call**
- 2. Pledge of Allegiance**
- 3. Adjustments to the Agenda**
- 4. Acceptance of Minutes**
 - 4.1. September 27, 2021 Policy Committee Meeting Minutes
[9-27-2021 Policy Committee Minutes.docx](#)
- 5. Discussion/Review**
 - 5.1. Lower Main Street Traffic/Parking Analysis
[Lower Main Street Traffic Assessment-August 2021.pdf](#)
 - 5.2. Foss Street Traffic/Parking Analysis
[Foss Street Traffic Assessment-October 2021.pdf](#)
 - 5.3. Main Street Proposed Parking Change Notices
[Main Street Proposed Parking Change Notices.docx](#)
 - 5.4. Remove from table: Ch. 42, Motor Vehicles & Traffic/Sec. 42-91 - Limited Parking/Add on Main Street for Compact Vehicles ONLY
[Limited Parking Main Street-Compact Vehicles Only.doc](#)
 - 5.5. Remove from table: Ch. 42, Motor Vehicles & Traffic/Sec. 42-1 - Definitions/Add Compact Vehicle
[Compact Vehicle Definition - Ch 42.doc](#)
 - 5.6. Remove from table: Ch. 42, Motor Vehicles & Traffic/Sec. 42-91 - Limited Parking/Add on Main Street, at intersection with Emery Street, for Tricycles & Motorcycles
[Limited Parking Main Street for motorcycles 09-2021.doc](#)
 - 5.7. Ch. 42, Motor Vehicles & Traffic/Sec. 42-90 - No Parking/Add on Main Street, at intersection with Emery Street to Laconia Street
[Main Street-No Parking Emery to Laconia Street.doc](#)
 - 5.8. Ch. 42, Motor Vehicles & Traffic/Sec. 42-90 - No Parking/Add and Delete on Foss Street; and Sec. 42-92 - Limited Parking/Delete on Foss Street

[Foss Street-No Parking King to Main St-ORDER.doc](#)

[Foss Street-No Parking King to Main St-MEMO.docx](#)

[Foss Street Traffic Assessment-October 2021.pdf](#)

- 5.9. Ch. 42, Motor Vehicles & Traffic/Sec. 42-66 - Beach permit parking regulations enumerated, Subsections (2) and (3)/Proposed Beach Permit Fee Increases

[Beach Permit Fees Increase-ORDER.doc](#)

[Beach Permit Fees Increase - MEMO.docx](#)

[Beach Permit Fees - Community Survey.xlsx](#)

[Beach Permit Fees-June-2019 Policy Comm Minutes.docx](#)

6. Adjourn

**Policy Committee Meeting
September 27, 2021**

Committee Chair John McCurry, Jr. called the meeting to order at 4:03 p.m.

Roll Call: Councilors John McCurry, Jr. and Norman Belanger;
Committee Members Renee O’Neil and Nathan Bean

Councilor Doris Ortiz was excused.

Staff Members Present: City Clerk Carmen Morris, Police Chief Roger Beaupre,
Chief Operating Officer, Brian Phinney

The Committee and all who were present recited the Pledge of Allegiance.

Adjustment to the Agenda:
Move discussion of Traffic Analysis to beginning

Discussion of Main Street Traffic and Parking Study:

Police Chief Roger Beaupre gave an explanation of the traffic and parking study that was conducted on Main Street, between Emery Street and Foss Street. (A copy of the traffic study can be found on the City’s website as part of this meeting’s agenda packet). Chief Beaupre discussed the fact that this section of Main Street does not meet road width specifications that would allow for parking on both sides of the street. He further discussed different options for the Committee to consider to make this particular area safer for travel, which included restricting parking to compact vehicles only; and establishing no parking on one side of the street.

Acceptance of Minutes: August 10, 2021

Motion by Councilor Belanger, seconded by Member O’Neil to accept the minutes as printed.
Vote: Unanimous.

**Discussion/Approval: Ch. 42, Motor Vehicles & Traffic/Sec. 42-91 – Limited Parking/
Add on Main Street for Compact Vehicles ONLY**

BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-90 – No Parking**, be amended by adding or deleting to read as follows:

Main Street, even-numbered side, beginning at a point 20 feet west of the perpendicular sight line with the northwest corner of the intersection with Emery Street, thence westerly for a distance of 204 feet to Laconia Street, parking for compact vehicles ONLY, two hours, between the hours of 8:00 a.m. and 6:00 p.m., Monday through Friday, except on holidays, and excepting for those spaces that have been designated elsewhere in this chapter for disability parking, loading zone, or otherwise.

Main Street, even-numbered side, beginning at a point 20 feet west of the perpendicular sight

line with the northwest corner of the intersection with Emery Street, thence westerly for a distance of 204 feet to Laconia Street, parking for compact vehicles ONLY.

Motion by Member Bean, seconded by Councilor Belanger to recommend passage of the ordinance amendment.

Motion by Councilor Belanger, seconded by Member Bean to table this ordinance amendment so that updated language can be prepared and those businesses in the area of question can be notified of the impending parking change. This item is to be brought back at the October Policy Committee meeting.

Vote: Unanimous.

Discussion/Approval: **Ch. 42, Motor Vehicles & Traffic/Sec. 42-1 – Definitions/Add Compact Vehicle**

BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article I In General, **Section 42-1 Definitions**, be amended by adding or deleting to read as follows:

Sec. 42-1 Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

COMPACT VEHICLE

The United States EPA defines a small, or compact, car as having **between 100-109 cubic feet of combined passenger and cargo volume**. According to them a compact car also needs to be between 161 and 187 inches long.

Motion by Councilor Belanger, seconded by Member O'Neil to recommend passage of the ordinance amendment.

Motion by Councilor Belanger, seconded by Member O'Neil to table this ordinance amendment so that a width limitation can be added to the definition. This item is to be brought back at the October Policy Committee meeting.

Vote: Unanimous.

Discussion/Approval: **Ch. 42, Motor Vehicles & Traffic/Sec. 42-91 – Limited Parking/Add on Main Street, at intersection with Emery Street, for Tricycles and Motorcycles**

BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-91 Limited Parking**, be amended by adding or deleting to read as follows:

Main Street, odd-numbered side, beginning at a point 20 feet west of the northwest corner of the intersection with Emery Street, thence westerly for a distance of 30 feet, parking for vehicles operating with three (3) wheels or less, including but not limited to tricycles and motorcycles.

There was no motion.

Discussion/Approval: Ch. 42, Motor Vehicles & Traffic/Sec. 42-90 - No Parking/Add on Main Street, from Foss Street to Laconia Street

BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-90 No Parking**, be amended by adding or deleting to read as follows:

Main Street, even-numbered side, beginning at a point of the perpendicular sight line with the northeast corner of the intersection with Foss Street, thence westerly to Laconia Street, No Parking.

Motion by Councilor Belanger, seconded by Member O'Neil to recommend passage of the ordinance amendment.

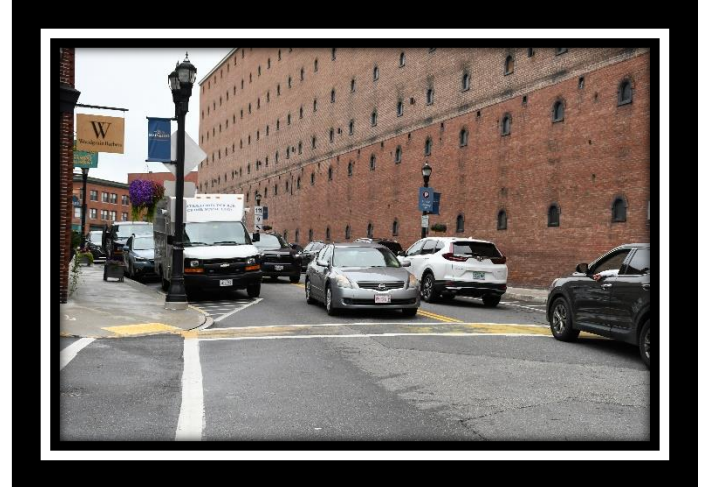
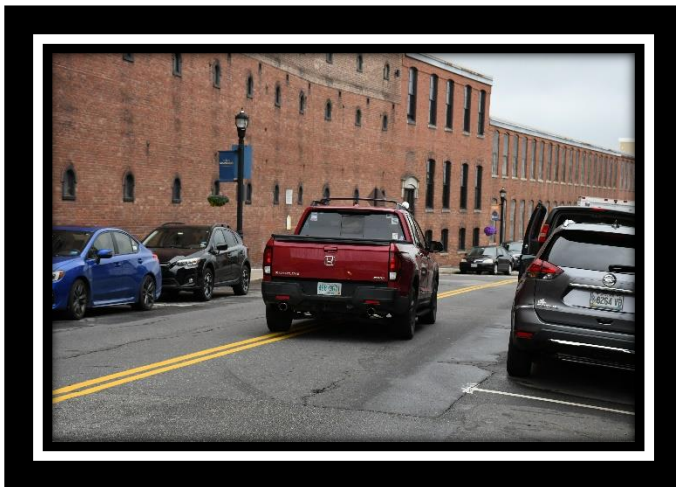
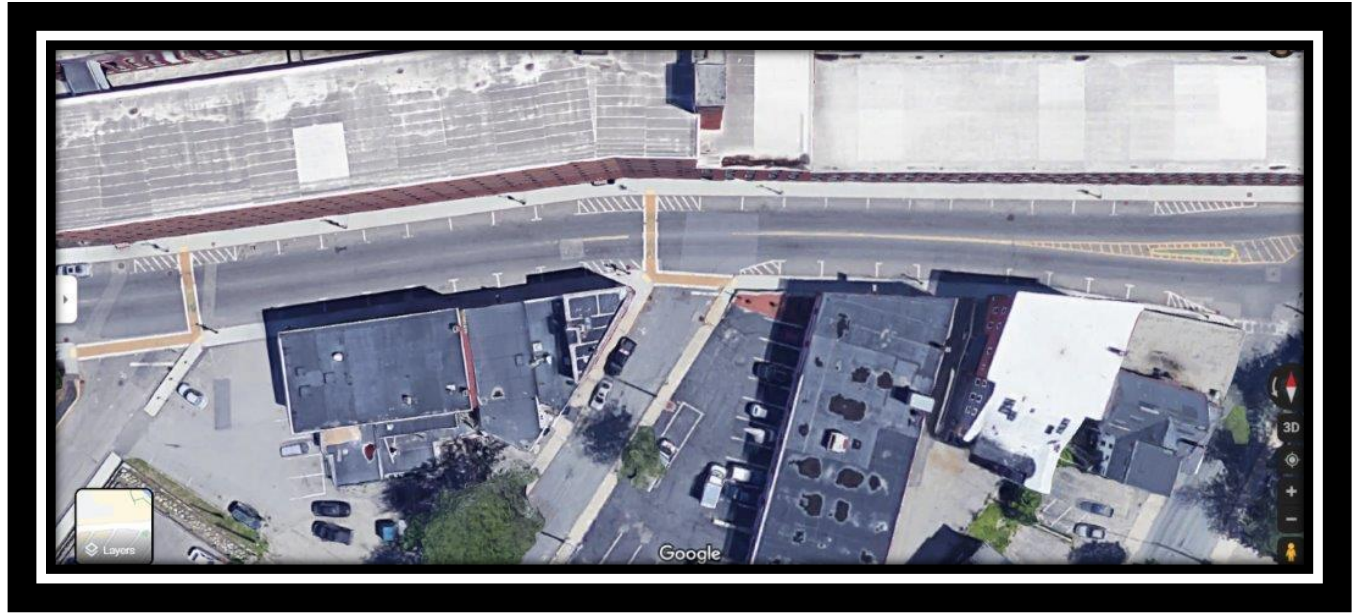
Vote: Unanimous.

Motion by Councilor Belanger, seconded by Member O'Neil to adjourn.

Vote: Unanimous.

Time: 4:38 p.m.

Respectfully Submitted,
Carmen J. Morris, City Clerk



Main Street Traffic and Parking Study

08/23/2021

Corporal Matthew D. Baldwin

Biddeford Police Dept.

39 Alfred St.

Biddeford, Maine

OVERVIEW

Upon Request, a study was conducted on lower Main Street between the areas of Foss Street and Hill Street.

The study was prepared in order to demonstrate potential issues of travel lane width through the area and to examine potential *Line of Sight* issues from the involved intersections. Congestion through this area due to narrow lane width and on street parking has become a point of concern.

The area examined expands approximately 600 feet of lower Main Street between the intersections of Foss Street and Hill Street. It includes the intersection at Emery Street..

Main Street through this area runs in an East–West direction with a slight curve at the Emery Street intersection. Foss Street, Emery Street and Hill Street all intersect and end at Main Street from the South. The distance between Foss Street and Emery Street (center of intersection) is approximately 250 feet. The distance between Emery Street and Hill Street is approximately 285 feet.

The asphalt through this area is in average condition. It has not been re-paved in several years and there are several patches and repairs that have been made. Main Street runs at an uphill grade from east to west at approximately 10 degrees from Hill Street to Emery Street. It then runs at approximately 5 degrees through the Foss Street intersection.

Main Street retains the older squared off granite curbing which eliminates the options of yielding a vehicle easily onto the sidewalk if necessary. A double yellow line is present through this area representing the two adjacent travel lanes and prohibiting the passing of vehicles. The double yellow line is approximately 1 foot wide.



Parallel parking is legal on both sides of Main Street through this 600-foot stretch and each parking spot is individually marked. There are currently 18 legal individual parallel

parking spots available on the north side of Main Street. There are currently 13 legal individual parallel parking spots available on the south side of Main Street. Each parallel spot only averages 7'04" inches wide at the widest points (outside edge of the white paint) and just under 20 feet long.

One parking change in the area near the Emery Street intersection was made in 2020. This small change may be contributing to some of the recent congestion. The water company moved a fire hydrant in July of 2020 from Main Street to Emery Street. The hydrant had originally been installed in front of Woodgrain Barbers and as a result, offered a 30-foot no parking buffer from the crosswalk. The hydrant was subsequently moved around the corner on Emery Street and the no parking buffer was reduced to just 20 feet. This small change occurred at the narrowest portion of the street, only further adding to congestion issues.



Both Foss Street and Emery Street have crosswalks available at the intersections that allow the crossing of Main Street. Foss Street's crosswalk is located on the east side of the intersection and Emery Street's crosswalk is on the West side of the intersection.

Per Biddeford City Ordinance, there remains at least a 20-foot "no parking buffer" on either side of each crosswalk. Emery Street displays a 30-foot no parking buffer on the northwest corner of the crosswalk.

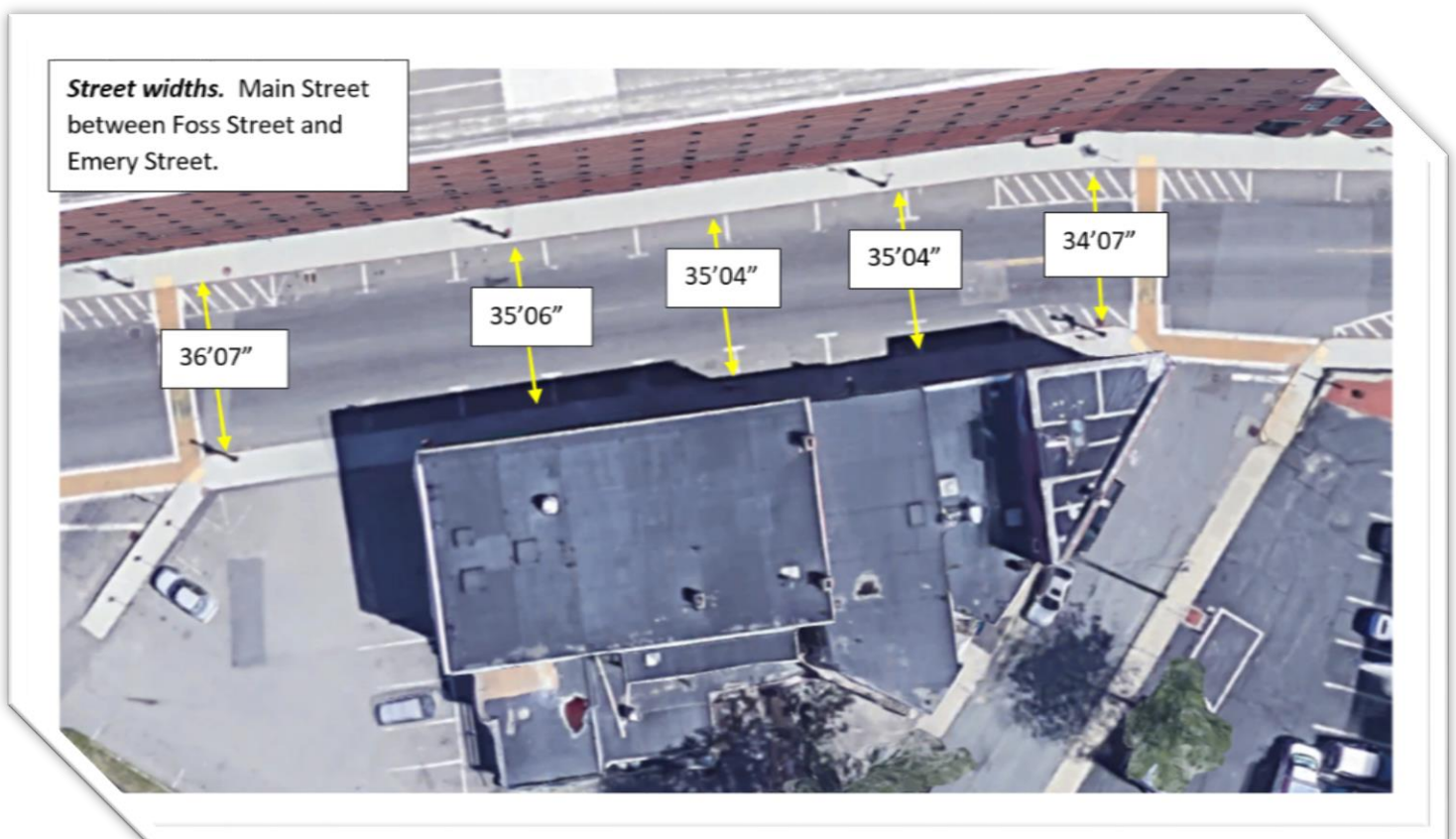
There have been a number of crashes reported throughout this area over the last few years, many a direct result of the narrow nature of the Main Street through this area.

TRAFFIC FLOW ANALYSIS

STREET / LANE WIDTH and PARALLEL PARKING

Observing this portion of Main Street for any length of time during regular business hours will highlight very quickly the narrow ease of access for both east and west moving traffic. This becomes even more apparent when the parallel parking on either side begins to fill with parked or standing vehicles. It additionally does not take into account the issues with snow and snowbanks during the winter months that will arguably narrow the street further.

Measurements of Main Street were taken to determine widths at separate increments. It was apparent that the section between Foss Street and Emery Street was narrower than the remaining portion of Main Street headed east towards Hill Street from Emery Street. In the satellite image displayed below, I have noted the street widths throughout that portion of the street.



As mentioned in the previous Foss Street study, interpreting the various City Ordinances outlining the necessary safe and recommended travel width for individual lane use was complicated.

Below, the ordinance mentions the minimum width of a 10 foot travel lane with no curbing. Regardless, the **minimum** width referred to in the City Ordinance, when referring to any travel lane width was at least 10 feet. This is additionally reflected in most State and Federal DOT standards as well. Most State DOT standards operate at an 11 foot minimum width.

Also highlighted below in section .2 is the provision for parallel parking, which is set at a minimum requirement of **7.5 feet**.

Biddeford City Ordinance: [Sec. 62-109](#) Roadway features.

[Ord. of 12-4-1991, § 20-79; Ord. No. 2003.16, 2-4-2003]

1. *Travel lanes: Lane width for City streets shall not be less than those values shown in Section*

[62-126, Table A](#). The shoulders must be a minimum of two feet on each side. If a curb or berm is installed, the travel lane shall be a minimum of **13 feet in width**.

*For minor residential streets in the RF Zone, the travel lane width shall be a minimum of **10 feet** with two-foot gravel shoulders at each side and no curbing. If curbing is technically necessary, as determined by the engineer, for a RF Zone minor residential street, then the street must comply with the City street standards previously stated.*

2. *Parking lanes: When provision is made for parallel parking along the side of any street, the parking lane shall be at **least 7 1/2 feet** (2.3 m) in width.*

Newer roads appear to require a 13 foot width. Another table suggests a 12 foot width on urban streets for both arterial and collector streets. (See attachment 62 below)

This portion of Main Street between Foss Street and Emery Street averages 36'04" wide and never exceeds the width of 37 feet.

When using the average 36'04" width and after subtracting the 7'06" minimum threshold for parallel parking x 2 for each side (15 feet), it equals a 21'04" width. 21'04" divided by two equals only 10'08" feet for each individual east and west bound travel lane through that area (best-case scenario). This margin appears to have been increased slightly however due to the smaller 7 foot parallel parking spots instead of the recommended 7.5.

STREETS, SIDEWALKS AND OTHER PUBLIC PLACES

62 Attachment 1

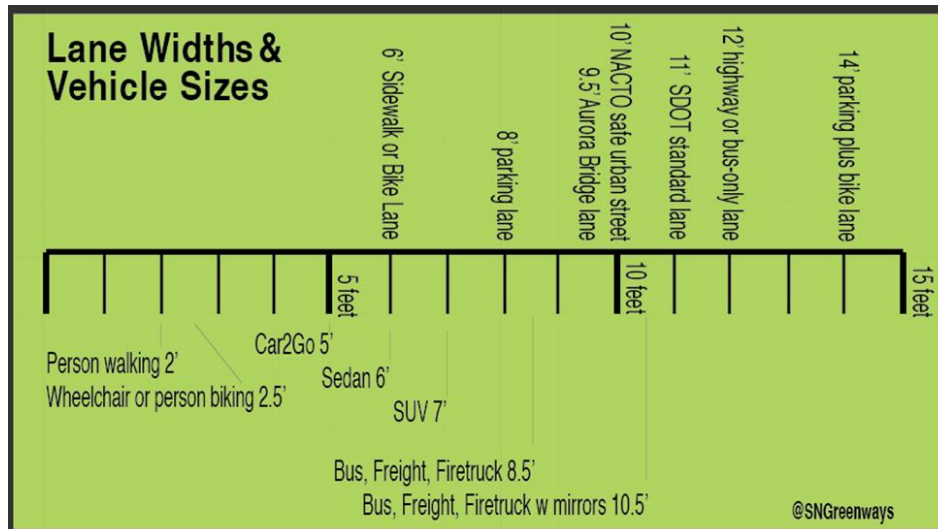
City of Biddeford

Table A
Minimum Roadway Construction Standards
[Ord. of 12-4-1991, § 20-91; Ord. No. 2003.16, 2-4-2003]

Road Classification	Local Arterial Streets		Local Collector Streets			Major Residential Streets		Minor Residential Streets	
Subcategories	Urban	Nonurban	Industrial	Urban	Nonurban	Urban	Nonurban	Urban	Nonurban
Right-of-way width (feet)	60	50	50	50	50	50	50	50	50
Travel lane width (feet)	12	11	12	12	11	12	11	11	10
Shoulder width (feet)	5	3 gravel	4	4	3 gravel	3	2 gravel	3 gravel	2 gravel
Sidewalk width (See Section 62-110, Sidewalks, for requirements) (feet)	5	5	5	5	5	5	5	5	5
Additional travel lane width (when required) (feet)	11	11	11	11	11	11	11	11	11
Parking lane width (parallel parking) when required (feet)	8	8	8	8	8	8	8	8	8
Bike lane, where applicable (feet)	3	3	3	3	3	3	3	3	3
Subsurface/surface drainage	Subsurface	Surface	Subsurface	Subsurface	Surface	Subsurface	Surface	Subsurface	Surface
Roadway crown (inches per foot)	1/4	1/4	1/4	1/4	1/4	1/4	1/4	1/4	1/4
Center-line radius (feet)	250	250	250	250	200	150	150	150	150
Curb and pavement radius at intersections (feet)	30	30	30	30	30	30	30	30	30
Tangent between curves of reverse	150	150	150	150	100	100	50	50	50

62 Attachment 1:1

09 - 01 - 2011



This average vehicle traveling on the roads today is between 6 and 7.5 feet in width. Commercial vehicles are 8'06" in width and Fire and Rescue apparatus can be as wide as 9'06" in width and 10'06" if you include the mirrors.

These measurements also do not account for the 5-inch paint stripes that are used to denote the individual parallel parking areas and to denote the 1-foot (approximate) double center lane stripes.

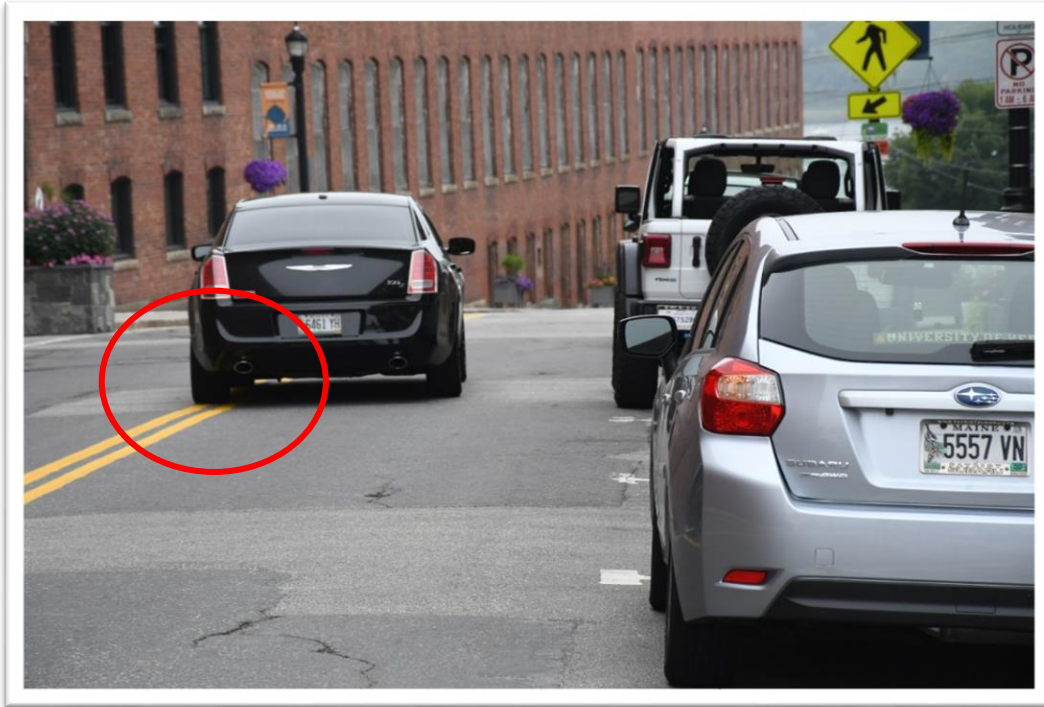
The white colored parking notation stripes coupled with the double yellow centerline eliminates another 1'10" of total space, or another 11 inches per lane. The remaining open travel lane space under best-case scenario is approximately 9'09" feet per travel lane, which is under the recommended 10 minimum ten-foot travel lane. This fact also takes into consideration that the double yellow line splits the difference between the two travel lanes. Measurements through this area determines that the centerlines considerably favor a greater width to the westbound travel lane by approximately 5 feet. The travel way headed west on Main Street in front of Woodgrain Barber Shop is 12'07" wide while the eastbound lane is only 7'08" wide (asphalt between the paint).

Civil engineers will indicate that paint striping, whether it is the center line(s) or parallel parking lines, are "included" when calculating lane width. Human nature however does not, as motorists do regularly "share" the centerline with adjacent and oncoming traffic.

An average full sized truck (6.5 to 7.5 feet wide) parked 1 foot off of the curb will be 7.5 to 8.5 feet into the roadway, thus shrinking the adjacent travel lanes to only 9 feet or less if the centerline was in the middle (its not). This is a full foot below the minimum standard set by ordinance, 2 feet less than DOT recommendations and a full 4 feet less than set by the Biddeford ordinance for new construction.

I have included several images below to demonstrate the effects of the narrow travel lanes. Observers should note the position of the vehicles as they attempt to maneuver through the narrow lanes, especially while vehicles are parked on either sides of the road.





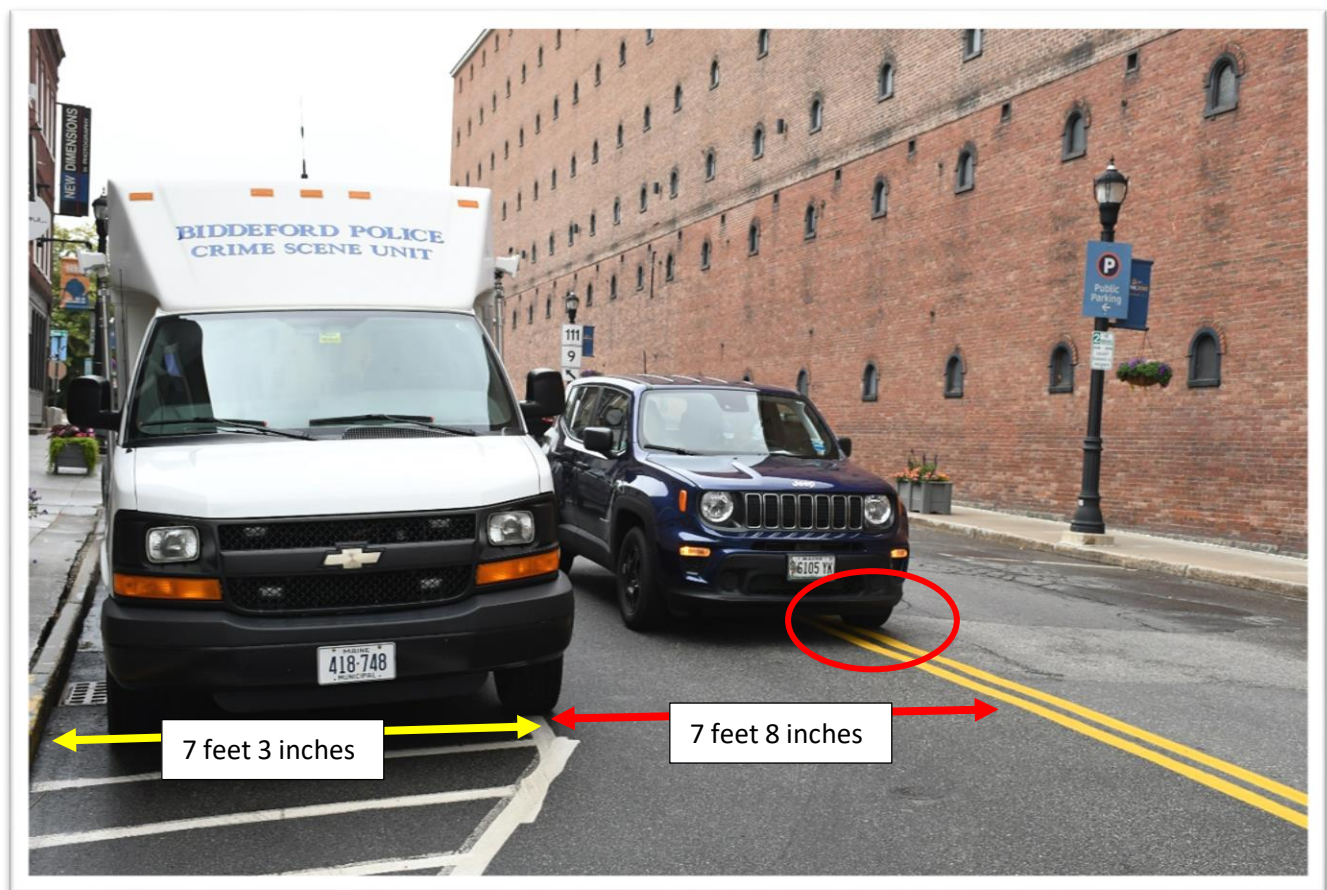
In one image, you will notice a pickup truck towing a boat trailer. A UPS truck is parallel parked while making a delivery. Approximately 3/4ths of the boat trailer is in the adjacent lane in an effort to maneuver around the UPS truck.



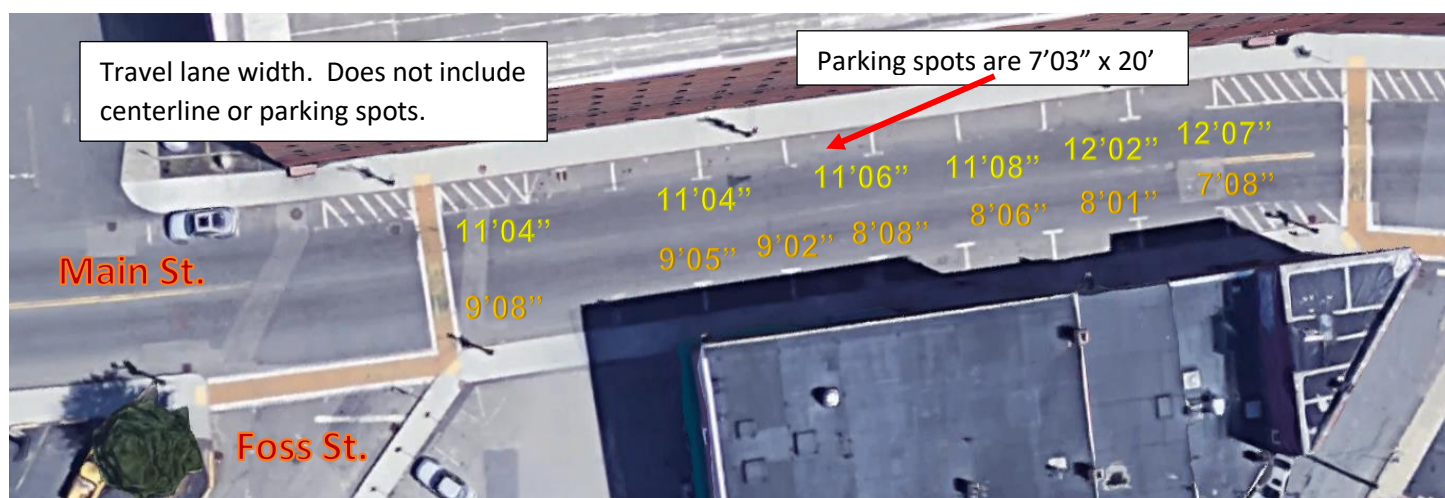
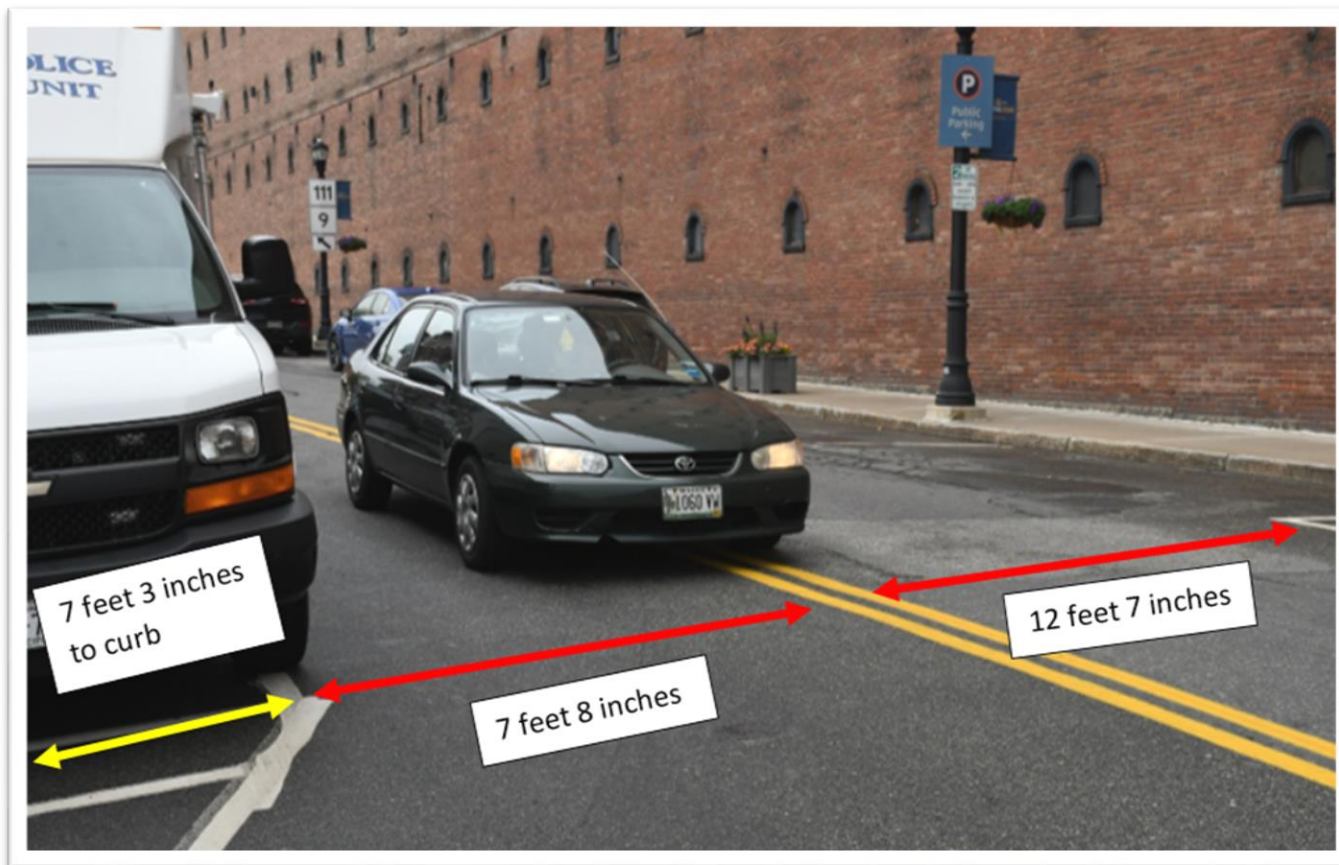
As we approach the intersection of Emery Street, the road slightly curves. This area is the narrowest portion of Main Street at only 34 feet and 7 inches wide at the crosswalk. I have included images below noting traffic flow through this portion of Main Street.

The parallel parking spots on the south side of the street average about 7'3" wide and just under 20 feet long. That measurement are taken to the outer edge of the white paint hash marks that denote the edges of the parking spot. The white stripes are approximately 5 inches wide, but vary per spot. As the spots have been re-painted over the years, the stripes have become wider in some areas.

In the image below, you will see the Biddeford Police Crime Van parked in front of Woodgrains Barber shop. This portion of Main Street is the narrowest stretch. The parking spot where the van is parked is approximately 7'03" wide to the outer edges of the paint. The van is approximately 6'08" inches wide without factoring in the side mirrors.



The travel area (travel lane) between the outer edge of the white parking spot and the yellow centerline is only **7'08" wide** at this location. That is 2'04" narrower than the recommended minimum 10-foot travel lane. On the opposite side, the travel lane is measured at 12'07" between the painted lines.



The double yellow clearly does not represent the true middle of the road at this location. If the line was centered, it would offer 10'01" of travel between the painted lanes or 10'07" if you include the center line.

Note however that the parking spots at this location are still at just over 7'00" and not the recommended 8'00" for standard vehicles. **Parking for 7-foot wide parking spaces are traditionally limited for compact sized vehicles.**

LOWER MAIN STREET

Eastbound on lower Main Street as it continues past Emery Street towards Hill St. starts to widen. The image below displays the widening measurements.

The street remains at under 37 feet wide just east of Emery Street, but then quickly widens out to over 55 feet wide at Hill Street.



The travel lanes are wider here also with the widths of the eastbound travel lane ranging between 11'00" at its narrowest and 15'00" at its widest. The average was between 11 and 12 feet (between the paint). In the westbound lane, the average was the same at 11 to 12 feet of available travel lane between the paint. The slimmest distance being 11 feet at the Emery Street intersection and the widest being 16 feet at the intersection of Hill Street.

Parallel parking on Main Street though the stretch east of Emery Street remains available on both sides. The spots are approximately 7'02" wide on average and just under 20 feet long. Eleven parallel spots are on the north side of the street for westbound traffic and there are six available parallel spots on the south side of the street for vehicle operating east.

As a side note, I observed two parking spots on the north side of the street (across from Safe Harbor Storage) that were 1 foot thinner than the others were. These two parallel spot were only 6'02 feet wide. I circled the two smaller spots in the image below. As mentioned above, the remaining parking spots all range around 7'02" to 7'04" wide.



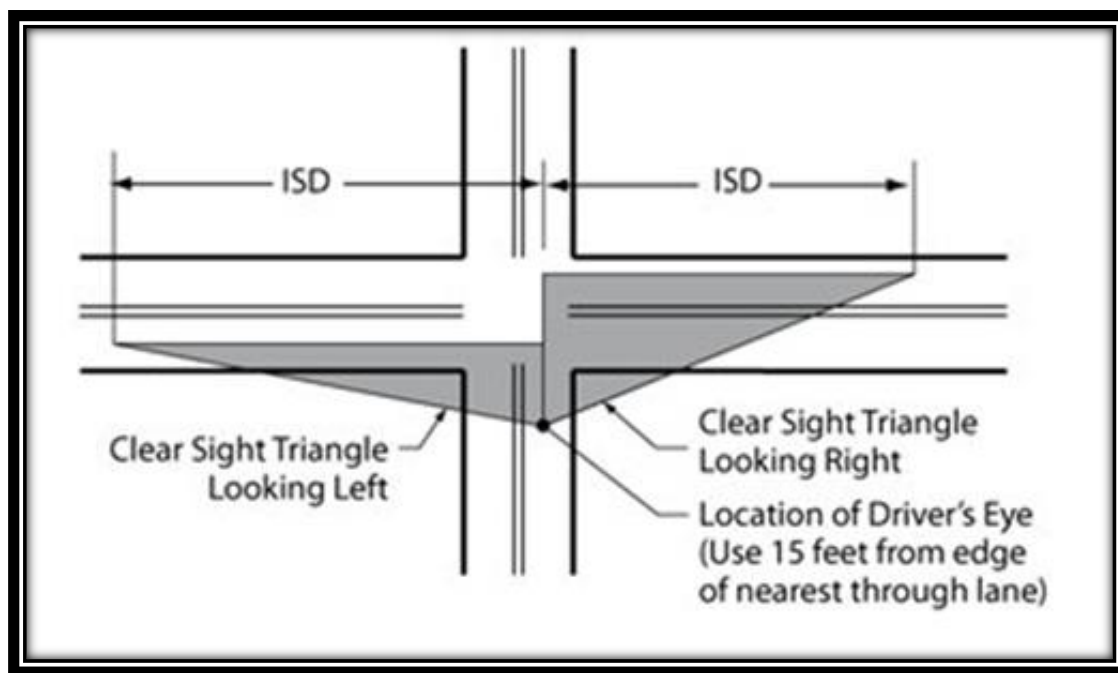
SIGHT DISTANCES

Insufficient sight distance can be a contributing factor in intersection traffic crashes. Intersection sight distance is the distance a motorist can see approaching vehicles before their *Line of Sight* is blocked by an obstruction near the intersection. The driver of a vehicle approaching or departing from a stopped position at an intersection should have an unobstructed view of the intersection, including any traffic control devices, and sufficient lengths along the intersecting roadway to permit the driver to anticipate and avoid potential collisions. Examples of obstructions can include trees, parked vehicles, utility poles, or buildings. In addition, the horizontal and vertical alignment of the roadway approaching the intersection can reduce the sight triangle of vehicles navigating the intersection.

It is important for approaching motorists on the major road to see side intersection vehicles, and for motorists exiting on to a travel way to see approaching vehicles before entering onto the road. Poor sight distance can lead to rear-end crashes on the approaches and to side impact crashes within the intersection because motorists may be unable to see and react to approaching vehicles.

The area needed for provision of this unobstructed view is called the Clear Sight Triangle (see Figure 1).

Figure 1. Sight Distance Triangles for 4-Leg Stop-controlled Intersections



The Intersection Sight Distance (ISD) is measured along the major road beginning at a point that coincides with the location of the minor road vehicle. Table 3 provides the recommended values for ISD, based on the following assumptions:

- Stop control of the minor road approaches;
- Using driver eye and object heights associated with passenger cars;
- Both minor and major roads are considered at level grade;
- Considers a left-turn from the minor road as the worst-case scenario (i.e., requiring the most sight distance); and
- The major road is an undivided, two-way, two-lane roadway with no turn lanes.

Speed (mph) *	Stopping Sight Distance (ft.)	Design Intersection Sight Distance (ft.)
25	155	280
30	200	335
35	250	390
40	305	445
45	360	500
50	425	555
55	495	610
60	570	665
65	645	720

Source: A Policy on Geometric Design of Highway and Streets, 5th Edition, American Association of State Highway and Transportation Officials (AASHTO), 2004.

[Biddeford City Ordinance Sec. 62-114 Sight distance.](#)

[Ord. No. 2003.16, 2-4-2003]

Sight distance is the length of approaching roadway, which is visible to the driver.

Stopping sight distance is the sum of the distance traveled during driver perception/reaction time (2 1/2 seconds) and the distance traveled while braking to a stop. The measurement is from the driver's eye 3 1/2 feet above the pavement to a six-inch height of object.

Table 62-114-1 lists the design guidelines for stopping sight distances at various speeds. The Table is based on 10 feet of sight distance for every mile per hour. In no case shall the minimum sight distances be less than the MDOT Highway Design Guide requirements.

Table 62-114-1
Stopping Sight Distance

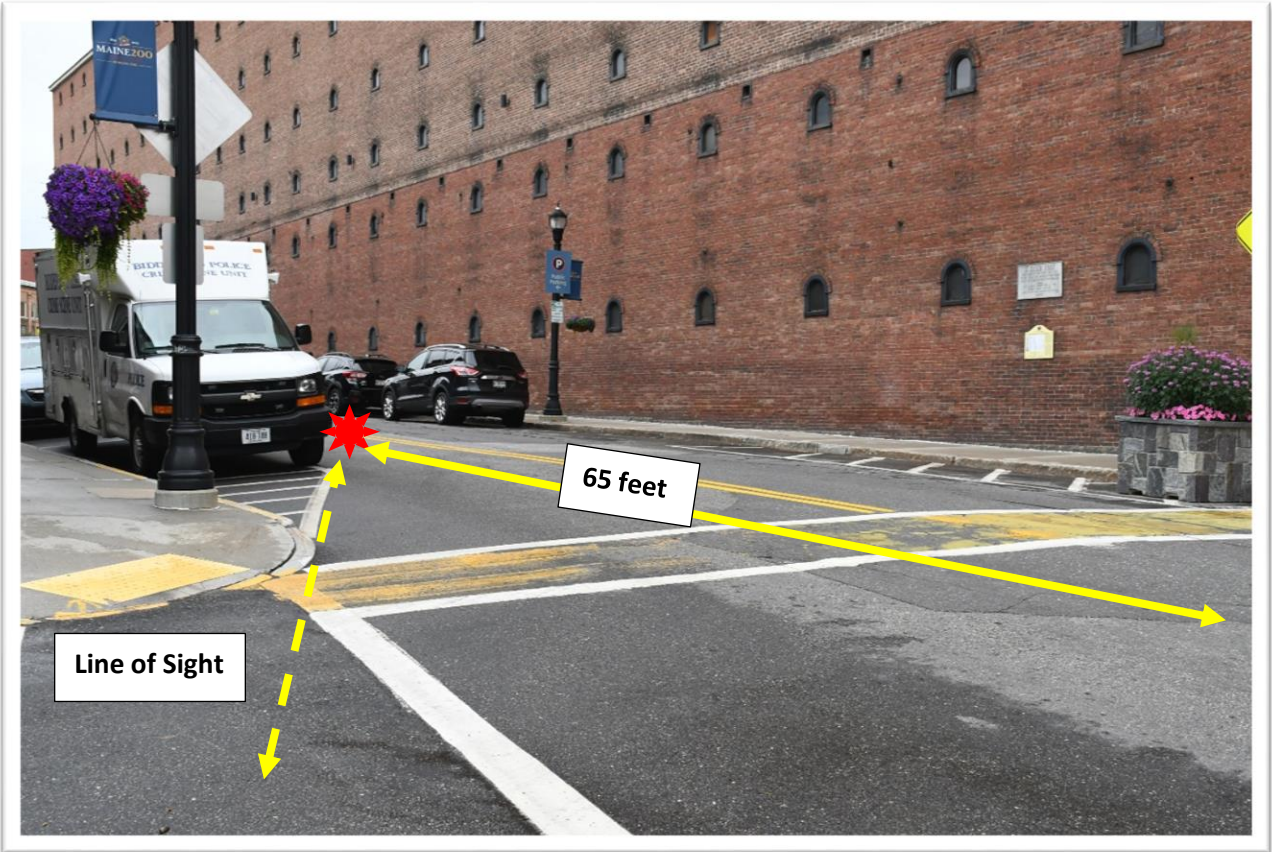
Design Speed (miles per hour)	Sight Distance (feet)
15	150
25	250
30	300
35	350
40	400
45	450
50	500
55	550

Intersections at grade sight distance: Any intersection street or road shall be so designed in profile and grading to provide minimum sight distances measured in each direction. The height of eye of the driver is 3 1/2 feet and the height of object (an approaching car) is 4 1/4 feet. This section is based on Chapter 8 of the Maine DOT Highway Design Guide. Refer to the most recent version of this manual for sight distance requirements for various intersections.

Of three intersections in this area, the intersection most effected by “Line of Sight” issues is the Emery Street intersection. I first examined the eastbound lane of travel on Main Street, which is the closest travel way.

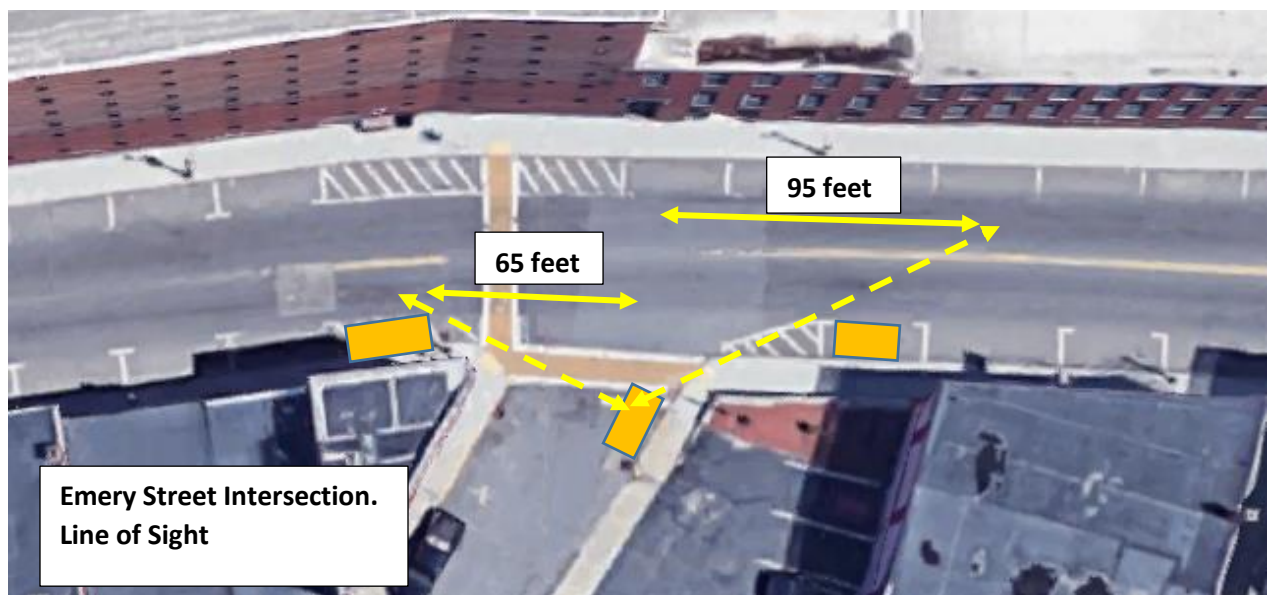
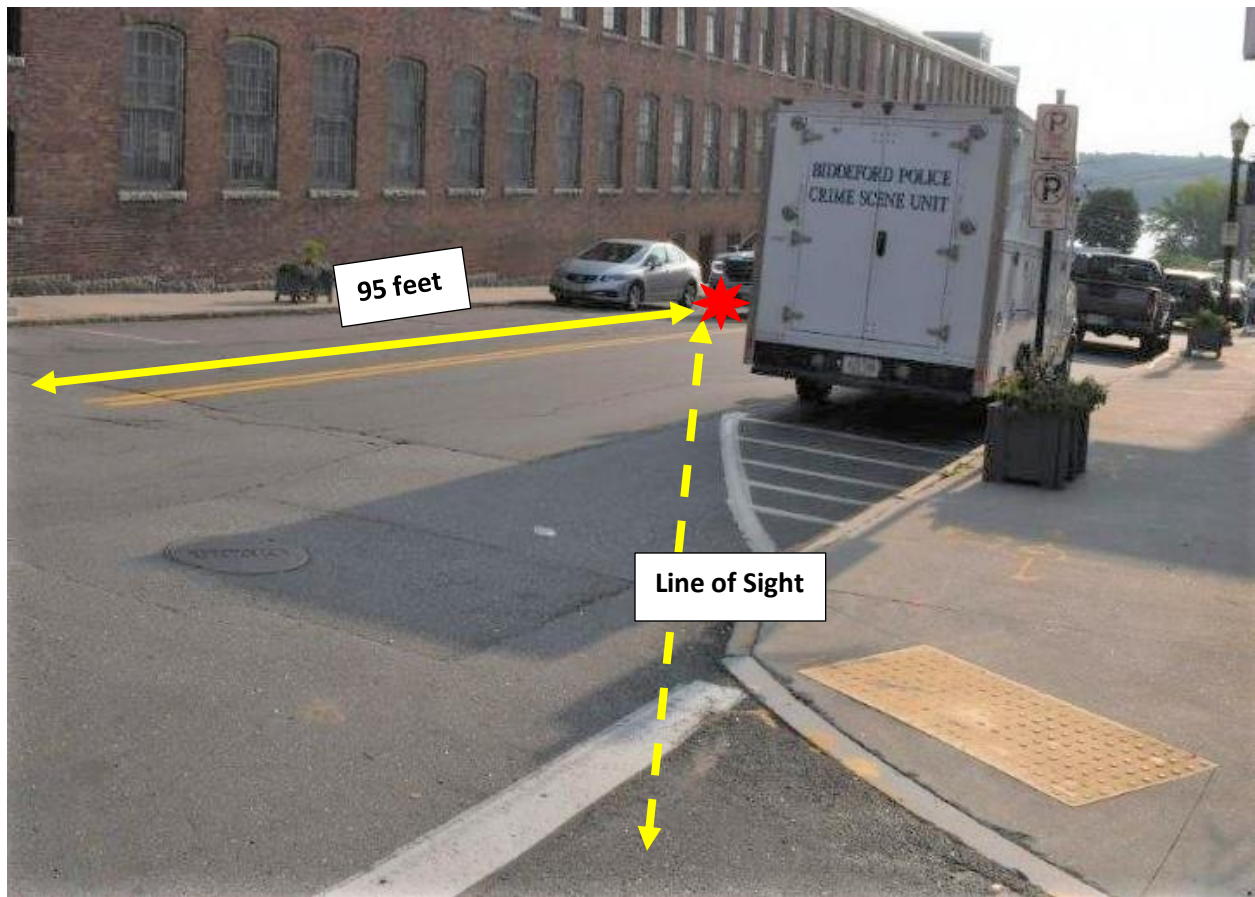
I took the opportunity to legally park the Biddeford Police Department Crime Van facing eastbound at the closest available parallel parking spot on the west side of the Emery Street intersection, just in front Woodgrain’s Barber Shop.

For vehicles traveling east on Main Street, and with a large vehicle parked legally in that spot, the *Line of Sight* was measured at roughly 65 feet. See image below.



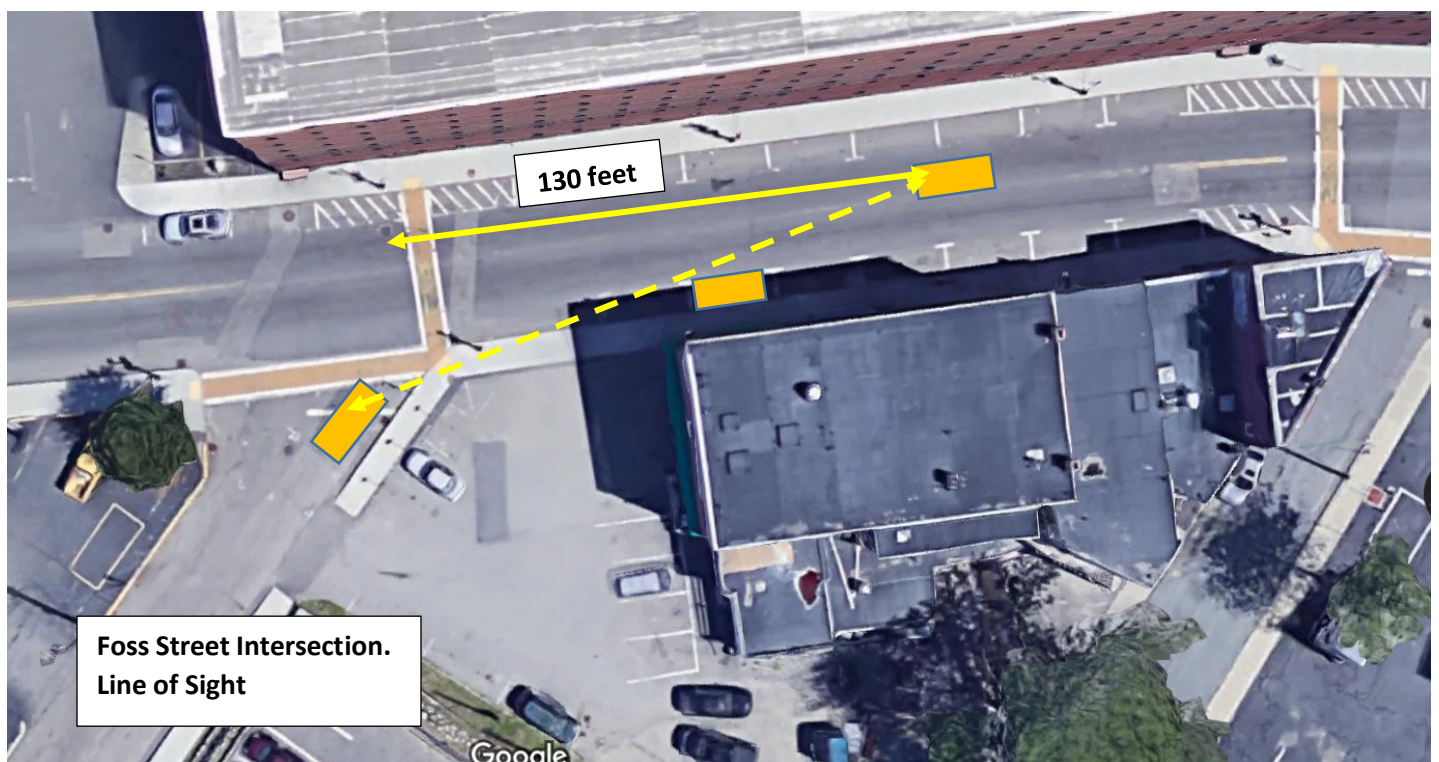
I then parked the Biddeford Police Department Crime Van facing eastbound at the closest available parallel parking spot on the east side of the Emery Street intersection in front of Safe Harbor Storage.

For vehicles, traveling in a westerly direction on Main Street and with a large vehicle parked legally in that spot, the *Line of Sight* measures approximately 95 feet. See images below.



The Foss Street Intersection is less of an issue with *Line of Sight* due to more general visibility in the intersection. The lack of any buildings to the west and northwest allows for a generous *Line of Sight* and generally high visibility of east flowing traffic. Traffic visibility from westbound motorists is slightly more limited however.

A vehicle parallel parked on the south side of Main Street in front of Dizzy Birds (as displayed below) may offer a shorter *Line of Sight*. The *Line of Sight* displayed below (130 feet) is an average representation of what the operator would view while stopped at the end of the Foss Street intersection. This *Line of Sight* can change dramatically depending on where the operator stops at the intersection.



CRASHES

Crashes reported in this area of Main Street were reviewed dating back through the year 2019. This does not account for crashes that were never reported or that were misclassified by location or other means. A total of 25 crashes occurred at or between the intersections of Foss and Hill Street. Most of these crashes were a direct result of narrow lanes or crowded parallel parking.

Twenty crashes on Main Street at or between the Foss Street Intersection and the Emery Street Intersection:

19-4288 Non-reportable Crash - 45 Main Street (Woodgrain Barbers)
19-6047 Non-reportable Crash - 45 Main Street (Woodgrain Barbers)
19-9352 Non-reportable Crash - 45 Main Street (Woodgrain Barbers)
19-11381 Non-reportable Crash - 45 Main Street (Woodgrain Barbers)
19-264-AC Reportable Crash - 45 Main Street (Woodgrain Barbers)
19-269-AC Reportable Crash - 45 Main Street (Woodgrain Barbers)
19-19594 Non-reportable Crash - 45 Main Street (Woodgrain Barbers)
19-11658 Non-reportable Crash - 65 Main Street (Dizzy Birds)
19-32669 Non-reportable Crash - 45 Main Street (Woodgrain Barbers)
19-38194 Non-reportable Crash - 65 Main Street (Dizzy Birds)
19-608-AC Reportable Crash - 45 Main Street (Woodgrain Barbers)
20-2314 Non-reportable Crash - 65 Main Street (Dizzy Birds)
20-82-AC Reportable Crash - 65 Main Street (Dizzy Birds)
20-419-AC Reportable Crash - 45 Main Street (Woodgrain Barbers)
21-76-AC Reportable Crash - 65 Main Street (Dizzy Birds)
21-3451 Non-reportable Crash - 45 Main Street (Woodgrain Barbers)
21-251-AC Reportable Crash - 65 Main Street (Dizzy Birds)
21-257-AC Reportable Crash - 65 Main Street (Dizzy Birds)
21-371-AC Reportable Crash - 45 Main Street (Woodgrain Barbers)
21-379-AC Reportable Crash - 45 Main Street (Woodgrain Barbers)

Five crashes occurring at or between Emery Street and Hill Street:

19-12493 Non-reportable Crash – 41 Main Street (Safe Harbor Storage)
20-24363 Non-reportable Crash – 40 Main Street
20-26832 Non-reportable Crash – 41 Main Street (Safe Harbor Storage)
20-381-AC Reportable Crash - 41 Main Street (Safe Harbor Storage)
20-381-AC Reportable Crash - 40 Main Street

INTERVIEWS and OBSERVATIONS

Throughout the study, while spending time in the area, I had the opportunity to watch and observe various traffic flow patterns. I also had the opportunity to meet and speak with several business owners, tenants and pedestrians who frequent the area and observe the same traffic nuances as I had.

One of the business owners I spoke with was State Representative Erin Sheehan and her husband Carson. Erin and Carson own Lorne Wine shop at 61 Main Street. This business stands right in the middle of the most congested portion of Main Street and they literally have a front row seat. They advised that during the busiest times of day, the traffic becomes very congested. Often times, two vehicles cannot safely pass each other. Vehicles will frequently have to stop and yield to the side in order to allow oncoming traffic to pass. They have also witnessed some of the same crashes I listed above, as well as some that have never been reported.

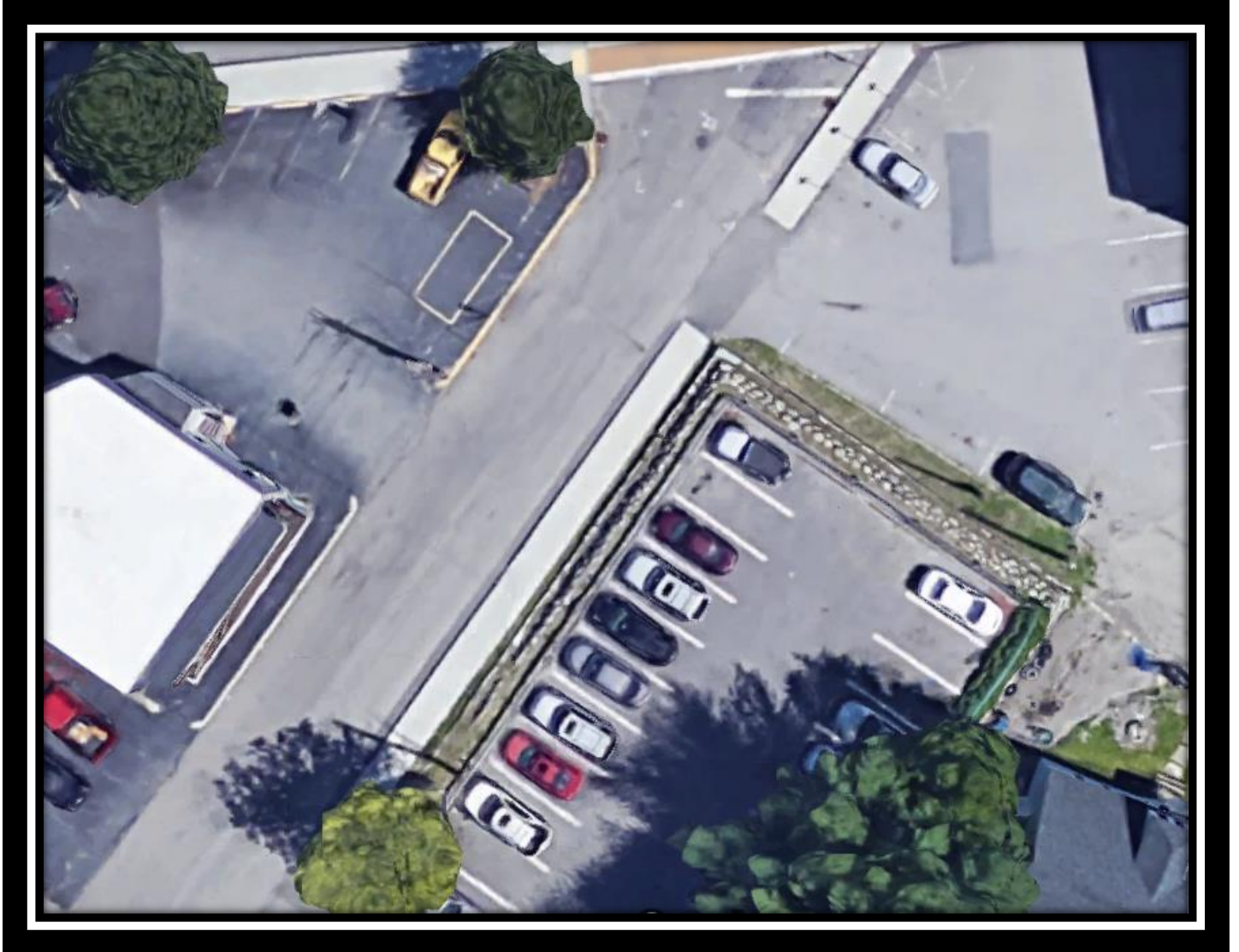
I was also able to speak to some tenants that live in the apartments above Lorne as well as several persons walking their dogs, walking for morning coffee or just enjoying their day. The theme was universal in that they all expressed the same concerns with the narrow travel lanes and narrow parking spots.

My personal observations from a Law Enforcement perspective included concerns of road-rage and quick tempers flaring due to the congestion and sometimes pauses in traffic flow. While I was on scene, fully visible in uniform, there were several occurrences of revving engines, squealing tires, imprudent speed, unsafe maneuvering and the use of foul language. It is undoubtedly a cause of frustration during heavy and congested periods of traffic.

SUMMARY

This concludes the requested study of traffic flow and parking issues of Main Street between Foss Street and Hill Street. The study includes the current and potential effects of travel lane width as it relates to vehicles operating east and west adjacent to each other and the effects of the on-street parallel parking. It additionally includes the summary measurements for *Line of Sight* perception for motorists exiting Emery Street and Foss Street onto Main Street. Beyond the observations already stated, this author draws no conclusions from the information collected and presented for this study.

All measurements are approximate. The margin of error is within a few inches.



Foss Street Traffic and Parking Study

08/23/2021

Corporal Matthew D. Baldwin

Eldeford Police Dept.

39 Alfred Street

Eldeford, Maine

OVERVIEW

Upon request, a study was conducted of lower Foss Street to assess on-street parking and potential travel issues. The study was completed in the areas between 5 Foss Street and 25 Foss Street to include the exit of the Foss Street Public Parking lot, now noted as **Lot P4305**, controlled by Premium Parking. The area of Foss Street between Bacon Street and Main Street is approximately 390 feet long. Foss Street is a non-posted 25 mph zone. On-street parking for this portion of Foss Street was introduced a few years ago and had originally been posted as **No** on-street parking.

This area was analyzed to note ease of travel by exiting and traveling motorists and how parking along the east side of this roadway influences that travel. It has been reported that while vehicles are parked on the east sides of the street, it is difficult for motorists exiting **Lot P4305** to see safely in both directions. It has also been suggested that parking along the easterly side of Foss Street does not allow for enough travel area for north and southbound traffic to safely pass at the same time.

The asphalt through this portion of Foss Street remains in good condition. The street has an elevated grade of approximately 5 to 10 degrees in a southerly direction. Foss Street has approximately 175 feet of distance from the easterly entrance of **Lot P4305** to the intersection of Main Street. The available parking along the east side of Foss Street, north of the entrance is approximately 84 total feet. This equates to roughly four 20-foot parking spots. At this time, parking is restricted to the east side of the street only. South of **Lot P4305** there is approximately 108 feet of allowable on-street parking, or roughly five parking spots.

The average width of Foss Street is approximately 26.5 feet (see image P-6 for specific distances). This distance does not include the sidewalks positioned on both sides of the street.

There are only a few entrances on the east side of Foss Street where on-street parking is affected and or restricted. Dizzy Birds restaurant, located at 65 Main Street has a Foss Street entrance approximately 34 feet from Main Street. **Lot P4305** has its entrance, and further south is the private driveway at 25 Foss Street.

Other than traffic flow, the entrances on the west side of Foss Street would not affect parking. Grady's Television has an entrance on the west side of Foss Street, approximately 65 feet from the intersection of Main Street. Continuing south, there is another rear employee parking entrance for 'The Donut Shop' and then two large garage entrances for C&R Enterprises, Inc. There is additionally an entrance to the rear of Pop's tavern on the west side of Foss Street near the Bacon Street intersection.

The total analysis includes the observation of traffic movement, parking utilization, sight distances, photographs and measurements of the Foss Street area. This was completed in order to assess and identify any existing safety deficiencies that could negatively affect or impact this portion of Foss Street.

PARKING AND TRAFFIC ANALYSIS:

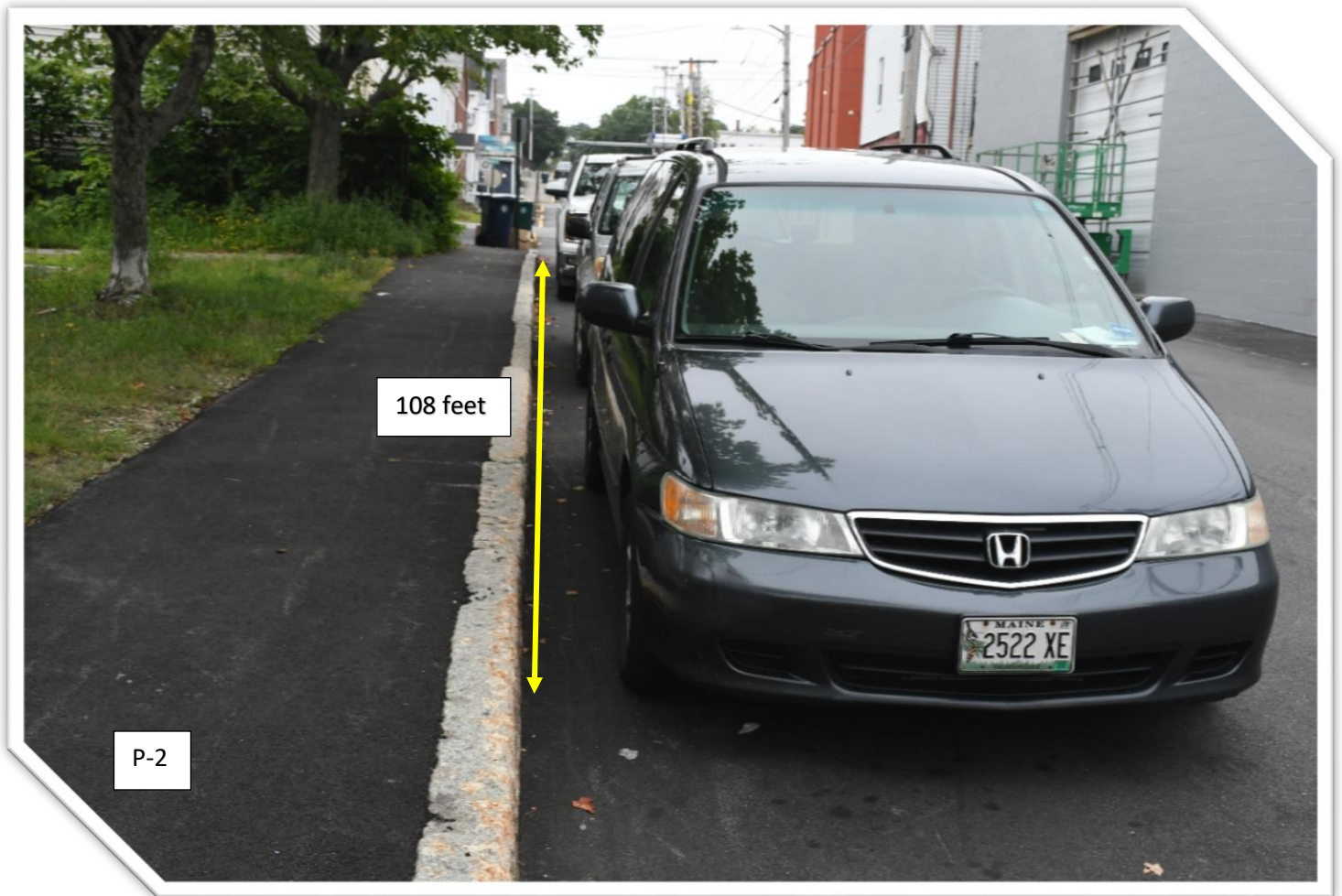
AVAILABLE ON-STREET PARKING

The Foss Street parking and traffic analysis involved the monitoring of traffic movement, parking practices, and other environmental issues that may have effects on the area. As mentioned above, other than **Lot P4305**, this portion of Foss Street effects the businesses of 'Grady's Television', 'Dizzy Bird's Chicken' and the employee parking area of the 'The Donut Shop'.

At this time, there are no individually marked or designated parallel parking spots on the east side of Foss Street. The 84 feet of legal parking, north of the **P4305** entrance, could allow for four (4) average 20-foot parking spots. See image P-1 below



The on-street parking south of the entrance of **Lot P4305** allows for approximately 108 feet of on-street parking. The available parking starts 20 feet from the south entrance of **Lot P4305** and extends and ends at the driveway between 23 and 25 Foss Street. The 108 available feet allows for approximately five (5) 20-foot additional parking spots, totaling nine (9) legal on-street parking spots if at full capacity. See image P-2.



STREET / LANE WIDTH

Foss Street averages approximately 26.5 feet in width when traveling north of the **P4305** entrance and 26 feet when south of the entrance. Squared off granite curbing limits any additional option to yield a vehicle further off either side of the roadway. This width additionally does not take into account the issues with snow and snowbanks during the winter months that will arguably narrow the street further.

Interpreting the various City Ordinances outlining the necessary safe and recommended travel width for individual lane use was complicated. Newer roads appear to require a 13 foot width. Another table suggests a 12 foot width on urban streets for both arterial and collector streets. (See attachment 62 below)

STREETS, SIDEWALKS AND OTHER PUBLIC PLACES									
62 Attachment 1									
City of Biddeford									
Table A									
Minimum Roadway Construction Standards									
[Ord. of 12-4-1991, § 20-91; Ord. No. 2003.16, 2-4-2003]									
Road Classification	Local Arterial Streets		Local Collector Streets			Major Residential Streets		Minor Residential Streets	
Subcategories	Urban	Nonurban	Industrial	Urban	Nonurban	Urban	Nonurban	Urban	Nonurban
Right-of-way width (feet)	60	50	50	50	50	50	50	50	50
Travel lane width (feet)	12	11	12	12	11	12	11	11	10
Shoulder width (feet)	5	3 gravel	4	4	3 gravel	3	2 gravel	3 gravel	2 gravel
Sidewalk width (See Section 62-110, Sidewalks, for requirements) (feet)	5	5	5	5	5	5	5	5	5
Additional travel lane width (when required) (feet)	11	11	11	11	11	11	11	11	11
Parking lane width (parallel parking) when required (feet)	8	8	8	8	8	8	8	8	8
Bike lane, where applicable (feet)	3	3	3	3	3	3	3	3	3
Subsurface/surface drainage	Subsurface	Surface	Subsurface	Subsurface	Surface	Subsurface	Surface	Subsurface	Surface
Roadway crown (inches per foot)	1/4	1/4	1/4	1/4	1/4	1/4	1/4	1/4	1/4
Center-line radius (feet)	250	250	250	250	200	150	150	150	150
Curb and pavement radius at intersections (feet)	30	30	30	30	30	30	30	30	30
Tangent between curves of reverse	150	150	150	150	100	100	50	50	50

Below, the ordinance mentions the minimum width of a 10 foot travel lane with no curbing. Regardless, the **minimum** width referred to in the City Ordinance, when referring to any travel lane width was at least 10 feet. This is additionally reflected in most State and Federal DOT standards as well. Most State DOT standards operate at an 11 foot minimum width.

Also highlighted below in section .2 is the provision for parallel parking, which is set at a minimum requirement of 7.5 feet.

Biddeford City Ordinance: [Sec. 62-109 Roadway features.](#)

[Ord. of 12-4-1991, § 20-79; Ord. No. 2003.16, 2-4-2003]

1. *Travel lanes: Lane width for City streets shall not be less than those values shown in Section*

62-126, Table A. *The shoulders must be a minimum of two feet on each side. If a curb or berm is installed, the travel lane shall be a minimum of 13 feet in width.*

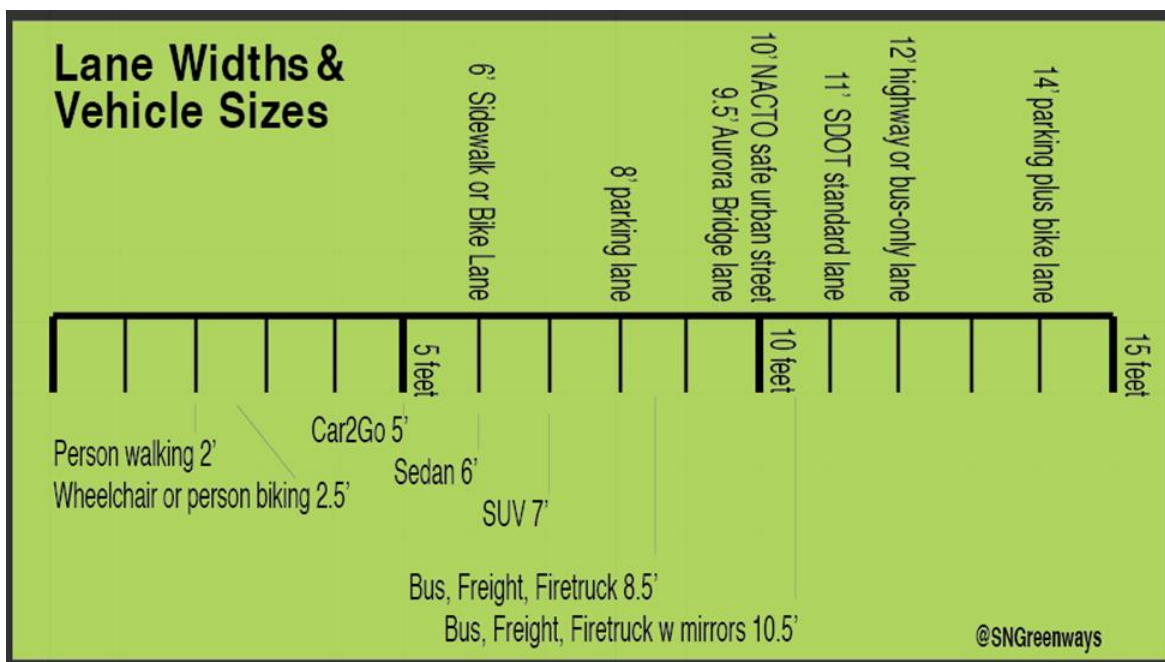
For minor residential streets in the RF Zone, the travel lane width shall be a minimum of 10 feet with two-foot gravel shoulders at each side and no curbing. If curbing is technically necessary, as determined by the engineer, for a RF Zone minor residential street, then the street must comply with the City street standards previously stated.

2. *Parking lanes: When provision is made for parallel parking along the side of any street, the parking lane shall be at least 7 1/2 feet (2.3 m) in width.*

As stated before, this portion of Foss Street averages 26.5 feet at its widest portions and never exceeds the width of 27 feet.

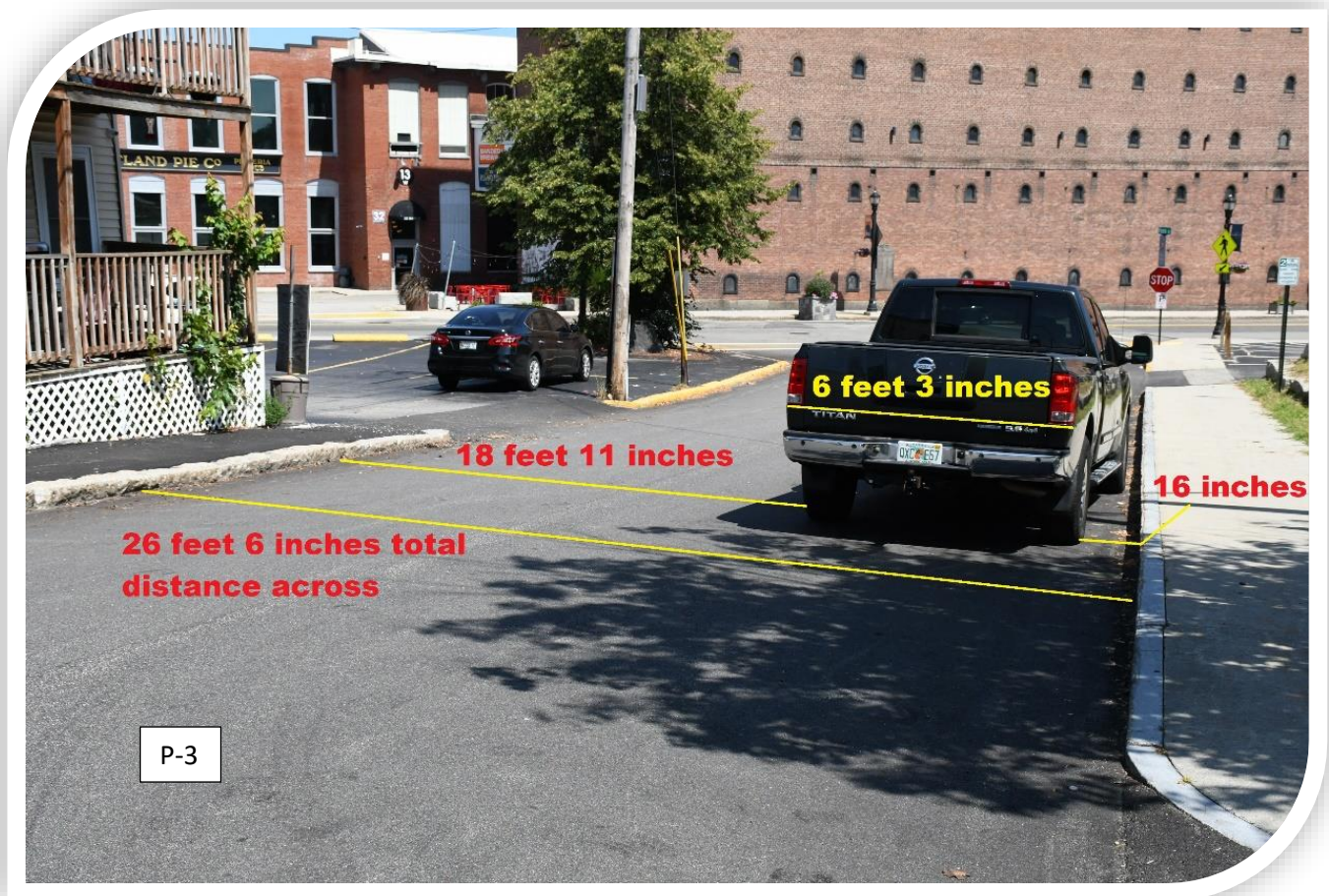
When using the 26.5 foot width and after subtracting the 7.5-foot minimum threshold for parallel parking, it equals a 19 feet width. 19 feet divided by two equals only 9.5 feet for each individual north and south bound travel lane through that area.

This travel width does not take into account that the average vehicle traveling on the roads today is between 6 and 7.5 feet in width. Commercial vehicles are 8.5 feet in width and Fire and Rescue apparatus can be as wide as 9.5 feet in width and 10.5 if you include the mirrors.



An average full sized truck (6.5 to 7.5 feet wide) parked 1 foot off of the curb will be 7.5 to 8.5 feet into the roadway, thus shrinking the adjacent travel lanes to only 9 feet each, a full foot below the minimum standard set by ordinance and a full 4 feet less set by the ordinance for new construction.

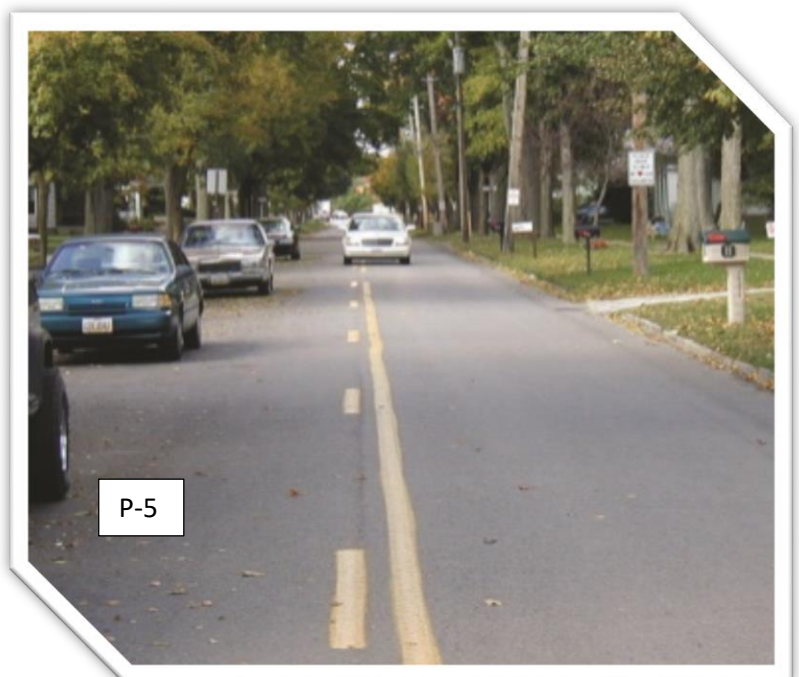
The photo below, (image P-3) shows a Nissan Titan pick-up parked on Foss Street just north of the entrance of **Lot P4305**. The truck measures approximately 6 feet 3 inches wide and the truck is parked 16 inches from the curb. The remaining total travel way is approximately 18 feet 11 inches or approximately 9.5 feet of available travel for each adjacent lane.



In the next photo below, (image P-4) it shows the Biddeford Police Crime Van parked on Foss Street in the same location. This truck measures approximately 6 feet 8 inches wide (without the mirrors) and the truck is parked only 4 inches from the curb. This leaves approximately 19 feet 6 inches of available travel in the adjacent lanes (9.75 feet per lane).



Another lane-width consideration is that there is currently no centerline or double centerline painted on Foss Street. The addition of a line (or lines) down the center of the street, assuming that the travel way would remain “to one side” of the painted line, would shrink the travel way even further. A common longitudinal painted roadway stripe is 4 inches wide. Two parallel longitudinal (double) stripes would equal an additional 1 foot of roadway space. See image P-5 for a reference of potential paint stripe width.



The image below, (P-6) notes the widths of Foss Street along the stretch of the current legal on-street parking. As seen, no distances exceed 27.5 feet, which would allow for a 7.5-foot parking spot and 2 additional 10 foot travel ways.



Biddeford City Ordinance: Sec. 42-7 General parking prohibitions.

[Ord. of 12-15-1998(2)]

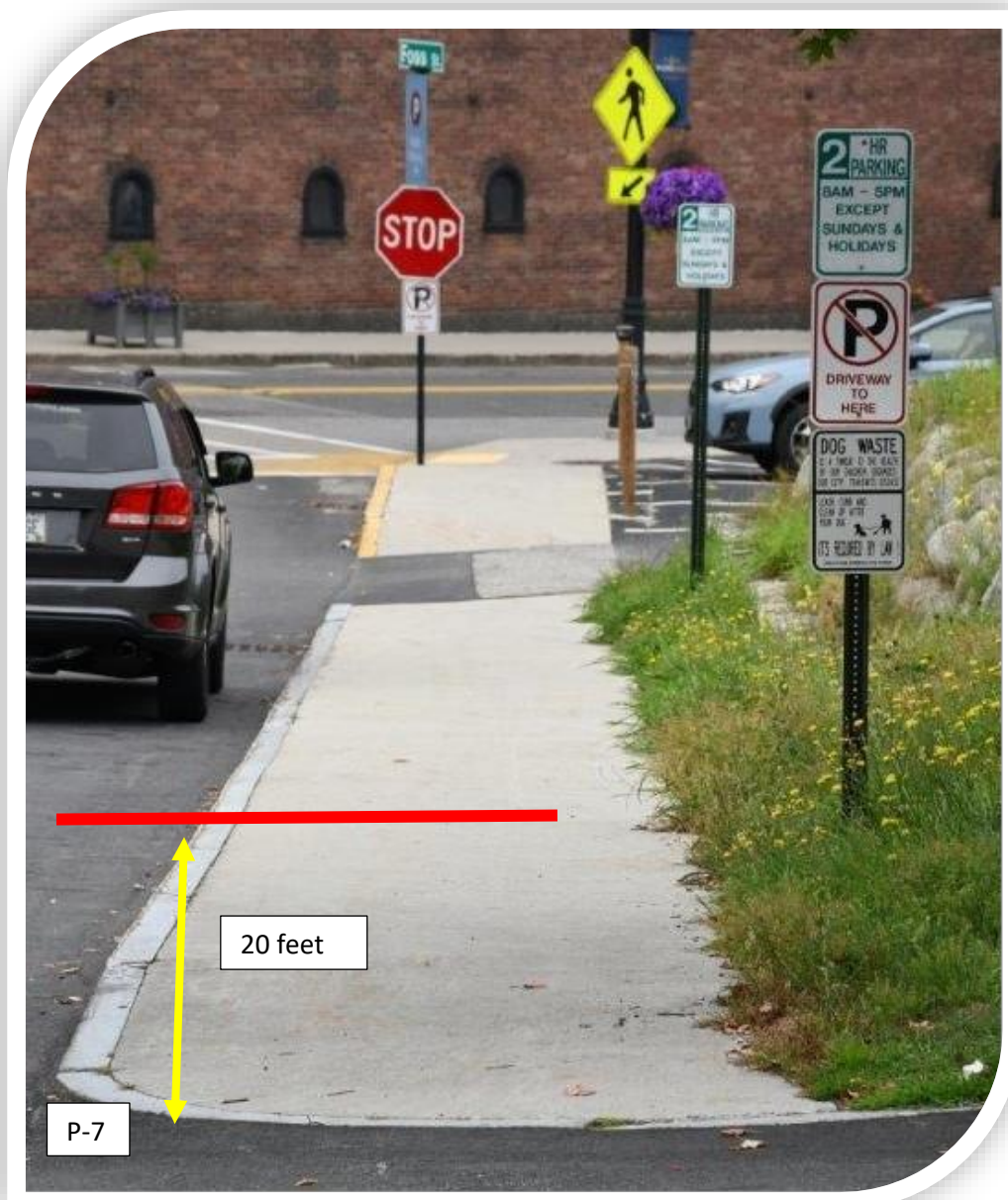
Except in cases of emergency, no vehicle shall be parked at any of the following places:

1. At white, black or other colored lines, as designated on curb.
2. Within 10 feet of a hydrant or fireplug.
3. Within 20 feet of a crosswalk. [Amended 9-15-2015 by Ord. No. 2015.59]
4. Within 20 feet of an intersection of streets.
5. In front of a private driveway.
6. Upon a sidewalk or other pedestrian way.

As mentioned earlier, the lower east portion of Foss Street from Bacon Street to Main Street has only 3 driveways or entrances affecting where on-street parking is currently allowed. The most northerly entrance is the entrance to Dizzy Birds. The 2nd entrance is to **Lot P4305**. The 3rd is a private driveway between 23 and 25 Foss Street.

North of the Dizzy Bird entrance is a painted yellow curb due to it being within 20 feet of the intersection. South of that entrance are no restrictions. The non-restricted portion is included in the 84 feet of total available on-street parking. To note further restrictions, there are signs on either side of **Lot P4305** that restrict parking within 20 feet of either side of the entrance.

The image below (P-7) depicts the parking and signage north of the **Lot P4305**.



South of the 25 Foss Street private driveway is a painted yellow curb due to one fire-hydrant and its proximity to the Bacon Street intersection. North of the driveway are no further restrictions. This area starts the 108 feet of available on-street parking along this portion of Foss Street. (See image P-8 below)



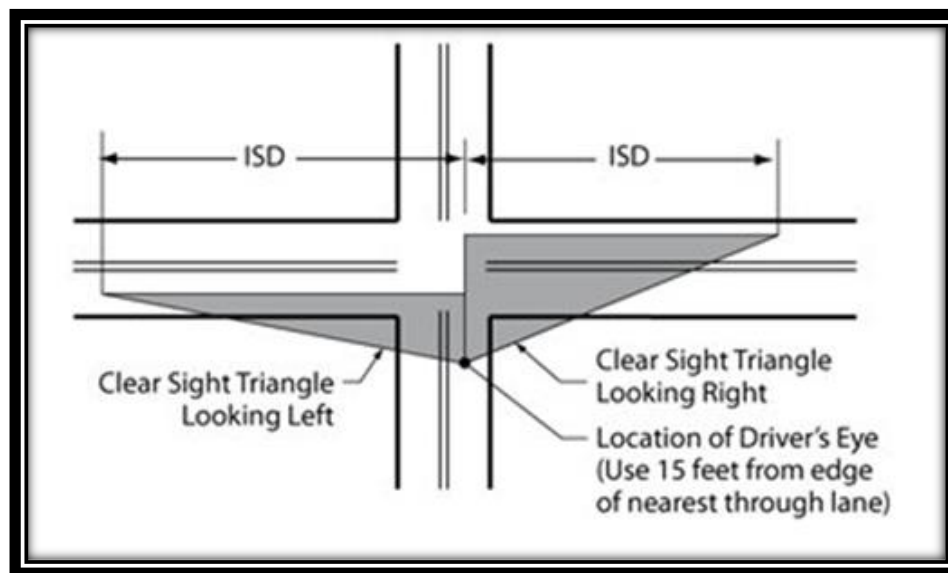
SIGHT DISTANCES

Insufficient sight distance can be a contributing factor in intersection traffic crashes. Intersection sight distance is the distance a motorist can see approaching vehicles before their line of sight is blocked by an obstruction near the intersection. The driver of a vehicle approaching or departing from a stopped position at an intersection should have an unobstructed view of the intersection, including any traffic control devices, and sufficient lengths along the intersecting roadway to permit the driver to anticipate and avoid potential collisions. Examples of obstructions can include trees, parked vehicles, utility poles, or buildings. In addition, the horizontal and vertical alignment of the roadway approaching the intersection can reduce the sight triangle of vehicles navigating the intersection.

It is important for approaching motorists on the major road to see side intersection vehicles, and for motorists exiting on to a travel way to see approaching vehicles before entering onto the road. Poor sight distance can lead to rear-end crashes on the approaches and to angle crashes within the intersection because motorists may be unable to see and react to approaching vehicles.

The area needed for provision of this unobstructed view is called the Clear Sight Triangle (see Figure 1).

Figure 1. Sight Distance Triangles for 4-Leg Stop-controlled Intersections



The Intersection Sight Distance (ISD) is measured along the major road beginning at a point that coincides with the location of the minor road vehicle. Table 3 provides the recommended values for ISD, based on the following assumptions:

- Stop control of the minor road approaches;
- Using driver eye and object heights associated with passenger cars;
- Both minor and major roads are considered at level grade;
- Considers a left-turn from the minor road as the worst-case scenario (i.e., requiring the most sight distance); and
- The major road is an undivided, two-way, two-lane roadway with no turn lanes.

Speed (mph) * Distance (ft.)	Stopping Sight Distance (ft.)	Design Intersection Sight
25	155	280
30	200	335
35	250	390
40	305	445
45	360	500
50	425	555
55	495	610
60	570	665
65	645	720

Source: A Policy on Geometric Design of Highway and Streets, 5th Edition, American Association of State Highway and Transportation Officials (AASHTO), 2004.

[Biddeford City Ordinance Sec. 62-114 Sight distance.](#)

[Ord. No. 2003.16, 2-4-2003]

Sight distance is the length of approaching roadway, which is visible to the driver.

Stopping sight distance is the sum of the distance traveled during driver perception/reaction time (2 1/2 seconds) and the distance traveled while braking to a stop. The measurement is from the driver's eye 3 1/2 feet above the pavement to a six-inch height of object.

Table 62-114-1 lists the design guidelines for stopping sight distances at various speeds. The Table is based on 10 feet of sight distance for every mile per hour. In no case shall the minimum sight distances be less than the MDOT Highway Design Guide requirements.

Table 62-114-1
Stopping Sight Distance

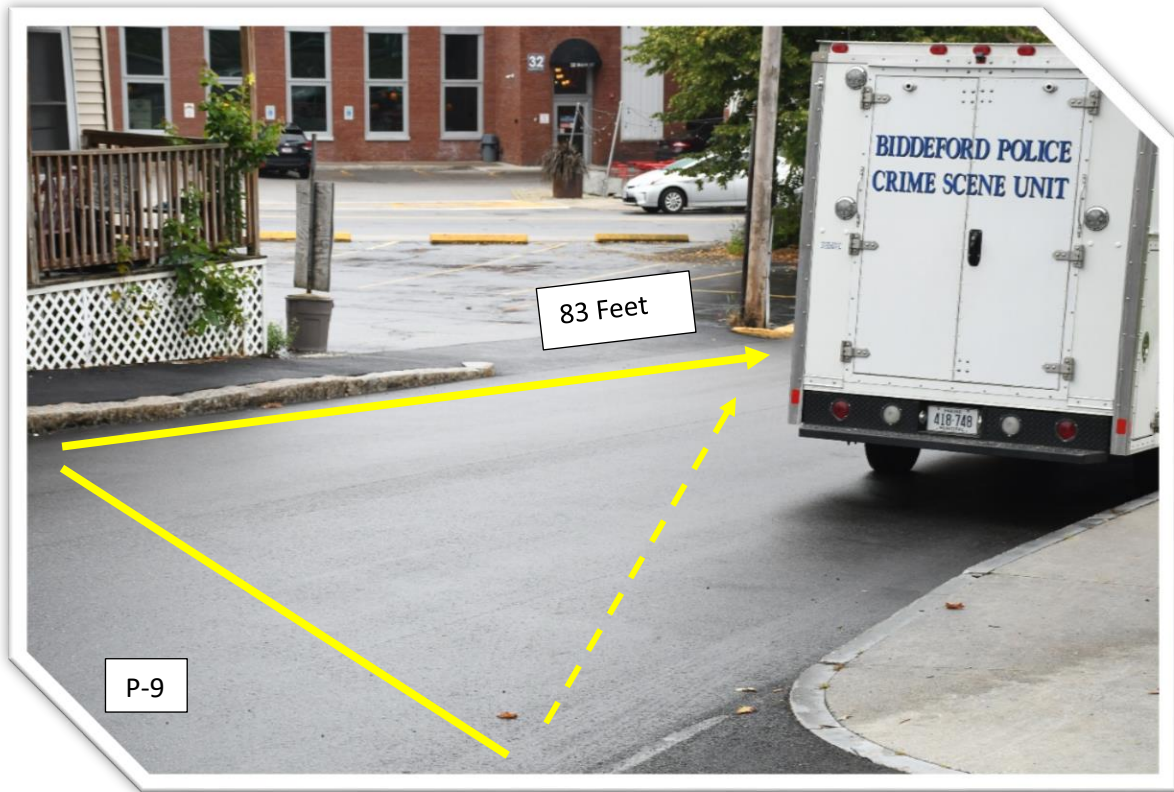
Design Speed (miles per hour)	Sight Distance (feet)
15	150
25	250
30	300
35	350
40	400
45	450
50	500
55	550

Intersections at grade sight distance: Any intersection street or road shall be so designed in profile and grading to provide minimum sight distances measured in each direction. The height of eye of the driver is 3 1/2 feet and the height of object (an approaching car) is 4 1/4 feet. This section is based on Chapter 8 of the Maine DOT Highway Design Guide. Refer to the most recent version of this manual for sight distance requirements for various intersections.

When reviewing the Line of Sight distances for exiting **Lot P4305**, I first examined the northbound portion of on-street parking.

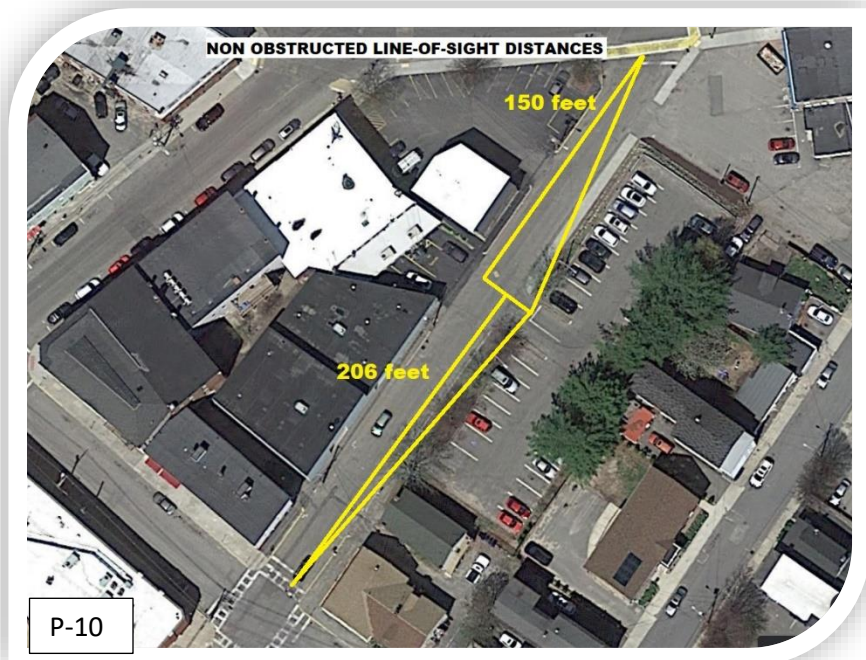
The image below (P-9) displays the Biddeford Police Department Crime-Van legally parked on Foss Street just north of the **P4305** entrance. The photograph is taken from the perspective of a motorist exiting **Lot P4305** and preparing to turn (in either direction).

If the operator is looking northbound towards Main Street, the line of site projects roughly to the northern edge of Grady's rear parking lot entrance. It should be added that this perspective is well within the recommended 15 feet to the nearest "through lane" as displayed above in Figure 1. It is however a more realistic position of an exiting motorist. This line of sight distance was determined to be approximately 83 feet.



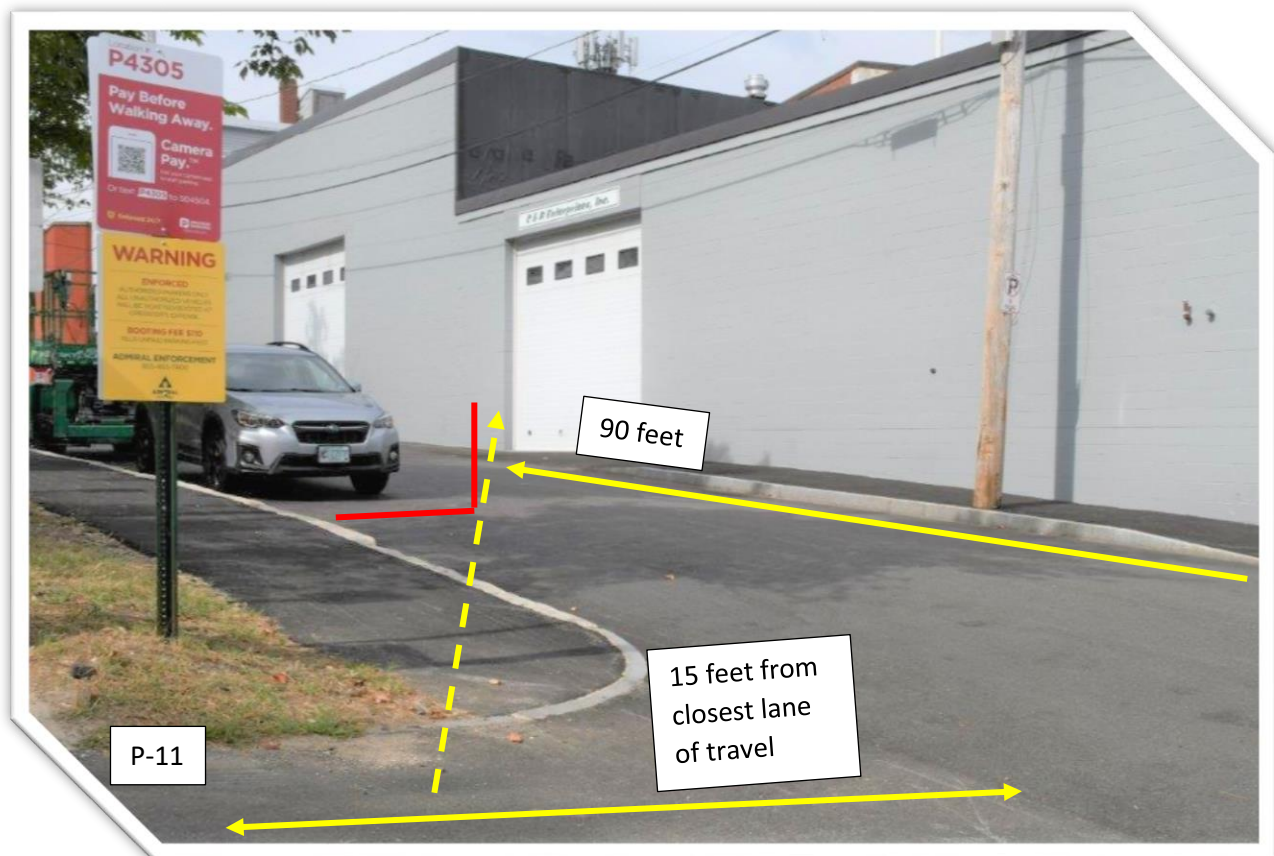
In both of the Line of Sight tables listed above, the recommended line of sight for a 25 mph zone is 280 feet in the State standards and 250 feet in the City of Biddeford standard. For a 15 mph zone, the Biddeford standard recommends 150 feet (50 feet for every 5 mph.)

The total unobstructed sight distance all the way to Main Street is only 150 total feet. The total distance looking southbound towards Bacon Street is only 206



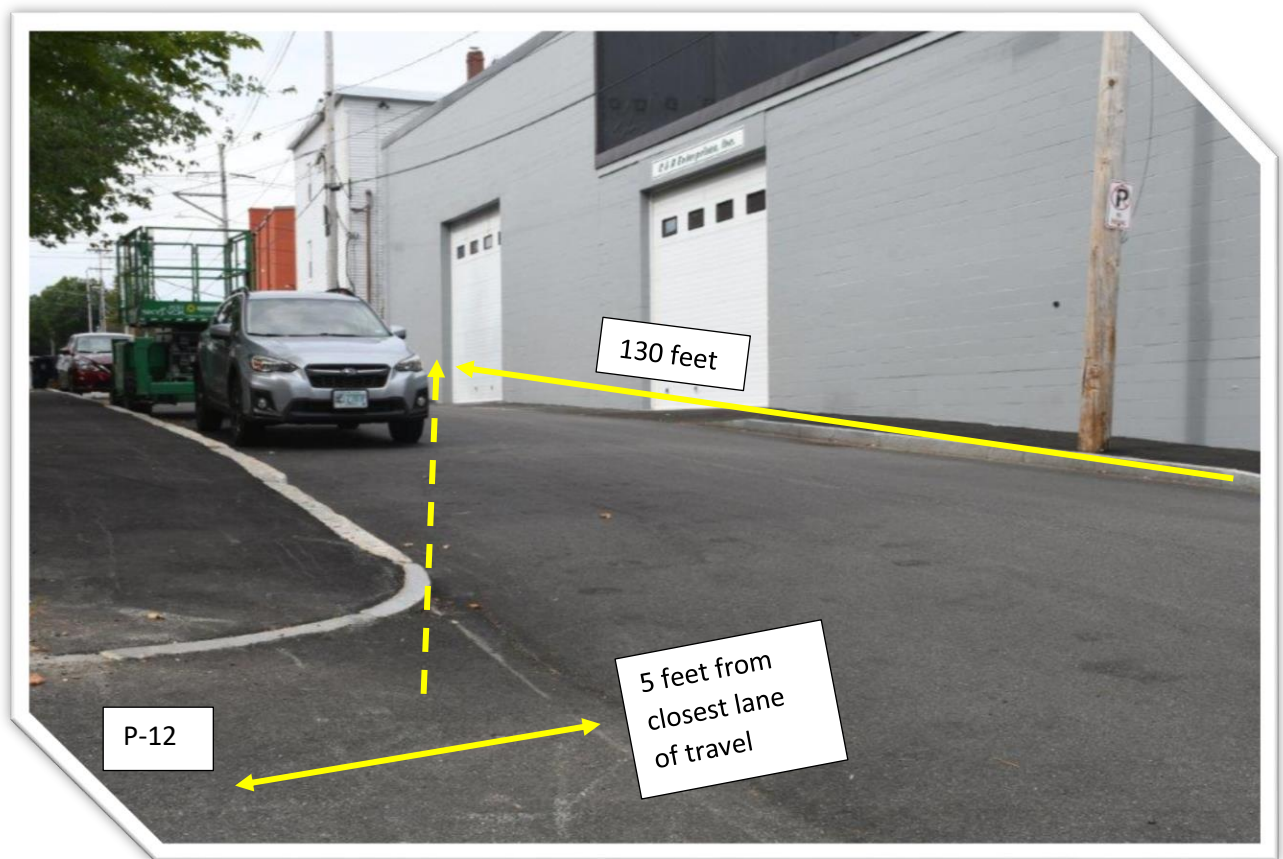
feet. (Image P-10) Both distances are considerably lower than the suggested thresholds.

The images below represent the line of sight for an exiting motorist who is looking southbound towards Bacon Street. The first image, (P-11), represents the view from a motorist who is 15 feet removed from the lane of travel as suggested by Figure 1 above. The silver Subaru sedan parked against the curb on the left is **not** pulled up as far as it could be. This adds some distance to the line of sight. A more realistic line of site would be closer to the south most edge of the 1st garage door owned by C&R Enterprises, Inc., as noted in the image below (P-11). This distance is approximately 90 feet.



If the motorist were to pull closer towards the lane of travel, which is a more likely circumstance, the line of sight would improve. The below image (P-12) represents a motorist's view stopped only 5 feet from the lane of travel. The line of sight now extends to the south edge of the 2nd garage door belonging to C&R Enterprises, Inc.

This line of sight distance is now measured at approximately 130 feet. To summarize, if the operator stops their vehicle 5 feet from the closest lane of travel, and vehicles are parked legally at the closest spots allowed along the Foss Street curbing, the line of site looking northbound would be approximately 83 feet and the line of sight looking southbound would be approximately 130 feet.



FOSS STREET CRASHES

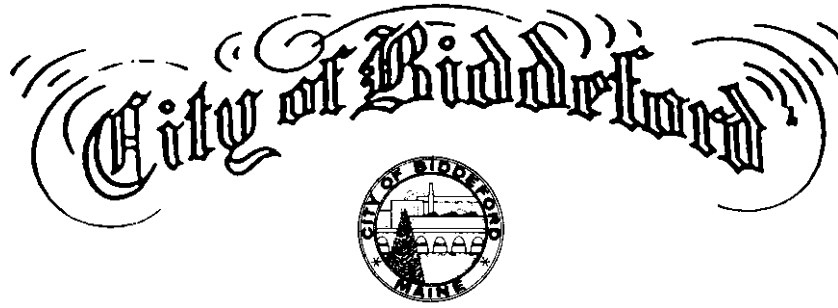
There were no known or recorded crashes through this short stretch of Foss Street since 2019.

SUMMARY

This concludes the requested study of the on-street parking along Foss Street in the areas between 5 and 25 Foss Street. The study includes the potential effects of travel lane width for this area as it relates to vehicles operating north and south adjacent to on-street parked vehicles. It additionally includes the potential effects of a limited line of sight perception for motorists exiting **Lot P4305**. This author draws no conclusions from the information collected and presented for this study.

Main Street Proposed Parking Change Notices

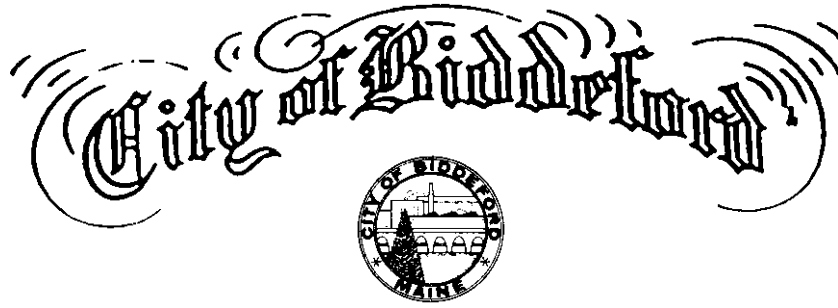
Business	Date & Time Notice Served
Dizzy Bird	09/29 1434hrs
Lorne	09/29 1656hrs
Que Huong	09/29 1437hrs
Woodgrain	09/29 1439hrs
Portland Pie	09/29 1442hrs
Spurwink	Closed
Tulu	09/29 1450hrs
Mantis Gaming	09/29 1451hrs
Viabella	09/29 1452hrs Closed slipped under door
Hyperlite	09/29 1455hrs Closed slipped under door
Sellam Circus School	09/29 1506hrs
Round Turn	09/29 1509hrs
Jack Rabbit/Elda	09/30 1254hrs
Angelrox	09/30 1310hrs
Impact Fitness	09/30 1310hrs Couldn't find an employee/ left on front desk
Lucky Pigeon Brewing	09/30 1312hrs Closed slid under door
Sweet Cream Dairy	09/30 1304hrs Closed through Oct 15 slid under door
Think Tank Biddeford	09/30 1304hrs
Just A Moment	09/30 1322hrs Closed slid under door
Saco River Medical	09/30 1323hrs Couldn't find an employee/ left on front desk
Saltwater Vineyard Church	09/30 1321hrs Closed slid under door



BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-91 Limited Parking**, be amended by adding or deleting to read as follows:

Main Street, even-numbered side, beginning at a point 20 feet west of the perpendicular sight line with the northwest corner of the intersection with Emery Street, thence westerly for a distance of 204 feet to Laconia Street, parking for compact vehicles ONLY, two hours, between the hours of 8:00 a.m. and 6:00 p.m., Monday through Friday, except on holidays, and excepting for those spaces that have been designated elsewhere in this chapter for disability parking, loading zone, or otherwise.

Main Street, even-numbered side, beginning at a point 20 feet west of the perpendicular sight line with the northwest corner of the intersection with Emery Street, thence westerly for a distance of 204 feet to Laconia Street, parking for compact vehicles ONLY.



BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article I In General, **Section 42-1 Definitions**, be amended by adding or deleting to read as follows:

Sec. 42-1 **Definitions.**

[Code 1975, § 14-1; Ord. No. 2002.42, 5-23-2002; Ord. No. 2002.121, 11-6-2002]

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

COMPRESSION RELEASE ENGINE BRAKE

Frequently called a "Jake brake" or "Jacobs brake," is an engine braking mechanism installed on some diesel engines. When activated, it opens exhaust valves in the cylinders after the compression cycle, releasing the compressed air trapped in the cylinders, and slowing the vehicle.

[Added 8-21-2012 by Ord. No. 2012.64]

COMPACT VEHICLE

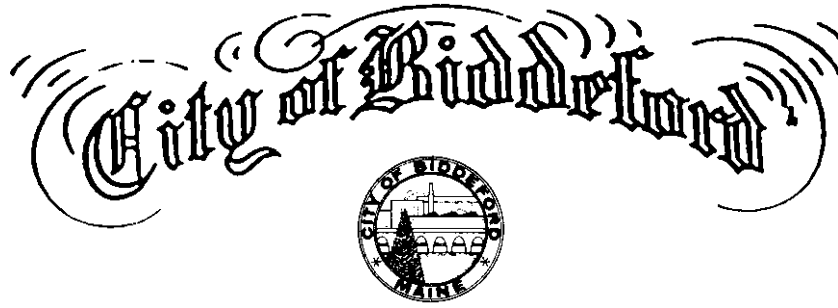
The United States EPA defines a small, or compact, car as having **between 100-109 cubic feet of combined passenger and cargo volume**, measures not more than 175 inches in length, and not more than 70.5 inches in width.

CROSSWALK

The portion of a way at an intersection that is included within extensions of the lateral lines of the sidewalks on opposite sides of the way beginning at the curbs or, in the absence of curbs, from the edge of traversable ways; or at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the way surface.

CURB

The outer edge of a defined sidewalk, or either edge of the wrought and usually traveled part of a way.



HAMMERHEAD TURNAROUND

Consists of two rectangular turnouts directly opposite to each other and oriented perpendicular to the street center line.

[Added 5-21-2019 by Ord. No. 2019.48]

LOADING ZONE

A parking area reserved exclusively for use in the active loading or unloading of a vehicle that is displaying commercial, apportioned, other commercial vehicle registration plates, or with a permit issued by the Chief of Police for that purpose.

[Amended 10-2-2018 by Ord. No. 2018.112]

OPERATOR

An individual who drives or is in control of a vehicle or who is exercising control over or steering a towed vehicle.

OVERTIME PARKING

Parking of a vehicle in excess of the posted time limit.

OWNER

A person holding title to a vehicle or having exclusive right to use of the vehicle for a period of 30 days or more.

PARKING

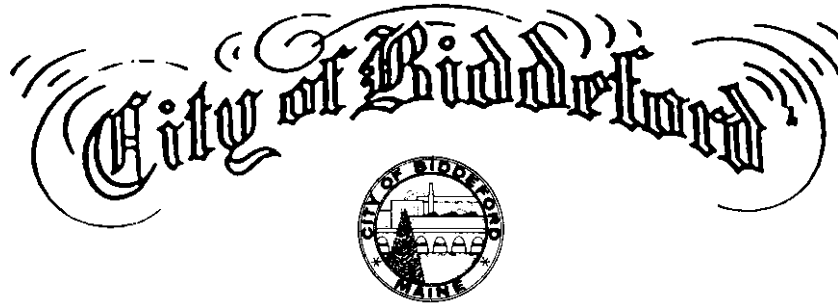
Permitting a vehicle to remain standing on a public way or public street, excepting a mere momentary stoppage for a necessary purpose.

PARKING AREA

An area designed for use as access or parking for patrons and customers of establishments to which the public is invited.

PEDESTRIAN

A person on foot or an operator of a wheelchair or a four-wheeled or three-wheeled motorized wheelchair.

**PICKUP TRUCK**

A truck with a registered gross vehicle weight of 6,000 pounds or less.

PUBLIC WAY

A way, owned and maintained by the state, county or a municipality, over which the general public has a right to pass.

SEMITRAILER

A vehicle without motive power, designed for being drawn by a motor vehicle, and designed so that some part of its weight and its load rests upon or is carried by that motor vehicle.

STREET or HIGHWAY

A public way.

TRAFFIC

Pedestrians, ridden or herded animals, vehicles and other conveyances either singly or together using a public way for travel.

TRAFFIC CONTROL DEVICE

A sign, a signal, a marking or a device placed or erected by a public body or official to regulate, warn or guide traffic.

TRAILER

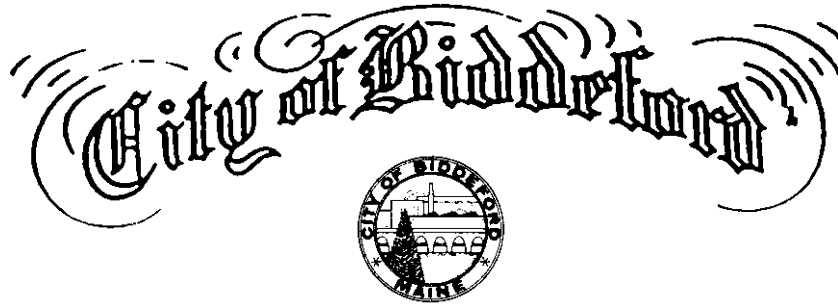
Every vehicle without motive power designed for carrying property and for being drawn by a motor vehicle not operated on tracks and so constructed that no part of its weight rests upon the towing vehicle.

TRUCK

A motor vehicle designed and used primarily to carry property.

TRUCK TRACTOR

A motor vehicle designed and used exclusively to draw other vehicles and not constructed to carry a load other than a part of the weight of the vehicle and the load



drawn.

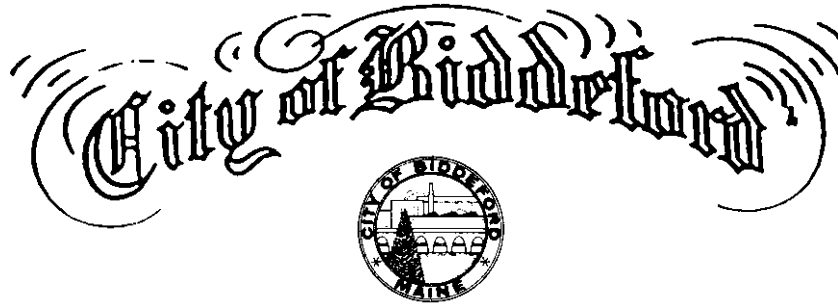
VEHICLE

A device for conveyance of persons or property on a way. Vehicle does not include conveyances propelled or drawn by human power or used exclusively on tracks or snowmobiles or an electric personal assistive mobility device as defined in Title 29-A of the Maine Revised Statutes.

WAY

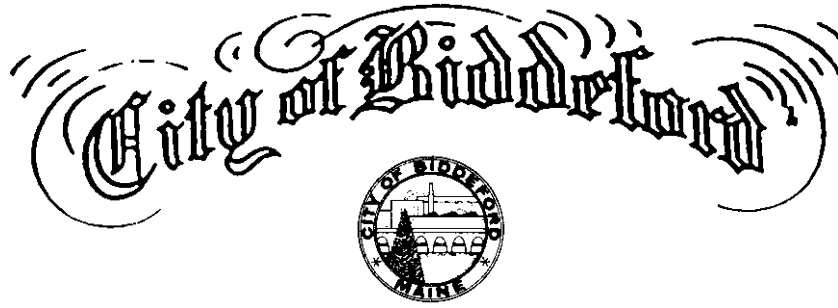
The entire width between boundary lines of a road, highway, parkway, street, or bridge used for vehicular traffic, whether public or private.

NOTE:



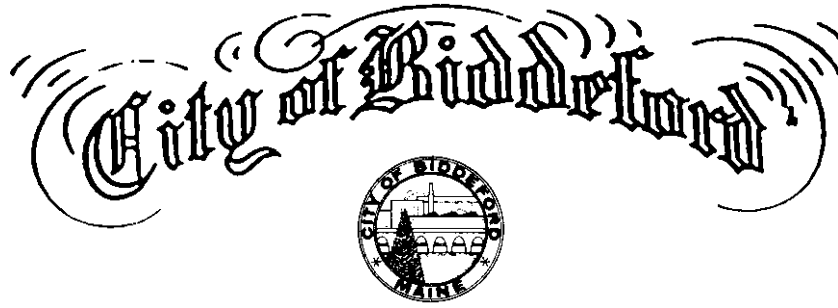
BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-91 Limited Parking**, be amended by adding or deleting to read as follows:

Main Street, odd-numbered side, beginning at a point 20 feet west of the northwest corner of the intersection with Emery Street, thence westerly for a distance of 30 feet, parking for vehicles operating with three (3) wheels or less, including but not limited to tricycles and motorcycles.



BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-90 No Parking**, be amended by adding or deleting to read as follows:

Main Street, even-numbered side, beginning at a point 20 feet west of the perpendicular sight line with the northwest corner of the intersection with Emery Street, thence westerly to Laconia Street, No Parking.



BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-90 No Parking**, be amended by adding or ~~deleting~~ to read as follows:

Foss Street, odd-numbered side, from King Street to Main Street

~~*Foss Street, odd numbered side, No Parking within three (3) feet of either side of the entrance (within the curb cut) to the Foss Street Public Parking Lot.*~~

BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-92 Limited Parking**, be amended by adding or ~~deleting~~ to read as follows:

~~*Foss Street, odd numbered side, from Main Street to Bacon Street, two (2) hours, Monday through Saturday between the hours of 8:00 a.m. to 5:00 p.m., excluding Holidays.*~~



Policy Committee

Meeting Date: October 12, 2021
Meeting Time: 4:00 p.m.

Agenda Item No: [match agenda item #]
Item Description: Foss Street – No Parking

Submitted by: Roger P. Beaupre, Chief

Supporting Information/Documentation:

Traffic Analysis for Foss Street

Key Terms:

[List key terms with definitions if introducing new topics. "N/A" if not applicable]

Executive Summary:

Foss Street is currently 2 hour parking between Bacon Street and Main Street. You will note in the accompanying Traffic Analysis, the width of Foss Street is 26.5 feet in width, which does not meet the City's existing Standards for allowing parking on one side of the street. Although there is no center line markings, the lane widths are insufficient to accommodate two way traffic and parking on one side. Applying the eleven (11) foot per travel lane Standard, twenty nine and one half feet (29.5) are need to allow parking on one side. The Standard lane width for this Street is set at twelve (12) feet, which would require thirty one and one half (31.5) feet of curb to curb width.

Detailed Review:

Attached Traffic Analysis provides appropriate analysis.

Funding Source:

City Budget

Staff Recommendation:

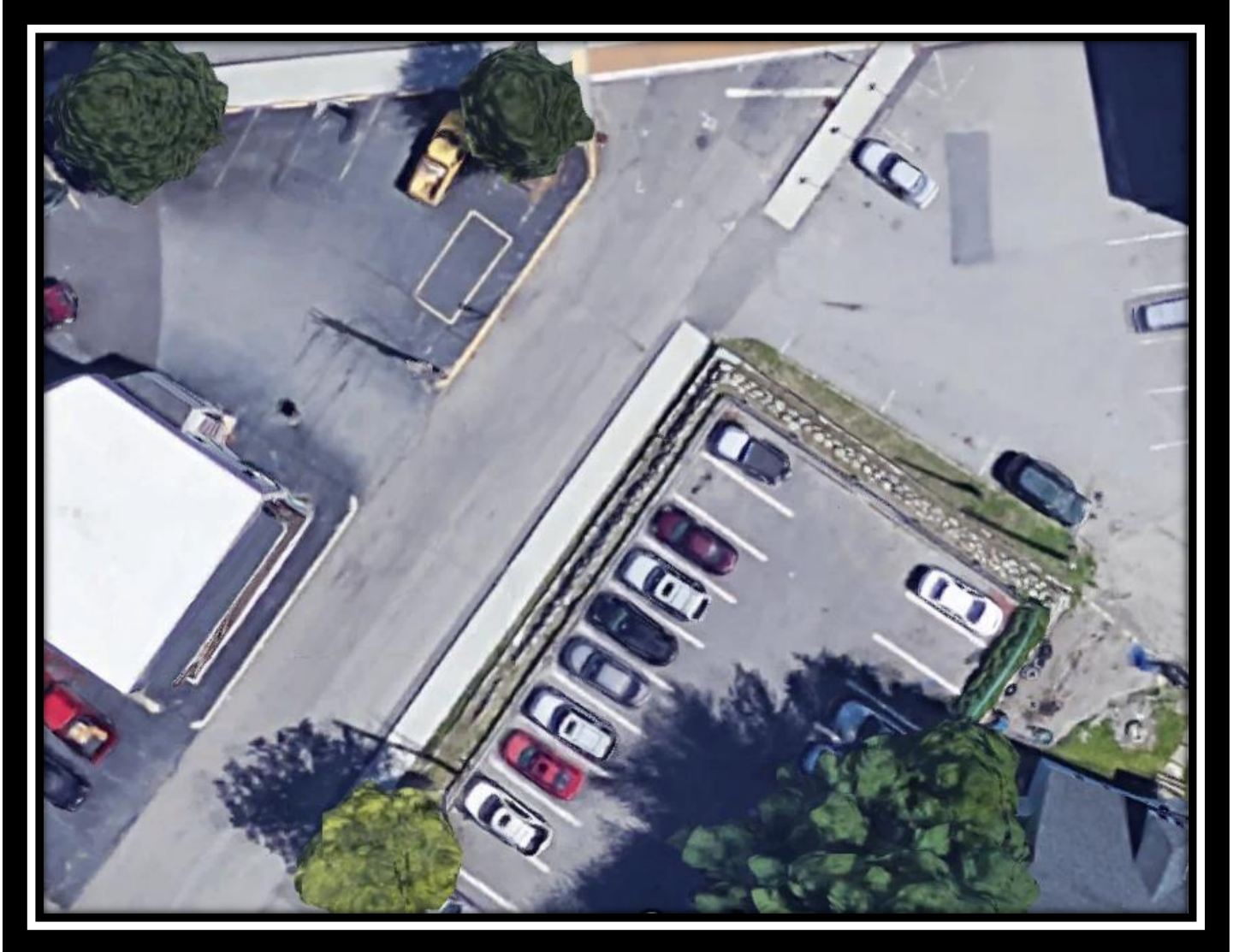
BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-90 No Parking**, be amended by adding or ~~deleting~~ to read as follows:

Foss Street, odd-numbered side, from King Street to Main Street

~~*Foss Street, odd numbered side, No Parking within three (3) feet of either side of the entrance (within the curb cut) to the Foss Street Public Parking Lot.*~~

BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-92 Limited Parking**, be amended by adding or ~~deleting~~ to read as follows:

~~Foss Street, odd numbered side, from Main Street to Bacon Street, two (2) hours, Monday through Saturday between the hours of 8:00 a.m. to 5:00 p.m., excluding Holidays.~~



Foss Street Traffic and Parking Study

08/23/2021

Corporal Matthew D. Baldwin

Eldeford Police Dept.

39 Alfred Street

Eldeford, Maine

OVERVIEW

Upon request, a study was conducted of lower Foss Street to assess on-street parking and potential travel issues. The study was completed in the areas between 5 Foss Street and 25 Foss Street to include the exit of the Foss Street Public Parking lot, now noted as **Lot P4305**, controlled by Premium Parking. The area of Foss Street between Bacon Street and Main Street is approximately 390 feet long. Foss Street is a non-posted 25 mph zone. On-street parking for this portion of Foss Street was introduced a few years ago and had originally been posted as **No** on-street parking.

This area was analyzed to note ease of travel by exiting and traveling motorists and how parking along the east side of this roadway influences that travel. It has been reported that while vehicles are parked on the east sides of the street, it is difficult for motorists exiting **Lot P4305** to see safely in both directions. It has also been suggested that parking along the easterly side of Foss Street does not allow for enough travel area for north and southbound traffic to safely pass at the same time.

The asphalt through this portion of Foss Street remains in good condition. The street has an elevated grade of approximately 5 to 10 degrees in a southerly direction. Foss Street has approximately 175 feet of distance from the easterly entrance of **Lot P4305** to the intersection of Main Street. The available parking along the east side of Foss Street, north of the entrance is approximately 84 total feet. This equates to roughly four 20-foot parking spots. At this time, parking is restricted to the east side of the street only. South of **Lot P4305** there is approximately 108 feet of allowable on-street parking, or roughly five parking spots.

The average width of Foss Street is approximately 26.5 feet (see image P-6 for specific distances). This distance does not include the sidewalks positioned on both sides of the street.

There are only a few entrances on the east side of Foss Street where on-street parking is affected and or restricted. Dizzy Birds restaurant, located at 65 Main Street has a Foss Street entrance approximately 34 feet from Main Street. **Lot P4305** has its entrance, and further south is the private driveway at 25 Foss Street.

Other than traffic flow, the entrances on the west side of Foss Street would not affect parking. Grady's Television has an entrance on the west side of Foss Street, approximately 65 feet from the intersection of Main Street. Continuing south, there is another rear employee parking entrance for 'The Donut Shop' and then two large garage entrances for C&R Enterprises, Inc. There is additionally an entrance to the rear of Pop's tavern on the west side of Foss Street near the Bacon Street intersection.

The total analysis includes the observation of traffic movement, parking utilization, sight distances, photographs and measurements of the Foss Street area. This was completed in order to assess and identify any existing safety deficiencies that could negatively affect or impact this portion of Foss Street.

PARKING AND TRAFFIC ANALYSIS:

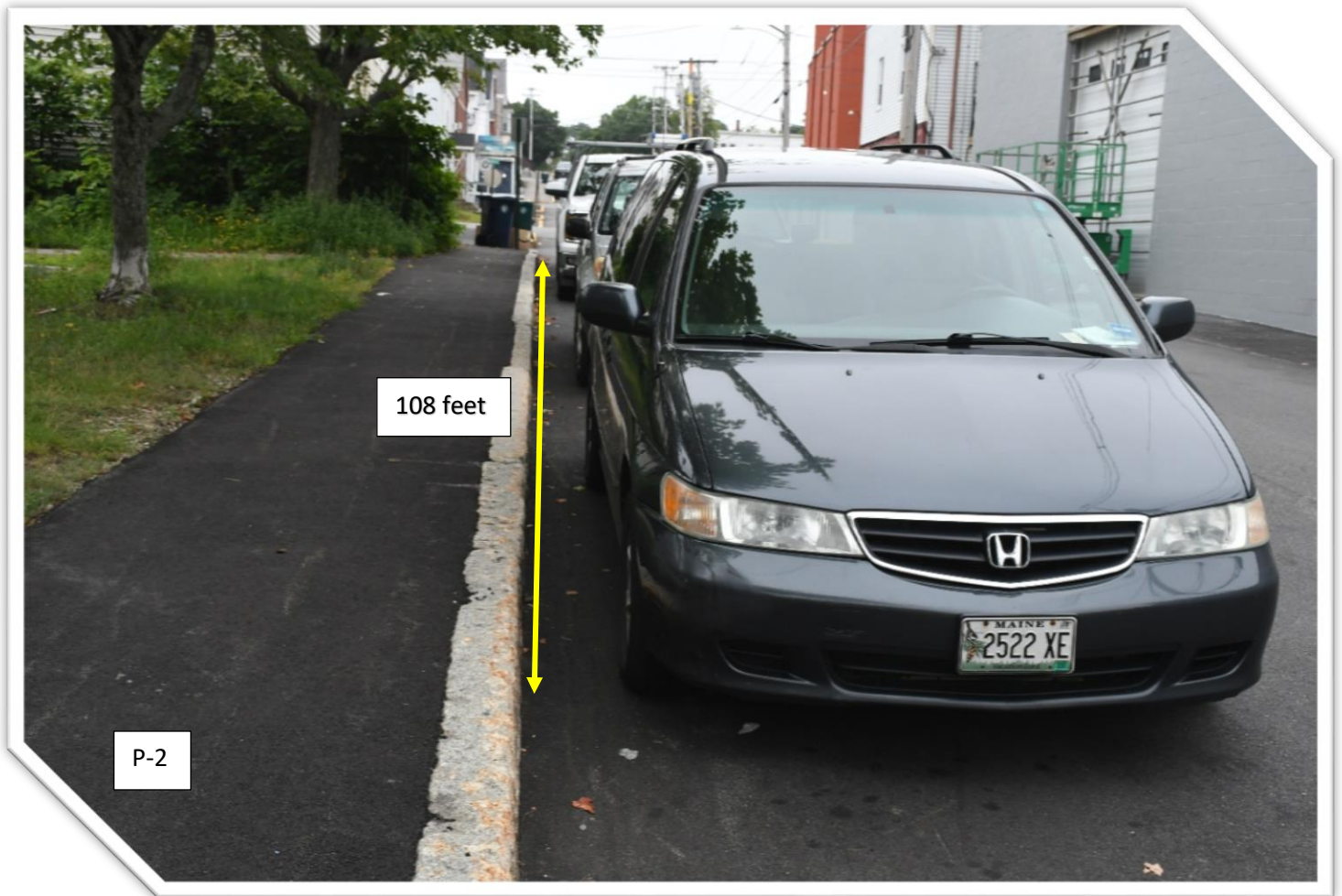
AVAILABLE ON-STREET PARKING

The Foss Street parking and traffic analysis involved the monitoring of traffic movement, parking practices, and other environmental issues that may have effects on the area. As mentioned above, other than **Lot P4305**, this portion of Foss Street effects the businesses of 'Grady's Television', 'Dizzy Bird's Chicken' and the employee parking area of the 'The Donut Shop'.

At this time, there are no individually marked or designated parallel parking spots on the east side of Foss Street. The 84 feet of legal parking, north of the **P4305** entrance, could allow for four (4) average 20-foot parking spots. See image P-1 below



The on-street parking south of the entrance of **Lot P4305** allows for approximately 108 feet of on-street parking. The available parking starts 20 feet from the south entrance of **Lot P4305** and extends and ends at the driveway between 23 and 25 Foss Street. The 108 available feet allows for approximately five (5) 20-foot additional parking spots, totaling nine (9) legal on-street parking spots if at full capacity. See image P-2.



STREET / LANE WIDTH

Foss Street averages approximately 26.5 feet in width when traveling north of the **P4305** entrance and 26 feet when south of the entrance. Squared off granite curbing limits any additional option to yield a vehicle further off either side of the roadway. This width additionally does not take into account the issues with snow and snowbanks during the winter months that will arguably narrow the street further.

Interpreting the various City Ordinances outlining the necessary safe and recommended travel width for individual lane use was complicated. Newer roads appear to require a 13 foot width. Another table suggests a 12 foot width on urban streets for both arterial and collector streets. (See attachment 62 below)

STREETS, SIDEWALKS AND OTHER PUBLIC PLACES

62 Attachment 1

City of Biddeford

Table A
Minimum Roadway Construction Standards
[Ord. of 12-4-1991, § 20-91; Ord. No. 2003.16, 2-4-2003]

Road Classification	Local Arterial Streets		Local Collector Streets			Major Residential Streets		Minor Residential Streets	
Subcategories	Urban	Nonurban	Industrial	Urban	Nonurban	Urban	Nonurban	Urban	Nonurban
Right-of-way width (feet)	60	50	50	50	50	50	50	50	50
Travel lane width (feet)	12	11	12	12	11	12	11	11	10
Shoulder width (feet)	5	3 gravel	4	4	3 gravel	3	2 gravel	3 gravel	2 gravel
Sidewalk width (See Section 62-110, Sidewalks, for requirements) (feet)	5	5	5	5	5	5	5	5	5
Additional travel lane width (when required) (feet)	11	11	11	11	11	11	11	11	11
Parking lane width (parallel parking) when required (feet)	8	8	8	8	8	8	8	8	8
Bike lane, where applicable (feet)	3	3	3	3	3	3	3	3	3
Subsurface/surface drainage	Subsurface	Surface	Subsurface	Subsurface	Surface	Subsurface	Surface	Subsurface	Surface
Roadway crown (inches per foot)	1/4	1/4	1/4	1/4	1/4	1/4	1/4	1/4	1/4
Center-line radius (feet)	250	250	250	250	200	150	150	150	150
Curb and pavement radius at intersections (feet)	30	30	30	30	30	30	30	30	30
Tangent between curves of reverse	150	150	150	150	100	100	50	50	50

62 Attachment 1:1

09 - 01 - 2011

Below, the ordinance mentions the minimum width of a 10 foot travel lane with no curbing. Regardless, the **minimum** width referred to in the City Ordinance, when referring to any travel lane width was at least 10 feet. This is additionally reflected in most State and Federal DOT standards as well. Most State DOT standards operate at an 11 foot minimum width.

Also highlighted below in section .2 is the provision for parallel parking, which is set at a minimum requirement of 7.5 feet.

Biddeford City Ordinance: [Sec. 62-109 Roadway features.](#)

[Ord. of 12-4-1991, § 20-79; Ord. No. 2003.16, 2-4-2003]

1. *Travel lanes: Lane width for City streets shall not be less than those values shown in Section*

62-126, Table A. *The shoulders must be a minimum of two feet on each side. If a curb or berm is installed, the travel lane shall be a minimum of 13 feet in width.*

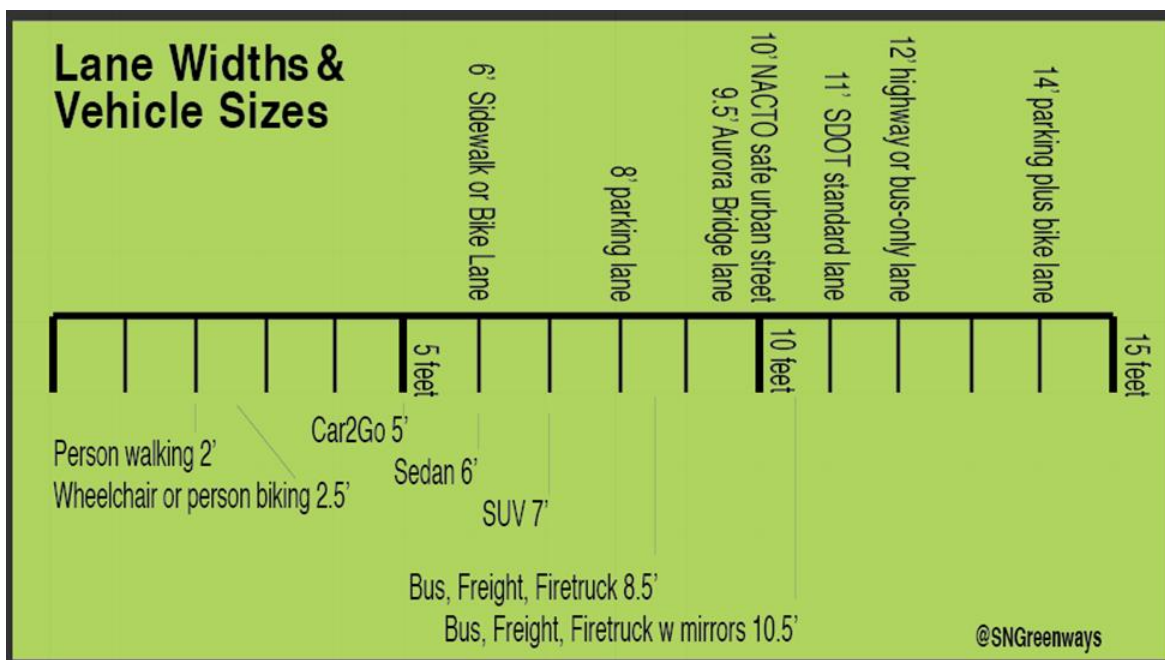
For minor residential streets in the RF Zone, the travel lane width shall be a minimum of 10 feet with two-foot gravel shoulders at each side and no curbing. If curbing is technically necessary, as determined by the engineer, for a RF Zone minor residential street, then the street must comply with the City street standards previously stated.

2. *Parking lanes: When provision is made for parallel parking along the side of any street, the parking lane shall be at least 7 1/2 feet (2.3 m) in width.*

As stated before, this portion of Foss Street averages 26.5 feet at its widest portions and never exceeds the width of 27 feet.

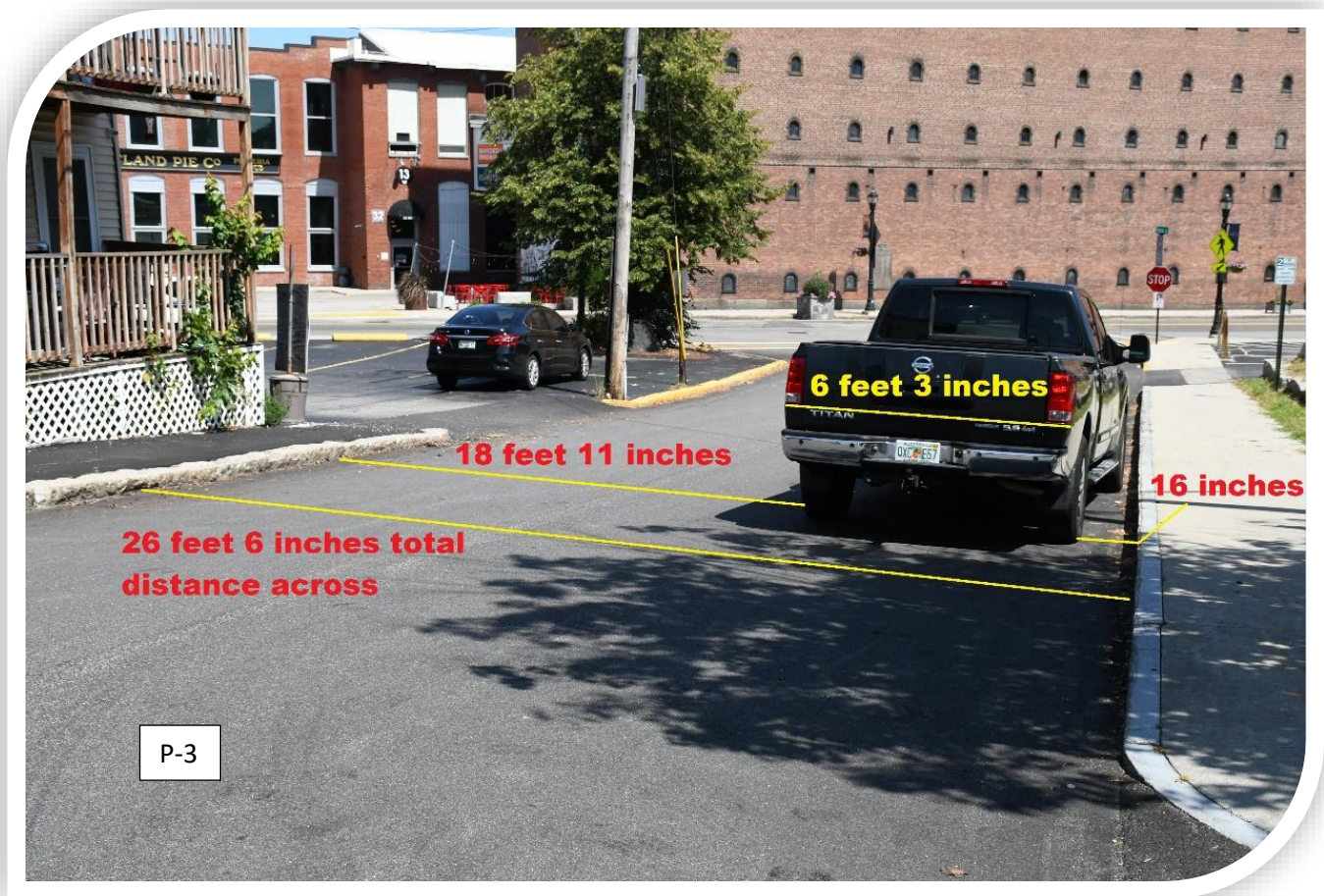
When using the 26.5 foot width and after subtracting the 7.5-foot minimum threshold for parallel parking, it equals a 19 feet width. 19 feet divided by two equals only 9.5 feet for each individual north and south bound travel lane through that area.

This travel width does not take into account that the average vehicle traveling on the roads today is between 6 and 7.5 feet in width. Commercial vehicles are 8.5 feet in width and Fire and Rescue apparatus can be as wide as 9.5 feet in width and 10.5 if you include the mirrors.



An average full sized truck (6.5 to 7.5 feet wide) parked 1 foot off of the curb will be 7.5 to 8.5 feet into the roadway, thus shrinking the adjacent travel lanes to only 9 feet each, a full foot below the minimum standard set by ordinance and a full 4 feet less set by the ordinance for new construction.

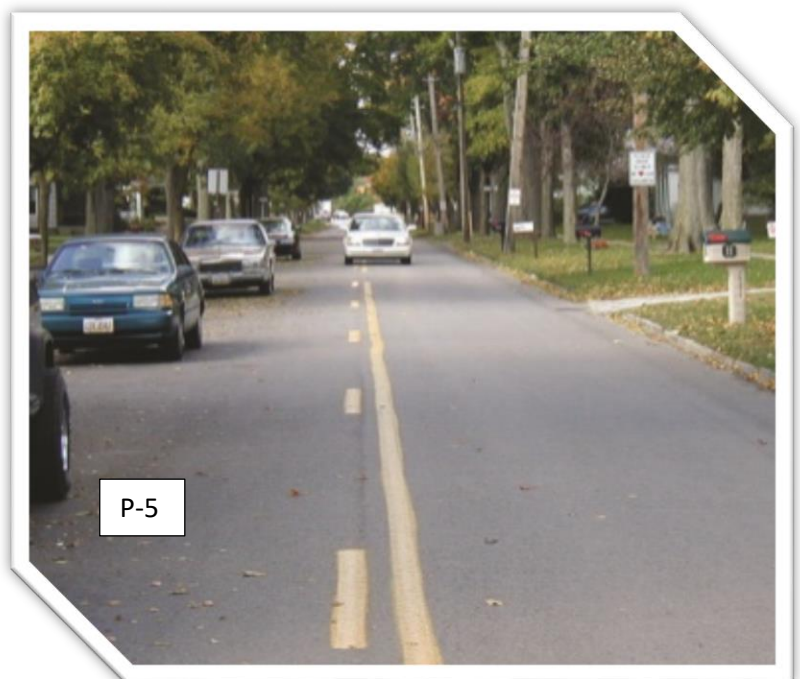
The photo below, (image P-3) shows a Nissan Titan pick-up parked on Foss Street just north of the entrance of **Lot P4305**. The truck measures approximately 6 feet 3 inches wide and the truck is parked 16 inches from the curb. The remaining total travel way is approximately 18 feet 11 inches or approximately 9.5 feet of available travel for each adjacent lane.



In the next photo below, (image P-4) it shows the Biddeford Police Crime Van parked on Foss Street in the same location. This truck measures approximately 6 feet 8 inches wide (without the mirrors) and the truck is parked only 4 inches from the curb. This leaves approximately 19 feet 6 inches of available travel in the adjacent lanes (9.75 feet per lane).



Another lane-width consideration is that there is currently no centerline or double centerline painted on Foss Street. The addition of a line (or lines) down the center of the street, assuming that the travel way would remain “to one side” of the painted line, would shrink the travel way even further. A common longitudinal painted roadway stripe is 4 inches wide. Two parallel longitudinal (double) stripes would equal an additional 1 foot of roadway space. See image P-5 for a reference of potential paint stripe width.



The image below, (P-6) notes the widths of Foss Street along the stretch of the current legal on-street parking. As seen, no distances exceed 27.5 feet, which would allow for a 7.5-foot parking spot and 2 additional 10 foot travel ways.



Biddeford City Ordinance: Sec. 42-7 General parking prohibitions.

[Ord. of 12-15-1998(2)]

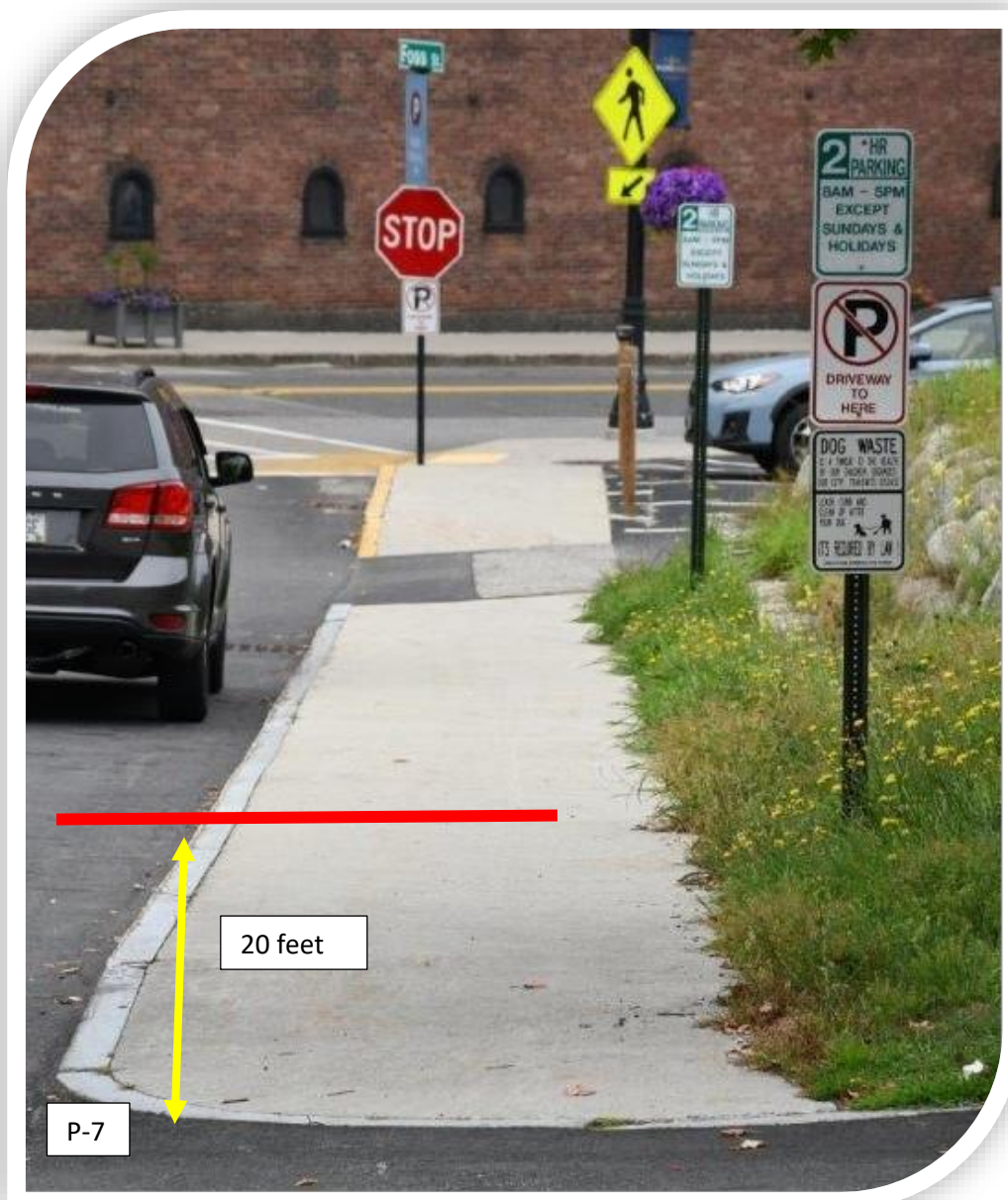
Except in cases of emergency, no vehicle shall be parked at any of the following places:

1. At white, black or other colored lines, as designated on curb.
2. Within 10 feet of a hydrant or fireplug.
3. Within 20 feet of a crosswalk. [Amended 9-15-2015 by Ord. No. 2015.59]
4. Within 20 feet of an intersection of streets.
5. In front of a private driveway.
6. Upon a sidewalk or other pedestrian way.

As mentioned earlier, the lower east portion of Foss Street from Bacon Street to Main Street has only 3 driveways or entrances affecting where on-street parking is currently allowed. The most northerly entrance is the entrance to Dizzy Birds. The 2nd entrance is to **Lot P4305**. The 3rd is a private driveway between 23 and 25 Foss Street.

North of the Dizzy Bird entrance is a painted yellow curb due to it being within 20 feet of the intersection. South of that entrance are no restrictions. The non-restricted portion is included in the 84 feet of total available on-street parking. To note further restrictions, there are signs on either side of **Lot P4305** that restrict parking within 20 feet of either side of the entrance.

The image below (P-7) depicts the parking and signage north of the **Lot P4305**.



South of the 25 Foss Street private driveway is a painted yellow curb due to one fire-hydrant and its proximity to the Bacon Street intersection. North of the driveway are no further restrictions. This area starts the 108 feet of available on-street parking along this portion of Foss Street. (See image P-8 below)



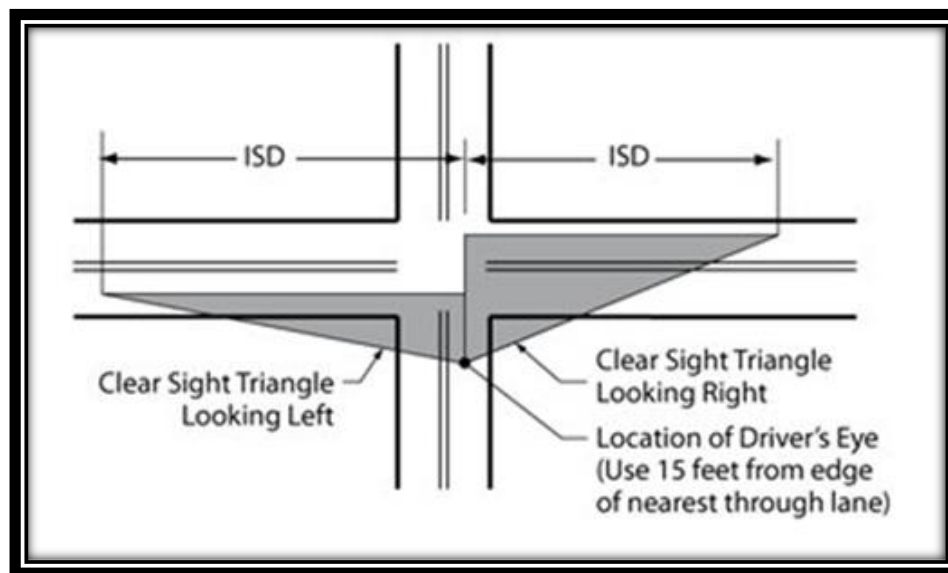
SIGHT DISTANCES

Insufficient sight distance can be a contributing factor in intersection traffic crashes. Intersection sight distance is the distance a motorist can see approaching vehicles before their line of sight is blocked by an obstruction near the intersection. The driver of a vehicle approaching or departing from a stopped position at an intersection should have an unobstructed view of the intersection, including any traffic control devices, and sufficient lengths along the intersecting roadway to permit the driver to anticipate and avoid potential collisions. Examples of obstructions can include trees, parked vehicles, utility poles, or buildings. In addition, the horizontal and vertical alignment of the roadway approaching the intersection can reduce the sight triangle of vehicles navigating the intersection.

It is important for approaching motorists on the major road to see side intersection vehicles, and for motorists exiting on to a travel way to see approaching vehicles before entering onto the road. Poor sight distance can lead to rear-end crashes on the approaches and to angle crashes within the intersection because motorists may be unable to see and react to approaching vehicles.

The area needed for provision of this unobstructed view is called the Clear Sight Triangle (see Figure 1).

Figure 1. Sight Distance Triangles for 4-Leg Stop-controlled Intersections



The Intersection Sight Distance (ISD) is measured along the major road beginning at a point that coincides with the location of the minor road vehicle. Table 3 provides the recommended values for ISD, based on the following assumptions:

- Stop control of the minor road approaches;
- Using driver eye and object heights associated with passenger cars;
- Both minor and major roads are considered at level grade;
- Considers a left-turn from the minor road as the worst-case scenario (i.e., requiring the most sight distance); and
- The major road is an undivided, two-way, two-lane roadway with no turn lanes.

Speed (mph) * Distance (ft.)	Stopping Sight Distance (ft.)	Design Intersection Sight
25	155	280
30	200	335
35	250	390
40	305	445
45	360	500
50	425	555
55	495	610
60	570	665
65	645	720

Source: A Policy on Geometric Design of Highway and Streets, 5th Edition, American Association of State Highway and Transportation Officials (AASHTO), 2004.

[Biddeford City Ordinance Sec. 62-114 Sight distance.](#)

[Ord. No. 2003.16, 2-4-2003]

Sight distance is the length of approaching roadway, which is visible to the driver.

Stopping sight distance is the sum of the distance traveled during driver perception/reaction time (2 1/2 seconds) and the distance traveled while braking to a stop. The measurement is from the driver's eye 3 1/2 feet above the pavement to a six-inch height of object.

Table 62-114-1 lists the design guidelines for stopping sight distances at various speeds. The Table is based on 10 feet of sight distance for every mile per hour. In no case shall the minimum sight distances be less than the MDOT Highway Design Guide requirements.

Table 62-114-1
Stopping Sight Distance

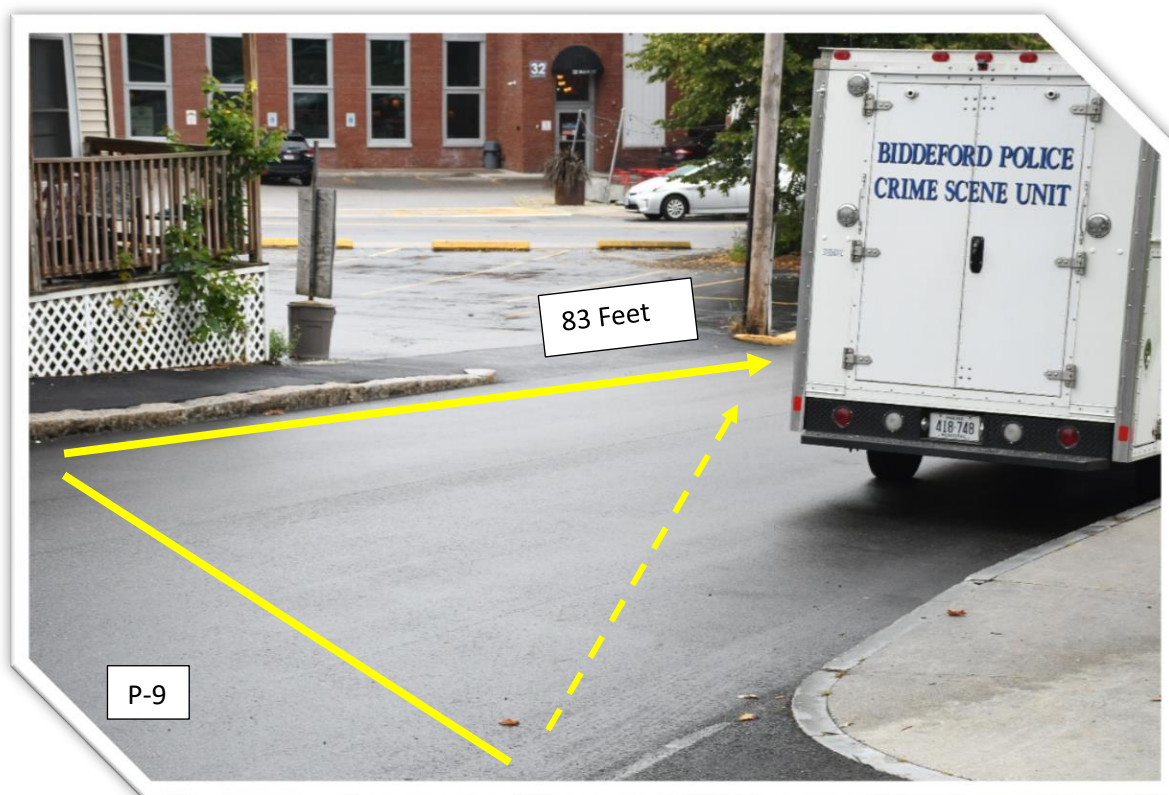
Design Speed (miles per hour)	Sight Distance (feet)
15	150
25	250
30	300
35	350
40	400
45	450
50	500
55	550

Intersections at grade sight distance: Any intersection street or road shall be so designed in profile and grading to provide minimum sight distances measured in each direction. The height of eye of the driver is 3 1/2 feet and the height of object (an approaching car) is 4 1/4 feet. This section is based on Chapter 8 of the Maine DOT Highway Design Guide. Refer to the most recent version of this manual for sight distance requirements for various intersections.

When reviewing the Line of Sight distances for exiting **Lot P4305**, I first examined the northbound portion of on-street parking.

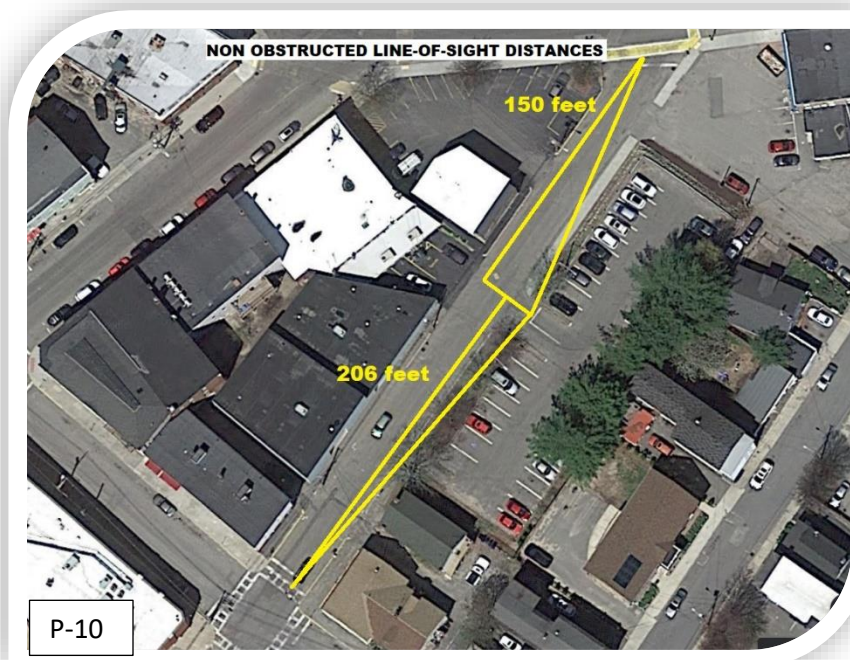
The image below (P-9) displays the Biddeford Police Department Crime-Van legally parked on Foss Street just north of the **P4305** entrance. The photograph is taken from the perspective of a motorist exiting **Lot P4305** and preparing to turn (in either direction).

If the operator is looking northbound towards Main Street, the line of site projects roughly to the northern edge of Grady's rear parking lot entrance. It should be added that this perspective is well within the recommended 15 feet to the nearest "through lane" as displayed above in Figure 1. It is however a more realistic position of an exiting motorist. This line of sight distance was determined to be approximately 83 feet.



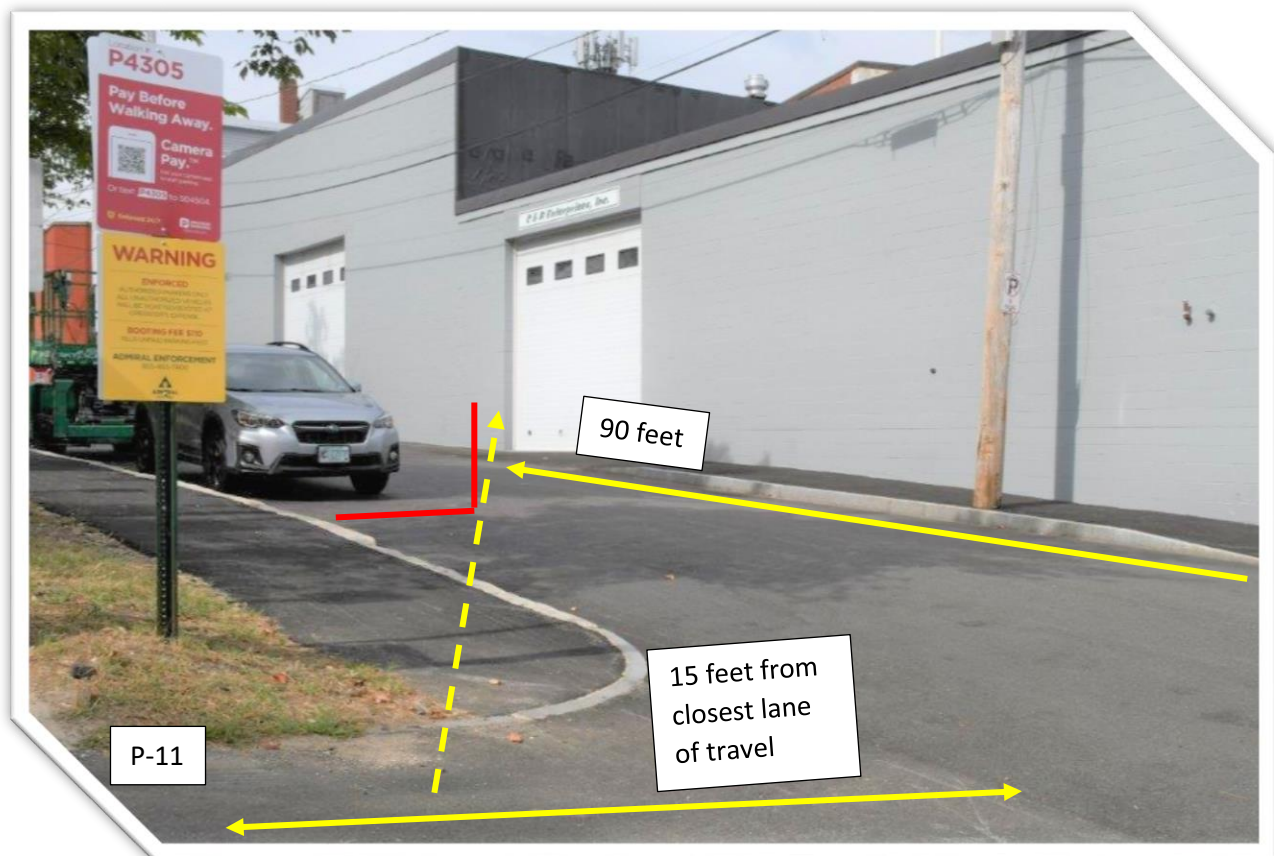
In both of the Line of Sight tables listed above, the recommended line of sight for a 25 mph zone is 280 feet in the State standards and 250 feet in the City of Biddeford standard. For a 15 mph zone, the Biddeford standard recommends 150 feet (50 feet for every 5 mph.)

The total unobstructed sight distance all the way to Main Street is only 150 total feet. The total distance looking southbound towards Bacon Street is only 206



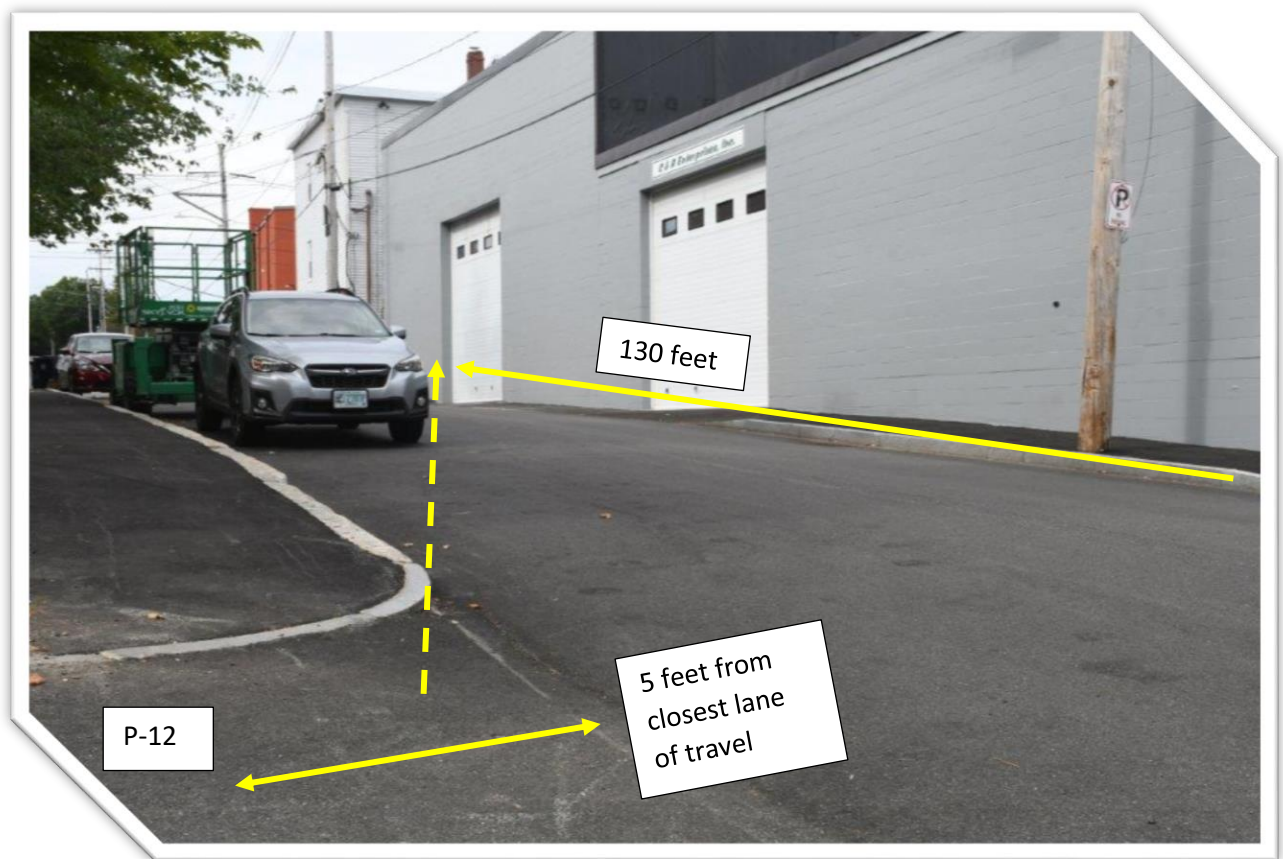
feet. (Image P-10) Both distances are considerably lower than the suggested thresholds.

The images below represent the line of sight for an exiting motorist who is looking southbound towards Bacon Street. The first image, (P-11), represents the view from a motorist who is 15 feet removed from the lane of travel as suggested by Figure 1 above. The silver Subaru sedan parked against the curb on the left is **not** pulled up as far as it could be. This adds some distance to the line of sight. A more realistic line of site would be closer to the south most edge of the 1st garage door owned by C&R Enterprises, Inc., as noted in the image below (P-11). This distance is approximately 90 feet.



If the motorist were to pull closer towards the lane of travel, which is a more likely circumstance, the line of sight would improve. The below image (P-12) represents a motorist's view stopped only 5 feet from the lane of travel. The line of sight now extends to the south edge of the 2nd garage door belonging to C&R Enterprises, Inc.

This line of sight distance is now measured at approximately 130 feet. To summarize, if the operator stops their vehicle 5 feet from the closest lane of travel, and vehicles are parked legally at the closest spots allowed along the Foss Street curbing, the line of site looking northbound would be approximately 83 feet and the line of sight looking southbound would be approximately 130 feet.

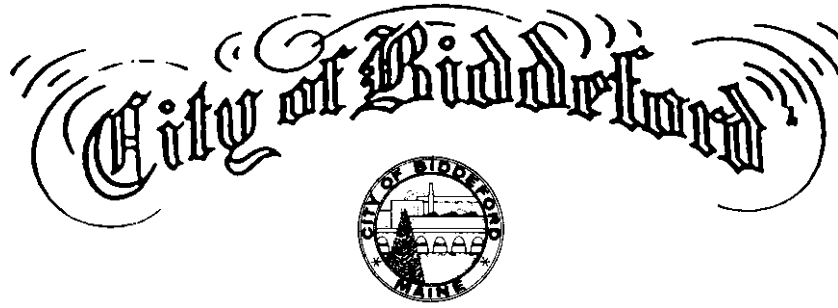


FOSS STREET CRASHES

There were no known or recorded crashes through this short stretch of Foss Street since 2019.

SUMMARY

This concludes the requested study of the on-street parking along Foss Street in the areas between 5 and 25 Foss Street. The study includes the potential effects of travel lane width for this area as it relates to vehicles operating north and south adjacent to on-street parked vehicles. It additionally includes the potential effects of a limited line of sight perception for motorists exiting **Lot P4305**. This author draws no conclusions from the information collected and presented for this study.



ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, MOTOR VEHICLES & TRAFFIC, **Section 42-66 Beach permit parking regulations enumerated, Sub-section (2) & (3).** is amended by adding or ~~deleting~~ to read as follows:

- (2) For the purpose of this section, the word “resident” shall meet one of the following criteria:
- a. Person who pays real estate property taxes to the City;
 - b. Person who is a registered voter in the City;
 - c. Person who can provide a vehicle registered both in the City and the State of Maine.
- All residents of the City may obtain parking permits for compliance with this Section for a fee of ~~\$28~~ **\$30** for the first vehicle, \$15 per additional vehicle registered at the same address, \$15 for residents 65 and older, payable to the City Clerk. Proof of eligibility will be the burden of the applicant.
- (3) Persons ineligible under Subsection (2) may obtain a parking permit to be in compliance with this section for a fee of ~~\$153~~ **\$155** for a season permit; ~~\$79~~ **\$82** for a seven-day permit; ~~\$46~~ **\$49** for a three-day permit; and ~~\$22~~ **\$25** for a one-day permit. The seven-day and three-day permits are valid in consecutive days only, and are not transferable from vehicle to another.



Policy Committee

Meeting Date: October 12, 2021

Meeting Time: 4:30 PM

Agenda Item No: [match agenda item #]

Item Description: Proposed Beach Fees Increase

Submitted by: Carl Walsh, Recreation/Teen Director

Supporting Information/Documentation:

Current Beach Rates of Local Communities

Policy Committee Minutes June 10, 2019

Beach Fees Change Request 2021-Information for a council order.

Key Terms:

"N/A"

Executive Summary:

In order to help offset the increased cost of wages for Lifeguards, Parking and Custodial Staff, we ask you to consider increasing the beach fees by a minimal amount.

Resident fee \$28.00 to \$30.00 all other options for residents would remain the same.

Non- Resident fees;

- Seasonal \$153.00 to \$155.00
- 7 Day \$79.00 to \$82.00
- 3 Day \$46.00 to \$49.00
- 1 Day \$22.00 to \$25.00

Detailed Review:

The last increase in beach fees took place in 2019. Communities have been struggling with the lifeguard issue for some time as has been shared during past budget meetings. In order for us to remain somewhat competitive we continue to make adjustments. Some of been in the form of wages others in course reimbursement. We have also been considering a bonus for those that remain with us the majority of the summer. The increase in fees is meant to help us keep pace with these adjustments and help keep us competitive.

Funding Source:

User Fees

Staff Recommendation:

Recreation/Teen Director makes this recommendation in order to help keep up with the rising cost in staffing. This is meant to help us remain competitive with neighboring communities. The challenge to fully staff the waterfronts with lifeguards continues.

SACO BEACHES Camp Ellis Lot 2 Bayview Lots	RESIDENT FEES \$25 for first car / \$5 for second car / free for veterans and over 65-- Seasonal
OOB BEACHES	\$50/ea-total of 2 per hh -certain lots / \$75 ea-total of 2 per hh-yr-round res -lots -meters -pay stations - Seasonal
KENNEBUNK Gooch's Middle Mother's	\$5/ea for Window stickers (limit 3) / \$25-ea Guest cards (limit 4) - Seasonal
KENNEBUNKPORT Goose Rocks Colony/Arundel	\$5 for the season No permit needed / Limited parking
WELLS	\$40 per vehicle / \$20 for veterans or current service members - Seasonal sticker
OGUNQUIT Main Beach Footbridge North Beach	\$40 for 1st vehicle / \$100 for 2nd vehicle. Must prove year-round residency
SCARBOROUGH Ferry Beach Pine Point Higgins Scarborough-State	\$40 1st vehicle / \$5 add'l vehicle and free to residents 60 and over - Seasonal
BIDDEFORD Fortunes Rocks Middle Beach Biddeford Pool Rotary Park	\$28 for 1st vehicle / \$15 add'l \$15 65 and older - Seasonal Free

NON-RESIDENT FEES

\$25 Weekly / \$150 Seasonal

Kiosks

\$150/ea - only 100 available - Seasonal

\$300/ea - only 11 available-overnight parking-Seas

\$25/Day \$100/Week \$200/Season - no limits

All pay stations (kiosks) few meters

Display sticker,card,or kiosk print-out

All on-street parking

\$25/Day \$100/Week \$200/Season

Kiosk

5 metered Lots \$4/hour -max \$46 from 8am to 8pm

15 handicapped free spaces in metered lots

Pay to Park in 5 Beach lots- 2 lots free

All lots close at 11pm

Varies w/ea of 3 Beach lots, times of yr /days of wk

\$4/hour and daily rates from \$25 to \$35

Metered Lots-credit cards only

\$15/Day at 3 Beaches and \$45/Day for large vehicles

Lots open sunrise to sunset-2 lots have 5:30-9am-\$5

3-6pm-\$5

Attendants available 8am-4pm

Higgins Beach collections-5:30am-6pm

Attendants plus 1 machine

\$153-Season / \$79-7 day / \$46-3 day / \$22-1 day

9am-5pm except Pool restricted to 12-5pm

Parking Attendants and Kiosks

Free

**Policy Committee Meeting
June 10, 2019**

Committee Chair, Councilor Lessard called the meeting to order at 6:30 p.m.

Roll Call: Councilors Marc Lessard, Laura Seaver and Norman Belanger; Committee Members Renee O’Neil and Nathan Bean

Also present: Staff Members Carmen Morris, City Clerk, Brian Phinney, Chief Operating Officer, Carl Marcotte, Asst. Public Works Director

The Committee Members and all who were present recited the Pledge of Allegiance.

Adjustment to the Agenda:

Remove -Request by C.M. Cimino Realty, Inc. of Ledgewood Apartments to Waive Code Enforcement Fees for Multi-Unit Buildings

Acceptance of Minutes: **April 22, 2019**

Motion by Councilor Belanger, seconded by Member O’Neil to accept the minutes as printed.
Vote: Unanimous

**1. Ch. 42, Motor Vehicles & Traffic/Sec. 42-66-Beach permit parking regulations
enumerated/Increase Beach Permit Fees**

ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, MOTOR VEHICLES & TRAFFIC, **Section 42-66 Beach permit parking regulations enumerated, Sub-section (2) & (3).** is amended by adding or ~~deleting~~ to read as follows:

(2) For the purpose of this section, the word “resident” shall meet one of the following criteria:

- a. Person who pays real estate property taxes to the City;
- b. Person who is a registered voter in the City;
- c. Person who can provide a vehicle registered both in the City and the State of Maine. All residents of the City may obtain parking permits for compliance with this Section for a fee of ~~\$25~~ **\$28** for the first vehicle, \$15 per additional vehicle registered at the same address, \$15 for residents 65 and older, payable to the City Clerk. Proof of eligibility will be the burden of the applicant.

(3) Persons ineligible under Subsection (2) may obtain a parking permit to be in compliance with this section for a fee of ~~\$125~~ **\$153** for a season permit; ~~\$65~~ **\$79** for a seven-day permit; ~~\$40~~ **\$46** for a three-day permit; and ~~\$20~~ **\$22** for a one-day permit. The seven-day and three-day permits are valid in consecutive days only, and are not transferable from vehicle to another.

NOTE: This item was submitted by Councilor Michael Swanton.

Motion by Councilor Seaver, seconded by Councilor Belanger to recommend approval of the ordinance amendment to the City Council.

This ordinance amendment was recommended by Councilor Swanton. He was in attendance to present this item. He explained that the reason for his proposed amendment is to raise additional funds in order to cover the costs due to the increase in the State's minimum wage.

Councilor Seaver expressed her concern that even though the Council has approved the FY20 Budget, this ordinance amendment would become effective for next year's beach season; therefore, the additional revenue would initially hit the FY20 Budget, and then into the FY21 Budget.

Vote on proposed amendment: Unanimous

2. Disposal Fees at Public Works Recycling Facility for Non-Profits

BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, **Chapter 58, SOLID WASTE, Article III, WASTE FLOW CONTROL AND TRANSFER STATION, Sec. 58-64-Large item and recycling programs**, is amended by adding and ~~deleting~~ to read as follows:

Sec. 58-64. Large item and recycling programs.

(a) Free disposal.

- Residents may dispose of up to one yard of household items in any one day for free. (furniture, stereos, lamps, fixtures, etc.) Any additional loads of household items may be disposed of for a fee of \$20 per yard.
- Up to four tires per year from Biddeford residents.
- Twice a year, for two-week intervals, residents will be allowed to deliver up to one cubic yard per delivery of construction materials and/or wood debris.
- Wet cell and dry cell batteries.
- Metals (items that have had the Freon removed by licensed vendors must show a certificate of proper removal for free disposal of the item at this facility).
- Cardboard
- Plastic Nos. 1 and 2
- Paper/magazines
- Glass (jars and bottles)
- Tin cans
- Grass clippings, leaves, brush and branches
- Waste motor oil
- Telephone books

(b) Fees.

- (1) Fees for the disposal of the following acceptable items will be charged “at cost”.
Note: “at cost” means that the charges for the disposal of the following items will be based upon the previous quarter’s actual disposal costs incurred by the City for the particular item.

- a. Freon containing items
- b. Tires (car and pickup truck only, greater than four tires per year)
- c. CRTs (televisions, computer monitors, laptops)
- d. Computer CPU, keyboard, mouse and printers

- (2) Fees for the disposal of the following acceptable items will be established by the Public Works Director.

- a. Construction materials / wood debris
- b. Grass clippings:
 - i. Commercial - \$10.00/cubic yard
- c. Brush and branches:
 - i. Commercial - \$10.00/cubic yard
- d. Demolition Debris: \$20.00/cubic yard

(3) Exemptions.

Bonafide non-profit organizations, including: churches, parsonages, cemeteries, schools and other qualifying organizations shall be exempt from paying disposal fees for acceptable items listed in subsection (b)(2) above. Each qualifying non-profit organization must register yearly with the DPW Director, with proof of their non-profit status, and submit a list of names of those persons who are doing work on their behalf prior to any fee being

Motion by Councilor Seaver, seconded by Councilor Belanger to recommend approval of the ordinance amendment to the City Council.

Councilor Swanton noted that he had brought forward this issue during a Council Meeting when the Biddeford Pool Association expressed concern about paying to dispose of brush and debris.

Erica Doyon and Carl Walton from the Greenwood Cemetery Association spoke in support of this ordinance amendment. They estimate that without a fee waiver, it would cost the Association between \$5,000 and \$6,000 annually to dispose of brush and debris; which would end up crippling their budget.

Councilor Seaver asked if the Greenwood Cemetery Association has a 501(C)(3) status. Ms. Doyon stated that she’s almost certain that they are, but has never seen any paperwork to prove it.

Councilor Belanger expressed his concern about the broad language in the proposed amendment; notably, “qualifying non-profit organization.” He’d like to see a more specific definition of what

a qualifying non-profit is. He suggested that the Solid Waste Management Commission take a look at the proposed amendment and come back with their recommendation.

Member Bean pointed out that the Public Works Director, Jeff Demers submitted a letter in which he requested that the ordinance not be changed at this time, as it would prove to be very cumbersome for the DPW Staff.

Asst. Public Works Director, Carl Marcotte explained that the disposal fee structure was recently instituted because the in-take of brush and debris at the Recycling Facility was getting out of control. Since the institution of the disposal fees structure, DPW Staff has seen a significant reduction in loads being brought to the Andrews Road Landfill. His concern is mostly about the DPW being able to realistically manage and keep track of all the various non-profits in the City. He supports sending this ordinance amendment to the SWMC.

Councilor Lessard would definitely like to see an ordinance amendment that would exempt cemeteries and other like entities. With that said, he agrees that the current proposed language needs to be worked on.

Member O'Neil pointed out that there is a distinction between the volunteer organizations within the City versus those who hire out for clean up and debris disposal for their respective properties.

Motion by Councilor Belanger, seconded by Councilor Seaver to table this item and send to the Solid Waste Management Commission for review, and ask that the Commission focus on cemeteries and other like non-profit entities, and come up with proper parameters for financial criteria.

Vote: Unanimous

3. Ch. 2, Administration/Sec. 2-336-Competitive sealed bidding

Councilor Lessard introduced this discussion item and his intent on having this item on the agenda. He explained that his reason for bringing this item forward stems from recent action by the Council regarding the acceptance of a bid that was not the lowest bid. He understands that there were reasons for not accepting the lowest bidder that could not be discussed publicly. However, he is uncomfortable with the optics and the perception that the public is left with. At the July Policy Committee meeting, he'd like to have a more in-depth discussion and consideration of language that would make the competitive sealed bidding language more specific.

Member O'Neil agrees with Councilor Lessard and is also concerned with what the optics look like, and that the public could view the process as favoritism. She would like to see the process more standardized and transparent.

Councilor Lessard requested that this item be placed on the July Policy Committee meeting agenda.

Motion by Councilor Seaver, seconded by Councilor Belanger to adjourn.

Vote: Unanimous

Time: 7:01 p.m.

