

City of Biddeford
Policy Committee

September 27, 2021 4:00 PM Council Chambers and via Zoom:

<https://biddeford.zoom.us/j/96710670708?pwd=Q3UwTmxKVERka1hLNzBDaHRGdCtTQT09>

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Webinar ID: 967 1067 0708

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- 1. Roll Call**
- 2. Pledge of Allegiance**
- 3. Adjustments to the Agenda**
- 4. Acceptance of Minutes**
 - 4.1. August 10, 2021 Policy Committee Meeting Minutes
[8-10-2021 Policy Committee Minutes.docx](#)
- 5. Discussion/Review**
 - 5.1. Ch. 42, Motor Vehicles & Traffic/Sec. 42-91-Limited Parking/Add on Main Street for Compact Vehicles ONLY
[Limited Parking Main-Compact Vehicles Only.doc](#)
 - 5.2. Ch. 42, Motor Vehicles & Traffic/Sec. 42-1 - Definitions/Add Compact Vehicle
[Compact Vehicle Definition - Ch 42.doc](#)
 - 5.3. 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](#)
 - 5.4. Ch. 42, Motor Vehicles & Traffic/Sec. 42-90-No Parking/Add on Main Street, from Foss Street to Laconia Street
[No Parking Main Street-Foss to Laconia Streets.doc](#)
 - 5.5. Traffic Analysis - Main Street, from Emery Street to Foss Street
[Lower Main Street Traffic Assessment-August 2021.pdf](#)
- 6. Adjourn**

**Policy Committee Meeting
August 10, 2021**

Committee Chair John McCurry, Jr. called the meeting to order at 4:00 p.m.

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

Staff Members Present: City Clerk Carmen Morris, Police Chief Roger Beaupre,
Code Enforcement Officer Roby Fecteau and Planning & Development Director Mathew Eddy

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

There were no adjustments to the agenda.

Acceptance of Minutes: June 24, 2021

Motion by Councilor Belanger, seconded by Councilor Ortiz to accept the minutes as printed.
Vote: Unanimous.

Discussion/Approval: Ch. 42, Motor Vehicles & Traffic/Sec. 42-90-No Parking/Add and Delete on Hills Beach Road

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 and/or ~~deleting~~ to read as follows:

Hill's Beach Road, both sides, beginning at the intersection with Pool Street (Route 9), thence easterly to end of Fort Hill, No Parking on Pavement, or any part thereof.

~~Hill's Beach Road, both sides, from Route 9 to 100 feet beyond Seabreeze Avenue~~

~~Hill's Beach Road, odd-numbered side, no parking on any part of the paved roadway from a point 100 feet southerly of the Edgewater Place to Sky Harbor Drive~~

~~Hill's Beach Road, odd-numbered side, from the first intersection with Sky Harbor Drive to Fort Hill~~

~~Hill's Beach Road, northeasterly, odd-numbered side, from the westerly intersection of Hill's Beach Road and Sky Harbor Drive to Fort Hill~~

~~Hill's Beach Road, southwesterly, even-numbered side, from a point 100 feet southerly of Seabreeze Avenue to Fort Hill~~

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

Vote: Unanimous.

Discussion/Approval: City of Biddeford Flag Display Policy

1. PURPOSE

It is the intent of the City of Biddeford to establish a citywide policy, which follows the United States and State of Maine provisions governing the display of flags, including the United States flag, the State flag, the City flag, and the POW/MIA flag. Any additions must be approved by the Biddeford City Council as per Section 4.

2. REFERENCE

United States and State of Maine provisions governing the display of flags. These can be found in the United States Code, Title 4, Chapter 1 and the Maine Statutes Annotated, Title 1, Chapter 9 (hereinafter “Flag Code and Protocol”).

3. APPLICATION

This Policy applies to all buildings owned or controlled by the City of Biddeford and all individuals employed by or who volunteer with the City of Biddeford, unless a provision of the policy conflicts with a contract or statute (e.g., Collective Bargaining Agreement, Civil Service Rule, or Memorandum of Understanding, etc.).

4. GUIDANCE

a. Display and Care of Flags:

The City of Biddeford follows the Federal and State of Maine Flag Code and Protocol governing the display and care of flags.

b. Display of Additional Flags Indoors or Outdoors:

- i. In addition to the above flags, other “Special Flags or Banners” may be displayed on either the flagpole located on the left side of City Hall directly outside of the Mayor’s office or other available flagpoles. Such Special Flags or Banners may only be displayed upon approval from the Biddeford City Council.

1. Examples of Special Flags or Banners include, but are not limited to, sister city flags, Heritage Month flags (e.g., Black History Month, Pride Month, Asian/Pacific American History, National Hispanic Heritage, and Indigenous peoples’ heritage), flags received in recognition of awards, flags received from visiting groups, or flags designating an event or accomplishment.
2. When selecting or approving a request for flying a Special Flag, the City Council shall consider and make a determination that the Special Flag meets at least one or more of the following criteria:
 - a. Whether the United States or State of Maine has recognized the flag through statute or proclamation;
 - b. Whether the flag represents an organization dedicated to the public good for the Citizens of Biddeford;

- c. Whether the flag represents a National, State, or City interest;
 - d. Whether the flag is an historic American flag that has or continues to have a primary positive message of American history and unity;
 - e. Whether the flag promotes unity and community with another city, state, country, or other jurisdiction; or
 - f. Whether the flag represents a positive interest or value worthy of public recognition.
- 3. Unless otherwise stated or determined by the City Council, all Special Flags or Banners shall be flown or displayed for a limit of thirty (30) calendar days after their approval or for 30-days after a defined start date.
- 4. The Mayor has the discretion to fly an appropriate flag, as per the criteria listed in 4.b.i.2., above, for a single day if he or she determines that a public purpose is served by flying the flag.
- ii. Any Special Flag or Banner flown from a flagpole at City Hall must not be larger than the flag of the United States of America and must be located beneath the flag of the United States of America when flown on the same staff.
- c. Display of the Flags at Half-Staff
 - i. All flags shall be flown at half-staff as prescribed or consistent with this policy or as directed by the proper federal or state officials.
 - ii. In addition to any federal or state protocols or directions, the Mayor (or designee) or council president in the absence of the mayor, may order the City of Biddeford flag to be flown at half-staff for one week under the following circumstances:
 - 1. On the death of any of the following individuals:
 - a. Biddeford Mayor, ex-Mayor, or Mayor-elect;
 - b. Current member of Biddeford City Council;
 - c. Current head of any City Department or current employee;
 - d. Any other local official, citizen, or other individual deemed by the Mayor to have made significant contributions to the benefit and welfare of the City and citizens of Biddeford.
 - 2. Any instance where a City of Biddeford employee has been killed in the line of duty or has died as a direct result of injuries incurred while in the performance of official duties.
 - iii. The Mayor shall state the reason or name of the individual in whose honor

the flag or flags have been or are to be lowered to half-staff at the first available public meeting of the Biddeford City Council.

Motion by Councilor Belanger, seconded by Councilor Ortiz to approve the City of Biddeford ***Flag Display Policy***.

It was clarified that this policy does not need Council approval, and therefore, upon approval of the Policy Committee, the policy will go into effect immediately.

Vote: Unanimous.

Discussion/Approval: Land Development Regulations/Art. VI-Performance Standards, Section 77-Marijuana establishments/Odor Management

Part III (Land Development Regulations), Article VI (Performance Standards), Section 77 (Marijuana establishments).

A. All marijuana establishments shall be located indoors. Any common areas, including, but not limited to storage areas and building facilities, shared with another marijuana establishments shall be clearly identified as such on the site plan or conditional use application.

B.A. Odor Management. For all Marijuana establishments, the management of odor shall be consistent with the standards outlined in Chapter 34 Environment, Article V; Odor Control. ~~the odor of marijuana shall not be detectable off premises, meaning not detectable on any property that is not under the control of the establishment. To prevent and control marijuana odors, an odor control plan shall be submitted as part of the site plan application describing the odor(s) originating or anticipated to originate at the premises and the control technologies to be used to prevent such odor(s) from leaving the premises. The odor control plan shall, at a minimum, include the following:~~

- ~~1. A facility floor plan that identifies the locations of all odor emitting activities and sources. The plan shall identify the location of doors, windows, vents, HVAC systems, odor control systems and other relevant information.~~
- ~~2. A list of specific odor emitting activities and sources, and a description of the processes that will take place at the facility, including, but not limited to vegetative flowering, processing and storage.~~
- ~~3. For each odor emitting activity or source, a description of the administrative procedure as well as the engineering processes, technologies, and equipment that facility will use.~~
 - ~~a. Administrative controls shall include, at a minimum: management practices to isolate odor activities and sources, use of standard operating procedures, employee training, regular equipment inspections and maintenance of inspection logs.~~
 - ~~b. Engineering controls shall include, at a minimum, building design features; use of equipment and technology to address each specific odor emitting activity or source; a systems and equipment maintenance and~~

replacement schedule; and evidence that proposed equipment and technology are sufficiently capable and appropriately sized consistent with marijuana best practices for control technologies designed to effectively mitigate odors.

- ~~c. Marijuana establishments shall implement appropriate ventilation and filtration systems to satisfy the odor standard contained herein. While the City does not mandate any particular equipment specifications with regard to filtration, all marijuana establishments are strongly encouraged to adopt best management practices with regard to implementing state-of-the-art technologies in mitigating marijuana odor, such as air scrubbers and charcoal filtration systems.~~
- ~~d. Noxious gases and fumes. Marijuana establishments shall have appropriate ventilation systems to mitigate noxious gases and other fumes used or created as part of the establishment. Gases and fumes shall not extend beyond the premises of any establishment, meaning not detectable on any property that is not under the control of the establishment.~~
- ~~e. Sufficient measures and means of preventing smoke, debris, dust, fluids and other substances from exiting a marijuana establishment shall be provided at all times.~~
- ~~f. All marijuana and marijuana byproducts intended for disposal shall be stored indoors in a self-contained room that is intended solely for this purpose and in accordance with all applicable federal, state and local laws and regulations. When moving material from the self-contained storage room for disposal, marijuana and marijuana byproducts shall be moved only in receptacles with a cover or lid. Security cameras shall be installed to record activities in the area of the storage room as well as the areas between the storage room and where said material is loaded onto vehicle(s) for disposal.~~

- B. Separation of Marijuana Establishments. No new marijuana establishment may be located within any building that is located within five hundred (500) feet of any other building containing a marijuana establishment.

ARTICLE V

ODOR MANAGEMENT

34-64. Odor Defined.

34.65. Management of Odor. The odor of marijuana shall not be detectable off-premises, meaning not detectable on any property that is not under the control of the establishment. To prevent and control marijuana odors, an odor control plan shall be submitted as part of the site plan application describing the odor(s) originating or anticipated to originate at the premises and the control technologies to be used to prevent such odor(s) from leaving the premises. The odor control plan shall, at a minimum, include the following:

1. A facility floor plan that identifies the locations of all odor-emitting activities and sources. The plan shall also identify the location of doors, windows, vents, HVAC systems, odor control systems and other relevant information.

2. A list of specific odor-emitting activities and sources, and a description of the processes that will take place at the facility, including, but not limited to, vegetative flowering, processing and storage.
3. For each odor-emitting activity or source, a description of the administrative procedures, as well as the engineering processes, technologies and equipment the facility will use.
 - a. Administrative controls shall include, at a minimum: management practices to isolate odor activities and sources, use of standard operating procedures, employee training, regular equipment inspections and maintenance of inspection logs.
 - b. Engineering controls shall include, at a minimum, building design features; use of equipment and technology to address each specific odor emitting activity or source; a systems and equipment maintenance and replacement schedule; and evidence that proposed equipment and technology are sufficiently capable and appropriately sized consistent with specific ~~marijuana~~ best practices for control technologies designed to effectively mitigate odors.
 - c. ~~Marijuana~~ Odor producing establishments shall implement appropriate ventilation and filtration systems to satisfy the odor standard contained herein. While the City does not mandate any particular equipment specifications with regard to filtration, all ~~marijuana~~ establishments are strongly encouraged to adopt best management practices with regard to implementing state of the art technologies in mitigating marijuana odor, such as air scrubbers and charcoal filtration systems, consistent with their industry.
 - d. Noxious gases and fumes. ~~Marijuana~~ All establishments shall have appropriate ventilation systems to mitigate noxious gases and other fumes used or created as part of the establishment. Gases and fumes shall not extend beyond the premises of any establishment, meaning not detectable on any property that is not under the control of the establishment.
 - e. Sufficient measures and means of preventing smoke, debris, dust, fluids and other substances from exiting an ~~marijuana~~ establishment shall be provided at all times.
 - f. All ~~marijuana and marijuana~~ byproducts of production intended for disposal shall be stored indoors in a self-contained room that is intended solely for this purpose and in accordance with all applicable federal, state and local laws and regulations. When moving material from the self-contained storage room for disposal, ~~marijuana and marijuana~~ the byproducts shall be moved only in receptacles with a cover or lid. Security cameras shall be installed to record activities in the area of the storage room as well as the areas between the storage room and where said material is loaded onto vehicle(s) for disposal.

~~Separation of Marijuana Establishments. No new marijuana establishment may be located within any building that is located within five hundred (500) feet of any other building containing a marijuana establishment.~~

Motion by Councilor Belanger, seconded by Councilor Ortiz to consider the proposed ordinance language.

The Committee Members had a general discussion, including how determining whether an odor is offensive or not is subjective to each person, which makes establishing an Odor Management ordinance challenging. It was suggested to come up with an ambient quality definition as a source of measurement. Ambient quality would take into account what are those normal and acceptable odors in particular areas of the City throughout the course of a day or week, versus what are those odors that go beyond that standard ambient quality. It was agreed that there needs to be a way to address odors that cause some sort of displeasure or is affecting one's quality of life. There should also be consideration whether an odor is transient or permanent.

The ordinance will also need to define steps of violations, and set out clear consequences that could include suspension of a business license, suspension of a conditional use permit and/or the revoking of an occupancy permit.

Motion by Councilor Belanger, seconded by Councilor Ortiz to table this item until Staff can draft final ordinance language based on the comments from the Committee.

Vote: Unanimous.

Discussion/Approval: Ch. 22, Businesses and Land Development Regulations/Mobile Food Vendors Food Court language added

Sec. 22-20 Permit regulations.

- (a) The application fee for a mobile food vendor permit shall be \$200. Each mobile food vendor unit shall be permitted separately.
- (b) Mobile food vendor permits shall expire on December 31 of each year.
- (c) Mobile food vendors shall provide, at their expense, and keep in force during the term of their contract, with a responsible insurance company or companies authorized to do business in the state, commercial general liability insurance in the amount of at least \$1,000,000. The mobile food vendor shall deliver certificates of such insurance to the City at the time of application.
- (d) Mobile food vendors shall provide proof of a State of Maine health certificate at the time of application.
- (e) Upon renewal the applicant shall pay the renewal fee of \$200 and update any changes in the permitting documentation upon permit renewal. The applicant must submit the application and the renewal fee within 30 days before expiration of the permit or must reapply as a new applicant.
- (f) The City Manager is authorized to make reasonable rules and regulations, not inconsistent with this section, governing the design, construction and location of pushcarts or food

trucks.

- (g) Display of permit. Every permit, including those from the City, shall be displayed at all times in a conspicuous place where they can be read by the general public on the mobile food vendor's truck or concession trailer.

Sec. 22-21.1 Prohibited conduct.

(a) Distance regulations:

- (1) No mobile food vendor shall conduct business within any single-family residential or agricultural zoning district unless otherwise approved in writing by the Code Enforcement Officer.
- (2) A mobile food vendor may not be located within 100 feet of the primary entrance of an open and operating fixed-location food service or eating establishment; or within 40 feet from another mobile food vendor except in the following:
 - o During City sponsored or other community events; or,
 - o Within in a mobile food vendor court consistent with City Land Development Regulations and Section 56 Restaurants.

~~(3) A mobile food vendor shall not be located within 40 feet from another mobile food vendor except during City sponsored or other community events.~~

(b) A mobile food vendor, except when located in a mobile food vendor court, shall not conduct sales at a stationary location:

- (1) For a duration exceeding 60 minutes on any public street or public streets adjacent to public parks and recreational facilities, next to fire lanes and no-parking designated areas. Mobile vendors parking on public streets may not move to a new location without prior approval from the City.
- (2) In congested areas where the operation impedes vehicular or pedestrian traffic.
- (3) Between the hours of 1:00 a.m. and 6:00 a.m.

(c) Offenses and regulations.

- (1) It shall be unlawful for any individual as the agent or employee of another regulated under this section to sell edible goods in the City unless its principal or employer has received a permit under this section.
- (2) A permit issued under this section is not transferable.

- (3) It shall be unlawful for an individual to sell edible goods while displaying a valid permit issued by the City in the name of another individual, organization, or entity.
- (4) It shall be unlawful for any individual, directly or through an agent or employee, to sell goods within the corporate limits of the City after the expiration of the permit issued by the City under this section.
- (5) It shall be unlawful for an individual, directly or through an agent or employee, to misrepresent on the permit affidavit any acts that are regulated under this section.
- (6) It shall be unlawful for any individual, directly or through his agents or employees, to represent that the issuance of a permit by the City constitutes the City's endorsement or approval of the product for sale.

Sec. 22-21.2 Mobile food vendor requirements.

The following regulations shall apply to mobile food vendors:

- (1) Each unit shall be equipped with a portable trash receptacle and shall be responsible for proper disposal of solid waste and wastewater in the sanitation facility legally accessed by the food service establishment. All disturbed areas must be cleaned following each stop to a minimum 20 feet of the sales location.
- (2) Mobile food vendors may not have a drive-through.
- (3) Continuous music or repetitive sounds shall not project from the mobile unit.
- (4) A five-foot clear space shall be maintained around the mobile food vending unit.
- (5) All mobile units shall have a gray water holding tank.
- (6) The mobile unit will be subject to inspection upon permit application through the Code Enforcement Department, the Health Department and the Fire Department, and may be subject to random inspection and upon reissuance of the permit.
- (7) No sales are allowed within public park facilities while park concession units are operating. Mobile units operating in public parks and on streets adjacent to public parks or recreational facilities require approval by the City's Recreation Director.

Section 56 Restaurants.

[Ord. of 8-3-1993(1); Ord. No. 2006.13, 3-7-2006]

1.
 - a. The following provisions address restaurants, whether year-round or seasonal, seat down or takeout, building or mobile. Subsections A through E refer to nonmobile food service operations. Subsection F addresses mobile food

service operations.

- b. For the purpose of this section, the term "restaurants" shall be divided into four categories:

- (1) Establishments in permanent buildings;
- (2) Establishments in mobile units, either towed or self-propelled, preparing and serving food products on a particular site; and
- (3) *Establishments in mobile units, either towed or self-propelled, serving prepared food products, and traveling to selected locations on a daily basis, and remaining on-site for limited time periods, i.e. during lunch breaks, etc. Such units are often referred to as catering services or food services.*

(4) Establishments in mobile units located in mobile food vendor courts and permitted in the MSRD1 and MSRD3 districts. Mobile food vendor courts, defined as a collection of mobile food vendors in a common outdoor plaza or site providing a common area for self-serve dinner, subject to Subsection F below and Planning Board Site Plan Review.

- A. The application for a permit shall state the maximum seating capacity of the restaurant. Any expansion or enlargement over the stated capacity shall require a new permit, and shall comply with setbacks, square footage, and all other requirements of this ordinance.
- B. Any restaurant located within 500 feet of an existing public sewer line shall connect with the sewer system at the expense of the owners. When subsurface sewage disposal is proposed, completed soil evaluation forms (HHE-200) shall be submitted. All proposed subsurface disposal systems shall meet the requirements of the Maine State Plumbing Code.
- C. All parking and loading facilities shall be located to side or rear of the building, and shall be screened from abutting residential lots. Screening shall be comprised of a continuous landscaped area not less than eight feet in width, containing evergreen shrubs, trees, fences, walls, berms, or any combination, forming a visual barrier not less than six feet in height. In the Rural Farm Zone, the parking and loading facilities shall also be screened from all public roadways.
- D. (Reserved)
- E. Storage and disposal of refuse, fuel, and other potentially hazardous materials shall be so conducted as to create no health hazard, rodent harborage, insect breeding areas, accident or fire hazards, or air pollution. Areas where such activities occur shall be effectively enclosed and screened by safety fences, walls, or any combination thereof.

- F. Mobile food service operations shall comply with the State of Maine rules relating to eating and lodging places, as periodically amended, and shall require a victualer's permit from the municipal officers consistent with Section 22.20-21.2.
- a. Further, mobile food service operations, preparing food on-site, unless permanently connected to public utilities and approved by the Planning Board, shall not be left on-site or displayed, or left in public view, in the location of business during nonbusiness hours, unless otherwise conditioned by the City Council in their specific permit/licensing process.
 - b. The Building Inspector shall review mobile food service operations, preparing food on-site, to ensure, as a minimum, the following:
 1. The placement of the vehicle:
 - a. Shall not hinder vehicular traffic or cause traffic congestion; and
 - b. Shall not hinder, or interfere with, pedestrian traffic; and
 - c. Shall not block or otherwise hinder access to or from private property; and
 - d. Shall not adversely impact on abutting properties in regards to:
 - (1) Noise.
 - (2) Odor, fumes or smoke.
 - (3) Light and glare.
 2. The operator shall have written permission from the property owner to locate the vehicle on said property.
 3. The operator shall have available, and under written agreement, at least three off-street parking spaces. In cases where on-street parking is available immediately in front, the operator must have one off-street parking space for any vehicle belonging to an employee working on a given shift.
 4.
 - a. The operator shall provide at least one fifty-five-gallon covered trash receptacle, or similar sized container, to hold wastes and debris. No paper, food or other wastes shall be allowed to accumulate on-site.
 - b. The waste container shall be emptied at least daily into an approved commercial

dumpster (it being emptied by a licensed hauler on a regular basis) or other suitable and approved means of transport away from the site. It shall be the responsibility of the operator to ensure that all wastes are handled and disposed of properly.

5. The operator shall ensure that there is an adequate supply of potable water for cleaning equipment and the preparation of foods.
6. The operator shall ensure that there is an adequate and safe source of electrical power.
7. The operator shall ensure that all storage of food supplies and other business material is within the vehicle or other container secured to the vehicle. No loose material shall be permitted outside of the vehicle.
8. There shall be no signs placed on sidewalks or other rights-of-way. No temporary or mobile signs shall be allowed.
9. The trailer, or vehicle, being used shall be registered, in good upkeep, and provide a neat appearance.

Motion by Councilor Belanger, seconded by Councilor Ortiz to consider the proposed ordinance language.

Motion by Councilor Belanger, seconded by Councilor Ortiz to amend the ordinance language to say, “to permit in the appropriate zones” and remove “~~in the MSRD1 and MSRD3 Districts.~~”
Motion was withdrawn.

Motion by Councilor Belanger, seconded by Councilor Ortiz to amend the ordinance language to say, “to permit in zones where restaurants and takeout are permitted,” and remove “~~in the MSRD1 and MSRD3 Districts.~~”
Vote: Unanimous.

In a discussion not directly related to the proposed ordinance language, the Committee discussed the process of determining the placement of food trucks in public parks and how it is deemed what food truck can set up where and for how long. The Committee agreed that there should be ordinance language that establishes a fair and equitable way to assign food trucks in public parks and beaches.

Vote on proposed ordinance language, as amended: Unanimous.

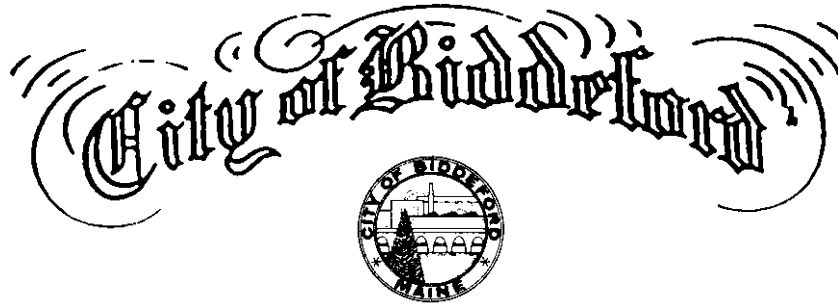
Discussion: Policy: Legal Services for Private Credit Enhancements

With barely any discussion, the Committee’s general consensus is complete support of coming up with a policy.

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

Vote: Unanimous.

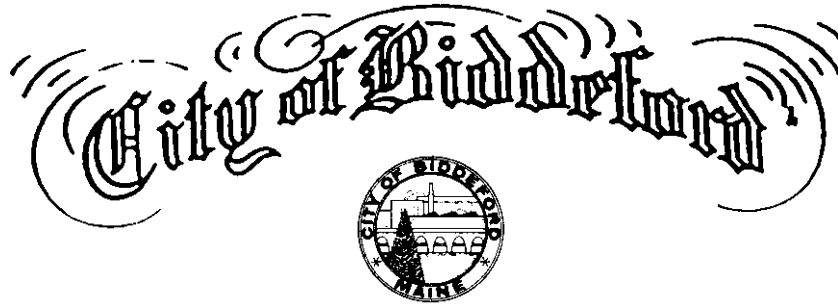
Time: 4:55 p.m.



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

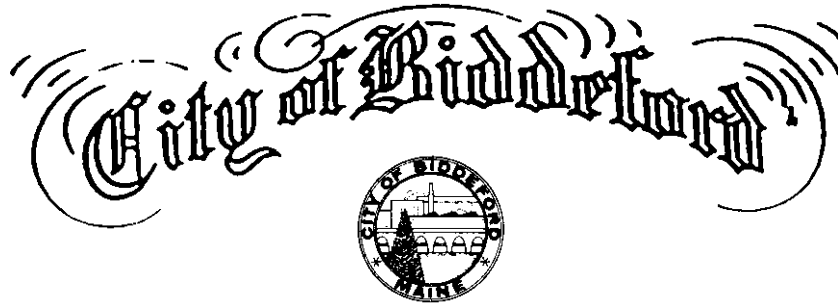
The United States EPA defines a small, or compact, car as having **between 100-109 cubic feet of combined passenger and cargo volume**. According to them a compact car also needs to be between 161 and 187 inches long.

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

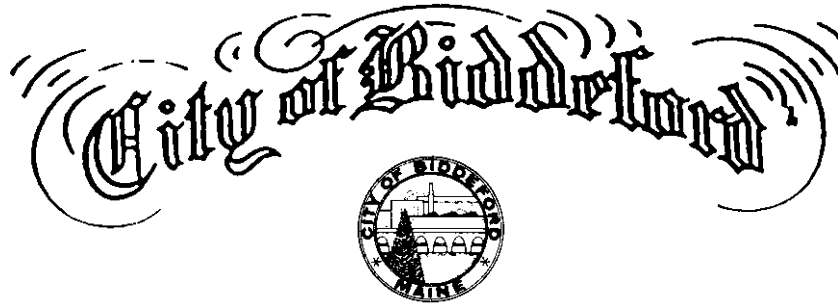
Permitting a vehicle to remain standing on a public way or public street, excepting a mere momentary stoppage for a necessary purpose.

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

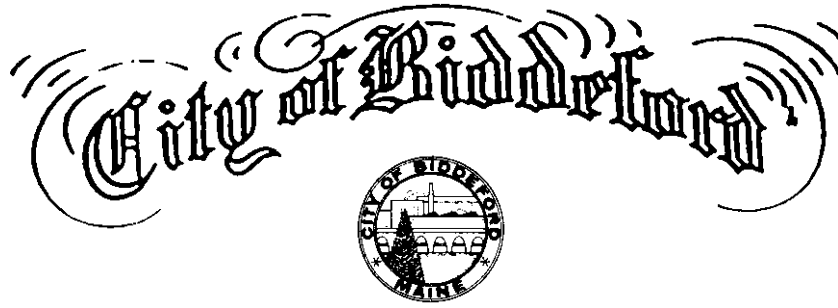
Every vehicle without motive power designed for carrying property and for being drawn by a motor vehicle not operated on tracks and so constructed that no part of its weight rests upon the towing vehicle.

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.

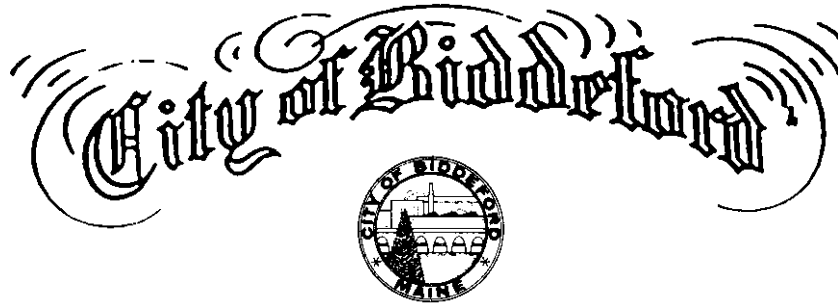
VEHICLE

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

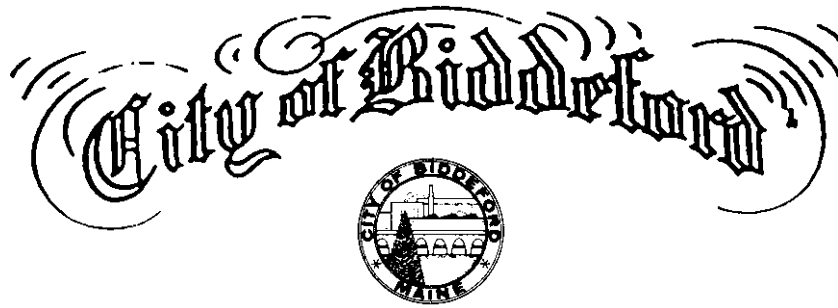
The entire width between boundary lines of a road, highway, parkway, street, or bridge used for vehicular traffic, whether public or private.

NOTE:



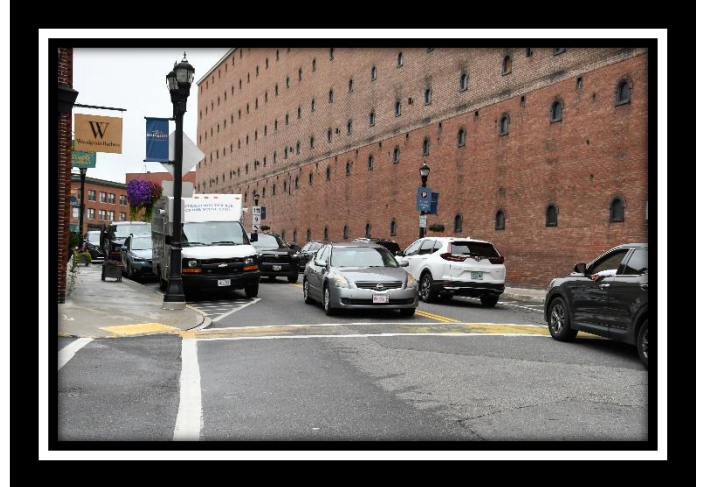
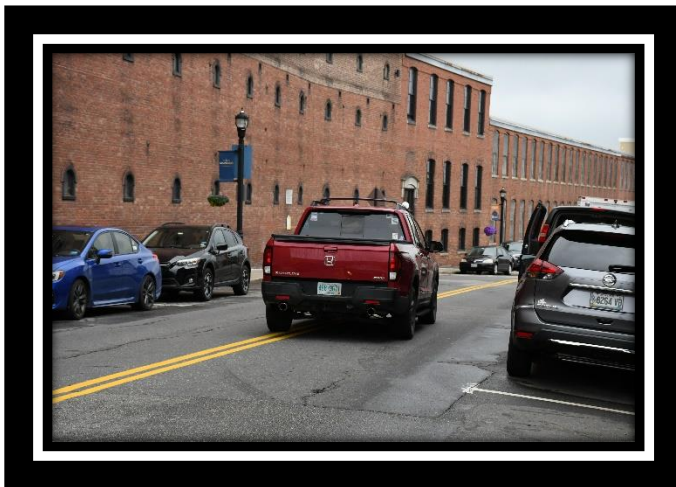
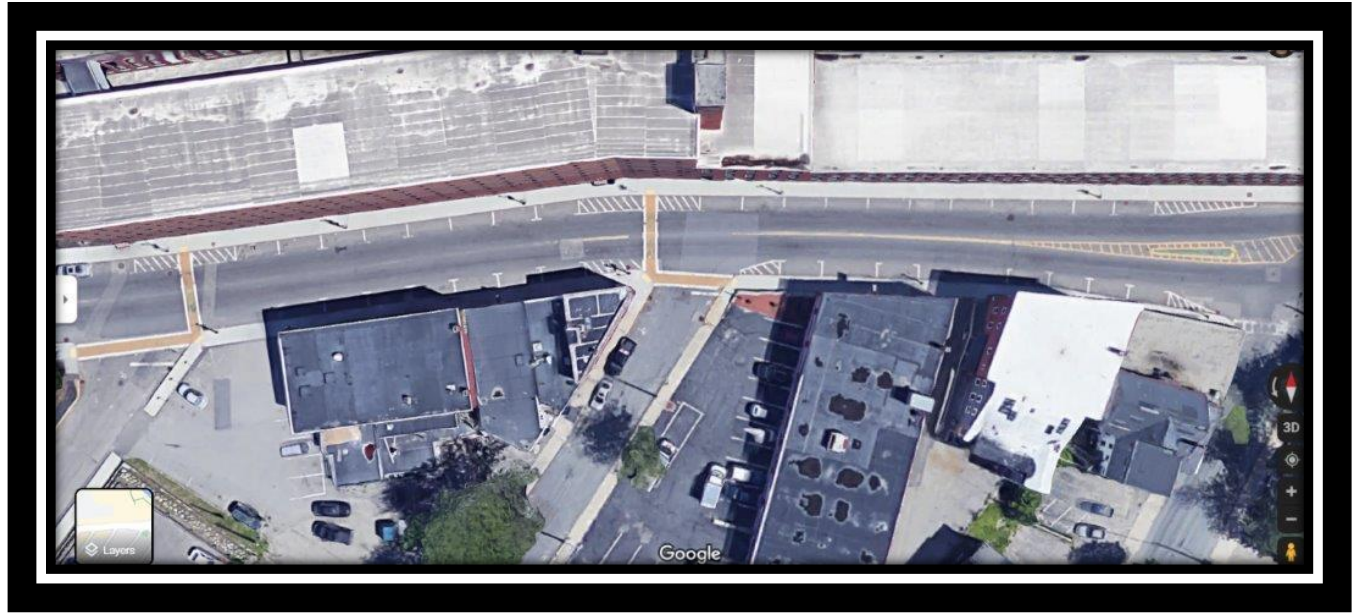
BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-91 Limited Parking**, be amended by adding or deleting to read as follows:

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 of the perpendicular sight line with the northeast corner of the intersection with Foss Street, thence westerly to Laconia Street, No Parking.



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.

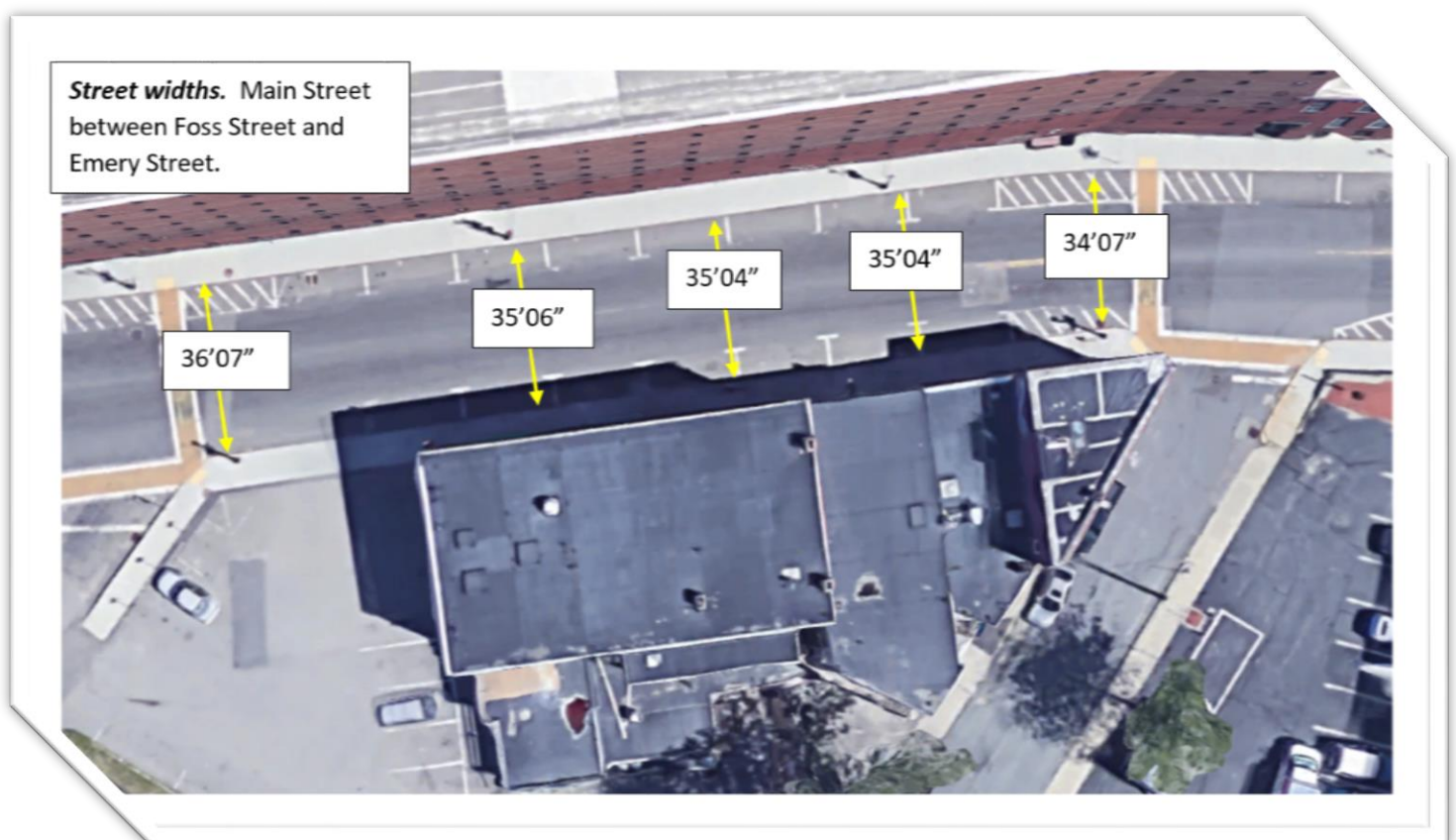
There have been a number of crashes reported throughout this area over the last few years, many a direct result of the narrow nature of the Main Street through this area.

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

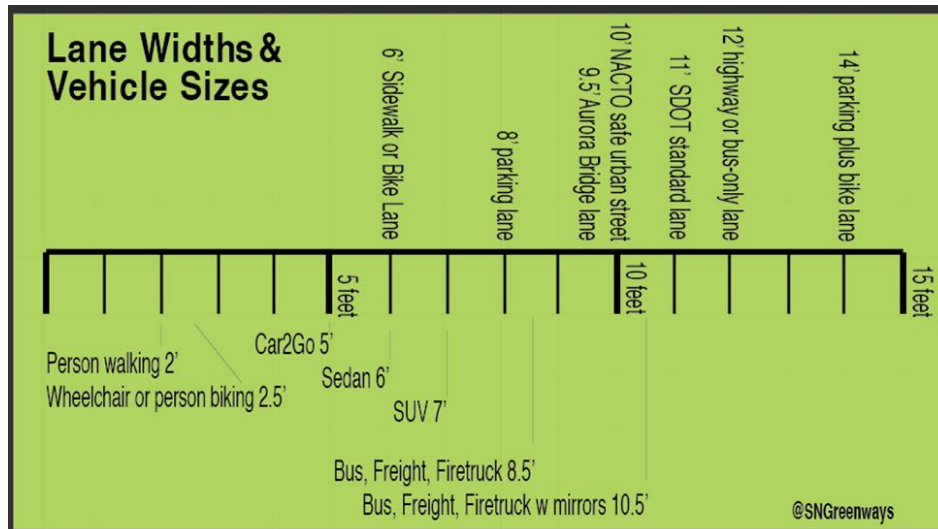
City of Biddeford

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.

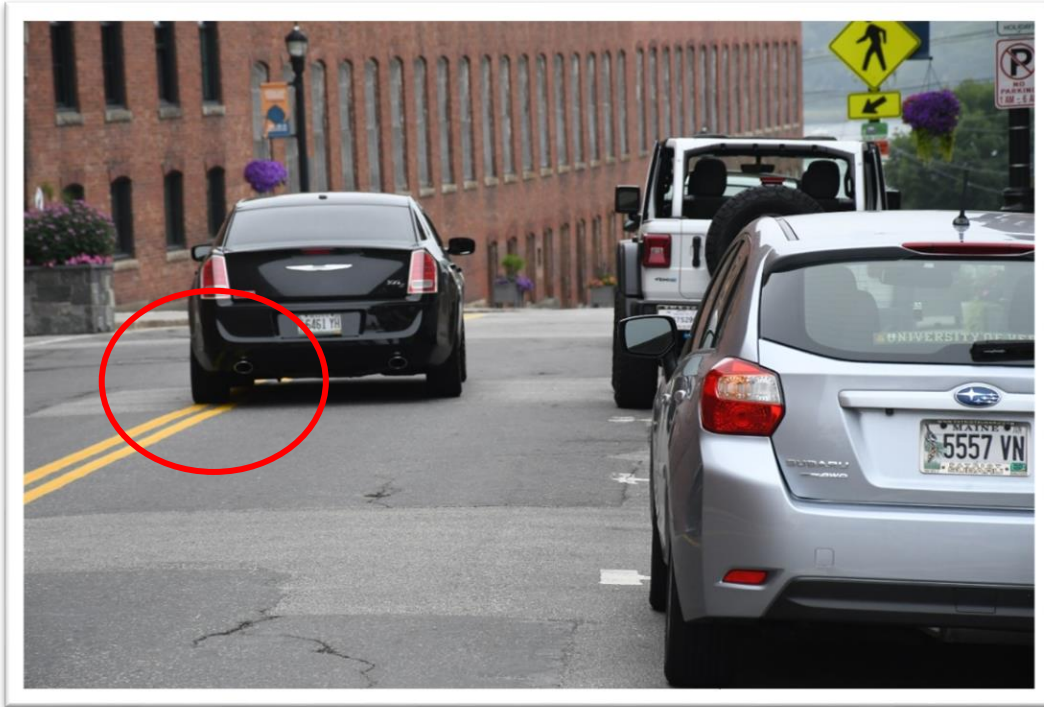
The white colored parking notation stripes coupled with the double yellow centerline eliminates another 1'10" of total space, or another 11 inches per lane. The remaining open travel lane space under best-case scenario is approximately 9'09" feet per travel lane, which is under the recommended 10 minimum 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.





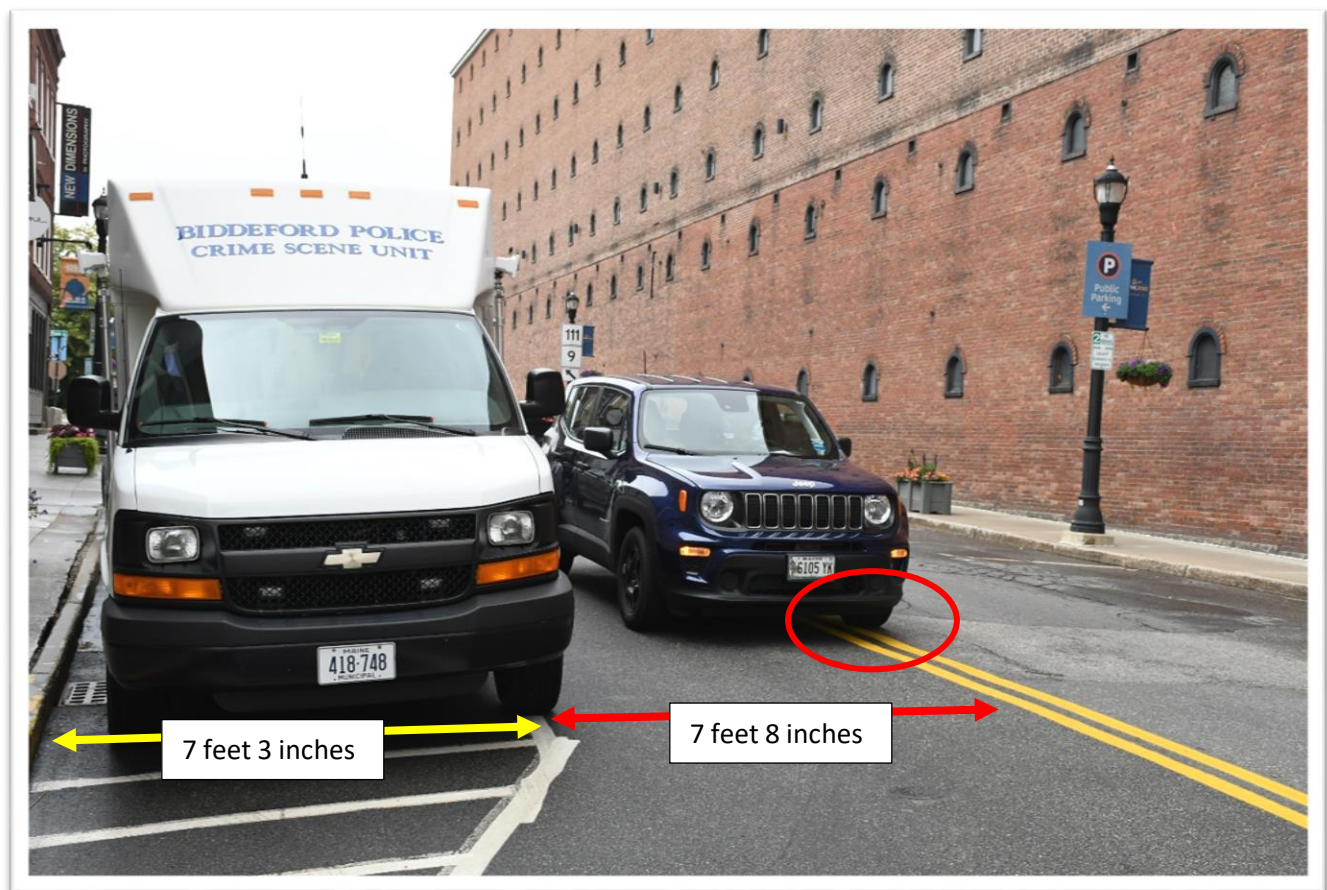
In one image, you will notice a pickup truck towing a boat trailer. A UPS truck is parallel parked while making a delivery. Approximately 3/4ths of the boat trailer is in the adjacent lane in an effort to maneuver around the UPS truck.



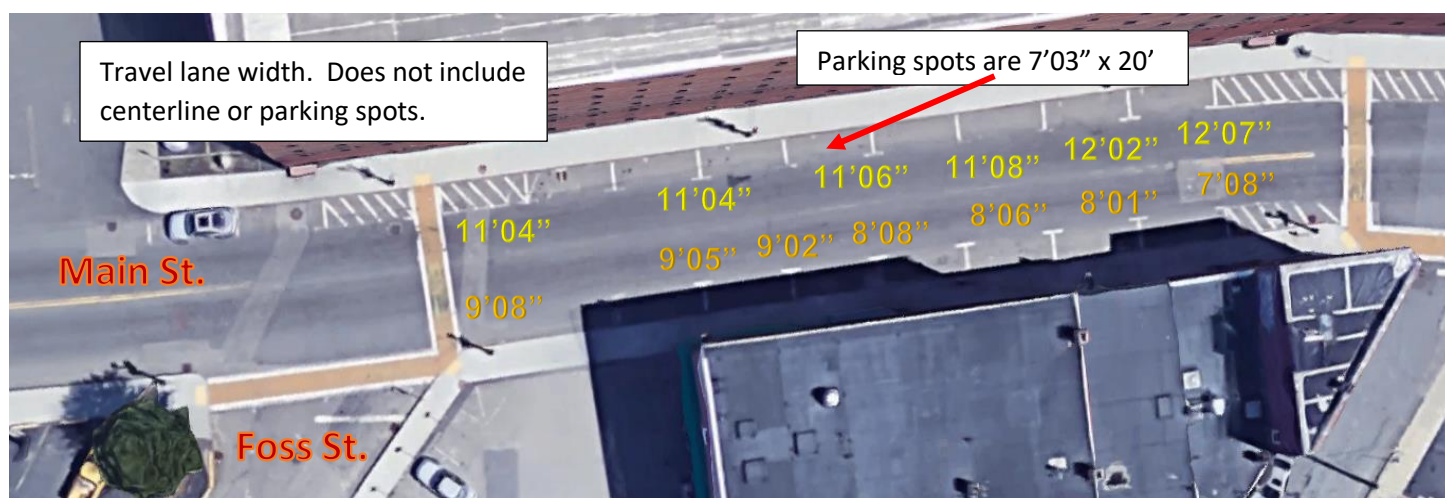
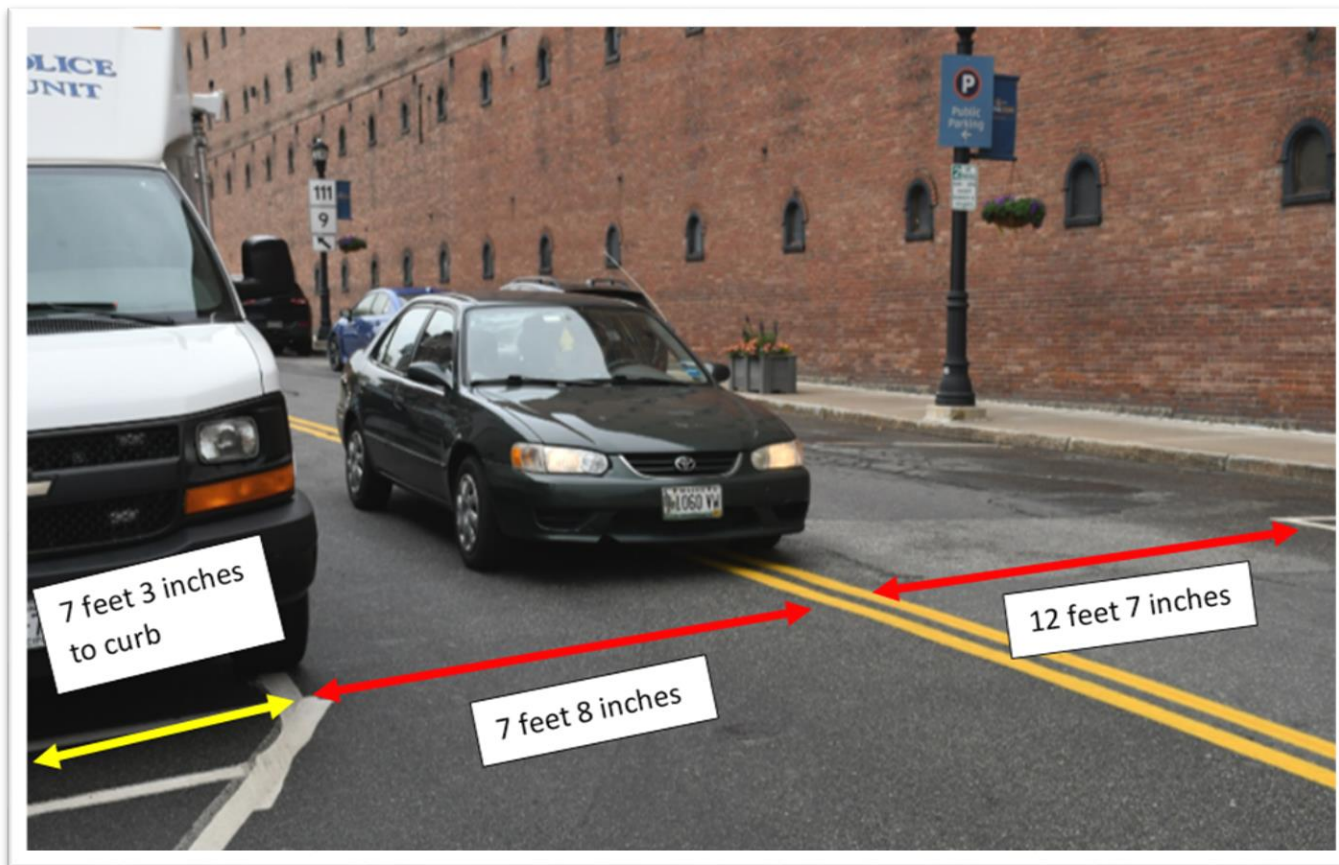
As we approach the intersection of Emery Street, the road slightly curves. This area is the narrowest portion of Main Street at only 34 feet and 7 inches wide at the crosswalk. I have included images below noting traffic flow through this portion of Main Street.

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.



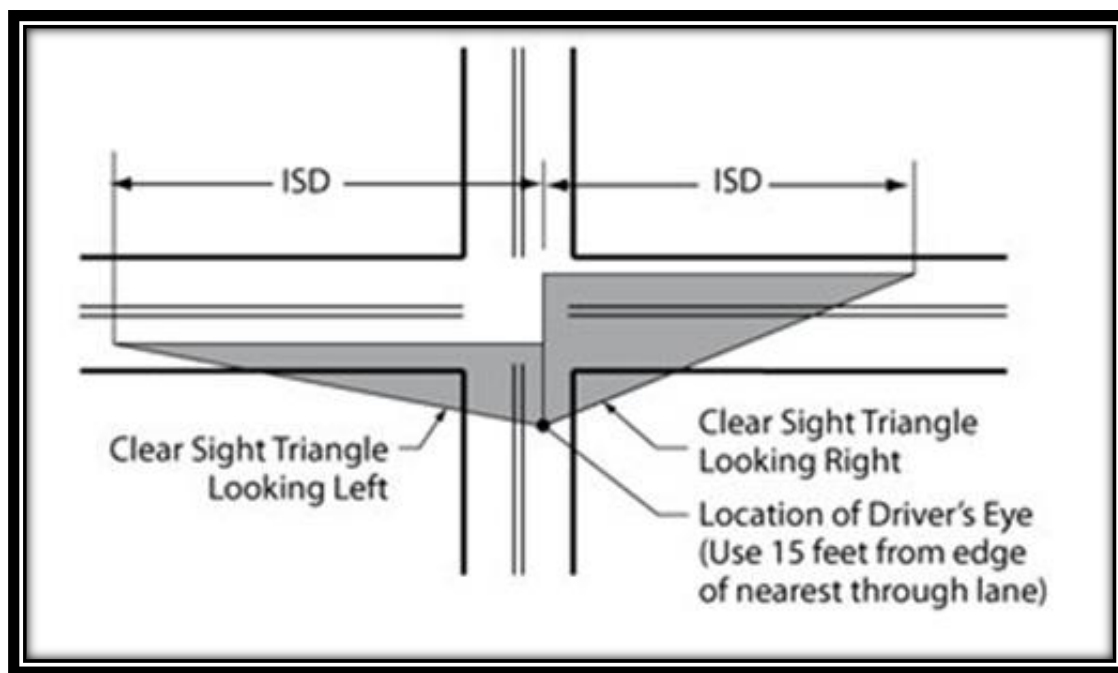
SIGHT DISTANCES

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

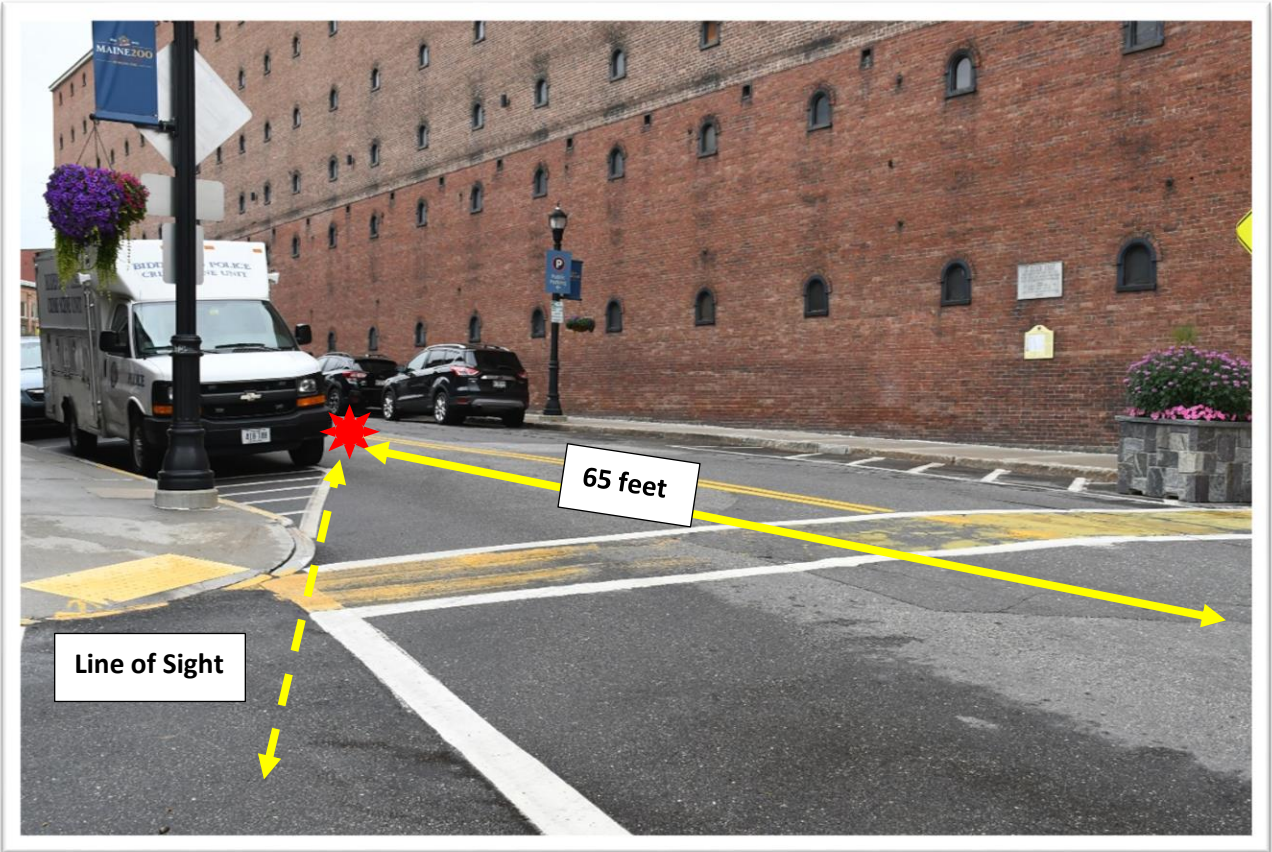
Design Speed (miles per hour)	Sight Distance (feet)
15	150
25	250
30	300
35	350
40	400
45	450
50	500
55	550

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.

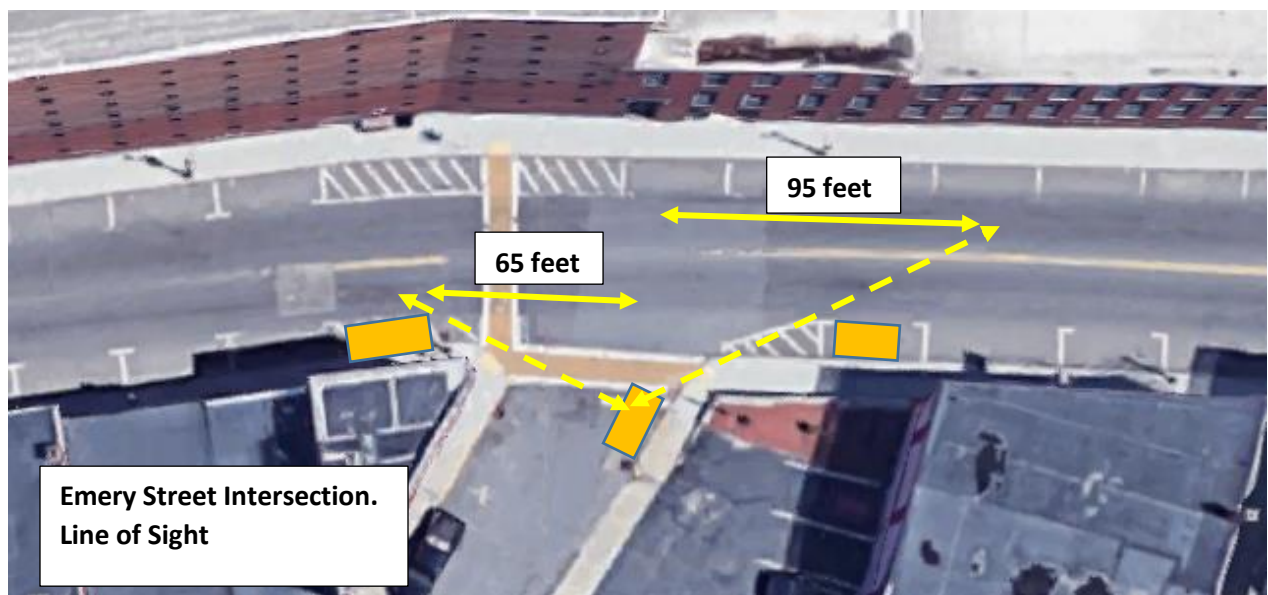
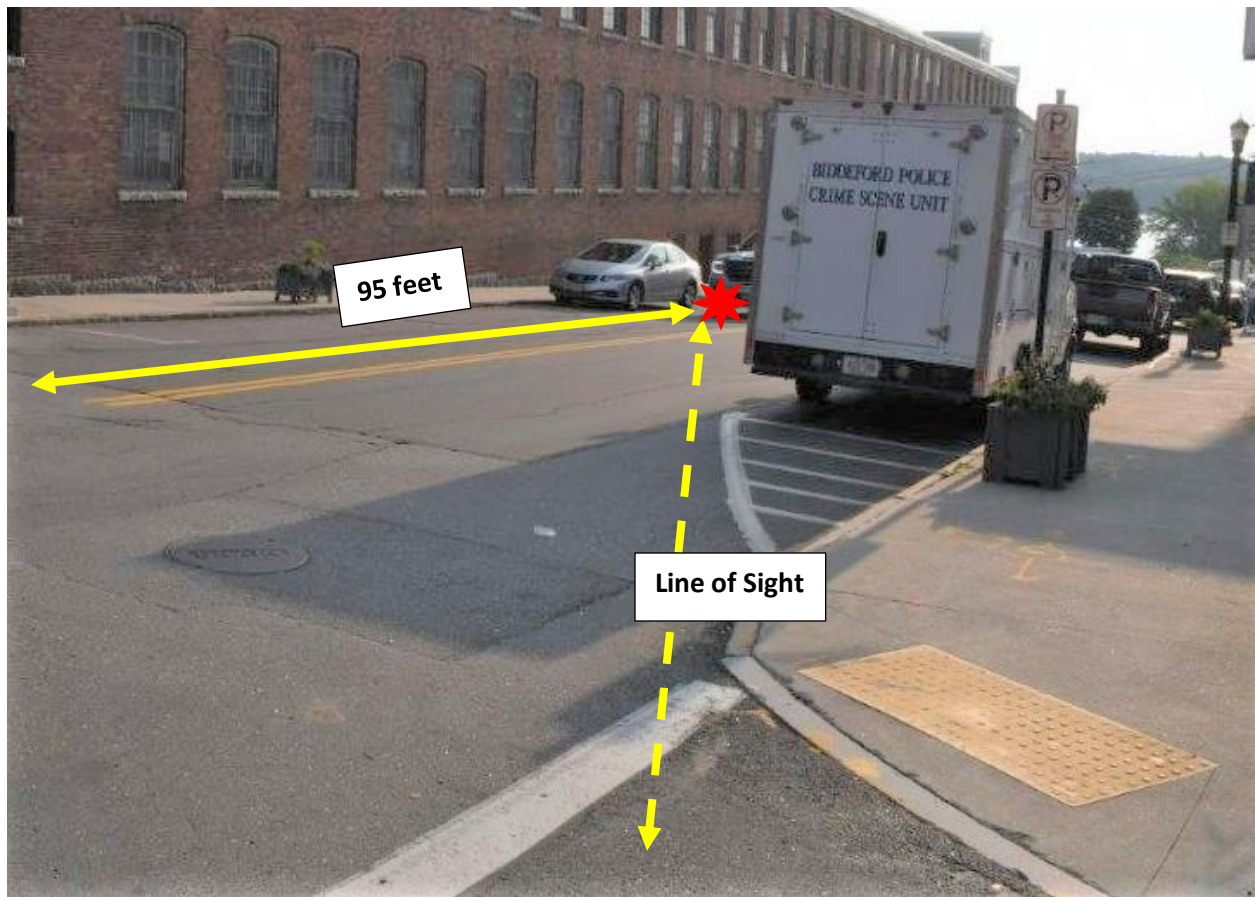
I took the opportunity to legally park the Biddeford Police Department Crime Van facing eastbound at the closest available parallel parking spot on the west side of the Emery Street intersection, just in front Woodgrain’s Barber Shop.

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.



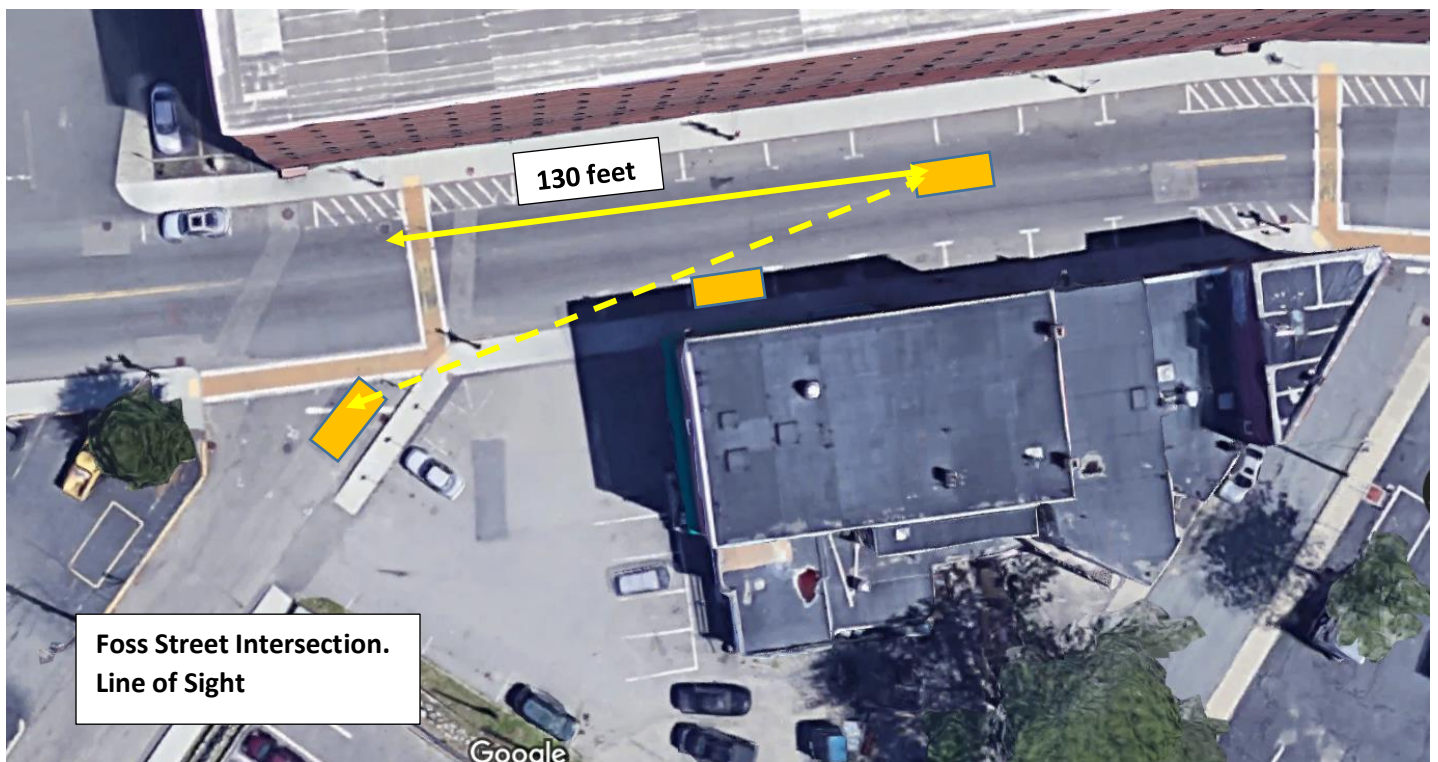
I then parked the Biddeford Police Department Crime Van facing eastbound at the closest available parallel parking spot on the east side of the Emery Street intersection in front of Safe Harbor Storage.

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.