



**City of Biddeford
Traffic Committee**

March 31, 2026 at 6:00 PM
City Hall Council Chambers & Teams

[Join Teams Meeting Online](#)

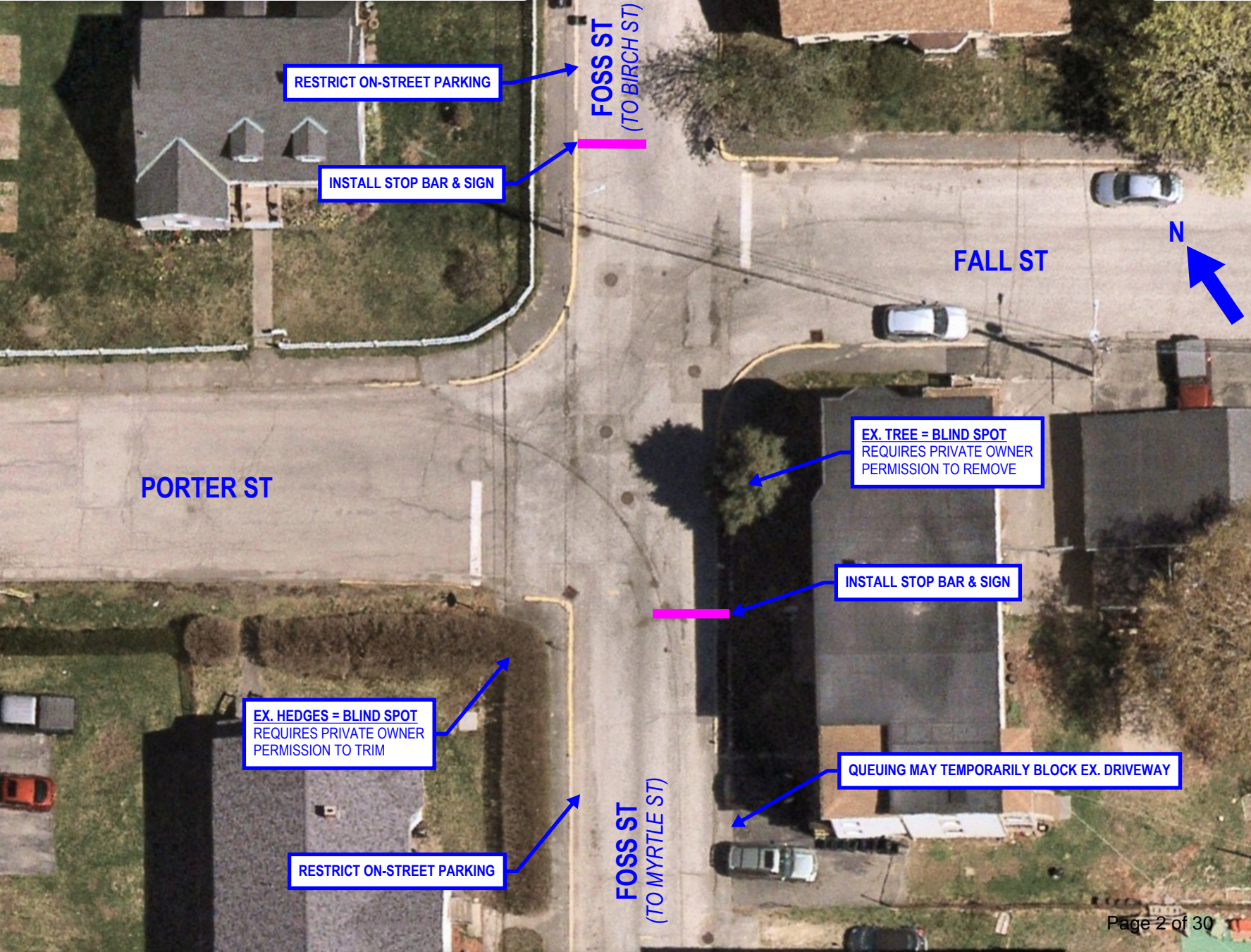
Meeting ID: 224 092 764 520 87

Passcode: pm3rd6uo

Or call in by phone: +1 872-242-8054

Phone conference ID: [+1 872-242-8054,,35597562#](#)

1. Call to Order
2. Staff Update
 - 2.a Staff update on Foss-Fall and Porter Streets intersections.
 - 2.b Staff update on the pedestrian crossing at Pool and Foss Street's.
 - 2.c Staff Update virtual community meeting Lester B. Orcutt Blvd.
 - 2.d Staff update on the pedestrian crossing issue of Alfred - Ray - Emmons Street.
3. Approval of Minutes
 - 3.a Approval of January 27, 2026 minutes.
4. Discussion/Review
 - 4.a Presentation by Tom Milligan on PACTS Re-Imagine Route 1 concept sketches and gather input and feedback.
 - 4.b Biddeford City Ordinance Ch. 42-92 Limited Parking Section A.(1)
 - 4.c Biddeford City Ordinance Ch. 42-92 Limited Parking section A. (2)
 - 4.d Biddeford City Ordinance Ch. 42-92 Limited Parking Section A (3)
 - 4.e Review under City Ordinance 42-100 Disability Parking Adams Street:
5. Adjourn



RESTRICT ON-STREET PARKING

INSTALL STOP BAR & SIGN

FOSS ST
(TO BIRCH ST)

FALL ST

N

PORTER ST

EX. TREE = BLIND SPOT
REQUIRES PRIVATE OWNER
PERMISSION TO REMOVE

INSTALL STOP BAR & SIGN

EX. HEDGES = BLIND SPOT
REQUIRES PRIVATE OWNER
PERMISSION TO TRIM

QUEUING MAY TEMPORARILY BLOCK EX. DRIVEWAY

RESTRICT ON-STREET PARKING

FOSS ST
(TO MYRTLE ST)

EX. TREE

FOSS ST
(TO BACON ST)

EX. 7'-WIDE SIDEWALK

POOL ST
(TO ALFRED ST)

RRFB PEDESTAL

NEW CROSSWALK

RELOCATE
EX. CROSSWALK

POOL ST
(TO HILL ST)

UPGRADED ADA RAMP

RRFB PEDESTAL



FOSS ST
(TO SUMMER ST)



City of Biddeford
Traffic Committee
Date March 4, 2026 at 6:01 PM
Microsoft Teams

1. Online informational session: Regarding survey work along Lester B. Orcutt Blvd. (between Ocean Ave and First Street) in Biddeford Pool. Survey work is by Dow & Coulombe, Inc. with an anticipated start date of April 2026. Survey work will establish the eight foot right of way.

ATTENDANCE:

City Councilor Pat Boston
Director Jeff Demers
City Engineer Craig Chekan
Chief JoAnne Fisk
Danica Lamontagne

Public Attendance:

Mr. & Mrs. Leslie Smith	Marnie Black
Bethany Harper Hayes	Elizabeth Martin
Chris Golden	John Conroy
Beth Keezer	Peter McPheeters

2. NOTICE: Twenty-nine individual residents along Lester B. Orcutt Blvd. were sent written notice of the meeting via USPS. Notice was sent to address listed on tax record.

3. DISCUSSION: Director Demers opened the meeting with an explanation of the project which is to locate the limits of the City's eight-foot right-of-way along Lester B. Orcutt Blvd. between Ocean Avenue and First Street. Once the survey is complete, the city plans to maintain its right-of-way along this corridor. Additional information will be made available to residents when the survey work is complete.

Meeting adjourned at 6:35 P.M.

City of Biddeford
Traffic Committee Meeting Minutes
Date: January 27, 2026 at 6:00 PM
City Hall Council Chambers

1. Roll Call - The Committee was called to order at 6:00 P.m. by Council President Beaupre,
as chairperson.

ATTENDENCE

- Council President Beaupre
- Mayor Liam LaFountain
- Councilor Brad Cote
- Councilor Abigail Woods
- Drew Guild
- Ricky Doyon
- Chief JoAnne Fisk

2. Adjustment(s) to Agenda – None

3. Approval of Minutes – Approval of the November 25, 2025, meeting minutes.

Motion: Councilor Brad Cote

Second: Member Drew Guild

Vote: Unanimous

4. Discussion/Review –

4a. Discussion on the intersection of Foss-Fall and Porter Streets. Whether there should be Stop signs at this intersection. Committee to further review after hearing resident’s concerns.

4b. Discussion regarding concerns at the pedestrian crossing at the intersection of Pool and Foss Streets. DPW Director Demers will review the area and identify the best type of warning device.

4c. Discussion on removing the existing three handicapped parking stalls on Adams Street by the former courthouse. This will be added to next Traffic Committee meeting.

4d. Extend an invitation to the Executive Director John Savage of Biddeford, Saco, Old Orchards Beach Transit.

5. Other Business: Discussion on speed limit assessment by DOT on the Elm Street corridor.

6- Motion to Adjourn-

Motion: Councilor Woods

Second: Mayor LaFountain

Vote: Unanimous

Meeting adjourned at 7:00 P.M.



Traffic Committee

Meeting Date: March 31, 2026
Meeting Time: 6:00 PM
Agenda Item No: 4.a
Item Description: Presentation by Tom Milligan on PACTS Re-Imagine Route 1 concept sketches and gather input and feedback.
Submitted By: Chief JoAnne W. Fisk

Key Terms:

Greater Portland Council of Governments (GPCOG)

Executive Summary:

City of Biddeford's Engineering Department continues to review this project and is looking for feedback from the Traffic Committee.

Detailed Review:

The Greater Portland Council of Governments (GPCOG) is launching a project called Reimagining Route 1 which will study Route 1 from Biddeford to Freeport and propose changes that will make and enhance multi-mode transportation. For Biddeford, concept designs are proposed at two primary locations along Route 1 which are listed below:

- B5/S2: Pine Street to Saco's Lincoln Street
- B3: South Street Intersection

Funding Source:

N/A

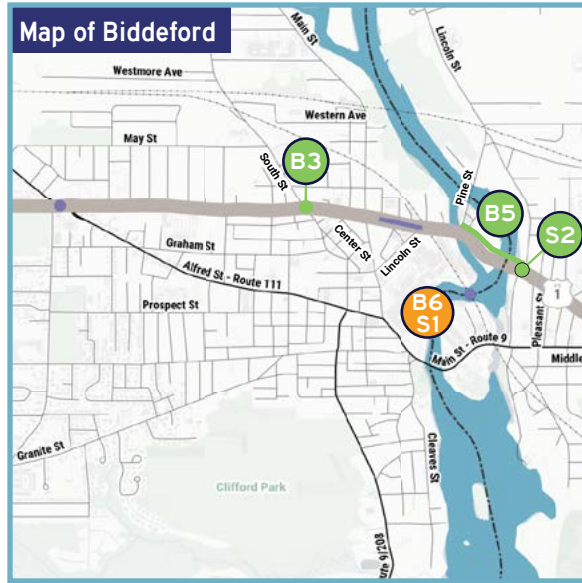
Staff Recommendation:

City Staff provided GPCOG with detailed comments on 01/27/2026 and 03/18/2026 which are attached.

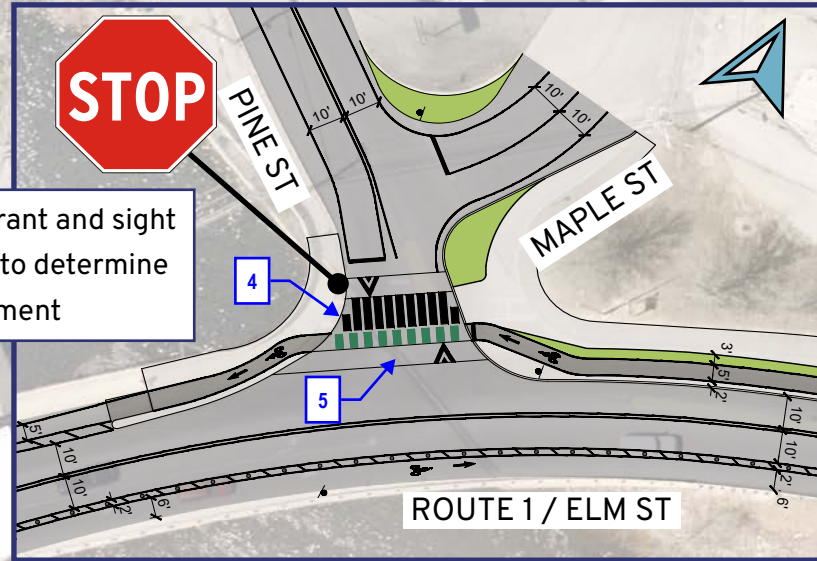
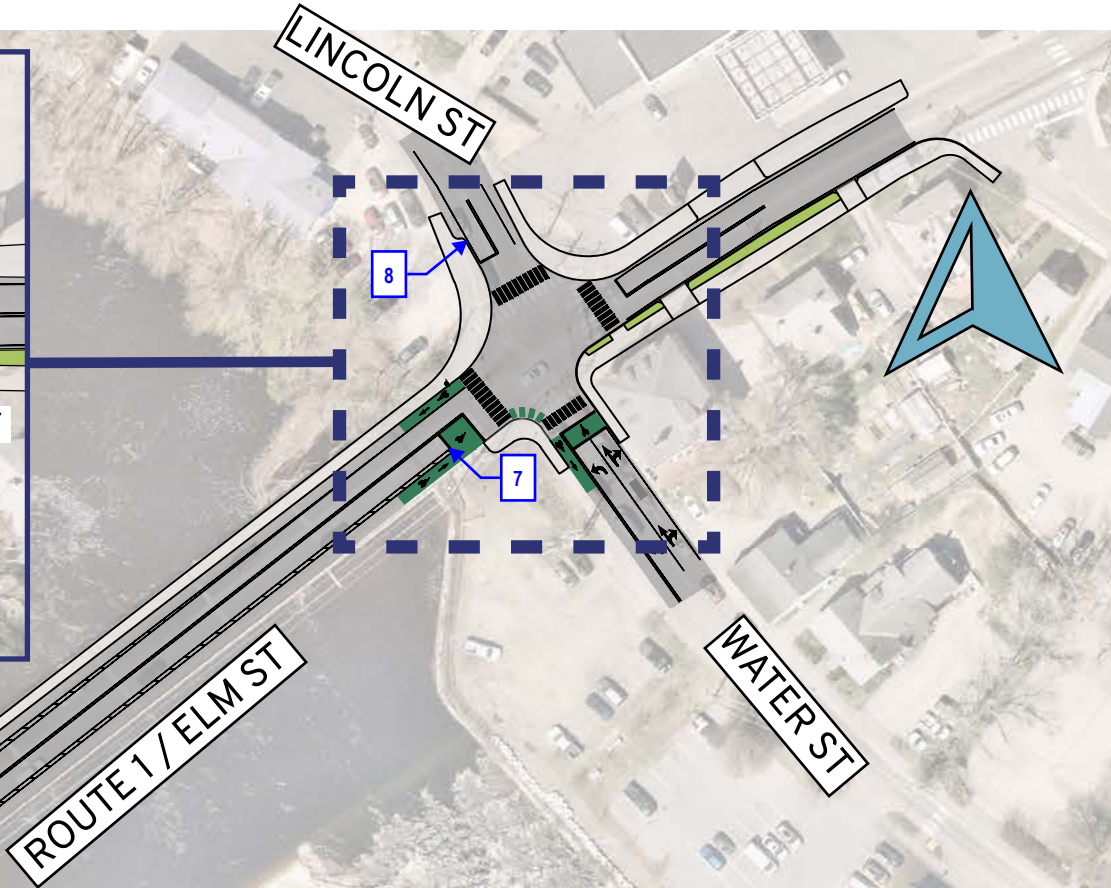
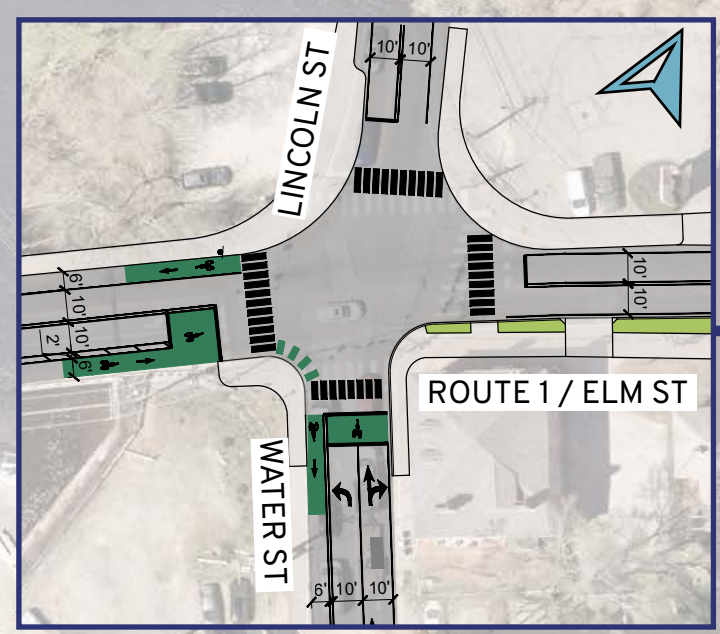
Next Steps:

Attachments:

1. Concept Drawings with City Comments
2. Follow-Up City Comments
3. City Ordinance Sec. 42-92 Limited Parking

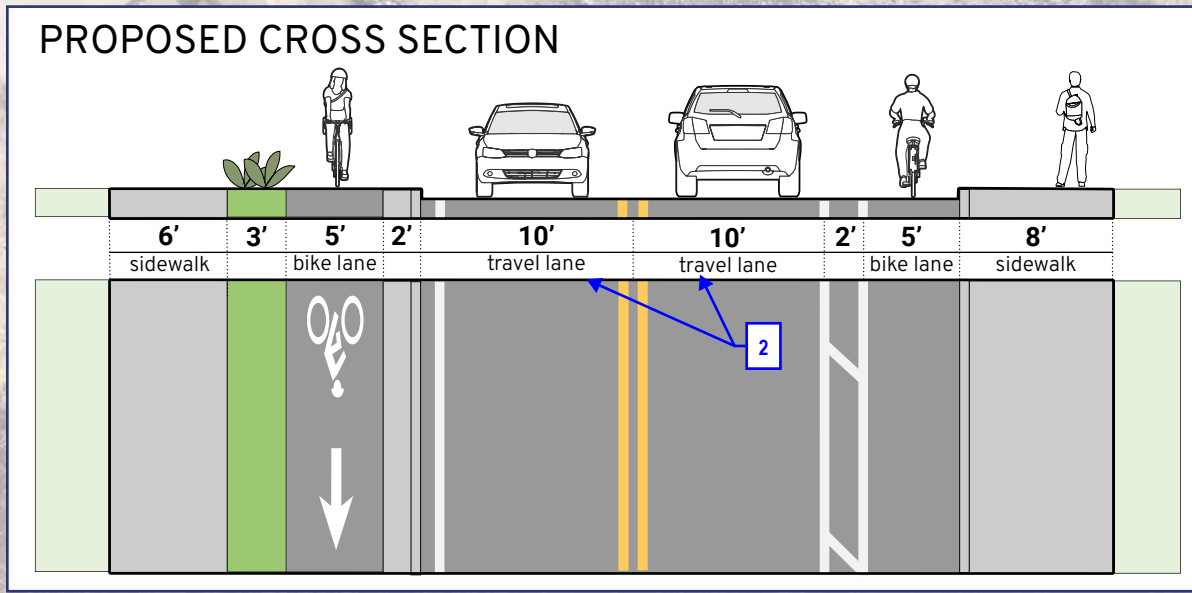


- BIDDEFORD STAFF COMMENTS:**
1. PACTS SHOULD PRESENT PROPOSED CONCEPT DESIGN TO THE CITY'S TRAFFIC COMMITTEE.
 2. SINCE ROUTE 1 IS A STATE HIGHWAY, MAINEDOT SHOULD REVIEW CONCEPT DESIGN - ESPECIALLY SINCE 10-FT TRAVEL LANES ARE PROPOSED. THIS IS VERY NARROW FOR TRACTOR TRAILERS.
 3. LARGE NUMBER OF DELINEATORS/CHANNELIZERS PROPOSED; THIS IS A MAINTENANCE CONCERN. ARE THEY REQUIRED FOR ROAD CURVATURE DESIGNS?
 4. RAISED SPEED TABLE IS A POTENTIAL MAINTENANCE / PLOW / DRAINAGE CONCERN.
 5. RESTRICTING LEFT-TURNS IN/OUT OF PINE STREET IS A MAJOR CONGESTION & SAFETY CONCERN (WHEN PEOPLE INEVITABLY ATTEMPT LEFT-TURNS); THIS MERITS A TRAFFIC IMPACT ANALYSIS.
 6. NOT SURE IF MULTIPLE CROSSWALKS ARE NEEDED SO CLOSE TO EACHOTHER (FOR COMMERCIAL BUSINESSES THAT LIKELY DON'T GENERATE A LOT OF FOOT TRAFFIC).
 7. REMOVING THE DESIGNATED LEFT-TURN LANE ONTO SACO'S LINCOLN STREET IS A MAJOR TRAFFIC CONGESTION CONCERN, ESPECIALLY WITH ALL THE NEARBY RESIDENTIAL DEVELOPMENTS; THIS MERITS A TRAFFIC IMPACT ANALYSIS.
 8. UNCLEAR WHAT THE BENEFIT OF NARROWING THIS INTERSECTION IS; IF ANYTHING, A DESIGNATED RIGHT-TURN SLIP-LANE SEEMS MORE BENEFICIAL.



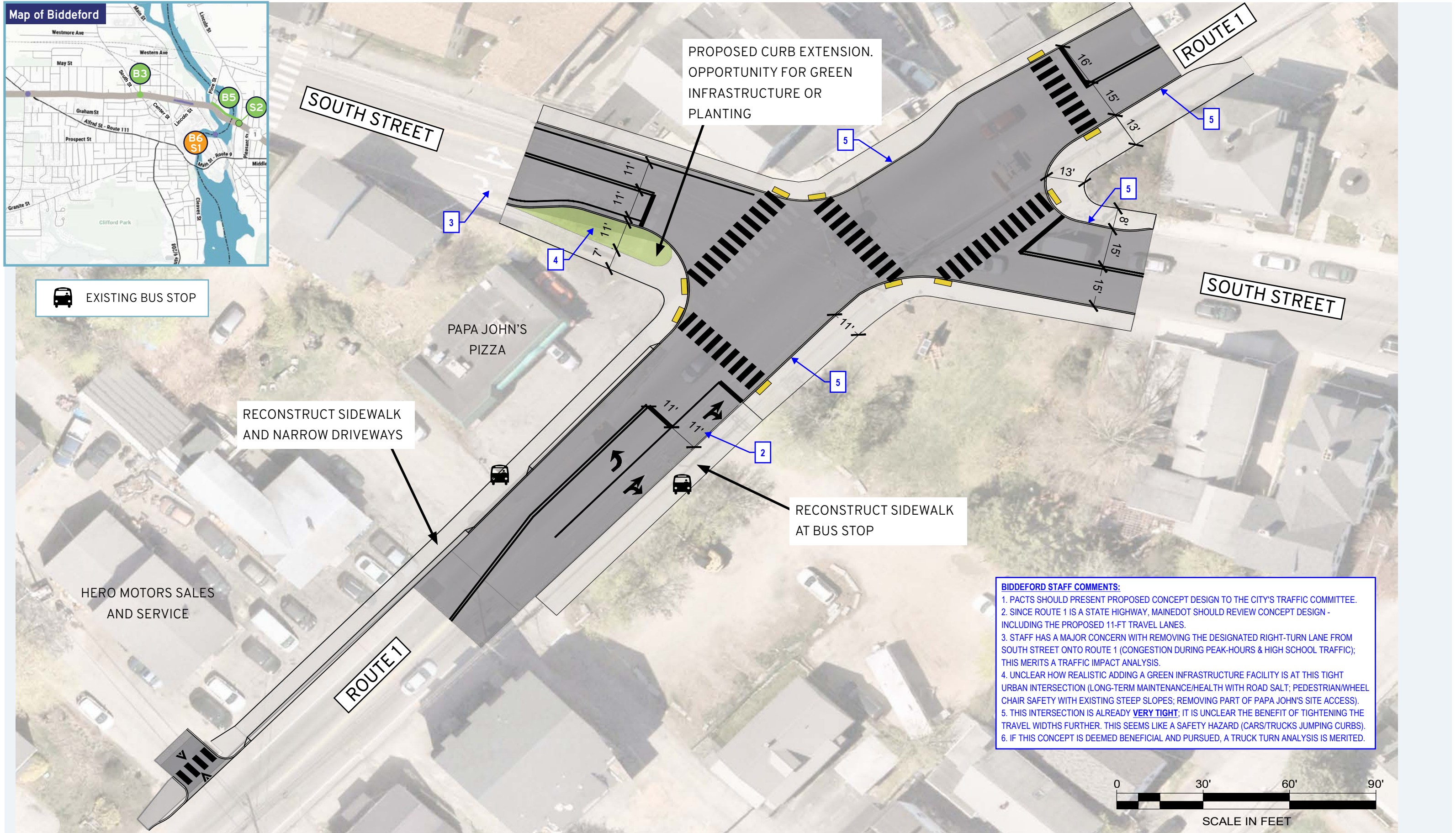
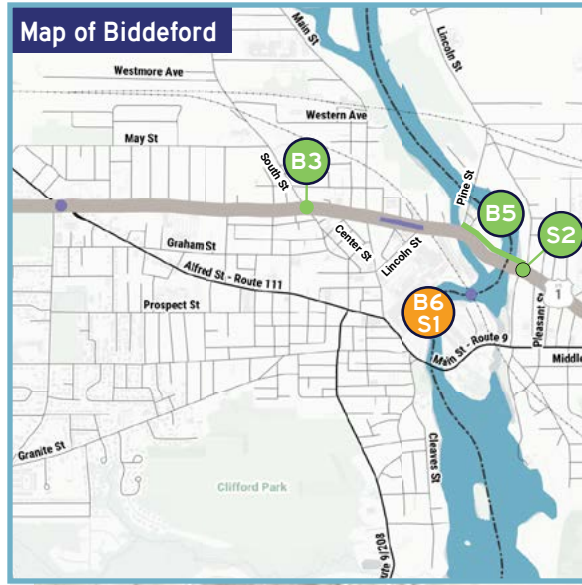
Perform stop warrant and sight distance analysis to determine intersection treatment

Install pedestrian warning signs at midblock crossings



Match WIN 25653.00 proposed design





PROPOSED CURB EXTENSION.
 OPPORTUNITY FOR GREEN
 INFRASTRUCTURE OR
 PLANTING

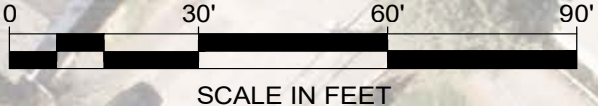
EXISTING BUS STOP

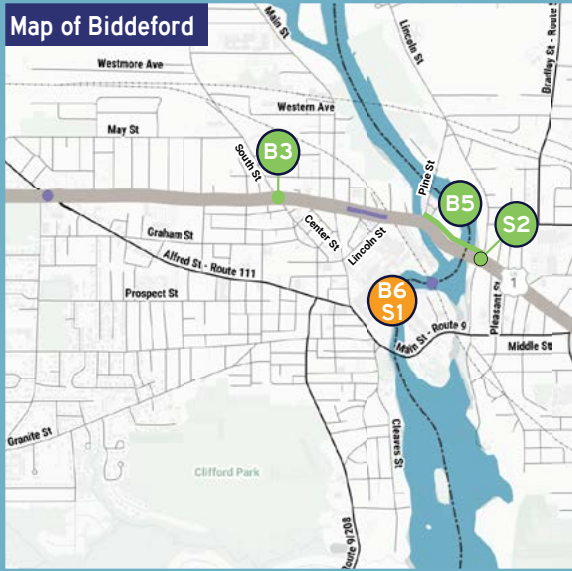
RECONSTRUCT SIDEWALK
 AND NARROW DRIVEWAYS

RECONSTRUCT SIDEWALK
 AT BUS STOP

BIDDEFORD STAFF COMMENTS:

1. PACTS SHOULD PRESENT PROPOSED CONCEPT DESIGN TO THE CITY'S TRAFFIC COMMITTEE.
2. SINCE ROUTE 1 IS A STATE HIGHWAY, MAINEDOT SHOULD REVIEW CONCEPT DESIGN - INCLUDING THE PROPOSED 11-FT TRAVEL LANES.
3. STAFF HAS A MAJOR CONCERN WITH REMOVING THE DESIGNATED RIGHT-TURN LANE FROM SOUTH STREET ONTO ROUTE 1 (CONGESTION DURING PEAK-HOURS & HIGH SCHOOL TRAFFIC); THIS MERITS A TRAFFIC IMPACT ANALYSIS.
4. UNCLEAR HOW REALISTIC ADDING A GREEN INFRASTRUCTURE FACILITY IS AT THIS TIGHT URBAN INTERSECTION (LONG-TERM MAINTENANCE/HEALTH WITH ROAD SALT; PEDESTRIAN/WHEEL CHAIR SAFETY WITH EXISTING STEEP SLOPES; REMOVING PART OF PAPA JOHN'S SITE ACCESS).
5. THIS INTERSECTION IS ALREADY **VERY TIGHT**; IT IS UNCLEAR THE BENEFIT OF TIGHTENING THE TRAVEL WIDTHS FURTHER. THIS SEEMS LIKE A SAFETY HAZARD (CARS/TRUCKS JUMPING CURBS).
6. IF THIS CONCEPT IS DEEMED BENEFICIAL AND PURSUED, A TRUCK TURN ANALYSIS IS MERITED.

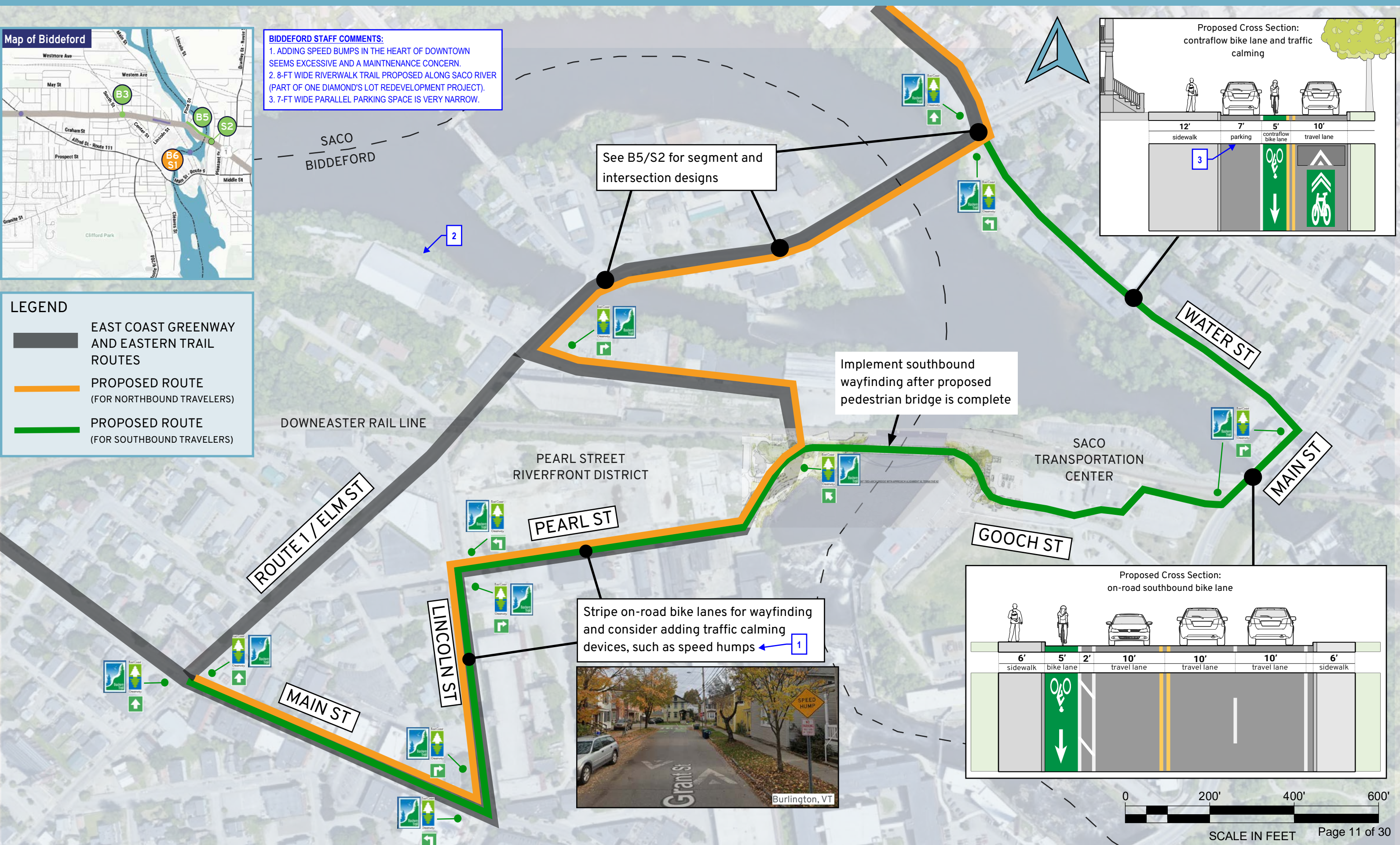




BIDDEFORD STAFF COMMENTS:
1. ADDING SPEED BUMPS IN THE HEART OF DOWNTOWN SEEMS EXCESSIVE AND A MAINTENANCE CONCERN.
2. 8-FT WIDE RIVERWALK TRAIL PROPOSED ALONG SACO RIVER (PART OF ONE DIAMOND'S LOT REDEVELOPMENT PROJECT).
3. 7-FT WIDE PARALLEL PARKING SPACE IS VERY NARROW.

LEGEND

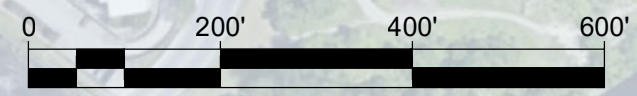
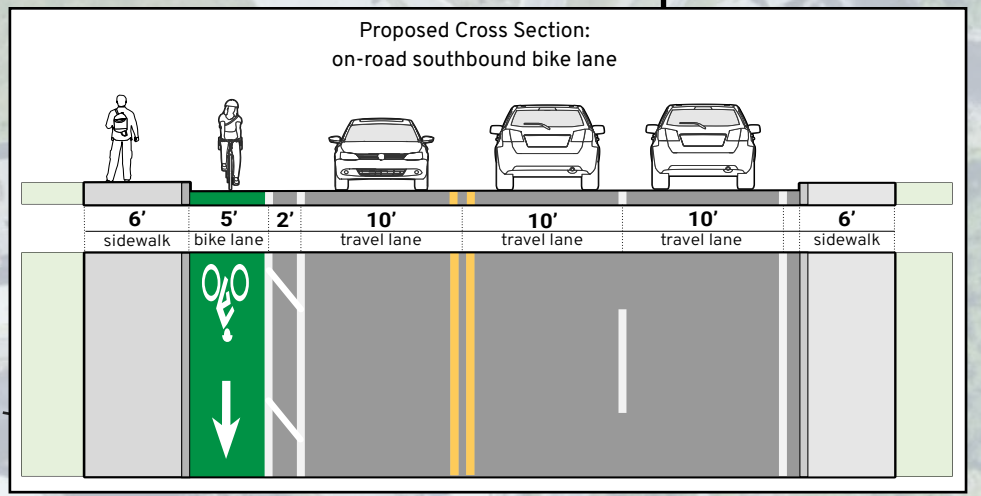
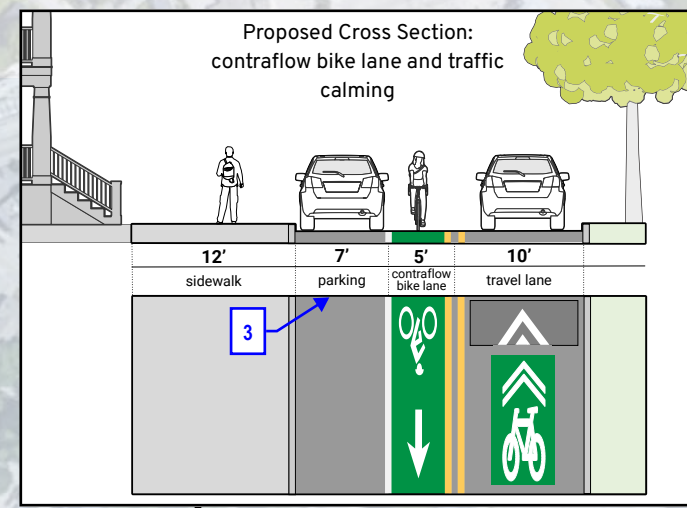
- EAST COAST GREENWAY AND EASTERN TRAIL ROUTES
- PROPOSED ROUTE (FOR NORTHBOUND TRAVELERS)
- PROPOSED ROUTE (FOR SOUTHBOUND TRAVELERS)



See B5/S2 for segment and intersection designs

Implement southbound wayfinding after proposed pedestrian bridge is complete

Stripe on-road bike lanes for wayfinding and consider adding traffic calming devices, such as speed humps



From: Chekan, Craig
Sent: Wednesday, March 18, 2026 8:41 AM
To: Christopher Chop
Cc: Fisk, JoAnne; Beaupre, Rogerp; Demers, Jeff; Milligan, Tom; Dever, Truc
Subject: RE: Route 1 follow ups
Attachments: [2026-01-27_Reimagine Route 1 - Biddeford Comments.pdf](#)

Good Morning Chris

Following up on Staff's detailed comments from 1/27/26 (attached), I wanted to reiterate a few of our concerns with your proposed concept plans:

1. B5/S2: Pine Street to Saco's Lincoln Street

- a. Reducing level-of-service and increasing congestion on this corridor is a major concern
 - Three of the City's biggest residential developments are adjacent to this corridor: Diamond Street, Upper Falls Road, & Pearl Street
- b. Removing dedicated left-turns to Pine Street & Lincoln Street will block traffic – thus increasing congestion
 - A traffic model/study is merited
- c. 10' travel lanes are very narrow for tractor-trailers & ideally can be widened
 - Sidewalk & esplanade widths should be balanced with vehicle needs

2. B3: South Street Intersection

- a. This is one of the City's tightest urban intersections
 - While beneficial to have shorter crosswalk lengths, narrowing this intersection further is concerning for vehicle maneuvering
- b. Removing South Street's dedicated right-turn lane induces congestion concerns (especially for high school traffic)
 - Adding a stormwater facility at this urban corner seems questionable from a long-term maintenance/health perspective

I appreciate your willingness to present to the City's Traffic Committee; since Staff have concerns with the designs, it seemed PACTS/Toole would be good advocates.

I've CC'd Chief Fisk & Beaupre who are the liaisons for our Traffic Committee and can help coordinate.

Thanks
Craig

Craig Chekan, PE

City of Biddeford | P.O. Box 586, Biddeford, ME 04005

207-571-0636 | craig.chekan@biddefordmaine.org (Office Hours: Mon-Thu, Closed Fri)

From: Milligan, Tom <Tom.Milligan@Biddefordmaine.org>

Sent: Monday, March 16, 2026 1:45 PM

To: Chekan, Craig <Craig.Chekan@Biddefordmaine.org>

Subject: FW: Route 1 follow ups

fyi

Tom Milligan, PE, PLS, SE

From: Christopher Chop <cchop@gpcog.org>
Sent: Monday, March 16, 2026 11:33 AM
To: Milligan, Tom <Tom.Milligan@Biddefordmaine.org>
Cc: Dever, Truc <truc.dever@biddefordmaine.org>
Subject: RE: Route 1 follow ups





Caution: This is an external email. Please take care when clicking links or opening attachments. When in doubt, contact the IT Department

Tom,

Thanks for catching up with me this morning and I'll plan on seeing you at Biddeford's Traffic Safety Committee meeting on 3/31. Just let me know if you need slides or anything else in advance of the meeting. I'll share the draft Reimagining Route 1 report once it's ready – hopefully next week.

Best,

Chris Chop (he/him/his)
Transportation Director
Greater Portland Council of
Governments

 [\(207\) 774-9891 x211](tel:(207)774-9891x211)
 cchop@gpcog.org
 www.gpcog.org
 970 Baxter Boulevard, Suite 201, Portland, ME
04103



From: Christopher Chop
Sent: Friday, March 13, 2026 4:12 PM
To: tmilligan@biddefordmaine.org
Cc: Truc Dever <truc.dever@biddefordmaine.org>
Subject: Route 1 follow ups

Hi Tom,

I left you a voicemail last week regarding Reimagining Route 1. Do you have time to touch base next week? We're keen to understand where the City is with respect to the proposed projects and their concept designs. Until then, I'll try to address a few things over email.

We received your feedback on February 2, which posed several questions:

- *Did MaineDOT review?* – Yes, they reviewed and provided input (see below).
- *Can we present to Biddeford Traffic Safety Committee?* – I previously shared that we did not have the capacity or budget to present to all nine communities, but I'd be happy to meet with your committee if that would be helpful.
- *Are delineators, lane narrowing necessary?* – no, they are not mandatory, but both treatments are intended to slow vehicles down, improve safety for all users, and provide complete streets.
- *Are all the crosswalks needed?* – our study prefers to provide ample and safe access for people of all modes, but we also recognize that the City may wish to adjust the proposal during future design.
- *Are traffic analyses needed?* – yes, in some cases, and our study is recommending these actions as next steps (e.g., B3 - South Street).

MaineDOT reviewed and did not oppose any of the projects, but provided several points of feedback, which will need to be addressed if/when moving forward.





- 10' lanes will require a design exception
- The City should be prepared to maintain any green paint that is used at conflict zones for bike lanes (e.g., Lincoln, Water, Elm)
- Can we get confirmation that there is enough sight distance from South Street for these new crosswalks?

Our next steps: we'll be finalizing the draft plan next week, hoping to post for public comment the following week. From there, we plan to seek RTAC's recommended approval on April 7. This will help us move forward as a region, allowing opportunities for projects to advance to preliminary design in future MaineDOT Work Plans, as soon as 2027. We also recognize that the project concepts are not set in stone and should continue to evolve based on municipal feedback, endorsements, etc.

Thank you and have a great weekend once it arrives.

Best,

Chris Chop (he/him/his)
Transportation Director
Greater Portland Council of
Governments

 [\(207\) 774-9891 x211](tel:(207)774-9891x211)
 cchop@gpcog.org
 www.gpcog.org
 970 Baxter Boulevard, Suite 201, Portland, ME
04103

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City of Biddeford, ME
Monday, March 23, 2026

Chapter 42. Motor Vehicles and Traffic

Article IV. SPECIFIC STREET REGULATIONS

Sec. 42-92. Limited parking.

[Code 1975, § 14-82; Ord. of 7-17-1990(2); Ord. of 10-2-1990(2); Ord. of 10-1-1991(2); Ord. of 5-19-1992(2); Ord. of 5-19-1992(3); Ord. of 5-19-1992(4); Ord. of 11-4-1992; Ord. of 12-21-1993(2); Ord. of 12-21-1993(3); Ord. of 4-5-1994(2), § 14-82; Ord. of 8-15-1995; Ord. of 9-5-1995; Ord. of 9-20-1995; Ord. of 9-20-1995; Ord. of 6-4-1996(2); Ord. of 12-17-1996; Ord. of 1-21-1997(3); Ord. of 11-17-1997(2), (3); Ord. of 4-21-1998(1); Ord. of 8-4-1998(4); Ord. of 12-15-1998(9); Ord. of 3-16-1999; Ord. of 6-15-1999(1); Ord. No. 2000.109, 10-26-2000; Ord. No. 2000.127, 11-21-2000; Ord. No. 2001.30, 4-17-2001; Ord. No. 2001.66, 7-17-2001; Ord. No. 2002.26, 3-19-2002; Ord. No. 2002.36, 4-16-2002; Ord. No. 2002.53, 6-4-2002; Ord. No. 2002.64, 7-16-2002; Ord. No. 2002.97, 9-17-2002; Ord. No. 2003.43, 4-15-2003; Ord. No. 2003.78, 7-15-2003; Ord. No. 2004.32, 7-20-2004; Ord. No. 2007.31, 5-15-2007; Ord. No. 2007.45, 6-2-2007; Ord. No. 2007.121, 11-20-2007; Ord. No. 2008.62, 9-2-2008; amended 7-7-2009 by Ord. No. 2009.48; 7-7-2009 by Ord. No. 2009.49; 11-17-2009 by Ord. No. 2009.85; 11-17-2009 by Ord. No. 2009.88; 3-16-2010 by Ord. No. 2010.15; 3-16-2010 by Ord. No. 2010.16; 3-16-2010 by Ord. No. 2010.17; 3-16-2010 by Ord. No. 2010.18; 3-16-2010 by Ord. No. 2010.19; 3-16-2010 by Ord. No. 2010.20; 8-17-2010 by Ord. No. 2010.89; 1-4-2011 by Ord. No. 2010.132; 1-4-2011 by Ord. No. 2010.133; 1-4-2011 by Ord. No. 2010.135; 3-15-2011 by Ord. No. 2011.9; 8-2-2011 by Ord. No. 2011.50; 11-15-2011 by Ord. No. 2011.78; 1-15-2013 by Ord. No. 2012.119; 11-19-2013 by Ord. No. 2013.94; 12-2-2014 by Ord. No. 2014.115; 11-18-2014 by Ord. No. 2014.119; 4-21-2015 by Ord. No. 2014.130; 1-6-2015 by Ord. No. 2014.131; 4-21-2015 by Ord. No. 2015.18; 4-21-2015 by Ord. No. 2015.19; 9-15-2015 by Ord. No. 2015.58; 6-20-2017 by Ord. No. 2017.60; 9-18-2018 by Ord. No. 2018.106; Ord. of 10-26-2018; 4-23-2019 by Ord. No. DC2019.4; 4-23-2019 by Ord. No. DC2019.7; 3-5-2019 by Ord. No. 2019.11; 8-27-2019 by Ord. No. DC2019.13; 11-21-2019 by Ord. No. DC2019.15; 11-21-2019 by Ord. No. DC2019.17; 3-11-2020 by Ord. No. DC2020.2; 3-11-2020 by Ord. No. DC2020.4; 3-11-2020 by Ord. No. DC2020.5; 6-16-2021 by Ord. No. DC2021.01; 7-20-2021 by Ord. No. 2021.60; 4-6-2022 by Ord. No. 2022.1; 6-6-2022 by Ord. No. DC2022.2; 6-6-2022 by Ord. No. DC2022.4; 9-2-2025 by Ord. No. 2025.112; 10-21-2025 by Ord. No. 2025.139; 10-21-2025 by Ord. No. 2025.140; 1-20-2026 by Ord. No. 2026.02]

(a) Parking will be limited at the following locations in the specified manner.

Beginning at a point 50 feet westerly of the intersection of the northeasterly side of Main Street with the northwesterly side of Elm Street; thence, westerly along said Main Street a distance of 36 feet to the first driveway apron; thence, beginning at a point 106 feet westerly of the intersection of the northeasterly side of Main Street with the northwesterly side of Elm Street; thence, westerly along said Main Street a distance of 54 feet to a point; said herein-described premises creates 5 parking spaces which will be restricted to 2-hour parking

Adams Street, even-numbered side, beginning at a point 20 feet from the intersection of Main Street and Adams Street curblines, thence southerly for two, one-hour parking spaces, between the hours of 8:00 a.m. and 5:00 p.m., Monday through Saturdays; exception: holidays

Adams Street, odd-numbered side, from Main Street to Jefferson Street, two hours, Monday through Saturday from 8:00 a.m. to 5:00 p.m.; unless otherwise posted

Adams Street, even-numbered side, from South Street to Jefferson Street, two hours, Monday through Saturday from 8:00 a.m. to 5:00 p.m.; unless otherwise posted

Alfred Street, southwesterly (even-numbered) side, from Main Street from the second handicap parking space to Franklin Street, for all available spaces to be two hours, 8:00 a.m. to 5:00 p.m.; exception: Sundays and holidays

Alfred Street, southerly (odd-numbered) side, from Main Street to Bacon Street, two hours, 8:00 a.m. to 5:00 p.m.; exception: Sundays and holidays

Alfred Street, westerly side, between signs, at Lot 177, Map 34, for 118 feet (from lot line to lot line), also known as 200 Alfred Street, two hours, from 9:00 a.m. to 5:00 p.m.

Alfred Street, even-numbered side, from Birch Street towards W. Myrtle for four spaces, 15 minutes

Alfred Street, even-numbered side, beginning at a point 20 feet from the intersection of Birch Street and Alfred Street, thence easterly, for one fifteen-minute parking space

Alfred Street, odd-numbered side, from Summer Street toward Pool Street, three spaces for 15 minutes

Alfred Street, in front of the Farm Store located at 38 Alfred Street, one space, 15 minutes

Alfred Street, even-numbered side, beginning at a point 20 feet southwest from the intersection with Main Street, thence southwesterly of a distance of 44 feet, 15 minutes

Alfred Street Parking Lot, commencing with Rows 2 and 3, being 44 spaces; Row 1 shall be reserved for police parking only, being 15 spaces, with the exception of two spaces in the first row to be marked handicap parking only, two hours

Alfred Street Parking Lot, fourth row (closest to St. Andre's Credit Union), four hours

Alfred Street Parking Lot, from the first snowfall or December 1, from the hours of 12:00 a.m. (midnight) to 6:00 a.m. unit May 1, except Christmas Eve and New Year's Eve, with the exception of police vehicles

Bacon Street, both sides, Alfred Street to Foss Street, two hours, 8:00 a.m. to 5:00 p.m.; exception: Sundays and holidays

Birch Street, odd-numbered side, from Alfred Street to Graham Street, six spaces, ten-minute parking 7:00 a.m. through 4:00 p.m. Monday through Friday

Birch Street, at the corner of Birch Street and Summer Street, being two spaces in front of store on Birch Street, 15 minutes

Center Street, both sides, from Jefferson Street to Kossuth Street, two hours, Monday through Saturday from 7:00 a.m. to 6:00 p.m.; unless otherwise posted

City Hall Parking Lot, from the intersection of Adams Street and the entrance to the City Hall parking lot, beside and easterly of City Hall, six one-hour parking spaces

City Hall Parking Lot, northerly of the Civil War Memorial traffic island, five one-hour parking spaces

Day's Landing, beginning at a point 1,075 feet easterly of the intersection with Old Pool Road, thence easterly for a distance of 315 feet (entire cul-de-sac), one-hour parking from dawn to dusk

Elm Street, easterly (odd-numbered) side, from the northerly side of Thornton Street and running south 96 feet, two hours

Elm Street, even-numbered side, beginning at a point 20 feet southwesterly of the intersection with Cutts Street, thence southwesterly for a distance of two parking spaces (44 feet ±), 15 minutes

Elm Street, westerly (even-numbered) side, from Thornton Street a distance of 85 feet in a southwesterly direction, two hours

Fortunes Rocks Road, beach area, no parking 8:00 p.m. to 5:00 a.m.

Foss Street, odd-numbered side, from Main Street to Bacon Street, two hours, Monday through Saturday between the hours of 8:00 a.m. and 5:00 p.m., excluding holidays

City of Biddeford



2026. IN BOARD OF CITY COUNCIL..... APRIL 7, 2026, BE IT ORDERED, by the City Council of the City of Biddeford 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:

~~Elm Street, westerly (even numbered) side, from Thornton Street a distance of 85 feet in a southwesterly direction, two hours.~~

Attested:

City of Biddeford, ME
Monday, March 23, 2026

Chapter 42. Motor Vehicles and Traffic

Article IV. SPECIFIC STREET REGULATIONS

Sec. 42-92. Limited parking.

[Code 1975, § 14-82; Ord. of 7-17-1990(2); Ord. of 10-2-1990(2); Ord. of 10-1-1991(2); Ord. of 5-19-1992(2); Ord. of 5-19-1992(3); Ord. of 5-19-1992(4); Ord. of 11-4-1992; Ord. of 12-21-1993(2); Ord. of 12-21-1993(3); Ord. of 4-5-1994(2), § 14-82; Ord. of 8-15-1995; Ord. of 9-5-1995; Ord. of 9-20-1995; Ord. of 9-20-1995; Ord. of 6-4-1996(2); Ord. of 12-17-1996; Ord. of 1-21-1997(3); Ord. of 11-17-1997(2), (3); Ord. of 4-21-1998(1); Ord. of 8-4-1998(4); Ord. of 12-15-1998(9); Ord. of 3-16-1999; Ord. of 6-15-1999(1); Ord. No. 2000.109, 10-26-2000; Ord. No. 2000.127, 11-21-2000; Ord. No. 2001.30, 4-17-2001; Ord. No. 2001.66, 7-17-2001; Ord. No. 2002.26, 3-19-2002; Ord. No. 2002.36, 4-16-2002; Ord. No. 2002.53, 6-4-2002; Ord. No. 2002.64, 7-16-2002; Ord. No. 2002.97, 9-17-2002; Ord. No. 2003.43, 4-15-2003; Ord. No. 2003.78, 7-15-2003; Ord. No. 2004.32, 7-20-2004; Ord. No. 2007.31, 5-15-2007; Ord. No. 2007.45, 6-2-2007; Ord. No. 2007.121, 11-20-2007; Ord. No. 2008.62, 9-2-2008; amended 7-7-2009 by Ord. No. 2009.48; 7-7-2009 by Ord. No. 2009.49; 11-17-2009 by Ord. No. 2009.85; 11-17-2009 by Ord. No. 2009.88; 3-16-2010 by Ord. No. 2010.15; 3-16-2010 by Ord. No. 2010.16; 3-16-2010 by Ord. No. 2010.17; 3-16-2010 by Ord. No. 2010.18; 3-16-2010 by Ord. No. 2010.19; 3-16-2010 by Ord. No. 2010.20; 8-17-2010 by Ord. No. 2010.89; 1-4-2011 by Ord. No. 2010.132; 1-4-2011 by Ord. No. 2010.133; 1-4-2011 by Ord. No. 2010.135; 3-15-2011 by Ord. No. 2011.9; 8-2-2011 by Ord. No. 2011.50; 11-15-2011 by Ord. No. 2011.78; 1-15-2013 by Ord. No. 2012.119; 11-19-2013 by Ord. No. 2013.94; 12-2-2014 by Ord. No. 2014.115; 11-18-2014 by Ord. No. 2014.119; 4-21-2015 by Ord. No. 2014.130; 1-6-2015 by Ord. No. 2014.131; 4-21-2015 by Ord. No. 2015.18; 4-21-2015 by Ord. No. 2015.19; 9-15-2015 by Ord. No. 2015.58; 6-20-2017 by Ord. No. 2017.60; 9-18-2018 by Ord. No. 2018.106; Ord. of 10-26-2018; 4-23-2019 by Ord. No. DC2019.4; 4-23-2019 by Ord. No. DC2019.7; 3-5-2019 by Ord. No. 2019.11; 8-27-2019 by Ord. No. DC2019.13; 11-21-2019 by Ord. No. DC2019.15; 11-21-2019 by Ord. No. DC2019.17; 3-11-2020 by Ord. No. DC2020.2; 3-11-2020 by Ord. No. DC2020.4; 3-11-2020 by Ord. No. DC2020.5; 6-16-2021 by Ord. No. DC2021.01; 7-20-2021 by Ord. No. 2021.60; 4-6-2022 by Ord. No. 2022.1; 6-6-2022 by Ord. No. DC2022.2; 6-6-2022 by Ord. No. DC2022.4; 9-2-2025 by Ord. No. 2025.112; 10-21-2025 by Ord. No. 2025.139; 10-21-2025 by Ord. No. 2025.140; 1-20-2026 by Ord. No. 2026.02]

(a) Parking will be limited at the following locations in the specified manner.

Beginning at a point 50 feet westerly of the intersection of the northeasterly side of Main Street with the northwesterly side of Elm Street; thence, westerly along said Main Street a distance of 36 feet to the first driveway apron; thence, beginning at a point 106 feet westerly of the intersection of the northeasterly side of Main Street with the northwesterly side of Elm Street; thence, westerly along said Main Street a distance of 54 feet to a point; said herein-described premises creates 5 parking spaces which will be restricted to 2-hour parking

Adams Street, even-numbered side, beginning at a point 20 feet from the intersection of Main Street and Adams Street curblines, thence southerly for two, one-hour parking spaces, between the hours of 8:00 a.m. and 5:00 p.m., Monday through Saturdays; exception: holidays

Adams Street, odd-numbered side, from Main Street to Jefferson Street, two hours, Monday through Saturday from 8:00 a.m. to 5:00 p.m.; unless otherwise posted

Adams Street, even-numbered side, from South Street to Jefferson Street, two hours, Monday through Saturday from 8:00 a.m. to 5:00 p.m.; unless otherwise posted

Alfred Street, southwesterly (even-numbered) side, from Main Street from the second handicap parking space to Franklin Street, for all available spaces to be two hours, 8:00 a.m. to 5:00 p.m.; exception: Sundays and holidays

Alfred Street, southerly (odd-numbered) side, from Main Street to Bacon Street, two hours, 8:00 a.m. to 5:00 p.m.; exception: Sundays and holidays

Alfred Street, westerly side, between signs, at Lot 177, Map 34, for 118 feet (from lot line to lot line), also known as 200 Alfred Street, two hours, from 9:00 a.m. to 5:00 p.m.

Alfred Street, even-numbered side, from Birch Street towards W. Myrtle for four spaces, 15 minutes

Alfred Street, even-numbered side, beginning at a point 20 feet from the intersection of Birch Street and Alfred Street, thence easterly, for one fifteen-minute parking space

Alfred Street, odd-numbered side, from Summer Street toward Pool Street, three spaces for 15 minutes

Alfred Street, in front of the Farm Store located at 38 Alfred Street, one space, 15 minutes

Alfred Street, even-numbered side, beginning at a point 20 feet southwest from the intersection with Main Street, thence southwesterly of a distance of 44 feet, 15 minutes

Alfred Street Parking Lot, commencing with Rows 2 and 3, being 44 spaces; Row 1 shall be reserved for police parking only, being 15 spaces, with the exception of two spaces in the first row to be marked handicap parking only, two hours

Alfred Street Parking Lot, fourth row (closest to St. Andre's Credit Union), four hours

Alfred Street Parking Lot, from the first snowfall or December 1, from the hours of 12:00 a.m. (midnight) to 6:00 a.m. unit May 1, except Christmas Eve and New Year's Eve, with the exception of police vehicles

Bacon Street, both sides, Alfred Street to Foss Street, two hours, 8:00 a.m. to 5:00 p.m.; exception: Sundays and holidays

Birch Street, odd-numbered side, from Alfred Street to Graham Street, six spaces, ten-minute parking 7:00 a.m. through 4:00 p.m. Monday through Friday

Birch Street, at the corner of Birch Street and Summer Street, being two spaces in front of store on Birch Street, 15 minutes

Center Street, both sides, from Jefferson Street to Kossuth Street, two hours, Monday through Saturday from 7:00 a.m. to 6:00 p.m.; unless otherwise posted

City Hall Parking Lot, from the intersection of Adams Street and the entrance to the City Hall parking lot, beside and easterly of City Hall, six one-hour parking spaces

City Hall Parking Lot, northerly of the Civil War Memorial traffic island, five one-hour parking spaces

Day's Landing, beginning at a point 1,075 feet easterly of the intersection with Old Pool Road, thence easterly for a distance of 315 feet (entire cul-de-sac), one-hour parking from dawn to dusk

Elm Street, easterly (odd-numbered) side, from the northerly side of Thornton Street and running south 96 feet, two hours

Elm Street, even-numbered side, beginning at a point 20 feet southwesterly of the intersection with Cutts Street, thence southwesterly for a distance of two parking spaces (44 feet ±), 15 minutes

Elm Street, westerly (even-numbered) side, from Thornton Street a distance of 85 feet in a southwesterly direction, two hours

Fortunes Rocks Road, beach area, no parking 8:00 p.m. to 5:00 a.m.

Foss Street, odd-numbered side, from Main Street to Bacon Street, two hours, Monday through Saturday between the hours of 8:00 a.m. and 5:00 p.m., excluding holidays



THORNTON ST.

US-1

City of Biddeford, ME
Monday, March 23, 2026

Chapter 42. Motor Vehicles and Traffic

Article IV. SPECIFIC STREET REGULATIONS

Sec. 42-92. Limited parking.

[Code 1975, § 14-82; Ord. of 7-17-1990(2); Ord. of 10-2-1990(2); Ord. of 10-1-1991(2); Ord. of 5-19-1992(2); Ord. of 5-19-1992(3); Ord. of 5-19-1992(4); Ord. of 11-4-1992; Ord. of 12-21-1993(2); Ord. of 12-21-1993(3); Ord. of 4-5-1994(2), § 14-82; Ord. of 8-15-1995; Ord. of 9-5-1995; Ord. of 9-20-1995; Ord. of 9-20-1995; Ord. of 6-4-1996(2); Ord. of 12-17-1996; Ord. of 1-21-1997(3); Ord. of 11-17-1997(2), (3); Ord. of 4-21-1998(1); Ord. of 8-4-1998(4); Ord. of 12-15-1998(9); Ord. of 3-16-1999; Ord. of 6-15-1999(1); Ord. No. 2000.109, 10-26-2000; Ord. No. 2000.127, 11-21-2000; Ord. No. 2001.30, 4-17-2001; Ord. No. 2001.66, 7-17-2001; Ord. No. 2002.26, 3-19-2002; Ord. No. 2002.36, 4-16-2002; Ord. No. 2002.53, 6-4-2002; Ord. No. 2002.64, 7-16-2002; Ord. No. 2002.97, 9-17-2002; Ord. No. 2003.43, 4-15-2003; Ord. No. 2003.78, 7-15-2003; Ord. No. 2004.32, 7-20-2004; Ord. No. 2007.31, 5-15-2007; Ord. No. 2007.45, 6-2-2007; Ord. No. 2007.121, 11-20-2007; Ord. No. 2008.62, 9-2-2008; amended 7-7-2009 by Ord. No. 2009.48; 7-7-2009 by Ord. No. 2009.49; 11-17-2009 by Ord. No. 2009.85; 11-17-2009 by Ord. No. 2009.88; 3-16-2010 by Ord. No. 2010.15; 3-16-2010 by Ord. No. 2010.16; 3-16-2010 by Ord. No. 2010.17; 3-16-2010 by Ord. No. 2010.18; 3-16-2010 by Ord. No. 2010.19; 3-16-2010 by Ord. No. 2010.20; 8-17-2010 by Ord. No. 2010.89; 1-4-2011 by Ord. No. 2010.132; 1-4-2011 by Ord. No. 2010.133; 1-4-2011 by Ord. No. 2010.135; 3-15-2011 by Ord. No. 2011.9; 8-2-2011 by Ord. No. 2011.50; 11-15-2011 by Ord. No. 2011.78; 1-15-2013 by Ord. No. 2012.119; 11-19-2013 by Ord. No. 2013.94; 12-2-2014 by Ord. No. 2014.115; 11-18-2014 by Ord. No. 2014.119; 4-21-2015 by Ord. No. 2014.130; 1-6-2015 by Ord. No. 2014.131; 4-21-2015 by Ord. No. 2015.18; 4-21-2015 by Ord. No. 2015.19; 9-15-2015 by Ord. No. 2015.58; 6-20-2017 by Ord. No. 2017.60; 9-18-2018 by Ord. No. 2018.106; Ord. of 10-26-2018; 4-23-2019 by Ord. No. DC2019.4; 4-23-2019 by Ord. No. DC2019.7; 3-5-2019 by Ord. No. 2019.11; 8-27-2019 by Ord. No. DC2019.13; 11-21-2019 by Ord. No. DC2019.15; 11-21-2019 by Ord. No. DC2019.17; 3-11-2020 by Ord. No. DC2020.2; 3-11-2020 by Ord. No. DC2020.4; 3-11-2020 by Ord. No. DC2020.5; 6-16-2021 by Ord. No. DC2021.01; 7-20-2021 by Ord. No. 2021.60; 4-6-2022 by Ord. No. 2022.1; 6-6-2022 by Ord. No. DC2022.2; 6-6-2022 by Ord. No. DC2022.4; 9-2-2025 by Ord. No. 2025.112; 10-21-2025 by Ord. No. 2025.139; 10-21-2025 by Ord. No. 2025.140; 1-20-2026 by Ord. No. 2026.02]

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Elm Street, easterly (odd-numbered) side, from the northerly side of Thornton Street and running south 96 feet, two hours

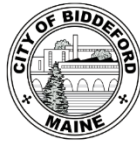
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City of Biddeford



2026. **IN BOARD OF CITY COUNCIL..... APRIL 7, 2026 BE IT ORDERED**, 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:

~~Elm Street, easterly (odd numbered) side from the northerly side of Thornton Street and running south 96 feet, two hours.~~

Attested:



REMOVE EXISTING 2-HOUR PARKING
- NORTHBOUND LANE;
- BETWEEN THORNTON & LINCOLN ST

City of Biddeford, ME
Monday, March 23, 2026

Chapter 42. Motor Vehicles and Traffic

Article IV. SPECIFIC STREET REGULATIONS

Sec. 42-92. Limited parking.

[Code 1975, § 14-82; Ord. of 7-17-1990(2); Ord. of 10-2-1990(2); Ord. of 10-1-1991(2); Ord. of 5-19-1992(2); Ord. of 5-19-1992(3); Ord. of 5-19-1992(4); Ord. of 11-4-1992; Ord. of 12-21-1993(2); Ord. of 12-21-1993(3); Ord. of 4-5-1994(2), § 14-82; Ord. of 8-15-1995; Ord. of 9-5-1995; Ord. of 9-20-1995; Ord. of 9-20-1995; Ord. of 6-4-1996(2); Ord. of 12-17-1996; Ord. of 1-21-1997(3); Ord. of 11-17-1997(2), (3); Ord. of 4-21-1998(1); Ord. of 8-4-1998(4); Ord. of 12-15-1998(9); Ord. of 3-16-1999; Ord. of 6-15-1999(1); Ord. No. 2000.109, 10-26-2000; Ord. No. 2000.127, 11-21-2000; Ord. No. 2001.30, 4-17-2001; Ord. No. 2001.66, 7-17-2001; Ord. No. 2002.26, 3-19-2002; Ord. No. 2002.36, 4-16-2002; Ord. No. 2002.53, 6-4-2002; Ord. No. 2002.64, 7-16-2002; Ord. No. 2002.97, 9-17-2002; Ord. No. 2003.43, 4-15-2003; Ord. No. 2003.78, 7-15-2003; Ord. No. 2004.32, 7-20-2004; Ord. No. 2007.31, 5-15-2007; Ord. No. 2007.45, 6-2-2007; Ord. No. 2007.121, 11-20-2007; Ord. No. 2008.62, 9-2-2008; amended 7-7-2009 by Ord. No. 2009.48; 7-7-2009 by Ord. No. 2009.49; 11-17-2009 by Ord. No. 2009.85; 11-17-2009 by Ord. No. 2009.88; 3-16-2010 by Ord. No. 2010.15; 3-16-2010 by Ord. No. 2010.16; 3-16-2010 by Ord. No. 2010.17; 3-16-2010 by Ord. No. 2010.18; 3-16-2010 by Ord. No. 2010.19; 3-16-2010 by Ord. No. 2010.20; 8-17-2010 by Ord. No. 2010.89; 1-4-2011 by Ord. No. 2010.132; 1-4-2011 by Ord. No. 2010.133; 1-4-2011 by Ord. No. 2010.135; 3-15-2011 by Ord. No. 2011.9; 8-2-2011 by Ord. No. 2011.50; 11-15-2011 by Ord. No. 2011.78; 1-15-2013 by Ord. No. 2012.119; 11-19-2013 by Ord. No. 2013.94; 12-2-2014 by Ord. No. 2014.115; 11-18-2014 by Ord. No. 2014.119; 4-21-2015 by Ord. No. 2014.130; 1-6-2015 by Ord. No. 2014.131; 4-21-2015 by Ord. No. 2015.18; 4-21-2015 by Ord. No. 2015.19; 9-15-2015 by Ord. No. 2015.58; 6-20-2017 by Ord. No. 2017.60; 9-18-2018 by Ord. No. 2018.106; Ord. of 10-26-2018; 4-23-2019 by Ord. No. DC2019.4; 4-23-2019 by Ord. No. DC2019.7; 3-5-2019 by Ord. No. 2019.11; 8-27-2019 by Ord. No. DC2019.13; 11-21-2019 by Ord. No. DC2019.15; 11-21-2019 by Ord. No. DC2019.17; 3-11-2020 by Ord. No. DC2020.2; 3-11-2020 by Ord. No. DC2020.4; 3-11-2020 by Ord. No. DC2020.5; 6-16-2021 by Ord. No. DC2021.01; 7-20-2021 by Ord. No. 2021.60; 4-6-2022 by Ord. No. 2022.1; 6-6-2022 by Ord. No. DC2022.2; 6-6-2022 by Ord. No. DC2022.4; 9-2-2025 by Ord. No. 2025.112; 10-21-2025 by Ord. No. 2025.139; 10-21-2025 by Ord. No. 2025.140; 1-20-2026 by Ord. No. 2026.02]

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City of Biddeford



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Elm Street, even numbered side, beginning at a point 20 feet southwesterly of the intersection with Cutts Street, thence southwesterly for a distance of ~~two~~ one parking spaces ~~(44feet)~~ (22 feet) 15 minutes.

Attested:



In front of 25 Adams Street formerly Biddeford District Court Three handicap parking stalls.

