

## Bath Bicycle and Pedestrian Committee

Minutes: March 15, 2012

Present: Robert McChesney, Kevin Shute, Peter Owen, Sarah Bingham, John Swenson, Andy Deci, Rebecca Farnum, Sharon Wilbraham, Meadow Merrill, Nancy Perkins

Guests: Sarah Curran (MCOG), Jeff Labanara (Bath Planning intern), Carrie Kinne (KELT), Dan Stewart (MDOT)

Agenda Issue	Discussion	Actions
Minutes	February minutes accepted as written.	
Sidewalk Trail plowing	<p>We need to keep the momentum up with regard to establishing sidewalk routes with priority for snow removal.</p> <p>An informal conversation with a key BIW employee indicated potential interest in helping as many BIW employees do partake in regular walking routines. We need to have more formal contact as a next step.</p> <p>The Hampton Inn is responsible for clearing the snow on the sidewalks of that entire block. They should be part of the conversation.</p> <p>We need to come up with a clear route, have conversations with key community members, and then approach city council.</p>	<p>Andy and Phyllis</p> <p>John, Phyllis, Andy, Nancy</p>
City Council Meeting	Robert spoke at the last Bath City Council meeting. He did a nice job and it seems the work the committee has done thus far was acknowledged and will be acted upon.	

Agenda Issue	Discussion	Actions
<p>Dan Stewart, guest speaker from Maine DOT</p>	<p><b>Connecting People, Places and Spaces for Bicyclists and Pedestrians.</b>          Bath seems to be developing a reputation for making things happen. There are a lot of Mainers trying to make change happen. Good things are happening where people are meeting.</p> <p>How we message matters. We need to get people to relate to why it is important. Beyond recreation, health and transportation, communities with walking and biking infrastructure tend to have healthier economies. It appeals to people and businesses. Realtors know that walkable/bikeable communities have a strong selling point. Property values in walkable communities are staying high, even in this economy.</p> <p>Most people Dan speaks with are in positions relating to economic development, not communities.</p> <p>Safety is hugely important. 4280 pedestrian deaths, 70,000 injured in the US in 2010. On average 12 pedestrians in Maine are killed each year. Pedestrians are 8% of Maine vehicular related deaths.</p> <p>How can we make our communities more walker and biker friendly? Education, signage, paved shoulders, off road connections, road crossings, sidewalks, bike lanes, shared roads, bike parking, dedicated trails.</p> <p>4 feet is the minimum width for bike lanes, 5 feet if there is a curb. At a minimum, post shared road signs. When bike lanes are adjacent to parking, 11 feet is the minimum width necessary, 12 feet is better. A newer model is to have a bike lane between parking and the sidewalk.</p> <p>Pedestrian bump outs can calm traffic as well as allow more parking.</p>	

<p>Dan Stewart Continued</p>	<p>There are many off road trails being created in Maine. Many more each year.</p> <p>When new or reconstructed road projects come online, (or work on water mains) there is the opportunity to include sidewalks and bicycling infrastructure.</p> <p>The DOT has a 2 and 6 year planning structure to prioritize road projects. Depending upon the type/size of road, the municipal government may have to share the cost.</p> <p>MDOT now has a 50/50 Municipal Partnership Initiative, a first come first serve opportunity for road improvements.</p> <p>Funding opportunities exist. (See MDOT website.)The Federal funding is currently in process in Washington. Safe Routes to School enhancement funds are currently accepting applications. Designs must be done by June 30.</p> <p>Dan stayed for a following meeting to discuss funding options for community projects.</p>	

Next Meeting: Thursday April 19, 2012