

Bath Bike & Pedestrian Committee

Minutes: December 15, 2011

Present: Sarah Bingham, Robert McChesney, Sharon Wilbraham, Kevin Shute, John Swenson, Andrew Deci, Steve Balboni, Peter Owen, Nancy Perkins, Rebecca Farnum, Jennifer Cluster (Guest speaker).

Agenda Issue	Discussion	Actions
November 17 th meeting minutes	Minutes Approved	
Bike Routes Update	<p>Peter, Steve and Andrew met to review the bike routes around Bath which the Bike Audit group recommended to be primary routes.</p> <p>Andrew will take the lead on developing a concept plan which spells out: the proposed routes, how they can fit in with future road improvements, the estimated costs, appropriate signage, achievable implementation and approaches for funding.</p> <p>We, as Bath, are in new territory. We need to establish a framework. WHO is this route network for? Speed and volume of users will dictate design.</p> <p>Bath's roads are narrow which will limit options.</p>	Andrew
Sidewalk Snow Removal Update	<p>Sidewalks are designated as First, Second or Third priority for snow removal. Generally snow is removed after every snow event centered around schools. Washington and High Streets are next priority ideally followed by every other cross street. Some sidewalks don't get plowed until snow removal occurs. Some sidewalks can't be plowed (hydrants, poles, stone walls).</p> <p>Downtown is the only place where property owners are responsible for clearing sidewalks.</p>	

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<p>Jennifer Claster, Landscape Designer, Portland Bicycling</p>	<p>Jennifer was instrumental in designing the new bike path on Congress St. She spoke on design standards/approaches for integrating bike access with automobiles. She also is involved with one of two bicycle trails groups in Portland and spoke on those initiatives.</p> <p>Portland has two bicycle committees:</p> <ol style="list-style-type: none"> 1. Portland Bicycle & Pedestrian Committee: an Advocacy group. Self Selected. Biennial list of work tasks. 2. The Bicycle Network Working Group.: With a grant from the CDC they hired a 2 year temporary staff person to facilitate monthly meetings to help the allocation of monies toward improving the network for bicyclists and pedestrians. They conducted an audit and identified problems with the existing infrastructure then worked on fixing those problem areas. <p>Bike lanes were widened to 5' and 6' Bike lanes were terminated instead of just ended by tapering They created "sharrows" (shared lane markings where there is not enough room for a separate bike lane) Installed signs for the range of bicycle sharing the road scenarios (from sharrows to bicycles having full lane access).</p> <p>Jennifer reviewed bicycle lane minimum dimensions for integrating bicycles and automobiles.</p> <p>For roads with two travel lanes for cars, and no curbs, bike lanes should be at least 4 feet wide. With curbs, a minimum of 5 feet.</p> <p>Bicycle lanes next to parked cars (and opening doors) present notable hazard to bicyclists. Distances of 12 to 14 feet, beyond the car travel lanes, can accommodate both parked cars and a bicycle lane. This scenario might be possible on Commercial St., upper Washington St and North St.</p>	

Next Meeting: Thursday, January 19, 3 PM