AGENDA

1. Sidewalks and Striping—Doug Howard gave an update of his Department’s assessment and prioritization of sidewalks. Sharrows and other road striping were also discussed. Some conversation about responsibility of business owners to clear sidewalks; not part of our requirements but many businesses do help.

2. Broadway/Walnut Crosswalk—Curtis Thompson gave an overview of his recommendations for crossing improvements: upgrade signs to rectangular rapid flashing beacons (RRFBs); install “Yield to Pedestrians” in-street signs; and formalize a connection with the Greenbelt Walkway. The Committee also discussed restoring raised median islands, except with sloped, mountable curbing.

3. Kaler School Intersection—Curtis Thompson reviewed his evaluation of the Committee’s suggestions: dynamic speed feedback signs would work; there already is an RRFB at Broadway/S. Kelsey; additional pedestrian crossing warning signs could be provided and in-street yield signs installed; speed tables should not be installed; curb extensions at S. Kelsey; add crosswalk at Cole Street; a traffic signal does not meet warrants; reconstruct the Broadway/Hill Street intersection along the lines of the Alternative 2 concept plan.

4. St. Cyr Court Path Connection—Justin Barker gave an update on this project.

5. Greenbelt Concerns—Councilor Henderson spoke of how to handle
challenges on the Greenbelt re: bike passing and lighting. No recommendations at this time, but discussion will continue. One idea is to alternate dog/bike signs. Further ideas on this.

6. Access to the New Middle School—The Committee members discussed this project. Public Works already has a plan and funding for a new sidewalk on Westbrook Street along the golf course. Sebago Tech is studying the connection from Broadway to Redbank/Brick Hill.

7. Old Business—no old business was discussed.

8. New Business—no additional public comments were provided.

9. NEXT MEETING: January 16, 2019—possible agenda items:

   a. Bus use for HS students
   b. Continued discussion on Greenbelt issues