FREEPORT VILLAGE CORRIDOR INITIATIVE

Main & Bow Intersection

Trial Project

Town Council Update

Town Council

October 7, 2025

Bow & Main

The Vision

FREEPORT VILLAGE CORRIDOR INITIATIVE

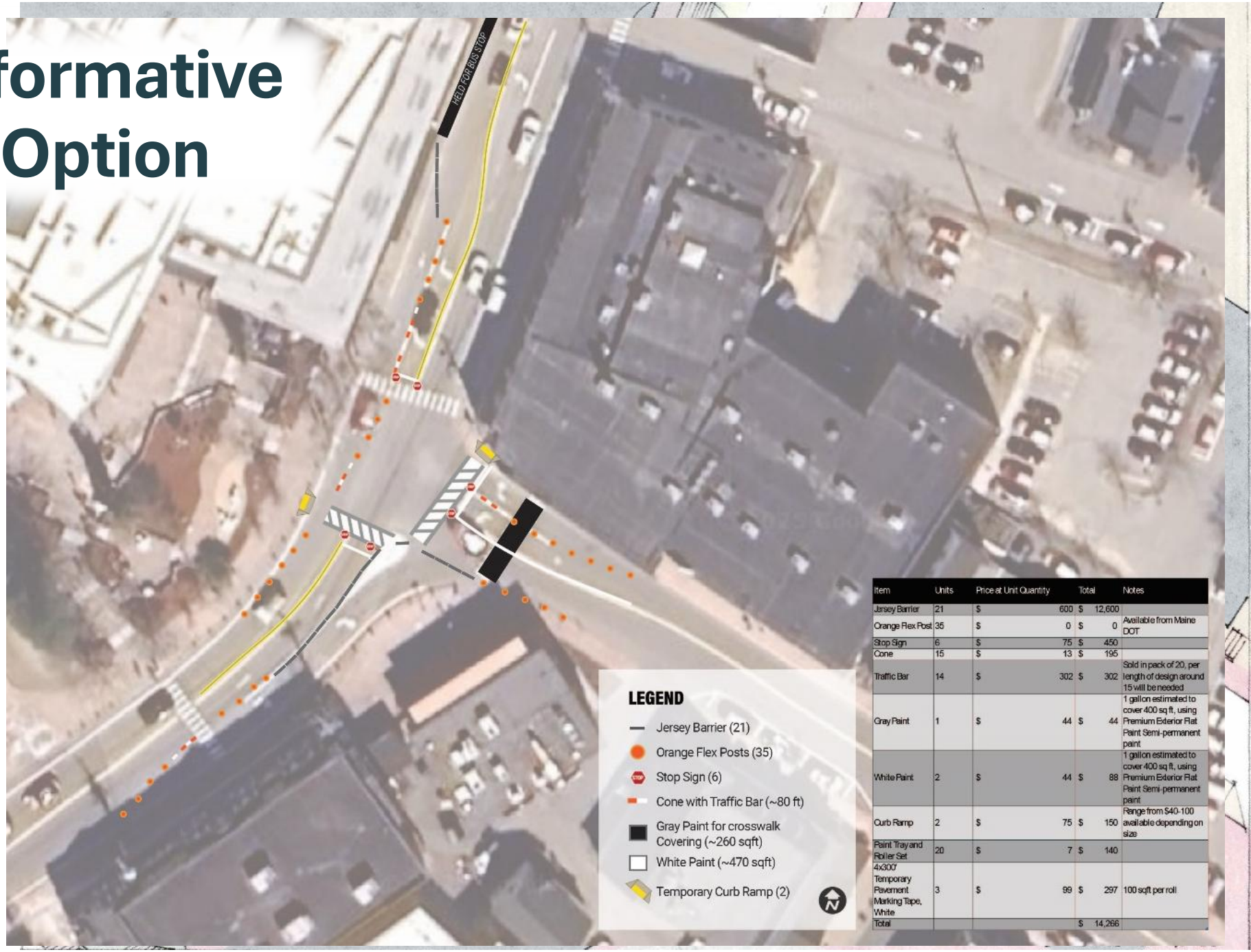
July 2025

MAIN & BOW STREETS FREEPORT, ME 07.03.25 J. SPECK FAIGE

0 10 20 30 40 50

Option 1: Transformative Demonstration Option

Deemed too complex for brief Fall trial



Item	Units	Price at Unit Quantity	Total	Notes
Jersey Barrier	21	$ 600	$ 12,600	
Orange Flex Post	35	$ 0	$ 0	Available from Maine DOT
Stop Sign	6	$ 75	$ 450	
Cone	15	$ 13	$ 195	
Traffic Bar	14	$ 302	$ 302	Sold in pack of 20, per length of design around 15 will be needed
Gray Paint	1	$ 44	$ 44	1 gallon estimated to cover 400 sq ft, using Premium Exterior Flat Paint Semi-permanent paint
White Paint	2	$ 44	$ 88	1 gallon estimated to cover 400 sq ft, using Premium Exterior Flat Paint Semi-permanent paint
Curb Ramp	2	$ 75	$ 150	Range from $40-100 available depending on size
Paint Tray and Roller Set	20	$ 7	$ 140	
4x300' Temporary Pavement Marking Tape, White	3	$ 99	$ 297	100 sqft per roll
Total			$ 14,266	

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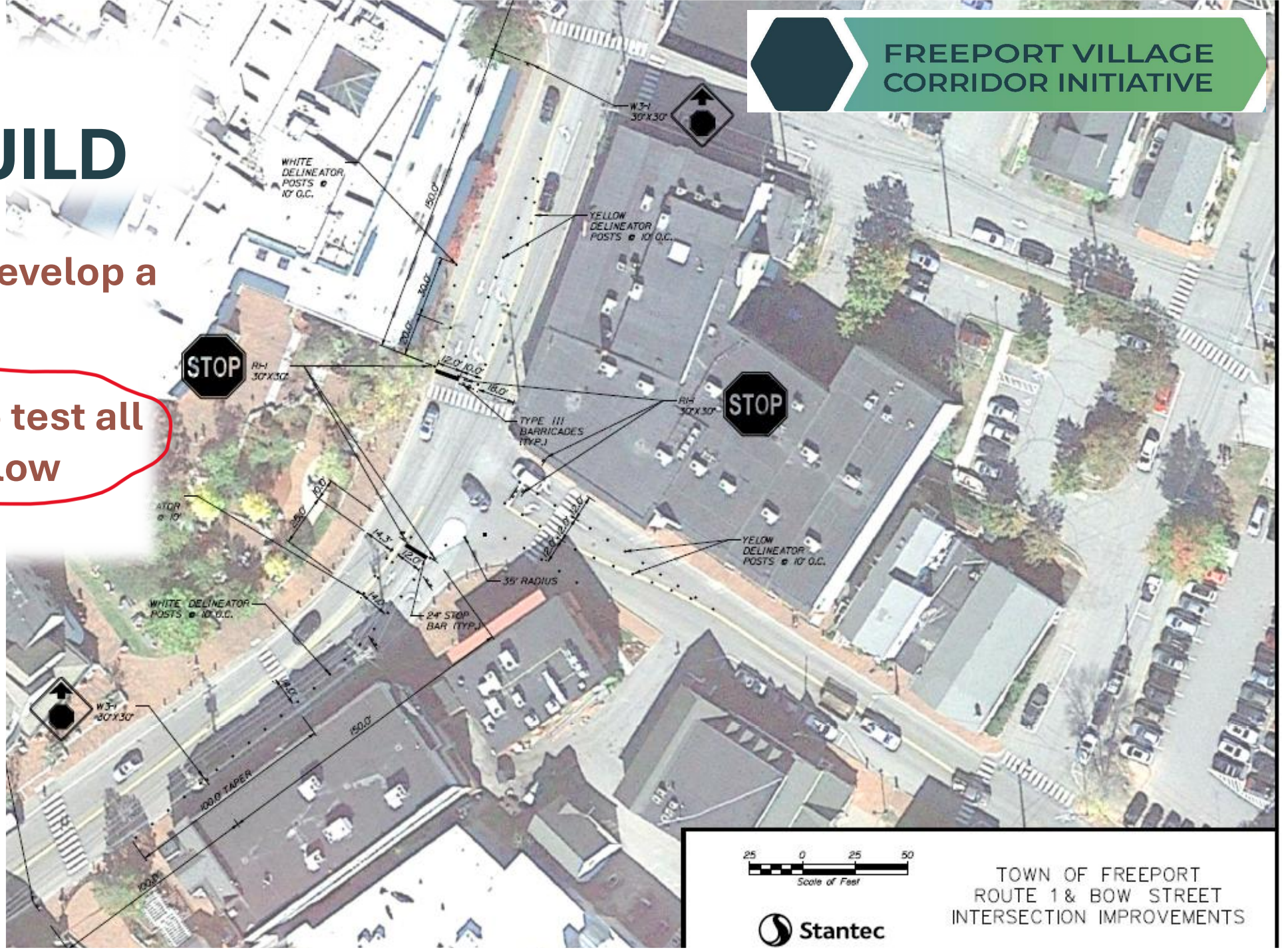
Option 2: QUICK BUILD

- Staff tasked to develop a "build option"
- An experiment to test all way stop traffic flow



Key Data Points to Understand Trial Performance

Does an all-way stop work for traffic flow?

To answer this question, Town staff gathered pre-trial baseline data in late August with a primary focus on car queues.

Car queue refers to the number of cars that are backed up in a line at the intersection, and the frequency of short queues of 2 cars to 3 cars, or longer queues of 4 to 5 cars.

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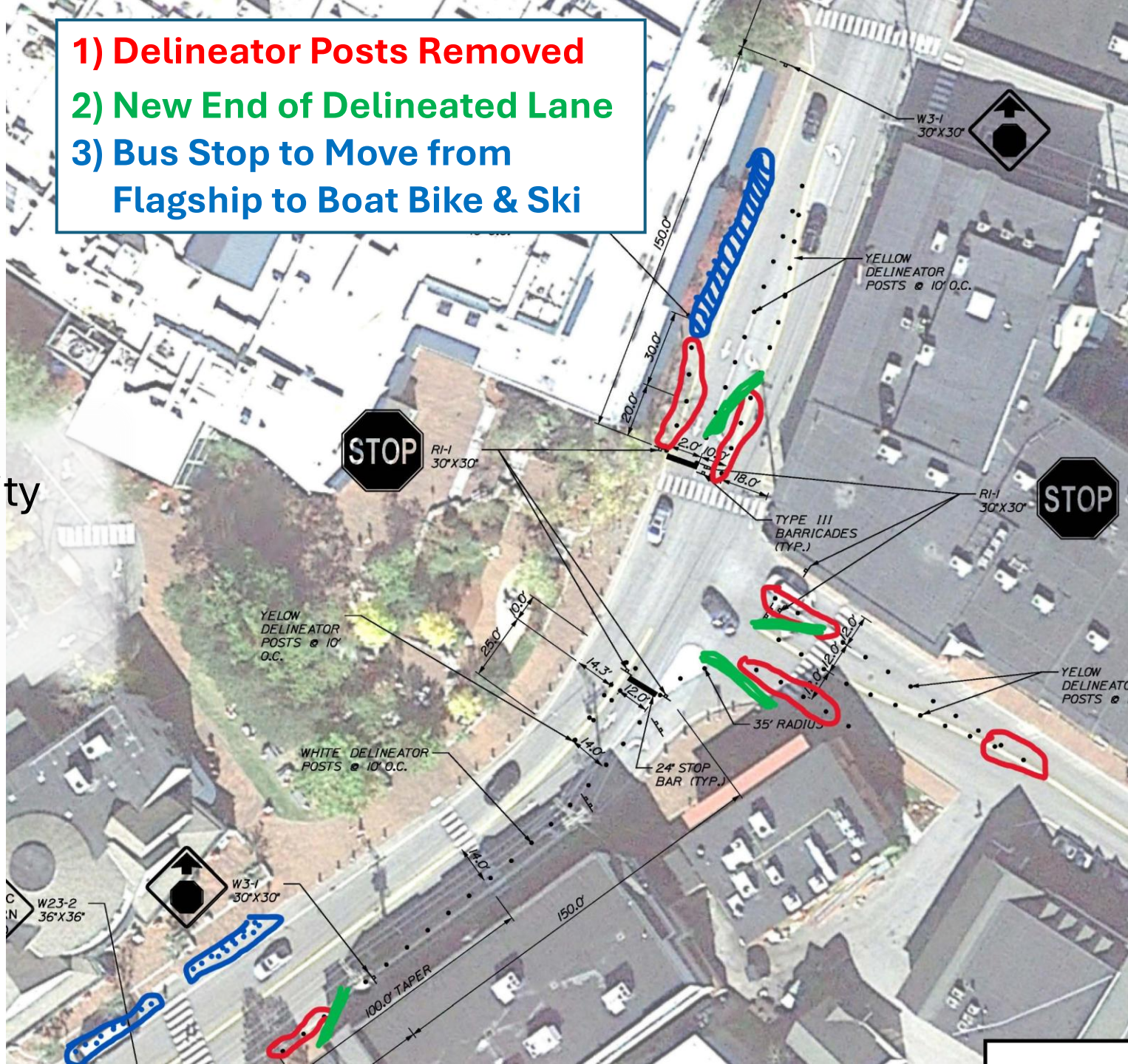
Quick Build Issues & Adjustments

- Turning Radius for large vehicles
- Visual Clutter & Pedestrian visibility
- Public Safety access & passage
- Bus parking



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Bow & Main Intersection Trial

Pre-Trial Data Collection Methodology

Duration per Count	45 minutes total
	15 minutes each observing 1) Bow St; 2) Rte 1 Northbound; 3) Rte 1 Southbound
Data Collected	1) Number of pedestrian crossings
	2) Number of vehcles making a left hand turn
	3) Instances of 2 vehicle queue
	4) Instances of 3 vehicle queue
	5) Instances of 4 vehicle queue
	6) Instances of 5 vehicles or more

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Data Summary Comparison

PRE

Time Slot	Avg Traffic Interruptions / 15 min interval			Avg Vehicle Queue / 15 min interval			
	Pedestrian Cross Event	Left Turn	Total	2 Car	3 Car	4 Car	5 Car
11am	17.9	19.0	36.9	3.0	1.3	0.5	0.3
2pm	29.1	16.3	45.4	4.5	2.8	1.8	0.5
3pm*	27.1	17.1	44.2	5.4	2.6	1.1	0.5

POST

Time Slot	Avg Traffic Interruptions / 15 min interval			Avg Vehicle Queue / 15 min interval			
	Pedestrian Cross Event	Left Turn	Total	2 Car	3 Car	4 Car	5 Car
11am	16.3	10.27	26.5	7.1	3.3	1.5	2.2
3pm	15.3	12.1	27.3	7.9	4.7	2.4	2.0
Festival	46.0	8.0	54.0	8.2	5.5	3.2	3.0

Findings

- All way stop did not significantly degrade traffic flow
- There were real design issues in the “hybrid quick build” were addressed and can be eliminated in future designs
  - Large vehicle turning radius
  - Location of pedestrian crosswalks
  - Visual “clutter” creating confusion
  - Public Safety vehicle access
  - Tour and Breez Bus stop access and flow
- Flow from Bow onto Main dramatically improved
- Trials take a lot of staff time and effort
- We have learned as much as we can learn from this trial