



**TRAFFIC AND PARKING COMMITTEE  
MEETING AGENDA**

**TUESDAY, APRIL 2, 2019, 7:30 A.M.  
TOWN HALL, COUNCIL CHAMBERS**

1. Accept minutes of the March 5, 2019 meeting (5 minutes).
2. Provide input on the Comprehensive Plan Vision Statement (5 minutes).
3. Update: Traffic and Parking Committee / Active Living Committee Workgroup (10 minutes).
4. Upper Main Street / Mallet Drive Intersection Traffic Light (25 minutes).
5. General Discussion Items (10 minutes).
  - Cousin's River Bridge
  - Mallett Drive / Exit 22 Bridge
  - Desert Road / Exit 20 Bridge
  - Multi-use Path from Cousin's River Bridge to South Freeport Road
  - Active Living Plan
  - Maine DOT Work Plan
6. Adjournment. Next scheduled meeting: Tuesday, May 7, 2019.



**TRAFFIC AND PARKING COMMITTEE  
MEETING MINUTES  
March 5, 2019**

<b>ATTENDANCE:</b>	Doug Leland, Chair	Rodney Regier (absent)
	Police Chief Susan Nourse, Vice Chair	Geralyn Campanelli
	Doug Reighley, Town Councilor	Catrina Milliman
	Chester Goggin	David Lockman (absent)
	Adam Bliss, Town Engineer	District 4 (Vacant)

Meeting started at 7:33 am and adjourned at 8:51 am.

**I. Accept minutes of the January 15, 2019 meeting.**

Councilor Reighley motioned to approve the minutes, **seconded by \_\_\_\_\_**, motioned passed unanimously.

**II. Accept minutes of the February 5, 2019 meeting.**

Councilor Reighley motioned to approve the minutes, **seconded by \_\_\_\_\_**, Mr. Leland abstained, all others voted to pass the motion.

**III. Depot Street Midblock Crosswalk.**

This proposal for a midblock crosswalk on Depot Street was revisited as a tabled item from 2017. The proposal had been tabled pending construction easement negotiations with the property owner. The property has since been sold and the new owner has expressed great interest in adding the crosswalk to safely allow employees who use the parking garage to cross Depot Street. A curb bump-out is proposed as part of the crosswalk. Councilor Reighley motioned to approve the midblock crosswalk with the curb bump-out to be located adjacent to the Parking Garage egress door with restriping and no net loss of on-street parking stalls. Ms. Campanelli seconded the motion, the vote passed unanimously.

**IV. Mallet Drive Complete Streets Study.**

A memorandum was distributed to Traffic and Parking Committee members outlining the scope, schedule, and budget for the Mallet Drive Complete Streets Study. Ms. Campanelli noted that ideas generated at the Build-a-Bridge Workshop would be evaluated as part of this Planning Study. Committee members requested that they receive updates at the Project milestones identified in the schedule. These milestones include the Draft Sketches and Cost Estimates, Draft Report, and Final Report phases. It was agreed that an email will be sent to the Town Manager with an official request for information sharing. Councilor Reighley stated he would make the request at the Council level. No vote was required for the agenda item.

**V. Update: Traffic and Parking Committee / Active Living Committee Workgroup.**

A brief introduction was provided by Mr. Leland who noted the last Working Group meeting occurred in January and the next meeting is scheduled for March 7, 2019 at 8:30 a.m. in the Council Chambers. It

was also mentioned that a draft copy of proposed Administration Code changes had been presented to the Working Group. No action was required for the agenda item.

**VI. Complete Streets Presentation, Part 2.**

A Complete Streets presentation was provided to the Committee that differentiated Policy from Implementation Plans. The ten elements of an ideal Complete Street Policy were presented from the Smart Growth America guidance book. The Town of Yarmouth's Complete Streets Policy, adopted November 13, 2015, was provided to the Committee with highlighted information showing how their policy meets Smart Growth America's recommended elements. Councilor Reighley noted that GPCOG and some of their member communities are also focused on their own policies. He also noted how it's important that each policy use common language since the many examples across the country can be disparate. Mr. Bliss also reviewed the February 9, 2018 North of Portland Route One Complete Streets Corridor Plan prepared for Freeport, Yarmouth, Cumberland, and Falmouth. No action was required for the agenda item.

**VII. Future Agenda Discussion Items.**

A brief announcement was made that future agendas might consist of the Cousin's River Bridge, the Active Living Plan, and a type of Multi-use Path from Cousin's River Bridge to South Freeport Road. The No action was required for the agenda item.

**VIII. Adjournment; Next scheduled meeting: April 2, 2019.**

Councilor Reighley motioned to adjourn, Ms. Campanelli seconded, motion passed unanimously.

## Adam Bliss

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**From:** Donna Larson  
**Sent:** Monday, March 11, 2019 9:35 AM  
**To:** Caroline Pelletier; Keith McBride; Charles Tetreau; Guy Blanchard; Adam Bliss; Beal Olins Family; Andy Spaulding  
**Subject:** Comp Plan Vision update  
**Attachments:** 2011-Vision.docx

Hi everyone,

The Freeport Comprehensive Plan includes a vision statement. The vision statement is what the Planning Board uses as their guide in determining if a proposal is consistent with the Comprehensive Plan. The Planning Board is in the process of updating the vision. A few changes are proposed (see underlined text). As you will see, the vision is a set of broad based goals, not specific ideas as to how to meet the goals.

The Planning Board wants input from other boards and committees on the proposed vision. If possible, they would like comments by mid-April 2019, so that they can complete their work on this.

The Board is looking for input from the following boards and committees:

- Project Review Board
- Active Living Committee
- Coastal Waters Commission
- Traffic and Parking Committee
- Sustainability Committee
- Freeport Economic Development Corporation

Please don't hesitate to contact me if you have any questions.

Best regards,  
Donna

## The Vision

The Vision outlines the direction that the town wants to move in. While many ideas are included in this Plan they are not specific recommendations and, by no means should those ideas be considered the only way to achieve the Vision. In determining if an idea or proposal is consistent with the Plan, it is the Vision that should be kept in mind.

It is very likely that a new idea or situation will come up that is not consistent with the Vision of this Plan. If the idea is found to be a good one, then the Plan should be amended. This Vision is not static, but instead it is fluid and should be updated to meet changing needs and circumstances. It is also the document that the Planning Board uses as a guide to their decision making.

It is rarely the path of least resistance that creates a desirable change, but instead it is the difficult decisions and compromises that make a community a great place. The results of the Community Attitude Survey indicated that the Town's residents strongly identify with Freeport's "small town feel". Intelligent growth and development can benefit Freeport if they are managed in a manner consistent with this "small town" feel. This vision should be preserved, but not to the exclusion of all development.

The Vision for the future is:

### **That Freeport would continue to be a desirable place to live by:**

- allowing a variety of neighborhoods and housing types, at a variety of prices,
- blending residential and commercial uses in higher density areas,
- protecting natural and historic resources,
- ensuring that workers in Freeport can afford to live in Freeport,
- maintaining large tracts of undeveloped fields and forests, and providing opportunities to enjoy these places,
- having a recognizable transition from built-up village areas to rural areas,
- preserving and enhancing waterfront resources,
- encouraging the expansion of the creative arts,
- replicating the traditional pattern of New England village neighborhoods, and traditional architectural designs while also allowing new development patterns and contemporary design
- maintaining and improving the walk ability and bike ability of the town's neighborhoods so as to encourage community health and safety
- encouraging a wide variety of indoor and outdoor recreational opportunities for residents and visitors

### **That Freeport would be responsible stewards of the environment by:**

- providing incentive to develop land in ways that don't harm the environment
- actively pursuing opportunities that improves coastal resilience as our climate changes
- ensuring an adequate supply of potable drinking water
- protecting environmentally sensitive areas
- continuing to improve air and water quality

### **That Freeport's economy would remain strong and stable by:**

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- providing a diversity of commercial enterprises that provides a wide variety of jobs consistent with the community's character
- providing a diversity of goods and services that attracts visitors and sustains residents, again consistent with the community's character
- promoting Freeport as a destination to visitors
- providing flexible regulations that allow creative site and building designs so as to minimize negative environmental impacts, improve traffic circulation and traffic safety, and reduce our dependence on non-renewable energy resources
- protecting and expanding local food production, both on land and in the sea
- adapting to increased automation and other changing markets and demands

**That Freeport's energy needs would be met by:**

- reducing energy consumption through efficient land use and building use, efficient building design, non-car transportation opportunities, and clean waste management
- increasing the use of renewable energy resources
- organizing energy conservation including all residents
- reducing waste through increased recycling, reuse and composting
- encouraging electric car charging stations as the use of electric cars increase
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**That Freeport's transportation needs would be met by:**

- maintaining the existing system of roads, expanding only when necessary.
- promoting a variety of alternatives to the automobile, including walking, biking, rail, buses and trains
- improving the flow of traffic both vehicular and pedestrian in the village to reduce congestion
- ensuring that there is adequate but not abundant parking
- providing parking for all types of transportation such as motorcycles and mopeds, bicycles as well as cars and trucks

**That Freeport's tax base would best accommodate growth by:**

- using infrastructure and services to plan for growth, rather than simply to react to growth pressures. Infrastructure means roads, water and sewer lines, power lines, etc. Services means schools, libraries, firehouses, and other public investments



Traffic and Parking Committee  
Infrastructure, Pedestrian, and Traffic Safety Evaluation Form

Location: (1) Intersection of Mallett Drive and Main Street: Traffic signal and intersection improvements  
(2) School Zone Speed Limit Reduction at Library Drive

Describe the issue / problem: Vehicle operators tend ignore pedestrians and bicyclists that may be in the crosswalk on Mallett Drive. The crosswalk in question crosses Mallett Drive which connects McDonald's to Norway Savings Bank. A second issue has been raised by a resident for request to add a speed limit reduction during school hours associated with the preschool next to the First Baptist Church.

Questions for Discussion:

- a. What are short-term, medium-term, and long-term measures that could be implemented at the Mallett Drive / Main Street intersection?
- b. Is the reduced speed zone to serve Middle School students or preschool students?
- c. Are any recommendations made in the Active Living Plan about the Mallett Drive crosswalk?
- d. What are the Committee's thoughts on how to promote pedestrian and bicyclist safety and educate the Community?

**Recommendations**

- a. Improve Crosswalk visibility and signage visibility.
- b. Long-term improvements to Mallett Drive crosswalk should be incorporated into the Mallett Drive repaving work.; these measures include lighting and signal upgrades.
- c. Do not recommend reducing the speed limit during school hours since the demand is low and serves only the preschool which is a private facility that has their own private driveway off Library Drive.

**Current Use**

Provide a general description of how the street or area is used: Main Street and Mallett Drive are heavily traveled roads used by all types of vehicles. There restaurants, inns, and schools nearby which are connected by sidewalks and used by pedestrians.

Destinations:

Provide detail about motor vehicle types, traffic counts, and speeds: All vehicle types use the road; counts number in the thousands per day; posted speed is 25 mph on Main Street and 35 mph on Mallett Drive.

Provide detail about pedestrian use: Sidewalks exist on each side of Main Street which are used by pedestrians and bicyclists.

Provide detail about bicycle use: Bicyclists do travel through this section of Main Street and Mallett Drive but shoulder widths on Main Street are minimal.

Other users (delivery trucks, buses, emergency vehicles): Delivery, emergency, and service trucks all travel through the area.

Is it a route to school? **Yes** or **No** (please circle answer): Yes, although Middle School students tend to cross Mallett Drive from Maple Avenue onto Oak and Guptil Avenues.

**Infrastructure**

- a. Population (Resident / Itinerant)? Residential, commuter, and business; heavily traveled due to I-295.
- b. Bike Lanes / Shoulders: No bike lanes exist; minimal shoulder widths.
- c. Sidewalks: Yes, both sides of Main Street; none on Mallett Drive.



- d. Bike Parking: **None**.
- e. Signage: Crosswalk signal instructions are present. **Crosswalk signage present at Library Drive.**
- f. Alternate Routes? **Yes** or **No** (please circle answer and describe) **None legally.**

**Agency Involvement (select and describe as applicable)**

- a. Town: **Yes, locally maintained roadway.**
- b. State: **Yes, state owned.**
- c. School: **No.**
- d. Business: **No.**

**Opportunities (select ways to improve or encourage bicycle and pedestrian access)**

- a. Infrastructure: **High visibility crosswalk improvements including enhancements to paint and signage.**
- b. Alternate Routes: **None.**
- c. Safety Measures: **Advance warning and crosswalk signage.**

**Safety Issues**

- a. Accident history data: **5 vehicle (not pedestrian) crashes in 2018; 0 crashes in 2019.**
- b. Speed: **35 mph on Mallet Drive (drivers accelerate and decelerate from/ to Main Street). Speed is 25 mph on Main Street.**
- c. Width (travel surface, shoulders, and right of way): **(3) lanes and median island on Mallett; (3) lanes on Main Street south; (3) lanes on Main Street north. Mallett Drive could benefit from road dieting by reducing width of one lane (westbound) and increasing the median island width as a refuge area.**
- d. Sight Lines: **Greater than required minimum 200 feet.**
- e. Poor Surfaces: **No but should have ADA tactile warning plates where they do not exist.**
- f. Crosswalks: **(1) on Mallett and (2) on Main Street.**
- g. Lighting: **One Cobra Head light on utility pole at Main Street crosswalk in front of Harraseeket Inn. Intersection could benefit from more lighting.**
- h. Signaling: **Pedestrian activated signals and timers; crossing times should be extended to be ADA compliant.**
- i. Signage: **Additional crosswalk signage should be added.**

**Potential Solutions**

- a. Change speed limit: **No.**
- b. Improve Road Surface: **No.**
- c. Improve Signage: **Yes, add crosswalk signage with orange flags.**
- d. Improve signaling: **Yes, change pedestrian timers.**
- e. Crosswalks - add / move / signaling: **In place.**
- f. Striping lanes and sharrows: **No, sidewalks exist on both sides of Mallett.**
- g. Add width: **Reduce travel lane width and widen median island.**
- h. Improve sight lines (remove or add vegetation, signs, fences): **No.**
- i. Education of users and community including encouraging alternative routes: **Yes, but what are the Committee's thoughts on how to promote pedestrian and bicyclist safety.**
- j. Improve lighting: **Add lighting.**
- k. Other:

**Funding Sources?**

**Long-term improvements would need to be funded through a capital budget request. Short-term improvements could be funded through existing Operating accounts.**









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**TO:** Adam Bliss, PE  
**FROM:** Jason Ready, PE, PTOE  
**RE:** Freeport Traffic Signal Inventory  
**DATE:** May 4, 2018  
**MMI #:** 3807-06

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Milone & MacBroom (MMI) was tasked by the Town of Freeport to inventory and analyze their traffic signals. On April 18<sup>th</sup>, MMI conducted a site visit of the traffic signals for data collection and observations of the traffic patterns.

### Data Collection

Traffic signal data was collected in the latter half of April, 2018 from the five signalized intersections in Freeport. These included the intersections of Route 1 with Mallett Drive, West Street, Independence Drive, Freeport Crossing (Mall), and Desert Road. The traffic signal hardware inventory and traffic signal timing sheets are attached in the Appendix.

### Existing Conditions

Route 1/ Mallett Drive – The traffic signal controller, Naztec brand series 900 TS2 Type 2, and signal hardware at this location is 20 years old and should be considered for replacement. Typical service life for controller hardware is between 10 and 20 years. The signal heads are located on span wire. The pedestrian clearance time is presently set to 17 seconds, but current MUTCD standards (3.5 feet per second walking speed) dictate a 21 second clearance time to be more appropriate for the walking distance. The crosswalk ramps do not have tactile warning fields and should be upgraded. The intersection operates in Free mode and are not coordinated with other intersections.

Route 1/ West Street – The traffic signal controller, Naztec brand series 900 TS2 Type 2, and other signal hardware at this location is 21 years old and should be considered for replacement. Typical service life for controller hardware is between 10 and 20 years. The signal heads are located on mast arms. The pedestrian clearance time is presently set to 11 seconds, but current MUTCD standards dictate a 14 second clearance time to be more appropriate for the walking distance. The intersection operates in Free mode and are not coordinated with other intersections.

Route 1/ Independence Drive - The traffic signal controller, Naztec brand series 900 TS2 Type 2, and other signal hardware at this location is 20 years old and should be considered for replacement. Typical service life for controller hardware is between 10 and 20 years. The signal heads are located on span wire. This location does not have signalized crossing indications for pedestrians. Due to the presence of a marked crosswalk, signalized countdown pedestrian crossing indications should be considered. Some delay could be eliminated at the intersection by reducing the vehicle extension times. The intersection operates in Free mode and are not coordinated with other intersections.

Route 1/ Freeport Crossing (Plaza) – The traffic signal controller, Naztec brand series 900 TS2 Type 1, and other signal hardware at this location 20 years old and should be considered for

replacement. Typical service life for controller hardware is between 10 and 20 years. The signal heads are located on mast arms. The pedestrian clearance time is presently set to 12 seconds, but current MUTCD standards dictate a 20 second clearance time to be more appropriate for the walking distance. This signal operates in a flashing red and yellow condition from 11:00 pm to 5:30 am. Due to the presence of a signaled pedestrian crossing, the flashing operation should be considered to be removed, as this prevents the operation of pedestrian crossing indications. The crosswalk ramps do not have tactile warning fields and should be corrected. The intersection operates in Free mode and are not coordinated with other intersections. Some delay could be eliminated at the intersection by reducing the vehicle extension times. The intersection of Route 1/ Desert Road is relatively close to the intersection with Route 1/ Freeport Crossing (500 feet) and should be considered for traffic signal coordination.

Route 1/ Desert Road – The traffic signal controller, Naztec brand series 900 TS2 Type 2, and other signal hardware at this location is 21 years old and should be considered for replacement. Typical service life for controller hardware is between 10 and 20 years. The signal heads are located on mast arms. The pedestrian clearance time is presently set to 20 seconds, but current MUTCD standards dictate a 25 second clearance time to be more appropriate for the walking distance. The walk interval should be reduced from the current 11 seconds to 5 seconds. During some of the traffic observations, it appeared that the exclusive pedestrian movement was being called for every cycle. This leads to extra delay for vehicles when no pedestrians are present and should be corrected. Some delay could be eliminated at the intersection by reducing the vehicle extension times. The intersection operates in Free mode and are not coordinated with other intersections. The intersection of Route 1/ Desert Road is relatively close to the intersection with Route 1/ Freeport Crossing (500 feet) and should be considered for traffic signal coordination.

## Traffic Operations

The general operation of the signalized intersections was observed on April 24<sup>th</sup>, 2018 in the a.m. (7:30 a.m. to 8:30 a.m.) and p.m. (4:30 p.m. to 5:30 p.m.) peak hours. The volume of traffic, the length of queues, and the ability of the traffic signal and intersection geometry were rated. It should be noted that traffic volume congestion and queueing will probably increase as the summer tourist volumes increase.

Traffic Volumes and queueing were defined as light, moderate, or heavy. Light volumes were a few cars periodically arriving at the intersection, moderate volumes occurred with an increase of traffic and platooning of vehicles, and heavy volumes were a steady stream of traffic. Light queueing occurred when few vehicles waited at an approach, moderate queueing were when a number of vehicles waited at an approach, but generally were able to clear each cycle, and heavy queueing occurred when the queues were so long that the cycle length was no longer able to clear all waiting vehicles.

### AM

Route 1/ Mallett Drive – The volume of the traffic seemed light. The predominant movement was right hand turns by vehicles turning onto Route 1. The amount of queueing at the intersection was light.

Route 1/ West Street – The volume of the traffic seemed light. The predominant movement was through movements on Route 1. The amount of queueing at the intersection was light.

Route 1/ Independence Drive - The volume of the traffic seemed light. The predominant movement was through movements on Route 1. The amount of queueing at the intersection was light.

Route 1/ Freeport Crossing (Mall) – The volume of the traffic seemed light. The predominant movement was through movements on Route 1. The amount of queueing at the intersection was light.

Route 1/ Desert Road – The volume of the traffic was moderate. The predominant vehicle movement was through the intersection on Route 1, though there was a steady stream of traffic off from Desert Road onto Route 1. The amount of queueing at the intersection was moderate, where some vehicles were delayed at the intersection but would easily be cleared for the given green time.

#### PM

Route 1/ Mallett Drive – The volume of the traffic seemed light to moderate. The predominant movement was right hand turns by vehicles turning onto Route 1 and left turning vehicles turning onto Mallett Drive. The amount of queueing at the intersection was light.

Route 1/ West Street – The volume of the traffic seemed light. The predominant movement was through movements on Route 1. The amount of queueing at the intersection was light.

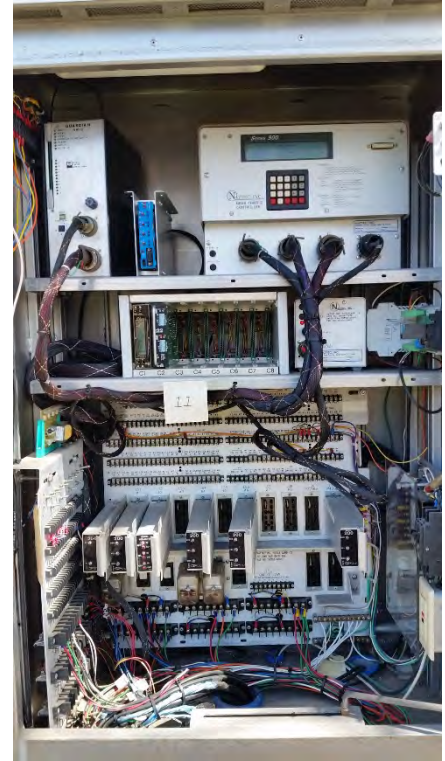
Route 1/ Independence Drive - The volume of the traffic seemed light. The predominant movement was through movements on Route 1. The amount of queueing at the intersection was light, though there were periodic instances of queueing.

Route 1/ Freeport Crossing (Plaza) – The volume of the traffic seemed moderate. The predominant movement was through movements on Route 1, though there were periods of moderate traffic exiting the plaza area. The amount of queueing at the intersection was moderate.

Route 1/ Desert Road – The volume of the traffic was moderate. The predominant vehicle movement was through the intersection on Route 1, though there was a steady stream of traffic exiting from Desert Road onto Route 1. The amount of queueing at the intersection was moderate.

## Route 1/ Mallett Drive

City	Freeport
Intersection	Rte 1/ Mallett
Cabinet	NEMA M
Controller Brand	Naztec Series 900
Controller Type	TS1
MMU Communications	Serial
Vehicle Detection	Video
Emergency Preemption	Yes, Tomar
Interconnection	None
Operation Mode	Free
Monitor	No
Signal Head Support	Span Wire
Countdown Ped Heads	Yes
ADA Tactile Ramps	No
Date Collected	4/18/18
Notes	





## TRAFFIC SIGNAL PROGRAMMING INFORMATION SHEET

**LOCATION:** Freeport; Route 1 / Mallett Road

<b>Date:</b>	4/14/2018	Mast Arm	Span Wire			Countdown Ped Y/N		Free Mode	
<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>
Min Green	7	7		7		7			
MAX 1	30	30		20		30			
Veh. Ext	3	4		3		4			
Yellow	3.5	3		4		3.5			
Red	2	4		2.5		4			
Walk	5								
Ped Clear	17								
Recall		Soft				Soft			
Dynam. Max									
Dynam. Step									
Coord. Phase									
SPLIT 1									
SPLIT 2									
SPLIT 3									

**ID DAY TIME PLANS:**

<b>DAY PLAN 1</b>			
<b>DAY PLAN 2</b>			
<b>DAY PLAN 3</b>			
<b>DAY PLAN 4</b>			

ID	Pattern	Cycle	Offset

**Sequence:**

	1	2	3	4
	5	6	7	8

Notes

MMI - 5/10/17

