

Freeport Comprehensive Plan Inventory First Draft – 2/22/24

Transportation

Outstanding Questions/Comments:

- Where can the project team find more accurate information related to the number of people working from home post the COVID-19 pandemic?
- Ridership data from the METRO Breez service is needed for the final draft of this chapter.
- Do available transit services meet the current and foreseeable needs of community residents?
- Does Freeport have any water taxi or private boat transportation?
- What is the capacity and usage of municipal parking lots in town?
- Are there any parking issues in town? The project team should coordinate with town staff for an overview of historic parking complications/issues in the village area, along with all parking standards in the local ordinances. This information will be added to the chapter once this coordination has been completed.
- The project team should coordinate with town staff and the FEDC in reference to the ongoing downtown parking analysis project as this could help inform the comprehensive planning process.
- What is the condition of sidewalks in town? Are they generally adequate? Are they ADA compliant? What percentage of town has sidewalks?

Highlights

- Freeport is a state Urban Compact Area. The urban impact area in Freeport is located along Route 1, Mast Landing Road, Flying Point Road, South Freeport Road, Desert Road, Mallet Drive, Pownal Road, and Durham Road.
- The MaineDOT 2024-2026 work plan includes projects for highway bridge repairs and bicycle and pedestrian improvements.
- 91% of Freeport residents commute to other towns for work. Of this percentage, 66% drove alone, 10% carpooled, 0.4% used public transportation, 9% walked, and 0.5% biked. Compared to 2010, 75% drove alone, 7% carpooled, 0.3% used public transportation, 4% walked, and 0.6% biked.
- There were 7 High Crash Locations in Freeport between 2021 and 2023.
- Freeport is served by the Metro Breez bus and the Downeaster Amtrak. In 2023, approximately 18,000 people utilized the Downeaster Amtrak service (boardings and alightings).
- Freeport has approximately 3,000 parking spaces. Of that, the town owns only about 250 and about 184 are shared parking spaces. There is a surplus of about 500 parking spaces in town.
- Bicycle and pedestrian infrastructure is generally well connected in the village and within downtown areas, but lacks larger connectivity to rural areas and regionally.
- Transportation accounts for roughly 60% of greenhouse gas emissions in Freeport.

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Street Network

According to data from the Maine Department of Transportation (MaineDOT), there are 7.73 miles of interstate roads, 2.06 miles of state highway roads, 22.38 miles of state aid highways, and 64.23 miles of town roads.¹ According to MaineDOT, a state highway is defined as a system of connected main highways throughout the state that primarily serve arterial or through traffic. State aid highways are those highways not included in the system of the state highways that primarily serve as collector or feeder routes connecting local service roads to the arterial state highway system. Lastly, townways are all other highways not included in the state highways and state aid highway systems, which are maintained by towns or cities and primarily serve as local service roads.

Freeport is bisected north-south by interstate 295 and by U.S. Route 1. Routes 125 and 136 connect from I-295. Freeport is a state designated Urban Compact municipality according to MaineDOT. Maine's Urban Compact municipalities are those in which the population according to the last U.S. census exceeds 7,500 people or is fewer than 7,500 people, but more than 2,499 people, and in which the ratio of people whose place of employment is in a given municipality to employed people residing in that same municipality is 1.0 or greater.²

Road classification systems are used to group public roads and highways into classes according to the character of service they are intended to provide. Roads are grouped into three broad categories: arterials, collectors, and local roads.

Arterials

Arterials are highways that provide for long distance connections between larger population centers. They are typically designed to carry large volumes of traffic at higher speeds. Route 1 is classified as a major arterial in Freeport. Interstate 295 is a principal arterial that provides access to communities in the greater Portland region and connects to Interstate 95 to the north and south.

Collectors

Collectors bring together traffic from local roads and connect smaller cities and towns. Collectors are characterized by moderate traffic speeds with the purpose of providing better access to adjacent land. Collector streets in Freeport include Route 1, Route 136, and Route 125.

¹ https://www.maine.gov/mdot/csd/docs/roadwayinfo/2017/Cumberland_County.pdf

² *Roadway Information - Community Services Division.* (n.d.). <https://www.maine.gov/mdot/csd/roadwayinfo/>

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Local Roads

Local roads are designed to access abutting land uses and to connect collector and arterial roads. They are not designed for longer distances or through traffic and are typically designed to serve between 100-500 vehicles per day. Most roads in Freeport are local or private roads, given the town does not accept subdivision roads as public roads.

[*INSERT ROAD CLASSIFICATION MAP]

Road Maintenance & Work Plan

The federal functional classification system helps establish maintenance responsibilities for MaineDOT and the Town. Generally, MaineDOT maintains arterials and collector roadways while the Town maintains local roads. MaineDOT generally reconstructs, paves and maintains state highways and is responsible for summer maintenance on state aid highways. However, since a portion of Freeport lies within the Urban Compact, state roads within the Urban Compact are maintained by the Town, and funding for the maintenance is the Town's responsibility, although projects are eligible for state funding from the Portland Area Comprehensive Transportation System (PACTS). PACTS is a federal metropolitan planning organization that coordinates transportation planning and investment decisions with the state, municipalities and public transportation partners. It directs the spending of more than \$25 million in transportation funding each year. PACTS includes 18 communities in the Portland metropolitan area. Urban compact designations in Freeport are along Route 1, Mast Landing Road, Flying Point Road, South Freeport Road, Desert Road, Mallet Drive, Pownal Road, and Durham Road. The Town maintains approximately 64 miles of roads.

The map below depicts the town's Urban Compact area in orange.



Source: Maine.gov State Urban Compact Areas

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The MaineDOT three-year work plan lists all the road maintenance projects in Freeport occurring between 2024 and 2026 and their associated costs. The projects vary, but most are for highway paving and bridge repair and/or improvements, two are for bicycle and pedestrian improvements, and one is for drainage maintenance on I-295.

MaineDOT Road Maintenance Work Plan 2024-2026

Project Scope	Location	Description	Estimated Total Project Cost	Estimated Year
Highway-Bridges Bridge Improvements	Route 1	Railroad Crossing Bridge (#3172) over MCRR. Located 0.05 of a mile south of Summer Street	\$3,500,000	2024-2025
Highway Safety and Spot Improvements Interstate Safety Improvements	Interstate 295 Northbound	Beginning 0.41 of a mile north of the Yarmouth town line and extending north 2.19 miles	\$495,000	2024-2025
Bicycle/Pedestrian Off-Road Trail/Path New Construction	Route 125	Beginning at Main Street and extending west 0.34 of a mile to I-295 Exit 22 northbound on ramp. PACTS Sponsored MPI	\$200,000	2024
Bicycle/Pedestrian On-Road Sidewalk/Trail New Construction	Route 125	Beginning at Route 1 and extending north 0.38 of a mile	\$1,020,000	2025
Highway Construction/Reha bilitation Rural Highways Highway Rehabilitation	Route 125	Beginning at Route 136 and extending northeast 0.78 of a mile to 0.04 of a mile south of Baker Road	\$938,000	2024

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Highway Paving Urban Highways 1 ¼" Overlay	Route 125	Beginning at Main Street and extending northwest of 0.30 of a mile. PACTS Sponsored.		2025
Drainage Maintenance	Interstate 295 Northbound	Ditching and repairing drainage on Interstate 295 Northbound. Beginning 2.35 miles southwest of the Freeport-Brunsw ick town line and extending 5.81 miles northeast	\$18,000	2024

Source: MaineDOT Three-Year Workplan 2024-2026

Freeport’s current budget for Public Works summer and winter road maintenance and improvements for Fiscal Year 2024 is \$661,600. Freeport’s projected budget for Public Works summer and winter road maintenance and improvements through Fiscal Year 2027 is \$762,000.³ Additionally, Freeport has Pavement Maintenance Impact Fees that go towards public infrastructure improvements. These fees vary based on the gross floor area of new commercial, industrial and residential development and are processed during the building permit process.

Bridges

There are 15 bridges in Freeport. Flying Point Road Bridge, Porter, Todd and Prithams are maintained by the town and the rest are maintained by MaineDOT. Most of the bridges are either in poor or fair condition. Only three are considered to be in satisfactory or good condition. Extensive bridge work is happening on the Desert Road and Mallett Drive bridges over I-295 overpass to improve vehicular movements and bicycle and pedestrian connections in town. The bridge work will include a 12 foot wide multi-use path to safely accommodate walkers, wheelchairs, runners, and cyclists passing in both directions.⁴

³ Fiscal Year 2024 Municipal Budget pg. 81-82

⁴ *Freeport | Connect Freeport | United States.* (n.d.). Connect Freeport. <https://www.connectfreeport.com/>

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Bridge Number	Bridge Name	Roadway	Material	Condition
6456	Flying Point Road Bridge	Flying Point Road	Aluminum, wrought iron or cast iron	N/A
0585	County Road/I-295	Old County Road	Steel continuous	Satisfactory
5662	Porter	Desert Road	Aluminum, wrought iron or cast iron	N/A
3172	Railroad Crossing	Lower Main Street	Concrete	Poor
2167	Collins Mill	Durham Road	Concrete	N/A
5431	Freeport Crossing	I-295 Northbound	Concrete	Fair
5503	Wardtown	Wardtown Road	Concrete	N/A
5805	Mast Landing	Flying Point Road	Aluminum, wrought iron or cast iron	N/A
5564	Pumping Station	Bow Street	Aluminum, wrought iron or cast iron	N/A
5721	Approach Rd Interchange	Mallett Drive	Steel	Poor
5720	Merrill Road Interchange	Desert Road	Steel	Poor
0205	Todd	Old County Road	Aluminum, wrought iron or cast iron	N/A
5741	Desert of Maine Overpass	Desert Road	Prestressed concrete	Good
3123	Porter Landing	SA 1	Steel	N/A
0203	Prithams	Burnett Road	Steel	Good

Source: MaineDOT

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Culverts

There are 165 cross culverts located completely within Freeport. Cross culverts are small culverts that run under state-owned roadways. MaineDOT defines a cross culvert as a pipe or structure that has a span of less than 5 feet or multiple pipes or other structures with a combined opening of less than 20 square feet in area. MaineDOT defines a large culvert as a pipe or structure with a total span width greater than 5 feet and less than 10 feet or multiple pipes where the clear distance between openings is less than half of the smaller contiguous opening and the total flow area is between 20 and 80 square feet. There are 4 large culverts in Freeport. Two of the large culverts are in good condition; the other two are in fair condition.

Object ID	Material	Condition
922	Slip lined pipe	Good
1603	Bituminous coated corrugated metal pipe	Fair
1825	Corrugated metal pipe	Good
1854	Mortared stone	Fair

Source: MaineDOT

[*INSERT BRIDGES AND CULVERTS MAP]

Road Design Standards

Freeport’s Street Acceptance Ordinance contains standards for the public street design and related drainage needs. Additional road standards are contained in the Design Standards for properties in the Freeport Village Overlay District. The Freeport Subdivision Ordinance also contains road design standards, however those are for private roads in an approved residential subdivision. Outside of standards for subdivisions, the Town of Freeport does not have private road standards. Freeport’s Complete Streets Policy, which was adopted in 2020, contains road design standards for appropriately sized sidewalks, streetscaping, street lighting, bike lanes and bike racks, and appropriately scaled vehicle lanes and medians. Road design standards in the Ordinance have not been updated based on this policy.

Public streets are required to conform to the standards of the Street Construction Ordinance outlined in the table below.

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	Arterial Street	Collector Street	Minor Street
Minimum ROW Width	80'	60'	50'
Minimum Width of Pavement	44'	36'	24'
Minimum Grade	0.5%	0.5%	0.5%
Maximum Grade	5%	6%	10%
Sidewalk Minimum Width (where required)	8'	6'	5'
Width of Shoulders	8'	8'	6'
Road Base	24"	22"	21"
Design Speed MPH	45	30	25

*note, sidewalks are required in the Village Overlay District and are required if connection to an existing sidewalk is feasible.

Private dead-end streets are required to meet performance standards for access control, sight distances, vertical alignment, access layout and design, access location and spacing, number of accesses, and curb requirements. Dead-end streets are required to be constructed with a cul-de-sac turnaround or other turnaround approved by the Director of Public Works. Turning circles are required to have 85 foot radii at the property line, 75 foot radii at the outer edge of pavement, and 50 foot radii at the inner edge of pavement. Hammerhead turnarounds may be permitted as an alternative to cul-de-sacs. Hammerhead turnaround widths are required to be at least 30 feet wide and 60 feet long. Dead-end streets are limited to a maximum of fifteen dwelling units and a length of 2,500 feet.

Street Connectivity

A well-designed and well-implemented street connectivity system provides multiple routes to and from destinations, limits the construction of developments with few entry and exit points, and encourages other modes of transportation like walking and biking.⁵

⁵ *Street Connectivity Minimums – Sustainable Development Code.* (n.d).
<https://sustainablecitycode.org/brief/street-connectivity-minimums-4/#:~:text=A%20well%2Ddesigned%20and%20well,as%20walking%20or%20bicycling%20over>

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Many local and state roads in Freeport are well connected, but most newer subdivision roads are dead-end streets or have no vehicular connectivity to adjacent neighborhoods. The Subdivision Ordinance requires new residential streets to be coordinated and connected within the larger street network wherever possible and provide access to adjoining lots of similar existing or potential use. Any subdivision containing more than 15 lots is required to have at least two street connections within existing public streets. Additionally dead end streets are required to provide cul-de-sac turnarounds.

Access Management

For improved safety and enhanced productivity along highways, MaineDOT provides a set of access management rules. According to the MaineDOT Access Management Handbook, access management balances safe access to a property with mobility and traffic flow. Anyone installing a driveway or entrance along a state road or state-highway must receive permitting from MaineDOT. All rural state highways and state aid roadways outside urban compact areas are subject to MaineDOT entrance and driveway rules. While MaineDOT administers the access management program outside a municipality's urban compact area, the responsibility and authority for implementing land use and access management lies primarily with municipalities.⁶

Basic safety standards and major collector and arterial technical standards apply to all roads outside urban compact areas. If proposed residential or commercial development will generate more than 100 trips during the peak hour, a traffic movement permit is required from MaineDOT. For projects that require a traffic movement permit, applicants are required to file an original and two copies of the Application for a "Traffic Movement Permit" identifying the size, nature and location of the development. The specifics of those include site plans showing the developable acreage of the parcel, general terrain features, and existing site conditions, a description of the existing and proposed site uses, regional mapping depicting the site in context to the larger area, information concerning proposed uses and anticipated traffic increases, and information concerning vehicle trip generation.

Freeport's Subdivision Ordinance regulates sight distance and number of driveways to regulate safety and the number of vehicles entering and exiting a site. Freeport's Street Regulation Ordinance regulates entrances on municipal roads. Freeport's sight distances are slightly more restrictive than the State's (see the table below). A subdivision lot with frontage on two or more streets is required to provide access on the street where there is less potential for traffic congestion. The street providing access to the subdivision and neighboring streets, which can be expected to carry traffic generated by the subdivision, shall have the capacity or be suitably improved to accommodate that traffic and avoid unreasonable congestion.

⁶ Maine Department of Transportation Chapter 299 Highway Driveway and Entrance Rules

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Freeport Sight Distance

Speed (MPH)	Sight Distance (Feet)
25 mph	160 feet
40 mph	275 feet
45 mph	325 feet
50 mph	350 feet
55 mph	425 feet

MaineDOT Sight Distance

Speed (MPH)	Sight Distance (Feet)
25 mph	200 feet
40 mph	360 feet
45 mph	425 feet
50 mph	495 feet
55 mph	570 feet

Traffic Volumes & Safety

Commuting Patterns

According to the U.S. Census “On the Map,” roughly 91% of Freeport residents commute outside town for work and only 9% live and work in town.⁷ Based on the U.S. Census ACS 5-year estimates from 2022, of those commuting to work 66% drove alone, 10% carpooled, 0.4% used public transportation, 9% walked, 0.5% biked, and 14% worked from home. In 2010, 75% drove alone, 7% carpooled, 0.3% used public transportation, 4% walked, 0.6% biked, and 13% worked from home.⁸ The table below provides a breakdown of the nearby cities and towns Freeport residents work in. As shown in the table roughly one third of workers commute to

⁷ OnTheMap. (n.d.). <https://onthemap.ces.census.gov/>

⁸ U.S. Census ACS 5-year Estimates table S0801

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nearby cities and towns within Cumberland County for work with commute times averaging between 10 and 30 minutes. Nearly 70% are commuting outside these places for work.⁹

Place of Work

City/Town	% Workers
Portland	8.8%
Brunswick	4.4%
Auburn	3.3%
Lewiston	3%
Yarmouth	2.7%
Freeport	2.5%
South Portland	2.5%
Bath	2%
Topsham	2%
Westbrook	1.9%
All other locations	67%

Source: U.S. Census “On the Map”

Average Annual Daily Traffic Counts

Average Annual Daily Traffic Counts (AADT) are collected by MaineDOT during certain times of year and are determined by placing an automatic traffic recorder at a specific location for 24 hours. The 24-hour totals are adjusted for seasonal variations. AADT counts for selected road segments between 2014 and 2019 are provided in the table below. Note that some years for road segments were not accounted for. There were slight traffic volume increases for I-295 northbound and southbound off of Desert Road and for SR 125/136. Traffic volumes for other road segments included in the table below decreased slightly.

⁹ OnTheMap. (n.d.-b). <https://onthemap.ces.census.gov/>

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Location	AADT14	AADT15	AADT16	AADT17	AADT18	AADT19
Bow Street southeast of US 1			4,170			3,660
Desert Road eastbound NW of US 1			7,730		6,130	
Desert Road NW of Hunter Road			5,130		4,180	4,010
Durham Road southwest of SR 125/136			4,220	4,660	3,950	3,930
I-295 NB 0.5 miles south of Desert Road Overpass	25,520	26,400			28,750	28,030
I-295 SB 0.5 south of Desert Road Overpass	26,360	27,250			29,440	28,720
SR 125/136			10,450	11,320	10,860	11,480
SR 125/136 NW of US 1			13,110			11,920
US 1 northeast of West Street			10,800			9,250
US 1 southwest			10,110			9,350

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of Justins Way						
US 1 southwest of West Street			13,530			11,700
US 1 southwest of Desert Road			10,420		10,090	9,200
US 1 south of SR 125/136			14,010			13,200

Source: MaineDOT

Roadway Congestion (CSL Rating)

MaineDOT uses a Customer Service Level (CSL) to track highway safety, condition, and serviceability. These CSLs are graded on a scale from A-F, with A being rated excellent and F being rated unacceptable. Congestion is one of the measures of serviceability, which uses the ratio of peak traffic flows to highway capacity to calculate an A-F score for travel delays.¹⁰ The only road segments in Freeport with problematic traffic congestion are the small section of Route 1/Lower Main Street and the intersection of Route 1 and Route 125/136 off Exit 22. The majority of traffic in Freeport is generated from year-round residents. An improved level of service is anticipated for these intersections. Freeport’s traffic congestion is also influenced by seasonal visitors.

High Crash Locations

MaineDOT has a system for rating crashes based on a ratio between actual crash rates and critical crash rates. A High Crash Location (HCL) is defined as a location that has eight or more traffic crashes and a Critical Rate Factor (CRF) greater than 1.00 in a three-year period. The CRF is the ratio of the actual crash rate at an intersection or road to the statistically calculated critical rate. There were seven HCLs in Freeport between 2021 and 2023.

¹⁰ MaineDOT, ‘Maine Customer Service Levels’

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Freeport High Crash Locations 2021-2023	
Intersection/Section	Total Crashes
Intersection of Elm Street Main Street School Street	8
Intersection of Mallet Drive Ramp off to Route 125 and 136	11
Intersection of Flying Point Road Litchfield Road Intersection of Flying Point Road, Pleasant Hill Road	10
Intersection of Bragdon Road Durham Road Intersection of Durham Road Poland Road	14
Intersection of Curtis Road Wardtown Road Intersection of Grant Road Lunt Road Wardtown Road	12
Intersection of Grant Road Lunt Road Wardtown Road	14
Intersection of Flying Point Road Lower Flying Point Intersection of Flying Point Road Old Flying Point Road	8

Source: MaineDOT

[*INSERT DOT CRASH LOCATIONS MAP]

Rail Network

The Downeaster Amtrak currently provides passenger rail service from Brunswick to Boston, Massachusetts. The expansion of the Downeaster service to Freeport and Brunswick occurred in 2012; previously, the service terminated in Portland. The Amtrak station in Freeport is located at 23 Depot Street within the village. Ample free parking is available in lots adjacent to the train platform. The station is also a short walk from L.L. Bean, outlet shops, restaurants and hotels and is across the street from the METRO Breez bus stop.

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MaineDOT continues to consider expansion of passenger rail within Maine, whether through expansion of the Downeaster service, or through other operators. Recent efforts have focused on service from Portland to Augusta and beyond to Bangor, as well as service between Portland and Lewiston and Auburn.¹¹ The following table lists ridership counts for the Amtrak from the Freeport station for 2023.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Boardings (Ons)	1,258	1,022	1,170	1,474	1,036	1,336	1,745	2,125	1,446	1,658	1,711	2,112	18,093
Alightings (Offs)	1,293	1,002	1,122	1,468	1,017	1,295	1,722	2,276	1,426	1,585	1,647	2,178	18,031

Public Transportation

METRO Breez bus service, an express service, provides public transportation in Freeport. METRO Breez has limited stops in Brunswick, Portland, and Yarmouth as well. The bus currently has four stops in Freeport: Maine Beer Company Park and Ride, L.L.Bean Corporate Offices Casco Street, L.L. Bean/Village, and the Town Office.

Ferry Service

Ferry service is operated and owned by Bustins Island Village Corporation which provides ferry transport between Freeport and Bustins Island. The 2023 regular season schedule was from June 16 to Monday 4. The 2023 off-season schedule was from May 19 to June 13 and September 5 to October 10 and the off-season schedule is through October. Tuesday trips start May 30. The ferry leaves from the Freeport Town Wharf in South Freeport.

Parking

State-Required Questions/Information –

- Are there parking issues in the community?

¹¹ *Maine DOT considers Amtrak Downeaster expansion.* (n.d.). Progressive Railroading. https://www.progressiverailroading.com/passenger_rail/news/Maine-DOT-considers-Amtrak-Downeaster-expansion--68438

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- **If there are parking standards, do they discourage development in village or downtown areas?**

Off-Street Parking

Public Parking

Bicycle and Pedestrian Network

Freeport's bicycle and pedestrian facilities are primarily limited to the village areas in the form of sidewalks, trails, and paved shoulders. Freeport does not have any marked on road bicycle facilities.¹² In 2020 the town adopted a Complete Streets Policy to encourage multimodal transportation, safe walking and biking, and overall transportation connectivity. Freeport has approximately 22 miles of paved bike shoulders. Existing paved bike shoulders in town include along Route 1, Durham Road, South Freeport Road, and Flying Point Road. Generally sidewalks and protected bike infrastructure do not connect to larger areas of town. Additionally, many destinations in Freeport lack adequate bicycle parking facilities. According to Walk Score, a website that measures the walkability and bikeability of any address based on the distance to nearby places and pedestrian friendliness, Freeport's Walk Score for walking is 64 and 43 for biking, which the website considers somewhat walkable and bikeable. This is rated on a scale from 0 to 100.¹³

¹² Freeport Active Living Plan, 2014

¹³ *Freeport ME - Walk score.* (n.d.). Walk Score. <https://www.walkscore.com/score/freeport-me>

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Freeport's road design standards encourage the construction of sidewalks in the Village Overlay District. Sidewalks are required wherever the connection to an existing sidewalk is feasible. The Project Review Board may permit sidewalks on one side of the street or may waive the requirements for sidewalks if the Board finds that there are adequate alternative provisions for pedestrians outside of the roadway or right-of-way. Freeport's Village Design Standards encourage bicycle lanes and trails where appropriate. Bicycle lanes on proposed roads are required to be 4 feet wide and marked to separate vehicular and bicycle travel.

One of the recommendations from Freeport's Downtown Vision Plan was to design and build new walking and biking amenities to key destinations outside of downtown. The plan recommends prioritizing linkages and connections to Lower Main Street, the Library, parks and open spaces, and waterfront areas.¹⁴ Freeport's Active Living Plan also contains several recommendations for improved bicycle and pedestrian connectivity, including paved shoulders on Route 125/Wardtown Road, the Beth Condon Pathway extension, Hunter Road/Pownal Road shared use path, Main Street Bicycle lanes and shared use lane markings, and Mallett Drive bicycle lanes and shared use path crossing.¹⁵

Part of the East Coast Greenway, which extends over 2,600 miles from Calais Maine to Florida, runs through Freeport. Freeport's 8.5 mile section of the East Coast Greenway is currently unmarked, but includes portions of Route 1, South Freeport Road, Lower Mast Landing Road, Flying Point Road and Pleasant Hill Road.

[*INSERT BIKE/PED MAP]

Sidewalks

Freeport has a total of six miles of sidewalks. Sidewalks are key to downtown's walkability and economic success. Currently, only the Village Mixed Use Districts require the consideration of sidewalks and bicycle facilities.¹⁶ Most sidewalks in town are located in the village areas and generally connect to residential areas and schools.

¹⁴ Freeport Downtown Vision Plan, 2022

¹⁵ Freeport Active Living Plan, 2014

¹⁶ Freeport Active Living Plan, 2014

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Trail Network

Local Trails

Freeport has several trails that are used for biking, walking and other recreational activities at open space, conservation areas, and parks. Most of the trails in town are maintained by Freeport Conservation Trust and some are maintained by the Maine Department of Agriculture, Conservation and Forestry and the Freeport Conservation Commission. A more comprehensive list of trails in town can be found in the Recreation chapter.

Regional Trails

The following two trail connections will provide for regional trail connectivity within Freeport and surrounding towns.

Beth Condon Memorial Pathway

The Beth Condon Memorial Pathway, is a shared use pathway constructed adjacent to Route 1 in Yarmouth. The pathway extends from Portland Street to 940 Route 1, although detours into the village at 500 Route 1 and returns to Route 1 at Forest Falls Drive. The path currently terminates in Yarmouth, but will be extended from 940 Route 1 to Freeport over the next several years in phases. The Active Living Plan additionally recommends that the path also be extended north to South Freeport Road.¹⁷

Casco Bay Trail

The Casco Bay Trail is a proposed 72 mile off road trail loop between Portland, Lewiston-Auburn, and Brunswick. A 16 mile section of this trail is envisioned to run from Brunswick to Freeport where it would connect to the Beth Condon Pathway back to downtown Yarmouth. In 2021, Freeport drafted a resolution to support the construction of the Casco Bay Trail on the St. Lawrence and Atlantic rail corridor between Portland and Auburn, totaling 26.5 miles of the full loop.

¹⁷ Freeport Active Living Plan, 2014

Transportation Planning

Local Planning

Climate Action Plan

Freeport is developing a Climate Action Plan that aims to reduce the town's greenhouse gas emissions, while supporting a safe, healthy and thriving community and environment.

Transportation is the largest contributor of greenhouse gas emissions in Freeport (roughly 60%). Gasoline powered vehicles make up the majority of the emissions. Freeport's transportation emissions are higher than the State (50%) as a result of the town's economic center and tourist destination.

Freeport Streetlight Analysis

The Freeport Streetlight Analysis was prepared by GPCOG to analyze traffic movements in and out of town in order to assess the town's greenhouse gas emissions from the transportation sector. The results of this plan will be used for drafting in Freeport's Climate Action Plan. The plan highlights the following key findings:

- There are a higher number of trips within, coming into and leaving Freeport in the Summer than Winter.
- The distribution of intratown, incoming, and outgoing trips to Freeport remains relatively consistent throughout the year without a large seasonal variation.
- Passenger vehicles make up the largest portion of trips in Freeport.
- Commuting plays a large factor in Freeport's traffic.
- Commercial vehicles comprise 10% of Freeport's traffic volumes and consume roughly 27% of emissions.

Downtown Vision Plan

One of the main guiding principles of Freeport's Downtown Vision Plan is for a comfortable, safe and accessible walkable and bikeable downtown. Some of the action strategies from the plan include transforming Mallet Drive and Route 1 to be bicycle and pedestrian friendly connections to Main Street, implementing the Complete Streets plan, improving pedestrian safety at intersections along Main Street, creating an accessibility map for Freeport's Trail system, and considering creative solutions to sustainable transportation in the busy seasons. The plan acknowledges that besides improving connections to Main Street, improved bicycle and pedestrian connections to parks and open space should also be prioritized as people currently cannot access these spaces unless they drive.

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Active Living Plan

Freeport's Active Living Plan (2014) includes recommendations to improve active transportation in Town. Those recommendations include expanding the existing bicycle and pedestrian network, increasing wayfinding signage on popular routes, increasing bike parking at popular destinations, trail improvements, and providing safe routes to schools.¹⁸

North of Portland Route One Complete Streets Corridor Plan

In 2018, Freeport worked with the towns of Cumberland, Falmouth, and Yarmouth to develop the North of Portland Route One Complete Streets Corridor Plan (2018). This study was funded by PACTS and drafted in collaboration with town planning staff and engineering and landscape design consulting firms. The goal of the plan is to upgrade the entire length of Route 1 within the noted communities to better accommodate bicycles, pedestrians, buses, trucks, and passenger cars. The plan includes the following goals for improving transportation connectivity and safety in Freeport:

- Re-strip Desert Road across I-295 to three 11 foot travel lanes and two 3 foot shoulders
- Re-strip the Route One Northbound approach to Desert Road to two 11 foot approach lanes and a 5 foot shoulder
- Provide crosswalks on all approaches at Route One/Desert Road intersection
- Construct a sidewalk on the west side of Route One between Desert Road and Park and Ride lot
- Construct a sidewalk on the east side of Route One between Pine Street and the Maine Beer Company crosswalk
- Reconfigure the I-295 southbound off ramp to a loop ramp
- Provide bicycle lanes on Route One
- Consider a future transit stop at Shaws¹⁹

Regional Planning

Portland Area Comprehensive Transportation System

Freeport is a member of the Portland Area Comprehensive Transportation System (PACTS), the regional metropolitan planning organization (MPO), along with 17 other greater Portland area municipalities. PACTS coordinates transportation planning and investment decisions with the

¹⁸ Freeport Active Living Plan, 2014

¹⁹ PACTS *North of Portland Route One Complete Streets Corridor Plan*, 2018

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state, municipalities and public transportation partners. PACTS directs the spending of more than \$25 million in transportation funding each year. The Greater Portland Council of Governments (GPCOG), a regional planning agency, provides staff support to PACTS.

In order to guide its work, PACTS issues a long range transportation plan, a long range public transportation plan, and an active transportation plan. The Long Range Transportation Plan for 2045 is a 20-year plan which creates the vision and sets the tone for planning. This plan also informs the 4-year Transportation Improvement Plan, which identifies funding investments and sets performance targets, and informs the 2-year Unified Planning Work Program, which provides for the study and analysis of needs.

PACTS recently adopted a Regional Complete Streets Policy, which provides direction on incorporating complete streets into each project that is under consideration for funding.²⁰ Also underway is a Route 1 planning study from Arundel to Freeport.

The Vision Zero plan was adopted by the PACTS Policy Board May 23, 2023 and aims to eliminate all traffic fatalities and serious injuries by changing the way roads are designed to ensure safe, healthy, equitable mobility for all. GPCOG has convened an Advisory Panel to develop an Action Plan in 2023 to apply Vision Zero concepts in a holistic, comprehensive, and equitable manner.²¹

MaineDOT

MaineDOT is responsible for setting transportation goals for the State. To do so, they work with all the State's transportation organizations and local governments as well as other interested parties. MaineDOT's planning process includes a Long-Range Multimodal Transportation Plan, an annual Work Plan, and a Statewide Transportation Improvement Program. The Town actively participates in the development of statewide planning documents as well as the local implementation of those plans.

Transportation Challenges

Over the next several years, Freeport will face many different transportation challenges pertaining to bicycle and pedestrian accessibility, meeting climate and energy goals, and parking and land-use. Those specific challenges are further discussed below.

Bicycle and Pedestrian Connectivity

Freeport is grappling with meeting the transportation needs for a variety of different users including bicyclists, walkers, drivers, and public transportation users. Main Street is well

²⁰ *About PACTS* | GPCOG, ME. (n.d.). <https://www.gpcog.org/156/About-PACTS>

²¹ *Vision Zero*. (n.d.). <https://www.visionzerogreaterportland.org/>

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developed and includes connected sidewalks and paved biking paths. However, much of this pedestrian infrastructure is missing in rural areas and generally does not connect within the larger region. Additionally the Route 1 corridor can become congested and can place strain on commuters, particularly in the summer months when the town experiences an increase of seasonal visitors.

The Downtown Vision Plan acknowledges that bike and pedestrian infrastructure also needs to be improved on Main Street and downtown areas and provides recommendations. Some of those current issues include speeding traffic along Main Street, limited sight visibility and safety for pedestrians at crosswalks in certain locations, (particularly at the intersection of Elm Street, Main Street and School Street which is also a High Crash Location), inconsistent ADA accessibility, and lack of adequate bicycle parking.

Climate and Energy

Transportation accounts for roughly 60% of greenhouse gas emissions in Freeport. Reducing greenhouse gas emissions from the transportation sector in order to align with the town's climate goals is a top priority. This could take the form of assessing sustainable transportation options in the form of improving accessibility of electric vehicle infrastructure as well as improving alternative modes of transportation such as bike pedestrian facilities and public transportation.

Parking

Even though Freeport has a shared parking policy which attempts to consolidate parking areas in town across differing businesses, the town still has a surplus of about 500 parking spaces and higher vacancy rates at downtown parking lots. This creates underutilized vacant land that not only increases the impervious area in the town (not aligning with the climate goals), but also significantly adds cost to goods and services, particularly housing. The town is currently working to revise minimum parking and shared parking standards.

Intersections with Housing

Freeport has an availability of alternative modes of transportation including sidewalks, bicycle infrastructure, the Amtrak and four METRO Breez stops and is also a secondary service center. In spite of this, around 90% of Freeport residents commute outside town for work and most people (roughly 70%) are driving to do so. These commuting patterns are not necessarily a result of lack of alternative transportation, but are more due to lack of affordable housing and limited housing options that would allow residents to both live and work in town. According to Maine State Housing Authority (MSHA) 85% of households in Freeport are unable to afford the median home price. The median income needed to afford the median home price as of 2023 is

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\$250,298, which is 235% of the median income of \$106,689.²² More information on housing affordability can be found in the Housing chapter.

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²² Maine State Housing Authority, Homeownership Housing Facts and Affordability Index