



**TRAFFIC AND PARKING COMMITTEE
MEETING AGENDA**

**TUESDAY, FEBRUARY 5, 2019, 7:30 A.M.
TOWN HALL, COUNCIL CHAMBERS**

1. Accept minutes of the January 15, 2019 meeting (5 minutes)
2. Maine Coast Waldorf School Speed Zone (30 minutes).
3. Complete Streets Presentation (30 minutes).
 - Freeport examples
 - U.S. Route One North Study
 - Crosswalks
 - Active Living Committee
 - Route One Multi-use Path
 - Other local community and regional examples
4. Adjournment. Next scheduled meeting: Tuesday, March 5, 2019.



**TRAFFIC AND PARKING COMMITTEE
MEETING MINUTES
January 15, 2019**

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

Meeting started at 7:35 pm and adjourned at 9:09 am.

I. Accept minutes of the December 4, 2018 meeting.

Councilor Reighley motioned to accept the minutes; Mr. Goggin seconded; Councilor Reighley abstained; motion passed unanimously.

II. Wolfe’s Neck Center On-street Parking Proposal.

This agenda item was a continuation from the November meeting. Wolfe’s Neck Center proposal is to improve current parking practices by providing on-street parking for larger vehicles while patrons check in at the Welcome Center. Burnett road is gravel surfaced and would remain that way. The Center stated there isn’t any intent to have the on-street spaces plowed during the winter or would overnight parking be allowed. General questions discussed by the Committee and Wolfe’s Neck Center included signage (existing and proposed), off-street parking requirements related to the Welcome Center, vehicle approach direction, short-term duration parking, and advisory signage to restrict on-street parking to towed campers and recreational vehicles.

Chief Nourse motioned to allow for Wolfe’s Neck Center to have on-street parking on the south side of Burnett Road regulated by timed advisory signs. The motion was amended to allow the proposal based on the submitted letter and plans dated January 10, 2019. Mr. Bliss requested that up to two additional feet of parking width should be allowed to that shown on the plans to allow separation between parked vehicles and traffic flow on Burnett Road. Ms. Campanelli seconded the motion; five members voted in favor of the motion; two members voted no; two members were absent; motion passed.

III. Active Living Committee / Traffic and Parking Committee Working Group.

There was a brief discussion about the Active Living / Traffic and Parking Committee Working Group. Some questions and comments provided by members included the proposed new Committee’s charge and function. Is the charge to provide safety or is it a planning committee? Goals and objectives do not seem to have been addressed whereas committee name had been considered. The next meeting will be held Thursday, January 24, 2019 at 8:30 a.m. in the Council Chambers.

IV. Adjournment; Next scheduled meeting: February 5, 2019.

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



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

Location: **Maine Coast Waldorf School, 57 Desert Street.**

Describe the issue / problem: **Potentially hazardous traffic conditions on Desert Road near Maine Coast Waldorf School due to presence of children and school activities. The speed limit is incorrectly posted at 40 mph and will be corrected to 30 mph by Maine DOT. Traffic calming signage measures are recommended below.**

Questions for Discussion:

- a. **When will the advisory flashers be in use?**
- b. **Who will be responsible for purchasing and installing the signs?**
- c. **Will the flashers be automated or manually controlled?**
- d. **How often and at what times do children cross Desert Road?**
- e. **Will the flashers be activated should children cross Desert Road when headed to the Early Childhood Center?**
- f. **Has Maine DOT given an opinion on the School Crossing Assembly request?**
- g. **Who is expected to pay for the signage?**

Recommendations

- a. **Reduce posted speed limit from 40 mph to 30 mph. Maine DOT has said they will address this recommendation.**
- b. **Replace existing School Speed Limit signs with flashing advisory sign, see attached letter.**
- c. **Install advance speed limit reduction sign, see attached letter.**

Current Use

Provide a general description of how the street or area is used: **Desert Road is a local road used by Freeport residents and commuters travelling from neighboring communities to the west. Average daily traffic is approximately 5,200 vehicles. Travel lanes are 12 feet wide with no paved shoulders. The road is striped with a double yellow center line. Site distances exceed Maine DOT's minimum requirements for both 30 and 40 mph speed zones. The speed limit is posted at 40 mph but complaints have been received that vehicles can travel faster than the posted limit.**

Maine Coast Waldorf School enrollment has grown in recent years and their facility has expanded to include a new high school and enlarged Community Hall. Campus buildings exist on each side of Desert Road so parents may need to drop children off at different places. Further, it has been noted that children do cross the road.

Destinations:

Provide detail about motor vehicle types, traffic counts, and speeds:

Provide detail about pedestrian use: **No sidewalks or crosswalk are in place.**

Provide detail about bicycle use: **N/A.**

Other users (delivery trucks, buses, emergency vehicles): **N/A.**

Is it a route to school? **Yes** or **No** (please circle answer): **Yes.**



Infrastructure

- a. Population (Resident / Itinerant)? **Residential, commuter, and business.**
- b. Bike Lanes / Shoulders: **None.**
- c. Sidewalks: **None.**
- d. Bike Parking: **N/A.**
- e. Signage: **See attached.**
- f. Alternate Routes? **Yes** or **No** (please circle answer and describe) **No.**

Agency Involvement (select and describe as applicable)

- a. Town: **Yes, locally owned and maintained roadway.**
- b. State: **Yes, speed limit regulation, unless local ordinance in place.**
- c. School: **Yes, private.**
- d. Business: **N/A.**

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

- a. Infrastructure: **N/A.**
- b. Alternate Routes: **N/A.**
- c. Safety Measures: **Flashing advisory school signage.**

Safety Issues

- a. Accident history data: **None.**
- b. Speed: **Anecdotal but no official study.**
- c. Width (travel surface, shoulders, and right of way): **(2) 12-foot travel lanes, no paved shoulders.**
- d. Sight Lines: **N/A.**
- e. Poor Surfaces: **No.**
- f. Crosswalks: **None.**
- g. Lighting: **None.**
- h. Signaling: **None, currently.**
- i. Signage: **In place, recommended to be improved.**

Potential Solutions

- a. Change speed limit: **Yes, change from 40 mph to 30 mph.**
- b. Improve Road Surface: **No.**
- c. Improve Signage: **Yes, see attached.**
- d. Improve signaling: **Yes, advisory flashers with signs.**
- e. Crosswalks - add / move / signaling: **No.**
- f. Striping lanes and sharrows: **N/A.**
- g. Add width: **N/A.**
- h. Improve sight lines (remove or add vegetation, signs, fences): **Yes, remove berm to the west at High School entrance.**
- i. Education of users and community including encouraging alternative routes: **Yes, reminder of Planning Board Conditions of Approval.**
- j. Improve lighting: **No.**
- k. Other: **N/A.**

Funding Sources?

To Be Determined.

December 14, 2018

Adam S. Bliss, P.E.
Freeport Town Engineer / Public Works Director

Subject: Maine Coast Waldorf School - Traffic Assessment

Hi Adam:

The Maine Coast Waldorf School contracted with T.Y. Lin International (TYLI) to provide traffic engineering services associated with pedestrian safety and traffic calming recommendations for Desert Road in the area of the School. The purpose of this letter is to summarize suggested immediate recommendations for improving conditions on Desert Road.

Existing Conditions

- Existing Roadway Conditions
 - Posted Speed Limit – 40MPH
 - One 12-foot travel lane in each direction
 - No shoulders
 - Double yellow center line
 - 15MPH School Speed Limit When Children Are Present signs
 - School Warning Signs

- Roadway information from MaineDOT
 - Functional Classification – Local
 - Speed Limit 30MPH
 - Corridor Priority – 6
 - Average Annual Daily Traffic Volume (Factored) – 5,217 vehicles

Following a review of existing conditions, it was identified that the regulatory speed limit differs from the posted speed limit. MaineDOT has investigated this issue and determined that Desert Road in the area of the School should be 30MPH. ***MaineDOT will be changing the existing speed limit signs to 30MPH.***

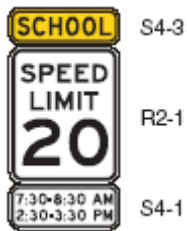
Suggested Recommendations

1. There currently are 15MPH School Speed Limit signs noting “When Children Are Present”. We recommend replacing these signs with 15MPH School Speed Limit signs and install solar flashers and add supplemental information noting a time message. MaineDOT supports this change and notes that the following per State statute:
 - During recess;
 - When children are going to or leaving school during school opening or closing hours. For purposes of this paragraph, school opening and closing hours are 1/2 hour before and 1/2 hour after the beginning of the school day and 1/2 hour before and 1/2 hour after the end of the school day;

- When school speed limit signs are flashing during school opening or closing hours; or
- At other times designated by a municipal traffic ordinance that regulates town ways that are classified as local by the Department of Transportation in accordance with the federal functional classification system. [2001, c. 145, §3 (RPR).]

MaineDOT's policy is to focus on the opening and closing hours.

We recommend the following signs with times to be determined (except 15 MPH and with Flashers)



2. Install a School Crossing Assembly with a supplemental down arrow at the main pedestrian crossing at the school. We are not recommending a painted crosswalk, only noting the area where primary pedestrian movements occur. This location is just east of the Main Driveway. MaineDOT has not provided final approval of this recommendation, so this is pending.
3. Install an advance speed limit reduction sign as depicted below. This is suggested when school speed reductions are significant (in this case 30mph to 15mph).



4. The school speed limits signs are far from campus. The MUTCD standard is a minimum of 200 feet and MaineDOT requires a maximum of 300 feet. We suggest the following for the advanced signs:
 - Install the School Speed Limit Flashing signs at the current location of the School Warning signs. This is approximately 250 feet from the school campus.
 - Install the Speed Reduction signs in the location of the current location of the School Speed Limit signs.
 - Utilize sign posts where feasible.

Can you let me know what the process is for the Town to approve these recommendations? I would be happy to meet with you if that would be helpful. The School is very interested in implementing improvements as soon as possible.

Please contact me if you have any questions.

Best regards,

T.Y. LIN INTERNATIONAL

A handwritten signature in black ink that reads "Thomas A. Errico". The signature is written in a cursive style with a large, stylized 'T' and 'E'.

Thomas A. Errico, PE
Senior Associate / NE Traffic Engineering Director

Cc. Randy Illian, PE, MaineDOT
Donna Larson, Town of Freeport
Mark Ruggiero, Waldorf School

Complete Streets Policy Proposal

What are Complete Streets?

Complete Streets are Streets “designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.”

What is a Complete Streets Policy?

A Complete Streets Policy directs the transportation agencies to “design and operate the entire right of way to enable safe access for all users, regardless of age, ability or mode of transportation.”

Every Complete Streets Policy is unique to the community. Even within the community different approaches would be taken for street improvements depending on the nature of the area, whether it be a rural road or one in the Village.

Complete Streets create a livable community for all users improving equity, safety and public health.

Why does Freeport need a Complete Street Policy?

- There is currently no such policy in place that ensures all users will be considered when a roadway is improved.
- The Freeport Active Living Plan is a set of guidelines but offers no policy to ensure Complete Streets.
- Complete Streets would be a tool Council can use to implement the 2018 Freeport Town Council Goals/Guidelines to promote “infrastructure opportunities that will promote active lifestyles for residents and visitors
- Freeport is fortunate to have three schools within the Village but there is little that ensures safe routes to school. Complete Streets could establish well thought out safe passage
- The policy would provide safety and alternative transportation to the large number of tourists.
- A Complete Streets Policy would further enable the implementation FEDC’s Freeport: Vision 2025 goals.
- A Complete Streets Policy would enhance cultural activities and support the newly adopted Freeport Cultural Arts Plan.
- PACTS and MDOT are strong proponents of Complete Streets and look favorably on towns that have Complete Streets Policies when issuing grants for studies or construction projects.
- Active Living Committee was asked to look into becoming a bike/pedestrian friendly community but this designation almost always requires a Complete Streets Policy to be in place.
- Freeport could be a multi use transportation community attracting young professionals and empty nesters that would prefer to use public transportation or other alternative modes of transportation.