



**COMPLETE STREETS COMMITTEE  
MEETING AGENDA**

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

1. Active Living Committee Introductions and Workplan (15 minutes).
2. Cousin's River Bridge Multi-Use Path (30 minutes).
3. I-295 Crossing Study (10 minutes).
4. Street Tree Plantings / Beautification (10 minutes).
5. Accept minutes of the October 1, 2019 meeting (5 minutes).
6. Public Peddler Carts (15 minutes).
  - a. Public Lot behind Starbucks (2 spots)
  - b. Train Station at corner of Depot Street
  - c. Town Hall
  - d. Winslow Park
7. Adjournment. Next scheduled meeting: Tuesday, December 3, 2019.





## Active Living Committee Workplan



## Adam Bliss

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**From:** Andy Spaulding <andyspaulding16@gmail.com>  
**Sent:** Wednesday, October 30, 2019 12:56 PM  
**To:** Coffin, Todd; jennierancourt@gmail.com; David Bennell; Eric Horne; Eric Horne; danielc@yaho.com; Andy Spaulding  
**Cc:** Caroline Pelletier; Adam Bliss; Doug Leland  
**Subject:** ALC Meeting Notes for October 24, 2019 Meeting  
**Attachments:** ALC 10.24.2019 Meeting Notes.docx

All - Please see the notes from our meeting last Thursday, pasted below and attached. That was a GREAT meeting! Looking forward to seeing many of you on Nov. 5 at the CSC meeting.

-Andy  
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### Town of Freeport Active Living Advisory Committee Meeting Notes – 10.24.2019

#### Attendance:

Members: David Bennell, Todd Coffin, Jennifer Rancourt, Jake Daniele, Eric Horne, Andy Spaulding  
Staff: Adam Bliss

**General** – Meeting was called to order at 7:34.

▪ ALC Constitution:

1. Member recruitment (we need member from District 3). To the Committee's knowledge, Appointments Committee has not appointed a new ALAC member. Eric Horne and Todd both know a number of District 3 residents and will encourage them to submit an application. ACTION: Andy to reach out to Johanna. Ed. Note: Johanna confirmed Appointments Committee has not appointed anyone and doesn't meet until 2020.

2. Annual election of Chair and Vice Chair - Section 616 of Town Code requires ALAC to elect a Chair and Vice Chair. Andy offered to step down as Chair or stay on as Chair, whatever the will of the full committee. Andy provided a description of Chair roles and time commitments. Todd Coffin made the following motion, seconded by Jennifer Rancourt and approved unanimously after no discussion items. "Motion to elect Andy Spaulding as Chair, and Jake Daniele as Vice Chair, for 2020."

▪ Discuss meeting with Complete Streets Committee (CSC) on Nov. 5 (7:30 a.m. in Council Chambers) Adam informed Committee that the Nov. 5<sup>th</sup> CSC agenda is filling up, but that we should be prepared to attend and do the following:

1. Provide one-page overview of current ALAC priorities, plus Andy to provide a brief overview of ALAC annual process for creating an action plan, as this is about to happen for 2020. For 2020 do this in collaboration with CSC. ACTION: Andy and Jake to create a one-page handout.
2. Be present for discussion about CRB to Y corridor. Adam will facilitate that discussion, ALAC members to be present to provide input.

#### Priority Projects – Status and Next Steps

2019 Active Living Advisory Committee	
I-295 Bridges	
Mallet Dr. Corridor...including bike/ped improvements, Safe Routes to School, West-East connection, etc. Committee agreed we need representation on Bridge Steering Committee...Todd agreed to serve as our	

	<p>representative and will talk with Peter Joseph about joining the BSC. <b>ACTION: Adam to speak with Peter Joseph to make sure Todd is included on the BSC.</b></p>
	<p>Desert Rd. bridge – Work with MDOT, consultant(s), residents, business, and others on Complete Street design for bridge replacement.</p>
	<p>Cousins River Bridge (CRB) replacement and approach; Work with partners to identify options for bike/ped connection(s) from CRB to town.  Cousins River Bridge Steering Committee met on 5/23 to see preliminary bridge designs. The next meeting is not scheduled, but will be a PDR (Preliminary Design Review) including costs.  **Discuss Bike/Ped connection from CRB to Y – Adam requesting feedback from ALAC on the design of this corridor. Adam will also work with CSC to obtain their feedback as well, to inform his design.  Adam presented a variety of options and considerations for potential bike/pedestrian accommodations from the CRB to the Y, ranging from the current situation to one with a fully separated path. The Committee is in agreement that some type of separation needs to be incorporated, but with a caveat that this treatment should be inviting, else it likely will not encourage use. For example, Jersey barriers were not favored. Some type of guard-rail was viewed as more favorable, with the ideal situation being a transition that goes from roadway, to road shoulder, to separation guardrail/barrier, to some green space (2-5'), to a paved pathway. This conversation will be revisited with CSC on November 5<sup>th</sup>.</p>
	<p>Explore opportunities for road shoulder improvements.  **Discuss steps/process for getting this moving, even if just a small project in a high need area. Pownal Rd. is the desired area to do a road shoulder project, as it provides a connection from downtown via Mallet Dr., Hedgehog Recreation Area, Pownal Rd. Fields, and to the Town of Pownal, an RSU 5 partner. Also, as bike/ped accommodations are explored with MDOT for the Exit 20 bridge project, MDOT will ask the Town where this path will connect to. The initial idea was to explore whether we could do a low-cost project such as simply shimming the current shoulder flush with road, with little expense. Adam reported that this is a State of Maine DOT road that currently is not on the MDOT road repair schedule. All agreed that a logical next step is to discuss this road with MDOT. <b>ACTION: Adam to set up a call with MDOT to discuss. Jake and Andy to attend.</b></p>
	<p>Identify, sign, and promote 1M-5k-10k routes. Explore bike/walk friendly community designation.  Jake suggested using common race routes (i.e., LL Bean 10k, Jingle Bell 5k) as a starting point. Continue this discussion. This item was not discussed at 10.24.19 meeting.</p>
	<p>Explore development of a Complete Streets policy and/or plan. It's likely that CSC will lead this effort, as that is a primary objective of that committee, so they are the logical lead. Discuss with CSC at November meeting how ALC can play a role in the policy development.</p>
✓	<p>East Coast Greenway (ECG). Identify potential route change(s) to bring ECG into downtown.  ECG has officially changed the route. Coming from the South, where it used to go on South Freeport Rd., it now stays on Route 1 into town, turns right on Bow St., onto Flying Pt. Rd., then left on Pleasant Hill Rd.</p>
✓	<p>At 8.13.19 meeting, the Committee agreed to table this below, and revisit in the future if needed.  SECTION 616 – ACTIVE LIVING ADVISORY COMMITTEE  616.1 Establishment The Active Living Advisory Committee shall consist of seven (7) members serving three year staggered terms. <b>The members shall include one Town Councilor, two at large members, and one member from each of the Town's four voting districts. The members shall include one Town Councilor and six members, with preference for representation from each of the Town's four voting districts.</b></p>

## Town of Freeport Active Living Advisory Committee

### Current Priorities

- Bridges
  - Cousin's River Bridge (CRB)
    - ALC Members on MDOT CRB Steering Committee
    - Connectivity from CRB to Y and to downtown via safe and attractive options for Bike/Ped access
  - Desert Rd.
    - Participate in I-295 Bridges Steering Committee
    - Work with MDOT, consultant(s), residents, business, and others on Complete Street design for bridge replacement, AND identify options for West-East Bike/Ped connectivity.
  - Mallet Dr.
    - Participate in I-295 Bridges Steering Committee
    - Advocate for Bike/Ped Improvements, including ideas identified at the public "Build a Bridge" charrette
      - ◇ Safe Routes to School access to better connect schools
      - ◇ West-East Bike/Ped connectivity
- Road Shoulder Improvements
  - Identify areas for discussion
    - Pownal Road - In conjunction with Mallet Dr. Bridge?
      - ◇ Connectivity for Hedgehog and Pownal Rd Fields
      - ◇ Safer biking – currently no shoulder
- Active Living Promotion
  - Promote 1 Mile, 5 k, 10k loops
    - Visual (make it easy) for travelers looking for runs
      - ◇ Signage – Permanently mark race routes?

### Completed/Transitioning Priorities

- East Coast Greenway
  - Changed the route to include downtown
- Complete Streets Policy Plan
  - Transitioning to Complete Streets Committee
    - How can Active Living play a role in Policy Development?

### Future

- Annual Process of Creating Action Plan
  - Areas to collaborate with Complete Streets?







## Cousin's River Bridge Multi-Use Path

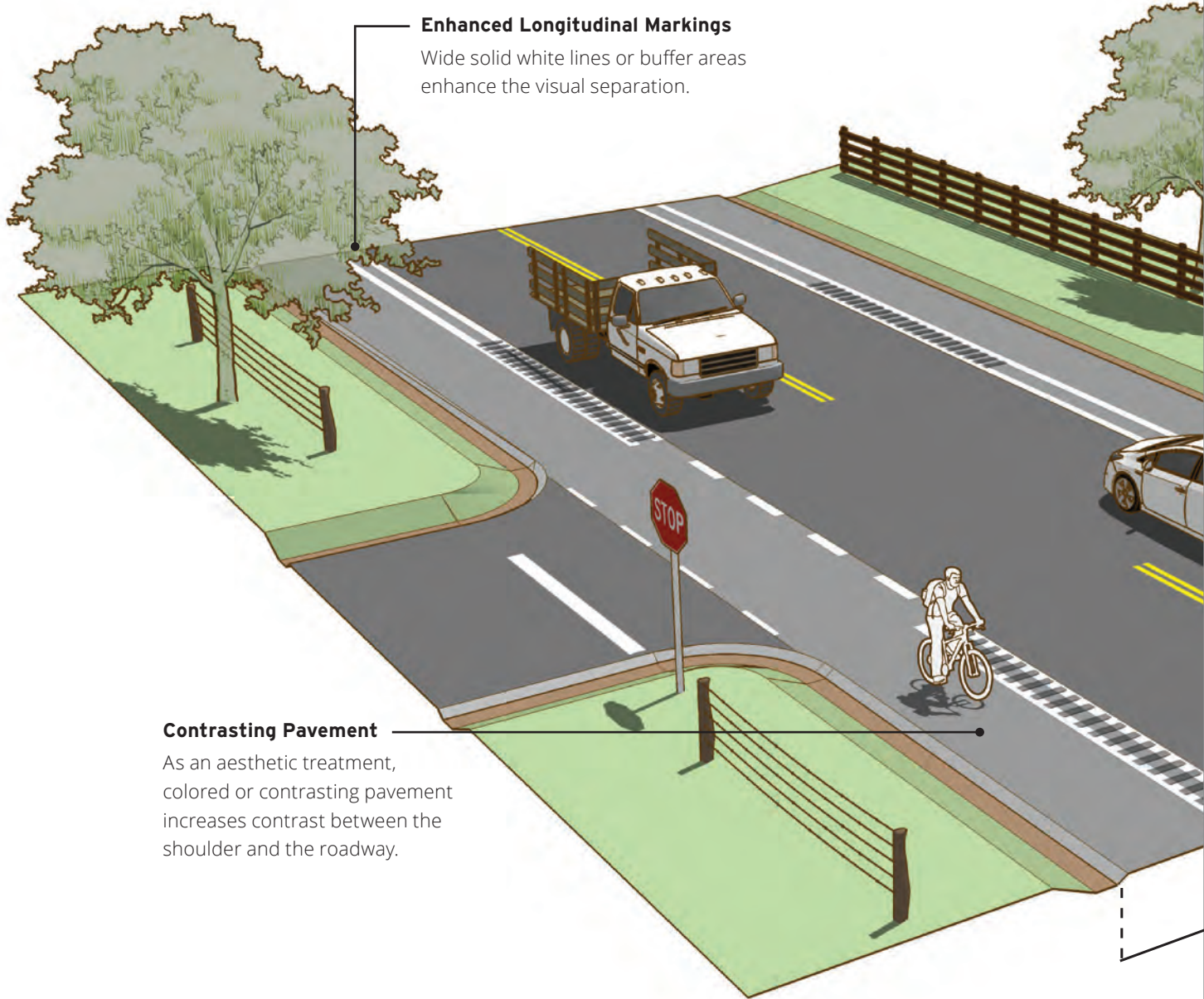




# 3

## Methods for Including Bikeways

Adding a bikeway during a resurfacing project requires reconfiguration of the existing roadway design to “create” the space for the new bicycle facilities. This chapter provides an overview of the flexibility in roadway design that is often necessary to add bicycle facilities to existing roadways.



**Enhanced Longitudinal Markings**

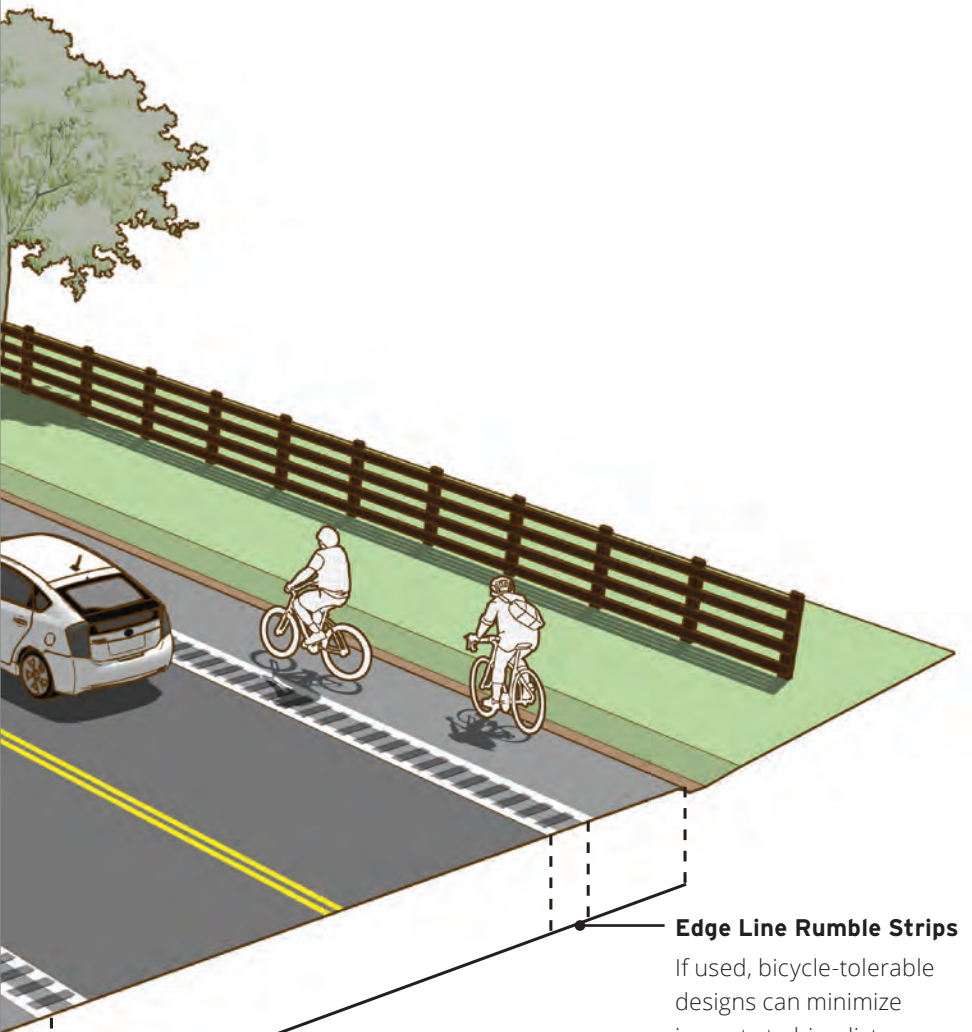
Wide solid white lines or buffer areas enhance the visual separation.

**Contrasting Pavement**

As an aesthetic treatment, colored or contrasting pavement increases contrast between the shoulder and the roadway.

## Paved Shoulder

*Paved shoulders on the edge of roadways can be enhanced to serve as a functional space for bicyclists and pedestrians to travel in the absence of other facilities with more separation.*



**Edge Line Rumble Strips**

If used, bicycle-tolerable designs can minimize impacts to bicyclists.

**Bicycle Accommodation**

Bicyclists travel in the same direction as the adjacent lane.

**BENEFITS**

- Improves bicyclist experiences on roadways with higher speeds or traffic volumes.
- Provides a stable surface off the roadway for pedestrians and bicyclists to use when sidewalks are not provided.
- Reduces pedestrian “walking along roadway” crashes.
- Can reduce “bicyclist struck from behind” crashes, which represent a significant portion of rural road crashes.

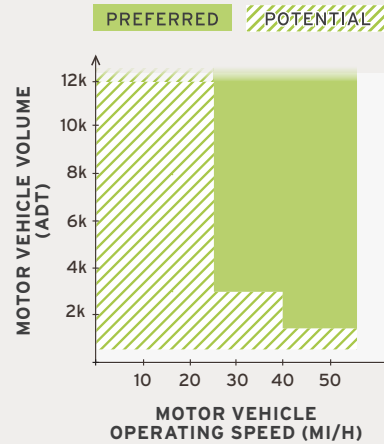
**CONSIDERATIONS**

- Provides advantages for all roadway users, by providing space for bicyclists, pedestrians, and motor vehicles.
- Enhancements with increased levels of striping and signs may interfere with the low-clutter character of a rural environment.
- Requires a wider roadway to provide an accessible shoulder space.

**APPLICATION**

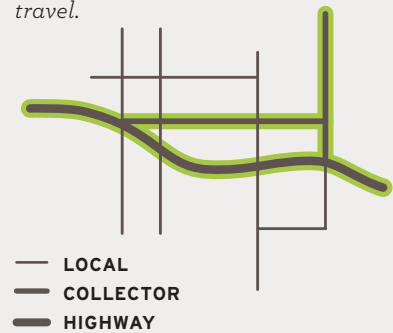
**Speed and Volume**

Appropriate on roads with moderate to high volumes and speeds and on roadways with a large amount of truck traffic. May function on multilane roads with heavy traffic but fails to provide a low-stress experience in this condition.



**Network**

Serves long-distance and regional travel.



**Land Use**

Appropriate outside and within built-up areas, near school zones and transit locations, and where there is expected pedestrian and bicycle activity. Walkable shoulders should be provided along both sides of county roads and highways routinely used by pedestrians.

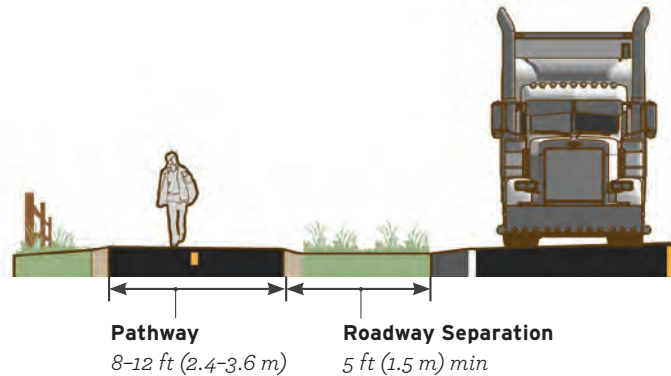




# Sidepath

Sidepaths offer a low-stress experience for bicyclists and pedestrians on network routes otherwise inhospitable to walking and bicycling due to high-speed or high-volume traffic.

**Figure 4-8.** Recommended dimensions for sidepath width and unpaved separation distance.



## GEOMETRIC DESIGN

Widths and design details of sidepath elements may vary in response to the desire for increased user comfort and functionality, the available right-of-way, and the need to preserve natural resources.

### PATHWAY

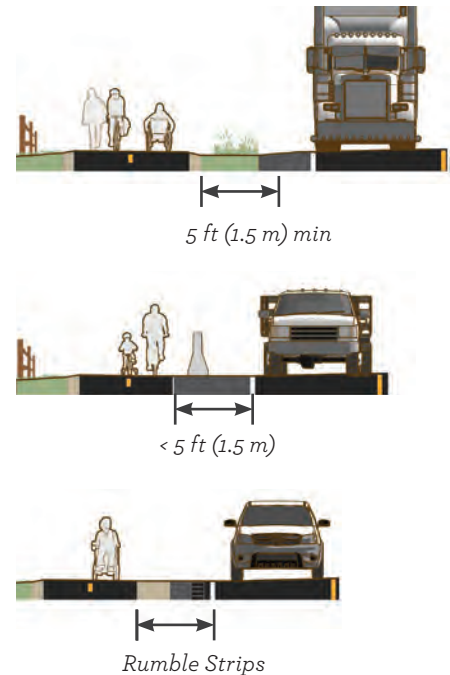
Sidepath width impacts user comfort and path capacity. As user volumes or the mix of modes increases, additional path width is necessary to maintain comfort and functionality.

- Minimum recommended pathway width is 10 ft (3.0 m). In low-volume situations and constrained conditions, the absolute minimum sidepath width is 8 ft (2.4 m)
- Provide a minimum of 2 ft (0.6 m) clearance to signposts or vertical elements.

### ROADWAY SEPARATION

Separation from the roadway should be informed by the speed and configuration of the adjacent roadway and by available right-of-way as illustrated in Figure 4-9.

- Preferred minimum separation width is 6.5 ft (2.0 m). Minimum separation distance is 5 ft (1.5 m).
- Separation narrower than 5 ft is not recommended, although may be accommodated with the use of a physical barrier between the sidepath and the roadway. The barrier and end treatments should be crashworthy which may introduce additional complexity if there are frequent driveways and intersections. Refer to the **AASHTO Roadside Design Guide 2011** for additional information.



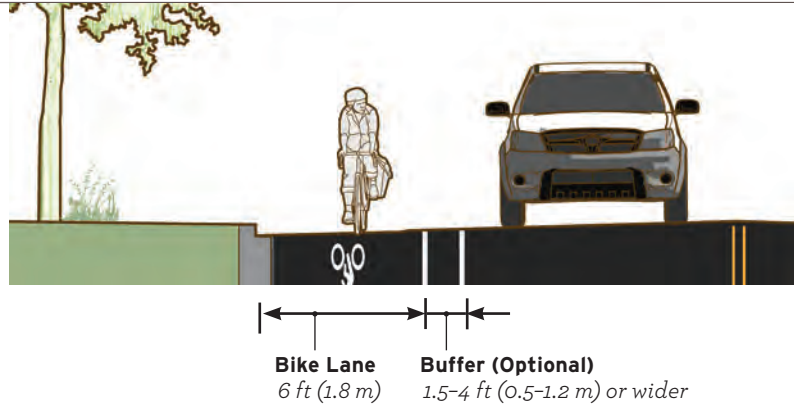
**Figure 4-9.** Where a minimum of 5 ft (1.5 m) unpaved separation cannot be provided (top), A physical barrier may be used between the sidepath and the roadway (center). In extremely constrained conditions for short distances, on-roadway rumble strips may be used as a form of separation (bottom).

- On high-speed roadways, a separation width of 16.5–20 ft (5–6 m) is recommended for proper positioning at crossings and intersections.



# Bike Lane

Within built-up areas, increased pedestrian activity and curbside uses degrade the experience of nonexclusive bicycling accommodations such as shoulders. Providing a designated bike lane can provide a consistent area for bicyclists to travel outside the path of motor vehicles. When space is available, add a buffer area, distancing the bike lane from the adjacent motor vehicle travel lane.



**Figure 3-7.** Bike lanes establish an area for exclusive bicycle use outside the path of motor vehicles.

## GEOMETRIC DESIGN

### BIKE LANES

Design bike lanes to separate road users and reduce the stress of motor vehicle passing events.

- The preferred minimum width of a bike lane is 6.5 ft (2.0 m) to allow for bicyclists to ride side-by-side or pass each other without leaving the bike lane.
- Absolute minimum bike lane width is 4 ft (1.2 m) when no curb and gutter is present or 5 ft (1.5 m) when adjacent to a curbface, guardrail, other vertical surface or on-street parking stalls (AASHTO Bike Guide 2012).
- Widths 7 ft (2.1 m) or greater may encourage motor vehicle use of bike lane for parking or driving. If extra width is available or desired, configure with a buffer zone to delineate space.

## MARKINGS

Mark a bike lane line with a normal solid white line and a standard bike lane symbol marking. Standards and guidance for applying these elements can be found in the MUTCD 2009.

Lane markings should remain solid and not dotted at driveway crossing. The MUTCD does not recognize a driveway as an intersection (MUTCD 2009, AASHTO Bike Guide 2012).

### BUFFER ZONE

Bike lanes may be enhanced with a longitudinal marked buffer area for more separation distance. This treatment is appropriate for bike lanes on roadways with high motor vehicle traffic volumes and speed, adjacent to parking lanes, or a high volume of truck or oversized vehicle traffic.<sup>1</sup>

- A minimum width buffer of 1.5 ft (0.5 m) may be bound by two solid lines, without interior markings.

- A** If the buffer is 4 ft (1.2 m) or wider, mark with diagonal or chevron hatching.

For more information on buffer zone striping and application, refer to NCHRP 766–Recommended Bicycle Lane Widths for Various Roadway Characteristics 2014.



**Figure 3-8.** Helmeted bicyclist symbol inside a bike lane with a painted buffer area.

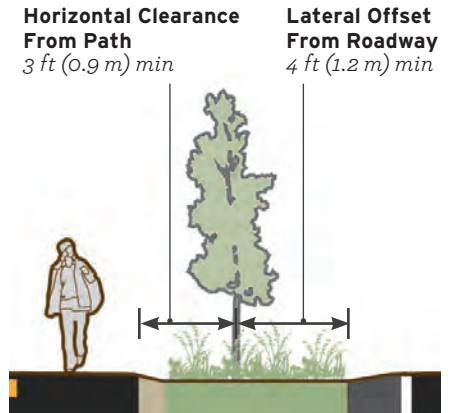
# Sidepath

## GEOMETRIC DESIGN

### LANDSCAPING

Trees and landscaping can maintain community character and add value to the experience of using a sidepath. They provide shade for users during hot weather and help to absorb stormwater runoff.

- Provide a 3 ft (0.9 m) horizontal clearance between trees and the pathway to minimize pavement cracking and heaving of the paved surface. Consult a local arborist in the selection and placement of trees.
- When trees are desired within the roadway separation area, consider planting small caliper trees with a maximum diameter of 4 inches (100 mm) to alleviate concerns about fixed objects or visual obstructions between the roadway and the pathway.<sup>(iv)</sup>



*Figure 4-10. Even small trees can provide an additional feeling of separation between the sidepath and the roadway.*

### South Lake Tahoe, CA—Population 21,380



### MARKINGS

Sidepaths may include edgelines or centerlines or be unmarked.

- Edge lines should be marked on paths expecting evening use.
- Paths with a high volume of bidirectional traffic should include a centerline. This can help communicate that users should expect traffic in both directions and encourage users to travel on the right and pass on the left (Flink and Searns 1993).

### SIGNS

- Shared use paths are bidirectional facilities and signs should be posted for path users traveling in both directions.
- It is important for signs that only apply to the path to not be interpreted as a guidance for roadway travel lanes.

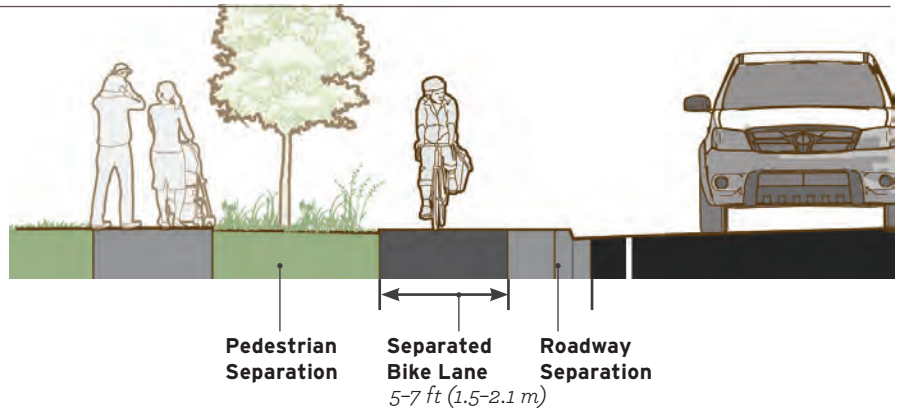




# Separated Bike Lane

## DESIGN GUIDANCE

Separated bike lanes can offer a similar experience as sidepaths for bicyclists and pedestrians but with increased functionality and safety where increased numbers of pedestrians and potential conflicts with motor vehicles are present. The guidance in this section focuses on one-way separated bike lanes. For two-way separated bike lanes, refer to the FHWA Separated Bike Lane Planning and Design Guide 2015.



**Figure 4-17.** Separated bike lanes are exclusive facilities for bicyclists that are distinct from the sidewalk and physically separated from motor vehicle traffic with a vertical element.

## GEOMETRIC DESIGN

Separated bike lanes are made up of three interrelated zones, illustrated in Figure 4-17.

### SEPARATED BIKE LANE

The separated bike lane zone offers a clear operating area for bicyclist travel. Because of the physical separation between the bike lane and the adjacent travel lanes, the design may be more sensitive to debris accumulation, maintenance access, and operating space impacts than conventional on-street bike lanes.

- Preferred minimum width of a one-way separated bike lane is 7 ft (2.1 m). This width allows for side-by-side riding or passing.
- Absolute minimum bike lane width is 5 ft (1.5 m). At this width, bicyclists will not be able to pass slower users until there is a break in the facility and an opportunity to overtake.
- A clear through area of 10 ft (3.0 m) is beneficial for allowing access by snow plows and street sweepers.

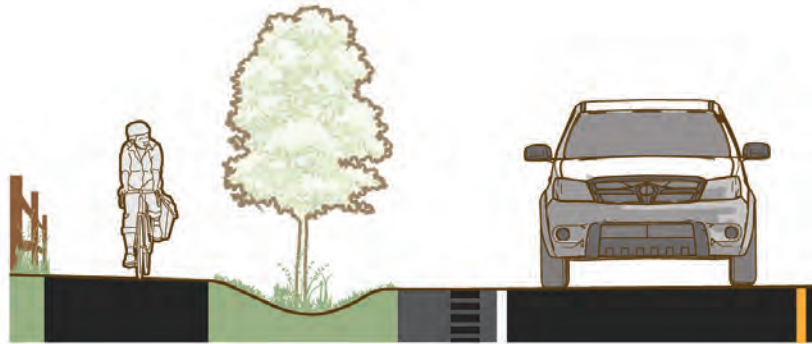


# Separated Bike Lane

## ROADWAY SEPARATION

The roadway separation is the vertical element between the bike lane and the adjacent roadway. Separation width will vary based on separation type.

- A separation width of 3 ft (0.9 m) allows for a variety of separation methods and provides space adjacent to a parking lane to accommodate door swing and passenger unloading.
- A minimum width roadway separation of 1 ft (0.3 m) may be possible with a mountable or vertical curb face.



**Figure 4-18.** Separated bike lanes may be separated by an unpaved roadway separation, and a vertical element. When configured as directional facilities, separated bike lanes should be provided on both sides of the roadway.



**Figure 4-19.** Separated bike lanes may be configured on an existing roadway surface by using a physical barrier such as a curb or median to separate the bikeway from the roadway.

## PEDESTRIAN SEPARATION

Separation from pedestrians is particularly important when a separated bike lane is located immediately adjacent and at the same level as a sidewalk.

- Design and construct separated bike lanes as clearly distinct from the sidewalk. This is accomplished with the use of a curb, separation buffer space, different pavement or other surface treatments, or detectable tactile guidance strips.



**Figure 4-20.** Separation from the sidewalk is valuable for reducing unwanted pedestrian encroachment into the bike lane. The use of physical separation with vertical elements, unpaved separation, or detectable edges may be more effective than visual delineation.

## MARKING

Separated bike lanes use markings to clarify intended users and travel direction.

- Standard Bike Lane symbol markings clarify that the lanes are for the exclusive use of bicyclists.

## SIGNING

An optional Bike Lane (R3-17) sign may be used to supplement the bike lane pavement markings. Standards and guidance can be found in the MUTCD 2009.

Guide signs may be used to indicate which users belong on the separate parts of a separated bike lane corridor, as illustrated in Figure 4-21.



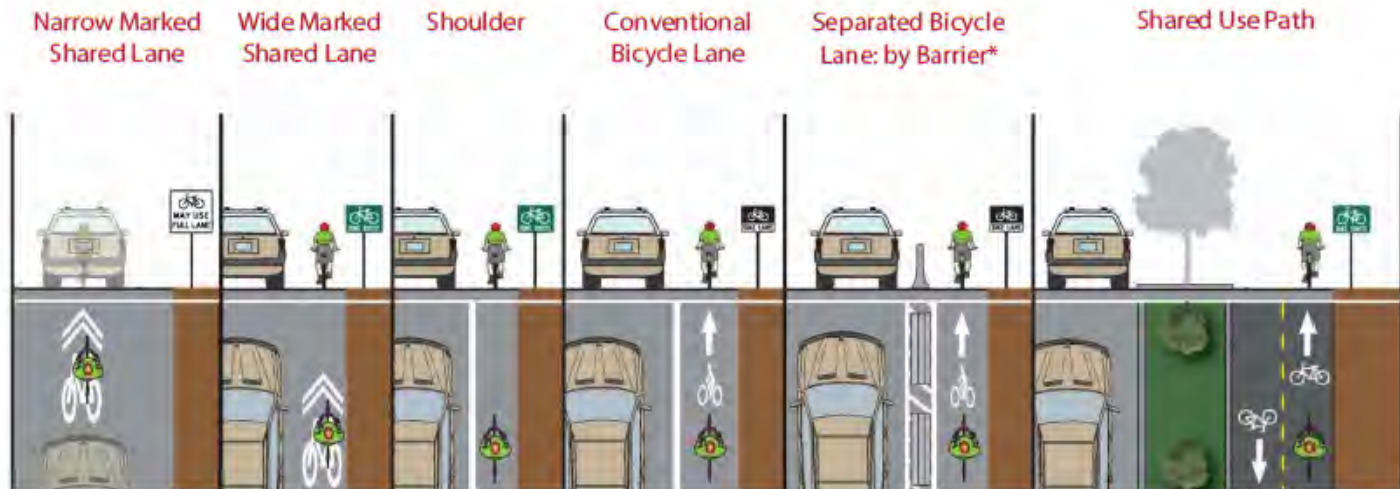
**Figure 4-21.** MUTCD signing options for specifying user types and path positioning can be used to indicate which users belong on the separate parts of a separated bike lane corridor (D11-1a, D11-2).

# Facility Matrices

The following matrices illustrate the range of bicycle facilities applicable to various roadway environments, based on the roadway classification and desired degree of separation. Engineering judgment, traffic studies, previous municipal planning efforts, community input and local context should be used to refine criteria when developing bicycle facility recommendations for a particular street. In some corridors, it may be desirable to construct facilities to a higher level of treatment than those recommended in relevant planning documents in order to enhance user safety and comfort. In other cases, existing and/or future motor vehicle speeds and volumes may not justify the recommended level of separation, and a less intensive treatment may be acceptable. See applicable sections for design details. Narrow shared lanes are less than 14 feet wide. Wide shared lanes are 14 feet or more wide.



## Arterial/Highway Bikeway Matrix (without curb and gutter - rural/suburban context)







## I-295 Crossing Study





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## MEMORANDUM

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**TO:** Harold Spetla, PACTS Planner  
**FROM:** Adam S. Bliss, P.E., Freeport Town Engineer  
**DATE:** October 30, 2019  
**SUBJECT:** Executive Summary of the  
Conceptual Evaluation Report for I-295 Bicycle / Pedestrian Crossing Study

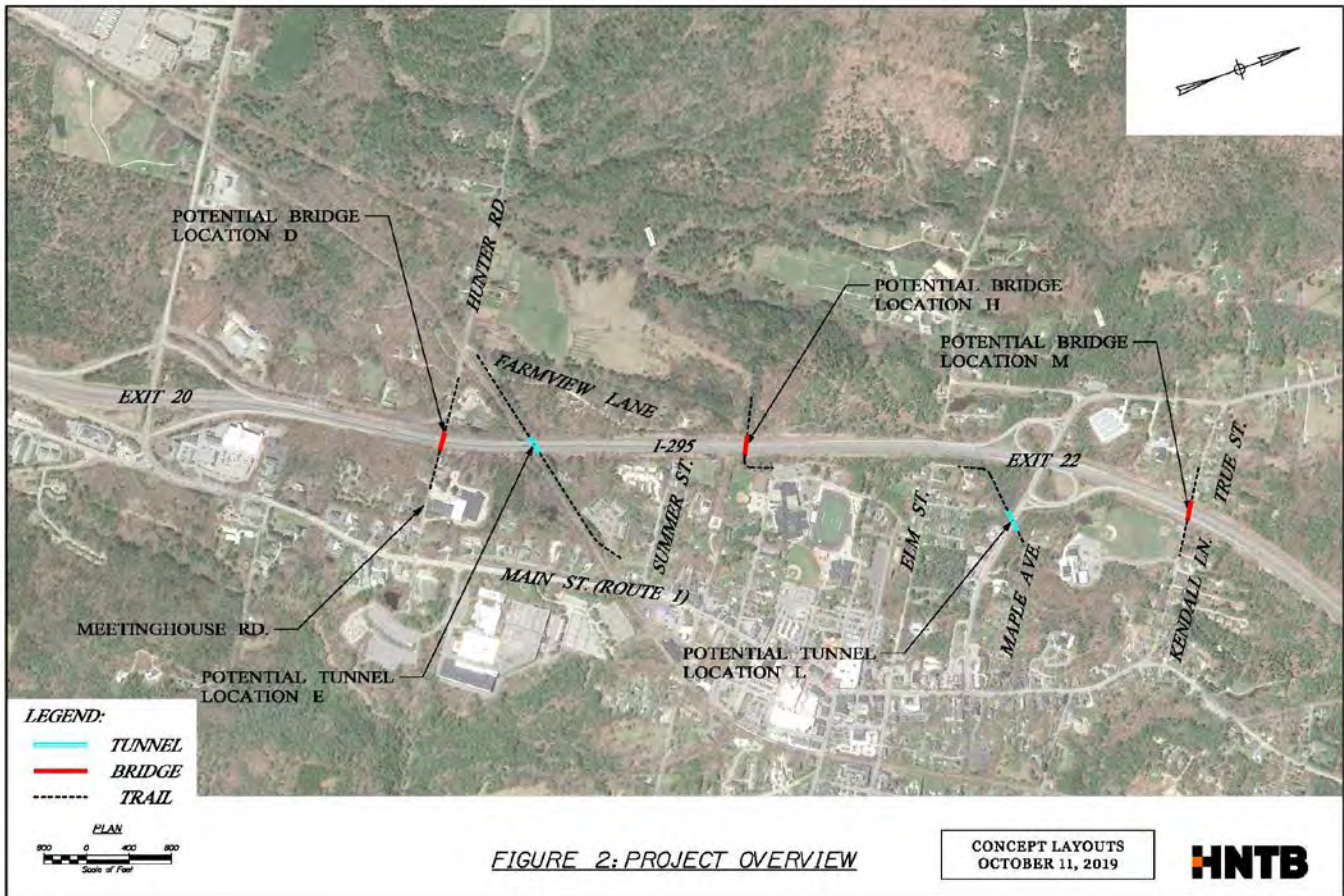
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The goal of the I-295 Bicycle / Pedestrian Crossing study was to evaluate safe and cost-effective crossings of I-295 between Exits 20 and 22 in Freeport. HNTB's conceptual level evaluation identified 14 crossings intended to connect residentially zoned land west of I-295 with the Downtown Village District and schools located east of the interstate. The potential crossings are considered alternatives to Maine DOT's bridge rehabilitation projects planned at Desert Road (Exit 20) and Mallett Drive (Exit 22).

Seven bridge locations and seven tunnel locations were evaluated based on topography and potential conflicts with existing buildings, roads, streams, and wetlands. Four bridge locations and five tunnel locations were eliminated because of excessive right-of-way impacts. The remaining bridge and tunnel locations evaluated further are summarized in an Evaluation Matrix attached to this memorandum. The Evaluation Matrix criteria are color coded with green colors representing a desirable trait and red colors representing a less desirable trait. Estimated costs range from \$1.9 MM to \$4.8 MM for the 4 locations that cross I-295. The tunnel at Location L does not cross I-295 but was evaluated as a Safe Routes to School crossing of Mallett Drive. This crossing of State Route 125 / Mallett Drive could provide connectivity between the High School and Middle School. The cost estimate for this tunnel is \$1.8 MM.

Three bridges and one tunnel have the potential to provide connectivity across I-295 but at a high cost. HNTB recommends continued discussions with PACTS, the Town of Freeport, and Maine DOT to add bicycle lanes and sidewalks associated with the Exit 20 and Exit 22 Bridge Rehabilitation Projects. The addition of bicycle and pedestrian accommodations at the Exit 22 bridge may be more feasible if Maine DOT installs a traffic signal at the intersection of State Route 125 (Mallett Drive) and the I-295 southbound ramps. A recent study conducted by Maine DOT supports a signal at this location. Maine DOT will likely require cost-sharing from the Town to construct a wider bridge for bicycles or a raised pedestrian sidewalk. However, cooperation between project stakeholders will likely lead to a more economical solution than constructing a new bridge over or tunnel under I-295.

The remaining three bridge crossings and one tunnel crossing are shown in **Figure 2**, while **Table 2** is a summary of construction costs and impacts of each potential crossing location.



**Table 2: Evaluation Matrix**

Evaluation Criteria		Potential Bridge Location D: Hunter Road to Meetinghouse Road	Potential Bridge Location H: Undeveloped Land to Freeport High School	Potential Bridge Location M: True Street to Kendall Lane	Potential Tunnel Location E: Farmview Lane to Somerset, adjacent to railroad	Potential Tunnel Location L: Mallett Drive
Crossing Type		Bridge	Bridge	Bridge	Tunnel	Tunnel
Construction Cost (Bridge & Roadway Construction)		\$2,100,000	\$2,500,000	\$1,900,000	\$4,800,000	\$1,800,000
Path Connectivity		Roads with no Sidewalks	Requires Additional Path	Roads with no Sidewalk	One Approach has existing sidewalk	Roads with no Sidewalk
Structure Length (ft.)		175 feet	200 feet	165 feet	220 feet	200 feet
Path Approach Length		500 feet	620 feet	515 feet	2050 feet	800 feet
Maintenance of Traffic Costs		Lower Cost	Lower Cost	Lower Cost	Higher Cost	Lower Cost
Utility Impacts	Overhead	Relocations Required	Not Anticipated	Relocations Required	Not Anticipated	Not Anticipated
	Underground	Not Anticipated	Not Anticipated	Not Anticipated	Not Anticipated	Not Anticipated
Right-of-Way Impacts		Intermediate Impacts to 3 Parcels	Major Impacts to 2 Parcels	Minor Impacts to 2 Parcels	Major Impacts to 4 Parcels	Intermediate Impacts to 3 Parcels
Environmental Impacts		Limited/Min. Impacts	Limited/Min. Impacts	Limited/Min. Impacts	Limited/Min. Impacts	Limited/Min. Impacts
Color Code Legend:		More Desirable			Less Desirable	



**CONCEPTUAL EVALUATION REPORT**

**BIKE/PEDESTRIAN ACCOMMODATIONS  
ACROSS INTERSTATE 295 IN FREEPORT, ME**

PREPARED FOR:

**PORTLAND AREA COMPREHENSIVE TRANSPORTATION SYSTEM  
(PACTS)**



**October 11, 2019**

Prepared by:

**HNTB**

**CONCEPTUAL EVALUATION REPORT**

**BIKE/PEDESTRIAN ACCOMMODATIONS**  
**ACROSS INTERSTATE 295 IN FREEPORT, ME**

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# I. DEVELOPMENT AND EVALUATION OF ALTERNATIVES

## A. General Considerations

The project goal and one of many goals of Freeport's 2014 Active Living Plan is to provide bicycle and pedestrian connectivity between points east and west of I-295 in Freeport, in a safe and cost-effective manner. The schools and the downtown/shopping district are on the east side of I-295 and many recreational fields and trails are on the west side of I-295. Safe access across I-295 doesn't currently exist for bicyclists and pedestrians. The Exit 20 bridge has no sidewalks or shoulders; bicyclists must ride in the travel lanes and no safe access exists for pedestrians. The Exit 22 bridge has narrow shoulders on both sides of the bridge, therefore bicyclists are required to ride in the travel lanes. There is a narrow safety walk (typically provided for bridge inspection) on the north side and no sidewalks on the approaches, therefore pedestrians are required to walk in the narrow shoulders as well.

Based on this goal, the project team evaluated the following three general areas for possible bicycle/pedestrian crossings:

- I-295 corridor between Exits 20 and 22 via a new multi-use trail bridge or tunnel;
- Exit 20 (Desert Road); and
- Exit 22 (Mallett Drive).

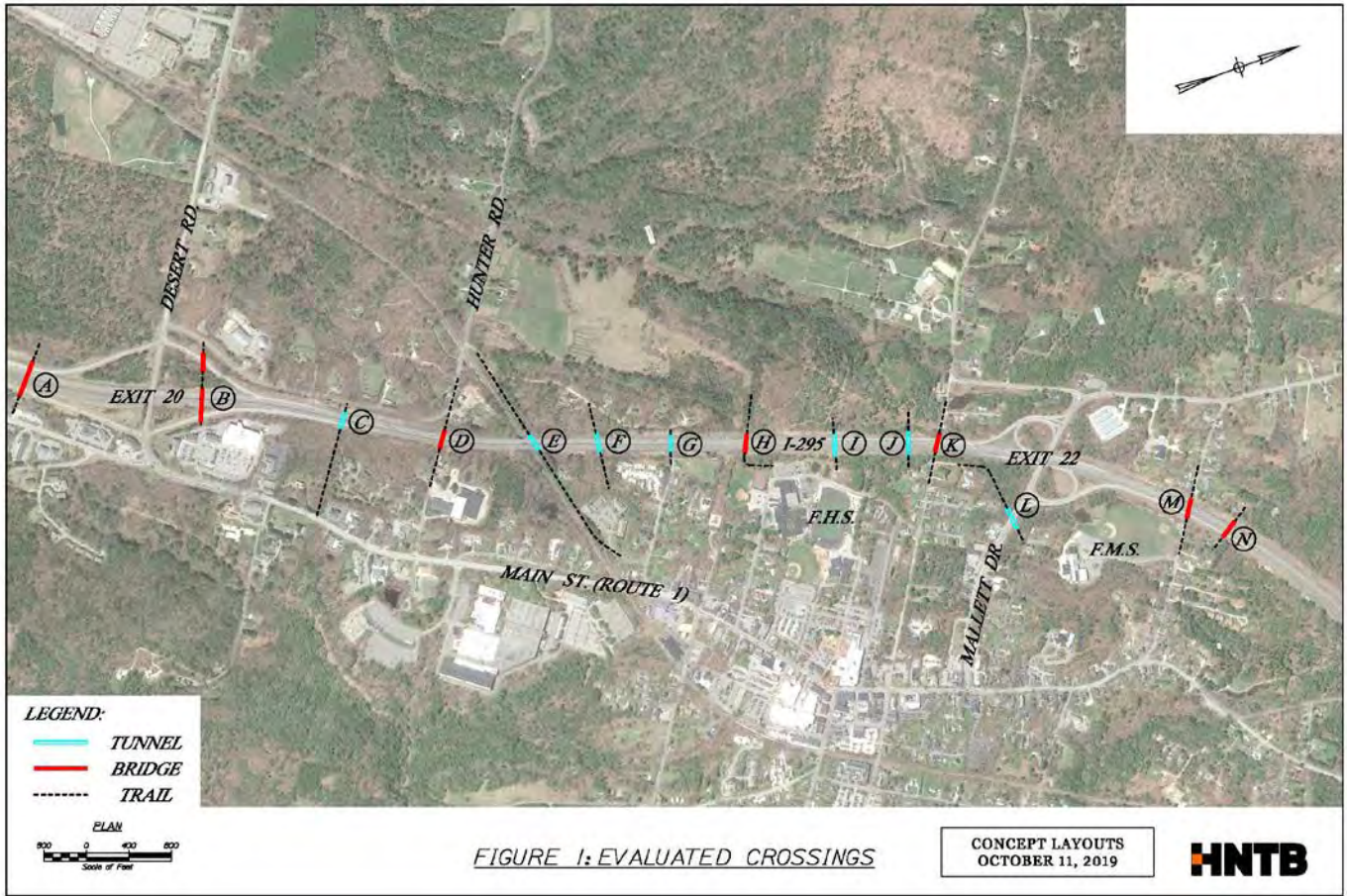
With MaineDOT currently reviewing alternatives for rehabilitation projects at both Exit 20 and Exit 22 interchanges, the focus of this concept level evaluation was to identify possible east/west crossings at other locations within the general 2-mile corridor along I-295, which could be implemented by the Town of Freeport independently of the MaineDOT's current rehabilitation projects. The alternatives presented herein are on the order of \$2 million to \$5 million.

HNTB is currently working with the MaineDOT on the two interchanges aforementioned, and will continue to do so through final design of those projects, which is likely to endure for the next one to two years. Adding bike lanes and/or pedestrian sidewalks to the interchange bridges may be an option, but will likely require cost-sharing by the Town to construct a wider bridge. A wider bridge will likely lead to a more economical solution than constructing a new bridge or tunnel over/under I-295. The economics behind this approach should be further evaluated during the design phase of the Exit 20 and Exit 22 MaineDOT interchange bridge projects.

Previous initiatives have been undertaken by the Town of Freeport and the MaineDOT over the last few years, which are mentioned here for future reference. Those initiatives include the Build-a-Bridge Design Charette; the Signal Warrant Analysis, and the MaineDOT TIGER Grant applications. The results of those initiatives were reviewed during the development of this report and incorporated as applicable to the information herein.

## B. I-295 CORRIDOR BETWEEN EXITS 20 AND 22 VIA A BRIDGE/TUNNEL

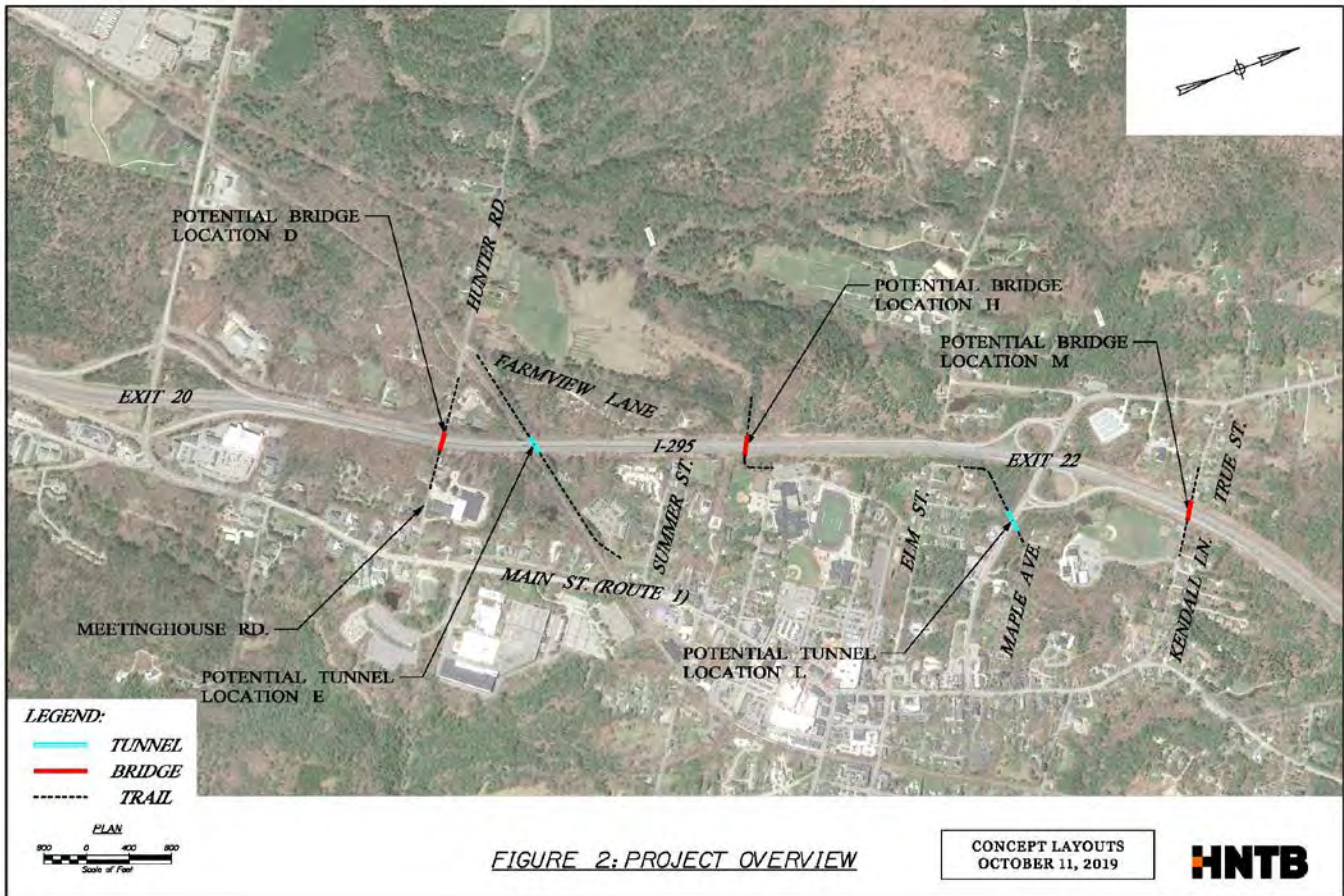
The I-295 corridor between Exits 20 and 22 was evaluated at a conceptual level for possible multi-use trail bridge or tunnel crossing locations. Two-foot contours from the Maine Office of GIS, wetland areas from the National Wetlands Inventory (NWI) and right-of-way lines from the Town of Freeport, were downloaded and overlaid on aerial imagery. Contours east and west of I-295 were evaluated for high points that may indicate possible bridge crossing locations or low points that may indicate possible tunnel crossing locations. Seven bridge locations and seven tunnel locations were initially identified based on contours alone. These locations are identified in **Figure 1**. The seven bridge and seven tunnel locations were further evaluated in plan view to determine initial merit of the alternative or if significant conflicts existed, for example existing buildings, roads, wetlands, etc. Three bridge locations and six tunnel locations were not evaluated further for the reasons noted in **Table 1**. In most cases, excessive Right-Of-Way impacts were the primary reason that five of the nine locations were not advanced, while excessive infrastructure and costs were the other reasons. As additional information becomes available, or the status of property ownership changes, the resolutions noted in Table should be revisited and further explored.



**Table 1: Location Evaluations**

Location	Crossing Type	Resolution	Primary Reasons for Advancement or Non-Advancement
A	Bridge	Not Advanced	Large I-295 Median Results in Long Span Length
B	Bridge	Not Advanced	Multiple Crossings Required Due to Ramps
C	Tunnel	Not Advanced	Hunter Road Proximity to I-295 Results in Steeper than Allowable Path Grades
D	Bridge	<b>Evaluated Further</b>	<b>Uses Existing Roadway System, Minor ROW Impacts</b>
E	Tunnel	<b>Evaluated Further</b>	<b>Adjacent to Existing Tunnel</b>
F	Tunnel	Not Advanced	Costs associated with maintaining traffic on the I-295 corridor to construct
G	Tunnel	Not Advanced	Large ROW Impacts*
H	Bridge	<b>Evaluated Further</b>	<b>Connects Directly to High School</b>
I	Tunnel	Not Advanced	Large ROW Impacts*
J	Tunnel	Not Advanced	Large ROW Impacts*
K	Bridge	Not Advanced	Large ROW Impacts*
L	Tunnel	<b>Evaluated Further</b>	<b>Requested for Evaluation by Town of Freeport</b>
M	Bridge	<b>Evaluated Further</b>	<b>Uses Existing Roadway System, Minor ROW Impacts</b>
N	Bridge	Not Advanced	Large ROW* Impacts

The remaining three bridge crossings and one tunnel crossing are shown in **Figure 2**, while **Table 2** is a summary of construction costs and impacts of each potential crossing location.



**Table 2: Evaluation Matrix**

Evaluation Criteria		Potential Bridge Location D: Hunter Road to Meetinghouse Road	Potential Bridge Location H: Undeveloped Land to Freeport High School	Potential Bridge Location M: True Street to Kendall Lane	Potential Tunnel Location E: Farmview Lane to Somerset, adjacent to railroad	Potential Tunnel Location L: Mallett Drive
Crossing Type		Bridge	Bridge	Bridge	Tunnel	Tunnel
Construction Cost (Bridge & Roadway Construction)		\$2,100,000	\$2,500,000	\$1,900,000	\$4,800,000	\$1,800,000
Path Connectivity		Roads with no Sidewalks	Requires Additional Path	Roads with no Sidewalk	One Approach has existing sidewalk	Roads with no Sidewalk
Structure Length (ft.)		175 feet	200 feet	165 feet	220 feet	200 feet
Path Approach Length		500 feet	620 feet	515 feet	2050 feet	800 feet
Maintenance of Traffic Costs		Lower Cost	Lower Cost	Lower Cost	Higher Cost	Lower Cost
Utility Impacts	Overhead	Relocations Required	Not Anticipated	Relocations Required	Not Anticipated	Not Anticipated
	Underground	Not Anticipated	Not Anticipated	Not Anticipated	Not Anticipated	Not Anticipated
Right-of-Way Impacts		Intermediate Impacts to 3 Parcels	Major Impacts to 2 Parcels	Minor Impacts to 2 Parcels	Major Impacts to 4 Parcels	Intermediate Impacts to 3 Parcels
Environmental Impacts		Limited/Min. Impacts	Limited/Min. Impacts	Limited/Min. Impacts	Limited/Min. Impacts	Limited/Min. Impacts
Color Code Legend:		More Desirable			Less Desirable	

Horizontal and vertical alignments were developed at each of the above locations and a typical section template of a 10-ft wide paved trail with 2-ft grass shoulders was evaluated along the profile to determine approximate slope impacts. Each location was reviewed at a conceptual level to determine extent of environmental, right-of-way, and utility impacts.

Conceptual cost estimates were developed for each crossing using \$325/SF for bridges, \$3,200/LF for the tunnel and \$170/LF for the multi-use trail, not including embankment construction, for each bridge crossing. Unit costs were developed utilizing the most recent MaineDOT projects with relevant items and inflated to 2019 prices. Prices do not include right of way acquisition, utility relocation, engineering, construction inspection, or environmental permitting.

A brief description of each crossing follows:

i. **Bridge D: Hunter Road to Meetinghouse Road**

A multi-use trail bridge over I-295 with an approximate 7-degree skew is proposed to tie into Hunter Road on the west and Meetinghouse Road on the east. Due to the topography on the west, a 7.8% grade is anticipated to match into the existing grades on Hunter Road. Even with this steep grade, property impacts and possible impacts to buildings are expected without the construction of retaining walls. The existing typical section of Hunter Road is not wide enough for the proposed facility to match into, therefore improvements to Hunter Road would likely be necessary. Minor property impacts on the east side are likely. The conceptual alignments and impacts are shown in **Figure 3** located at the end of this report.

**2019 Estimated Construction Cost: \$2,100,000**

ii. **Bridge H: Undeveloped Land to Freeport High School**

A multi-use trail bridge over I-295 with an approximate 6-degree skew is proposed to begin in an undeveloped area on the west and Freeport High School on the east. Due to the topography on the east, an 8.33% grade is anticipated to match into the existing grades near a parking lot at the High School. On the west side, there are no roads or trails to match into at this point, however this option wasn't dismissed given that the town may be aware of future opportunities west of I-295 near this crossing. The undeveloped land is currently zoned for residential use. Coordination with RSU5 is required if this option advances further. The conceptual alignments and impacts are shown in **Figure 4** located at the end of this report.

**2019 Estimated Construction Cost: \$2,500,000**

iii. **Bridge M: True Street to Kendall Lane**

A multi-use trail bridge over I-295 with an approximate 13-degree skew is proposed to tie into True Street on the west and Kendall Lane on the east. Due to the topography on the east, an 8.33% grade is anticipated to match into the existing grades on Kendall Lane. Even with this steep grade, property impacts are likely, however no buildings are expected to be impacted. The current gravel parking area associated with the middle school softball field will be eliminated due to the bridge embankment. Impacts to private properties on the west side are not anticipated. The conceptual alignments and impacts are shown in **Figure 5** located at the end of this report.

**2019 Estimated Construction Cost: \$1,900,000**

iv. Tunnel E: Farmview Lane to Somerset, adjacent to Maine Central Railroad

A multi-use trail tunnel under I-295, parallel to the existing railroad tunnel (32-degree skew from I-295) is proposed utilizing the existing highway embankments for cover. The connections to the tunnel are anticipated to be from Farmview Lane west of I-295 to Somerset east of I-295. Most of this multi-use trail is outside of the Maine DOT's I-295 right of way and therefore will require acquiring rights for approximately 2,000 linear feet of trail. Maintaining traffic while constructing the tunnel is also very costly with this option since two lanes of traffic in each direction of I-295 would be required. A long-term consideration could be to wait until the railroad bridge needs to be replaced so the maintenance of traffic costs would be part of the railroad bridge project rather than the trail project. The railroad bridge rehabilitation is not part of the MaineDOT's current work plan and is rated fair so replacement is not imminent. The conceptual alignments and impacts are shown in **Figure 6** located at the end of this report.

**2019 Estimated Construction Cost: \$4,800,000**

**2019 Estimated Construction Cost not including MOT: \$2,600,000**

C. EXIT 20 (DESERT ROAD)

MaineDOT is studying the Exit 20 interchange to evaluate improvements to traffic operations and safety. Improvements may include a complete redesign of the interchange and ramps or possible signalization of the existing intersections of the I-295 ramps and Desert Road. The results of this study are not available at this time, therefore bicycle/pedestrian improvements in this area have not been evaluated other than the understanding that the community desires sidewalks and bicycle lanes on the bridge.

D. EXIT 22 (MALLET DRIVE)

MaineDOT is studying the Exit 22 interchange to evaluate signal warrants, turn lane locations and possible ramp improvements. The existing bridge over I-295 has a safety walk on the north side, and no sidewalks on the approach roadways. MaineDOT's recommendation resulting from their signal warrant analyses is to signalize the intersection of Route 125 and the northbound ramps in the near term and prepare the intersection of Route 125 and the southbound ramps for future signalization. The addition of signals at both of the ramp intersections will allow for the accommodation of bicycles and pedestrians through the use of bike/ped signals at each intersection. The approach roadways will likely require widening for bike lanes and the construction of a raised sidewalk for pedestrians. The costs of these improvements would likely be borne by the Town of Freeport.

E. TUNNEL L: MALLET DRIVE

During the April 2, 2019 site walk, the group discussed the desire for a safe bicycle/pedestrian crossing on Mallet Drive. There is a well-worn path between Freeport Middle School and Maple Avenue that middle schoolers use as direct access to a convenience store on Mallet Drive. Crossing Mallet Drive as a pedestrian or bicyclist can be very challenging due to the posted speed of 35 mph as well as the many turn movements into and out of the businesses and I-295 ramps at the Exit 22 Interchange. A tunnel under Mallet Drive for bicyclists and pedestrians was mentioned as a possible solution to this concern.

A conceptual review of a tunnel at this location was reviewed, although it will not provide the connectivity across I-295 which was the original scope of this evaluation. The conceptual alignments and impacts are shown in **Figure 7** and are summarized in Table 2.

**2019 Estimated Construction Cost: \$1,800,000**

## II. CONCLUSIONS AND FINDINGS

As stated in the General Considerations at the beginning of this document, the project goal is to provide bicycle and pedestrian connectivity between points east and west of I-295 in Freeport, in a safe and cost-effective manner. The three bridge crossings and one tunnel crossing locations have the potential to provide that connectivity, but at a very high cost. While a cost-benefit analysis was not completed, by our estimates all bridge options are on the order of \$2 million and the tunnel is nearly \$5 million as previously shown in Table 2. Our recommendation is to continue discussions with PACTS, Town of Freeport, and MaineDOT, with the goal of possibly adding bicycle lanes and/or sidewalk(s) at the Exit 20 and/or Exit 22 bridge(s). In the short term, the addition of bicycle and pedestrian accommodations or improvements at the Exit 22 bridge may be more probable based on the possibility of MaineDOT signaling the intersections of Route 125 with the I-295 ramps. MaineDOT will likely require cost-sharing from the town to construct a wider bridge for bicycles or a raised sidewalk for pedestrians, however this will likely lead to a more economical solution than constructing a new bridge or tunnel over/under I-295.





**NOTES:**  
 1. ROW INFORMATION PROVIDED BY TOWN OF FREEPORT  
 2. PLANS DEVELOPED ARE CONCEPTUAL AND DEPICT POTENTIAL PROPERTY IMPACTS. PLANS ARE SHOWN FOR INFORMATION ONLY AS PROPERTY OWNERS HAVE NOT BEEN NOTIFIED REGARDING THIS STUDY.

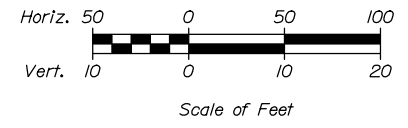
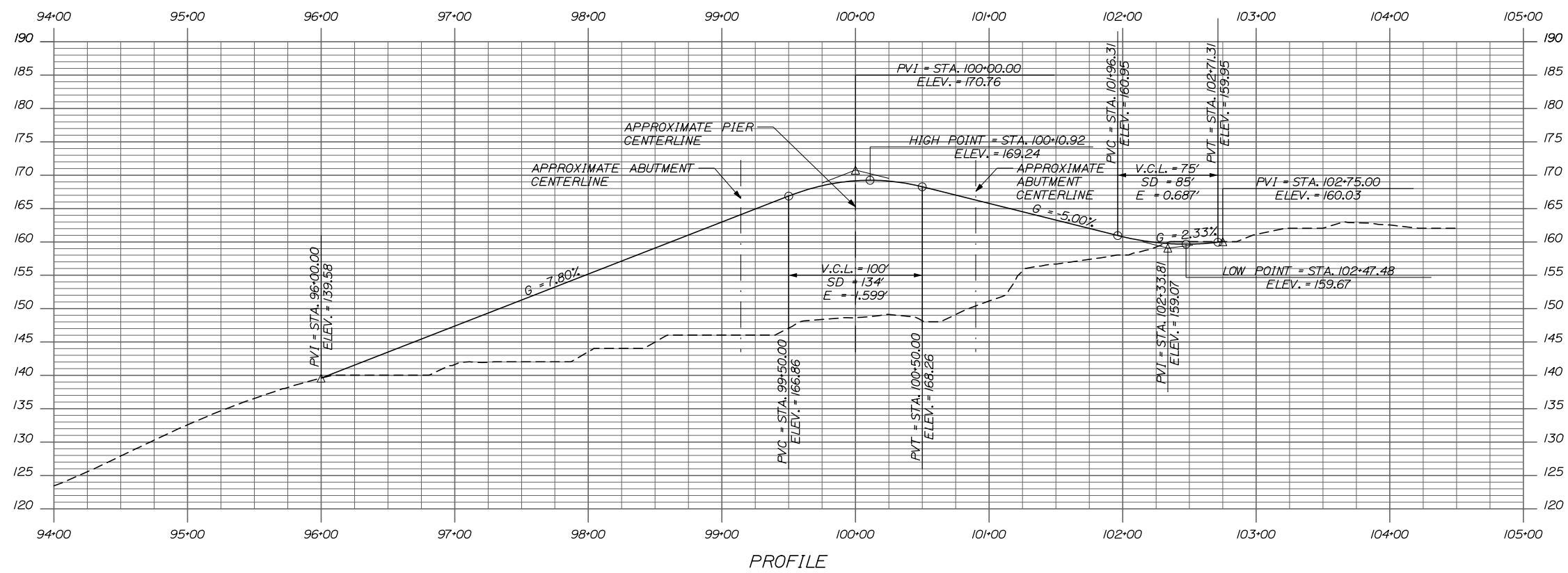
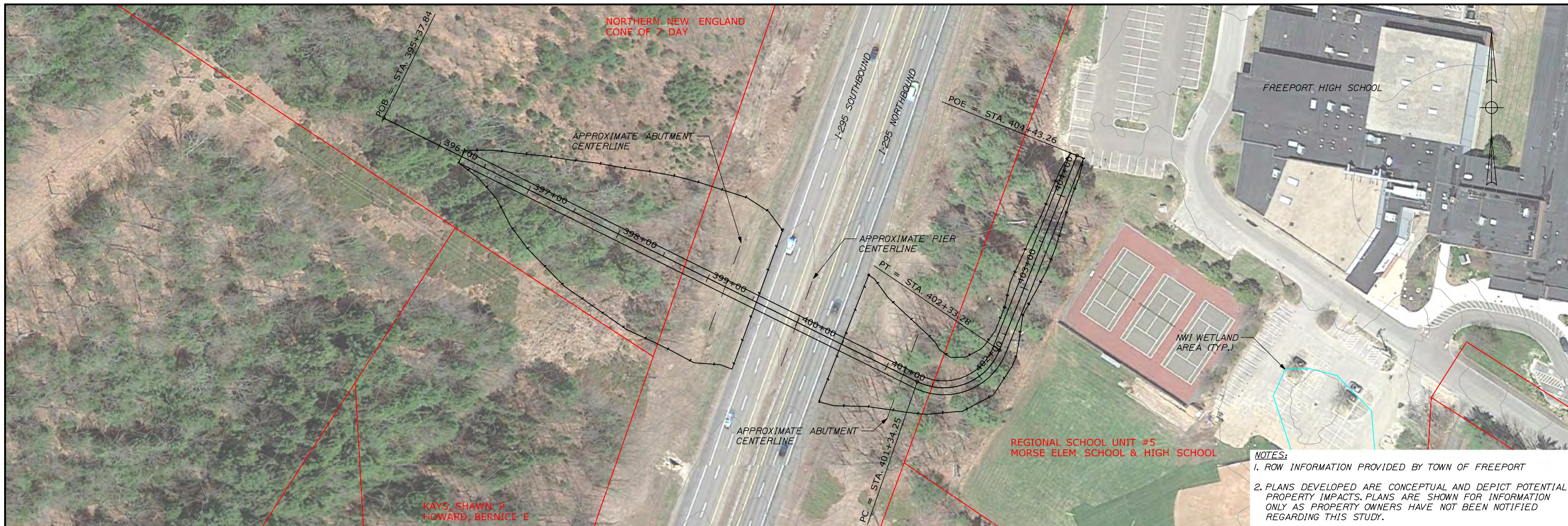


FIGURE 3: POTENTIAL BRIDGE LOCATION D

CONCEPT LAYOUTS  
 OCTOBER 11, 2019





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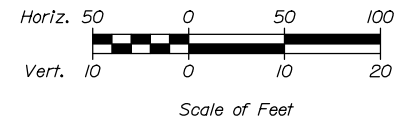
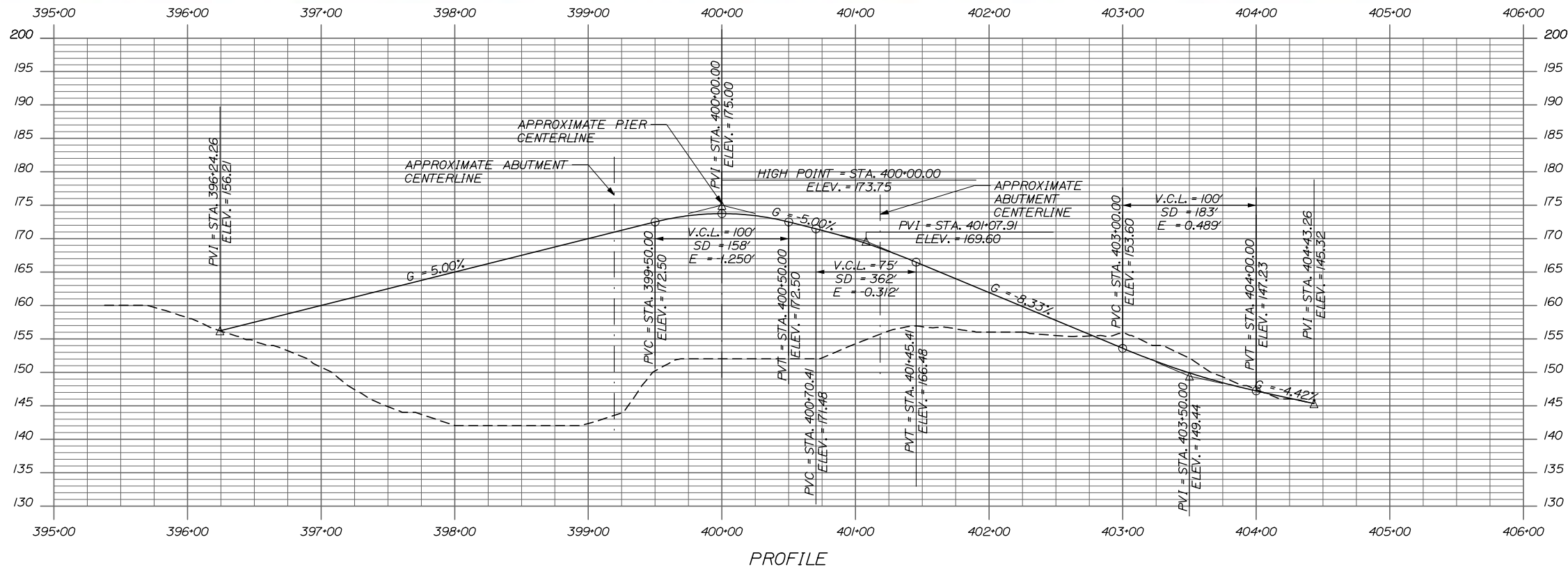
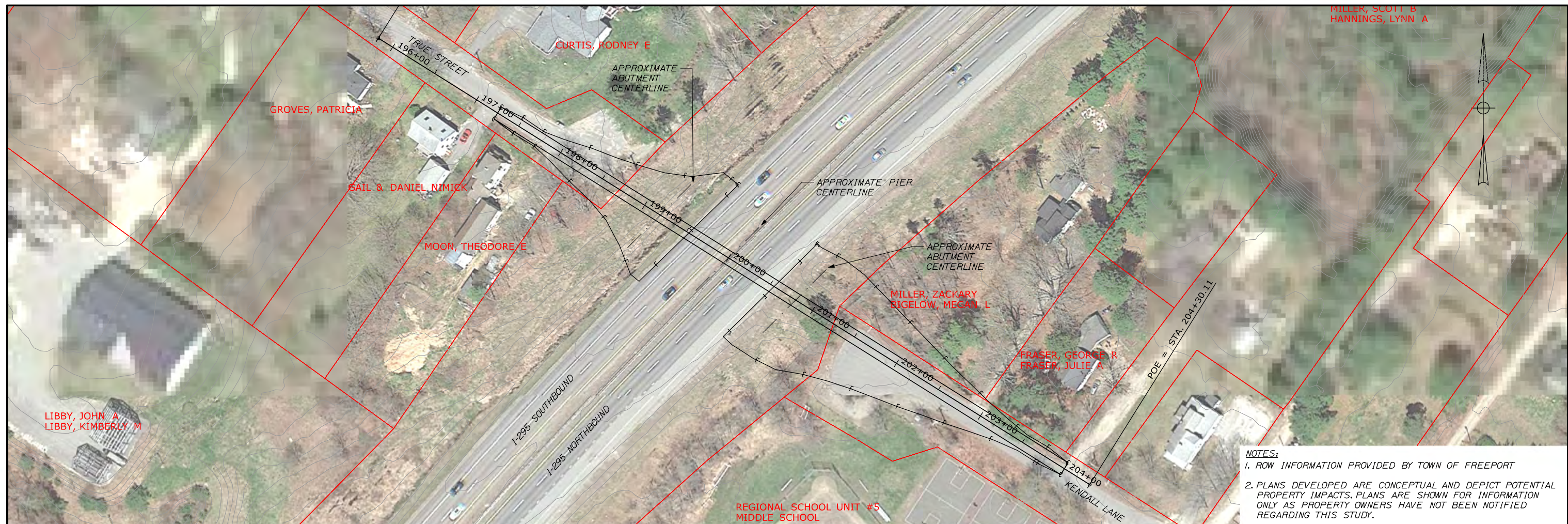


FIGURE 4: POTENTIAL BRIDGE LOCATION H

CONCEPT LAYOUTS  
 OCTOBER 11, 2019





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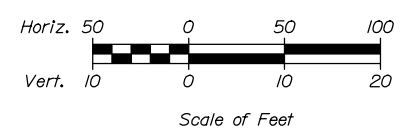
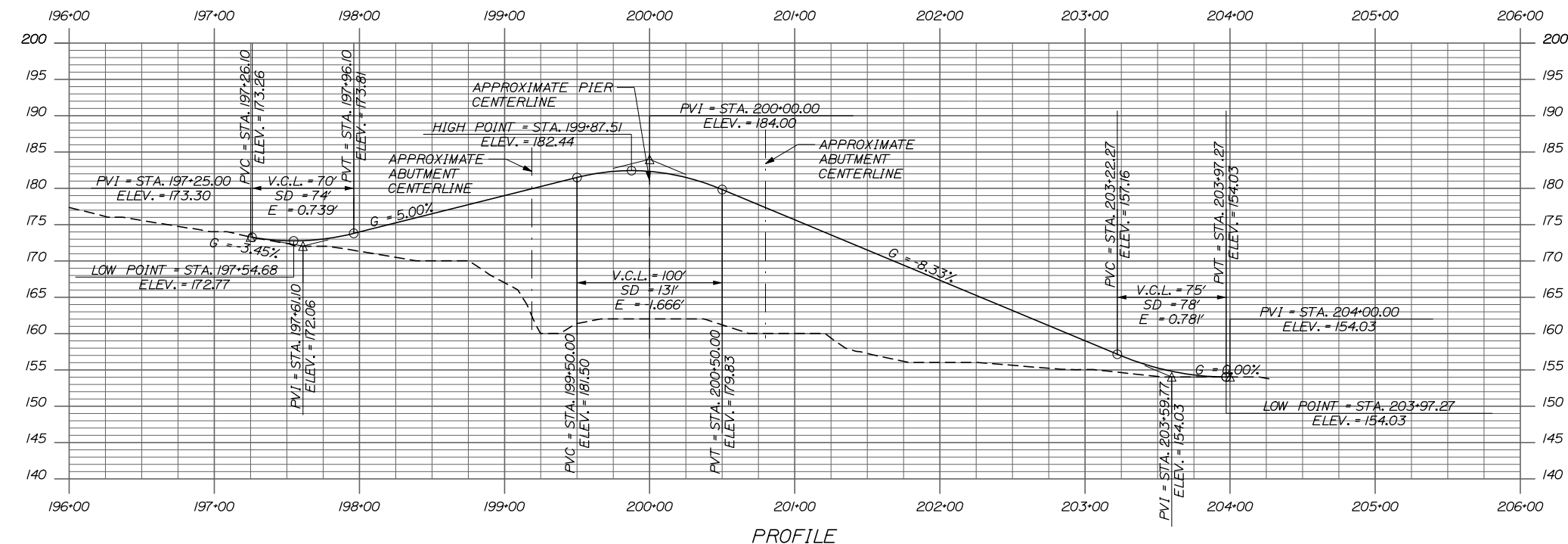


FIGURE 5: POTENTIAL BRIDGE LOCATION M

CONCEPT LAYOUTS  
OCTOBER 11, 2019





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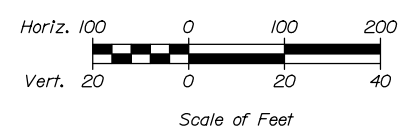
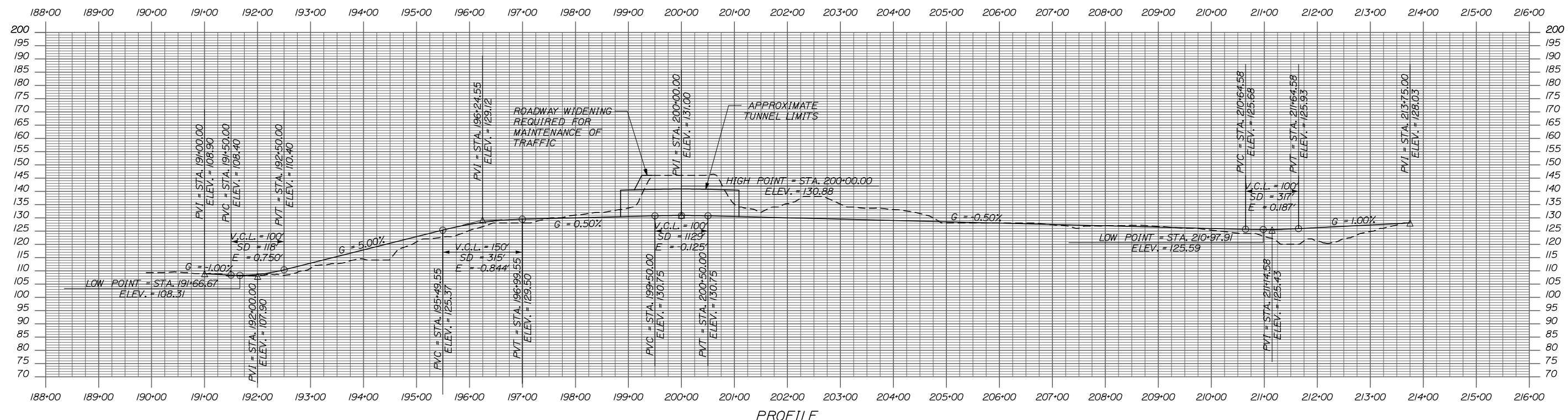
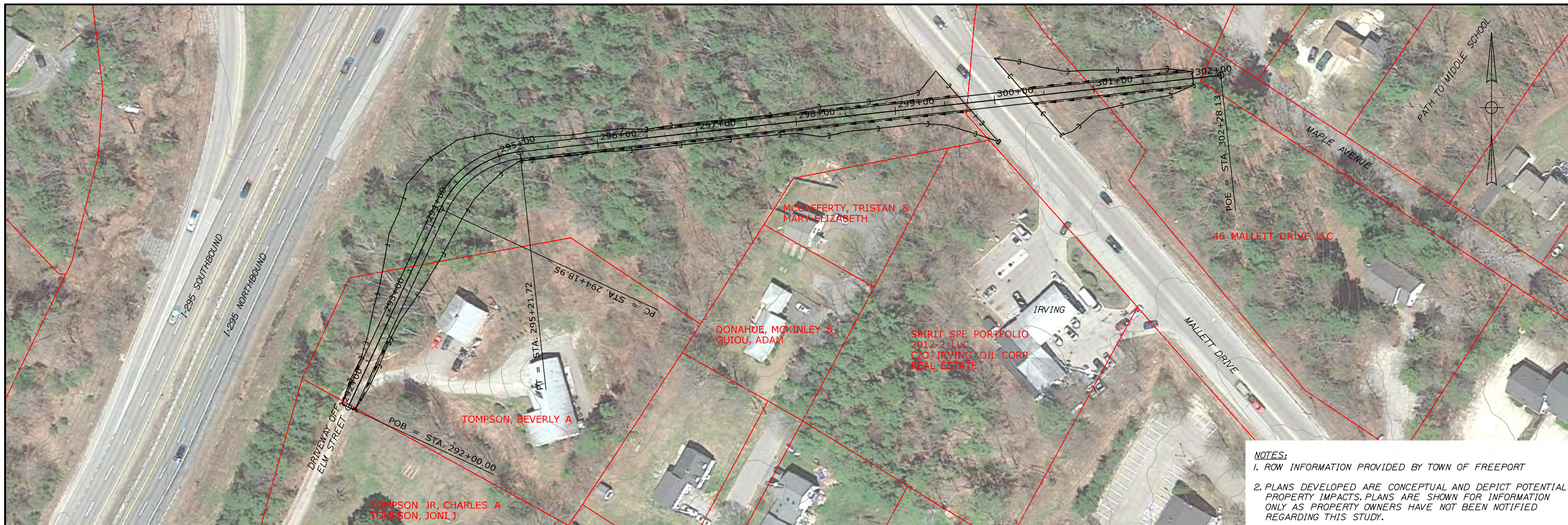


FIGURE 6: POTENTIAL TUNNEL LOCATION E

CONCEPT LAYOUTS  
 OCTOBER 11, 2019





NOTES:  
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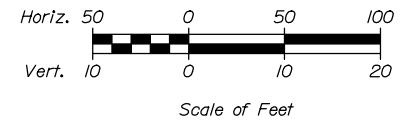
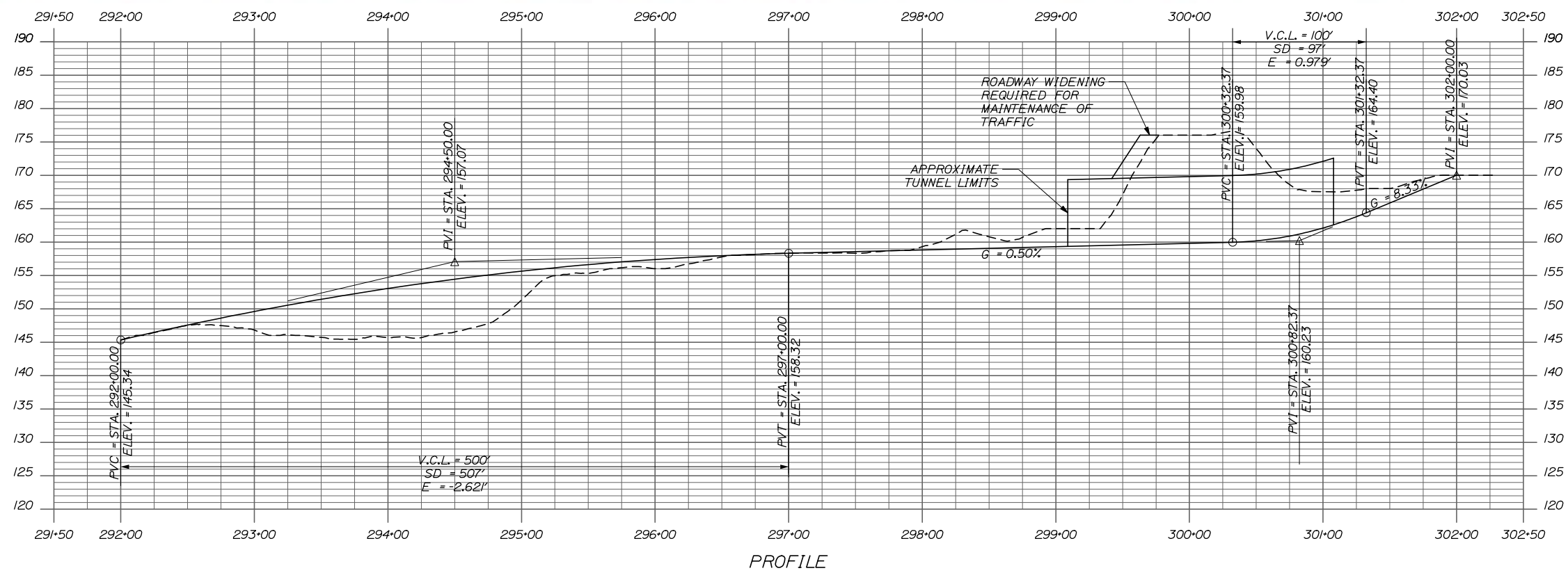


FIGURE 7: POTENTIAL TUNNEL LOCATION L

CONCEPT LAYOUTS  
 OCTOBER 11, 2019







## Street Tree Plantings / Beautification



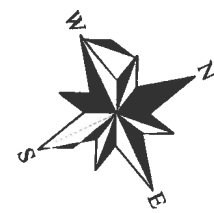






**Legend**

- Storm Drain/ Culvert
- Ⓧ Drainage Manhole
- Ⓜ Catch Basin
- Ⓜ Outlet Control Structure
- Drainage Channel
- Drainage Swale
- Water Main
- Ⓜ Water Hydrant
- Natural Gas Main
- Sewer Main
- Orange shaded area *ELECTRICAL / TELECOM*
- Hatched area *TREES / LANDSCAPING*



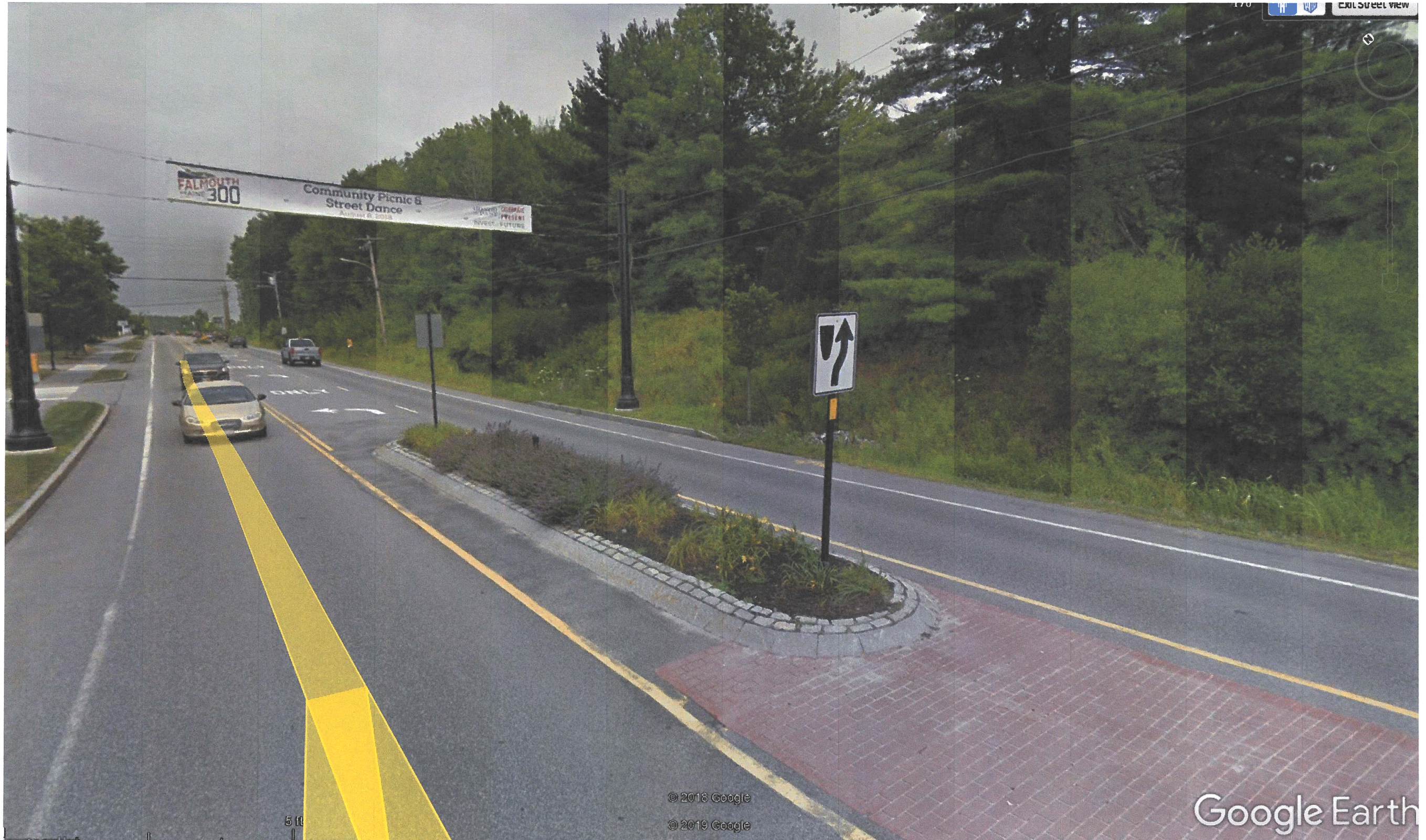
-  
**STREET TREE PLANTING MAPS**  
 for  
 -  
**TOWN OF FREEPORT**  
 FREEPORT, MAINE

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FALMOUTH EXAMPLE



FALMOUTH EXAMPLE



5 ft

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## October 1, 2019 Meeting Minutes







**COMPLETE STREETS COMMITTEE  
MEETING MINUTES  
October 1, 2019**

|                    |                                       |                           |
|--------------------|---------------------------------------|---------------------------|
| <b>ATTENDANCE:</b> | Doug Leland, Chair                    | Sally Walsh               |
|                    | Police Chief Susan Nourse, Vice Chair | Geralyn Campanelli        |
|                    | Doug Reighley, Town Councilor         | David Lockman (excused)   |
|                    | Chester Goggin                        | Catrina Milliman (absent) |
|                    | Adam Bliss, Town Engineer             | Greg Michaud              |

Meeting started at 7:33 am and adjourned at 9:01 am.

**I. Accept Minutes of the September 3, 2019 Meeting.**

Councilor Reighley motioned to accept the minutes as written; Chief Nourse seconded; 3 members abstained (Mr. Leland, Ms. Walsh, Mr. Mishes); motion passed 4 in favor with none opposed.

**II. Committee Responsibilities.**

Mr. Leland opened the discussion about the importance of meeting attendance. The Town Ordinance accommodates excused absences but no more than three absences are allowed per year. Concern was expressed that recent absences impact the Committee's ability to achieve the goals outlined in the Project Plan.

Mr. Goggin asked why is there a representative from L.L. Bean on the Committee? Mr. Leland responded that L.L. Bean has had a representative for many years, and they have a strong presence in the community. It was agreed that the Committee Chair or the Town Engineer would reach out to those members who have not been at recent meetings. Ms. Walsh commented that L.L. Bean has owned many parking areas in Town, so their representation was and remains important. One idea generated during the discussion was to have L.L. Bean provide a back-up representative in the event the primary member cannot be present at meetings.

**III. Complete Streets Workplan.**

Mr. Leland introduced a Complete Streets Committee Project Plan. The Plan is a table of projects and tasks that will be presented to the Town Council. Mr. Leland created the Project Plan and provided it to the Committee in advance of the meeting. Mr. Leland requested that members step forward and take ownership of one of the six tasks listed in the Plan. These tasks and projects were derived from the Active Living Plan and include upcoming projects such as the three bridge rehabilitation projects. The table including notes are attached to these minutes. It is expected that the six At-large representatives will handle the majority of the projects. The projects are expected to be completed as funds become available.

Mr. Bliss noted that the Exit 20 and 22 bridges have been slightly delayed because of staffing changes at Maine DOT. The Cousin's River Bridge is a near term project compared with the Exits 20 and 22 bridge projects. Cousin's River Bridge is currently is in the preliminary design phase.

Mr. Leland volunteered himself to lead the Complete Streets Policy task. He offered it up to others if they wanted. He mentioned it would be something ongoing and involving several committees and Town staff.

#### **IV. Bridge Projects Updates.**

Mr. Bliss provided a brief update on the bridge rehabilitation projects. There wasn't much to report other than to expect Maine DOT to present a preliminary design in the near future. Maine DOT's Project Manager will be setting up the meeting with the Towns of Freeport and Yarmouth. The Exit 20 and 22 bridges have been slightly delayed, but a Committee is expected to be formed during the fall or winter.

Ms. Campanelli commented the Maine DOT wanted to keep the Bridge Committees to a smaller number. Ms. Campanelli suggested that the Project Plan representative have a clearly defined role for the bridge projects. Chief Nourse suggested the representative attend the Bridge meetings and take notes and provide a report back to the Committee. Mr. Leland supported Chief Nourse's idea. Mr. Michaud suggested that the bridge projects have a back-up representative. Mr. Leland supported this idea and suggested each task in the Plan have a back-up.

Mr. Reighley suggested that the Complete Streets Committee be provided opportunity provide project updates to the Council on behalf of all stakeholder committees.

Mr. Bliss commented that he expects to have trail maps created this fall. He will be working with Cumberland County Soil and Water Conservation District and envisions them accessible through a website.

Mr. Leland commented that the expectations of the Committee have changed. He stated there is a time commitment that requires project specific meetings and preparation of notes. He commented that if current Committee members do not feel they can commit time due to personal conflicts then they should step forward by letting him or Mr. Bliss know outside of the meeting.

Mrs. Walsh asked if the Town has ever conducted a Master Plan from the different parts of Town. Her concern is to ensure that all of the individual parts we work on fit together.

#### **V. Annual Election of Officers.**

Mr. Reighley motioned to nominate Mr. Leland as the Complete Streets Committee Chair and Police Chief Nourse as the Vice Chair. Ms. Campanelli seconded the motion; motion passed 7 votes in favor with none opposed. Mrs. Walsh requested that names and contact numbers for the Committee members be provided. Mr. Leland commented the list is provided by the Town.

#### **VI. Other.**

Mr. Michaud asked for clarification on how a Committee requests to be a project lead to Council. Mr. Reighley suggested the request be directed to the Town Council. Mr. Reighley also said that Council may elect to have the Committee Chairs get together to discuss which Committee wants to be the lead. Ms. Campanelli referenced the Street Tree Island Plantings project as an example of how the idea was not shared to other committees. Ms. Campanelli expressed concern that street tree islands may not fit into a master plan.

**VII. Adjournment: Next scheduled meeting: November 5, 2019.**

Chief Nourse motioned to adjourn; Councilor Reighley seconded; motion passed 7 in favor with none opposed.









## Public Peddler Carts







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## MEMORANDUM

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**TO:** Complete Streets Committee  
**FROM:** Adam S. Bliss, P.E., Town Engineer  
**DATE:** October 30, 2019  
**SUBJECT:** Public Peddler Cart Locations

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This memorandum outlines the available Public Peddler Cart locations around Town.

Reference Figure [Public Peddler Cart Graphic\\_021511peddlers.pdf](#) (attached).

### Currently Approved locations (4)

- Train Station (corner of Depot Street)
- Nathan Nye Street behind Starbucks Coffee (2 locations)
- Main Street in front of Town Hall (30 Main Street)

### Discontinued Location

The corner of Bow and Middle Street was discontinued in 2018 because this location was determined to be on private property.

### Conditional Use Location

The Town Council conditionally approved the Bartol Library Building location on Maine Street around Labor Day of 2019. The conditional use was for the 2019 season and may have excluded the use of a tarp. This location has not been recommended by the Town Council and Town Engineer for continuation in 2020 due to conflicts associated with pedestrians and vehicles.

### Other

The Town Hall location has rarely, if ever, been used because of so little foot traffic. Concern has been raised by Vendors that the two locations behind Starbuck's are too close together particularly when Vendors sell the same products. The Complete Streets Committee does not dictate types of goods sold at the Cart locations, they only identify locations that are located on public property and are safely buffered from traffic and patrons. There is also a location behind Starbucks reserved for Boosters, but this is rarely occupied. A private cart location exists behind the Historical Society Building.

### Potential New Location

Winslow Park



# Peddler Carts



● Peddler on Private Property   ● Peddler on Public Property   ● Potential Peddler Site

Note: Locations as of 06.30.10





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## MEMORANDUM

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**TO:** Peter Joseph, Town Manager  
**FROM:** Adam S. Bliss, P.E., Town Engineer  
**DATE:** August 29, 2019  
**SUBJECT:** Public Peddler Cart at BH Bartol Library

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This memorandum provides my opinion on the feasibility of a Public Peddler Cart located within the sidewalk outside of the BH Bartol Library Building. It would appear there is 6 to 7 feet of clearance between the spatial limits of a Public Peddler Cart and the curb line defining the roadway. The spatial limits of a 4-foot by 8-foot cart is defined in the Public Peddler Cart Ordinance. The cart and vendor must fit between the interior curb line (right-of-way) and exterior curb (roadway) while allowing pedestrians to pass unimpeded along the sidewalk. The 6 to 7 foot of potential clearance would be constrained by a line of patrons purchasing food at the cart and by pedestrians walking side-by-side on the sidewalk. The clearance issue could become particularly problematic if the space were not diligently monitored when considered from the pedestrian safety viewpoint of accessibility (ADA), children, strollers, or pets. We prefer that pedestrians not step out into the road to get around obstacles in the sidewalk.





L.L.Bean  
PARKING &  
DROP-OFF  
→

NO  
PARKING

East Coast  
Greenway

Nathan Nye

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