



**COMPLETE STREETS COMMITTEE
MEETING AGENDA**

**TUESDAY, OCTOBER 6, 2020, 7:30 A.M.
VIRTUAL MEETING VIA ZOOM**

- I. Accept minutes of the August 4, 2020 meeting (5 minutes).
- II. Cove Road Traffic Calming Request (30 minutes).
- III. Upper Mast Landing Traffic Calming Request (15 minutes).
- IV. Exit 20 and 22 Bridge Project Updates (15 minutes).
- V. Complete Streets Policy Review Comments (15 Minutes).
- VI. Annual Election of CSC Officers (10 Minutes).

Adjournment.

Next scheduled meeting: November 3, 2020.

Zoom Meeting Instructions

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/86458685239>

Or iPhone one-tap:

US: +16465588656,,86458685239# or +13017158592,,86458685239#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 646 558 8656 or +1 301 715 8592 or +1 312 626 6799 or +1 669 900 9128 or
+1 253 215 8782 or +1 346 248 7799

Webinar ID: 864 5868 5239

International numbers available: <https://us02web.zoom.us/j/86458685239>

8/4/2020 MEETING MINUTES
 AGENDA ITEM



MINUTES

MEETING: Complete Streets Committee (CSC)
DATE: August 4, 2020
TIME/PLACE: 7:30 AM - 8:15 AM, Virtual Meeting via Zoom
PRESENT: Chair Doug Leland, Police Chief Susan Nourse, Sally Walsh, Greg Michaud, GERALYN Campanelli, Councilor Doug Reighley
ABSENT: Andy Seymour, Jamel Torres, 1 vacant at-large seat
GUESTS: Jerry Antl

TOPIC	DISCUSSION	ACTION
I. Minutes	Motion to accept the July 21, 2020 minutes by Councilor Reighley; seconded by Ms. Campanelli; abstained by Ms. Walsh and Chief Nourse. Motion carried 4 in favor, none opposed, 2 abstained, and 3 absent.	Accepted, 4-0; 2 abstained.
II. Complete Streets Policy Review (Leland)	<p>Continued review of the draft CSC policy dated July 27, 2020 with changes reflected from the July 21, 2020 meeting. The items discussed and the proposed changes from the July 21, 2020 meeting are outlined below.</p> <p>Two versions (original and alternate) of the current draft were presented. Differences pertain to structure. Original version follows the National Complete Streets Coalition layout. Content is identical between the two versions.</p> <p><u>General</u></p> <ul style="list-style-type: none"> • Ms. Campanelli clarified that neither of the two drafts presented should be considered her draft. • Campanelli's comments: <ul style="list-style-type: none"> ○ Use bullets for ease of reading ○ Redundancies exist between Policy Principles and Implementation. • Leland: feels Campanelli's structural comments had been incorporated into Alternate version. • Bliss: asked why strikeout the exception 'for those projects that conflict with or are prohibited by law'. • Nourse: remove the exception since the statement is unnecessary since 'prohibited by law' should not even be considered for review. • Nourse: organization and content are important because the policy will be evaluated based on its enforceability. 	<p><u>Action</u></p> <p>(1) Motion accepted to vote on the Original version dated 7/27/2020.</p> <p>(2) Motion accepted to approve the Original version dated 7/27/2020; 5 in favor, 1 opposed.</p> <p><u>Follow-up</u></p> <p>Schedule meeting with Ordinance Committee and present</p>



	<ul style="list-style-type: none"> • Nourse: reminded the Committee that there will be opportunity for many others to review and comment on the CSC Policy. • Leland: agreed with Nourse by stating that Council will review the policy and there will be public hearings. • Reighley: stated that the Ordinance Committee will have strong review of the policy. <p>Two motions were entertained related to approval of the Complete Streets Policy.</p> <p>(1) Motion to vote on either the Original version or the Alternate version dated July 21, 2020. Motion made by Councilor Reighley and seconded by Mr. Michaud. Councilor Reighley, Mr. Michaud, Ms. Walsh, Mr. Leland, and Chief Nourse opted to vote on the Original version. Ms. Campanelli opted to vote on the Campanelli version.</p> <p>(2) Motion to approve the Original version dated July 21, 2020. Motion made by Councilor Reighley and seconded by Mr. Michaud. Councilor Reighley, Mr. Michaud, Ms. Walsh, Mr. Leland, and Chief Nourse approved the Complete Streets Policy presented as the Original version. Ms. Campanelli vote no on this version.</p>	approved version.
III. Adjournment	Councilor Reighley motioned to adjourn; Ms. Walsh seconded; motion carried unanimously with 6 in favor, none opposed, and 3 absent.	Accepted, 6-0.

COVE ROAD AGENDA ITEM

Complete Streets Committee
Infrastructure Review Form



Location: Cove Road (upper and lower)
Describe the issue / problem: Request received from David Bennell, a representative of the Cove Road neighborhood. Complaint was received with the following concerns: <ul style="list-style-type: none">(1) traffic calming necessary in the form of a speed bumps or tables;(2) emphasis on bike and pedestrian safety because of fast drivers with disregard for safety; and,(3) collision between pedestrians and a vehicle a few years ago.
Recommendations: <ul style="list-style-type: none">(1) Enforcement (enhanced presence currently in effect).(2) Speed and volume study (data has been collected; report is attached).(3) Educate all users (Town website, Municipal Bulletin, peer-to-peer).(4) Discuss/ vote on speed humps at up to 5 locations with location, spacing, and geometry details to be determined between Town Engineer, Public Works, and neighborhood during fall 2020.

Current Use

Provide a general description of how the street or area is used: Local (Townway) road owned and maintained by the Town of Freeport. The road is rural in nature with steep hills. Lower Cove Road provides access to the Cove Road tide float. Upper Cove Road serves as a connector road between South Street and Lower Mast Landing. Property owners live along the road in this residentially zoned (RR1) district. The road is used by pedestrians and bicyclists, including children; however, the road is used as a cut-through street. Upper Cove Road is 900 feet long and lower Cove Road is 1,100 feet long.

Destinations: Mostly Residents with a small volume of commuter traffic.

Motor vehicles / numbers / speed: Data collection has been completed. 85th percentile speed during the two-week monitoring period was 26 mph which is acceptable and within 5 mph of the posted speed limit. Average daily traffic during the monitoring period was approximately 200 vehicles.

Pedestrian use: Pedestrians and bicyclists of all ages use the road since it has a rural nature to it. Road also serves the Cove Road tide float and parking area.

Bicycle use: See above.

Other users (delivery trucks, buses, emergency vehicles): All.

Is it a route to school? **Yes** or **No**. **Unknown**. Closest school is Mast Landing Elementary located 1.25 miles away.

Infrastructure

Population (Resident / Itinerant)? Residents and commuters with some commercial itinerants possible.

Bike Lanes/Shoulders: None formal; grass shoulders exist at minimum width of 1 foot along most of the roadway.

Sidewalks: None.

Bike Parking: No.

Signage: 25 mph speed limit signs at each end of upper Cove Road; no speed limit signs at lower Cove Road; 4-way stop signs are located at intersection of Lower Mast Landing and Cove Road.

Alternate Routes? **Yes** or **No**. **N/A**

If yes, please list alternative route(s) and briefly describe route-users:

Commercial truck traffic could be rerouted to Porter's Landing but this may have negligible impact. 'No Through Trucks' signage would require ordinance revisions, if implemented, to ensure enforceability. Effect of ordinance provision may be minimal since enforcement would be difficult as offenders cut through at irregular times. Traffic problems could be exacerbated at the intersection of South Street / Porter's Landing because traffic would be displaced to this residential street. The true effects of Alternate Route signage are unknown without an involved traffic study.



Agency Involvement (select and describe as applicable)

Town, State, School, Business, Private: [Town-owned road; no jurisdiction by other entities.](#)

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

Infrastructure: [Traffic calming via speed humps reduces vehicle speeds and provides a safer environment for other modes of transportation.](#)

Alternate Routes: [Road is reported to be used as an alternate road \(cut-through\) from South Street to Lower Mast Landing.](#)

Safety Measures:

Safety Issues

Accident history data: [None on record; 1 pedestrian-vehicle collision reported by neighborhood resident.](#)

Speed: [Appropriately signed at 25 mph.](#)

Width (travel surface, shoulders, and right of way): [50-ft ROW along most of the roadway; width reduces to a 33-foot access easement at the lower end near the tide float; 10-ft wide vehicle travel lanes; 1-ft wide grass shoulders along most of both roadway sections. Shoulders are mown by Public Works annually.](#)

Sight Lines: [Generally unrestricted other than a short section of road where a blind hill exists at the South Street intersection.](#)

Poor Surfaces: [Pavement heaving and cracking. Road is proposed to be repaved in 2021.](#)

Crosswalks: [1 crosswalk located at the 4-way stop intersection of Lower Mast Landing and Cove Road.](#)

Lighting: [N/A.](#)

Signaling: [N/A.](#)

Signage: [Reported history of 4-way stop signage and a crosswalk added at intersection of Lower Mast Landing and Cove Road, installation date is unknown.](#)

Potential Solutions

Change speed limit: [Not recommended since road is signed appropriately at 25 mph.](#)

Improve Road Surface: [Proposed to be paved in 2021.](#)

Improve Signage: [Yes, at speed humps, if implemented.](#)

Improve signaling: [N/A.](#)

Crosswalks - add / move / signaling: [No.](#)

Striping lanes and sharrows: [Insufficient pavement width to add lanes. Traffic volume and road character do not support lane striping.](#)

Add width: [Not recommended because of impacts to drainage and ROW.](#)

Improve sight lines (remove or add vegetation, signs, fences): [Not applicable/ none available.](#)

Education opportunities including encouraging alternative routes: [Yes, via temporary driver feedback sign.](#)

Improve lighting: [No.](#)

Other: [None.](#)

Funding Sources?

[Road is currently funded for paving only. Additional funding will be necessary for traffic calming measures if added to the paving project in 2021. Additional funding will be required if a closed drainage system were installed on lower Cove Road.](#)

Adam Bliss

From: David Bennell <dlbtwo@icloud.com>
Sent: Tuesday, September 01, 2020 5:53 PM
To: Adam Bliss
Cc: Sue Nourse; J Egan; Peter Joseph; Earl Gibson; Dede Bennell; Alex and Jenny; cmahoneymaine@gmail.com
Subject: Re: Cove Road Traffic Calming

**** CAUTION EXTERNAL EMAIL ****

Hi Adam,

Thanks for the thoughtful note. And, just to immediately reinforce a key point you made below, Earl is a nice person to work with and we're lucky to have him in Freeport.

You're correct that when my family and friend were hit years ago we worked with Peter Joseph's predecessor and other Town leaders (Police, Council, etc) to make a number of improvements in the greater Porter's Landing area. Among other things agreed and implemented included: decreasing and posting the speed limit on Tory Hill Road along with warning signs; improved signage and police presence to enforce the speed limit on Lower Mast Landing Rd, Tory Hill Road and Cove Road; placing a four-way stop at the intersection of Cove Road and Lower Mast Landing and ensuring regular enforcement in that intersection; and painting a crosswalk at the intersection of Lower Mast Landing, etc.

I really appreciate your professional perspective and it's consistent with what we've heard from other experts. That is, lower profile speed humps are better options than higher profile speed tables on a road like Cove Road. And, I also appreciate your point about noise and other considerations. When the four-way stop was placed at Cove Road and Lower Flying Point Road traffic noise did increase. But I guarantee not one person living in this neighborhood or walking or biking through it would trade that noise for vehicles speeding through that intersection at 45-50 mph as happened every day, all day before that stop sign.

We trust you, your team and our peers on the Complete Streets Committee to make a thoughtful decision. Thanks for the suggestion to get this issue on the agenda at the October 6 Complete Streets Committee meeting and please reach-out if we can provide additional info or insight beforehand.

My best and thanks again.

David B.

On Sep 1, 2020, at 12:32 PM, Adam Bliss <abliss@freeportmaine.com> wrote:

Hi David,

Thank you for your email. I begin my response with clarification of points you made below and requests for additional information. Any additional information you can provide will help advance the dialogue.

This email is the first communication I have received from residents of the neighborhood concerning traffic calming. I did have very positive in-person conversations with one resident regarding drainage on lower Cove Road. To my knowledge, most, if not all, residents' concerns have been addressed. Had I received requests for traffic calming they would have been directed through the Complete Streets Committee (CSC). The CSC meetings provide the proper process for evaluating traffic concerns. I do

know that Earl has met many of the residents on Cove Road in response to the neighborhood paving letter that was mailed out. He has been busy coordinating with the utility companies, paving contractor, and his own crews on this project among several others throughout town. He has also notified residents that speed tables, if implemented, would be installed at the time of the final paving layer application which will be after one winter season, i.e. spring or early summer of 2021. The majority of Earl's communication has been in person with residents of Cove Road. You may not be in the majority but I'm not sure what communication form you have had with Earl. Earl is doing a great job managing the day-to-day issues on the paving project. I refer to the proverbial idiom "herding cats" to emphasize this challenging aspect of the job.

I can place the traffic calming request on the Complete Streets Committee agenda for October 6. The meeting will begin at 7:30 a.m. The neighborhood does not need to provide any additional information other than requests for additional information herein or in a follow-up email. I will send out an agenda, meeting materials, and Zoom meeting information in a couple of weeks.

Speed humps, bumps, and tables are a widely recognized form of traffic calming. Their use is usually the first calming idea thought of by those concerned. However, they have unintended consequences. I mention these because (1) I use to live next to one and (2) if approved, residents need to be aware of what they are requesting. If one of the humps is placed adjacent to or even between houses, then the owners can expect loud bumps and even house rattling from time to time, and particularly immediately after installation. House rattling is from larger vehicles travelling too fast while thuds and metal squeals are by distracted drivers. I personally had my electrical meter box ripped off my old house because of a speed table. I won't elaborate but it truly happened. Also, mechanical vibrations travel well through underlying bedrock, a shallow surface type Freeport is well known for. Again, there are unintended consequences to be aware of but we can mitigate impacts by opting for a lower profile speed hump versus the higher profile speed table.

A speed hump is an appropriate traffic calming measure for Cove Road. Its application should be used in conjunction with appropriate signage. We approach all requests using the three Es, i.e. Enforcement, Education, and Engineering. Enforcement is as the name implies. The Police Chief has a communication and scheduling protocol for enforcement requests. I am sure your email has already initiated a response. I am unaware of any data collection of traffic speed and volume for any section of Cove Road. I will ask the Chief if she could conduct monitoring to help inform the traffic calming analysis. Data collection is important rather than relying strictly on anecdote but takes a minimum of two weeks to collect plus a few days to compile and report on. Education is the more difficult of the three Es. Examples can be as simple as temporary driver feedback signage or more involved such as community outreach. Engineering is as you likely have already assumed. Examples include traffic calming measures and permanent signage, among many other types. Policy sort of lies between the three Es. Ordinance amendments can be quite timely to implement but "No Commercial Vehicles" should not be dismissed from consideration.

I am sorry your family and another were hit by a speeding motorist many years ago. Could you please elaborate what solutions you identified throughout the neighborhood? I assume signage was part of the solution but were there other changes as well?

Your voices within the community are appreciated and have not been ignored. Let us please continue the dialogue such that all roadway users feel safer on Cover Road.

Thank you,

Adam

Adam S. Bliss, P.E.
Freeport Town Engineer / Public Works Director
abliss@freeportmaine.com
207.865.4743 x106

Freeport Town Hall
30 Main Street
Freeport, Maine 04032

-----Original Message-----

From: David Bennell <dlbtwo@icloud.com>

Sent: Saturday, August 29, 2020 2:10 PM

To: Earl Gibson <egibson@freeportmaine.com>; Adam Bliss <abliss@freeportmaine.com>

Cc: Sue Nourse <SNourse@freeportmaine.com>; J Egan <jegan@freeportmaine.com>; David Bennell <dlbtwo@icloud.com>

Subject: Cove Road Traffic Calming

** CAUTION EXTERNAL EMAIL **

Hello Adam and Earl,

First of all, thanks again Earl for the very thoughtful conversation about drainage on our stretch of Cove Road (between South Street and Lower Mast Landing) as you begin reconstruction and repaving of the entire road. I do understand our stretch of Cove Road will only be repaved not reconstructed.

I'm also aware from that conversation and from those within our neighborhood that Public Works and Town Engineering have had multiple interactions with Cove Road residents around ever-increasing vehicle speeding on Cove Road and the impact repaving will have in exacerbating that issue. As I'm sure you're aware, and as I know our police chief and police staff are, we have a big problem with speeding on Cove Road and in Porter's Landing and a reconstructed/repaved beautiful surface will make it worse.

To that end I'm writing with the full endorsement and support of all residents on our stretch of Cove Road (Abbott/Melville, Petersen, Struthers, Mahoney, Bennell) to request a traffic calming device such as a speed hump is placed on Cove Road on the stretch between South Street and Lower Mast Landing. We know this has been discussed with residents on the lower stretch of Cove Road from Lower Mast Landing to the public landing at the end of the road. Importantly, our 'upper' stretch of Cove Road sees an additional level of traffic especially from construction vehicles and others who seek to avoid Tory Hill Range Road and/or downtown Freeport. Few of them pay any attention to the 25mph speed limit on Cove Road.

Speaking of Tory Hill and on a very personal level, my family were almost killed by a car on Tory Hill Road years ago as it sped over the hill at 43 mph and hit my wife, 10 month-old son, another mother and her infant while they were walking. Afterwards, Dede and I worked cooperatively with the town manager, chief of police, town council chair and chair of traffic and parking to get major changes made throughout the neighborhood to make it safer for pedestrians, bicyclists and motorists. Yes, it's a different era with different people in each of the before-mentioned town roles but let's work in that same spirit to find an effective solution and not wait for a tragedy on Cove Road before doing so. Today we have 20 children living on or within a block of Cove Road, hundreds of pedestrians, bicyclists and others enjoying it every week and a wonderful quiet neighborhood where our own safety must be seriously considered and acted upon in your road improvement project. Traffic calming must be a priority and we'd like to see it effectively planned and acted-upon.

Thank you for responding to this email by September 3rd and we stand ready for a conversation with your team to find a mutually-agreed solution before the project begins. We realize pandemic conditions prevented an in-person meeting to discuss the project as would have been offered under normal circumstances. However, as a member of a town committee myself we've all found work-arounds (ie- Zoom, etc) and the town should have done so with our neighborhood on this project. Let's please ensure we're heard and that the neighborhood road is made safe for all, especially those that live and play here.

With my thanks and best regards on behalf of the neighborhood.

David Bennell
15 Cove Road
Freeport
207.939.8965

Cc: Mahoney Family
Struthers Family
Abbott/Melville Family

Petersen Family
Dede Bennell
John Egan
Susan Nourse

July 28, 2020

Earl Gibson, Superintendent
Public Works Department
Town of Freeport, Me 04032

RE: Public Notice/ Cove Road

Dear Mr. Gibson, In response the Public Notice concerning the reconstruction and paving of Cove Road, I do have health and safety concerns for your consideration, as well as a consideration in regards to the Americans with Disabilities Act, which just celebrated its 30th anniversary.

We live at 23 Cove Road.

- 1) The road drainage in front of our house is a small river when it rains. I have to wear boots to collect the mail. During the winter, it freezes over and I need cleats on to get the mail from the mailbox.
- 2) The traffic on the road from people who aren't residents on the road includes a steady stream of cars and trucks that frequently disregard and show a lack of respect for the neighborhood. Speeding is all too common. We are requesting that speed bumps are installed as part of the repaving design. Unfortunately, posting speed limits is only enforceable if there are constant patrols. We are concerned for the neighborhood residents who walk respectfully with animals on leashes, residents who walk the road carrying paddle boards and kayaks down the road, and most importantly, the neighborhood children who ride bikes and move around the way we all did when we were kids. We love our children.
- 3) As one of the residents on Cove Road with a disability, we request that there are two designated parking spots in the Town Way to Water parking area, with other parking spaces clearly designated as well, with no parking signs on either side of road in the grass along the sides of the road.
- 4) Additionally, we request a wheel chair accessible ramp to the water so that disabled kayakers and swimmers can safely access the water. It is quite treacherous and virtually inaccessible for disabled individuals to have equal access to the water.

Your consideration is greatly appreciated.

We look forward to thoughtful reconstruction and our concerns being addressed.

Thanks so much.

Best,

Dd & Marc Swan
23 Cove Road
Freeport, ME 04032



Cove Rd

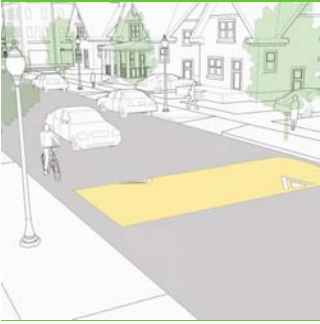
Lower Wash Landing Rd

Porters Landing Rd

Cove Rd

South St

S Free



Speed Hump

Speed humps are parabolic vertical traffic calming devices intended to slow traffic speeds on low volume, low speed roads. Speed humps are 3–4 inches high and 12–14 feet wide, with a ramp length of 3–6 feet, depending on target speed.

Speed humps reduce speeds to 15–20 mph and are often referred to as “bumps” on signage and by the general public.



Speed Hump

Many residential streets have ample right-of-way for two lanes of travel plus parking, resulting in higher than desired speeds.



Critical

Speed humps shall not be placed in front of driveways or other significant access areas. Where frequent driveways make the application of a speed hump difficult, reduce the overall size of the speed hump, or work with local residents to find a workable solution.

Recommended

Vertical speed control elements shall be accompanied by a sign warning drivers of the upcoming device. (MUTCD W17-1).

[- Less Info](#)



Though not required, signage and other prominent retro-reflective markers are especially important for drivers in urban areas, who may have trouble identifying speed humps at night or where markings have worn off.

Speed humps should be designed to the following criteria:

- Slopes should not exceed 1:10 or be less steep than 1:25.
- Side slopes on tapers should be no greater than 1:6.
- The vertical lip should be no more than a quarter-inch high.

Locate vertical speed control elements where there is sufficient visibility and available lighting.

Spacing for vertical speed controls should be determined based on the [target speed](#) of the roadway. Speed humps should be spaced no more than a maximum of 500 feet apart to achieve an 85th percentile speed of 25–35 mph. To achieve greater speed reductions, space speed humps close together.

Speed humps may be applied on 1-way or 2-way roads.

- [Less Info](#)



Average Speed

Technician Name: administrator

Location: COVE ROAD

Report Period: 9/9/2020 to 9/19/2020

Address: 8 COVE ROAD, FREEPORT, MAINE, usa, 04032

Total Vehicle Count: 1,381

Speed Limit: 25 - 35



Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average Weekday	Average Weekend	Average Week	Average Speed	85% Speed
00-01	23	0	0	0	22	21	0	23	21	22	22	22
01-02	0	0	0	0	0	H 26	0	0	26	26	26	28
02-03	0	0	0	0	0	0	0	n/a	n/a	n/a	n/a	n/a
03-04	0	0	0	0	0	24	0	0	24	24	24	24
04-05	0	26	0	24	0	0	0	25	0	25	25	27
05-06	0	27	H 27	14	13	0	0	20	0	20	20	27
06-07	15	19	13	16	H 26	19	6	18	13	16	16	24
07-08	14	23	23	22	23	21	21	21	21	21	21	25
08-09	12	20	18	18	20	20	22	18	21	19	19	23
09-10	21	18	18	21	21	21	22	20	22	20	20	27
10-11	22	24	20	18	17	20	21	20	21	20	20	26
11-12	H 25	22	23	20	22	21	20	22	21	22	22	25
12-13	14	23	19	21	19	21	22	19	22	20	20	25
13-14	19	20	19	21	20	19	17	20	18	19	19	26
14-15	23	23	21	18	22	21	H 24	21	23	22	22	27
15-16	15	20	22	19	19	21	22	19	22	20	20	25
16-17	23	20	22	21	20	19	17	21	18	20	20	27
17-18	18	18	18	20	21	20	23	19	22	20	20	26
18-19	21	19	21	21	22	20	23	21	22	21	21	27
19-20	23	20	17	19	23	20	H 24	20	22	21	21	25
20-21	19	H 34	14	22	21	24	15	22	20	21	21	27
21-22	21	22	18	22	23	0	21	21	21	21	21	24
22-23	0	0	25	H 27	25	0	0	26	0	26	26	30
23-24	0	22	23	26	23	20	0	24	20	23	23	27
AVG:	19	22	20	21	21	21	20	21	21	21	21	26

Total Vehicle Count

Technician Name: administrator

Location: COVE ROAD

Report Period: 9/9/2020 to 9/19/2020

Address: 8 COVE ROAD, FREEPORT, MAINE, usa, 04032

Total Vehicle Count: 1,381

Speed Limit: 25 - 35



Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average Weekday	Average Weekend	Average Week	Average Speed	85% Speed
00-01	1	0	0	0	1	3	0	0	2	1	22	22
01-02	0	0	0	0	0	2	0	0	1	0	26	28
02-03	0	0	0	0	0	0	0	n/a	n/a	n/a	n/a	n/a
03-04	0	0	0	0	0	1	0	0	1	0	24	24
04-05	0	2	0	1	0	0	0	1	0	0	25	27
05-06	0	1	1	2	6	0	0	2	0	1	20	27
06-07	4	4	4	7	5	7	4	5	6	5	16	24
07-08	11	8	8	12	6	5	10	9	8	9	21	25
08-09	6	4	11	17	12	8	5	10	7	9	19	23
09-10	5	3	12	26	23	17	5	14	11	13	20	27
10-11	9	7	13	18	22	15	8	14	12	13	20	26
11-12	4	8	13	25	15	19	8	13	14	13	22	25
12-13	9	8	14	26	23	23	1	16	12	15	20	25
13-14	4	13	23	15	13	14	6	14	10	13	19	26
14-15	11	8	H 38	H 31	23	11	12	22	12	19	22	27
15-16	H 19	11	15	30	H 24	22	13	20	18	19	20	25
16-17	11	15	22	22	22	H 25	H 15	18	20	19	20	27
17-18	17	H 16	21	22	19	11	11	19	11	17	20	26
18-19	11	12	18	23	10	10	7	15	9	13	21	27
19-20	3	5	11	14	16	10	4	10	7	9	21	25
20-21	7	1	4	3	7	1	3	4	2	4	21	27
21-22	1	3	1	3	2	0	3	2	2	2	21	24
22-23	0	0	8	1	3	0	0	2	0	2	26	30
23-24	0	2	1	3	5	2	0	2	1	2	23	27
TOTAL:	133	131	238	301	257	206	115	212	166	198	21	26

UPPER MAST LANDING AGENDA ITEM



Complete Streets Committee Infrastructure Evaluation Form

Location: Upper Mast Landing
Describe the issue / problem: Request initiated from resident at 48 Upper Mast Landing and followed up by neighborhood petition. Petition identified the following concerns: <ul style="list-style-type: none">(1) traffic calming necessary in the form of a speed bump at the top of the road;(2) install a mirror for better visibility near the Audubon driveway;(3) emphasis on child safety because of fast drivers with disregard for safety; and,(4) near collision between resident and fast-driving commercial vehicle that veered over the center line.
Recommendations: (1) Enforcement (enhanced presence currently in effect). (2) Speed and volume study (recently completed). (3) Continue discussion and evaluation at November CSC meeting. (4) Educate all users (Town website, Municipal Bulletin, peer-to-peer).

Current Use

Provide a general description of how the street or area is used: Local (Townway) road owned and maintained by the Town of Freeport. The road is rural in nature with curves and hills. Property owners live along the road in this residentially zoned (RR1) district. The road is used by pedestrians and bicyclists, including children; however, the road is used as a cut-through between Route One North and Bow Street / Flying Point Road.

Destinations: Commuter traffic, residents, and itinerant traffic.

Motor vehicles / numbers / speed detail: Data collection completed; 85th % speed 28 mph (appropriately signed at 25 mph; Average daily traffic during monitoring period: 408 vehicles.

Pedestrian use detail: Pedestrians and bicyclists of all ages use the road since it has a rural, tree-covered nature to it. Road also serves as an entrance to the Audubon Society properties.

Bicycle use detail: See above.

Other users (delivery trucks, buses, emergency vehicles): All.

Is it a route to school? **Yes** or **No** (please circle answer) Unknown, but potentially since Mast Landing School is near the intersection with Flying Point Road.

Infrastructure

Population (Resident / Itinerant)? Residents, commuters, and commercial itinerants.

Bike Lanes/Shoulders: None formal; grass shoulders between 2 and 4 feet wide exist along most of the roadway.

Sidewalks: None.

Bike Parking: No.

Signage: 25 mph Speed Limit signs at each end; (2) Curved Road signs; (1) Hidden Drive sign; Railroad Crossing sign each direction; Stop signs at each end.

Alternate Routes? Yes or No (please circle answer) N/A If yes, please list alternative route(s) and briefly describe route-users: Yes, commercial truck traffic could be rerouted to School Street. This idea would require ordinance revisions, if implemented. Effect of ordinance provision may be minimal since enforcement would be difficult as offenders cut through at irregular times. Traffic problems could be exacerbated at the School Street / Upper Main Street intersection, but true effects are unknown without an involved traffic study.
--



Agency Involvement (select and describe as applicable)

Town: [Town-maintained.](#)

State: [None.](#)

School: [None](#)

Business: [None](#)

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

Infrastructure: [None other than 2008 Traffic and Parking Committee meeting minutes show a request / recommendation for double-yellow center line \(DYCL\).](#)

Alternate Routes: [Road is reported to be used as an alternate road \(cut-through\) to avoid Main Street and School Street.](#)

Safety Measures: [To be discussed.](#)

Safety Issues

Accident history data: [Research being conducted.](#)

Speed: [Appropriately signed at 25 mph.](#)

Width (travel surface, shoulders, and right of way): [50-ft ROW; 11-ft travel lanes; 2-ft to 4-ft grass shoulders mown by Public Works annually.](#)

Sight Lines: [Limited due to horizontal and vertical curves in the road.](#)

Poor Surfaces: [None, other than some heaving.](#)

Crosswalks: [N/A.](#)

Lighting: [N/A.](#)

Signaling: [N/A.](#)

Signage: [Possibly add additional curved road and blind driveway signage.](#)

Potential Solutions

Change speed limit: [Not recommended since road is signed appropriately at 25 mph.](#)

Improve Road Surface: [Improved in 2018.](#)

Improve Signage: [Yes, to be discussed.](#)

Improve signaling: [N/A.](#)

Crosswalks - add / move / signaling: [No.](#)

Striping lanes and sharrows: [Insufficient pavement width.](#)

Add width: [Not recommended because of impacts to drainage and ROW.](#)

Improve sight lines (remove or add vegetation, signs, fences): [No, because site lines are limited by natural geometry such as curves and hills.](#)

Education of users and community including encouraging alternative routes: [Always a good idea but difficult to implement.](#)

Improve lighting: [No.](#)

Other: [None.](#)

Funding Sources?

[None currently available.](#)

From: Suzi Spector <hate2checkemails@gmail.com>
Sent: Wednesday, September 30, 2020 11:55 AM
To: Adam Bliss <abliss@freeportmaine.com>
Cc: Brooke Miller <brookeellenmiller@gmail.com>
Subject: Upper Mast Landing Road Traffic Problem

**** CAUTION EXTERNAL EMAIL ****

Good morning Adam,

My name is Susan Spector and I am partnering with Brooke Miller concerning our request for traffic calming measures on Upper Mast Landing Road. Please find here a problem statement of our concerns as well as a goal statement and scanned signed petition pages. While the petition may not be required by the town we have chosen as a community to include the signatures as it is reflective of the majority of resident's interest in trying to find solutions for safer traffic flow on our street. We believe this information can be helpful as we all try to find appropriate solutions.

Sincerely,
Susan Spector

50 Upper Mast Landing Road,
Freeport, Maine 04032

Cell: 207-841-4961

PETITION TO: Town of Freeport, Town Engineer

PETITION PURPOSE: Traffic Calming Measures on Upper Mast Landing Road, Freeport, Maine.

IDENTIFIED PROBLEM

Upper Mast Landing Road of Freeport, Maine has seen a significant increase in speeding traffic over the past few years, creating concern for safety of its community. The specific concerns are as follows:

- A majority of the vehicles traveling on the road move at accelerated speeds. Despite posted signs and temporary police electronic speed monitors, the vast majority of vehicles drive well over the posted 25 mph limit.
- There is a noticeable increase in large commercial trucks, such as dump trucks and logging trucks, barreling up and down the road dozens of times daily. By the nature of how big commercial trucks are, combined with speed and the narrow width of Upper Mast Landing Road (to include its tight curves and steep graded hills), it makes it difficult for commercial vehicles to safely navigate the road, often resulting with these large vehicles crossing into traffic in the on-going lane.
- Heavy vehicular traffic moving at accelerated speeds increases the risk of physical harm to the Upper Mast Landing community. This neighborhood is home to both children and adults who are active on the street– running, walking, or biking, in addition to pedestrians exercising their pets.
- Due to poor visibility from curves and steep hills on the road, many driveways on Upper Mast Landing Road (a minimum of seven) have an increased collision risk when exiting the driveways. Residents' safety is further compromised by cars and large commercial trucks driving TOO FAST through these curves and hill crests.
- Upper Mast Landing Road has a history of documented accidents involving speeding cars that have overturned or driven onto owner's property due to accelerated speed.

GOAL OF THIS PETITION

We the residents of Upper Mast Landing Road and its adjacent roads (Orchard Hill Road, Hidden Oaks Drive, Omer Road, Mert Drive) request the Town of Freeport's Engineer to seriously investigate and amend the above stated problem of traffic hazards due to speed; to include a reduction of oversized commercial vehicles. We request the following:

- A reply to this petition
- Traffic study of Upper Mast Landing Road
- Installation of mirrors, better signage and speed bumps
- Weight restriction of commercial vehicles
- Any other additional safety measures determined by the Town of Freeport's Engineer as appropriate.

SUMMARY OF PETITION SIGNATURES

- 30 homes are estimated to be affected by traffic patterns on Upper Mast Landing Road
- An additional 11 homes are located on roads that must access Upper Mast Landing Road to leave their property and travel elsewhere.
- 34 total signatures collected from estimated 23 homes on petition.

PETITION SIGNATURE PAGE ONE

PETITION TO: Town of Freeport, Town Engineer

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1	PRINT NAME SUSAN SPECTOR	SIGNATURE <i>Spector</i>	DATE 8/30/20
	ADDRESS: 50 Upper Mast Landing Rd. Freeport ME 04032		
2	PRINT NAME Emelia van Satta	SIGNATURE <i>Emelia</i>	DATE 8/30/20
	ADDRESS: 50 Upper Mast Landing Road Freeport, 04032		
3	PRINT NAME Harriet Nichols	SIGNATURE <i>Harriet Nichols</i>	DATE 8/30/20
	ADDRESS: 2 Orchard Hill Rd Freeport, ME 04032		
4	PRINT NAME CARL VAN SATTEN	SIGNATURE <i>Carl van Satten</i>	DATE 8/30/20
	ADDRESS: 50 UPPER MAST LANDING RD FREEPORT 04032		
5	PRINT NAME Sandy Warren	SIGNATURE <i>Sandy Warren</i>	DATE 9/3/20
	ADDRESS: 55 Upper Mast Landing Rd. Freeport 04032		
6	PRINT NAME Rick Warren	SIGNATURE <i>Rick Warren</i>	DATE 9/3/20
	ADDRESS: 55 Upper Mast Landing Rd Freeport ME 04032		
7	PRINT NAME Cory Warren	SIGNATURE <i>Cory Warren</i>	DATE 9/3/20
	ADDRESS: 57 Upper Mast Landing Rd Freeport ME 04032		

PETITION SIGNATURE PAGE TWO

PETITION TO: Town of Freeport, Town Engineer

PETITION PURPOSE: Traffic Calming Measures on Upper Mast Landing Road, Freeport, Maine.

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8	PRINT NAME	SIGNATURE	DATE
	Judith Chanoy	Judith Chanoy	9-3-20
ADDRESS: 76 Upper Mast Landing Road, Freeport, Me. 04032			
9	PRINT NAME	SIGNATURE	DATE
	Lorne Nichols	[Signature]	9/3/20
ADDRESS: 11 Orchard Hill Rd Freeport ME 04032			
10	PRINT NAME	SIGNATURE	DATE
	Jon Nichols	[Signature]	9/3/20
ADDRESS: 11 Orchard Hill, Freeport ME 04032			
11	PRINT NAME	SIGNATURE	DATE
	Wendy Clarke	Wendy T. Clarke	9/2/20
ADDRESS: 11 B Orchard Hill Rd Freeport ME 04032			
12	PRINT NAME	SIGNATURE	DATE
	MATTHEW T. RUSSELL	Matthew T. Russell	9/7/20
ADDRESS: 49 UPPER MAST LANDING RD FREEPORT ME 04032			
13	PRINT NAME	SIGNATURE	DATE
	Mary A Lehmer	[Signature]	9/7/20
ADDRESS: 49 Upper Mast Landing Rd Freeport ME 04032			
14	PRINT NAME	SIGNATURE	DATE
	Bob Farlow	[Signature]	9/8/20
ADDRESS: 39 Upper Mast Rd Freeport			

OVER - see back side

PETITION SIGNATURE PAGE THREE

PETITION TO: Town of Freeport, Town Engineer

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15	PRINT NAME Nicole Connolly	SIGNATURE <i>Nicole Connolly</i>	DATE 9/8/20
	ADDRESS: 3 Hidden Oaks Dr Freeport, ME 04032		
16	PRINT NAME Patrick Connolly	SIGNATURE <i>Patrick Connolly</i>	DATE 9/8/20
	ADDRESS: 3 Hidden Oaks Dr. Freeport, ME 04032		
17	PRINT NAME Melisa Walker	SIGNATURE <i>Melisa Walker</i>	DATE 9/8/20
	ADDRESS: 37 hidden Oaks drive Freeport, Me 04032		
18	PRINT NAME Daniel Walker	SIGNATURE <i>Daniel Walker</i>	DATE 9/8/20
	ADDRESS: 37 Hidden Oaks Dr., Freeport, ME 04032		
19	PRINT NAME Brooke Miller	SIGNATURE <i>Brooke Miller</i>	DATE 9/11/20
	ADDRESS: 46 Upper Mast Landing Rd Freeport ME 04032		
20	PRINT NAME Jeremy Duda	SIGNATURE <i>Jeremy Duda</i>	DATE 9/11/20
	ADDRESS: 48 Upper Mast Landing Rd Freeport, ME 04032		
21	PRINT NAME Ryan Howard	SIGNATURE <i>Ryan Howard</i>	DATE
	ADDRESS: 11 Omer Rd Freeport, ME 04032		

PETITION SIGNATURE PAGE FOUR

PETITION TO: Town of Freeport, Town Engineer

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	PRINT NAME	SIGNATURE	DATE
22	John Bolton		9/21/20
	ADDRESS: 30 Upper Mast Landing Road		
23	Laura Kouba	Laura Kouba	9/21/20
	ADDRESS: 1 Joshua Chamberlain Way		
24	Kristen Casey	Kristen Casey	9/21/20
	ADDRESS: 28 Joshua Chamberlain Way		
25	Alice Rohman	Alice Rohman	9/27/20
	ADDRESS: 7 Kendall St.		
26	Sheena Pettillo	Sheena Pettillo	9/23/20
	ADDRESS: 8 Upper Mast Landing Rd		
27	ISOBEL WARD	Isobel J. Ward	9/25/20
	ALAN WARD	Alan Ward	9/25/20
	ADDRESS: 14 OMER RD		
28	Betsy Holwell	B. Holwell	9/23/20
	ADDRESS: 11 Omer Rd Freeport		

PETITION SIGNATURE PAGE FIVE

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29	PRINT NAME <u>JAMES LAPHAM</u>	SIGNATURE <u>[Signature]</u>	DATE <u>9/25/20</u>
	ADDRESS: <u>31 UPPERMASTLANDING RD FREEPORT ME 04032</u>		
30	PRINT NAME <u>Sandra Lapham</u>	SIGNATURE <u>Sandra Lapham</u>	DATE <u>9/25/20</u>
	ADDRESS: <u>31 Upper Mast Landing Rd, Freeport, Maine 04032</u>		
31	PRINT NAME <u>Suzanne Hamilton</u>	SIGNATURE <u>[Signature]</u>	DATE <u>9/25/20</u>
	ADDRESS: <u>80 Upper Mast Landing Rd Freeport ME 04032</u>		
32	PRINT NAME <u>MANDING MACPHERSON</u>	SIGNATURE <u>[Signature]</u>	DATE <u>9/26/20</u>
	ADDRESS: <u>86 Upper Mast Landing Rd Freeport ME 04032</u>		
33	PRINT NAME <u>Enka Savona</u>	SIGNATURE <u>[Signature]</u>	DATE <u>9/27/20</u>
	ADDRESS: <u>54 Upper mast landing Rd. Freeport, ME</u>		
34	PRINT NAME <u>Leroy Savona</u>	SIGNATURE	DATE <u>9/27/20</u>
	ADDRESS: <u>54 Upper Mast Landing Rd, Freeport, ME</u>		
35	PRINT NAME	SIGNATURE	DATE
	ADDRESS:		

From: [Sue Nourse](#)
To: [Adam Bliss](#)
Subject: RE: Voice Message Attached from 2072397585 - BROOKE MILLER
Date: Thursday, July 16, 2020 7:45:25 AM

I had an officer patrol that road yesterday specifically to observe speed and operation. The officer was there for 30 minutes, five cars traveled on the road, and the highest speed was 30 (5 mph over the limit). I will move one of the speed monitoring signs there to gather more data.

The quality of the road is such that anyone walking would need to step off the pavement when a vehicle passed. There is no paved shoulder. A section of the road (near Mast Landing Sanctuary) is curvy and hilly which exacerbates the concern. The speed limit is 25 mph which is appropriate for that roadway. Character of the road and road design present challenges to alleviate vehicle operation complaints.

I have not called her, as I was not sure if you did or not. Let me know.

Thanks

Susan B. Nourse
Chief of Police
Freeport, ME

-----Original Message-----

From: Adam Bliss
Sent: Wednesday, July 15, 2020 7:54 AM
To: Sue Nourse <SNourse@freeportmaine.com>
Subject: FW: Voice Message Attached from 2072397585 - BROOKE MILLER

FYI - we should connect about this complaint.

Thank you,

Adam

Adam S. Bliss, P.E.
Freeport Town Engineer / Public Works Director abliss@freeportmaine.com
207.865.4743 x106

Freeport Town Hall
30 Main Street
Freeport, Maine 04032

-----Original Message-----

From: VMGW@DSCI-Net.com <VMGW@DSCI-Net.com>
Sent: Friday, July 10, 2020 2:31 PM
To: Adam Bliss <abliss@freeportmaine.com>
Subject: Voice Message Attached from 2072397585 - BROOKE MILLER

** CAUTION EXTERNAL EMAIL **

Time: Jul 10, 2020 2:31:16 PM
Click attachment to listen to Voice Message

Average Speed

Technician Name: administrator

Location: UPPER MAST LANDING

Report Period: 7/23/2020 to 8/5/2020

Address: 50 UPPER MAST LANDING ROAD, FREEPORT,

Total Vehicle Count: 2,853

Speed Limit: 25



Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average Weekday	Average Weekend	Average Week	Average Speed	85% Speed
00-01	H 29	0	27	18	11	0	H 29	21	29	23	23	29
01-02	0	14	6	0	0	H 34	0	10	34	18	18	32
02-03	0	0	4	0	0	0	4	4	4	4	4	6
03-04	0	25	5	0	0	0	0	15	0	15	15	25
04-05	27	H 32	15	0	0	0	23	25	23	24	24	30
05-06	22	22	24	27	27	16	0	24	16	23	23	28
06-07	16	16	12	24	25	14	10	19	12	17	17	27
07-08	22	21	20	23	17	24	18	21	21	21	21	27
08-09	22	22	23	19	16	17	23	20	20	20	20	28
09-10	21	20	H 34	19	20	24	26	23	25	23	23	36
10-11	21	24	27	20	22	22	20	23	21	22	22	31
11-12	24	23	25	24	22	23	25	24	24	24	24	29
12-13	24	25	26	25	23	22	24	25	23	24	24	29
13-14	22	25	26	27	28	23	23	26	23	25	25	29
14-15	25	24	17	23	25	20	25	23	23	23	23	29
15-16	22	26	21	24	25	23	26	24	25	24	24	29
16-17	22	23	24	23	22	20	25	23	23	23	23	29
17-18	23	22	20	23	22	20	24	22	22	22	22	29
18-19	12	24	19	21	23	22	25	20	24	21	21	29
19-20	10	23	24	21	21	25	23	20	24	21	21	28
20-21	15	26	25	28	22	23	24	23	24	23	23	29
21-22	19	25	24	21	22	30	26	22	28	24	24	29
22-23	24	25	26	28	H 30	19	28	27	24	26	26	32
23-24	16	23	0	H 29	25	16	16	23	16	21	21	27
AVG:	21	23	21	23	22	22	22	21	22	21	21	28

Total Vehicle Count

Technician Name: administrator

Location: UPPER MAST LANDING

Report Period: 7/23/2020 to 8/5/2020

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Speed Limit: 25



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00-01	1	0	1	1	3	0	1	1	1	1	23	29
01-02	0	1	2	0	0	2	0	1	1	1	18	32
02-03	0	0	25	0	0	0	1	5	1	4	4	6
03-04	0	1	1	0	0	0	0	0	0	0	15	25
04-05	2	1	4	0	0	0	1	1	1	1	24	30
05-06	6	2	6	1	5	5	0	4	3	4	23	28
06-07	11	13	10	2	8	6	8	9	7	8	17	27
07-08	27	29	29	23	10	7	24	24	16	21	21	27
08-09	24	39	53	31	16	20	31	33	26	31	20	28
09-10	24	H 41	H 92	H 43	H 38	31	26	48	29	42	23	36
10-11	30	34	43	34	23	21	33	33	27	31	22	31
11-12	35	28	7	27	27	21	29	25	25	25	24	29
12-13	H 42	31	13	33	31	26	34	30	30	30	24	29
13-14	30	38	10	25	27	26	28	26	27	26	25	29
14-15	31	36	21	28	34	28	24	30	26	29	23	29
15-16	35	H 41	15	32	31	H 39	H 41	31	40	33	24	29
16-17	29	37	16	42	34	21	23	32	22	29	23	29
17-18	35	32	24	27	24	18	25	28	22	26	22	29
18-19	40	27	13	26	16	31	12	24	22	24	21	29
19-20	37	19	4	19	14	13	20	19	17	18	21	28
20-21	21	9	6	19	9	11	13	13	12	13	23	29
21-22	5	11	5	7	7	6	5	7	6	7	24	29
22-23	1	3	1	2	3	1	3	2	2	2	26	32
23-24	1	5	0	3	3	2	2	2	2	2	21	27
TOTAL:	467	478	401	425	363	335	384	428	365	408	21	28