



AGENDA

MEETING: Complete Streets Committee (CSC)
DATE: June 1, 2021
TIME/PLACE: 7:30 AM - 9:00 AM, Virtual Meeting via Zoom
PRESENT: Chair Greg Michaud, Vice Chair Doug Leland, Acting Police Chief Nate Goodman, Councilor Doug Reighley, Sally Walsh, Andy Seymour, Phil Wagner, Barbara Guffin, Elizabeth McDonald
ABSENT:
GUESTS:

TOPIC	DISCUSSION	ACTION
I. Minutes (Greg) (5 Minutes)	Motion to accept the May 4, 2021 minutes by _____; seconded by _____; abstained by _____. _____ in favor, _____ opposed, _____ abstained, and _____ absent.	TBD
II. Welcoming Comments (Greg) (5 minutes)	<ul style="list-style-type: none"> • Welcome • Agenda Review • Discuss potential new meeting day. Possible move back to second Tuesday of the month? New meeting time or keep at 7:30 a.m. We need to be aware of other Town meeting conflicts. 	Informational only, no vote.
III. Downtown Vision Proposal (Bliss) (15 minutes)	<ul style="list-style-type: none"> • Summer 2021 Pilot Projects • Invitation to presentation at tonight's Council Meeting. 	Informational only, no vote.
IV. Bridge Projects Update (Bliss) (20 minutes)	<ul style="list-style-type: none"> • Update on the recent meeting with Maine DOT. • Questions and Answers distributed to Bridge Committee Members and the CSC. • Next Maine DOT is scheduled for June 8, 2021. The final design will be presented. 	Informational only, no vote.
V. Bike Rack and Taxi Stand Project Updates (Phil, Bliss) (10 minutes)	<ul style="list-style-type: none"> • Update on any progress made relative to bike racks and taxi stand replacement. 	Informational only, no vote.



VI. Connect Freeport Project Updates (Liz) (10 minutes)	<ul style="list-style-type: none"> Liz will provide an update on progress with the four Active Living committee priority projects. 	Informational only, no vote.
VII. Complete Streets Shared Documentation Repository (Greg) (10 Minutes)	<ul style="list-style-type: none"> Greg will review the proposed structure for document storage. Feedback welcome for any changes or recommendations (this will serve as the foundation for our Town of Freeport website page for Complete Streets). 	Informational only, no vote.
VIII. Open Discussion (All) (10 Minutes)	<ul style="list-style-type: none"> We will use this time for any overage from other agenda topics and allow open discussion for participants. 	Informational only, no vote.
IX. Adjournment	<p>_____ motioned to adjourn; _____ seconded; motion carried with _____ in favor, _____ opposed, and none absent. Next scheduled meeting: July 6, 2021.</p>	Accepted, _____.

DRAFT



MINUTES

MEETING: Complete Streets Committee (CSC)
DATE: May 4, 2021
TIME/PLACE: 7:30 AM - 9:00 AM, Virtual Meeting via Zoom
PRESENT: Chair Greg Michaud, Vice Chair Doug Leland, Acting Police Chief Nate Goodman, Councilor Doug Reighley, Sally Walsh, Phil Wagner, Barbara Guffin, Elizabeth McDonald
ABSENT: Andy Seymour
GUESTS: Jake Danielle

TOPIC	DISCUSSION	ACTION
I. Minutes	Motion to accept the April 6, 2021 minutes by Mr. Reighley; seconded by Ms. Guffin; abstained by none. Six in favor, none opposed, none abstained, and three absent. Revise the Eat West Greenway language to East Coast Greenway.	Motion Passed.
II. Welcoming Comments	<ul style="list-style-type: none">• Welcoming Comments• Agenda reviewed• Update on the discussion between Mr. Michaud and Councilor Whitney regarding the intersection of the Complete Streets Committee and Freeport Downtown Visioning Plan.• Council and FEDC have a better understanding of when they need input from the CSC regarding Downtown Vision Plan work. Examples include taxi stands, on-street parking, and street beautification.• Downtown Vision pilot projects will be implemented during summer 2021. Examples may include public and community involvement that draw people outside and provides them spaces to congregate safely on sidewalks and within the right-of-way.• Downtown Vision Plan presentation scheduled with the Town Council for late May or early June.	Informational only, no vote.



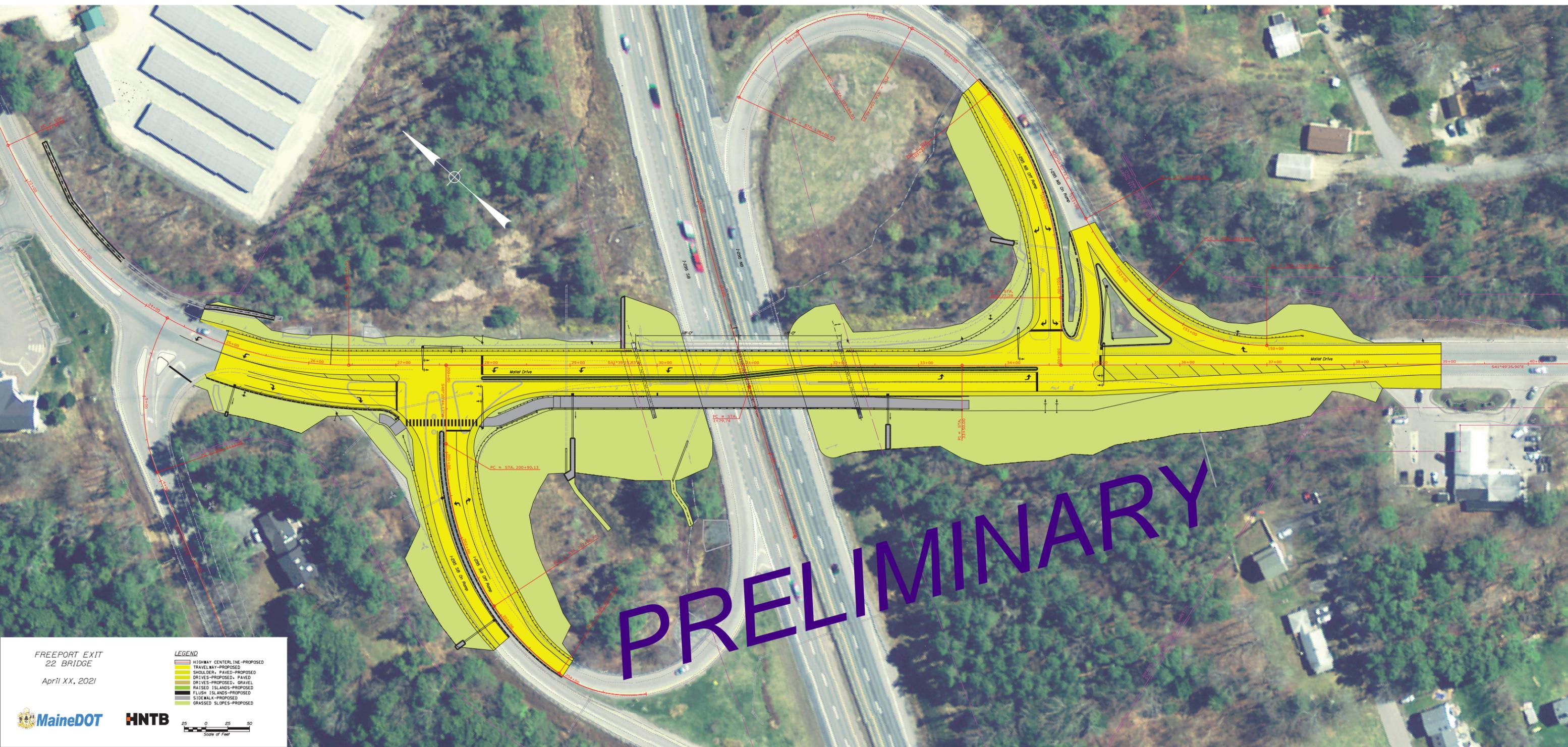
<p>III. Bridge Projects Update</p>	<ul style="list-style-type: none">• Update on recent conversations with Maine DOT.• Presentation by Mr. Bliss of the current (preliminary) design of the Exit 20 and 22 Bridges.• Upcoming meeting scheduled with the Maine DOT on May 11, 2021. This meeting will provide the Bridge Committee members to ask questions and express any concerns they may have.• The discussion focused on the multi-use path transition into and out of the bridge crossings. The path is truncated near the Pownal Road intersection and near the new northbound I-295 ramp signal due to time constraints for right-of-way acquisition from private property owners. The acquisition process can take approximately one year, which is well beyond the September 2021 bid advertisement deadline. The Bridge projects must be advertised because of federal grant requirements.• The transition into and out of the bridge crossings consists of an esplanade adjacent to the travel lane to meet the clear zone standards.• The I-295 northbound ramp entrance at Mallett Drive is shown as a right-turn slip lane which is the current condition.• Road centerline, path alignments, and clear zones are critical design elements that must satisfy the Maine DOT specifications.• The majority of the presentation focused on the Mallett Drive Bridge.• There was less concern with the Desert Road Bridge though traffic signal interconnection and left-turning traffic from Hunter Road were the main concerns.• An onsite meeting will be scheduled to assess traffic at the Mallett Drive-Pownal Road-Route 236 intersection.• A meeting between the ALC and CSC will be scheduled for Monday the 10th to discuss and share their bridge design concerns.• The following questions and concerns were raised by CSC members.<ul style="list-style-type: none">○ Does the tapered path (the wedge near Irving) need to be grass or can it be crushed stone?○ Can a retaining wall be constructed instead of going through the right-of-way acquisition process?○ Will cost-sharing be reduced since the path is proposed to be shortened?○ What can be done to make the right-hand slip lane onto I-295 northbound safer if the intersection cannot be T-ed up like the southbound ramp is proposed?	<p>Informational only, no vote.</p>
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	<ul style="list-style-type: none">○ What does the accident and crash data indicate for the Mallett Drive area?○ How will pedestrians safely cross Mallett Drive from the north to the south side where the multi-use path will be located?○ Will the crossing of Mallett Drive occur midway between the bridge and Main Street, or will it happen at a controlled location such as the I-295 northbound signal or at a crosswalk with a flashing beacon before the right-hand slip lane?○ There are two main considerations with the Mallett Drive Bridge: (1) safety and (2) traffic back-up at the I-295 southbound ramp signal.○ How will vehicles be able to get out of the Freeport Medical Center and Pownal Road intersection?○ The current design has traffic congestion and accident implications.○ How are pedestrian safety needs and vehicle movements balanced for this project?○ Concern was raised for traffic stoppage at the signals due to signal wait times for up to a minute.○ Ramp crosswalks will have a push-button for pedestrians to activate the crosswalk signal.○ The CSC and Bridge Committee members should be clear and unified on their objectives. Solutions should be present to the Maine DOT.○ Does it make sense to include a center turn lane within Mallett Drive to allow for traffic turning into and out of businesses?○ Will the intersection at Hunter Road and Desert Road be improved for left-turning traffic onto Desert Road headed east to Lower Main Street?	
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<p>IV. Bike Rack and Taxi Stand Project Updates</p>	<ul style="list-style-type: none"> • Update from Mr. Wagner concerning replacing the taxi stand with on-street parking adjacent to Brahms Mount. • There is a taxi stand at the Train Station that was previously discussed for reallocation to regular parking. A parking study of the Train Station was delayed due to the pandemic and until after normal parking demand resumes. • The parking changes will require an Ordinance change and public hearings. The only process question is whether the proposal goes first before the Ordinance Committee or immediately to the Town Council. • The focus should be on the taxi stand on Upper Main Street. Changes to the Train Station parking and Main Street striping should wait until studies are conducted. • There isn't a lot of public spaces within the Village to add bike stands. • Mr. Wagner to document the bike parking locations and report back to the CSC 	<p>Informational only, no vote.</p>
<p>V. Connect Freeport Project Updates</p>	<ul style="list-style-type: none"> • Ms. MacDonald provided an update on progress with the four ALC priority projects. • The ALC would like the I-295 northbound ramp from Mallett Drive to be a T-ed intersection. • The ALC proposed a six-foot-wide sidewalk and five-foot-wide shoulder on the south side of Mallett Drive. This bike/ped infrastructure will connect into the bridge multi-use path. The sidewalk and shoulder would be separated from traffic by a buffered bike lane. • The ALC prefers a flashing beacon and crosswalk of the Irving Station driveway. • Mr. Bliss has created an account for the ALC to create map sketches using the Town's online mapping software. 	<p>Informational only, no vote.</p>
<p>VI. Complete Streets Shared Documentation Repository</p>	<ul style="list-style-type: none"> • Greg reviewed the proposed structure for document storage. • Google Drive allows 15 gigabytes of cloud (online) storage. • Three folders are set up: (1) Administration (e.g., minutes, policies, Ordinances); (2) Projects; and (3) Resource Materials. • Materials to migrate from Google Drive to the website in the near future. • Mr. Leland motioned to accept the file repository structure; Ms. Guffin seconded; motion carried with seven in favor, none opposed, and two absent. 	<p>Motion passed.</p>
<p>VII. Open Discussion</p>	<ul style="list-style-type: none"> • No open discussion comments. 	<p>Informational only, no vote.</p>
<p>VIII. Adjournment</p>	<p>Mr. Leland motioned to adjourn; Mr. Wagner seconded; motion carried seven in favor, none opposed, and two absent. Next scheduled meeting: June 1, 2021.</p>	<p>Motion passed.</p>



PRELIMINARY

FREEPORT EXIT
22 BRIDGE

April XX, 2021

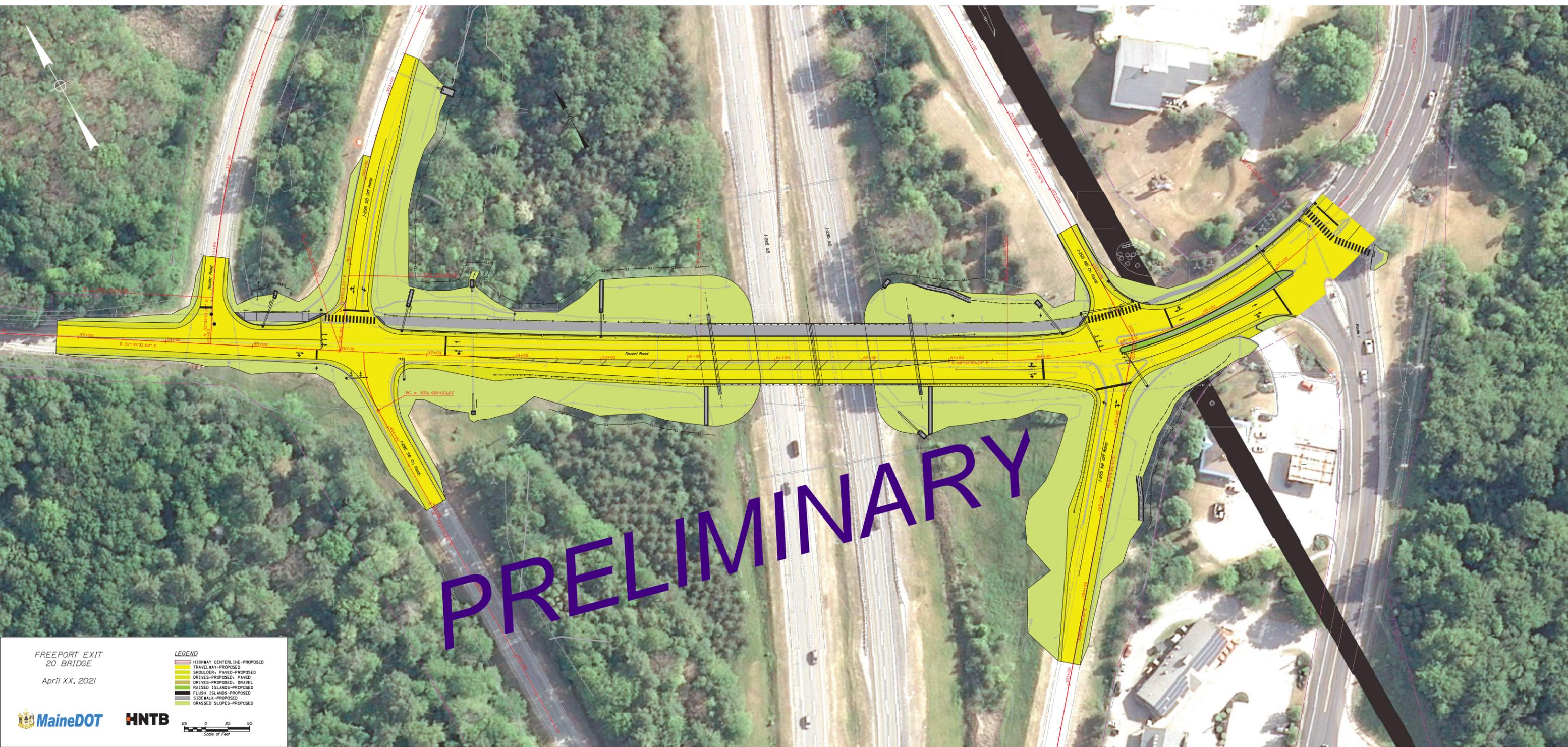
LEGEND

- HIGHWAY CENTER LINE-PROPOSED
- TRAVEL WAY-PROPOSED
- SHOULDER, PAVED-PROPOSED
- DRIVES-PROPOSED, PAVED
- DRIVES-PROPOSED, GRAVEL
- RAISED ISLANDS-PROPOSED
- FLUSH ISLANDS-PROPOSED
- SIDEWALK-PROPOSED
- GRASSED SLOPES-PROPOSED

MaineDOT **HNTB**

Scale of Feet

0 25 50



FREEPORT EXIT
20 BRIDGE

April XX, 2021

LEGEND

- HIGHWAY CENTER LINE-PROPOSED
- TRAVEL WAY-PROPOSED
- SHOULDER, PAVED-PROPOSED
- DRIVES-PROPOSED, PAVED
- DRIVES-PROPOSED, GRAVEL
- RAISED ISLANDS-PROPOSED
- FLUSH ISLANDS-PROPOSED
- SIDEWALK-PROPOSED
- GRASSED SLOPES-PROPOSED



PRELIMINARY

Freeport Desert Road over I-295, Bridge #5720 / Freeport Mallett Drive over I-295, Bridge #5721

WINs 021726.00, 023627.00

ADVISORY COMMITTEE MEETING #4 (virtual meeting)

May 11, 2021, 4-6 pm

Attending:

Freeport: Peter Joseph, town manager; Adam Bliss, town engineer; Sally Leland, resident; Chris Taylor, resident; Greg Michaud, resident; Todd Coffin, resident; Philip Wagner, resident; Liz McDonald, resident

MaineDOT: Andrew W. Lathe, interim project manager; Jeff Folsom, Ed Hanscom

Consultants: Steven Hodgdon, HNTB; Lori Driscoll, HNTB; Cory Helmick, HNTB; Carol Morris, Morris Communications

The meeting began at 4:03 pm.

Andy Lathe began the meeting by introducing himself and explaining that Mackenzie Kersbergen is on maternity leave until mid-June, and he is acting as interim project manager. He provided a brief history of the project and updated participants on current status. Carol Morris, who facilitated the meeting, noted that Adam Bliss had sent a series of questions from the committee to HNTB earlier in the day, and said that as possible, the questions would be answered as part of the meeting discussion. Any outstanding questions would be followed up post-meeting and would be responded to in writing as soon as possible. She then turned the meeting over to Steve Hodgdon to summarize the Exit 20 (Desert Road) bridge features as currently designed.

Exit 20/Desert Road Discussion

Steve's summary included the bridge configuration and cross-sections, and the functionality of signalized interchanges and connections. He also noted that the committee would be asked to choose railing styles tonight.

A committee member asked why the multi-use path in the plans was indicated in several places to be narrower than the 12 feet that the residents of Freeport voted to fund earlier this year. Steve explained the difference between usable width and actual width, in that the actual width can be affected by railings, for example. He noted that in some cases there were right-of-way constraints that reduced the possible width of the path. Steve noted that questions like this are why these committee meetings are important, and that as this is a major concern for

committee members, he would ask the engineers to go back and make sure that the path was as close to the full 12 feet as possible on all the approaches. There was also discussion as to eliminating the 1-foot grass buffer for maintenance reasons and to gain maximum width. A physical barrier should separate the path from traffic where the path is within 10' from the nearest travel lane on the roadway.

It was asked if there would be hashmarks at the crossing at Hunter Road. Steve noted that because there is no sidewalk plan in place to tie into, they had no guidance as to how to make this transition. Peter shared that there is town funding to build a 5-to-6-foot sidewalk along that side of Hunter – they are waiting for the bridge to be built to build a sidewalk. There was discussion about not wanting bicyclists to go on the sidewalk, and that the Complete Streets committee would have to think about how to finetune that transition.

On the east side of the approach, the committee reiterated that they would like a 12-foot path to go all the way to the existing sidewalk. Steve noted there is a right-of-way boundary, which could limit providing the full 12 feet at this time. Because of the time constraints on this project, which are tied to the grant funding, there has not been time to go through the right-of-way process (which typically takes 10 months to a year).

A committee member asked if the traffic studies used in justifying traffic signals could be provided to the committee. Steve said he would do so; Adam indicated that the signal warrant studies had already been made available, he had also created executive summaries, and he would redistribute them. Additionally, MaineDOT will confirm that the assumptions of traffic volumes are still valid given the several years that have transpired since studies were completed.

Exit 22/Mallet Drive Discussion

Steve provided a summary of the Exit 22 bridge configuration and cross-sections, as well as the functionality of signalized interchanges and connections.

A committee member asked why there was a northbound on-ramp slip lane included in the plan, noting it seemed that it would be positive for bicycle pedestrian activity to have a T-intersection as opposed to a slip lane, even if that caused vehicle traffic backed up slightly. Steve responded that the free movement for vehicles in using a slip lane would be an advantage for vehicular traffic, but he demonstrated on the plan where cyclists would also have an additional conflict point compared to a T-intersection. He noted that the goal is to tie into existing infrastructure, and that maintaining the existing slip lane is a cost-effective solution. He said he would follow up with a matrix that identifies the pros/cons of a northbound on-ramp slip lane versus the T-intersection so that this could be discussed further.

The committee member also noted that traffic is very fast in that area, and any solution that slows traffic down would be a safety benefit for vehicles entering Mallett Drive westbound

from the Irving station. Another committee member noted that she bikes with her family in that location, and that she agrees that traffic calming measures are needed there.

Adam Bliss asked about the purpose of the leveled grass strip where the path ends. Steve said that the embankment will be leveled for a future path and noted that there are regulatory requirements in terms of treating additional stormwater runoff from impervious areas (i.e. pavement) based on water quality requirements. He also noted that the path embankment is built out as far as possible without right-of-way (ROW) impacts. Steve reiterated that it is challenging to talk details of a future buildout or ROW solution without having a specific plan for the connections outside the bridge limits. Adam asked if MaineDOT will assist with future ROW discussions when it is time to build the path out further. Andrew replied that if the future trail project is coordinated with DOT (via a multi-modal or trail project), the Department would help with the ROW process; if it was a town-led process they would not. In response to a question about a project that included PACTS, he indicated he would get back to the town with more specific parameters on the different kinds of projects.

A committee member said he did not understand why a slip lane would be less expensive than a T-intersection option, as there is already a signal there. Additionally, he added that it would be important for pedestrians to have a place to cross Mallett Drive to access the path. Steve agreed but said that Mallett Drive does not now have a sidewalk, so they did not create a place to cross over. A committee member noted that the town does have plans on how the new multi-use path will transition to a wide shoulder on the roadway at the east approach - this would be an interim measure on Mallet Drive; it appears that has not been conveyed to HNTB and the Department.

Another committee member noted that on the west side of the bridge, there is a right turn pocket leading on to the highway and he wonders if the queue lengths are going to be very long, adding there is already significant commuter traffic and development continues to take place on the west side of the highway. Adam added that he agrees that more information on queuing and stacking lengths are needed, wondering if the queue will encroach onto Pownal Road. Steve noted that this is good information to include for the public meeting and he will provide information on anticipated queue lengths to the committee.

Railing Discussion

The committee looked at options for four different kinds of railings/fencing:

- Pedestrian/Bicycle Fencing – would be used between the shared use path and any embankment or land on the side *away* from traffic.
- Separation Railing – separates roadway from shared use path.
- Traffic Railing – this is the railing that separates the roadway from the edge of the bridge.
- Bridge Path Railing – this railing is placed along the outside of the shared use path at the edge of the bridge.

Pedestrian/Bicycle Fencing

The committee looked at two options, and unanimously chose the black woven wire fence as more aesthetically pleasing. This fence has also been used in the Route 1 corridor on the Martin's Point Bridge in Falmouth and in Yarmouth on Route 1.

Separation Railing

The committee was shown four options, all of which have been used locally or in New Hampshire. The railing would be 42 inches tall. Steve noted that this particular railing will dictate the width of the bridge, so a decision today is highly desirable. The committee asked several questions, but overall preferred the Open Concrete Barrier with Top Rail, which is the design used at the Martins Point Bridge (MPB). Steve noted that this style of rail offers some snow spray protection to cyclists or pedestrians on the bridge path. The MPB railing shown is 36 inches, and the Freeport bridge rail will be 42 inches.

Traffic Railing

The committee had a choice of three options. This railing would need to include a snow fence to stop snow spray from falling onto the interstate below when the bridge is plowed. A committee member noted he was expecting to see an option that was similar to the Martins Point Bridge. Steve noted that the MPB has a sidewalk on the other side from the shared use path, so the bridge configuration is different. After discussion, the committee requested that an option be created that used the MPB as a model, as described by Steve. It was noted that this might include a cost differential, and Steve will get back to the committee on a design and a cost.

Bridge Path Railing

The committee had a choice of three options. Steve also noted that compatibility with the other chosen rail options would be desirable, and also reminded the committee that this rail would not need to stop a vehicle. There was a discussion of tagging on concrete portions of the railing, and this could be an issue. Steve noted that this usually takes place on larger expanses of concrete as opposed to railings. A committee member noted that he would prefer a higher fence if possible. A member agreed that consistency with the other railings on the bridge is important, and it was noted that both and possibly the Cousins Island Bridge should all have the same railings. A desire for a higher fence, if possible, and a design similar to the MPB railing was the final consensus of the committee. Steve will get back to the committee with a refined design for approval.

There was a final discussion of materials: aluminum versus galvanized steel. Both hold up well, and are attractive, there are sometimes availability and cost issues.

Next Steps

In terms of upcoming meetings, Steve wants the committee to see updated plans on the path typical section, railing designs, material and configuration. So, he thinks one more meeting is necessary, likely in June before the public meeting. Carol will organize a date for that.

It was also noted by a committee member that, if possible, they would like help in designing interim solutions to help cyclists and pedestrians to use the bridges.

A question was asked about the purpose of the public meeting – would there be time to incorporate changes or is the meeting purely informational. Andy noted that the DOT will definitely want to get comments from the public and would be able to incorporate changes on a small scale. The new designs that Steve spoke about will be part of the public meeting and the committee will see them before the public meeting. It was also pointed out that the construction process will require some patience on the part of the public, and the MOT plans should be included in the public meeting information.

A brief discussion about rising costs also ensued.

The meeting ended at 6:15 pm.

ADDENDUM TO Freeport Bridge Advisory Committee May 11 Meeting Notes

Introductory Questions – as the committees reviewed the two bridge designs, we documented a few recurring questions that were common to several design aspects on both bridges. Having a better understanding of the answers to these questions will better assist us with any final decision-making we need to make as well as learn the rationale for specific design attributes of the projects.

1. Traffic Studies:

- a. What traffic studies have been performed for these projects to inform any design decisions made to date? *Response: The Department completed an Interchange Analysis Report at Exit 20 in May 2019 and a Transportation Analysis Memo at Exit 22 in April 2019.*
- b. What changes did you make as a result of the traffic studies? *Response: The results of the study dictated interchange type, bridge capacity requirements, intersection lane configuration and storage requirements, and control type. Both resulted in the replication of existing interchange conditions (for Exit 20, the diamond and for Exit 22, the half diamond). The studies also recommended signalization (or not) of the ramp intersections with additional turn pockets based on the traffic volumes from the study year and estimated future volumes.*
- c. When did the studies take place and what did you study? *Response: The I-295 Exit 20 Interchange Analysis was prepared by MaineDOT in May 2019. The study examined existing and future safety and capacity and balanced these with benefit/cost to provide recommendations for improvements to this corridor. It looked at several different geometric configurations including a diverging diamond interchange and a single point urban interchange. The Freeport Exit 22 Memorandum was prepared by MaineDOT in April 2019. The memorandum utilized existing and future volumes to determine future capacity needs and improve corridor safety. It evaluated several signalization scenarios.*
- d. Can we obtain copies of the studies? *Response: These were provided previously to Adam Bliss.*

2. Signalization:

- a. How was the decision for signalization on the bridges derived? *Response: While the studies recommended one signalized ramp for both bridges (Exit 22 NB on/off); coordination with the town and other stakeholders during the Bridge Advisory Committee (BAC) process helped the Department understand the concerns of the community and the benefits of incorporating signals at all ramps in conjunction with these bridge replacement projects. .*
- b. What options did you explore and what factors drove your decision? *Response: The Exit 20 study evaluated signalization of both ramps, roundabouts, a diverging diamond interchange, and a single point urban interchange against the existing conditions. The Exit 22 memorandum evaluated the signalization of the Northbound ramps only or the signalization of both ramps against the existing conditions.*

- c. How will light synchronization and Adaptive Traffic Controls ensure:
- i. Safe passage of cars, pedestrians, and bicycles *Response: Adaptive Traffic Controls are not being implemented based on the traffic volumes and phasing needs. For Exit 22, signal coordination between the ramps will provide the most efficient movement of vehicles throughout the corridor. Pedestrians and bicycles will have safe opportunities to move throughout the corridor with adequate crossing speeds. At Exit 20, coordinated ramp signals will tie in with signals on Route 1. This will provide for the safe and efficient movement of vehicles throughout the corridor. In addition, it will provide new and protected pedestrian facilities that meet ADA standards. For both, pre-emption for emergency services will provide an additional reduction in delay during critical activities. Through movements will have additional advanced detection reducing the likelihood of rear-end collisions from sudden stopping movements.*
 - ii. Preventing cars from ‘stacking up’ on the off-ramps and highway? *Response: Because the coordination of signal systems for Exit 20 and Exit 22 provide safe and efficient vehicular travel through the corridor, there is a reduced opportunity for vehicles to stack on the off-ramps and cause unsafe backups or slowed conditions on the highway. The signal will be timed in such a way that the ramps will be activated for each phase. A field monitoring unit will provide data back to MaineDOT allowing for signal timing and equipment to be modernized and optimized based on corridor needs.*
 - iii. Preventing creating chokepoints at nearby intersections (eg. US-1, Hunter Rd., Pownal Rd.) and businesses (eg. Irving, Medical Center) *Response: Signals will improve flow and performance at intersections adjacent to the study area. For instance, the signals will provide gaps for vehicles at Durham Road, located just to the west of the Exit 22 SB Ramps and Hunter Road, located just to the west of the Exit 20 SB Ramps. Due to their proximity of the intersections, at Exit 20, the signalized intersections on Desert Road will be coordinated with the two Route 1 intersections near the project – at Desert Road and the Freeport Crossing. This coordination will allow the system to flush and provide gaps for side businesses like Irving along Route 1.*

3. Rights of Way/Easements:

- a. Were there any land issues that DOT needed to resolve for this project? *Response: Based on the critical need to advertise these projects in September 2021, project alternatives and extents of improvements were limited to the existing State of Maine Right of Way*
 - i. Successful
 - ii. Unsuccessful
- b. Do any land issues remain that are not yet addressed? *Response: Depending on the configuration of the path continuance at both Exits 20 and 22, ROW and/or easements may be necessary at the west and east approaches.*

Themes – our committees additionally found common recurring themes relative to both bridges, some of which are reflected in the questions above:

1. Truncation and/or narrowing of the bridges' multi-use pathways, differing from original designs used to estimate the costs for the Freeport bond vote. *Response: A conservative estimation was requested by the town to ensure adequate funds were procured to meet local cost share obligations for the project. The design used to develop cost estimates and engage the Bridge Advisory Committee was conceptual only and had not been advanced through full preliminary design.*
2. Transitions to and from the multi-use pathways. *Response: The pathways are terminated near the limits of the work required for the bridge replacements. Future projects will be needed to access and connect to these pathways.*
3. Material composition of transition pathways *Response: The path is discontinuous at Exit 22 and will terminate at a grass panel. The path terminates at a new sidewalk at the easterly approach of Exit 20 to match an existing sidewalk.*
4. Dates relative to the timing of decision-making deadlines, deadlines for obtaining rights of way from landowners, and bridge construction timing and dates. *Response: A decision on bridge rail configuration preferences is needed as soon as possible to complete the design of the bridge in time for advertisement. ROW is not required for these projects. Two construction seasons are required for the bridge construction. The timing of these is still being evaluated to minimize disruption to local and regional traffic to the greatest extents possible. One bridge may need to be constructed before the other as an example. More details will be forwarded to the town on recommended timing and dates.*
5. Traffic calming measures and plans to maintain safe entry and exit from nearby intersections and businesses. Are there opportunities to strategically place 'early stops' at some of the intersections. *Response: Maintenance of traffic during construction will be designed to minimize disruption to local businesses and maintain safety and mobility. In the long term, retiming of the intersections and coordination plans could be implemented allowing for more gaps in traffic.*

Mallett Drive Bridge Requirements/Questions

1. Can the multi-use pathway be extended to the light on the East side of the bridge? *Response: This will be reviewed.*
2. Why is the pathway tapered on the East side of the bridge on the South side? *Response: The path edge must shift away from the roadway where guardrail is terminated so that the nearest edge of path is located 10' from the nearest travel lane. Also, the width of the paved path is show at 10' compared to 12' at the bridge. The paved width will be revised to 12'.*
3. In the transition from concrete barrier to the steel guard rail, how does that impact the shoulder width and path widths? *Response: The preliminary plans show the path pavement extending under the steel guardrail to the face of roadway curb at this location. Alternatively, a grass panel could be considered with a reduced pavement width along the path to provide a shoulder/buffer like that along the pedestrian fencing. It is difficult to maintain a narrow grass strip under guardrail, so pavement is often extended underneath it to reduce future maintenance. The shoulder width of the*

roadway will remain constant and is not impacted by the concrete barrier to steel guardrail transition.

4. We would like to better understand the I-295N sliplane's re-entry into the design *Response: The Department and the design team will provide more information regarding the NB on/off intersection configuration.*
5. We would like to better understand the design change of the multi-use path on the West side. What issues prevent a continuance of the path to Pownal Road as previously designed? *Response: The project design limits required for the bridge replacement tie-in before Pownal Road which is different than originally anticipated. Previous graphics were developed prior to completing preliminary design. A curb is provided between Pownal Road and the SB on ramp to accommodate a future path connection at this location.*

Desert Road Bridge Requirements/Questions

1. What does the transition look like from the narrower path on the East side to the 12-ft wide bridge path? *Response: Approximately 60' before the bridge, the esplanade is reduced and the paved width of the path increases to match the 12' clear width at the bridge. A rubrail or similar element will be placed along the back face of the guardrail posts where they are within 1' from the edge of the path pavement to minimize potential of accidental contact with the guardrail posts.*
2. Why is the bridge path width reduced on the West side from 12 ft to 8 ft? What constraints prevent creating a full-width path across the entire project? *Response: The paved path width shown is 10' with buffers. The crossbar striping at the SB off ramp is intended to show a crossing location and would have paint striping as wide as the paved path. The striping shown will be revised.*
3. How much improvement will the light on the West side help entry and exit from Hunter Road? *Response: Hunter Road operates at a Level of Service (LOS) A based on 2018 traffic volumes and 2038 projected traffic volumes. Analyses show it also operates at a LOS A with a new traffic signal at the SB interchange.*

Active Living Committee

05.20.2021

NOTES

General (Information, Updates, Questions)

- **Update from MDOT meeting**
 - Bridge multi-use path is shorter than originally planned. Committee not amenable to this. Andy suggested we show MDOT our plan for path on Mallett so they can see what bridge multi use path will connect with. We want to make sure that the paving of Mallett sinks up with bridge replacement to ensure a smooth transition between paths. Doug suggested trying to delay the bridge replacement until the Mallet is repaved to help ensure consistency between two paths. He also suggested that we demand safe accommodation to transition from one side to the other on Mallett. Adam stated that it is unlikely that MDOT will extend multi use path on bridge as far as originally planned, but he will assist the cause by pulling together bridge Program Manager, Design Engineer and Communications Liaison to discuss our needs and advocate for our plans for a cohesive and effective bike/ped solution along the length of Mallett. Eric will contact Melanie Sachs to update her on current plans.
- **Update on Connect Freeport project plan**
 - Planning solution for Mallett from Rt 1 to bridge is completed. Andy just has to document in ArcGIS. He expects to be done by May 21st.

Connect Freeport

- **Develop Solution for Mallett Drive from bridge to Pine Tree Academy**
 - Group agreed to recommend 12 foot multi use path on south side of Pownal/Duram road. Andy will put in ArcGIS. He will figure out how to show property lines. Group will review and discuss at June meeting.
 - Doug will get contacts from Yarmouth to share their experience in getting right of way for their bike/ped paths and shoulder treatments.

Next Meeting is June 17th, 2021 at 7:30 am.