



AGENDA

MEETING: Complete Streets Committee (CSC)
DATE: July 13, 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 June 1, 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 whether to meet in August or take the month off as is traditionally done.	Informational only, no vote.
III. Downtown Vision Proposal (Bliss) (10 minutes)	<ul style="list-style-type: none">• North Main Street Parklet Design	Informational only, no vote.
IV. Bridge Projects Update (Bliss) (10 minutes)	<ul style="list-style-type: none">• Project Updates.	Informational only, no vote.
V. 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.• Mallett Drive Multi-use Path Grant Application	Informational only, no vote.



VI. Complete Streets Webpage (Greg) (10 Minutes)	<ul style="list-style-type: none">Discuss webpage dedicated to the CSC on the Town's website.	Informational only, no vote.
VII. Open Discussion (All) (10 Minutes)	<ul style="list-style-type: none">Casco Bay Trail Alliance Vision (Leland).Review of Maine DOT Workplan (Bliss).	Informational only, no vote.
VIII. Paving Plan	<ul style="list-style-type: none">Spar Cove Road paving project	Informational only, no vote.
IX. Adjournment	_____ motioned to adjourn; _____ seconded; motion carried with _____ in favor, _____ opposed, and none absent. Next scheduled meeting: TBD.	Accepted, _____.



MINUTES

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, Phil Wagner, Barbara Guffin, Elizabeth McDonald
ABSENT: Andy Seymour
GUESTS: None

TOPIC	DISCUSSION	ACTION
I. Minutes	Motion to accept the May 4, 2021 minutes by Councilor Reighley; seconded by Ms. Guffin; motion passed with seven in favor, none opposed, none abstained, with Chief Goodman and Mr. Seymour absent.	Motion Passed
II. Welcoming Comments	<ul style="list-style-type: none">• Agenda Reviewed• New meeting day and time discussed. The CSC use to meet on the second Tuesday of the month but moved to the first Tuesday to avoid other meeting conflicts and better align with Council meeting dates. The new meeting day will move back to the second Tuesday of the month. No motion was taken as the move is a procedural decision. Decision on new meeting time deferred until after the summer.• Potential move from Zoom to in-person meetings for all Committees pending a change to the Governor's Executive Order. Council will discuss this change.• Can a hybrid (Zoom and in-person) meeting format occur? Need to check with Town Manager.	Informational only, no vote.
III. Downtown Vision Proposal	<ul style="list-style-type: none">• Invitation to all committees for presentation by Principle Group at tonight's Council Meeting.• Summer 2021 Pilot Projects to be discussed at Council meeting.• Ideas include outdoor seating, temporary street configurations, and parklets.• Councilor Whitney approached Phil Wagner for interest in a temporary parklet within Sherman's Books – Mangy Moose Block. The location would impact the Commercial Loading Zone and One Regular Parking Spot.• Parklet definition read to the CSC by Mr. Bliss.• Ideas presented at the Council meeting will inform the CSC on future ideas for Main Street.	Informational only, no vote.



	<ul style="list-style-type: none"> • What involvement has the Police Department had in the process? Concern by the Police Department of pedestrian-vehicle accidents. A really good safety plan is imperative. • Concern expressed that too many voices could derail or slow down the process toward implementation. • Boston implemented these ideas and included effective traffic flow changes. • Bar Harbor implemented parklets, but they slowed traffic significantly. • Bow Street – Main Street intersection could use changes to the traffic pattern to make the area safer for pedestrians. 	
IV. Bridge Projects Update	<ul style="list-style-type: none"> • Update by Mr. Bliss on the recent meeting with Maine DOT. • Questions and Answers distributed to Bridge Committee Members and the CSC. • May 11 meeting minutes were distributed to the CSC. • The next Maine DOT and Bridge Committee meeting is scheduled for June 8, 2021. The final design will be presented. • Town-wide Public meeting to be held late in June or July. • Question asked which bridge will be built first. Unknown at this time. • Can temporary measures (e.g., paint and cones) be implemented to determine if they will work? Reference Bicycle Coalition of Maine's "Imagine This Here" program. • Signal timings and configurations will take time and iteration to iron out. • Concern expressed for truncation of the multi-use path at the Mallett Drive north signal. 	Informational only, no vote.
V. Bike Rack and Taxi Stand Project Updates	<ul style="list-style-type: none"> • Presentation and graphics provided by Mr. Wagner. • Proposal 1: eliminate the taxi stand spot in front of Jameson Tavern and convert it to an ADA parking spot. The local taxi company has expressed no concerns to Mr. Wagner. • Proposal 2: convert the existing ADA parking spot in front of Mangy Moose to 15-minute parking like others along the block. • The conversion would improve the intersection for vehicle turning movements. • The City of Portland has an ADA tag system that allows you to park anywhere for any duration. • No need to take this proposal to the Ordinance Committee since no new language is required. 	<p>Motion Passed.</p> <p>Add the recommendation to the Council agenda.</p>



	<ul style="list-style-type: none"> Consider the Bus Loading area in front of L.L. Bean at another meeting. Site line issues exist at this location. Mr. Michaud to add the project to the Inactive Projects list in the Workplan. Motion made by Ms. Guffin to convert the ADA parking spot in front of Jameson Tavern to an ADA parking spot and convert the existing ADA parking spot in front of Mangy Moose to 15-minute parking. Motion seconded by Ms. Walsh; motion passed six in favor, two absent (Seymour and Reighley), one abstained (Wagner). 	
VI. Connect Freeport Project Updates	<ul style="list-style-type: none"> Ms. McDonald provided an update on progress with the four Active Living Committee (ALC) priority projects. The ALC will sunset on June 30, 2021. The ALC will continue to meet as an ad hoc Connect Freeport Work Group. Jerry Antl will join the group with Andy Spaulding and Liz MacDonald. Connect Freeport is actively working on the Mallett Drive multi-use path from Main Street to the new bridge and from the bridge to Pine Tree Academy. Topography, a stream, wetlands, and a pond are a constraint along Pownal Road. 	Informational only, no vote.
VII. Complete Streets Shared Documentation Repository	<ul style="list-style-type: none"> Mr. Michaud reviewed the proposed structure for document storage in the Google Drive repository. Feedback welcome for any changes or recommendations (this will serve as the foundation for our Town of Freeport website page for Complete Streets). Town webpage is coming next month. 	Informational only, no vote.
VIII. Open Discussion	<ul style="list-style-type: none"> None 	Informational only, no vote.
IX. Adjournment	Councilor Reighley motioned to adjourn; Mr. Wagner seconded; motion carried eight in favor, none opposed, and one absent. Next scheduled meeting: July 13, 2021.	Motion Passed.



MEMORANDUM

TO: Peter Joseph, Town Manager
FROM: Adam S. Bliss, P.E., Town Engineer
DATE: June 27, 2021
SUBJECT: North Main Street Parklet

This memorandum describes the basic process and elements for adding a parklet on Upper (North) Main Street.

Main Street (U.S. Route One) is Maine DOT-owned and Town-maintained. While the Town has latitude in some decisions regarding maintenance of this Urban Compact road, the Maine DOT should be consulted and approve the parklet to maintain our good standing with them. I have reached out to the Region One office via telephone and email for a meeting and presentation on the parklet design. The Department is unavailable to meet this week. Region One has reached out to the State Traffic Engineer for Maine DOT policy on parklets.

The Maine DOT does not publish official guidance for parklet facilities on its website. The State's technical guidance documents pertain to highway design and temporary lane closures but not parklets. I also researched many nationally published documents for Freeport's parklet design. There certainly is local precedence for them in Portland, but their locations are on local (town-owned) streets. Bar Harbor also has a parklet application process. I have reached out to the Town Clerk if they are located on Main Street (Route 3) and if Maine DOT was consulted. I await a response from them.

I designed the North Main Street parklet within two parallel parking spaces along the Sherman's Books and Mangy Moose block. Managing traffic-pedestrian conflicts and complying with ADA law are the utmost priorities. North Main Street has approximately 10,000 daily vehicle trips (AADT), is a 25 mph speed limit zone, and has a high pedestrian count. I recommend rectangular concrete blocks to cordon off the two parking spaces from the vehicle travel lane (see attached Site Plan for spacing details). I also recommend an electronic message board placed in advance of the parklet. The message should read "Drive Slow, Congested Area". Public Works should place signage at each end of the parklet in accordance with MUTCD Section 3C.03: Markings for Objects Adjacent to the Roadway. The sign specifications are a Type 3 Object Marker, OM-3C. Please note, the parklet should be located midblock and never adjacent to an intersection. An added safety measure for consideration is to have Public Works paint a 4-inch white stripe demarcating the travel lane along this block. The line would create a visual buffer and should be located 18 inches from the concrete barrier but must leave a minimum 11-foot travel lane.

A wooden deck should be constructed within the area cordoned off by the concrete blocks. The parking space is eight feet wide. The blocks are two feet wide which leaves a six-foot-wide deck that butts up against the curb. The street slopes toward a catch basin at the School Street intersection. The longitudinal slope will need to be accounted for so the deck height is level with the

curb. A gap of at least 6 inches should be provided between the deck platform and curb to allow for stormwater drainage.

The curb reveal is 5-1/2" high, so 2"x6" joists will need to be trimmed to accommodate the deck board thickness. Alternatively, you could use 2"x4" joists and sleepers below the decking. The joists should be spaced no less than 16" apart and carry a live load of 100 psf. Deck boards are essential to allow precipitation to drain through the gaps. The gaps should be spaced no more than 1/4" apart. The curb reveal varies, and the parking spaces are not level. I recommend a secured thin aluminum plate to cover the gap between the deck and curb/sidewalk. Still, the vertical height difference between the deck and curb should not exceed 1/4" according to ADA law.

Tables placed on the deck should be no greater than four-foot diameter to allow for seating and circulation. Comfort is important and inviting to patrons, so I recommend 36" or 42" diameter tables. One table should be placed and designated as ADA. The table should be low enough to accommodate a wheelchair and provide clearance for a 60-inch turning radius between obstacles. A minimum 6-foot-wide entry point to the deck is required.

Other Considerations

- Fire and Rescue: these services will need clear access to the building fronts.
- Utilities and hydrants: the parklet should not block or cover utility structures.
- Drainage along the curb: Leave a 2-foot gap between the concrete blocks and curb.
- Liability Insurance: The Town's representative should ensure coverage.
- Lighting: small solar fixtures are recommended.
- Trash receptacles: the Town should place two additional receptacles along this block and empty them according to the regular maintenance schedule.
- Clean-up: a volunteer will be needed to wipe down tables since the Building and Grounds Department has many other duties and work an early morning schedule. Further, the Department is short-staffed due to a recent employee turnover.
- The [Bison Pedestal](#) leveling system decreases the labor time to trim joist heights should a parklet be constructed on unlevel ground. The pedestals can be reused for other parklets and would reduce wood waste.
- Pre-fabricated modular units are advised should the parklets be placed in other locations. The return on investment likely reaches a break-even point at three parklets.
- Visit Freeport should provide brochures and walking maps, if possible.
- Plantings and bike racks would add aesthetics and usability.

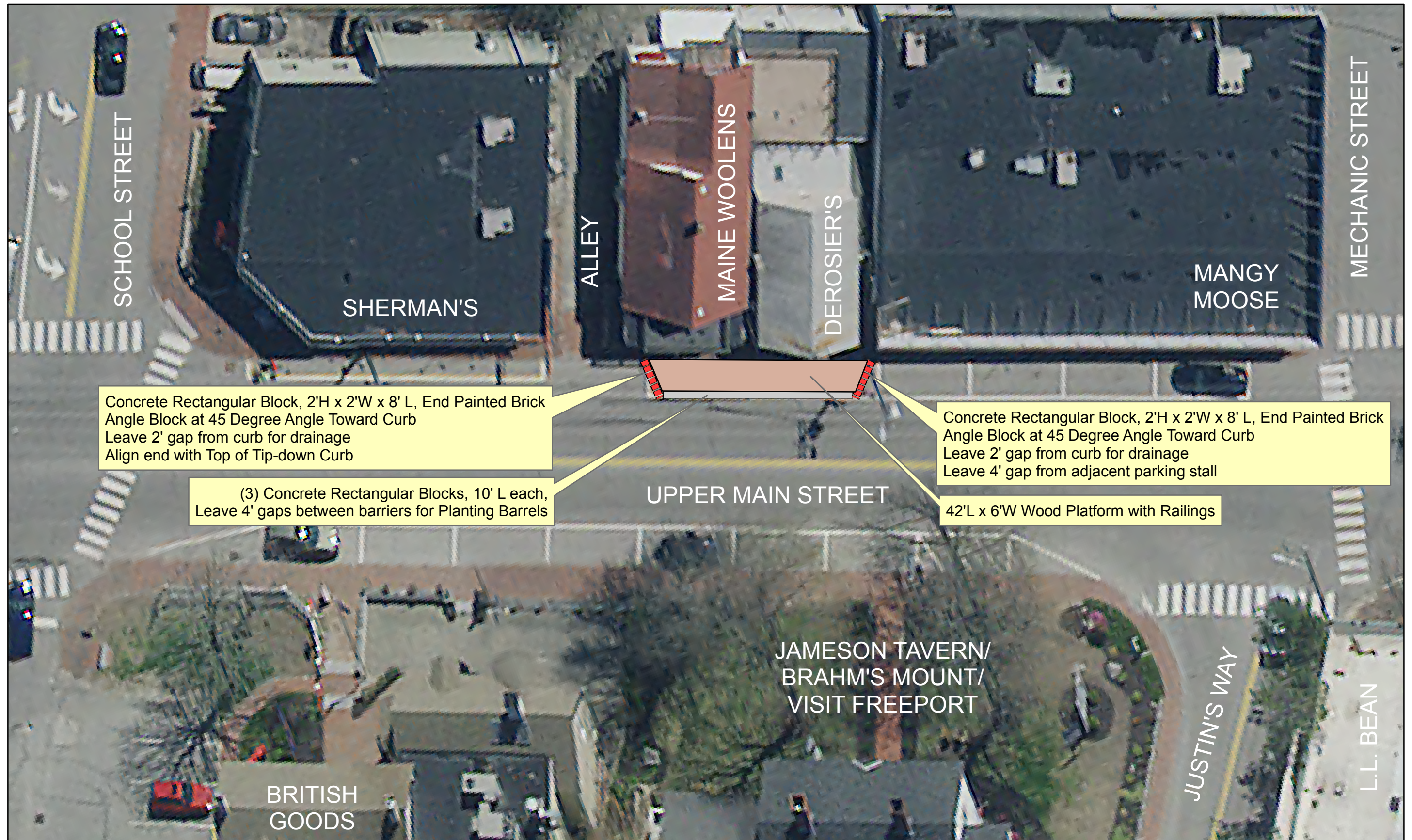
Questions to be answered

1. Is volunteer labor available to construct the deck?
2. Can a local group donate materials?

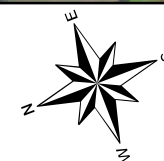
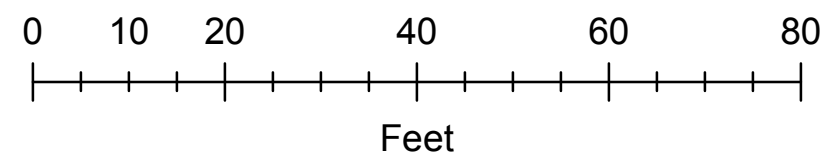
References

- i. **Bar Harbor Parklet Standards (Attached)**
- ii. Seattle DOT Parklet Handbook
- iii. NACTO
- iv. Archatrak.com

North Main Street Parklet



Site Plan
Freeport, Maine



July 2021



Curbside Temporary Outdoor Restaurant and Retail Operation Permit Application Checklist

Parklet Program Overview

Parklets are temporary permitted outdoor spaces that allow businesses to expand into the public right of way with approval from the Town. Permit applications and fee schedule are available on the Town's website www.barharbormaine.gov. If you have questions about the parklet program, please contact the Town Clerk's office at 207-288-4098.

To be considered for the upcoming permit season (as determined by Town Council but generally, from May 15 – October 30), applicants must submit parklet designs for approval no later than April 30 of the same year.

The Town has instituted the following general standards and reserves the right to forgo any standard(s) depending on the unique circumstances of a proposed parklet location:

Parklet Checklist

☐ The Application meets all applicable standards outlined herein.

Parklet Standards

Location/Placement:

- Parklets shall only be permitted in areas where the posted speed limit is 25mph or less.
- Parklets shall not be placed over manholes, storm water drainage grates, catch basins, water utility valves/covers or other access points to underground utilities.
- Parklets shall not block access to hydrants, which require a 3-foot clearance around all sides of the hydrant.
- Parklets shall not block designated loading zones, driveways, bike racks, trash receptacles, sidewalk benches, etc.
- The outside edge of the permitted parklet space shall be located:
 - at least 15 feet from intersections.
 - at least 5 feet from crosswalks.
 - at least 10 feet from driveways.
 - where the grade is no more than 5%.

Size/Footprint restrictions – See Diagram A:

- The permitted parklet space shall be the width of the parking space and length of no more than two (2) parking spaces.

Protection from travel lanes – See Diagram A:

- Within the permitted parklet space the actual size of the occupied area must leave a buffer zone within the permitted space such that
 - 1) the inside edge (travel lane side) of the occupied space must be at least 18-inches away from the travel lane, creating a buffer from a traveling vehicle.
 - 2) A minimum 12-inches buffer shall be maintained between the outside edge of the parklet features (e.g. guardrails, barriers, etc.) and the travel lane to increase safety adjacent to moving traffic.

Protection from adjacent parking vehicles, intersections or driveways – See Diagram A:

When a permitted space is located adjacent to a parking space or other vehicle travel, protection from adjacent vehicles must be provided that meets one of the following standards:

- Option 1 (minimum standard): vehicle wheel stops shall be placed over the white parking spot demarcating line and the occupied area shall be set back at least four (4) feet from the vehicle wheel stop within the permitted space. Wheel stops must be affixed to the pavement following the manufacturer's installation requirements. All holes made by the wheel stop anchors shall be filled with pavement at the end of the permit season.
- Option 2a: Concrete precast jersey barriers (base width of 24" and height of 32"), specifically designed for traffic control, shall be placed so that the base does not extend over the white parking spot demarcating line, and the occupied area shall be set back at least two (2) feet from the jersey barrier.
- Option 2b: Concrete precast jersey barriers (base width of 24" and height of 32"), specifically designed for traffic control, shall be placed so that the base does not extend over the white parking spot demarcating line, and the jersey barrier shall be anchored to the road surface using specified asphalt anchors or adhesive pads. In this case, no occupied space setback is required from jersey barriers that are anchored to the road surface.
- Option 3: Other concrete barriers (such as heavy planters) located so that the outer face does not extend over the white parking spot demarcating line, that meet all the following criteria:
 - Height between 30" and 42" tall
 - Able to withstand a vehicle impact force of 6,000 lbs applied horizontally in any direction

Barrier design meeting the above criteria must be submitted for review and approval by the Town. Subject to approval, barrier may be temporarily pinned to pavement similar to Options 1 and 2. No occupied space setback is required from barriers meeting this standard.

Platform Requirements:

- The parklet occupied space shall be built upon a platform that matches the height of the existing sidewalk allowing for the parklet to be a physical extension of the sidewalk.
- The platform shall be a non-permanent, freestanding structure that rests on the streets surface which can be easily removed when necessary.
- The platform shall be designed to hold a live load of 100 psf.
- The permitted space shall comply with all applicable local, state and federal laws and regulations including the Americans with Disability Act (ADA). For example, the maximum vertical difference between the elevation of the sidewalk and proposed platform is ¼ inch; the maximum horizontal difference between the sidewalk curb and proposed platform is ¼ inch, etc.
- A gap of at least 6-inches shall be provided underneath the platform and the edge of curb so that sidewalk wash down water and stormwater are not impeded from draining to nearby stormwater basins.

Height Restrictions and Vertical Element Requirements:

- Parklets must have vertical elements (e.g., planters, fences, railing, etc.) to visually distinguish the boundary of the parklet and provide visibility to passing vehicles. At a minimum, each corner of the permitted space must be marked with a reflector placed at a height of 48-inches or more to be visible from both oncoming vehicles in the travel way but also to pedestrians using the sidewalk.
- A physical barrier, such as a guardrail or fence, is required along the street side (travel lanes) of the parklet. This outside barrier shall provide protection to pedestrians inside the parklet from passing vehicles and prevent pedestrians from stepping into travel ways. A rope is not sufficient.
- The height of the outside wall or fence is dependent on the context but shall be between 30 inches minimum on the street side to a maximum of 42 inches.
- No stationary element of the parklet or movable fixtures shall be placed in such a way as to obstruct a vehicle's view of a traffic control device (i.e., stop sign) or view of a pedestrian at the entrance to a cross walk.

Asphalt Anchor and Mounting Plate Specifications

- **Option 1 – Wheel Stops**
 - Wheel stops must be affixed to the pavement following the manufacturer's installation requirements.
- **Option 2b – Concrete Jersey Barrier**
 - A minimum of six (6) asphalt anchors and mounting plates shall be installed to fix the concrete jersey barrier to the road surface, OR
 - Asphalt anchors shall be Bolthold, SP10-38 Asphalt Anchors and shall be installed following manufacturer's instructions. The SP10-38 anchors are 6-inch long and 5/8" diameter, with a 3/8"-16 female thread. The anchor is bonded to the asphalt using special grout such as EPX2 or EPX3 by Asphalt Anchors Corp.
 - Concrete anchor shall be ½-inch diameter concrete expansion bolt.
 - Each mounting plate shall be 18-inches L3xL3x3/8 Steel Angle Bracket with bolt holes spaced 12-inches apart, centered on length for the concrete anchors and 14-inches apart, centered on length for the asphalt anchors.

Adhesive Pad Specification

- **Vertical indicator/reflector**

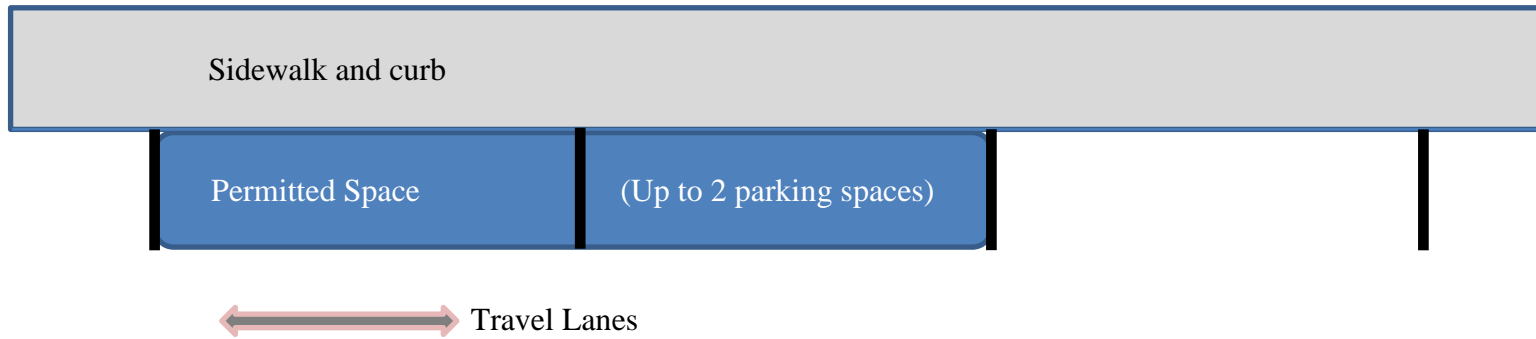
- A minimum of one (1) adhesive pad (4-inch by 4-inch by 3/32-inch) shall be used to adhere the vertical element demarcating the edge of the parklet to the road surface
- Adhesive pad shall be : [Butyl Pads 8x8x3/32, Box of 35-trafficssafetywarehouse.com](https://www.trafficsafetywarehouse.com), or equal.

End of Season Removal:

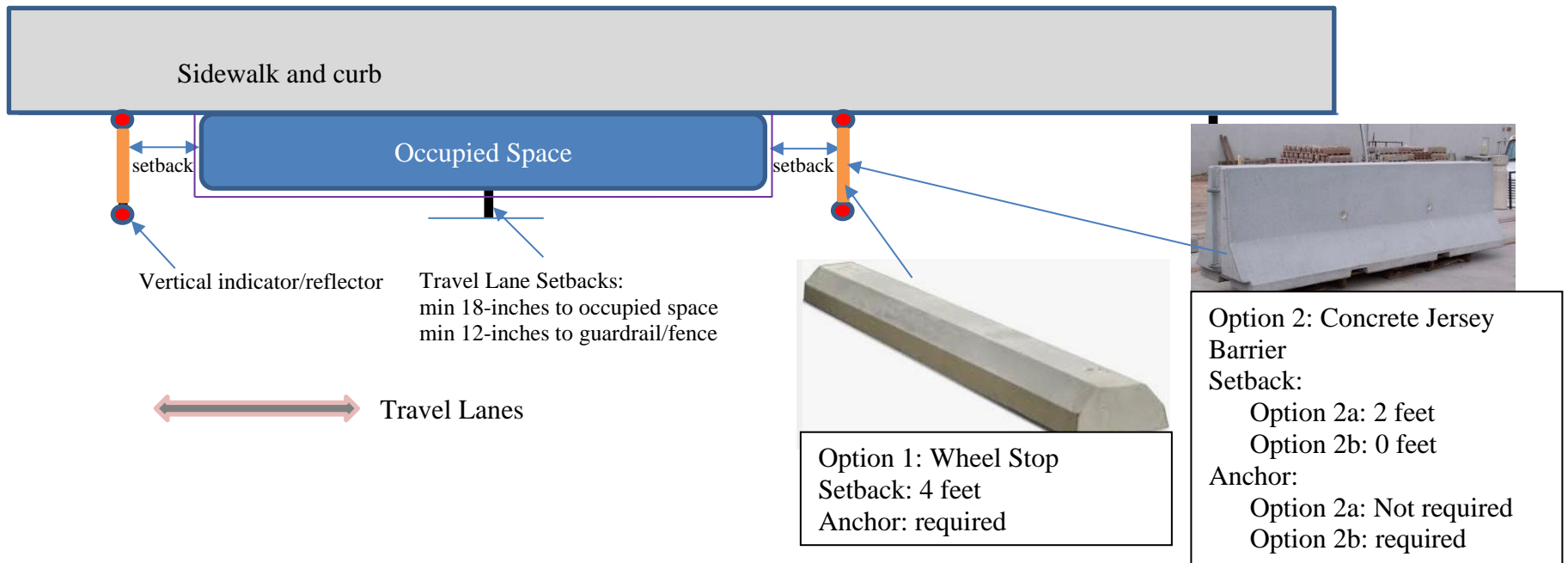
- All elements of the parklet must be removed by the end of the season (October 30th). This includes, but is not limited to, concrete barriers, platforms, wheel stops, furnishings, etc.
- All holes or penetrations into the asphalt pavement from pins or anchors must be filled with flexible caulking and/or pavement to the satisfaction of the Town.
- All adhesive pads removed and asphalt restored to the satisfaction of the Town.
- Parking spaces shall be left in equal to or better than pre-parklet condition.

DIAGRAM A - Size/Footprint restrictions

Permitted Space:



Maximum Allowable Occupied Space:



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

WINs 021726.00, 023627.00

ADVISORY COMMITTEE MEETING #5 (virtual meeting)

June 8, 2021, 4-6 pm

Attending:

Freeport: Peter Joseph, town manager; Adam Bliss, town engineer; Sally Leland, resident; Doug Leland, resident; Greg Michaud, resident; Todd Coffin, resident

MaineDOT: Andrew W. Lathe, interim project manager

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

The meeting began at 4:02 pm.

Andy Lathe thanked everyone for attending and noted that much progress has been made and that Steve Hodgdon was ready to present a revised design based on committee feedback in May. Carol Morris, facilitating the meeting, turned the meeting over to Steve Hodgdon to summarize the changes to the Exit 20 and Exit 22 bridge features.

Exit 20 and Exit 22 Discussion

Steve noted that the goal of this meeting was to receive concurrence from the committee to advance the project to the public meeting phase. Towards that end, he explained that, as requested, the revised design increased the paved path width to 12 feet on all approaches and extended the path limits on Exit 20, and on Exit 22.

He added that at this meeting, the committee would also review illustrations of a suite of railings based on the preferences indicated at the May meeting.

Steve also noted that they would be using some of the slides in today's presentation for the public meeting, and those were marked with a red diamond. He asked committee members to provide feedback and suggest any improvements that would make the slides more effective in communicating to the public.

Steve then showed a cross-section that indicated how the paths would be extended to the full 12 feet, including information on shoulder and lane width, the path width, and the various gradients. The committee did not have any questions on the cross-section, and indicated that the design met the town's specifications for a 12-foot path.

Bridge Railings

The next topic was bridge railings, and HNTB had created a cross-section indicating where on the bridge the three different types of railings would be located. Steve explained this, and showed photos of railings that are similar to the ones requested by the committee. Steve reiterated that the committee had asked for a style that features a solid concrete structure topped by a handrail, which is unusual for the northeast, so he had pulled photos from as far afield as TexasDOT to give the committee a clear idea of how the design would look. All railings will be 42 inches in height.

Andy indicated to the committee that these custom railings are more expensive than some designs due to the mass of the concrete, and HNTB and DOT are in the process of developing cost estimates. The cost may need to be subsidized by the town (as part of a fund that has been set aside for contingencies) and Andy should know that shortly. A committee member asked how that process would work, if a call would go to Peter Joseph, or if the committee would need to come together again. Andy said a call to Peter would be sufficient and he did not see making changes to the requested design due to any cost issues. He added that DOT has ownership in the rail system as well. He also noted that the true cost would not be known until the project was advertised and bids were received this fall, but that the cost agreement between the town and the DOT would be agreed upon before that.

A committee member suggested that the railing slides be included in the public meeting visuals, even though they are an approximation, as visualizations are always very helpful to the public. Andy also asked if the committee wanted the bridge graphic to include bicyclists on the shoulders, and they agreed that they thought that was appropriate.

Steve explained a number of details about the railings, such as how a “filled-in window” design on the traffic railing would act as a safety barrier to protect the interstate below from snow plowed from the bridge, negating the need for an additional galvanized snow fence to block snow dropping to the interstate below. An open fence on the vehicle traffic portion of the bridge would require this additional fence. Committee members indicated they were not in favor of the additional fence and liked this solution.

There was also a discussion of the safety requirements for the railings so the committee could understand why the railings were different.

Committee members agreed that all these railings aesthetically tie together, are an attractive solution, and approved HNTB and DOT to move on with this as a final design.

Extended Paths – Exit 20

At the May meeting, the committee had requested that the multi-use path be extended as far as possible towards the perimeters of the project, and in doing so, clarified the town’s plans to meet that path with town-built facilities. Steve showed them a graphic with the newly extended

paths, to the crosswalk at the east side of Exit 20 and to Hunter Road on the west approach. At Exit 20, on the east side the path is widened to 12 feet as far as the existing right-of-way (ROW) allows, and extends to the crosswalk. There was a question asked about the physical signal at that intersection, if it was going to be updated due to age. Steve said he was fairly sure the answer is yes, but he would confirm after the meeting.

Maintenance of Traffic during Construction

Steve showed graphics illustrating in detail how traffic would be maintained in both directions during construction. The committee suggested that a bulleted slide, rather than the graphic, simply emphasizing the fact that that traffic would be maintained in both directions would be most effective, as understanding that two-way traffic will be maintained is going to be seen as a major positive by the public.

Extended Paths - Exit 22

For this bridge, there had been concern about an included slip lane for northbound traffic getting on the interstate on the east side, because vehicles already are fast-moving and this configuration would encourage speed and is difficult for bicyclists to navigate. The need for traffic calming in this area was expressed. In response to this, Steve showed a graphic that removed the slip lane, with the intersection reconfigured as a Tee intersection. The path was also extended west and east as far as possible within grade and ROW limits.

A question was asked regarding bicycle and pedestrian access on the west side. Steve described in detail the striping that would be provided to delineate access, and noted that these road markings would be clearly shown in the graphics for the public meeting.

A committee member asked if leaving the paving on the slip lane would make a future path providing access to the middle school more feasible. A discussion indicated that the area where the slip lane was located would remain grassed and flat and that leaving it partially paved might reduce the options. It was agreed that leaving the paving would serve no purpose.

A committee member asked about the capacity of the southbound off-ramp coming down to the traffic signal. He asked if there was room for a longer two-lane section of ramp to prevent backups onto the interstate. Steve pulled up an earlier graphic showing that the new off-ramp will be wider, so that a longer stretch would be provided.

A committee member asked for reclarification as to whether DOT or the town would lead the ROW process for future path projects along the east side of the bridge. Andy replied that on a state route, the DOT leads the ROW process. If it is a local road, the town leads. Since this road is a state road, he said DOT would lead the process. Andy also noted that he was not an expert on the ROW process as it relates to paths, versus roads, but indicated that the process usually takes a year or more.

Committee members had no more questions and indicated they were satisfied with the design and the process. A committee member asked when the virtual public meeting would take place and Andy said he expected it to be ready in mid-July.

The meeting ended at 5:30 pm.

Maine is looking for a few good ideas on how to use dormant rail corridors

 pressherald.com/2021/06/21/maine-is-looking-for-a-few-good-ideas-on-how-to-use-dormant-rail-corridors/

Associated Press

June 21, 2021

AUGUSTA — Maine is going to investigate potential new uses for dormant rail corridors in the state.

Gov. Janet Mills recently signed into law a proposal that directs the Maine Department of Transportation to evaluate potential uses for the state-owned corridors. The department will eventually submit a report to the Maine Legislature.

Democratic Rep. Art Bell of Yarmouth proposed the bill.

He said Monday he is “hopeful that it will provide an opportunity to reimagine the way we interact with miles of dormant, state-owned rail corridors, lying fallow.”

Democrats in the state said the transportation department will create a transportation plan that will serve as a framework as it looks to create new opportunities for outdoor recreation in Maine. That plan will include potential uses for the rail corridors.

filed under:

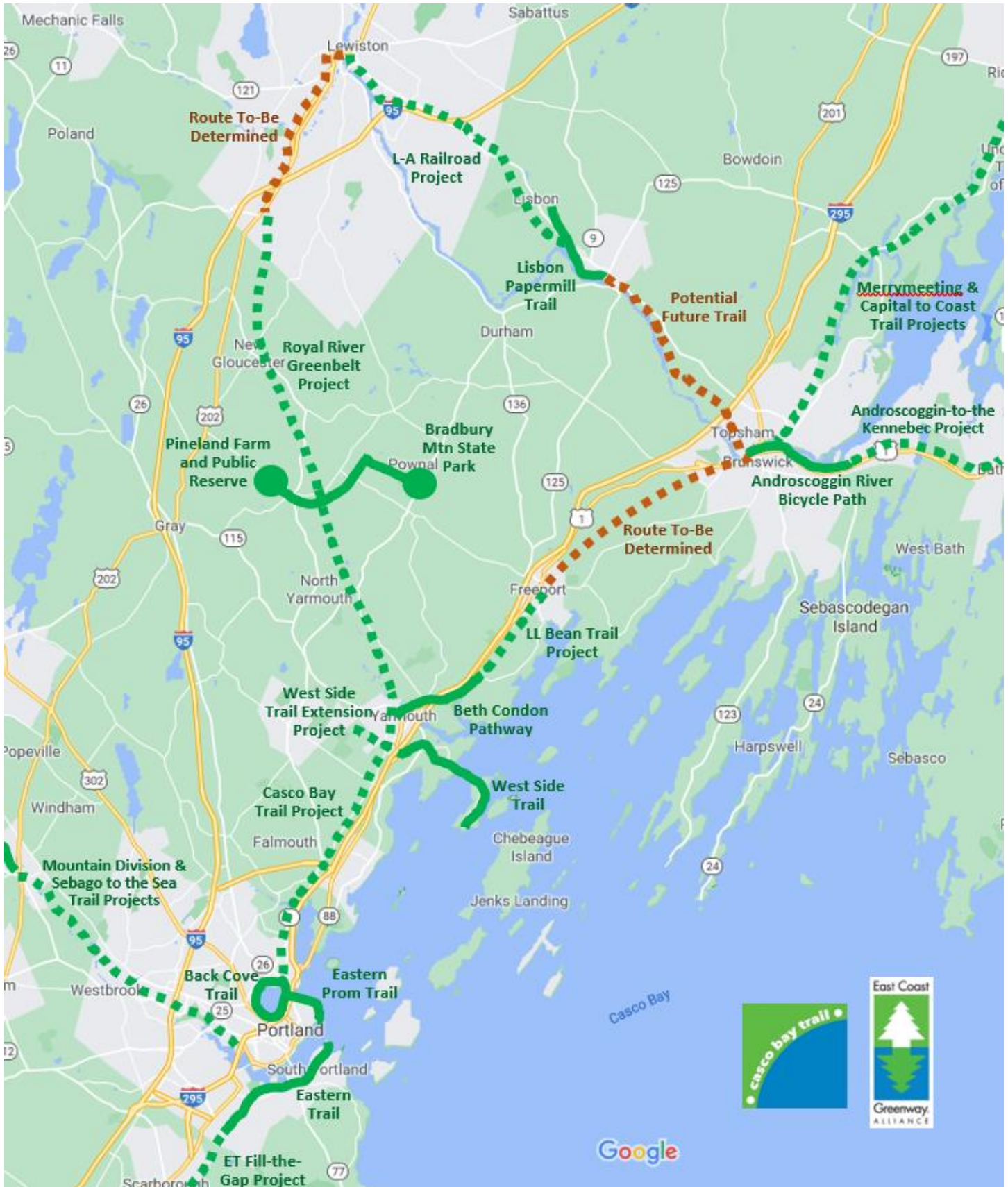
railroads

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CASCO BAY TRAIL SYSTEM

**Background Briefing to Yarmouth Town Council
Sue Ellen Bordwell, Casco Bay Trail Alliance
June 24, 2021**

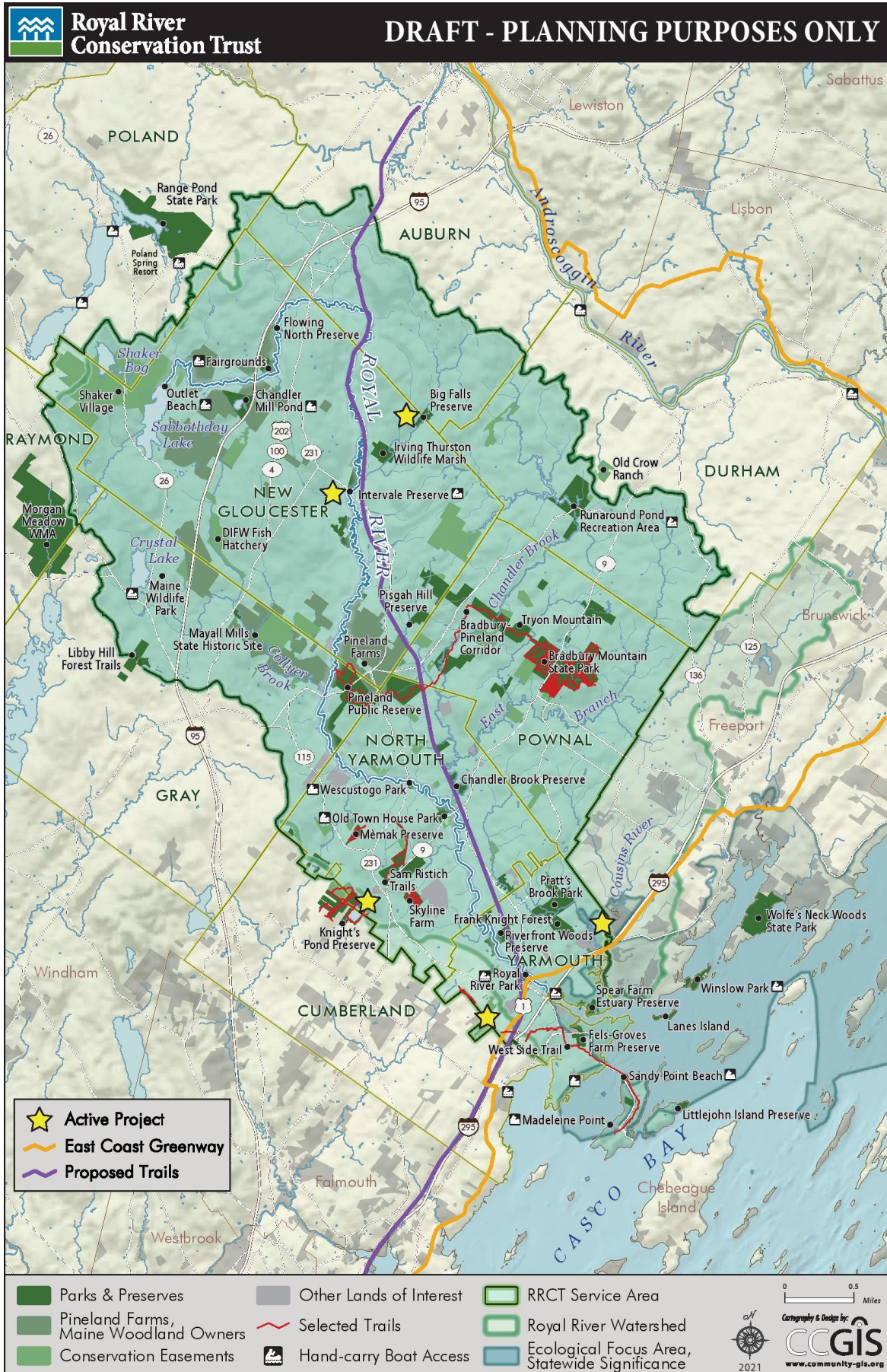
MAP 1



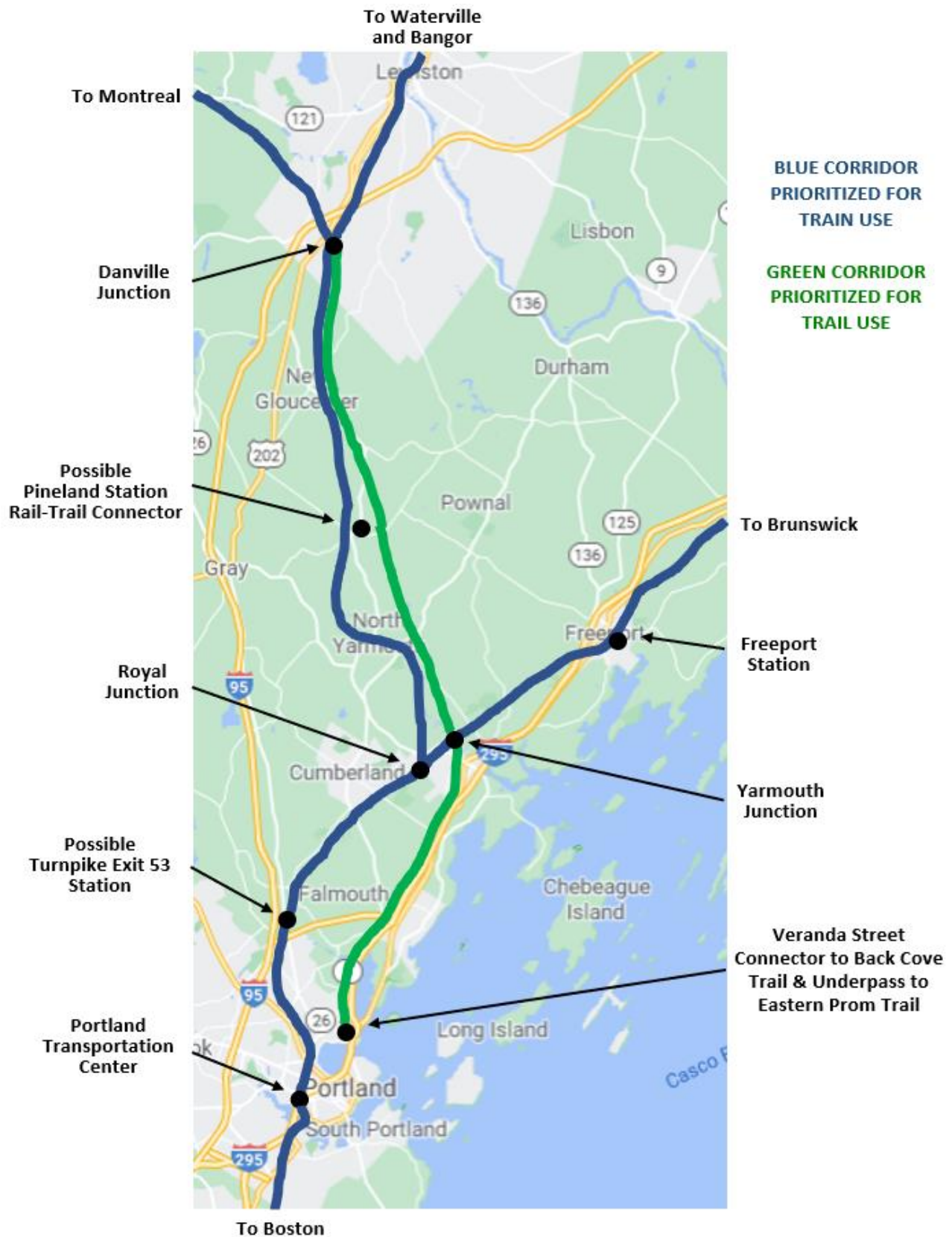
KEY ISSUES AND RECENT DEVELOPMENTS

1. The Casco Bay Trail system would connect 13 municipalities between Portland, Lewiston-Auburn, and Brunswick. Additional projects extend this multi-use trail network west to Fryeburg, north to Augusta, east to Bath, and south to Kittery. See Map 1.
2. The network would be anchored by a multi-use trail on the St. Lawrence and Atlantic rail corridor between Portland and Auburn, passing through Yarmouth. This corridor is state-owned and unused by trains.
3. The SLA corridor south from Yarmouth would be a resource for bicycle commuting into Portland, as well as for other recreational use. The SLA corridor north from Yarmouth would connect many conservation lands in the Royal River watershed, as well trail systems through Pineland Farm and Bradbury Mountain State Park. See Map 2.
4. There is a second, still-active rail corridor between Portland and Lewiston-Auburn that could be used to extend future Amtrak, commuter train, and/or freight service from Boston, through Portland to Brunswick, Lewiston-Auburn, Waterville, and Bangor. See Map 3.
5. The legislature just enacted LD 1133, which creates a *Rail Corridor Advisory Council* process. This process is explicitly designed to evaluate alternative uses of corridors like the St. Lawrence and Atlantic. MaineDOT has already committed to using the process to evaluate prospective rail-trails between Brunswick and Augusta (the Merrymeeting Trail) and between Portland and Fryeburg (the Mountain Division Trail).
6. The trigger for MaineDOT to initiate a *Rail Corridor Advisory Council* is having the municipalities along the corridor request it. We would like to get the St. Lawrence and Atlantic corridor on MaineDOT's evaluation agenda at the same time or shortly after their evaluations of these other corridors.
7. There is an unused freight easement on the St. Lawrence and Atlantic corridor that expires at the end of October. MaineDOT has indicated that municipal interests along the corridor are a key input to their evaluation of whether to renew the easement.
8. Attached is a draft resolution for consideration by the Town Council, calling on MaineDOT to allow the easement to expire, and to create a *Rail Corridor Advisory Council* to evaluate the best future use of the St Lawrence and Atlantic corridor?

MAP 2: CONNECTING CONSERVATION LANDS IN THE ROYAL RIVER WATERSHED



MAP 3: COMPLEMENTARY PASSENGER TRAIN SERVICE BETWEEN PORTLAND AND LEWISTON-AUBURN



TOWN OF YARMOUTH RESOLUTION

Request to MaineDOT for the Creation of a Rail Corridor Use Advisory Council for the Casco Bay Trail

- WHEREAS,** the Casco Bay Trail network includes in its vision a 26-mile, disused rail corridor (hereinafter “Casco Bay and Royal River SLA Corridor”) from Portland to Falmouth, Cumberland, Yarmouth, North Yarmouth, Pownal, New Gloucester, and Auburn, currently known as the St Lawrence and Atlantic rail corridor, that was acquired by the State of Maine in 2007 and 2010; and
- WHEREAS,** the Casco Bay Trail Alliance, formed in 2019, created a vision, and is leading the effort, to convert the Casco Bay and Royal River SLA Corridor to a multi-purpose “trail-until-rail” to be included in an off-road multi-use trail network connecting Portland, Lewiston-Auburn, and Brunswick, Maine; and
- WHEREAS,** the Casco Bay Trail network is part of a broader Maine Trail Plan issued by the Maine Trails Coalition in 2020, which calls for the construction of multiple specific rail-trail projects over the next decade, each of which would connect with existing multi-use trail infrastructure; and
- WHEREAS,** long-distance multi-use trails are a key recommendation of a 2010 report “Improving Maine’s Quality of Place Through Integrated Bicycle and Pedestrian Connections” by the Maine Dept. of Transportation, State Planning Office, Dept. of Conservation, and Center for Disease Control and Prevention; and
- WHEREAS,** a freight operator, Genesee and Wyoming, holds an operator easement, but is not currently operating freight service on the rail line; and
- WHEREAS,** the contract between MaineDOT and the Genesee and Wyoming freight company allows for the abandonment of the freight easement by November 2021; and
- WHEREAS,** abandonment of the freight easement will enable a decision-making process to be led by MaineDOT about the future best use of the Casco Bay and Royal River SLA Corridor; and
- WHEREAS,** it is recognized that some part of the rail corridor is potentially also suitable for future passenger rail service, but that a 2019 study commissioned by the Maine Department of Transportation (“Lewiston Auburn Passenger Rail Service Plan”) recommended that any future passenger rail between Portland and Lewiston-Auburn should avoid the Casco Bay and Royal River SLA corridor south of Yarmouth; and
- WHEREAS,** there is an alternative corridor that could also be used to extend passenger train service between Portland and Lewiston-Auburn that is still actively used by trains, including Amtrak, thereby allowing both public purposes, trains and trails; and
- WHEREAS,** it may be worthwhile for the Town of Yarmouth to express its interest in the Casco Bay and Royal River SLA Corridor to MaineDOT

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF YARMOUTH ASSEMBLED THIS ____th DAY OF _____, 2021, THAT:

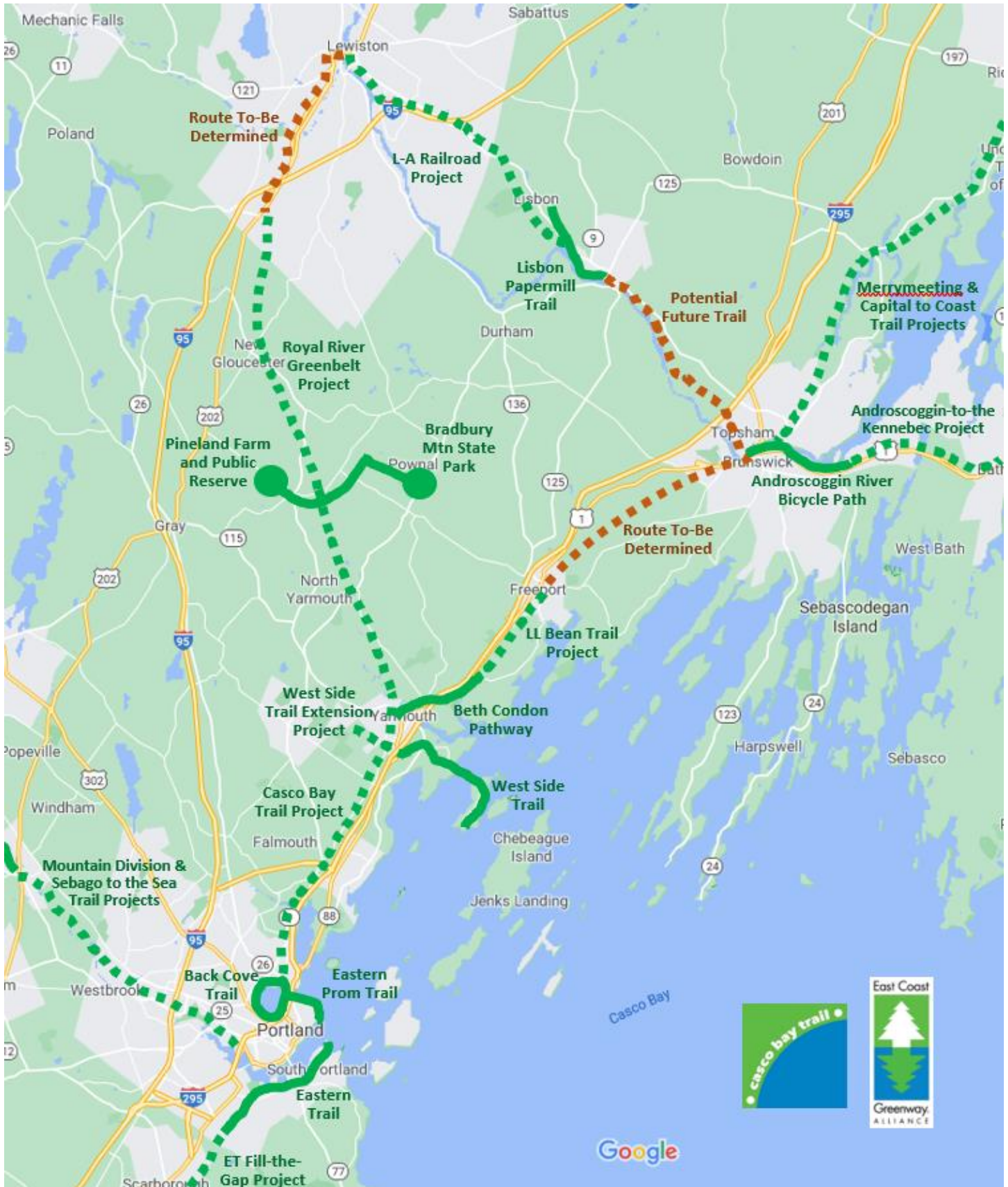
The Yarmouth Town Council hereby petitions the Department of Transportation to

1. accept the abandonment of the above-referenced freight easement,
2. to the extent the Department is considering any extension or amendment to the above-referenced freight easement, provide a notice-and-comment procedure to ensure that all voices are considered before granting a benefit at no cost to a single company, and
3. create a Rail Corridor Use Advisory Committee to consider future use of the Casco Bay and Royal River SLA Corridor as a multi-use “trail-until-rail.”

CASCO BAY TRAIL SYSTEM

Background Briefing to Yarmouth Town Council
Sue Ellen Bordwell, Casco Bay Trail Alliance
June 24, 2021

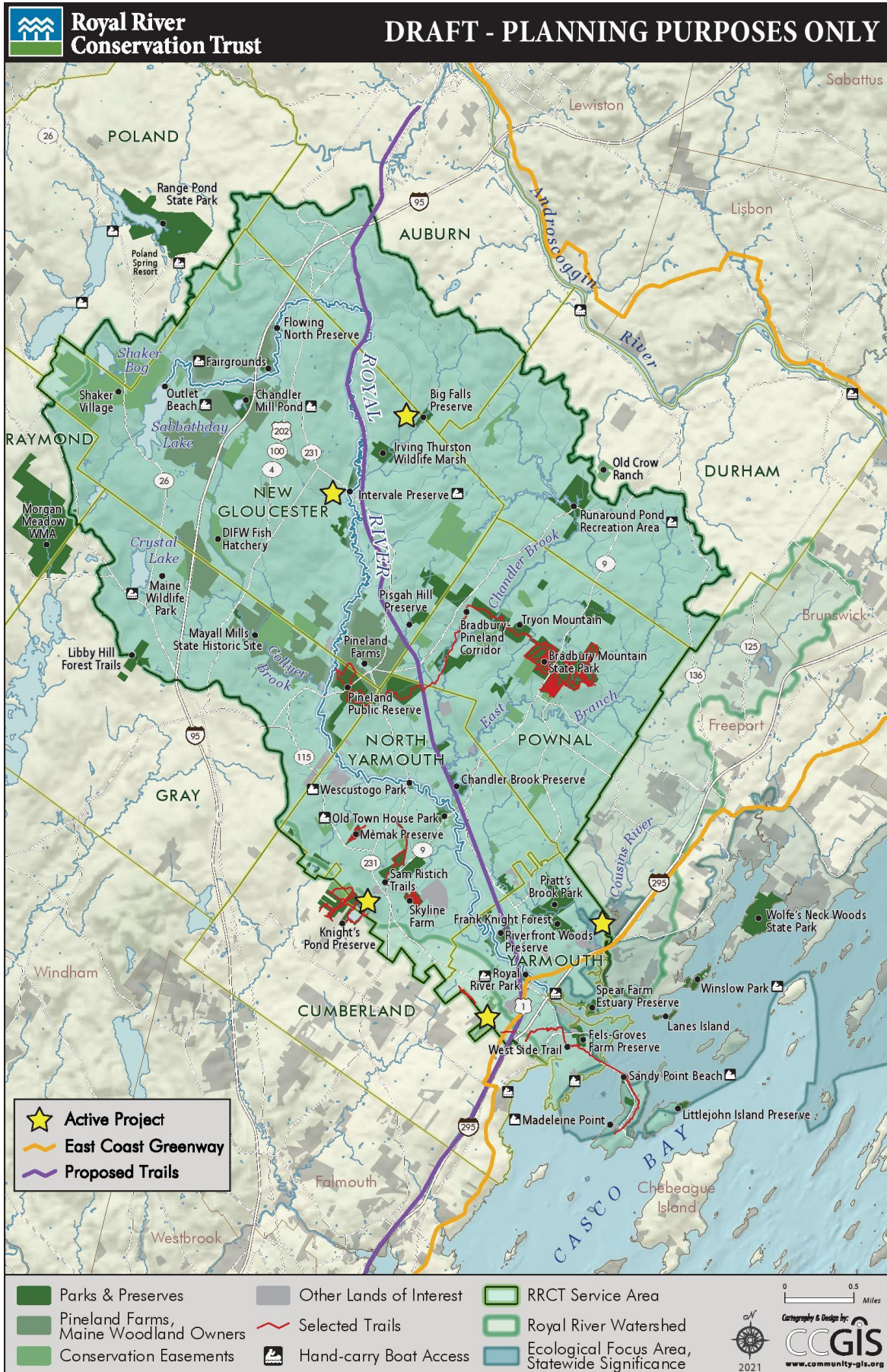
MAP 1



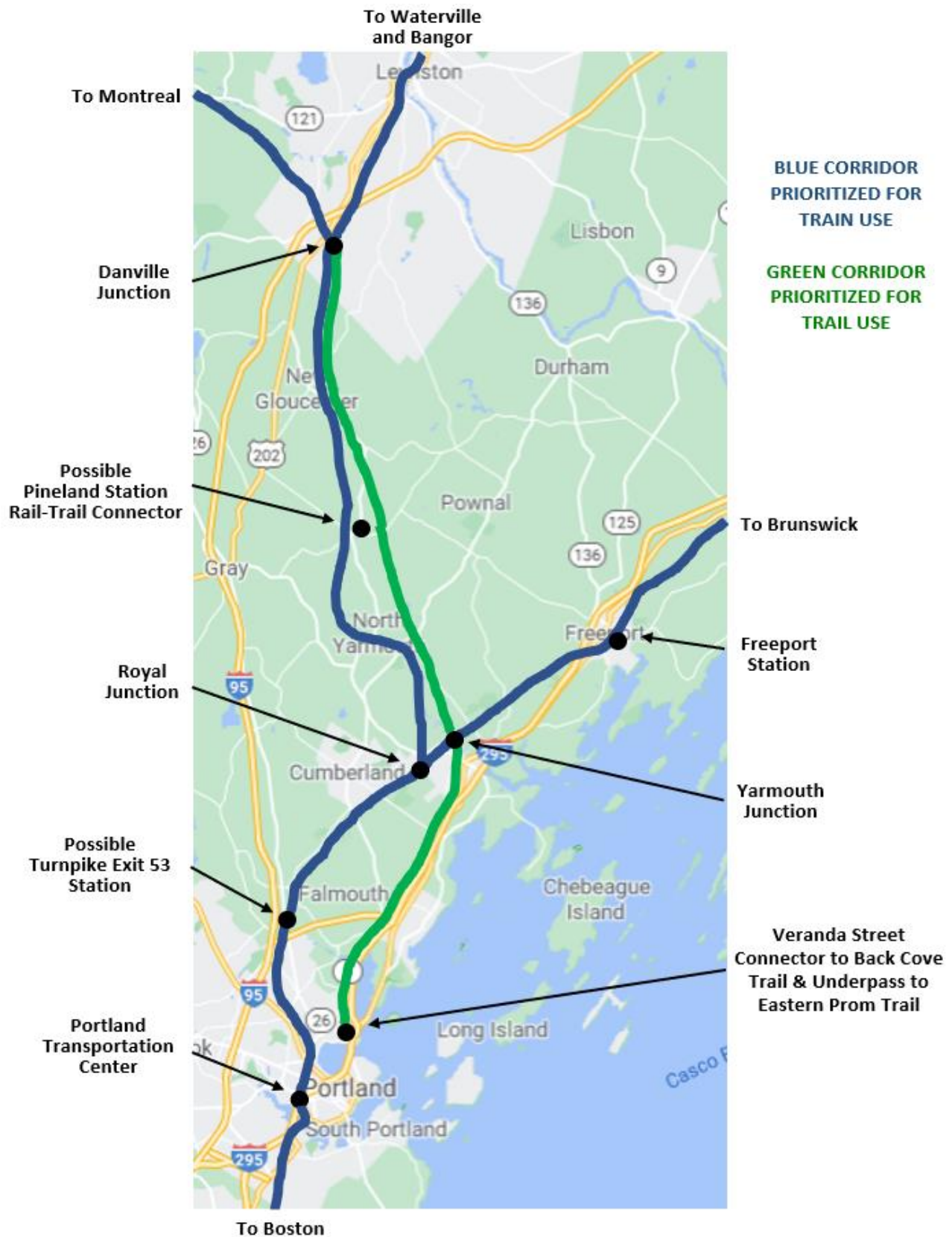
KEY ISSUES AND RECENT DEVELOPMENTS

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