

Imagining Safe Walking and Biking Solutions for the Town of Freeport

Ideas for action and discussion

WE ARE HERE TO DREAM

GRASS ROOTS / TOWN OF FREEPORT / GENERAL PUBLIC

- Ways to live and work in Freeport
- Create a deeper sense of community
- Enhance our health and the health of the planet
- Promote sustainable economic growth that strengthens and diversifies the economic base
- Offer a wider range of choices about where to go and how to get there
- **Form a shared vision about safe walking and biking solutions for the town of Freeport**

WE ARE HERE TO CONNECT

GRASS ROOTS / TOWN OF FREEPORT / GENERAL PUBLIC

- You with the people and organizations who are working on issues related to **transportation**, and its implications for the economic, environmental, and physical **health of our community**.
- To promote **interconnectedness** among the groups in town who are focused on transportation.

BACKGROUND OF THIS MOMENT

GRASS ROOTS / TOWN OF FREEPORT / GENERAL PUBLIC

- The Freeport Sustainability Advisory Board (FSAB) has set a goal to reduce carbon emissions by 65% by 2030.
- In 2021, 52% of all trips, in all modes of transportation, were less than 3 miles, with 28% less than 1 mile. (US Dept. of Energy).
- Passenger and Commercial vehicles amount to ~63% of Freeport's carbon emission.
- Transportation MUST be addressed in order to achieve this goal.
- What do we need to make the roads in Freeport safe enough to encourage able-bodied people out of their cars?

UNIQUE OPPORTUNITY FOR CHANGE

GRASS ROOTS / TOWN OF FREEPORT / GENERAL PUBLIC

- The Freeport Sustainability Advisory Board, The Downtown Vision Group, Freeport Economic Development Corporation, Complete Streets, and Connect Freeport have all been working hard to envision plans for this transformation to serve our community.
- In December, FSAB will be writing the Climate Action Plan for the town of Freeport, to formalise strategies to meet the town's carbon reduction goals, and inform the way funding is allocated for road works and public infrastructure projects.
- These groups need your support and ideas to further their good work and ensure the guidance is reflective of desires and needs of our community.

GOALS

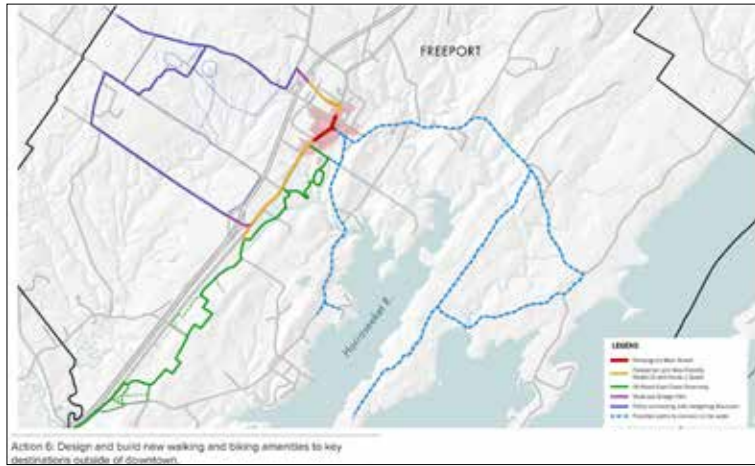
GRASS ROOTS / TOWN OF FREEPORT / GENERAL PUBLIC

- Bring together the organizations in town interested in furthering Freeport as a model town for safe walking and biking both on roads and trails.
- Inform citizens and organizations of the ongoing work that is happening.
- Present possibilities for expanding on current plans, to envision what a town with more transportation options would/could look like.
- Listen to townspeople about what's important to them: Want to get to Bow Street or the library on a bike? Can kids bike and walk to school?
- Encourage feedback tonight about the ideas presented.
- Work together to inform the Climate Action Plan for the town of Freeport, so that funding can be allocated for road works and public infrastructure projects that will help us achieve our vision for a more beautiful, walkable, bikeable community.

WE WILL PRESENT

GRASS ROOTS / TOWN OF FREEPORT / GENERAL PUBLIC

- FSAB data from GPCOG Study of CO2 emission: Bob Stevens, FSAB
- History of biking, walking, trail building in Freeport: Barbara Guffin, Complete Streets; Andy Spaulding, Connect Freeport
- Work of Downtown Vision Transportation Group: Mary Davis
- Work of Freeport Economic Development Corporation (501c3): Brett Richardson
- Imaginary for Town: Safe Walking & Biking: Natalie Paul and Allison Burson, East Coast Greenway Alliance
- Feedback
- Next Steps



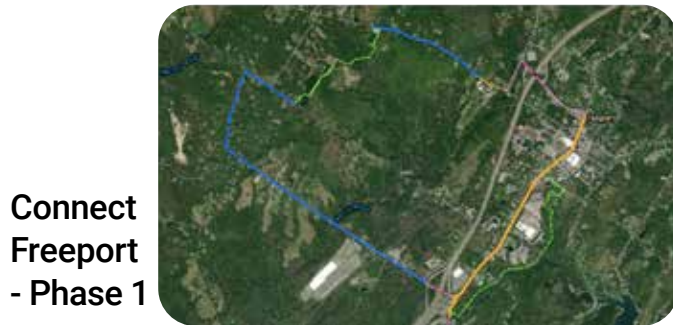
Freeport Downtown Vision Plan



Freeport Activity Centres (Connect Freeport)



Existing paved shoulders (Active Freeport)



Connect Freeport - Phase 1

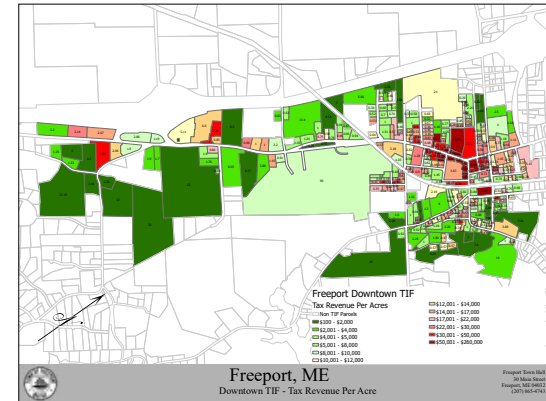
East Coast Greenway



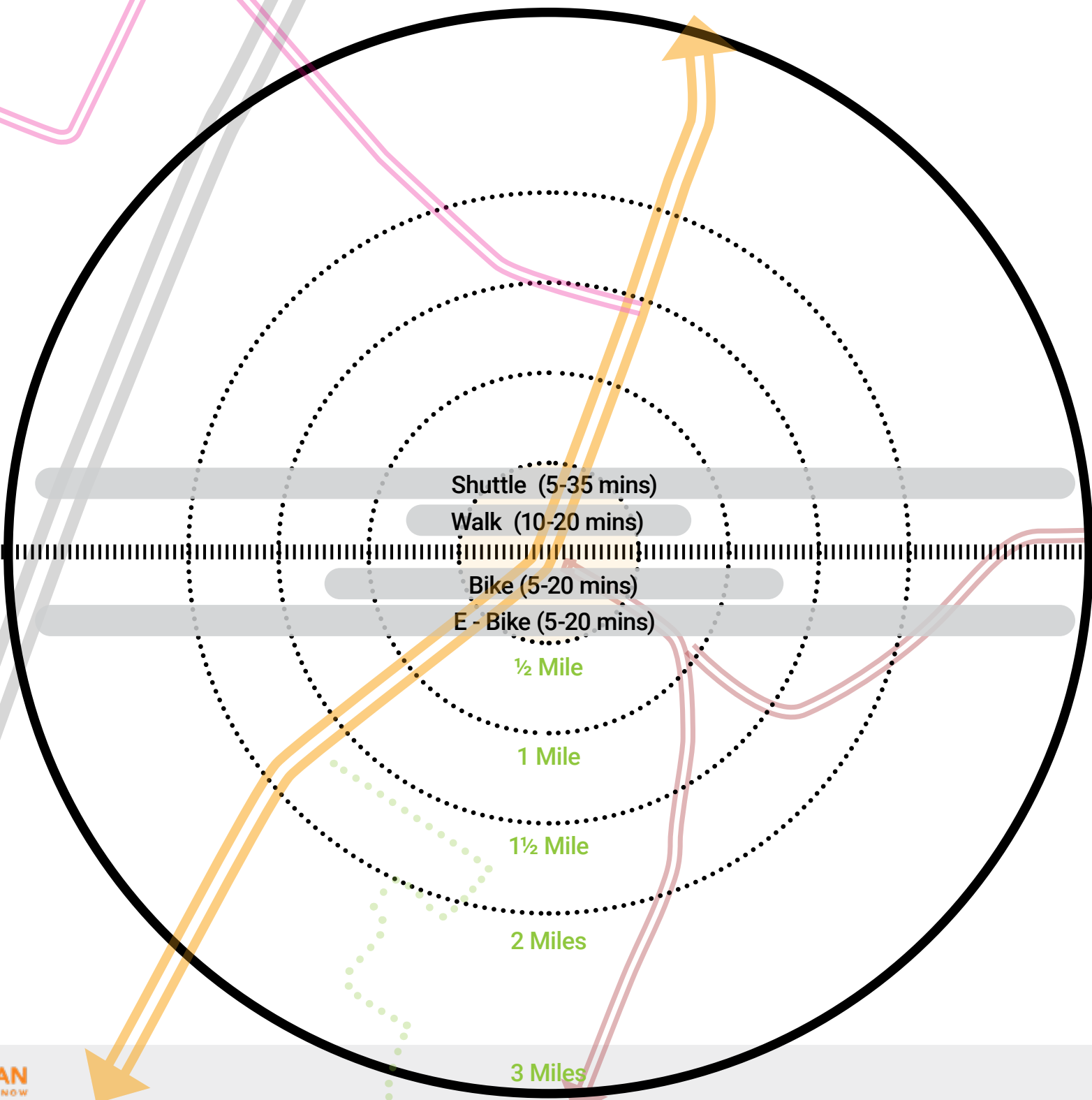
Downeaster Route



BREEZ Route



Freeport Economic Development Corporation



Shuttle (5-35 mins)

Walk (10-20 mins)

Bike (5-20 mins)

E - Bike (5-20 mins)

1/2 Mile

1 Mile

1 1/2 Miles

2 Miles

3 Miles

Bus / Train

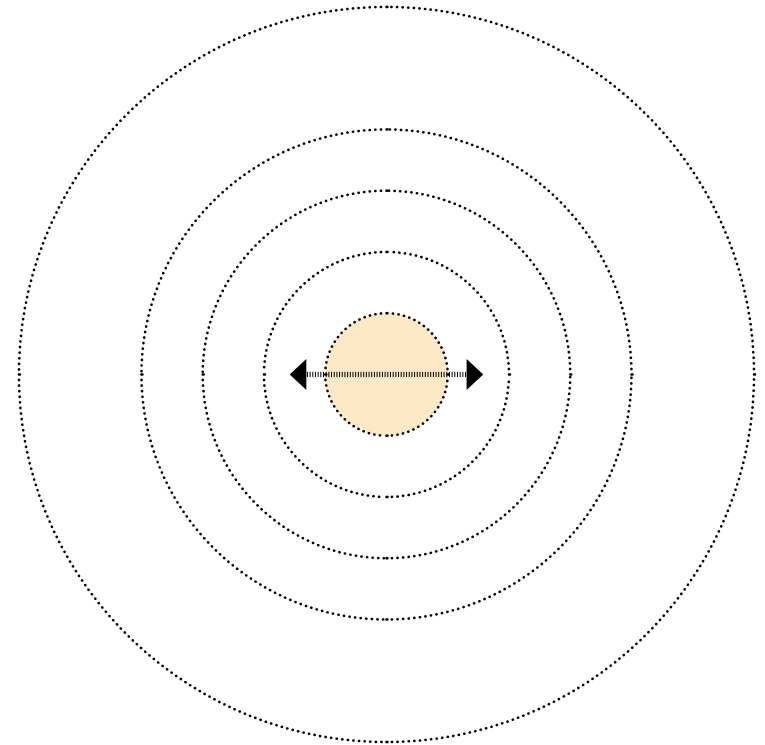
Bus / Train

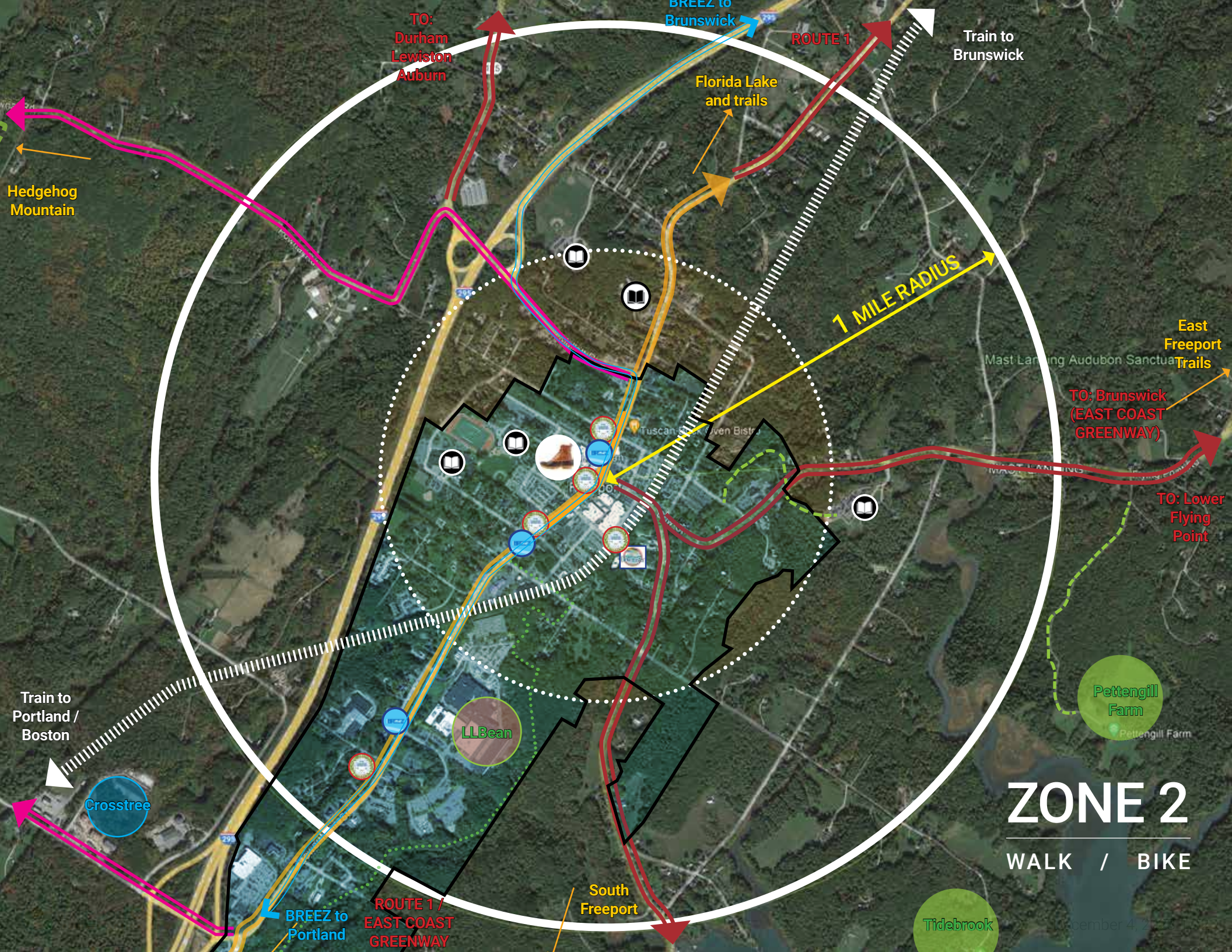
ZONE 1

TOWN CENTER

Radius: ½ mile / Travel distance: 0.75 - 1.5 miles

- Walk: 15 - 20 minutes ✓
- Bike: 7 - 9 minutes ✓
- E-bike: 5 - 8 minutes ✓
- Drive: 5 - 7 minutes ✓
- Public transport: 5 - 25 mins ?





TO:
Durham
Lewiston
Auburn

BREEZ to
Brunswick

ROUTE 1

Train to
Brunswick

Florida Lake
and trails

Hedgehog
Mountain

1 MILE RADIUS

East
Freeport
Trails

TO: Brunswick
(EAST COAST
GREENWAY)

TO: Lower
Flying
Point

Train to
Portland /
Boston

Crosstree

LLBean

Pettengill
Farm

Pettengill Farm

ZONE 2

WALK / BIKE

BREEZ to
Portland

ROUTE 1 /
EAST COAST
GREENWAY

South
Freeport

Tidebrook

September 4, 2023

ZONE 2

WALKABLE

Radius: 1 mile / Travel distance: 1.25 - 1.75 miles

— Walk: 20 - 30 minutes

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— Bike: 6 - 10 minutes

✓

— E-bike: 5 - 8 minutes

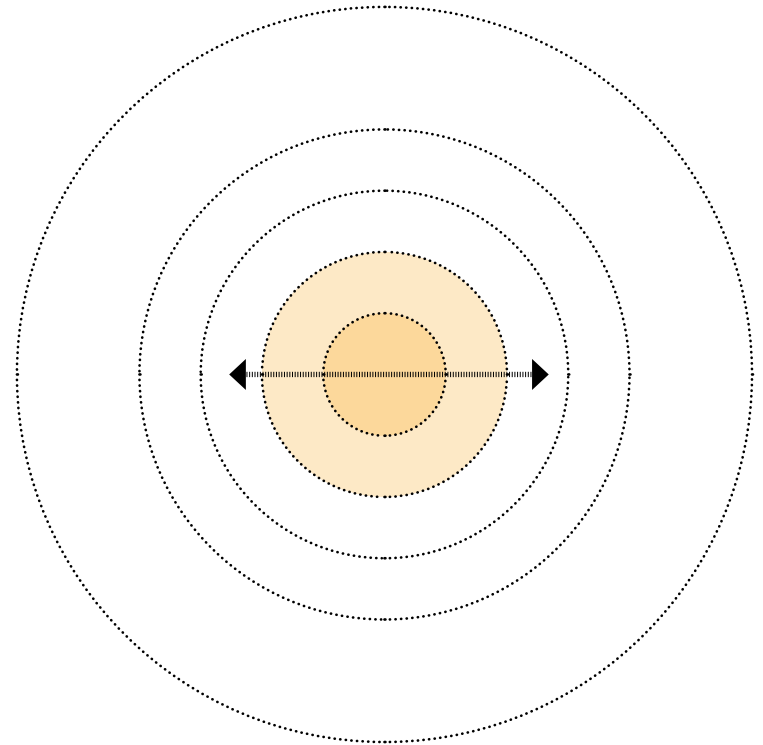
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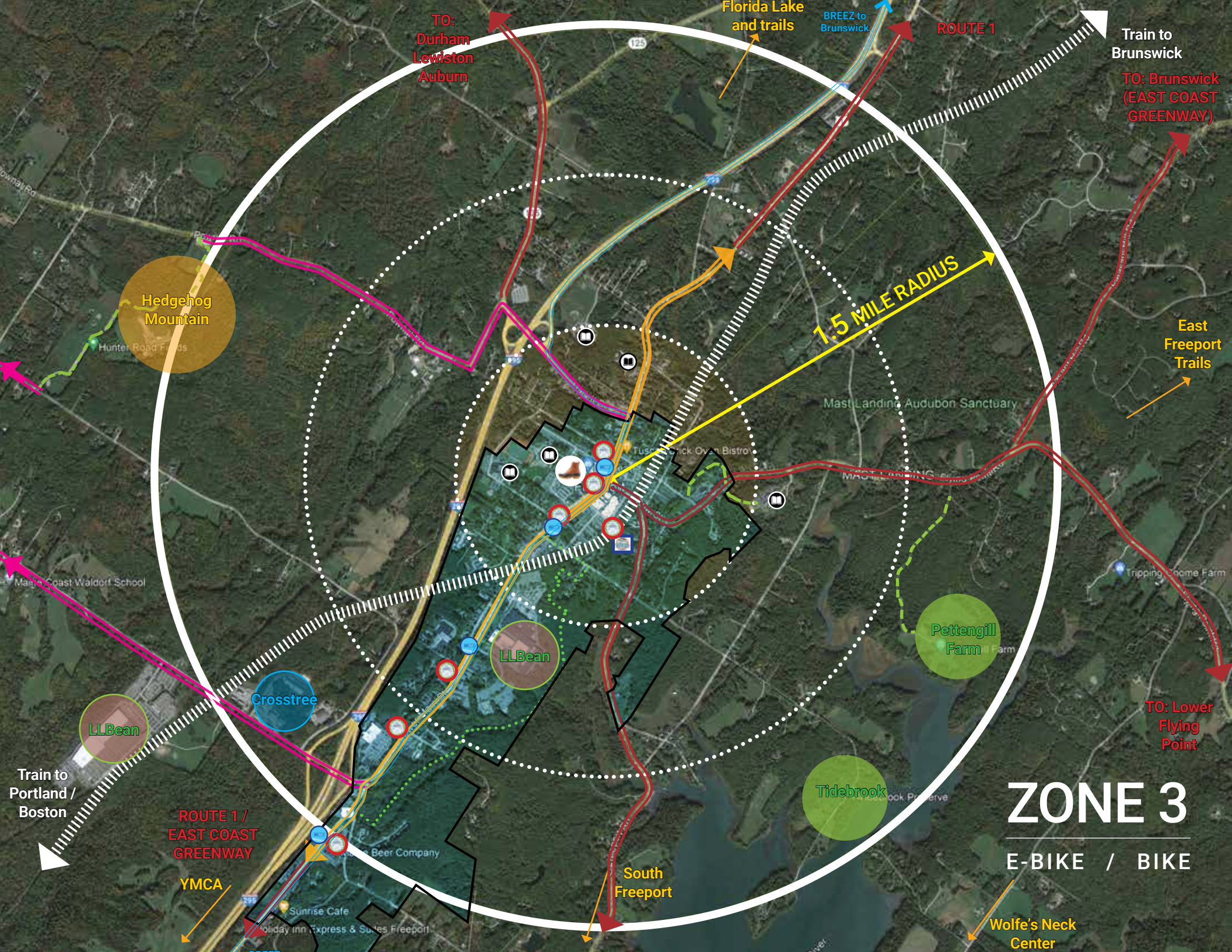
— Drive: 5 - 7 minutes

✓

— Public transport: 5 - 25 mins

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TO:
Durham
Lewiston
Auburn

Florida Lake
and trails

BREEZ to
Brunswick

ROUTE 1

Train to
Brunswick

TO: Brunswick
(EAST COAST
GREENWAY)

Hedgehog
Mountain

1.5 MILE RADIUS

East
Freeport
Trails

Mast Landing Audubon Sanctuary

Tussock Over Bistro

Tripping Coome Farm

Pettengill
Farm

TO: Lower
Flying
Point

Maine Coast Waldorf School

LLBean

Crosstree

Tidebrook

ZONE 3

E-BIKE / BIKE

Train to
Portland /
Boston

ROUTE 1 /
EAST COAST
GREENWAY

South
Freeport

YMCA

Wolfe's Neck
Center

Sunrise Cafe
Holiday Inn Express & Suites Freeport

ZONE 3

BIKE-ABLE

Radius: 1½ mile / Travel distance: 2 - 3 miles

- Walk: 45 mins - 1 hr
- Bike: 15 - 20 minutes
- E-bike: 10 - 15 minutes
- Drive: 7 - 10 minutes
- Public transport: 10 - 35 mins

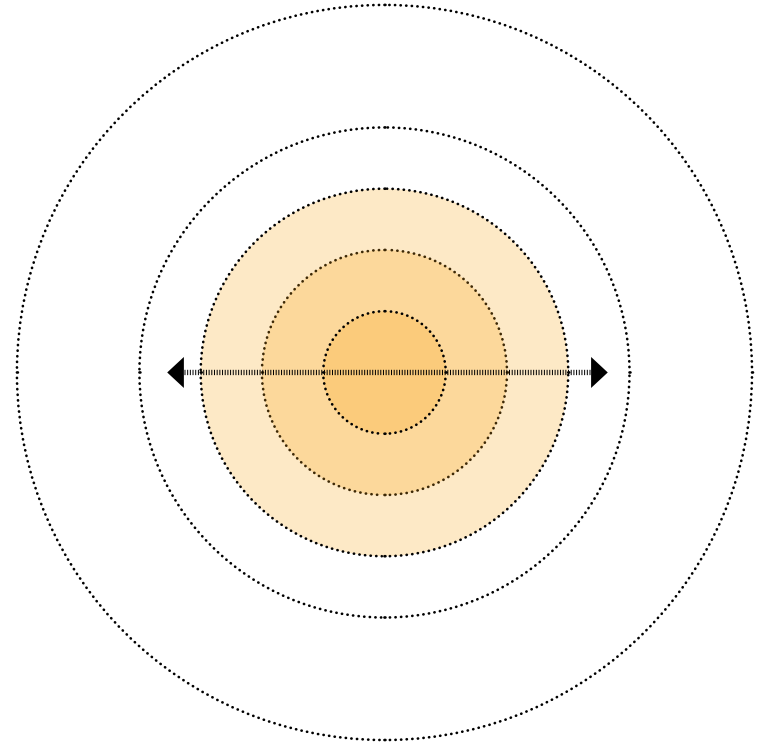
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✓

✓

✓





TO:
Durham
Lewiston
Auburn

Florida Lake
and trails

BREEZ to
Brunswick

ROUTE 1

Train to
Brunswick

TO: Brunswick
(EAST COAST
GREENWAY)

East
Freeport
Trails

TO: Lower
Flying
Point

2 MILE RADIUS

Train to
Portland/
Boston

ROUTE 1 /
EAST COAST
GREENWAY

YMCA

ZONE 4

E-BIKE / BIKE

Wolfe's Neck
Center

Desert of
Maine

Hedgehog
Mountain

LLBean

Crosstree

LLBean

Pettengill
Farm

Tidebrook

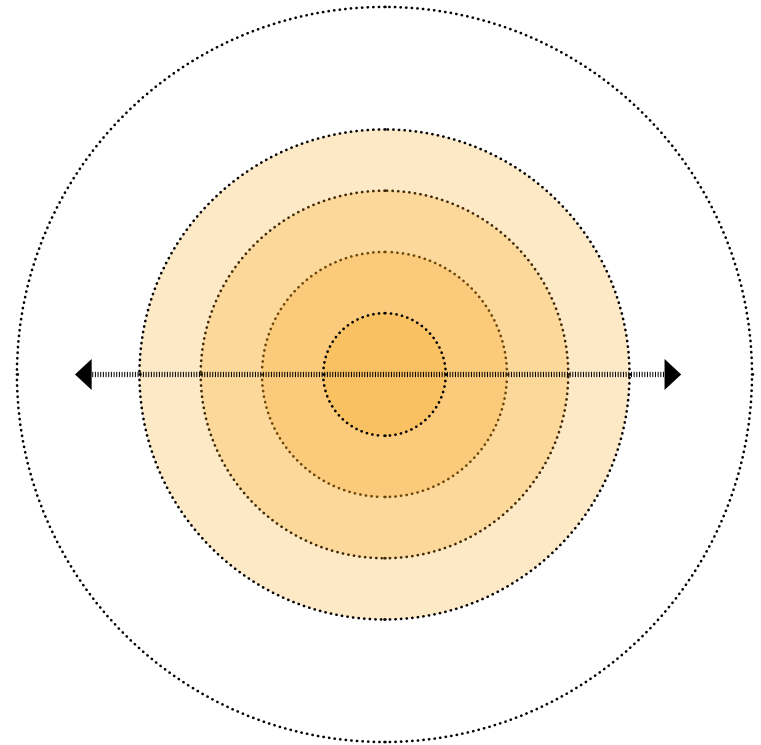
Porters
Landing

ZONE 4

BIKE-ABLE

Radius: 2 miles / Travel distance: 2.5 - 3.5 miles

- Walk: 1 hr 10 mins - 1.5 hr
- Bike: 15 - 20 minutes
- E-bike: 10 - 15 minutes
- Drive: 8 - 12 minutes
- Public transport: 10 - 35 mins



ZONE 5

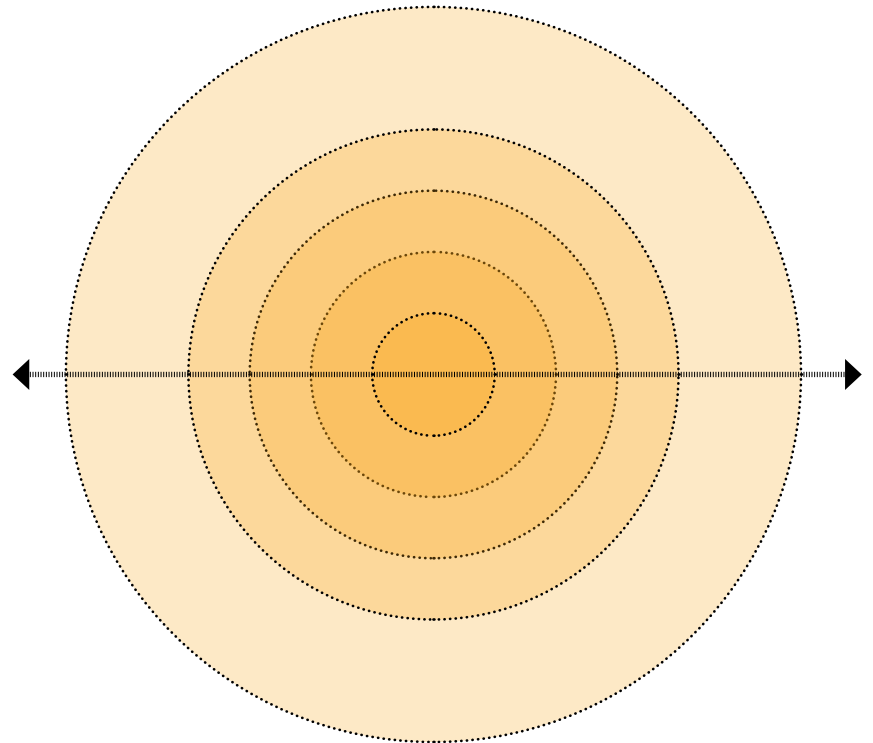
AND BEYOND

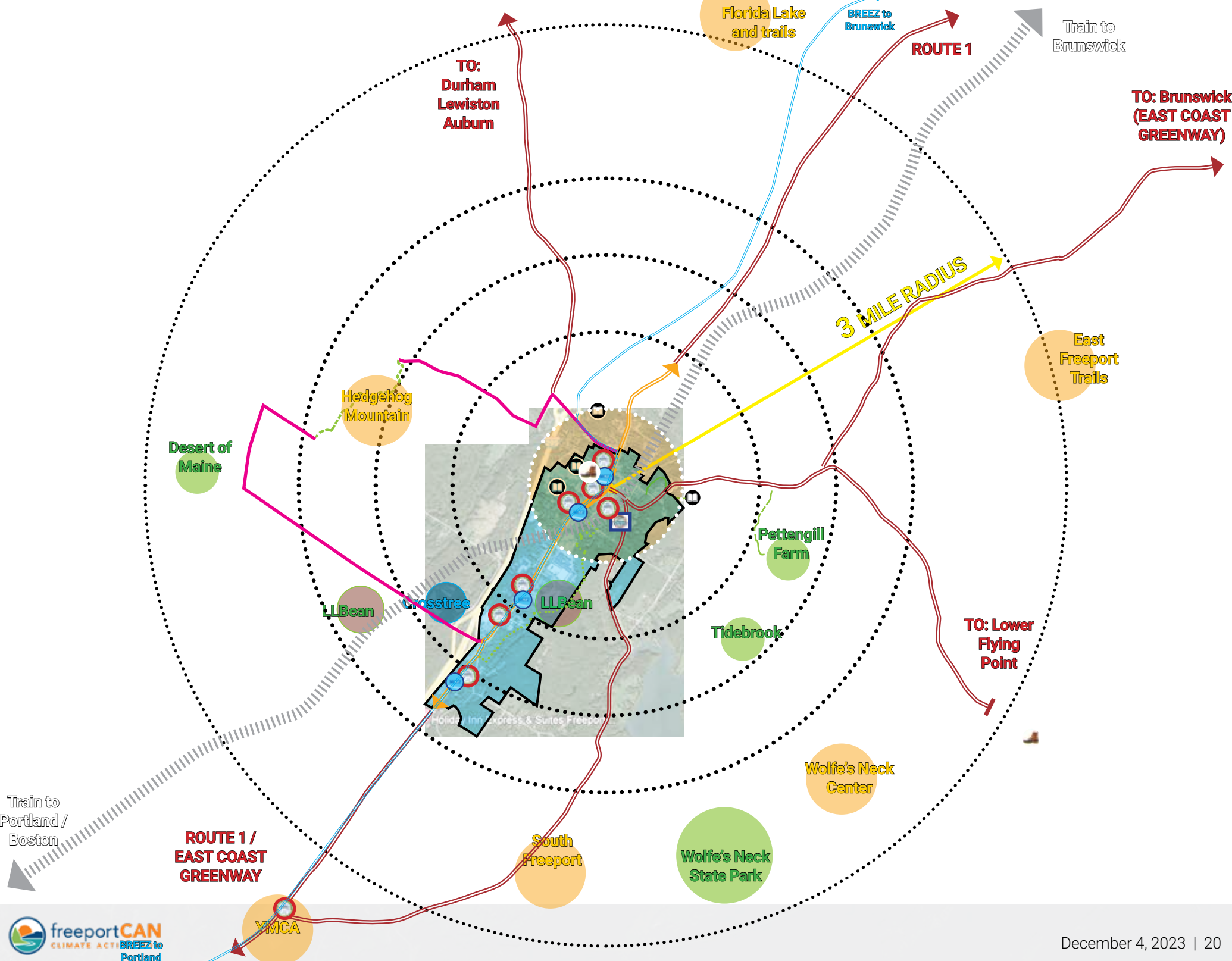
Radius: 3 miles / Travel distance: 3.5 - 4.5 miles

- Walk: 1.5 - 1.75 hr
- Bike: 25 - 30 minutes
- E-bike: 15 - 20 minutes
- Drive: 8 - 12 minutes
- Public transport: 10 - 35 mins

x

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ARTWORK

TOWN CENTRE

Benefits / Opportunities:

- Low access costs when using Latex traffic paint, with maintenance every 1 - 3 years
- Potential for corporate sponsors
- Local school involvement
- Local artist collaboration
- Target high overlap areas where people and cars interact most frequently
- Visual improvements to concrete barriers and other transport infrastructure
- Graphic, visual, 'Town Center' identifier

More information and graphic credits available here:
<https://issuu.com/streetplanscollaborative/docs/asphalt-art-guide>
<https://www.newscentermaine.com/article/news/nation-world/students-create-3d-crosswalk-to-force-drivers-to-slow-down-at-their-school/507-8e65398f-c0e9-4433-9092-808d6b9477b2>



“The biggest impact from this project has been the lasting relationships that have been built in the neighbourhood from collaborating together.”

- Community member and project organiser,
Green Lake, Seattle, WA

TRAFFIC CALMING

TOWN CENTER

Examples:

- Speed bumps in South Freeport
- Rumble strips to either side of pedestrian crossing (Brunswick)
- Pedestrian safety island / median

Benefits / Opportunities:

- High quality street surfaces add value / visual amenity / character to a historic town center.



BIKE LANES

TOWN CENTRE

Examples:

- Visible bike lane and pedestrian zones
- Raised or separated bike lanes
- Secured outdoor dining in lieu of street parking



More information and graphic credits available here:
<http://tacticalurbanismguide.com/materials/>

BIKE LANES

OUTER ZONES

Benefits / Opportunities:

- Separated bike paths
- Raised lane bike paths
- Median separated paths
- Concrete barriers
- Bollards, planters, etc.
- Rumble strips

Examples:

- Yarmouth, ME West Side Trail
- Androscoggin River Bicycle Path
- Beth Condon Memorial Pathway, Yarmouth (East Coast Greenway)

More information and graphic credits available here:
<http://tacticalurbanismguide.com/materials/>
<https://rrct.org/preserves-trails/west-side-trail/>



San Francisco, CA. (Source: Dianne Yee)



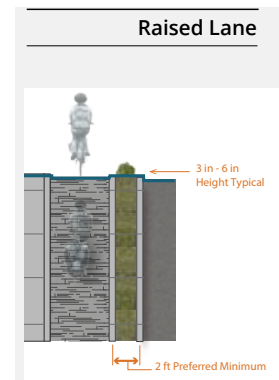
Cousins Island, ME



Portland Press Herald



Wayland, MA



Cambridge, MA. (Source: City of Cambridge)

ROAD DIETS

ALL ZONES

- South Freeport Road in collaboration with the Town Engineer and Complete Streets was narrowed in 2020/2021.
- Hunter Road is under consideration for narrowing the lanes and adding a bike lane / breakdown lane to reduce speeds.
- Yarmouth Main Street, pedestrian crossing curb extensions
- Intersection ‘choker’ layout



More information and graphic credits available here:
<https://www.youtube.com/watch?v=Rs7jHvh7v-4>
https://cms5.revize.com/revize/yarmouth/government/boards/Complete%20Streets%20Advisory%20Committee/Toolbox_Combined_9.5.23.pdf

TRAIL NETWORKS

ALL ZONES

Benefits / Opportunities:

- Safe connections for pedestrians and cyclists
- Connection with nature
- Alternate commuter routes

Examples:

- Eastern Promenade, Portland
- Back Cove, Portland
- Camden Round the Mountain Trails - Coastal Mountains land trust
- Acadia National Park Carriage Roads
- Brewer Riverwalk
- Hallowell Trail
- Belfast Rail Trail
- West Side Trail, Yarmouth
- Beth Condon Memorial Pathway, Yarmouth (East Coast Greenway)



PUBLIC TRANSPORT

ALL ZONES AND BEYOND

Benefits / Opportunities: :

- Connect short distance commutes with long distance travel
- Facilitates access to wider town center activities and locations

Examples:

- Breez bus (Portland area bus)
- Brunswick Link (in-town bus)
- Downeaster (Brunswick -> Boston)
- Local taxi service
- Bike share service





Downtown parade in 1918. (Source: Courtesy of the Freeport Historical Society)

Freeport, 1918

Action 1: Redesign Main Street into a Universal Street with slow-moving vehicles, outdoor seating and dining, street trees, and wider sidewalks.

Main Street needs to be a slow-moving thoroughfare that prioritizes the pedestrian experience, supports gathering, strolling and staying. New street trees will help make the street a more pleasant place to spend time and help cool downtown in the summer. With broader sidewalks, there will be more space for outdoor seating and dining.



Downtown Vision for Freeport, Future ideas

WHAT IS YOUR VISION FOR FREEPORT?

GRASS ROOTS / TOWN OF FREEPORT / GENERAL PUBLIC

- Which of the ideas presented would have the biggest positive impact on your life?
- Where would you like to go by bike and on foot?
- What are the current barriers you face to traveling by bike and on foot?

NEXT STEPS

GRASS ROOTS / TOWN OF FREEPORT / GENERAL PUBLIC

- Gather and review feedback from tonight’s presentation.
- Continue to coordinate with local groups and the Town of Freeport.
- Summarize our findings to provide guidance for funding planning and implementation of safer streets within the town of Freeport as part of the new Freeport Climate Action Plan.
- This presentation will be available online: FreeportCAN.org
- **SEND YOUR SURVEY TO: Climate@FreeportCAN.org**