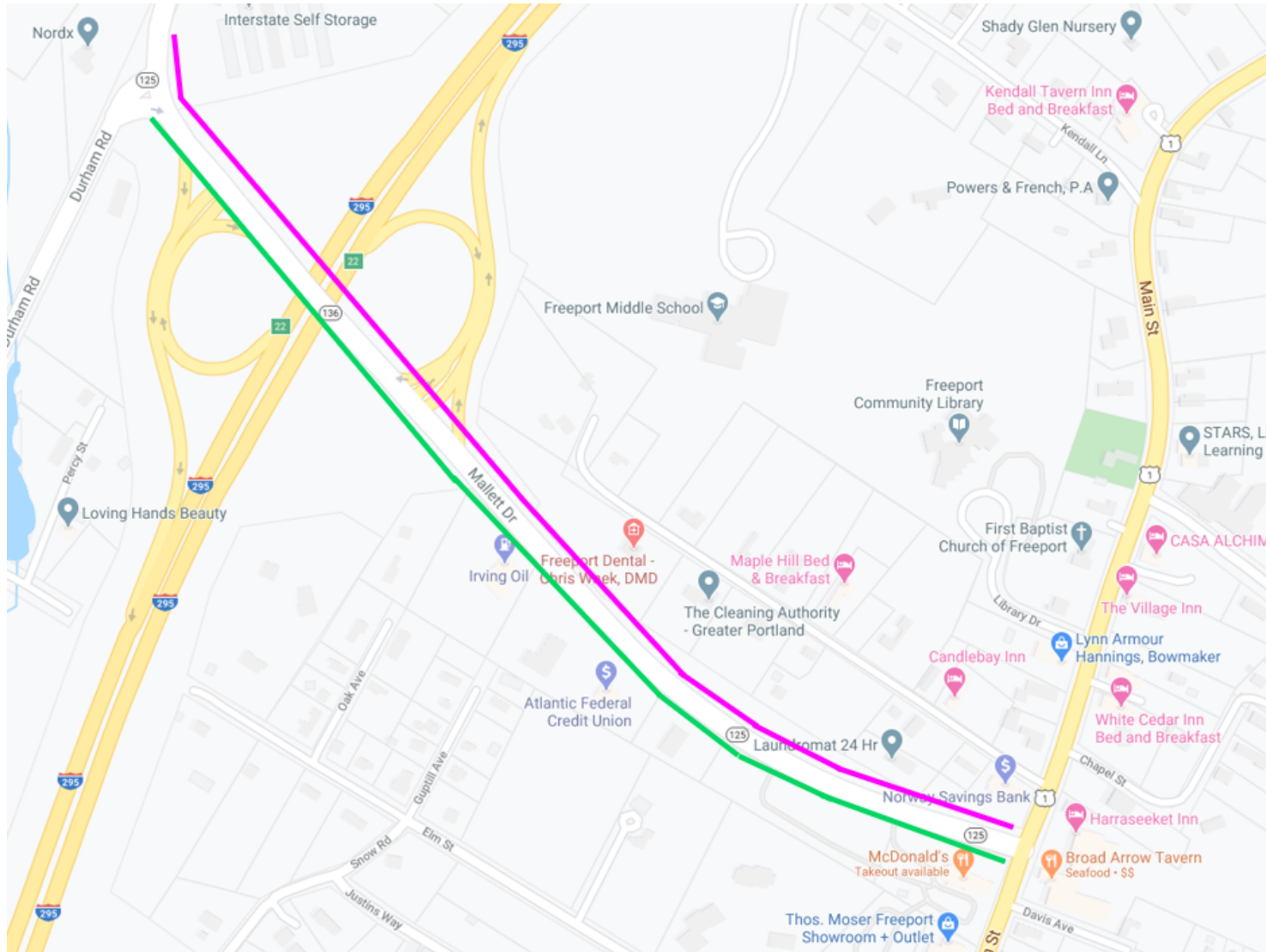


Connect Freeport Story Mapping - Mallett Dr.



North side of Mallett Drive (See Pink line —) **South side of Mallett Drive** (See Green line —)

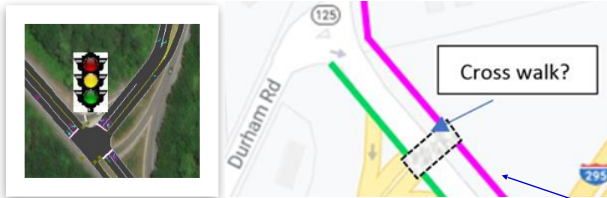
2. Can a crosswalk with flashing beacon be used on a path/shoulder, or must it be a sidewalk?

North side of Mallett Drive (See Pink line —)

- 6' wide buffered bike lane for entire corridor (see image)
 - At/near Pownal Rd. intersection, bike lane transitions into existing shoulder proceeding North on 125/136
 - Driveway crossings: Paint appropriately



- I-295 ramps, signaled crossing with rapid flashing beacon and crossing paint
 - According to MDOT recommendation, new ramp will be a "T", allowing a single ramp crossing.



- **Mallett West Crossing:** Crosswalk at southbound ramp signal
- **Mallett East Crossing:** Crosswalk at northbound ramp signal

NOTE: May not need both of above? Also, Mallett East Crossing important because it could one-day serve as the crossing for FMS to Oak St.

Questions:

1. Should this buffered lane be painted as bike and ped? (see image) Todd...focus on bikes here...peds other side.

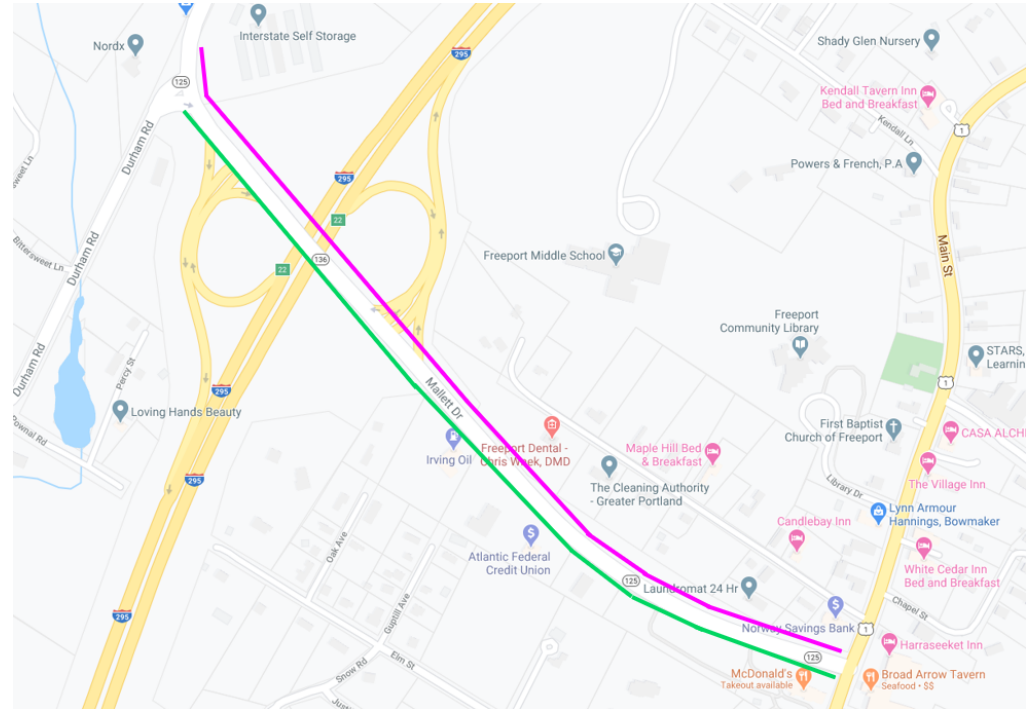
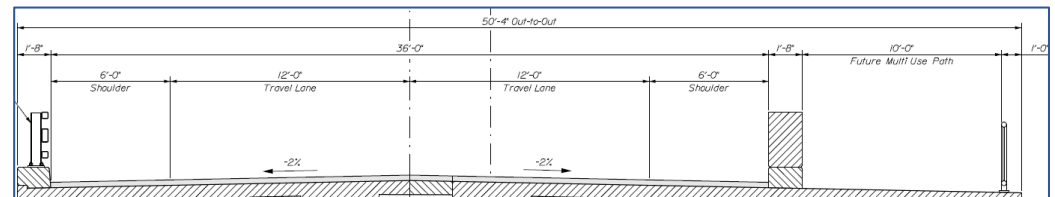
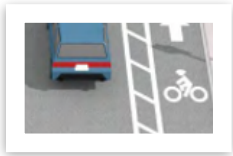


Image Gallery:



South side of Mallett Drive (See Green line )

- **From Main St. to west side of Irving, 10' wide buffered bike/ped shoulder** (see image)
 - Driveway crossings painted (see blurry image below)



- **Fully Separated Multi-Use Path:** At west side of Irving, transition from 12' buffered bike/ped shoulder to fully separated 12' path.
 - See Cousins River Bridge design below. (View to East)
 - I-295 ramps, signaled crossing(s) with rapid flashing beacon and crossing paint
 - **Mallett West Crossing:** Crosswalk at northbound signal
 - **Mallett East Crossing:** Crosswalk at northbound signal
- **At Pownal Rd. end Multi-Use Path:**
 - For bikes: Paint designated bike lane/shoulder treatment for cyclists coming down 125/136, to safely get through intersection
 - For peds: See image at right, black line showing a very short sidewalk, to a crosswalk (with rapid beacon). Not sure if sidewalk required on west side of Pownal Rd.?

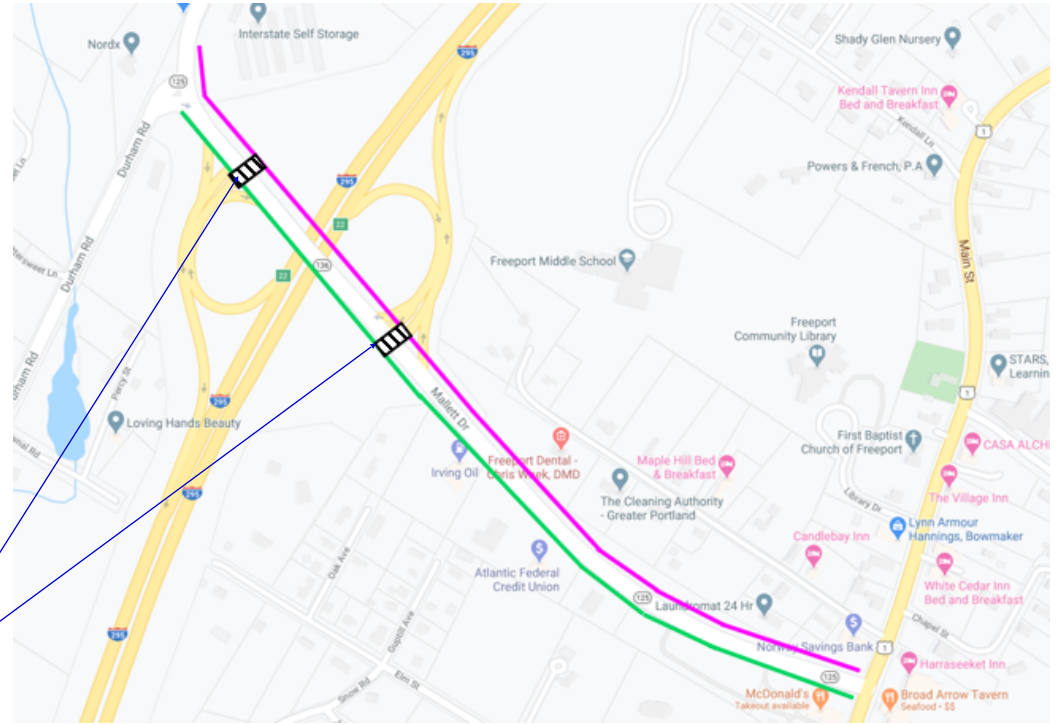
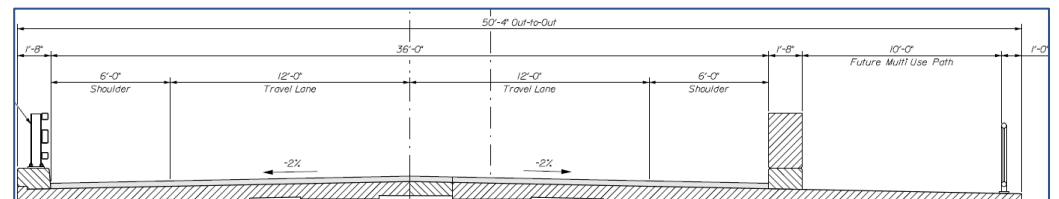


Image Gallery:



Questions:

1. Mallett Crossing by Irving...Do we put a crossing in regardless of whether the Oak St. and FMS right of ways are resolved?
2. Pownal Rd. Intersection.



Connect Freeport Story Mapping – Desert Road



North side of Desert Road (See Pink line —)

- **From end of sidewalk at Shaws Plaza to Beacon Apts.**
 - 12' wide fully Separated Multi-Use Path along Route 1 and Desert Road
 - Drive crossings painted (see blurry image below)



- **From Beacon Apts. To Merrill Rd.**
 - Provide up to 6' wide buffered bike lane
- **Hunter Rd.**
 - Provide up to 6' buffered bike lane along Hunter Road to athletic fields.

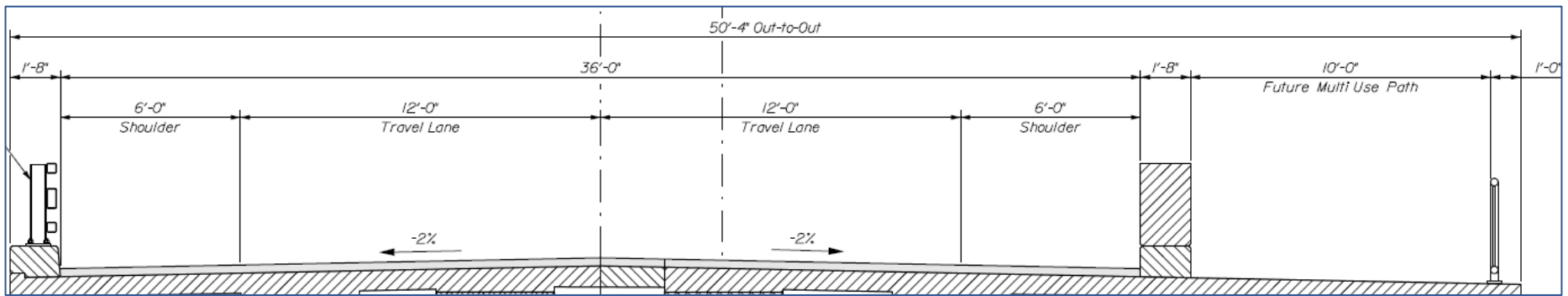


South side of Desert Road (See Green line —)

- **6' wide buffered bike lane except for bridge crossing (see below)**
 - Drive crossing painted
- **Two I-295 ramps & Route 1 crossing:**
 - Signaled crossings with rapid flashing beacon and crossing paint
 - Ideally in association with traffic lights at the intersections.

Desert Road Bridge Crossing

- See Cousins River Bridge design below (view to west).
- I-295 ramps, signaled crossing(s) with rapid flashing beacon and crossing paint
- Traffic light locations on aerial above



Ideas from the Build a Bridge Charrette

The comments, ideas and “big thinking” are listed below according to the appropriate area of focus. The items listed below are ideas, and only ideas. Some ideas might be good ideas that can be implemented, others might be too costly for now, or might be just not right for the area in the study. However, every and all ideas are on the list and should be considered in some manner before the final design is done

Common problems were identified by the different groups. These problems include:

1. Insufficient lanes and paths for cyclists and pedestrians
2. The speed and volume of motor-vehicle traffic going through the study area
3. Particularly heavy vehicle traffic during peak hours (7-9AM and 3-6PM)
4. Difficulty of turning onto Mallett Dr from the I-295 off-ramps, especially if a lane has to be crossed
5. Difficulty of merger into traffic for vehicles coming off the highway
6. Visibility restriction at self-storage facility and the intersection of Pownal Rd and Rts 125/136. This makes travelling through the area more difficult.

Rts 125/136 from Beech Hill Rd to Pownal Rd

1. Consider a rotary at the intersection of Mallett Dr and Rts 125/136
2. Consider traffic lights at Pownal Rd, the intersection of Rts 125 and 136, and for a mid-road crossing on Mallett Dr.
3. Consider a bike/pedestrian bridge over the highway to connect Elm St with Pownal Rd and/or the Middle School with True St.
4. Use traffic calming throughout the study area
5. Consider narrowing vehicular travel lane throughout the study area

Intersection of Mallett Dr and Main St and Mallett Dr to in the Exit 22 interchange

1. LOCATE A GOOD AND SAFE ROUTE FOR MIDDLE SCHOOL STUDENTS TO GET TO THE HIGH SCHOOL. CREATE A SAFE CROSSWALK WHERE THAT ROUTE CROSSES MALLETT DR. IF MID-BLOCK CONSIDER A TRAFFIC SIGNAL
2. CONSIDER A MULTI-USE TRAIL ON THE NORTH SIDE OF MALLETT DR.
3. CREATE A RAISED MEDIAN IN THE CENTER OF THE INTERSECTION
4. CONSIDER A DIFFERENT TEXTURE OR ROAD PAINT COLOR GETTING CLOSER TO DOWNTOWN.
5. DEVELOP ACCESS-MANAGEMENT REGULATIONS ALONG MALLET DR TO LIMIT TURNING MOVEMENTS; ENCOURAGE SHARED ACCESS BETWEEN BUSINESSES
6. CONDUCT A TRAFFIC-SIGNAL STUDY IN THE CORRIDOR
7. INCLUDE STREETScape LANDSCAPING IMPROVEMENTS INTO ANY PROPOSAL
8. GIVE SPECIAL CONSIDERATION TO BIKE/PEDESTRIAN IMPROVEMENTS AT McDONALD'S AND IRVING CROSSINGS.
9. USE THE SIGNAGE STYLE ALONG ROUTE 1 IN FALMOUTH AS A GOOD EXAMPLE.

Exit 22 Bridge and interchange

1. Include bike/pedestrian paths on both sides of the bridge. Evaluate wide shoulders and shared use paths as possible solutions
2. Evaluate adding traffic signals on exits
3. Repave bridge before next winter
4. Explore making the Exit 22 a full interchange
5. Consider connecting the SB on/ off-ramp to Pownal Rd to alleviate congestion on Mallett Dr.
6. Consider relocating the NB off ramp to the south side of the Exit 22 bridge
7. Consider bike/pedestrian routes that go under the road to avoid crossing roads and on and off ramps.
8. On the Exit 22 bridge, separate the eastbound and westbound lanes with a center barrier to prevent inappropriate turns.
9. Consider making exit 24 a full interchange to reduce traffic at exit 22