

Broadway Corridor Study  
Steering Committee Meeting Notes  
11.20.14  
Bangor City Hall

Attendees:

Dana Wardwell:	Public Works Director
John Theriault:	City Engineer
Jennifer Boothroyd	Planning Department
MaineDOT:	Andrew Allen
BACTS:	Rob Kenerson
BACTS:	Dianne Rice
Kevin Schroeher:	Schroeher's Tax Services
Ron Lydick:	McDonalds Restaurant
Tom Warren:	Husson University
Per Garder:	Bangor Resident-14 Glencove Avenue
Wendy Chadwick:	Bangor Resident-230 Falvey Street
Greg Edwards:	Bangor Resident-91 Pearl Street
Kierie Piccininni:	Bangor Resident- 40 Market Street
Susan Slick:	Bangor Resident-782 Broadway

Consultants:

Tom Errico:	T.Y. Lin International
Mitchell Raser:	MRLD Landscape Architecture

- The Steering Committee meeting began with an overview of the Study by John Theriault. It was established that John is the City's point person for the Study and that the SC should contact John with comments and this information will be forwarded to the consultants:

[john.theriault@bangormaine.gov](mailto:john.theriault@bangormaine.gov)

- Steering Committee Members introduced themselves, where they live, and their interest in taking part in the Study.
- Tom Errico thanked everyone for joining the SC – and that the SC will play an important role throughout the project. The SC members know the daily conditions of the corridor and their insight and review in terms of analysis and recommendations by the consultants is invaluable.
- Tom presented a PowerPoint regarding the Study outlining the process, tasks, schedule, goals, and desired outcomes. The presentation also included summary traffic, mobility and land use data. Each SC member was provided with a hard copy of the presentation. Tom noted that the level of service conclusions are not finalized and will be updated in the future to reflect real field conditions.
- Mitchell presented information regarding zoning, land use, urban design, connectivity, and other environmental issues.

- A Draft Purpose Statement for the Study was presented to the SC. It was explained that this statement is intended to guide the Study and establish metrics to help evaluate future mobility and land use recommendations. The SC was asked to review Statement and send any comments / revisions / additions to John Theriault.

After the presentation, the SC was asked to provide input on opportunities, concerns and general thoughts regarding the corridor and study. A summary of SC comments includes:

- Make sure that the 2012 Comprehensive Plan is reviewed as part of this Study – be consistent with the findings and recommendations of the Comprehensive Plan.
- Pedestrian, cyclist and ADA concerns must be integrated into any recommendation – while noting that the ROW is already maximized, but all opportunities to improve the pedestrian experience should be explored.
- Forecasts for future growth should also show historic growth patterns to establish a baseline understanding of change in the area.
- Demographics of the area are changing. Meet the needs of pedestrians, ADA, elderly, low income, youth and transit riders.
- Drivers need to follow rules. But it was also noted that the corridor can be confusing and the design improvements should be intuitive and coordinated.
- Explore roundabout options, particularly at the I-95 interchange. Potential to create better flow through the area. Noted that multi-lane roundabouts are safe, but the number of fender benders does not drop. It was also noted that roundabouts in other corridors have helped businesses because rather than a difficult left turn into a business, vehicles travel to the next roundabout and U-turn for a right into the business. Also noted that a five lane section with a roundabout may not work, but a four lane section would.
- The signals along the corridor need coordination. General discussion whether the signals are timed or if there is detection, because certain signals, specifically at Exit 185, the wait time is the same for one car or 20 cars.
- Find a way to close Alden Street and create a new controlled access point on Broadway.
- There should be a dedicated turn lane onto Center Street and a dedicated through lane south on Broadway.
- Coming north on Broadway, as vehicles pass under I-95, rather than stop at stop bar, they often proceed across to the left lane – leading to the southbound ramp – and block the intersection.

- There is a pedestrian connection from Thornton Road in the Falvey neighborhood, but it needs better maintenance. Confirm that this is an official pedestrian easement. Greatly decreases walk time from this dense neighborhood to the services within the corridor. In addition there is a path from Husson Avenue through the park that leads to Broadway, but this is not plowed in the winter – otherwise it is a safe and fast way to get to Broadway.
- The section of Broadway in the vicinity of the entrance to McDonald's and the Shopping Plaza is particularly complex due to turning lanes. This area will receive careful analysis as part of the Study.
- Trips leaving McDonald's were not captured in the counts and this will be reviewed with BACTS.