

Broadway Corridor Study
Bangor, Maine
Steering Committee Meeting Notes
1.22.15
Bangor City Hall

Attendees:

Dana Wardwell:	Public Works Director
John Theriault:	City Engineer
David Gould:	Planning Officer
Bangor Police:	Mark Hathaway – not present
MaineDOT:	Andrew Allen
BACTS:	Rob Kenerson
BACTS:	Dianne Rice – not present
Kevin Schroeder:	Schroeder's Tax Services
Ron Lydick:	McDonalds Restaurant
Tim Doody:	Broadway Shopping Center – not present
Robert Kilpeck:	Husson University – not present
Tom Warren:	Husson University
Per Garder:	Bangor Resident
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:	TY Lin International
Mitchell Raser:	MRLD Landscape Architecture

- Steering Committee Members introduced themselves, where they live, and their interest in taking part in the Study.
- SC Minutes of Meeting from November were distributed. Any revisions / comments to the Minutes are to be forwarded to:

john.theriault@bangormaine.gov
- The Purpose and Need Statement was distributed to the SC for discussion and final edits. The revised Purpose and Need Statement will be distributed to the SC by email, but includes the following general revisions:
 - The Study will forecast to 2030 or 2035 rather than 2025
 - All modes of travel will be accounted for and optimized – not just vehicular traffic
 - All improvements shall comply with the City's Complete Street Policy

- Mitchell presented the summary Minutes of Meeting from the Public Meeting held on 12.11.14. The Minutes were distributed to the SC. The SC gathered around the large-scale aerials that were used at the Public Meeting to review the comments, make clarifications, and provide general guidance to staff and the consultants. The major consensus issues / points of discussion from reviewing the aerials included:
 - All improvements must be ADA compliant
 - Improvements must improve safety and accessibility for all modes of travel
 - Improvements should meet the City's Complete Street Policy
 - Signal timing should be a short-term implementation issue
 - Sidewalks should be on both sides of the corridor – the length of the study area and even running north to Hobart. There are currently gaps in the sidewalk system, such as between Husson Avenue and Grandview Avenue on the western side of Broadway
 - At the public meeting it was recommended that traffic from Husson should be guided towards Kenduskeag Ave, however the SC did not think this was a good idea
 - Due to limited funding and the need for improvements in the corridor, focus improvements within the corridor, while taking into account connectivity outside the corridor. For example, a formal pedestrian trail behind the Shopping Plaza providing a connection from the high school to the Essex Street and lower Broadway would be ideal, but in reality, the City should focus limited dollars and resources in one area – such as improved sidewalks along Broadway
 - Several options were looked at connecting Broadway to the Husson University campus and parking. Extending Grandview to the west as well as extending Hobart Street to the west were both considered – as these are existing intersections on Broadway and could be improved. It was decided that pedestrian connections might be ideal in these locations, but that a new pedestrian / vehicular connection roughly between the Grandview and Hobart might be more ideal – and supposedly there is a paper road to the east connecting Broadway to the high school
 - There was general agreement that either a vehicular / pedestrian or pedestrian connection should be made between the end of Falvey at the neighborhood park north to Husson Ave. This will be reviewed by the consultants. Any improvements cannot disturb the function of the park
 - A pedestrian connection between Falvey and the Dairy Queen should be reestablished. Both this connection as well as the connection to Husson Avenue will make Bangor Gardens less isolated. People were not concerned about cut through traffic as much as they were excited about an alternative to sending all traffic to the Falvey / Broadway intersection

- On Broadway, wherever feasible, curb cuts should be reduced, eliminated or combined.
 - Properties along Broadway should maximize inter-parcel connections, such as how the bank connects to the Shopping Center
 - Improving the flow of traffic through the Shopping Center should be reconsidered
 - Either a pedestrian or full connection should be made between the Shopping Center and Alden and the neighborhoods to the east, but consideration should be given to impacts to the Shopping Center. The goal is to minimize or remove conflicts were Alden currently intersects with Broadway
 - A pedestrian bridge over I-95 was reviewed, but consensus was that money should be spent on improving conditions along the corridor
 - There was general consensus that paired – two lane roundabouts – should be studied at the on and off ramps to I-95, with the possible median running between the two to better manage traffic flow and turning movements in this area. It was generally agreed that the stretch from Center / Broadway to Alden / Broadway is one of the most challenging areas in the corridor and signage or signalization may not be a feasible long-term solution
 - A formal pedestrian crossing in front of the school aligning with to the west between Poplar and Linden Street was recommended, but not a vehicular intersection
- Tom presented an existing traffic computer simulation analysis. It is this same program that is used to test the viability of ideas such as roundabouts and a three- lane cross-section.

Roundabouts: Roundabouts work, but require two lanes and have an outside radius of approximately 130'. The typical width of the Broadway right-of-way is 70'. There was general consensus that roundabouts make sense at the on and off ramps to I-95. Other locations along the corridor will be reviewed, but they are not optimal due to a range of restrictions.

A three-lane cross section is not feasible given current traffic volumes and turning movements – and this does not take into account future projected traffic volumes.

The 70' right-of-way is tight – existing conditions already maximize the right-of-way – but there are options to explore in terms of different ways of allocating space within the right-of-way. For example, the lanes can be each reduced by 1' each and this gained space can be allocated to improving one side of the corridor with a better sidewalk (while still maintaining the required ADA compliant sidewalk on the other side). Another alternative is that gained space could be allocated to creating slightly wider shoulders, improving the corridor for cyclists.

- Next Steps:
 - Business Owner Open House
 - Develop Draft Concept Improvements and review with Staff
 - Present Draft Concepts and review at next SC Meeting