

Broadway Corridor Study
Bangor, Maine
Steering Committee Meeting Notes
3.26.15
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 – not present
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 – not present

Consultants:

Tom Errico:	TY Lin International
Mitchell Rasor:	MRLD Landscape Architecture

- Tom presented a PowerPoint with draft recommendations based on input from SC, the Public Meeting held on 12.11.14, and the business owner's Open House held on 2.12.15. The PowerPoint is available for public review on the City website.
- Following is a summary of SC comments:
 - Center / Broadway: Explore closing right turn slip lane on to Center Street, while still allowing trucks to make the turn right turn on to Center Street. Consider a mountable curb, allowing for maximum pedestrian refuge, but meeting the functional requirements.
 - The left turn movement on to Earle Street is problematic. This is a high crash location and any designs must consider vehicular and pedestrian safety – even if this limits turning movements. Meet with the property owners and businesses in this area to as soon as possible to discuss the issue in more detail.

- As the project is looking at a range of recommendations, include a possible connection from Poplar Street to Earle, allowing for a back approach to the businesses on Earle and fronting Broadway.
- The roundabout at Center and Broadway functions, but ideally it can be designed to minimize impacts outside of the right-of-way. Although reconfiguring the lanes and the Center / Broadway intersection improves safety and functionality, the SC recommended to proceed with further analysis of the roundabout in this location.
- A second roundabout was presented north of I-95 for the Alden Street and on / off ramps intersection with Broadway. It was noted that with a 10% projected growth through 2035, making Alden right in / right out maintained the functionality of this intersection at the same level as installing a roundabout. This is also a more affordable solution. One issue with not having two roundabouts, is that access management (right in / right out only) for businesses along this stretch of Broadway would not function, because vehicles cannot make a loop for right in / right out access and egress.
- The Falvey / Broadway intersection does not merit a signal. If it is possible to make a connection between Bangor Gardens and Husson Avenue, then a right in / right out scenario for the Falvey / Broadway intersection should be implemented.
- It was noted that the parcel to the north of China Light has an expansive curb cut and when this site is redeveloped there is an opportunity to have the parcel exit to the most southern access drive to the Shopping Center.
- In terms of access management, graphics were shown of where current standards are not met. Final recommendations will include parcel-by-parcel recommendations of access management improvements, including closing curb cuts, sharing driveways, and creating inter-parcel connections.
- A concept was presented, which closes the existing main entrance to the Shopping Plaza and shifts the entrance and signal north to the right-of-way between Governor's and the bank. This concept allows for a pad site to be developed in the current location of the primary entrance to the Shopping Center as well as resolves many of the turning movement and stacking issues associated with the Shopping Center / McDonald's driveway alignments. This concept was developed at the Business Owner's Open House, however it was recommended that McDonald's and the Shopping Plaza review such an important improvement – as their representatives were not present at either the Open House or the SC meeting. It was noted that concept presented for access to the Shopping Center might be over designed and there is the potential to remove lane(s).
- It was noted that the School Street intersection was skipped in the presentation. No major improvements are recommended at this location

except for pedestrian amenities. These graphics and pedestrian improvements will be added to the plan.

- Several options were shown for the Husson Avenue / commercial drive intersection. The approaches are not currently aligned, creating odd functionality and confusion with turning movements. It was noted that not many vehicles use the commercial drive – although this may change as the property is redeveloped and the remaining lands are developed. Options included shifting the lanes on the commercial drive to better align with the approach from Husson Avenue. Another, more long-term approach showed Husson Avenue aligned with straight across with the commercial drive, however this would require removing the existing business. One recommendation from the SC was to close this commercial drive and have access from Hillside Street.
- Two concepts were presented for alternative access to Husson University. The first was an extension of Grandview Ave, utilizing the existing signal.
- The second alternative was for an access drive that intersected Broadway at the radio station. Both options were considered valid for further review.
- There was further discussion regarding moving the access drive to Husson further north to the Husson University building on Broadway, allowing for an access drive continuing through to the high school. This would potentially allow for Hobart to be closed and create a controlled intersection for access to the high school and Husson. No specific decision was made regarding this location.
- Creating an access drive at the Hobart intersection was again discussed, but there were concerns regarding aligning an access drive between the new medical buildings.
- A SC member asked whether a signal was still warranted at Husson Avenue if an alternative access drive was created for Husson University. It was noted that traffic modeling showed decreased demand on the Husson Avenue intersection if an alternative access to Husson University was established from Broadway.
- In addition to intersection access, several other issues were presented. A sidewalk from Husson Avenue to Grandview along the western side of Broadway is recommended. A sidewalk along the northern side of Grandview leading to the high school is recommended. An additional turning lane is recommended from Grandview on to Broadway to handle the high school traffic.
- A SC member recommended that the shoulder north of Grandview on the eastern side of Broadway be narrowed to improve safety. And while it is outside the study area, sidewalks are needed on both sides of Broadway north of Grandview.

- A SC member asked that if a roundabout could be studied for the location of the proposed access to Husson University. This would make an attractive gateway to both the corridor and Husson University. In addition, vehicles would slow passing through the roundabout, ideally decreasing speeds throughout the corridor.
- Staff asked if the signal at Grandview could run separate from the other signals within the corridor. It was also noted to remove the “split-phasing” comment on the Grandview signal graphic.
- Several concept sections were shown for the approximate 72’ Broadway corridor. All options maintain a five-lane section. Option 1 demonstrated that by restriping the lanes, three-foot shoulders could be established on both sides of Broadway while maintaining five-foot wide sidewalks on both sides. It was noted that restriping usually only takes place when there is a resurfacing project – and by coincidence this part of the corridor of the corridor is scheduled to be restriped next summer. It was noted that even if the new shoulders were not official bike lanes, “sharrows” should not be placed along the corridor. Standard “share the road” sides are more appropriate. It was also noted that the catch basins along the corridor should be replaced with drains built into the curb line to make biking as safe as possible. No matter how bike-friendly the specified grate, there is always a 2” dip, and over time this change in grade between the road and the catch basin becomes exacerbated due to frost.
- Option 2 creates an 11’ wide sidewalk along the western side of Broadway. While this is not designed as a multi-use path, according to City Code, bikes and pedestrians can legally utilize this type of sidewalk. However from experience, a shared use path crossing many driveways and running adjacent to numerous utility poles is not recommended for safety reasons. It was also noted that the curb and drainage would have to be reset at great cost.
- Option 3 is a mirror image of Option 2. The only advantage is that there are no utilities on the western side of Broadway, making this easier to install street trees and minimizing pedestrian impacts.
- The SC voted on no specific decision, but Option 1 seemed to be the preferred scenario.
- In terms of street section, a concept for improving Hillside Street between the high School and Shopping Center was presented. There is enough right away for two travel lanes, bike lanes, esplanades and wide sidewalks on both sides of the street. It was noted that, ideally, this cross-section could in some manner be extended through the Shopping Center parking lot, improving aesthetics as well as safety for pedestrians and vehicles. This was shown only in diagram form and requires further analysis. This is also outside of an established right-of-way and would require coordination with the property owner.

- In terms of area-wide connectivity, it was agreed that pedestrian and / or vehicular connections should be reviewed between: Bangor Gardens and Husson Avenue, Bangor Gardens and Dairy Queen, the Shopping Plaza and East Broadway, the Shopping Plaza and the high school via Hillside Street, and Broadway to Husson University at the most idea location.
- Next Steps:
 - Refine draft concepts
 - Meet with business owners in the Earle Street area as well in the location of the proposed signal at the new access point to the Shopping Center
 - Present concepts at a Public Meeting on April 16, 2015 in the Council Chambers. This presentation will be a summary PowerPoint, lasting about 30 minutes.