

Broadway Corridor Study
Bangor, Maine
Public Meeting #1 Notes
12.11.14
Husson University

I. Attendance:

The meeting was advertised through the City website, email blasts, and Steering Committee outreach. An article also appeared in the Bangor Daily News with an overview of the project and an announcement of the meeting.

Approximately 35 people attended the meeting including members of the public and representatives from the Steering Committee.

Consultants:

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

II. Meeting Overview:

The meeting included:

- Introduction by Tom Errico, project manager for the TY Lin International
- PowerPoint presentation of the Broadway Corridor including transportation, mobility, land use and urban design analysis (see PDF of PPT for summary)
- Break-out group opportunities / constraints mapping
- Break-out group summaries (see sample images below)

III. Break-out Group Summaries / Public Comment:

The attendees broke out into six groups. Each group was provided with a 1" = 100' scale aerial of the study area – providing the opportunity to sketch ideas and write comments.



Break-out Group Mapping Exercise

Comments provided by the public not able to attend the meeting included:

- Eliminate motorist curb cuts to business entrances
- Consolidate entrances to businesses to reduce number of intersections
- Illegal merging occurs often at Grandview Avenue where outbound Broadway goes down to one lane. Discourage merging, improve "right turn only" signage, and Bangor High signage at School Street (Rite-Aid and Pizza Hut) and Grandview Avenue entrances
- "Give sidewalks back to pedestrians." Institute max driveway width and reduce width of business entrances
- Eradicate in-bound right lane at intersection of I-95 north ramp and Center Street, or paint the lane into a properly marked merge lane before or after the intersection
- Motorists have to cross five lanes when turn left out of businesses
- The in-bound left turn lane at Husson Avenue requires a motorist to sit through two light cycles before giving a green arrow. Perhaps this is during certain time of the day
- Request to install a flashing light at St. Joe's, Eye Center Northeast, and secondary Bangor High entrances
- For pedestrians using wheelchairs and walkers, add sidewalk curb cuts and raised bump ramps
- South side sidewalk on (768 Broadway) ends abruptly. Extend to Grandview Avenue so kids can walk safely, or install RFTD crosswalk so pedestrians can cross safely

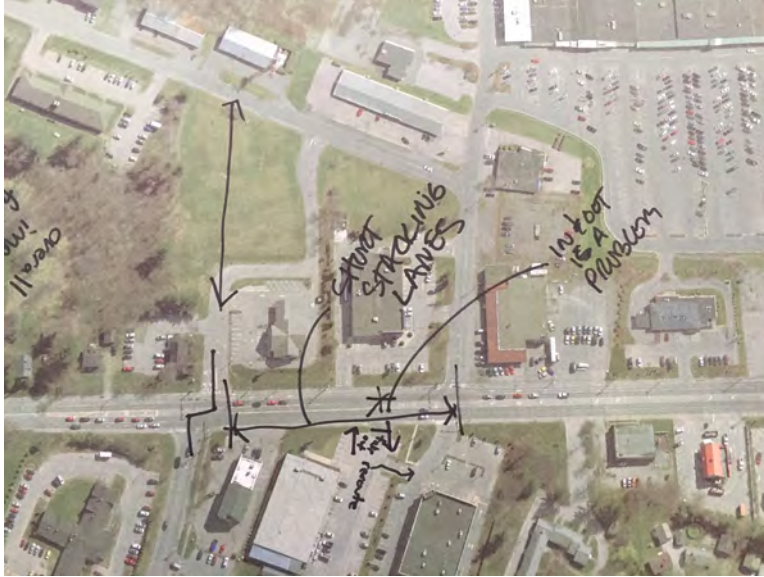
Map / Group 1 Summary:



Detail of Group 1 Map

- ADA compliance throughout study area
- Coordinate signal timing throughout corridor
- Sidewalk improvements entire length of corridor – both sides
- Possible road access between Husson Ave and Thornton Road / Roger Street
- Adjust signal length and timing leaving Grandview from school – specifically during peak hours
- Create a bike path in the utility ROW behind the Shopping Plaza – area wide connectivity off of Broadway
- Reestablish the pedestrian connection between Thornton Road and Broadway (along edge of Dairy Queen property)
- Improve Shopping Plaza / McDonald's intersection – alignments clash
- Pedestrian crossing dangerous at Falvey Street
- Signal placement incorrect for left turn on to southbound on ramp to I-95
- Difficult / dangerous access to gas station and UPS
- Center Street / Broadway intersection confusing and dangerous
- Make right onto to Center Street only lane. Lose straight lane extension

Map / Group 2 Summary:



Detail of Group 2 Map

- Complete through road from Grandview east to Husson
- Overall improvements for pedestrian / bicycle facilities throughout area to encourage residents and students to minimize use of vehicles and improve safety
- Approaching Grandview heading north on Broadway, the transition from two lanes to one is a problem
- Better Husson Ave with the commercial drive across the street – creating a direct connection from Broadway to Hillside Ave
- More green / landscaping throughout corridor
- Short stacking left turn lanes a problem throughout, particularly from School Street north to Husson Ave
- Promote people in Little City and Broadway Gardens to walk to Broadway corridor with better pedestrian facilities
- Establish vehicular / pedestrian access between the southern end of the mall (aligning with the most southern entrance to the Shopping Center and the intersection of North French and Bill Streets)
- Traffic signal (heading north on Broadway) is behind vehicles trying to turn left on to Falvey Street
- Make Alden Street one-way in – no exit on to Broadway
- Allow turn on red at bottom of southbound Exit 15 off ramp on to Broadway
- Snow removal under I-95 bridge is an issue for pedestrians
- Coming north on Broadway – to southbound Exit 15 on ramp – vehicles ignore signal that is too far ahead. Move signal
- Improve Earle / Center Broadway / Exit 15 intersection – including pedestrian facilities. Lane confusion heading south on Broadway as vehicles transition at Center Street

Map / Group 3 Summary:



Detail of Group 3 Map

- Guide Husson traffic to Kenduskeag Ave instead of Broadway
- More shuttle buses between Husson and shopping area
- Possible connection between the western extension of Grandview Ave to Husson (this was the original plan in the 1970's according to a member of the public)
- High School traffic surge and long queue – need longer green light timed with school hours
- Improve crosswalks at Husson Ave / Broadway intersection
- Opportunity to align Husson Ave with commercial drive across Broadway
- Opportunities to combine parking lots and reduce curb cuts throughout corridor
- Reestablish the pedestrian connection between Thornton Road and Broadway (along edge of Dairy Queen property)
- Improve sidewalk system within Falvey Street neighborhood
- Create a road between Husson Ave and the intersection of Thornton Road and Roger Street
- Lack of trees at Shopping Plaza (it was noted by a member of the public that large areas of the parking lot are used for snow storage in the winter – may be opportunity to explore new location for snow storage)
- Improve intersection at major entrance to Shopping Plaza. Issues with turn lane conflicts
- Steep hill at southern access to Shopping Plaza, making winter access difficult
- China Light has no signal at intersection
- Add Exit 15 southbound turn lane to ramp
- Create pedestrian bridge across I-95 between residential neighborhoods
- Earle Ave / Center Street / Broadway / Exit 15 intersection area is complicated and needs improvements

Map / Group 4 Summary:



Detail of Group 4 Map

- New sidewalk on eastern side of Broadway from Grandview to Griffin Road
- New sidewalk on northern side of Hobart from school to Broadway
- Create road from Hobart / Broadway intersection west to Husson campus
- Extend Grandview west to Husson campus
- Pedestrian connection between Husson Ave and Thornton Road
- Create more defined internal road within Shopping Plaza parking lot. Create additional green space in parking lot
- Make pedestrian connection between Thornton Road and Broadway at Dairy Queen
- Combine curb cuts along corridor – particularly in area along Shopping Plaza
- Reconsider location and queuing space on Broadway at Falvey Street, Alden / Exit 15, and Center
- Create a road connection between the end of East Broadway and Essex Street

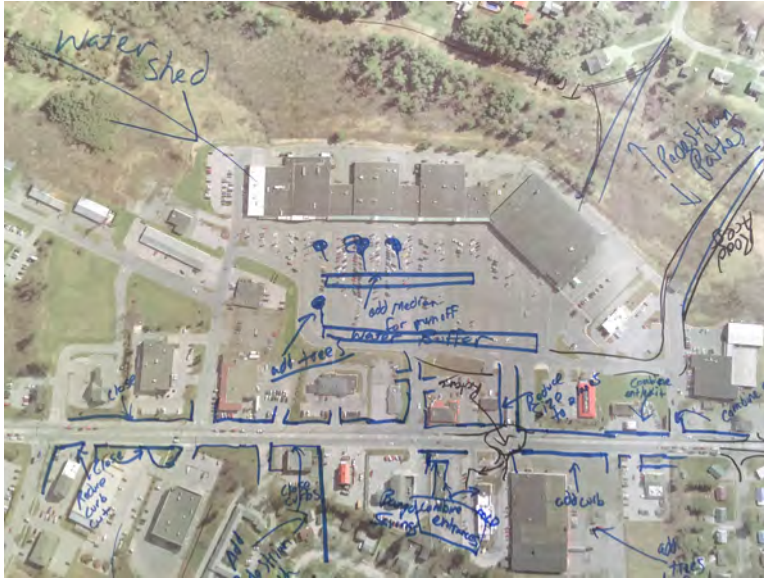
Map / Group 5 Summary:



Detail of Group 5 Map

- City bus service needed north of Hobart Street
- Better bus service to Husson
- More bike racks at Husson
- New vehicle connection between Broadway and Husson approximately midway between Grandview and Hobart
- Create pedestrian connection between Grandview west and Husson
- Potential vehicle access from Husson Ave to intersection of Falvey Street / Thornton Road
- Minimize curb cuts throughout study area
- Add sidewalk on eastern side of Broadway between Husson Ave and Grandview
- Expansive parking at Shopping Plaza. Repurpose. Infill / green space
- Bus Stop at northern end of Shopping Plaza. Inconvenient to transfer from downtown to Husson – discourages bus use
- Improve intersection at Shopping Plaza / McDonald's. No lefts into shopping plaza heading south on Broadway, except at main entrance signal
- Possibly move main entrance to Shopping Plaza
- Create road between Alden Street and southern end of Shopping Plaza
- Install traffic island on Falvey – splitting traffic
- Improve Alden Street / Broadway / Exit 15 ramp alignments
- Investigate signal location due south of Alden Street
- Improve Center Street intersection – tighten radius. Close curb cut nearby.

Map / Group 6 Summary:



Detail of Group 6 Map

- Traffic calming measures required on Broadway approaching the study area from the north in the vicinity of the multi-unit residential development north of Hobart Street
- Just before Hobart Street, transition from 35 to 25 MPH
- Create new Hobart intersection with access east between the medical buildings to the large curved parking lot serving Husson
- Extend sidewalk on western side of Broadway from Grandview north to the residential development north of Hobart
- Place a roundabout at the Grandview / Broadway intersection
- In the core commercial area between Husson Ave and Falvey Street, close / combine / narrow as many curb cuts as possible to improve the flow / safety / aesthetics of the corridor as well as create as many inter-parcel connections as possible to keep vehicles off of Broadway
- Create a defined pedestrian path between Husson Ave and the intersection of Thornton Road and Roger Street
- Improve bus service within the Falvey Street neighborhood area
- Reestablish the pedestrian connection between Thornton Road and Broadway (along edge of Dairy Queen property)
- Major water flow noted moving across the Shopping Center. Install trees and rain garden medians in parking lot to mitigate stormwater
- Reduce entrance width to shopping plaza and better align with development across Broadway by installing a roundabout and coordinating the Bangor Savings / McDonald's entrances
- Add trees to the furniture store parking lot
- Establish vehicular / pedestrian access between the southern end of the mall (aligning with the most southern entrance to the Shopping Center and the intersection of North French and Bill Streets)
- Create a defined pedestrian trail in the utility ROW connecting Falvey neighborhood with neighborhoods, open space, shopping and school to the east
- Realign Alden Street and the Exit 15 on and off ramps to meet at roundabout
- Between I-95 bridge and Center Street close / combine reduce as many curb cuts as possible

II. Next Steps:

- Integrate public comments into analysis and future recommendations
- Meet with Steering Committee to review outcomes of Public Meeting
- Meet with area business owners for input
- Meet with Steering Committee to review draft recommendations
- Present draft recommendations at a second Public Meeting
- Present draft report to Planning Board and Council
- Present Final Report to Council