

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 Rator:	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

- 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.

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

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 Rator:	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

Broadway Corridor Study
Bangor, Maine
Business Owner's Open House Meeting Notes
2.12.15
Bangor City Hall

Attendees:

On 2.12.15 approximately 30 business and property owners attended an Open House that ran from 1:00 to 5:00. The City invited all businesses within the corridor by mail. In addition, the Open House was promoted on the City website. A sign in sheet was provided and those that provided emails will be updated on project progress.

Consultants:

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

Overview

Participants had the opportunity to learn about the scope and goals of the project, provide feedback on corridor-wide issues as well as site-specific issues. A productive period of the Open House was a mapping exercise

- The meeting began with a summary PowerPoint presentation by Tom Errico. This PowerPoint is on the City website.
- Key concerns of the participants included:
 - Not restricting access to businesses
 - Finding ways to improve access to businesses
 - Improving pedestrian access
 - Any plans for construction should minimize impacts on businesses
- Key concepts developed by the participants included:
 - Close the current main entrance to the Shopping Center and move the entrance and signal north to the right-of-way between the bank and Governor's
 - Create an infill pad site in the location of the current entrance to the Shopping Center
 - Provide formal pedestrian access between the Shopping Center and North French Street.
 - Reestablish the pedestrian access between Bangor Gardens and Dairy Queen
 - Carefully review turn lanes for stacking issues
 - Carefully review Broadway between Center Street and Falvey Street, as this is one of the most complex and dangerous areas of the corridor. It was recognized by all at the meeting that this area experienced congestion and accidents on a fairly regular basis.

- Improve circulation within the Shopping Center as this is used as a “street” connecting different businesses as well as pedestrian circulation for high school students

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 Schroeher:	Schroeher'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 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” signs 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.

Broadway Corridor Study
Bangor, Maine
Public Meeting #2
4.16.15
Bangor City Hall

Attendees:

City Staff
Steering Committee Members
Members of the public

Consultants:

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

- This was the first opportunity to present the draft recommendations as developed with input from the first Public Meeting, numerous Steering Committee Meetings, City and Project Staff, as well as business and property owners.
- Tom presented the draft report in a simplified format using both a presentation and handouts.
- Following is a summary of comments:
 - Minimize disruption to businesses due to construction with any recommended improvements to the corridor
 - Make sure that all improvements are ADA compliant
 - Ensure that the Study is addressing all modes of travel
- Next Steps:
 - Finalize the Draft Report and present to SC

Broadway Corridor Study
Bangor, Maine
Infrastructure Committee Meeting
5.26.15
Bangor City Hall

Attendees:

City Staff
Infrastructure Committee Members
Members of the public

Consultants:

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

- This was the first opportunity to present the draft recommendations as developed with input from the first and second Public Meetings, numerous Steering Committee Meetings, City and Project Staff, as well as business and property owners. The Infrastructure Committee is comprised of members of the City Council and they are tasked with reviewing infrastructure projects before going to the full Council.
- Tom presented the draft report in a simplified format using handouts. He began by explaining the need and goals of the Study.
- The Infrastructure Committee did not have specific critiques of the recommendations, but did provide general guidance as the Study proceeded to the next stages:
 - Maximize opportunities to leverage different funding sources
 - Coordinate recommendations with other ongoing City projects
 - Identify short, mid-term, and long-term improvements
 - Provide costs for the recommendations
- Next Steps:
 - Finalize the Draft Report and present to SC

Broadway Corridor Study
Bangor, Maine
Steering Committee Meeting Notes
7.23.15
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 Schroeher:	Schroeher'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 walked the SC members through a hand out of the Draft Final Report. Much of the material was familiar was to the SC, but the formatting was different and there were additional items such as costs, priorities, phasing and more detailed review of the relationship between land use analysis and future mobility systems.
- Following is a summary of SC comments:
 - Ensure that is clear at all points in the text that the signal at Falvey should not be removed until a second means of access can be created from Bangor Gardens to another public street, such as Husson Avenue
 - Add a recommendation that an RRSB be placed at the Broadway crossing in front of the Snow School.

- The SC recommended that the concept for streetscape improvements should be along the eastern, not western side of Broadway, as this will better coordinate with future improved access management to the Shopping Center as well as the concept of a multi-modal street running from the High School, along an improved Hillside Avenue, and through the Shopping Center parking lot.
 - Include all meeting notes in the Appendix to the Final Report
- Next Steps:
 - Write Executive Summary
 - Submit Final Report to City