

Infrastructure Committee

Minutes

June 23, 2015

ATTENDEES

Councilors:

Gibran Graham
Patricia Blanchette
Pauline Civiello

Benjamin Sprague
Joshua Plourde
David Nealley

Sean Faircloth

Staff:

Cathy Conlow

John Theriault

Dana Wardwell

Others:

Jerry Livengood

Andrew Barrowman

Joshua Saucier

Agenda

1. Update: Construction Projects (Provided by Jerry Livengood, Andrew Barrowman, and Joshua Saucier)

Bangor Natural Gas completed projects: Bolling Drive from Mitchell to Griffin for a distance of 1300 feet of 2 inch line. Outer Hammond to Pine Grove for a distance of 2140 feet of 2 inch line. Bangor Housing Authority, Phase 6. Looping 1975 feet of 4 inch from Davis Road to Blue Hill. Bangor Natural Gas current projects include Mecaw Road from Perry Road to Bangor Tennis Club in Hampden for a distance of 700 feet of 4 inch line. Leighton Street for 2800 feet of 2 inch line. And system integrity work on Stillwater Avenue to join two systems to allow for more capacity load on system for a distance of 2200 feet of 6 inch line starting at Elm Street continuing to Acadia Hospital. They also noted The Marriott Residence in would place a heavy load on the system and they would be tie two systems together performing directional boring under Interstate 95. The work would have no impact on the lanes and was expected to start first week of July.

Jerry noted, anyone interested in having service to be considered in the planning process for installation on their street should go to the website bangorgas.com to submit their requests.

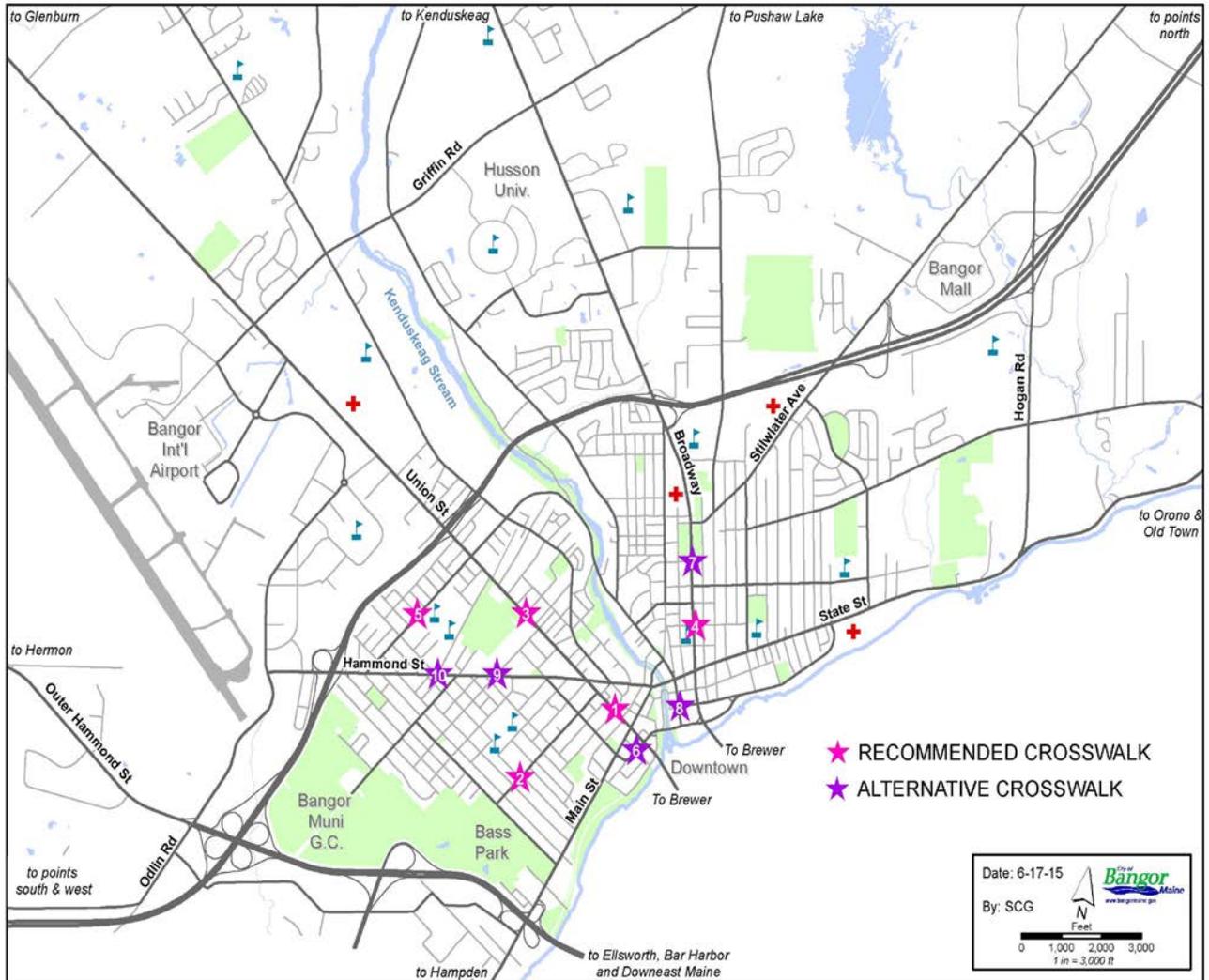
No Action Necessary

2. Flashing Pedestrian Beacons (Memo and Map Provided by Public Works Director, Dana Wardwell)

The flashing pedestrian beacons at several downtown locations have been very well received. Included in the FY 16 Budget are 6 flashing pedestrian beacons. One of these beacons has been designated to be installed across Main Street at Cross Street when the sidewalk in front of the Discovery Museum is replaced later this summer. Listed below, in my recommended order of priority, are 10 locations where the flashing pedestrian beacons may be appropriate. Also included is a map showing the locations of these crosswalks. Staff is requesting approval of the first five locations for

installation of flashing pedestrian beacons or committee suggestions on other locations to install flashing pedestrian beacons.

- | <u>Across</u> | <u>At</u> |
|----------------------|---------------------------|
| 1. Union Street | Second Street/High Street |
| 2. Third Street | Vine Street |
| 3. Union Street | Thomas Hill Road |
| 4. Broadway | Somerset Street |
| 5. Fourteenth Street | Ralph Street |
| 6. Summer Street | May Street |
| 7. Broadway | South Park Street |
| 8. Exchange Street | Hancock Street |
| 9. Hammond Street | West Broadway |
| 10. Hammond Street | Thirteenth Street |



Moved and seconded for approval with a unanimous vote.

**3. Sidewalk Grant Applications
(Materials Provided by City Engineer, John Theriault)**

- **Broadway - Grandview to Burleigh Road**

Six foot sidewalk for a distance of 3,800 feet. Project Estimate: \$863,000.00. City match of \$173,000.00. Construction Estimate to include distant future plans and costs associated with widening Broadway.

- **Union Street - Vermont Avenue to Penobscot Community Healthcare**

Extends from Vermont Avenue to Penobscot Community Healthcare System mall. Estimate Costs: \$326,300.00, with a City match of 65,260.00.

Dana noted that the City is still waiting on funds from prior requests of three years ago.

Moved and seconded for approval with a unanimous vote.

**4. Update: Stillwater Avenue, Exit 186 Left Turn
(Materials Provided by City Engineer, John Theriault)**

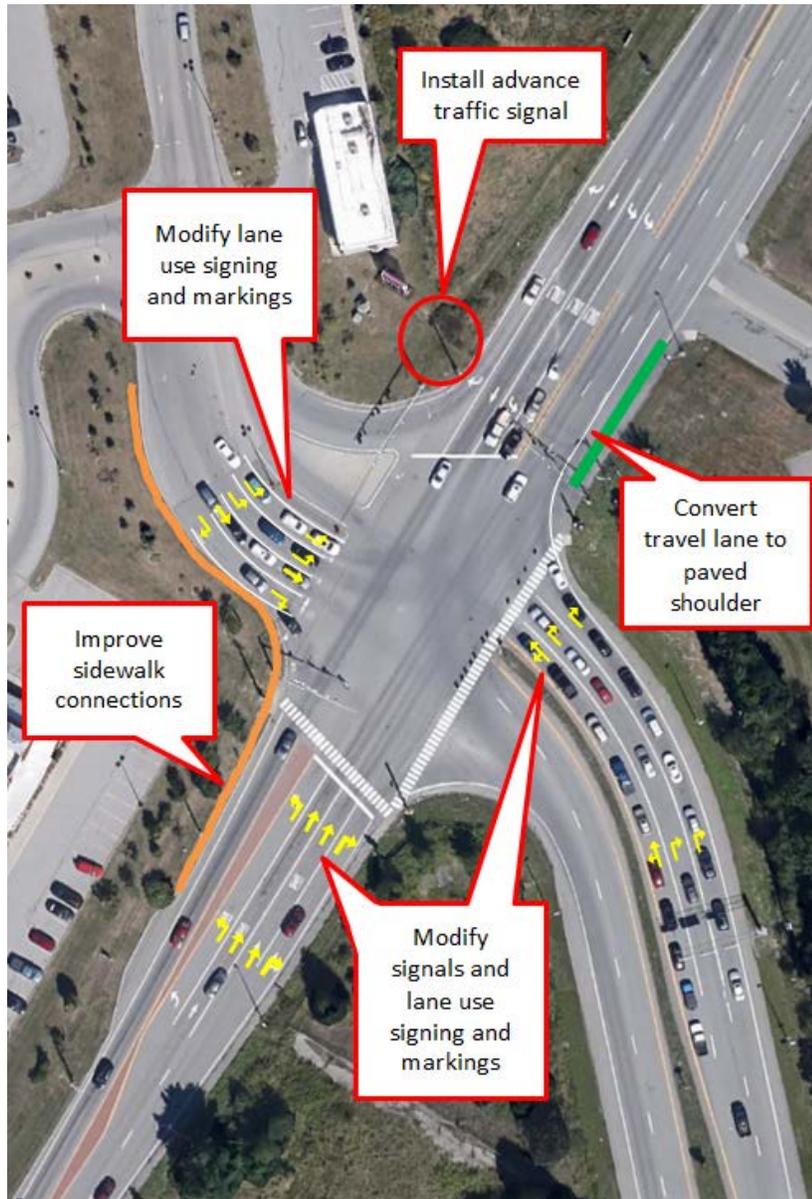
Recommendations

As a result of the analyses completed for the Exit 186 Intersection Study, the following recommendations are made. Figure 5 highlights these recommendations.

1. Lift the left-turn prohibition on the westbound intersection approach from Exit 186. The analyses show that this change will have no significant difference in the capacity or level of service of the intersection. There will be a need to modify the signing, signals, and markings on this to replace the single through lane with a shared through-left lane.
2. To address the strong pattern of rear-end crashes on the southbound approach to the Exit 186 intersection, the addition of an advance (nearside) traffic signal is recommended to give southbound traffic an earlier indication of the signal ahead. This could be a pedestal-mounted signal on the northwest corner of the intersection.
3. On the eastbound (Kohl's) approach to the Exit 186 intersection, consider restriping and resigning the four approach lanes to two left-turn lanes, one through lane, and one right-turn lane. This would convert the left-through lane to a left-turn lane. This change would improve the balance of volumes in the eastbound approach lanes, providing a modest improvement in intersection capacity.
4. Link the cross-Stillwater walk phase concurrently to the eastbound vehicular phase to avoid conflicts between pedestrians and westbound left-turning vehicles.
5. At the Exit 186 intersection, consider improved sidewalk continuity between the west end of the Stillwater Avenue crosswalk and pedestrian destinations such as the Kohl's plaza and the southbound pullover/drop-off space.
6. To increase the width of northbound shoulders for bicycle users between the Drew Lane and Exit 186 intersections, reduce the width of northbound through lanes from 12' to 11'.
7. To provide northbound shoulders for bicycle users between the Exit 186 and Bangor Mall intersections, replace the right-most through lane with a northbound shoulder and right-turn

pockets located as necessary for the two intersections. The two northbound shoulder recommendations will provide better shoulder continuity along Stillwater Avenue without significantly affecting intersection capacity or level of service.

8. Although not evaluated in this study, consider the potential for cycle lengths for signals on Stillwater Avenue that are shorter than 140 seconds. Long cycle lengths can provide more traffic capacity than short cycle lengths and help enhance progressive movement through intersections for some users. However, short cycle lengths can provide shorter delays, shorter queue lengths, and better levels of service on side-street approaches, and shorter wait times for pedestrians crossing Stillwater Avenue.



Moved and seconded for approval with a unanimous vote.

Meeting was adjourned.