



Subject: Beth Condon Path PDR (WIN 025985.00)
Stakeholder Meeting Notes

Date: October 25, 2023

Place: Yarmouth Town Hall, 200 Main Street, Yarmouth

Attendees: Mackenzie Kersbergen, P.E. DOT Project Manager
 Steve Johnson, P.E. Yarmouth Town Engineer
 Lori Driscoll, P.E. HNTB
 Nat Tupper, Yarmouth Town Manager
 Karyn MacNeill, Yarmouth Parks and Rec Director
 Erin Zwirko, Yarmouth Planner
 Daniel Pepice
 Bill Richards
 Sue Ellen Bordwell
 Colin Durrant

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HNTB File No: 67328-DS-860

SUMMARY MEETING NOTES

- Steve and Mackenzie did introductions and a bit of a project background;
- Lori did an overview of two early design concepts via a PowerPoint;

The following questions and discussion took place:

- Sue Ellen Bordwell: Will the Cousin's River Bridge shift of 19 feet to the west provide any potential relief to the width constraints and Days Crabmeat? Lori and Mackenzie indicated that it would not help since the U. S. Route 1 approach will remain the same at the Day's location;
- Colin Durrant: Colin asked if wider esplanades could be considered as part of the design to promote a nice trail experience. Lori noted that esplanade width is a balancing act between the new infrastructure and property ownership. The Team is looking to get a good balance of width vs. ROW taking and construction cost;
- Colin likes the 12-foot path width with an esplanade;
- Colin prefers at the Day's section to sacrifice the esplanade to ensure a wider trail width;
- Colin would also like to see a scenic overlook with a bench if possible. Lori noted that a scenic overlook, similar to what was shown in the concept plans is included just beyond Even Keel Road, in an area that will not cause wetland impacts;
- Colin suggested that if a barrier at Day's was required, maybe it could take the form of seating for patrons waiting; The Team will look into this and is a conversation with the owners of the business;
- Colin hoped that MaineDOT could try to incorporate new ideas on this project to embrace all modes of transportation, not just vehicular;
- Colin indicated he would like MaineDOT to consider using more of their ROW in front of Casco Bay Ford;

- Nat Tupper: What is the proposed vehicle shoulder width? Lori noted six (6) feet. Nat is concerned that vehicles may be parking in the shoulder occasionally and this should be considered;
- Nat noted that the Beth Condon path is a bicycle and pedestrian transportation corridor and not the Village Center. That should be understood when designing.
- Nat suggested that near the Day's area maybe a change in texture could help with delineation of the path from the Day's waiting area;
- Lori asked what size esplanade is desirable? Karyn MacNeill noted that she feels a 12' wide path is important. Most folks wanted to have as much esplanade as possible given the constraints and cost;
- Erin Zwirko asked that future street trees in the esplanade be considered and an appropriate esplanade width for trees be part of the design;
- Daniel Pepice asked why the path is proposed on the east side of U.S. Route 1 rather than the west. Steve responded about the studies and discussion that had taken place to date and how the parties involved all felt that since the destinations (businesses on U.S./ Route 1) are all on the east that it seemed appropriate to have the path on the east. There are safety concerns with pedestrians crossing U.S. Route 1 mid-block (not at a signalized intersection) due to the speed and volume of cars.
- Daniel also noted concern about how close to the road the Day's business is and that it creates a pinchpoint in the path.
- Team responded that we can have the path 11 ft (1 ft less than everywhere else) if we use a vertical barrier instead of an esplanade.
- Sue Ellen asked if we could include some traffic calming as part of the project. Steve Johnson commented that this would be out of scope work for the project. However, future U.S. Route 1 projects can certainly take this into consideration.
- Nat noted that Exit 17 signal helps with traffic calming somewhat and he noted that there are many New Mainers that use this corridor for walking to services in Yarmouth;
- Colin was concerned about the width of driveways and hoped that the turning radii could be tightened up as much as possible as part of the project. Lori noted that there are design standards and HNTB will be running turning templates on the entrances, but will keep this in mind during the design;
- Nat noted that Casco Bay Ford may be looking to consolidate their entrances and he feels that folks at Casco Bay Ford understand there will be parking impacts to the right of way area as part of this project. They are generally supportive of the project;
- Nat asked that the team consider snow storage as part of the design;
- Colin concurs with an esplanade and 12' wide trail;
- Karyn noted that she sees car transporters park on the shoulder to deliver cars at Casco Bay Ford. This will be considered as part of the design;
- Colin noted that there are several unused curb cuts and hoped these could be addressed as part of the design;
- Mackenzie noted that it is anticipated that construction will not occur until likely 2026;
- Colin asked Mackenzie what MDOT's standards are for separated paths. He noted that MASSDOT has a great policy that might be helpful. Mackenzie indicated that MaineDOT does have a Complete Streets policy however it is dated and is under review/update. Typically, MaineDOT designs by the AASHTO Green Book. Lori

indicated AASHTO has guidelines specific to bicycle facilities and most municipalities use that to develop their own standards;

- Meeting segway to review of the roll plan and then adjourned.