

Topic	Stakeholder Comment	MaineDOT Response
Bike and Pedestrian Accomodations	<p>Extending the Beth Condon Memorial Path is great. I have two concerns: 1. as a motorist, the dangerous intersection of Rt 88 and Route One is not addressed (both trying to take a left off of Rt. 88 (Spring St) to get to VIP (or ACE Hardware); and coming south off of 295, coming to the new "T", and then turning south onto Rt One and having to get left quickly to turn onto Rt 88 south (Spring St) ... both very dangerous maneuvers, perhaps made a bit trickier with Beth Condon bike/ped traffic. 2. as an avid cyclist, if I am heading north from Yarmouth to Freeport I generally come to Route One on Rt. 88 (Spring St) and take a right hand turn and follow the rather adequate shoulder/bike lane along northbound Route One, past Casco Bay Ford, Muddy Rudder, Day's and Freeport Inn and then take a right at the YMCA to access the wonderful S. Freeport roads. Coming home southbound from Freeport to Yarmouth, I usually follow the designated East Coast Greenway bike route, taking a right onto Old County Road at the Freeport Golf Club and following Old County Road into Yarmouth, becoming East Main near the Transfer Station. I guess this addition to the Beth Condon Memorial Path is good for getting bike/ped traffic from the northern terminus of the current pathway and getting them safely past Exit 17. This extension will NOT likely change my bike/ped routes. My only wish is for a project to address the Spring St (Route 88) intersection with Route One which is very dangerous, as I commented above.</p>	<p>Thanks for taking the time to write to express your concerns with the project. Unfortunately as you note, the project does not include any improvement or changes to the Route 1/Route 88 intersection. It was not part of the original scope and has not come up in any discussions with the Town up to this point to be included. As I'm sure you're aware, we have a scope and a budget, which consists of extending the path and to remove the I-295 southbound slip lane.</p> <p>I have passed your concerns onto the Town and the Town has told me that the Route 1/Route 88 intersection is actually included in a study currently being undertaken by PACTS and has just begun so there should be more on that in the future. They also told me that at one point a roundabout was proposed to be constructed there, however the cost made it prohibitive and the idea was shelved. For this project I'm afraid we'll be unable to include any changes to it.</p>
Bike and Pedestrian Accomodations	<p>This path would allow my family to access the YMCA on foot or via bicycle, we could also access paths/roads stemming from the YMCA. Specifically Winslow Park Road. With this wonderful access, comes safety concerns. Please consider including a well marked cyclist and walking lane from the information center to the YMCA. Pedestrians and cyclist will utilize this section of Rt.1 more frequently.</p>	<p><i>No response requested.</i></p>

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Bike and Pedestrian Accommodations	<p>First comment is editorial, one of the first slides identifies the project as a FALMOUTH Multi-Use Path Project. It should read YARMOUTH. Not a big deal, but could confuse some folks. It is important for everyone to understand that locating the path on the Northbound side of Route One is critical to creating an environment that is inviting and stress free during use, unlike another option that would place the path between fast moving traffic on Route One and Route 295.</p>	<p><i>No response requested.</i></p>
Bike and Pedestrian Accommodations	<p>I'm really glad to see the slip lane is being removed from the off-ramp to reduce the foot print of the roadway, reduce turning movement speeds, and increase safety for all users. Thank you for also including a safe and dedicated crossing for the Path across Route 1. My one suggestion/question is for the Exit 17 northbound ramp where the path crosses, can those turning radii be reduced at all? It looks like the crosswalk is a little longer than it needs to be and the turning radii of that ramp could potentially be reduced, thus reducing speed during turning movement, reducing path user traffic exposure by reducing the crossing distance, etc?</p>	<p>Thanks very much for taking the time to write and leave a comment along with a question. I'm assuming you are referring to the radius at the northbound Exit 17 off ramp where vehicles would be taking a right to heads towards Freeport? One of the reasons that is such a large radius is due to the right turn slip lane in the Garmin property. This issue has been raised by others, but is a complicated issue and needs to be discussed with the owner's of the Garmin property before being removed. Rather than broach the subject now and possibly delay the construction of the path, the Town has decided to wait until the next phase of the project, which will extend the path into Freeport. So your concern has been noted and will be dealt with in the next phase, which I'm told the planning of has already begun. Thanks again for your comments.</p>

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Bike and Pedestrian Accomodations	I actually believe my comment was with regards to the on-ramp at Exit 17 where people would be getting on the highway to head towards Freeport. It seems like the turning radii are especially large, and could be reduced as the Beth Condon Pathway will be crossing the on-ramp before crossing Route 1 itself. Let me know if this makes more sense and if that radii can be reduced at all in order to reduce the traffic exposure of path users and reduce speed of vehicles turning onto the on-ramp. Thanks!	Sorry for the delayed response. This a new system we're using now for remote public hearings and I'm still getting used to how it works. I didn't realize you had sent in a reply to my response. I apologize for that! But to answer your latest question, the opening width at the Exit 17 on ramp is based on a large trailer truck making a left and/or right turn onto the ramp. So the width that is there is needed so the truck has enough space and won't ride up on the curb. So unfortunately we won't be able to reduce the width there any. We are hoping however with the traffic signal there and the proposed 12' wide painted crosswalk that the crossing of the ramp will be able to be made safely. Thanks again for taking the time to write.
Bike and Pedestrian Accomodations, Funding/Cost, Pedestrian Access	1-Juniper ledge entrance onto Route One-will there be a stop sign in advance of the MUP crossing? 2- on the EXit 17. southbound off-ramp, as reconfigured, will there be: a) a reduced speed limit on the off ramp? b) a warning sign (advising reduced speed, stop ahead) well in advance of the stop sign/MUP crossing? At the Garmin northbound exit lane, will there be a stop sign in front of the MUP crossing? I am in strong support of this 12' wide paved MUP, with buffers, protection in addition to buffers would be good, but I understand that there are design, operational and budget constraints which mitigate against this.	<i>No response requested.</i>
Bike and Pedestrian Accomodations, Pedestrian Access	Excellent plan, hopefully long term this can be extended to link up with the dedicated bike lane that begins across the town line in Freeport. This section from the Freeport inn through to the Beth condon pathway is a spot that is a major hazard for pedestrians and cyclists	Thanks for your comment and support of the project. Just so you're aware, the Town of Yarmouth has already begun the process of applying for funds to extend the path from the current proposed terminus (the Delorme/Garmin entrance) to the vicinity of the Freeport YMCA. So with any luck, that next phase of the project will be be able to begin sometime after this current phase is completed.

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Bike and Pedestrian Accomodations, Pedestrian Access	Improving the ability of pedestrians to safely walk, and bicyclists safely riding promotes community.	<i>No response requested.</i>
None Provided.	Thanks for the detailed project explanation. We are looking forward to it's construction.	<i>No response requested.</i>
Other	The median strips should be carefully landscaped with low maintenance plants much like was done on Route 1 in Falmouth.	<i>No response requested.</i>
Other	Good Presentation Will there be any relocation of existing telephone poles?	Thanks for your question. For the path project, there will be no relocations of any utility poles required. The path however is currently being proposed to be constructed along with the I-295 bridge replacement project over Route 1, which will end up requiring a number of poles to be relocated. So you will see poles being relocated, but they are not due to the construction of the path.
Other, Bike and Pedestrian Accomodations, Pedestrian Access	The design of the pathway looks fantastic, especially the fact that a 12' wide path is designed throughout the entire scope with a buffer. The elimination of the slip lane at the off ramp is a huge safety improvement for people who will be using the path. Thank you.	<i>No response requested.</i>