

MaineDOT Virtual Public Involvement
 Comment Summary

Bethel, Route 26 - WIN 021667.00
 September 2020

Topic	Stakeholder Comment	MaineDOT Response
Bike and pedestrian accommodations	Thank you! This has been needed for many years.	No response requested.
Bike and pedestrian accommodations	Great project, will provide a valuable connection my family would utilize often	No response requested.
Bike and pedestrian accommodations, Funding/Cost, Safety	is there a safer route?	
Bike and pedestrian accommodations, Funding/Cost, Safety	I approve of the Bethel Sidewalk Project because adding a sidewalk to this stretch of Bethel Street will address a gap in the sidewalk network.	
Bike and pedestrian accommodations, Funding/Cost, Safety	What is the proposed material of the sidewalk?	The proposed sidewalk surface is bituminous pavement.

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<p>Bike and pedestrian accommodations, Road/Design, Safety</p>	<p>Is there a reason that both corners of Railroad St and Cross Street are not being improved to reduce turning radii and crossing distance? It's an important connection for people to safely get around town and to the existing shared use path along Parkway St and Rt 26. It's also an issue of safety with high volumes of traffic and trucks making that turn. It would seem that both corners of both streets should have the same corner and crossing treatments unless there is a very good reason not to. Also the existing sidewalk that continues on Rt 26 away from town (southerly side of the project area) is not ADA accessible or wide enough, it would have seemed to make sense to also upgrade that as part of this project instead of leaving a sub-standard sidewalk. Why can the travel lane not be reduced to 11'? It's a downtown area and would help reduce speeding. There's no good reason I can see to keep the 12' travel lane. I also think RRFBs should be considered for the crossing at Railroad St, there is a large volume of trucks turning on/off the Road because it turns into Rt. 2.</p>	<p>Thank you for the questions and comments. As you noted there are large trucks that use these roads and they require significant turning radii. We will take another look at these radii to see if any improvements can be made. We are also working within a budget and trying to balance all the factors involved.</p> <p>Regarding your comment on why both corners of both streets don't have the same radii, there is a reason for that. It has to do with the angle of approach for each leg of the intersection as well as the flow of traffic, mainly the largest truck(s) turning in each particular direction, lane and shoulder widths are another factor in that equation.</p> <p>Regarding the existing sidewalk on route 26, this is outside of the project scope/limits and budget the town applied for as part of this project.</p> <p>We can look at the lane widths and see if there would be any benefit to reducing them and if it would still meet our standards.</p> <p>We can review the use of RRFBs at the intersection you suggested to determine if that is a practical and acceptable location.</p>
<p>Bike and pedestrian accommodations, Road/Design, Safety</p>	<p>Thank you for answering all of these questions, greatly appreciate it. I hope there is some room regarding the corner radii to look at doing more here, it just seems like in both cases it is keeping the current conditions but with a ADA compliant ramp. This is better than it is now, but this is going to be in place for the next 50+ years so it would be great to improve it as much as possible with regards to safety for pedestrian crossing the street. I believe MaineDOT is also doing 11' lanes as a standard in projects now, so I hope this can be considered. This is Maine Street so while traffic flow is a factor, the safety of people should be of paramount importance in this design. Thank you again for responding to my comments and have a great day.</p>	<p>You are welcome. You note some good points and safety is always a priority. These have been shared with the design team for review and consideration.</p>

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Bike and pedestrian accommodations, Road/Design, Safety	It's a great walking town, until you literally get to the 'wrong side of the tracks'. I see a lot of people utilizing the park and seeing families push strollers in the shoulder of 26 is crazy for a village that can do so much better!	No response requested.
Bike and pedestrian accommodations, Road/Design, Safety	This project will provide safe passage for locals and visitors. It is a highly travelled route by pedestrians and cyclists .Frequency of use and numbers are increasing with each passing season. Many visitors use the route to access Davis Park Pathways for a stroll after a dinner out in the evening. The brook area is especially narrow and hazardous to the unsuspecting of the inherent dangers.Likewise a less agile senior or child is at risk of falling into the deep drop off, even during daylight hours. I am hopeful this project is completed before there is a tragedy.Will there be any sort of barrier or caution sign put up near the brook before the project is started to inform the public of this danger?	No, there are no plans for any sort of barrier or caution sign to be put up prior to the project at this location.
Bike and pedestrian accommodations, Safety	I think it should be completed. But I also think we have a much bigger problem that should have been addressed years ago. And that is the intersection of Parkway and Rt 2, There should be a stop light there, before more accidents happen and lives are lost.	Thank you for the comment, but unfortunately we are only able to address questions related to this specific project.
Road/Design	Go for it.. this town needs more walking access with all the semi trucks y'all let one thru this small town	No response requested.
Road/Design	Reconsider the large radius protruding into restaurant parking lot. Traffic will be forced toward buildings with parking loss. I believe the design shows the parking center divider. No body really drives to the left of it.	No response requested.
Safety	Very thoughtful presentation and project.	No response requested.
Safety	Yes we definitely need a sidewalk here!	No response requested.