

Topic	Stakeholder Comment	MaineDOT Response
Accessibility, Bike and Pedestrian Accomodations, Pedestrian Access	I have previously submitted very general comments in support of the project. To those comments, I would like to ask the following questions: (1) Is the cost of replacing the culvert being rolled into the cost of this project; (2) If the answer to the prior question is "Yes," is it common for routine maintenance costs to be added to local project costs; and (3) Have ADA standards for crosswalks changed since the Co-op installed the existing crosswalk? Thank you.	<p>Good questions. Yes, the cost of replacing the culvert being included in the cost of this project. This is our normal practice, to replace or upgrade any infrastructure that is in poor condition or is inadequate and is not expected to be functional for the life of the project, typically 20 years. replacing the culvert is not a large cost when included with the other work which also includes added drainage items and the town share is 20% or that.</p> <p>No, the ADA standards have not changed. The Department's standards and policies on how we meet these ADA standards has. Building ADA compliant sidewalks that can be maintained and used year round is not like constructing a climate controlled building to be ADA compliant. So we have tried to improve the way we do certain things so they will endure the elements and provide the most accessible facility possible.</p> <p>Thank you for your interest and taking the time to participate in this project.</p>
Bike and pedestrian accomodations, Pedestrian Access	This looks like a great project that will benefit a number of users. There is every likelihood that additional commercial growth will occur on Route 172. I would like to see the town of Blue Hill require future developers to build sidewalks as part of their development. Developers should have sufficient funds to include bicycle and pedestrian access if they want to use this valuable public space.	<p><i>No response requested.</i></p>
Maintenance	Very informative presentation.....thank you...	<p><i>No reponse provided.</i></p>

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Maintenance, Pedestrian Access	<p>The culvert upsizing on the southern end of the project will most likely increase the flow on the east side of Route 172. Blue Hill Heritage Trust holds a Conservation Easement on the property east of Route 172. Flow impacts have routinely flooded the existing trail in the winter and spring. We recently upgraded the trail in this area with a tiered boardwalk (steps and crushed stone). In the past, stream flow has flooded the area along the trail from the toe of the roadway slope some 150 ft to the east. How can MaineDOT help with mitigating the flow via berming or armoring the stream in this section where the new boardwalk exists. The easement property width is only 50 ft, adjacent to the roadway, so the trail cannot be relocated within this zone. BHHT upgraded the trail via an RTP grant that concluded in 2020. The grant was the kick off project for the overall sidewalk upgrade/construction project. The Parker Point-South Street trail has been a highly utilized connector from town center to South Street. BHHT could certainly use your assistance in determining the best way to mitigate any impact from the existing hydraulic flow at this location.</p>	<p>Thank you for the comments. Upsizing the pipe will not increase the flow on the east side of route 172, though the added closed drainage will slightly. Flooding in the winter and spring are commonly due to freezing conditions, snow and ice buildup. Where this is a stream environmental regulations limit what can be done.</p>
Pedestrian Access	<p>A sidewalk will be used by the children and others! Good job.</p>	<p><i>No response requested.</i></p>
Pedestrian Access	<p>I have four children who walk this section of road to go to and from school. Cars drive very fast down South Street and having a sidewalk would really increase their safety.</p>	<p><i>No response requested.</i></p>

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Pedestrian Access	<p>Everything presented I see is well and good and I supported as a resident a Blue Hill. The one thing I'm wondering, that's never been addressed, his lack of sidewalks on the mines Road between the roundabout at South Street going up mines Road until the vicinity of Mike's market, and the road across the street. Because of the apartments up that road, and the people that walk to Tradewinds, there is heavy pedestrian traffic, including people with strollers, many times after dark where there is no lighting on the road, and it is a hazard for drivers as well as the pedestrians. I hope this can be addressed before there is a horrible accident. I live on Mines Road, and encountered pedestrians walking on a daily occurrence. When there's snow cover on the side of the roads, it is especially hazardous to the pedestrians as well as the drivers..</p>	<p>Thank you this comment. We will share this with both our Bicycle/Pedestrian Coordinator and the town officials so perhaps this may get consideration for a future project. Please also reach out to the town as they can apply for future projects/funding as they have for this South St. project.</p>
Safety, Accessibility, Pedestrian Access	<p>I fully support this effort to construct a sidewalk along South Street, which is regularly traveled by pedestrians including schoolchildren. This route will connect together our downtown, schools, library, grocery stores, pharmacy, etc., and will close a pedestrian loop that includes a hiking trail between South Street and Parker Point Rd, close to downtown. I was formerly involved with a Main Street planning effort in Blue Hill that surveyed community members and found sidewalk development and improvement to be a top priority for Blue Hill.</p>	<p>Thank you for your interest and taking the time to participate in this project.</p>
Safety, Accessibility, Pedestrian Access	<p>I approve and support the Blue Hill, South St. Sidewalk because adding a sidewalk on South St will increase pedestrian access to Blue Hill, Maine and will provide recreation and a safe route to the Bay School.</p>	<p><i>No response requested.</i></p>
Safety, Accessibility, Pedestrian Access	<p>Eager for this project to happen! Thank you for all your work on this.</p>	<p><i>No response requested.</i></p>

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Safety, Bike and pedestrian accomodations	I support the pedestrian improvements to South St. designated in this project.	<i>No response requested.</i>
Safety, Bike and pedestrian accomodations, Pedestrian Access	I fully support this project as outlined.	<i>No response requested.</i>
Safety, Bike and pedestrian accomodations, Pedestrian Access	<p>I think this is a great project. Hopefully it'll be used by folks traveling to/from schools and the local businesses fronting South St. and for connecting to Blue Hill Village at the bottom of Tenney Hill. It's crazy expecting people to walk on the road shoulder--especially when it's also used for piling snow and otherwise poorly maintained. Questions: 1) [video 12:08-12:51] It sounds like the project will include the cost of replacing a culvert in "fair to poor" condition. Why isn't this cost borne entirely by MaineDOT or split so the project only pays the cost of accelerating a replacement that would otherwise take place in ~[5-10] years (like 10%)? 2) [video 11:20-12:08] I thought the Coop landing was designed to be ADA compliant when it was installed a few years ago. I think it would be more fair to have the Coop pay for this rework. 3) [video 12:57-13:27] Who's responsibility is it to fix driveway access? The project's or the individual property owners?</p>	<p>Thank you for the questions. Current policy is, if the work is required or needed as a result of the project, that it is done as part of the project. in cases such as this the pipe would need to be replaced prior to the sidewalk needing to be replaced, so to avoid building on a poor foundation, over a poor pipe in this case, we make the needed repairs to that foundation that are feasible. As noted in the video, the Department is paying 80% of the cost of the project and the town 20%, this is a practical way of splitting the cost of such items.</p> <p>The law regarding ADA (American Disabilities Act) requires any facility being impacted to be brought into compliance. Thus, the landing near the Co-op mentioned may have been compliant at one time, but due to frost action or some other reason is out of compliance now and will need to be updated.</p> <p>The town requested that this landing and crosswalk be part of this project and as such it has to be reconstructed.</p> <p>The project will reconstruct driveway entrances as needed to accommodate the new sidewalk. The cost of this is included in the project cost and is not the individual property owners responsibility.</p>
Safety, Bike and pedestrian accomodations, Pedestrian Access	Is that Federal policy or MaineDOT policy? As I wrote, I don't think it's fair for the Town and the Federal government to pay the full cost of upgrading end-of-life MaineDOT infrastructure.	This is MaineDOT policy not Federal policy. Replacing the culvert was discussed with the town early on, so they are aware and are in agreement with including this work.

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Safety, Bike and pedestrian accommodations, Pedestrian Access	Completely in favor of this project!	<i>No response requested.</i>
Safety, Bike and pedestrian accommodations, Pedestrian Access	Please consider installing pedestrian activated crosswalk warning lights (similar to those on Rte. 15 near the GSA dorms). Traffic flowing off the circle often does not heed those in the crosswalk.	<i>No response requested.</i>
Safety, Bike and pedestrian accommodations, Pedestrian Access	This is an essential project to increase the safety, walkability, bikeability infrastructure of Blue Hill especially in consideration of both the Bay School and Blue Hill Harbor School students walking down South Street to and from school as well as across the crosswalk to the Blue Hill Co-op.	<i>No response requested.</i>
Safety, Maintenance	How will pedestrians safely cross the roundabout? Will there be any impact on drainage near to the roundabout & going down Tenney Hill?	<p>Thanks for the questions. Pedestrians will cross as they do today near the roundabout. The project will not be making any changes to that area.</p> <p>There should be no impact to the drainage going down Tenney Hill.</p>
Safety, Maintenance	That crossing is not safe. Not for anyone.	<p>Can you tell me which crossing you are referring to specifically so I can understand correctly which crossing? Is it at the roundabout, crossing South Street or Tenney Hill Rd? Can you provide any info on specifically why you say it is unsafe? is it visibility, or traffic speed...? Then I can share it with the design team and town to see if we can make any improvements as part of the project.</p>

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Safety, Maintenance	<p>Students and other pedestrians who use a sidewalk on the Tradewinds side of South Street will have to cross over to Tenney Hill at the roundabout to reach the library and other places in town. Trucks and cars approaching the roundabout from Tenney Hill often gun their motors and speed up as they enter. Those already on the roundabout move very fast. Typically drivers keep their eyes peeled for incoming traffic but do not anticipate pedestrians. It's so dangerous at that crossing that although I could easily walk to the grocery and drug stores, I always drive. Neighbors tell me there have been many accidents there. Drivers sometimes grow so confused that instead of entering the roundabout at the top of Tenney Hill, they make direct left hand turns on to South Street in the face of oncoming traffic.</p>	<p>Thank you, that clarifies it for me. We will give this some more consideration and talk with the town as well.</p>
Safety, Maintenance	<p>Thank you so much.</p>	<p>You are welcome. We have had a few folks make similar statements, so it is certainly a concern we will take seriously and try to address.</p>
Safety, Pedestrian Access	<p>Will there be flashing crossing areas such as the one on Tenney Hill by the Congregational Church?</p>	<p>Thank you for the question. These flashing crossing lights we refer to as Rapid Rectangular Flashing Beacons (RRFBs) and though they are currently not in the design plans we have been discussing them and other folks have also asked this question. So we will continue to consider including these and discuss it further with the town as well.</p>
Safety, Bike and Pedestrian Accomodations, Pedestrian Access	<p>This project is critical to safety among walkers, cyclers and drivers on this stretch of roadway. Students and other pedestrians, in particular, deserve the care and protection this project provides. The addition of the Co-op on this stretch of roadway has increased traffic in a significant way, and safety measures such as sidewalks protect all of us. Walking to and from the town infrastructure is good for our health and having a safe way to do so should be a high priority.</p>	<p><i>No response requested.</i></p>