

**Town Council Special Meeting
Minutes
February 3, 2020**

Chair Kuhn called the meeting to order at 6:00 pm

Roll Call

Councilors Johnson, Cahan, Asherman, Kuhn, Trickett, and Hemphill were present and answering roll call.

Councilor De Lima arrived after the Council returned from executive session.

Item 1 Order to go into Executive Session pursuant to the Laws of Maine to discuss and consider the acquisition of real estate rights, pursuant to 1 M.R.S.A. § 405 (6) (C).

Councilor Hemphill moved the order; Councilor Asherman seconded.

The motion carried 6-0.

The Council entered executive session at 6:05 pm.

The Council returned from executive session at 7:30 pm.

Item 2 Report from the Appointment Committee and order regarding various vacancies on Boards and Committees.

Councilor Hemphill reviewed the Appointment Committee's recommendation. He read brief biographies for the candidates.

Councilor Asherman moved the order; Councilor Cahan seconded.

Chair Kuhn opened the public comment period; there was no public comment.

Councilor Trickett said he appreciated hearing the candidates' biographies. Councilor Hemphill said that the Appointment Committee planned to include that information moving forward.

The motion carried unanimously.

Item 3 Presentation by the Falmouth Land Trust and discussion regarding the conservation of 52 acres on Route 1 and Johnson Road.

Michelle Draeger of 25 Paddock Way and Falmouth Land Trust Vice Chair delivered the presentation. She described what the Land Trust's work and preserving open space in the Town meant to her. She reviewed important joint Land Trust and Town acquisitions. She said that the Trust is currently working to preserve a 52-acre parcel of land on the Foreside which they are calling Underwood Springs Forest. She described the value of the property. She said that the Land Trust has received significant pledges, has secured grants, and is working to raise additional funds. She said that the Trust is asking the Town to contribute funding for the project.

Jennifer Grimm, Falmouth Land Trust Executive Director, delivered the second half of the presentation. She described the location of the property on the corner of Johnson Road and Route 1. She said that the property is for sale and is zoned for commercial development. She said that the Trust is seeking fee ownership of all 52 acres. She described the property's conservation value. The property includes Norton Brook, thirteen acres of wetlands, and vernal pools. The Trust believes that protecting the property would have a significant impact on the Mill Creek Watershed. She described the public value. There are 135 homes and 30 business within a quarter mile radius. There are 370 homes or an estimated 1,100 people and 40 businesses within an additional quarter to half mile of the property. She described the Land Trust's vision for the property including connecting the Woodman Preserve, creating a trail system, and designating parking spots at the Friends School. She described how the acquisition would meet the goals of the Open Space Plan. She described the Land Trust's efforts so far including executing a purchase and sale agreement with the landowner, conducting an independent appraisal that verified that the sale price is a bargain sale, conducting boundary surveys and the phase 1 environmental review, beginning title work, and fundraising. The Trust has raised \$400,000 to date. The Trust is asking the Town to match what the Trust has raised to date with a \$400,000 contribution.

Councilor Cahan asked about public access to the property. Ms. Grimm said that the Trust should be able to confirm parking spaces at the Friends School. People could also use the Town Landing Market parking lot. Councilor Cahan asked about access from west of Route 1. Ms. Grimm said that people could walk across Route 1 and enter through the Arborside neighborhood. Councilor Cahan asked if the Trust would be amenable to installing sidewalks on the property in the Johnson Road and Route 1 area. Ms. Grimm said that the Trust would be supportive of increasing access. Councilor Hemphill clarified that any sidewalks would be in the public right-of-way.

Chair Kuhn asked if LMAC had completed a formal scoring of the property. Ms. Grimm said not formally but some of the LMAC members have toured the property. Chair Kuhn felt it would be helpful to have a formal scoring.

Councilor Trickett asked if the trail connecting the Woodman property with Johnson Road was under an easement? Ms. Grimm said it was a formal trail. It is close to Town Landing.

Councilor Asherman said that this parcel was looked at for residential development in the Route 1 North Plan. Councilor Kuhn asked what would happen to this parcel if it was not preserved. Theo Holtwijk, Director of Long Range Planning, said this parcel is one of three 50 acre properties that the Route 1 North Committee studied. The Committee recognized that it included wetlands and Norton Brook and that it abutted residential neighborhoods. The Committee considered that the portion of the property abutting the residential neighborhoods might be most suitable for development. The Committee did not make recommendations to conserve the property but realized that the inventory of large undeveloped portions of land was relatively limited.

Councilor Trickett asked if there were any environmental constraints to having pedestrian bridges across Norton Brook? Ms. Grimm said money would be the biggest constraint. There are some steep areas, but the appraiser thought that the best access point would be through the wetlands. Councilor Hemphill said that the Brook was not as big as depicted by the map. He thought that a crossing could be constructed. He had visited the property. It features remarkably mature woodlands, wetlands, and vernal pools. There are interesting features throughout the property. He felt that the Friends School's access to the property would provide educational opportunities. Mr. Holtwijk added that the Route 1 North Committee discussed in its report adding a trail along Norton Brook. He recognized members of the Route 1 North Committee as well as the consultant. There was recognition that there was a trail opportunity.

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Councilor De Lima asked how the Trust arrived at the \$830,000 purchase price. Ms. Grimm said it was based on the seller's number as well as the Trust's soft costs, long-term stewardship funding needs, and the amount of staff work that it would take to set up the trail system. Councilor De Lima asked if an appraisal was done. Ms. Grimm said an independent appraisal was conducted which verified the value above the negotiated price. Councilor De Lima asked how many members the Land Trust had. Ms. Grimm said that the membership program is very new. There are more than 100 members including 15 corporate members. The Land Trust has around 600 donors in its database. The membership program is separate from donors. Councilor De Lima said that she saw membership potential in the neighborhoods surrounding the parcel.

Chair Kuhn asked how many donors contributed to the private funding amount. Ms. Grimm said 35 donors. Chair Kuhn asked if the budget included money for ongoing maintenance and stewardship of the trails. Ms. Grimm said that the budget includes future staff time as well as stewardship costs.

Councilor Johnson asked if this was a one-time purchase price or if seller financing had been arranged? Ms. Grimm said the current plan was to close on the property and to own it without any seller financing.

Councilor De Lima asked if the Trust had explored seller financing? Ms. Grimm said to date the seller has been eager to dispose of the property this spring.

Chair Kuhn asked Mr. Poore what the balance of the open space fund was. Mr. Poore said \$230,000.

Councilor Cahan asked how much money was in the proposed FY21 budget. Mr. Poore said another \$139,000 would go into the fund on July 1, 2020.

Mr. Poore asked about the purchase price. Ms. Grimm said \$750,000.

Councilors Cahan, Johnson, and Hemphill supported moving consideration of the project forward to allow public comment. Councilor Hemphill encouraged members of the community to consider contributing to the project. Councilor Asherman agreed with Councilor Hemphill's comments. He appreciated that the Land Trust had already engaged in fundraising. Councilor Trickett agreed. He said this is one of the densest parts of town. He was also interested in the potential trail connectivity down the Foreside. Chair Kuhn said that this is a part of town that has seen a lot of infill development and growth and density pressure, so it was appealing to her to be doing conservation in this area. It also appealed to her that it was not a parcel that could otherwise be developed without significant challenges. Councilor De Lima said this was a big ask of the Town given budget constraints. She felt it was worth exploring seller financing so that the Town could provide funding in pieces. She also encouraged members of the community to become Trust members. Chair Kuhn encouraged the Land Trust to get a rating from LMAC.

The Council and Mr. Poore discussed next steps. Mr. Poore said that past practice for acquisitions has been that the Council has a minimum of two meetings. Chair Kuhn preferred going from a two-meeting process to a three-meeting process. Councilor Cahan asked for Ms. Grimm to review the purchase timeline. Ms. Grimm said that the purchase and sale agreement expires March 31, but she believed it could be extended. Councilor Trickett suggested a three-meeting process with this meeting as the first meeting. He suggested that one of the meetings be a public comment opportunity. Councilor Asherman said he would like to have a better idea of where the Town is regarding a preliminary budget. Mr. Poore said he would recommend scheduling the public comment opportunity for March 9. He said that the Council would know more information on the budget by then. The Council decided to hold a public comment opportunity at the March 9 meeting. Council action would likely occur on March 23.

Item 4 Educational presentation on the types of road construction typically used in Falmouth.

Nathan Poore, Town Manager, delivered the presentation on Jay Reynolds', Public Works Director, behalf. He described different road construction terms. He also described gravel and pavement depths. He reviewed road treatment types including crack sealing, light capital paving, pavement overlay, mill and overlay, road reclamation, rehabilitation, and reconstruction. Her reviewed the cost per foot of each type of treatment. He also described pavement condition deterioration curve basics. He reviewed a map showing road construction project locations since 2010.

Councilor De Lima asked for clarification that the cost slide was per foot. Mr. Poore said yes. Councilor De Lima asked about the types of road treatment that have been used on Route 88. Mr. Poore said Route 88 is an old road. If the town had a lot of money, Route 88 would be a candidate for reconstruction but it would cost tens of millions. Mr. Reynolds said that Route 88 has a concrete substructure that is causing permanent failure. Councilor Hemphill said that would be very expensive to reconstruct.

Item 5 Report from staff regarding the Blackstrap Road project.

Theo Holtwijk, Director of Long Range Planning, said Tom Errico of T.Y. Lin and Chris Mann, MaineDOT, were in attendance and have been assisting with the project. The primary emphasis on Blackstrap Road has been on a section maintained by MaineDOT. They have recognized that a partnership between the State and Town could help fix this road. Staff had suggested 3 ½ foot shoulders (option 2) as the recommended option. Councilors asked to staff provide cost estimates for a no shoulder option (option 1) and a 5-foot shoulder option (option 3). Mr. Errico has provided cost estimates. Staff are asking the Council to decide which option they would like to move forward for preliminary engineering. Mr. Holtwijk said staff are concerned that the no shoulder option runs counter to how the Town has been fixing its sections of the Road which has included putting reasonable shoulders in place. Not having shoulders would not help safety. He was not sure whether MaineDOT would approve such a narrow road. Staff are also concerned that the bike lane option estimate is low as there would be significant right-of-way impact and necessary drainage work. Adding 5-foot bike lanes could also change the character of the road. Staff still recommend option 2.

Councilor Asherman asked for clarification regarding the location of the four-mile section of the road. Mr. Holtwijk said from the Cumberland line to a point between Babbidge Road and Mast Road and another section from Mountain Road to Hardy Road.

Councilor Hemphill asked about the cost differential between the three options. Mr. Errico said the wider section of the roadway requires additional pavement, drainage, and right-of-way impacts. Cost is directly connected to the width of the pavement so the wider the road the higher the cost. Councilor Hemphill asked about staff thinking that the option 3 estimate was too low. Mr. Errico said right of way is difficult to estimate but two of his staff members who are former MaineDOT employees feel comfortable with the estimate. The other issue is ledge removal. His staff plan to gather more information as they enter the design phase. It could be higher if there is more ledge.

Councilor De Lima asked if the cost of making bike lanes more visible was included in the cost estimate. Mr. Holtwijk asked her if she meant adding signage. Councilor De Lima said signage and road signs. Councilor Asherman added that stenciled bike lane symbols had been discussed and Jay Reynolds, Public Works Director had said that those could only be added to 5-foot shoulders. He said that he has since seen narrower shoulders with the stencils. Councilor De Lima said that the issue around safety on Blackstrap was brought up quite a bit. She asked if there were five-foot shoulders on Route 88. Mr. Poore said in places. She said that she hears that people do not feel safe on Route 88. She felt that 5-feet would still not feel like a safe width with busy traffic. Mr. Errico said that if the Council went with an official bike lane it would include the symbols. He said that option 2 is too narrow to be marked as a bike lane. He said that MaineDOT recently

changed their policy around 5-foot shoulders. If a 5-foot shoulder does not abut a sidewalk it cannot be marked as a bike lane because it would also be used by pedestrians. He felt that 3 ½ foot shoulders would be a good improvement to the roadway. He felt that eventually MaineDOT would allow 10-foot roadways so, in the future, the Town would re-stripe the road to create 4-foot shoulders which by national standards is permitted as a bike lane width. Mr. Reynolds added that in some sections of Route 88 the shoulder is wider than 5 feet.

Councilor Trickett asked whether the no shoulder option would be acceptable to MaineDOT? Chris Mann said that the 10 ½ foot travel lanes would likely require a design exception. The Department's engineering and highway staff said that the Town and the Department could probably come to agreement on that. Mr. Holtwijk added that option 1 and option 2 differ in the shoulder width. Mr. Mann said that was not his area of expertise. Mr. Errico said that MaineDOT has a complete streets policy in place, so the Department considers all modes of transportation. They would be looking at the total road width and considering whether it works for all modes of transportation. Chair Kuhn asked if the lack of a shoulder shortens the lifeline of roads. Mr. Errico thought it would because of drainage and lessened sub-base material.

Councilor Cahan was opposed to the no shoulder option. She would prefer a 5-foot shoulder but might be willing to support 3 ½ feet because of the other factors. She felt the no shoulder option was not safe, was inconsistent with the road, and was not a complete street. She asked about the speed at which the death rate increases if pedestrians/cyclists are hit. Mr. Errico said he thought it was 40 mph. She asked about the average speed on the road. Mr. Errico said that the average speed was close to the posted speed of 35. The 85th percentile is quite a bit higher than the posted speed. Councilor Cahan said that if the Council decides on the 3 ½ foot shoulders, she will ask for an education campaign about the impact of speed on those who are hit.

Chair Kuhn asked how the speed survey was conducted. Mr. Holtwijk said it was conducted prior to the acquisition of the stealth equipment. Chair Kuhn asked if it was correct that a narrower roadway generally results in slower speed of travel. Mr. Errico said yes.

Councilor Trickett asked for clarification on the three different options. Mr. Errico said that option 1 would be maintaining the existing pavement width and options 2 and 3 would be widening the pavement width. Councilor Trickett asked if the pavement widening would be done within the existing right-of-way or if it would require going on to private property. Mr. Errico said that his staff did not know. The impact of the slope issues is currently unknown and will be determined as part of the next step. Councilor Trickett asked if a line item in the agenda attachments regarding the right-of-way was for the taking or for drainage. Mr. Errico said it is not a taking but compensation related to how the project is built. Councilor Trickett asked if the right-of-way would have to be broadened so that there would have to be easements or some other use of private property to have to expand the road. Mr. Errico said it was unlikely.

Chair Kuhn said that for next steps the staff is asking the Council to move forward with a recommendation on getting engineering on one of the three options. She asked the Council to state their preferences.

Councilor De Lima asked if MaineDOT would still decide the timing of when this is done. Mr. Poore said that MaineDOT does not classify Blackstrap Road as a high enough priority for this type of work, so a lot of towns have been taking on these projects themselves and working in partnership with MaineDOT. MaineDOT has a say in how much funding they will support and timing which is why the Town brought them into the conversation early on. Councilor De Lima asked if the funding would be a 50/50 split? She asked if the Town could count on a project start date in 2022 or 2023 if it was relying on MaineDOT for a significant portion of the cost. Mr. Poore said it is not likely that the project would be completed in 2022 or 2023. There are a lot of other large road projects in Town. It is difficult for the Town to take on too many big

projects at once with the size of department staff. He reviewed the estimated timeline. He said that MaineDOT's funding becomes more flexible the farther out you go.

Councilor Hemphill supported the 3 ½ foot shoulder width option. Councilor Trickett said that his preferred option was the 3 ½ foot should width option but expressed concern about the cost of widening the road as this is a discretionary project and a rural road. He desired for the Town to continue to consider the no shoulder option. Councilor Asherman supported the 3 ½ foot shoulder width option. He was interested in what adding the 3 ½ foot shoulder would do to the character of the road. Councilor Cahan said that there was a lot of concern expressed during the public forum about the cyclist activity. She felt that a shoulder was necessary for cyclists. She would prefer the 5-foot shoulder option but would support the 3 ½ foot shoulder option with an education campaign. She suggested putting the savings towards bicycle and pedestrian improvements on Route 88. Councilor Johnson supported the 3 ½ foot shoulder option. He agreed with Councilor Trickett's comments about it not being a high traffic area. He also agreed with Councilor Cahan's comments about putting money towards Route 88 improvements. Councilor De Lima supported the no shoulder option. She felt that a 5-foot shoulder with a sidewalk was the safest way to go. She did not think there was much of a safety benefit to the 3 ½ food shoulder. She did not think the problem of bikers riding multiple riders across would be improved by widening the shoulder. She felt that the 10 ½ foot lanes would narrow traffic. She felt that Blackstrap Road is a thoroughfare. She appreciated the education component for Falmouth residents, but she felt it was a waste of money to add wider shoulders. Chair Kuhn supported the 3 ½ foot shoulder option. She opposed the 5-foot shoulder because of all the impacts but did not want to leave the current shoulder width as is. Most of the Council supported moving forward with the second option. Chair Kuhn said that staff is recommending that the Council could consider a resolution to support the 3 ½ foot shoulder option at a future meeting. She liked that idea because it would allow for a public comment opportunity. The Council supported considering a resolution.

Item 6 Discussion regarding possible improvements to the Route 1 - Route 88 Intersection.

Mr. Holtwijk said that there was a four town Route 1 North complete streets project. Tom Errico of T.Y. Lin was the consultant for the project. The entire report is on the Town website. He reviewed the plan recommendations. He said that the Route 1/Route 88 intersection had the most dramatic recommendation of changing the intersection into a round-a-bout. He reviewed the two scenarios that were developed for the round-a-bout. A round-a-bout has been added at Middle Road and Longwoods Road since the plan was created. Staff are asking the Council to provide feedback on the concept.

Councilor Johnson asked when the change to make the hard-right turn was done. Mr. Holtwijk said that project happened in 2016. It was a Federal Highway Administration Project. It was in response to people driving too fast. It was recognized as a temporary fix.

Chair Kuhn asked why this is coming before the Council now. Mr. Holtwijk said in looking at the Route 88 intersections with Johnson Road and Depot Road, the third intersection of Route 1 and Route 88 had been brought up and staff wanted to remind the Council that the intersection had been studied. It has not been advanced due to competing projects. Mr. Poore added that staff received inquiries from the public about whether this intersection was up for discussion with the other two. Because it is a complex intersection that has already been studied and conceptually designed, staff thought it made sense to separate it out. Staff's goal for this agenda item is to ask the Council whether it is interested in continuing the conversation about this intersection or if the Town park it and address it later. Staff do receive comments from the public. They received several comments when the temporary fix was done in 2016. Chair Kuhn added that people expressed a desired to look at whole route considerations at the public forum.

Councilor Hemphill was very interested in consideration of this round-a-bout. He felt that round-a-bouts are smoother and safer. He said that there was some concern about pedestrian safety, but sidewalks were considered in the two scenarios. Councilor Asherman asked what Mr. Errico's sense was about the appropriateness of a round-a-bout for this intersection. Mr. Errico said that he felt that this close to perfect. It is a nice location in terms of how it could fit. He said that round-a-bouts are great for calming traffic and are safer. Councilor Asherman asked if this is a high crash intersection. Mr. Errico said no. Councilor Asherman said that because it is not a high crash location, the Town is not likely to receive state funding.

Councilor Trickett asked if the land around the intersection was town owned landed. Mr. Errico and Mr. Poore were not sure. Some of it could be state owned right-of-way. Councilor Trickett asked about the location of the 2-acre land that could be reclaimed through the first scenario. Mr. Holtwijk said it was the median. He suggested that the right time to do the project could be when it was time for maintenance. He did not think that the Town should continue to maintain the intersection as is. He was interested in the land that could be reclaimed and how it might mitigate the cost. Chair Kuhn added that she was not sure the map was accurate. Councilor Hemphill felt that the public lands in question were better depicted on the second scenario map. Councilor Trickett said it was substantial and located at the entrance to the Town.

Chair Kuhn asked when this would have normally been considered if it did not arise in connection with the other two intersections. Mr. Poore said it has not been a priority. It is something that would be brought up annually on the Council work plan. There are other priorities that are ahead of it. He said that it is being discussed now because the Town began discussing the Route 88 corridor and its intersections. He agreed with Mr. Errico that it was a near perfect location for a round-a-bout. He felt that it was such a complicated intersection that people pay more attention when they are going through it. He felt it was good that the Council was receiving an update. He said that staff did not have a recommendation. Staff are seeking Council guidance.

Councilor Cahan felt that a round-a-bout would be good in this location but was not sure that this is the right time. She expressed interest in the Town entering a public/private partnership regarding the reclaimed space rather than a onetime sale.

Councilor Johnson felt that the intersection was safe because of the visibility from the open spaces. He would be hesitant to develop in the reclaimed land because it would block sightlines. He would love to see the round-a-bout but not at this time.

Councilor De Lima said that the timing does not seem right.

Chair Kuhn said she would love to see a round-a-bout at that intersection but there was a question of when the right timing was. She asked if this could be included in a future public forum on the Route 88 intersections? Councilor Asherman was not sure that a public forum would be productive as most people would think it was a good idea, but the question is where it would fall as a funding priority. The Council discussed next steps. Mr. Poore felt that it was a stand-alone item from the other two intersections. The Council decided to keep this item on the Council work plan for further consideration.

Item 7 Resolution regarding the 2017 Route 1 North Vision Report as prepared and recommended by the Ad-Hoc Route 1 North Committee.

Mr. Holtwijk said that the Council approved a resolution in July 2017 that stated that it has reviewed the report and that it supported the report but not necessary everything in the report and that the Council would support the development of a preliminary engineering plan in the upcoming budget process. At that time the Council felt implementation of the plan should be delayed until after the development of a concept plan for Blackstrap Road. Staff have completed the concept plan for Blackstrap Road. MaineDOT has been talking

with the Town about rehabilitating the Johnson Road bridge. The Town has advocated for MaineDOT to include a sidewalk on the bridge in part supported by the Route 1 North Plan. MaineDOT does not want to build a sidewalk on the bridge that is not connected. The resolution says that the Council would authorize the Town Manager to seek proposals for preliminary engineering for the next stage of this work. It would be paid for from the Route 1 North TIF. It would provide a better sense of the total cost of the project and would send a strong signal to MaineDOT that the Town is serious about making improvements on Johnson Road between Middle Road and Route 1 North. It would help get the sidewalk included in the bridge project.

Councilor Johnson asked if the idea would be to put sidewalks on the bridge and then connect for the entirety of Johnson Road down from Middle Road. Mr. Holtwijk said yes but MaineDOT would be looking for the Town to make the connection. Councilor Johnson asked how much adding the sidewalk would add to the total cost of the bridge project. Mr. Holtwijk said he was not sure of the total project cost but that it would be a significant additional cost. MaineDOT is willing to bear the cost. The Town has made a strong case as to why a sidewalk should be included and why it should be at the expense of the MaineDOT and not the Town. He felt that MaineDOT has been receptive to that. One aspect that is hanging out that is how committed the Town is to do the connection. He clarified that the sidewalk would be located on the southerly side of Johnson Road. Councilor Johnson said that he would be in support of a sidewalk on every road in Town if money were not an object. He said that the Lunt Road bridge, which includes sidewalks, is a much higher trafficked area. He said that he never sees anyone walking on Johnson Road. He did not support putting in sidewalks to nowhere. He understood putting in sidewalks while work was being done but felt that the money could be better spent in other areas.

Councilor Trickett asked about the possibility of using the Route 1 North TIF funds. Mr. Poore said that the Town would have to look at how it would redesign the TIF development plan for Route 1 North. It has got to be connected somehow. He added that it would be a pedestrian and bicycle connection that would eventually land at Town Landing Market. Mr. Holtwijk said that the Bicycle Pedestrian Plan was completed while the Route 1 North Plan was being developed. He said that the Bicycle Pedestrian Committee recognized that the recommendations from the Route 1 North plan should be considered as a priority in the Bicycle Pedestrian Plan.

Councilor Hemphill said that these bridges are designed to be rehabilitated once every 50 years, so the Council has one shot at this. Councilor Asherman asked about the life of the bridge. Staff said 75 years.

Councilor Trickett served on the Route 1 North Committee. He generally agreed with Councilor Johnson's points, but he was in favor of the resolution because the Council would not be committing funds, there is an existing TIF, and this plan was largely developed as an investment in the future. He felt that this was the largest employment area in town and these sidewalks would connect on to the other side of Route 1. He clarified that the preliminary engineering would not only include the sidewalks up Johnson Road.

Councilor Asherman asked if it was necessary that the Town starts preliminary engineering to show MaineDOT that it wanted a sidewalk on Johnson Road if it is already in the Route 1 North Plan. Mr. Holtwijk said it would show serious commitment to the project. Taking the next step would send a message but the Council would still be able to evaluate things. Councilor Asherman how going ahead with the preliminary engineering would be impacted by the comprehensive plan update. Mr. Poore said that the current comprehensive plan calls this a growth area. He felt that the Council would have to ask themselves the question of if the Route 1 North corridor will continue to be a growth area in a future update. He said that the Route 1 North corridor project was not very complex. The roadway is in good condition, the intersections would be improved but it would be the types of improvements that could match whatever vision there is for that area. The bicycle pedestrian improvements are very simple. Most of it would be a dedicated path on the west side of Route 1. Accompanying that would be pedestrian scaled lighting and better bus stops. He said that the goal was really to accommodate the current industry that is there right now. He

felt that the types of the improvements in the plan are compatible with many different visions for that area. Councilor Asherman did not see it drastically changing. He saw it as a business growth area. Chair Kuhn said she was reluctant to give the impression that the Council will moving forward with a plan that was based on the 2013 comprehensive plan. She wondered if it was possible to do a reduced scope of work and look at just doing Johnson Road Middle Road over. She said that the middle section of Route 1 does see a lot of traffic and that there were safety concerns that needed more imminent solutions. Councilor Trickett clarified that it would not be a huge project. He saw a distinction between the vision for Route 1 North and the land use policy which is what the comprehensive plan is about. He felt that a lot of the suggested improvements are basic pedestrian and bicycle safety along Route 1 between Bucknam Road and the Town line. It is the kind of thing that the Council would want to do no matter what the vision was. The only thing the resolution commits the Town to is conducting the preliminary engineering.

Councilor Asherman moved the resolution; Councilor Cahan seconded.

Mr. Poore said that the Town could do Chair Kuhn's idea, but he pointed out that the sidewalk improvements on Johnson Road were looked at as a second phase because the financing and funding in the TIF could not keep up with that element. Mr. Holtwijk said that the bridge and the railroad crossing are a special challenge. MaineDOT moving forward with the bridge took a large piece out of the equation. The Route 1 North Committee said that if the Council desired to scale the recommendations back then it should consider doing the Johnson Road piece later but now it seems like the Johnson Road piece should happen because the bridge is going to happen. He felt that the mobility recommendations were basic improvements. He felt that there is a professional business land use pattern there that would be supported by the improvements. He said that the TIF funds must be used for a project within the district or it has to be an improvement outside the district that is impacted by things that happen within the district. This kind of project falls in the same framework with how the Town has done Route 100 and Route 1 South.

Councilor Cahan agreed with Chair Kuhn that there is some question about what is going to happen on Route 1 North so the Council should keep that in mind as it moves forward. She also agreed that the Council should take advantage of the opportunity that the bridge is going to be worked on and that it will not be worked on again for a long time. She desired a sidewalk on Johnson and Route 1 to get the kids back and forth to the neighborhoods on the other side. She felt confident with moving forward and felt that the Council would have some flexibility down the road with how it wanted to prioritize and that these improvements can be beneficial for whatever ends up being decided in that area.

Chair Kuhn opened the public comment period;

Steve Woods, owner of TideSmart Global and a former member of the Route 1 North Committee, said that the stretch of the route under discussion represents over 600 jobs and \$2 million in commerce. He said that it was easy for municipalities to only think of their constituents as the voters and residents of the community. He felt that Falmouth has a unique opportunity in Route 1 North. He loves having a business in Falmouth. He felt that this area is significant but feels like an afterthought in comparison to the surrounding portion of Route 1. He supported bike access on the bridge on Johnson Road. He said that his employees want to have mobility. He said that Tyler Technologies is a progressive company that desires to expand. In order to build professional services for Falmouth, having bike ped improvements in place is important. He encouraged the Council to think about its business residents as important partners with an economic representation. He said there were parcels that could be developed for professional services jobs that could be a catalyst for growth in Falmouth. He supported anything that the Council could do to make the 1.3 miles more consistent with the other sections of Route 1 and to send a message to the business owners that the Town cares about what they are doing and their employees' safety.

Chair Kuhn closed the public comment period.

Chair Kuhn said that she has been persuaded that there is not a lot of harm to be done by getting more information and breaking out the costs for different potential projects and being able to look at that carefully and prioritize. She was in favor of getting more information.

The motion carried unanimously.

Councilor Trickett moved to wave the rules to move item 11 up to after item 8; Councilor Johnson seconded.

The motion carried unanimously.

Item 8 Update on the Feasibility Study for West Falmouth Crossing.

Mr. Holtwijk provided a recap on the January 21 West Falmouth Crossing public forum. Around 40 people attended the forum. The results have been posted to the Town website. He reviewed what staff learned from the forum. The idea of a train platform for the Downeaster was well received. People were generally interested in a park and ride facility. People were interested in various development options including restaurants and a hardware store. A farmer's market also caught people's attention. People also still recognized the importance of open space and trees. 87% of the keypad exercise participants liked or loved the idea of a train stop and 80% liked or loved the idea of a park and ride. Other popular ideas included a farm to table restaurant and upper story residential use. Next steps include a follow-up meeting with the Turnpike Authority, the New England Passenger Rail Authority, and the Town's consultant to look at what kind of options could be packaged together for a second public forum. A final report will be created with some recommendations which will be submitted to the Council, the Turnpike Authority, the Passenger Rail Authority, and the owners of the West Falmouth Crossing Development parcels with the understanding that all this work is purely advisory. Making changes will require the owners to agree through their property association and a change to the master plan which is part of the Falmouth zoning ordinance. It seems that the group that staff talked with is interested in seeing that further explored.

Councilor Hemphill said it was a good forum. He felt that the supported concepts were good ones. Mr. Holtwijk said the second public forum could possibly be held in late March. Chair Kuhn encouraged people interested in this project to look for updates in the Falmouth Focus. Mr. Poore added that webpages have been created for each of these projects. Links to these webpages could be included in the Falmouth Focus.

Item 11 Continuation of workshop discussion regarding accepting Alpine Drive and Sylvan Drive as public streets.

Mr. Poore reviewed the information that staff and Ralph Sama, the developer, collected in response to the Council's requests from the January 27, 2020 meeting.

Councilor Trickett asked if, in creating the parking spaces in the cul-de-sac, the Town would take the land as an easement or as part-of-the right-of-way. Mr. Poore said he thought the right-of-way would be moved out. Mr. Sama said that could be done. There is plenty of room to do something there. He said that the roads and cul-de-sacs are large. He said there is a dirt road off Sylvan Drive that could also be used for parking. Councilor Trickett felt that the neighborhood did a good job with the proposal and showed a good community approach to this issue. He said that he was satisfied based on the new information that off-street parking near the trail head could be made available. He said that the Town would not being required to plow the sidewalks made him confident that this would not impose an undue burden.

Councilor De Lima said that she would leave the amount of parking spaces up to Jay Reynolds, Public Works Director. She thought it should be dirt rather than paved parking. Councilor Asherman agreed. He was surprised how big the cul-de-sacs are when he visited. He felt that there would be enough room for school buses to come through even if cars were parked on the pavement. He was comfortable with having Mr. Sama work with Mr. Reynolds. Councilor Johnson did not think that parking needed to be added. He asked if there were more than a few cars parked in the neighborhood at any time. Rebecca Hatfield, a resident of Alpine Drive, said there is room for a few cars without any additional parking. She said there was room for 5 or 6 cars along the side of the road on Sylvan Drive. She said when people walk the trails there is generally not a parking issue. She said that a lot of people walk or run into the neighborhood and that visitors to the neighborhood have not been a nuisance. Councilor Hemphill also did not see the need to create a parking lot. He thought it was nice to accommodate people who wished to access the trails by car, but he did not see it being a destination. He saw the connection as a facilitated opportunity to connect beyond the neighborhood. Chair Kuhn said her main concern was the school bus turnaround and the parking issue. She visited over the weekend and felt that there was no question that a school bus could get around. She desired for Mr. Sama to work with staff to determine a designated place for parking spots so that the Town could secure access in perpetuity. Ms. Hatfield felt that the detention area that Mr. Sama discussed would be an easy place for the parking. She said that there is a trail that goes from Falmouth Community Park down Eureka Road. Councilor Trickett asked if Ms. Hatfield was aware of any objection amongst her neighbors to having a trailhead at the end of Alpine Drive. She said not that she knew of. It would just be something that Mr. Sama would have to work out with staff. Councilor Trickett agreed with Chair Kuhn's comments. He said that part of his support for the street acceptance was that the Town would be securing connectivity. Chair Kuhn said that she liked the spot at the top of Alpine Drive. Council Cahan agreed with Chair Kuhn's comments. Councilor Hemphill said that the parking spots were a good idea.

Mr. Poore said that scheduling an order would depend on timing. He felt that the Council was saying that connectivity is not going to be a barrier and that connectivity is met for this development. There is a short list of other issues that the developer, the neighborhood, and staff agree are resolvable. Before money was spent to resolve those issues, they wanted to make sure that connectivity was not an issue. He was hearing that connectivity was not an issue and that the neighborhood and the developer could move forward working with staff. He thought that it would need to go before the Planning Board at some point.

Item 9 Discussion regarding the 2016 Falmouth Bicycle and Pedestrian Plan.

Theo Holtwijk, Director of Long Range Planning, described the 3rd stakeholder meeting on the 2016 Bicycle and Pedestrian Plan in November. Staff have developed a list of current and upcoming bicycle and pedestrian improvement projects that is attached to the agenda. The Council is being asked if they feel that there are any projects that should be added or removed from the Plan and/or priority list, if the priority list should be changed, and/or if the Plan should be updated. He said that the plan was intended to be a twenty-year plan. The Town is just in year 3 or 4 of implementation.

Councilor Cahan asked if the list was in order of priority. Mr. Holtwijk said that they are not in order of priority.

Councilor Asherman asked about the locations of the Falmouth Road and Leighton Road projects. Mr. Holtwijk said that the Falmouth Road section was from Winn Road to Route 100. The Leighton Road section was between Route 100 and Brook Road.

Chair Kuhn said that she heard a lot of interest at the Bicycle and Pedestrian Plan and Route 88 Intersections forums in investigating improving pedestrian and bicycle safety on Route 88 from potentially Route 1 to the Cumberland line. There was talk about adding a sidewalk that entire distance. Some people suggested a separated bike path like in Cumberland on the west side of Route 1 North. She would like to see that

explored. Councilor Cahan agreed. Councilor Asherman was interested to know how wide the right-of-way is. Chair Kuhn said the idea was to separate people from the cars.

Councilor Asherman asked about the status of the Community Park-School Campus connection. Mr. Holtwijk said it was on the list and it will be implemented when opportunities present themselves. He said that Lucky D'Ascanio, Parks and Community Programs Director, and Amanda Stearns, Open Space Manager had been working on the connection and he did not have an update.

Councilor Johnson asked for clarification regarding linking trails across roads with crosswalks. He asked if that item referred to existing trails. Mr. Holtwijk said it was referring for the cross Falmouth trails and trails crossing major roads. He said that it did not have to be a formal crosswalk.

Councilor De Lima asked how much a sidewalk would cost to construct. Mr. Poore said it depends. Every road is unique and different especially the right-of-way work. Sometimes you have to look at the whole corridor and everything underneath. He said that most of the time the Town is only building sidewalks when it is also building roads. Chair Kuhn asked how it would work for Route 88 since the entire road would likely never get re-done. Mr. Poore said that could be a project. There could be different treatments depending on different sections of the road. It may be that the Council creates a strategic plan regarding how it would be pieced together over a series of years.

Councilor Trickett asked about winter sidewalk maintenance and safety. He said that it was an issue that was raised at the forum. He said that people also raised the issue of maintenance costs. Councilor De Lima suggested looking at alternatives to sidewalks that still separated pedestrians from vehicular traffic. Councilor Johnson asked if there was rule in Falmouth that the homeowner shovels the sidewalk in front of their home. Mr. Poore said that that ordinance was not in place in Falmouth. He suggested that the Council explore such an ordinance in the future. Councilor Cahan added that the Council could explore having residents oversee sidewalk maintenance. Chair Kuhn added that the sidewalk would be cleared and heavily used 9 months out of the year.

Councilor Trickett said that the cost of having a sidewalk running down Route 88 would be extraordinary. If the Town were to undertake something like that, he felt it would be worth considering requiring residents to maintain it. Councilor De Lima said that if the Council were to go down that path, she would want to find out how Portland enforces its ordinance. Chair Kuhn added that Falmouth has different road frontage requirements.

Mr. Poore recommended getting through the second Route 88 intersections public forum. Short, medium, and long-term sidewalk options will be presented at that forum. He suggested that staff could work with consultants to come up with ideas for Route 88 and report back to the Council. He said that it sounded like the Council desired a sidewalk maintenance primer. Chair Kuhn liked Councilor De Lima's idea of doing some benchmarking surrounding other creative solutions.

Item 10 Update on December 2019 Public Forum regarding Route 88 intersections with Johnson Road and Depot Road.

Theo Holtwijk provided a recap of the December 11 Route 88 Intersections forum and the results of the exercises. A project specific webpage has been created on the Town website. Town Staff met with the consultant and MaineDOT and are planning to package possible improvements into short-term, medium-term, and long-term projects. These packages would be presented at a second forum. He felt that any of these packages would improve bicycle and pedestrian safety in the area.

Councilor De Lima asked if staff would have cost estimates for each of the packages. Mr. Holtwijk said that staff are not proposing cost estimates at this time. He said that the short-term improvements are going to be less costly than long-term improvements. Mr. Holtwijk said that it becomes clear upon seeing the list how these improvements can build upon each other. At this stage, staff are really looking for people's preferences so that they can investigate the improvements that people feel are most worthwhile.

The Council asked about the timing for the second public forum. Mr. Poore said that there is a lot on staff's plate right now, but that staff wanted to keep things moving and would definitely fit it in late March or early April.

Chair Kuhn provided the reminder that the Short-term Rentals Public Forum was scheduled for February 6, 2020 at 7:00 pm.

Adjourn

Councilor Cahan motioned to adjourn; Councilor De Lima seconded.

Motion carried unanimously.

The meeting adjourned at 11:20 pm.

Respectfully submitted,

Marguerite Fleming
Recording Secretary