

Bath South End Neighborhood Transportation Study
Public Meeting Notes
September 20, 2018

Attending: Tom Errico and Todd Serbent, T.Y. Lin; Mitchell Rasor, MRLD LLC; Carol Morris, Morris Communications

NOTE: To see the presentation slides, click on the [Public Meeting Presentation](#) link on the Study Page.

Carol Morris introduced the Study Team and explained that Tom Errico and Mitchell Rasor would be talking about current conditions in the study area. She encouraged the audience to ask clarifying questions during the presentation, and noted that there would be plenty of time for general feedback afterwards. She also noted that the steering committee for the study includes representatives from the City of Bath, BIW, MaineDOT and the relevant City Councilors.

She explained that the objectives of the study are to:

- Improve the safety of pedestrians
- Reduce the impact of vehicular traffic on neighborhood streets, and
- Identify strategies that will improve the availability of parking and/or reduce parking demands.

Carol explained that multiple aerial maps were displayed on tables at the side of the room, and that the audience, by writing comments on sticky notes or directly on the map, would provide the study team with clear feedback. She asked that the audience do this at the end of the presentation and general Q&A.

Tom Errico then presented the study tasks and the conditions that currently exist in the study area. Slides to illustrate the commentary below are available at (insert weblink).

- *Roadway Classification-Federal Functional Class:* A resident asked if road classifications can be changed, as she believes some of them are obsolete and is interested in a change on Richardson Street. Tom said, yes, they can be changed.
- *Peak Hour Volume:* These are turning movement volumes, and give the study team an idea of demand, of where the traffic is moving, where there are problems.
- *Traffic Volumes:* Usually the peak in Maine is at 7:30-8:30 am, but here it is earlier. Tom noted that the afternoon traffic volumes are higher than the morning, where people coming in at slightly different times, businesses are closed, etc. This is important to take into consideration as recommendations are developed.

- *High Crash Locations:* There are three high crash locations in the study area. Route 1 southbound and High Street On-ramp, Route 1 northbound and State Road On-Ramp and the Centre Street/High Street intersection.
- *Afternoon Level of Service and Queue Length:* Tom discussed in detail the areas where there is back-up (queuing): Washington Ave., areas of High Street and getting on and off Rte. 1 by High Street, as well as where Richardson meets Route 1.
- *Speed Survey:* Speed was tested at five locations, both northbound and southbound: High Street at Hyde School, Washington at the Maritime Museum, Middle Street at Fisher Court, High Street at Webber, and South Street at Middle Street, Washington at Maritime Museum, and High Street at Webber both show speed levels significantly above speed limit.
- *Northern Pedestrian Facilities and Southern Pedestrian Facilities:* Tom showed maps that detailed where sidewalks are located throughout the study area. Most streets do have some level of sidewalk, with one obvious gap at the southern half of Middle Street. Comments indicated some of these sidewalks are inadequate.
- *Off Street Parking Locations and On-Street Parking:* All the BIW parking, including private and on-street, has been inventoried and mapped. Tom showed the mapping noting that this level of detail allows the study team to drill down to understand how pedestrian and vehicle traffic is flowing.
- *BIW Shuttle Schedule:* Tom explained that adding additional shuttles and van pools so that fewer people have to park near BIW would help the situation. This is called Travel Demand Management. The team will be working to find out why more BIW employees aren't taking advantage of this by surveying employees.
- *Land Use:* Mitchell Rasor, a landscape architect who will be creating the visualizations to illustrate study recommendations, talked about how his work complements T.Y Lin's. Safety, parking, community character are all things he will look at, and he noted that often changing a City policy can help to make an area more livable.

Mitchell showed a zoning map, which indicated that land uses were generally conforming with City zoning: Industrial Waterfront, Mixed Use Waterfront, Residential, and Route 1, anchored by Downtown. Mitchell then added the buildings to the map, showing quite a bit of density, and also identified four primary and two secondary gateways to the study area. He showed the distribution of BIW surface parking to zoning. He prepared a street hierarchy, looking at the character of the streets as opposed to the functional classification that Tom displayed, and also analyzed the street network for connectivity.

Mitchell also reminded the audience that the team will be looking at cross streets, considering whether a one-way configuration would help traffic movements. He emphasized that this is a neighborhood plan, not a BIW study.

Study Schedule

June 22:	Kickoff Meeting
July:	Collect Traffic Data
July 31:	Complete Initial Conditions Report
Sept. 10:	Steering Committee Meeting #2
Sept. 20:	Public Meeting #1
October:	Develop Draft Recommendations
October:	Steering Committee Meeting #3
November:	Public Meeting #2
November:	Prepare Draft Report
December:	Final Report Due

General Commentary *(Please note: If a comment was made on the maps **and** in the meeting, in most cases we have used the map commentary.)*

- It was noted that the school buses drop off schoolchildren close to when BIW's first shift ends (3:15 pm). If the bus is late, multiple people talked about how dangerous it is for the kids to be in the middle of this intense crush of people and vehicles. One solution to this would be one-way streets. Another would be for BIW to change their shift time.
- Union Street is one way, Washington to Middle is one way, people are always going up these the wrong way – every day. “Do not enter” signage is in place.
- Residents should be allowed to park for long periods – there should be a resident parking pass.
- There are no sidewalks being plowed in the winter, and you can barely get one car down the side roads. Kids are forced to walk in the street.
- Getting the city council to go with a parking garage will be challenging. It was tried before. It was not perceived as historic. But it would probably help a lot.
- There is no BIW shuttle bus that travels in the middle of the day if you need to get to your car during that time. A few buses in the middle of the day would be very helpful.
- BIW should provide training for their employees that shows them it is important to respect the neighborhood. The State of Maine does provides that training and it really helped employee attitudes.
- It was also suggested that BIW should teach anger management to their employees
- Studies won't change the attitude of those who only care about getting the closest parking space. This is not a traffic issue as much as an impact issue.
- BIW does not do enough to provide for parking for employees. They give you a map. The waitlist for private spaces is very long.
- I used to work at BIW. There are a lot of good people who work there. We need to work with them and with each other to solve this or nothing will happen.

Everyone is angry but we need to chill out some if this is going to work (*applause*). A second person made the point that anger brought everyone here. And that is good. But it is important to work together to find common ground so these problems can be solved.

- Can the City require BIW employees to park only in designated areas?
- A parking ticket is not expensive enough to stop BIW employees from parking illegally.
- It was asked who requested the study and who was paying for the study.
Answer: It was requested by the City and is being paid for by the City, MaineDOT and BIW.

Written Comments on Aerial Maps

- Why doesn't BIW bus in more workers from their parking lots on old Bath Rd. in Brunswick? Why not limit the number of workers allowed to park in Bath? We are paying for road maintenance. BIW was just given a huge tax relief benefit under a jobs bill. I think they are culpable for helping solve the problem.
- Suggest pedestrian bridge over Washington at BIW
- Limit smoking to inside BIW at lunch – 3-400 smokers
- Actual speed table along Pine Street would be great
- There is 2-hour parking on south side of Spring St. – make it no parking
- BIW needs parking garage – could be built in green area near power line as it is not historic there
- Build two parking garages, one along Washington St at Leeman Highway, one perpendicular along Leeman
- Put in some parking garages
- Put parking garage on north side of BIW property, with retail on first floor
- Increase bus routes
- At 133 Washington, fast speeds - 60-70 mph 11 pm-1 am
- People driving too fast on Washington and don't respect pedestrian crosswalks (near Southend Park/museum)
- Create Bath Island)?
- Need more satellite parking
- At 51 Richardson St.: Sit at any house, look and listen
- Put a bypass through Hyde
- Recode parking for resident use
- One way streets at Union / Granite to help with parking and winter congestion
- Add crosswalk lights at each BIW gate
- Stagger BIW parking times ½ hour
- Change BIW first shift back to 7:30-4: eliminate issue with school children
- Re-check speeds on South Street please
- People coming out of North Gate: 200 people in bunches of 50
- Blind corner at right on red at Leeman / Washington intersection
- Retime the Washington Leeman light

- People do not yield on Rte. 1 going under underpass. Perhaps a large flashing yield sign?
- Middle under bridge at BIW time (3:30), my brother almost was hit entering crosswalk. A big truck rammed the back of a car that had stopped for him.
- Union/Middle – people don't stop at intersection. Up Union to Middle, one-way not being obeyed.
- Union and Middle visual obstruction heading east (downhill) by resident's retaining wall