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**Martin's Point Bridge Advisory Committee : Meeting Minutes,  
October 26, 2010**

Maine Department of Transportation

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**Martin's Point Bridge Advisory Committee  
 Martin's Point Health Care Center  
 Minutes of October 26, 2010 Meeting  
 6 to 8 pm**

**Attendees:****Committee members**

Roger Berle	
Ann Tucker	Julie MacDonald
Patrick Costin	Richard Weare
Cheri Juniewicz	Paul Niehoff
Kathi Earley	Dave Redlefsen
Suzanne Foley-Ferguson	Jay Reynolds
Mayer Fistal	Holly Winger
Adrian Fox	Ann Goggin
John Woodcock	Peter Stuckey
Donald Hamilton	Alex Jaegerman
Don Gower	Bill Sowles

**Other attendees**

Leanne Timberlake, MaineDOT  
 Wayne Frankhauser, MaineDOT  
 Ben Condon, MaineDOT  
 Sally Oldham, Consultant to MaineDOT  
 Dale Spaulding, The Louis Berger Group  
 Paul DeStefano, The Louis Berger Group  
 Fred Douglas, The Louis Berger Group  
 Jeff McEwen, Federal Highway Administration  
 Gene Gillies, Martin's Point Health Care Center

Sally Oldham opened the meeting and thanked everyone for coming. She reviewed highlights of the guidelines for meetings adopted by the group that included the addition of, "Please speak so all can hear." She asked for any comments on the minutes from the September 21, 2010 meeting. There were no comments and the minutes were approved.

Sally introduced a discussion about the "Public Involvement Effort Pre-RFP Phase, Martin's Point Bridge Replacement Project" dated draft 10/19/10. She explained the purpose of this write up is to serve as a communications tool that MaineDOT, the municipalities of Falmouth and Portland and others can use to inform anyone interested in the status and progress of project planning. Sally asked for comments on the draft. Mayer Fistal asked that his role state that he is serving as a representative of Falmouth Historical Society. Cheri Juniewicz asked that her name be included on the Advisory Committee list. Mayer asked about how committee members would learn about the project progress once the series of Advisory Committee meetings is concluded. Sally responded that this will be a topic of discussion by the Advisory Committee (currently anticipated at the March meeting).

The committee discussed how committee members' names and contact information should be listed when this write up is posted on MaineDOT's website. Leanne explained she expects to have a website with information available to committee members up before the November meeting. There were many different opinions from including no contact information to just phone numbers, to just email addresses. Leanne stated that her preference for posting on the MaineDOT website is to include Advisory Committee members' names and who they represent and to list a single point of contact for queries. Leanne would be the contact person and could disseminate questions or comments to committee members as needed. Sally will prepare a document without email and phone contacts and with Leanne as a point of contact. This version can use used for MaineDOT's website and for others' information purposes as needed.

Richard Weare asked whether the discussion of the bridge cross section options would include issues of fishing access including parking and boaters' needs. Leanne indicated these topics can be taken up as part of that or future discussions. Committee members asked that the stakeholders list on page 2 include the business community of Falmouth and Portland whose customers travel the bridge and that the project team include business owners in Falmouth and Portland. Sally will make both additions. Sally asked if with these additions committee members are comfortable with the public involvement effort write up as discussed. Committee members indicated they are. Sally stated this document can evolve as needed as new circumstances present themselves.

Sally thanked Patrick Costin, Adrian Fox, and Cheri Juniewicz for their efforts to synthesize the committee's work to date on Problem and Need statements and Vision statement and called on them to present and explain their composite statements. Patrick explained their approach to drafting and their goal to have concise, clearly understandable statements. He pointed out that the statements include both quantitative and qualitative elements. In the need statement, he discussed the group's reasoning for including a specific proposed speed limit. Adrian and Cheri added their thoughts about the drafts. Sally proposed taking each statement in turn to discuss and seek consensus on. The group agreed to this approach.

Problem Statement: The statement as prepared was well received. Most comments focused on what was meant by "barrier" in the last sentence. Cheri commented that at times it is not possible for all modes to use the bridge easily, e.g. in winter it can be impassable for pedestrians. A suggestion was made to reword the last statement to address problems of lack of connectivity between Portland and Falmouth. Sally called for consensus on the Problem statement as reworked. All gave a thumbs up to the problem statement.

## **PROBLEM STATEMENT adopted by consensus 10/26/10**

**The existing bridge is at the end of its design life. It must be replaced.**

**Its current design is inadequate to address the multi-modal needs of the Portland and Falmouth communities for 2010 and beyond (that is: pedestrians, bicyclists, maritime, recreational, and vehicular users).**

**The current bridge design does not compliment the aesthetic beauty of the natural environment.**

**It does not adequately facilitate connectivity between the communities of Portland and Falmouth.**

Needs Statement: Discussion focused initially on the specificity of including in the needs statement a posted speed limit. Leanne explained that design speed and posted speed are two different attributes. Further comments from Leanne and Jeff McEwen pointed out a number of considerations including side friction and traffic calming approaches that are factors in determining posted speed. Leanne indicated she wants feedback from the AC about speed issues. Sally suggested that the discussion of recommending a specific speed limit in the needs statement was premature and that this discussion would be part of future agendas. Various AC members spoke to the goal that there should be a consistent flow of traffic. A suggestion was made that the design speed should be one that allows for balancing the needs of the bridge's multiple users. Language was added to the statement to reflect this concept.

A member of the Louis Berger staff raised the question about calling for a 100-year life for the bridge when current "standards" define bridge life only to 75 years. Wayne Frankhauser replied that MaineDOT is aware of the current standards, but believes that through combining various design and construction approaches it is possible to achieve a 100 year life and that there is value for Maine's citizens in doing this.

Suggestions were made to the bullets about a pedestrian pathway to use the term "multi-use pathway," and about bicycle lanes, to provide "accommodations" for bicycles in both directions. Several AC members advocated for including language about preserving water views; this was added to bullet four. The fifth bullet was modified to create parallel syntax to the other bullets and to add the term "optimize." The term "maximize" was first suggested but AC members responded that this term suggests an unlimited budget, while "optimize" suggests getting the best results within limited means. Peter Stuckey made the point that the budget for this bridge replacement project needs to be fiscally responsible and constrained within the limits of the state's capacities for this project and as it relates to other state transportation priorities. Sally called for consensus on the Needs statement and received a thumbs up from all.

**NEEDS STATEMENT      adopted by consensus 10/26/10**

**The new construction must be a safe, durable, low maintenance bridge, designed to last 100 years.**

**It needs to accommodate pedestrians, bicyclists, maritime traffic, recreational, and vehicular users in a comfortable, attractive, and secure environment. It should incorporate:**

- **One lane of traffic in each direction designed at a speed that balances the needs of its multiple users.**
- **A multi-use pathway providing safety and enjoyment for different activities.**

- **Accommodations for bicycles in both directions adjacent to the vehicular traffic lanes.**
- **A design that enhances and harmonizes with the beauty of the existing location and preserves water views for all users.**
- **Improvements that optimize all users' everyday experience and enjoyment of the locale and their sense of community.**

Vision Statement: The discussion of the Vision statement began with little time left in the meeting. Initial response from several AC members was very supportive of the language proposed. A question was asked about the meaning of the phrase “should blend in with the surrounding landscape...” This led to discussion about what it would be to “blend in” vs. not blending in, what design qualities are desired in the bridge, and how language can be included in the RFP to achieve the desired result. Sally indicated that the agenda of a future meeting, currently anticipated in February, would focus on the question of architectural design and aesthetics. A suggestion was made to focus the Vision statement on ensuring that the bridge’s design would enhance the view of the bay and estuary from all vantage points.

At a few minutes past 8 pm, Sally concluded the discussion, indicating it will be continued at the next meeting. She reiterated the dates chosen for future meetings that are listed below and thanked everyone for their focused attention and very helpful ideas offered in the discussion. The Vision statement below incorporates the revisions made at the meeting.

### **VISION STATEMENT as revised at 10/26/10 meeting**

**Traveling across Martin’s Point Bridge should be a memorable event, a special moment, every time it is traversed. Its design should ensure that when seen from all vantage points, the bridge enhances the view of the bay and the estuary. Its design will encourage diverse use for future generations. By fulfilling this vision, the bridge will also provide a safe and seamless connection between communities.**

#### **Action Items:**

- Sally will revise the Public Involvement Effort Pre-RFP Phase and disseminate it in two versions, one with contacts for committee members’ use and one without, that lists Leanne as the point of contact.
- Sally will send Leanne’s Powerpoint presentation to the committee members, which addresses questions of cross section, lane, shoulder, and sidewalk configurations as background for the next meeting’s discussion.

#### **Parking Lot Items:**

- Speed limit
- Bridge approaches – what is included and how are the approaches treated?

**Next meeting:** Date -- Tuesday, November 30, 2010

Time: 6:00-8:00 pm

Location: Martin's Point Health Care center, 331 Veranda Street, Marine  
Hospital Building

**Future meetings:**

Date – Tuesday, January 18, 2010

Date – Tuesday, February 1, 2010

Date -- Tuesday, March 1, 2010

**Statements prepared by Volunteer Group and presented to Advisory Committee -10/26/10**

## PROBLEM STATEMENT

The existing bridge is at the end of its design life. It must be replaced.

Its current design is inadequate to address the multi-modal needs of 2010 and beyond (that is: pedestrians, bicyclists, maritime, recreational and vehicular users).

The current bridge design does not compliment the aesthetic beauty of the natural environment.

It acts as a barrier between the Portland and Falmouth communities.

## NEEDS STATEMENT

The new construction must be a durable, low maintenance bridge, designed to last 100 years.

It needs to safely accommodate pedestrians, bicyclists, maritime, recreational and vehicular users in the following ways:

- One lane of traffic in each direction designed for a 35 mile per hour speed limit.
- A separated, 8 feet wide, pedestrian pathway on the eastern side of the bridge, providing safety for different activities.
- Designated bicycle lanes in both directions adjacent to the vehicular traffic lanes.
- A design that enhances and harmonizes with the beauty of the existing location.
- Create the opportunity to improve all users' everyday experience of the locale and their sense of community.

## VISION STATEMENT

Travelling across Martin's Point Bridge should be a memorable event, a special moment, every time it is traversed. Its structure should blend in with the surrounding landscape and ensure that when seen from a distance the bridge enhances the view of the bay and the estuary. Its design will encourage diverse use for future generations. By fulfilling this vision, the bridge will also provide a safe and seamless connection between communities.

**Outcomes of Advisory Committee meeting – 10/26/10**

## **PROBLEM STATEMENT** adopted by consensus 10/26/10

The existing bridge is at the end of its design life. It must be replaced.

Its current design is inadequate to address the multi-modal needs of the Portland and Falmouth communities for 2010 and beyond (that is: pedestrians, bicyclists, maritime, recreational and vehicular users).

The current bridge design does not compliment the aesthetic beauty of the natural environment.

It does not adequately facilitate connectivity between the communities of Portland and Falmouth.

## **NEEDS STATEMENT** adopted by consensus 10/26/10

The new construction must be a safe, durable, low maintenance bridge, designed to last 100 years.

It needs to accommodate pedestrians, bicyclists, maritime traffic, recreational and vehicular users in a comfortable, attractive and secure environment. It should incorporate:

- One lane of traffic in each direction designed at a speed that balances the needs of its multiple users.
- A multi-use pathway providing safety and enjoyment for different activities.
- Accommodations for bicycles in both directions adjacent to the vehicular traffic lanes.
- A design that enhances and harmonizes with the beauty of the existing location and preserves water views for all users.
- Improvements that optimize all users' everyday experience and enjoyment of the locale and their sense of community.

## **VISION STATEMENT** as revised at 10/26/10 meeting

Traveling across Martin's Point Bridge should be a memorable event, a special moment, every time it is traversed. Its design should ensure that when seen from all vantage points, the bridge enhances the view of the bay and the estuary. Its design will encourage diverse use for future generations. By fulfilling this vision, the bridge will also provide a safe and seamless connection between communities.