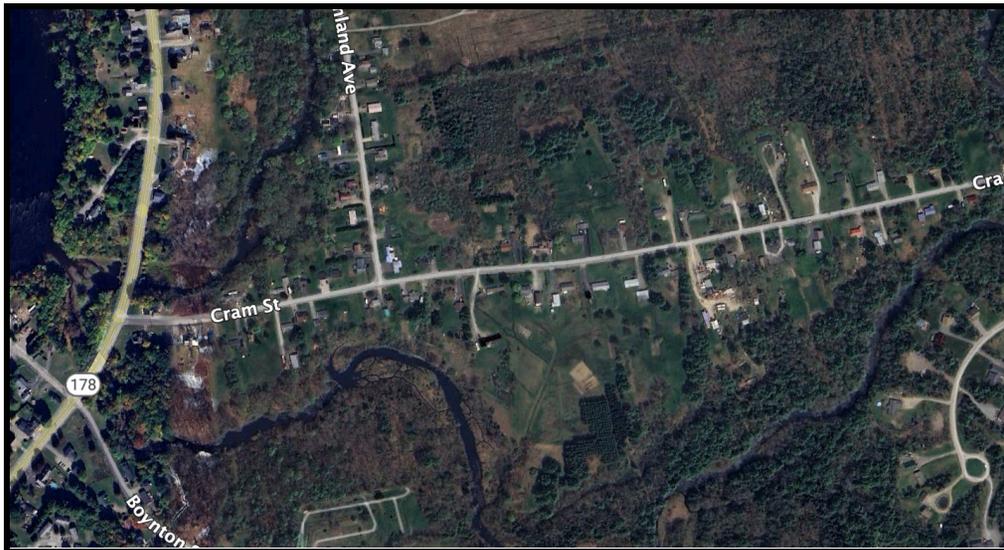


SS4A Demonstration Project Proposal: Bradley, Cram Street Alternative Design—Freestanding Gateways January 8, 2026



Contents

Project Overview	4
Project Location	4
Project Need	5
Project Purpose	6
Conceptual Project Design	6
Goal: Traffic Calming and Speed Reduction with Speed Humps	6
Materials	10
Traffic Safety During Installation and Removal	11
Timeframe	11
Metrics	11
Maintenance Plan	11
Project Removal	12
Public Notification	12
Authorization Process	12
Liability	12
Contact	13
Authorization Form	14



Summary

The Town of Bradley, in partnership with the Bangor Area Comprehensive Transportation Systems (BACTS), is proposing a demonstration project for the summer and fall of 2026 to enhance safety for all roadway users along Cram Street from Highland Avenue to just before Deer Run Lane. This project is driven by a desire to make design changes requested by the Town that will support the reduction of fatal and serious injury crashes at this location by reducing speeds. These changes are consistent with the goals of the Draft BACTS Regional Complete Streets Policy, and supported by a Safe Streets for All (SS4A) grant.

The proposed installation includes at least three sets of freestanding gateways made with flexposts, paint, and signage.

This project is intended to test whether improved road design can improve safety, reduce speeds, and reduce crashes on the corridor. The project will have a community engagement component including before and after surveys, pop-ups, and public meetings. It will also involve the collection of speed data before and after the installation.

The project is temporary and all elements will be removed in early November 2026 to accommodate snow removal, but may be reinstalled in years to follow if the project is deemed successful.

As it is on a local townway, this project only needs approval from the Bradley municipal government.



Project Overview



Project Location

In the project location identified above, Cram Street, a townway, consists of a two-lane road with no center line. Cram Street runs in an east-west direction from Route 178 (Main Street) to Baker Lane in Bradley. The intersection of Cram Street and Main Street is sign-controlled from the west direction on Cram Street. Cram Street has an approximate AADT of approximately 1,000 vehicles per day (VPD). It has a federal functional class designation of “local”, and it is ranked as Highway Corridor Priority 5 (lowest priority) by the MaineDOT.



The speed limit on Cram Street is posted at 30mph, which is the upper end of the suburban speed context established by MaineDOT.

Project Need

Crashes in the Project Area



Cram Street between Route 178 and Baker Lane has been the site of eight crashes since 2015; many of these crashes have been rear end/sideswipe crashes. There have been no reported bicycle or pedestrian crashes on Cram Street in the data studied. Reports of excessive speed on the roadway have encouraged the Town to investigate and pursue speed safety countermeasures on this corridor.

TomTom data indicates that the 85th percentile speeds east of Highland Avenue are above 40 miles per hour, which is above the posted speed limit.



Cram Street is not on the High Injury Network (HIN) identified in the data analysis for the Bradley Safety Action Plan, however is experiencing speed related crashes consistent with those identified in the HIN. Main Street, which intersects with Cram Street on the west end of the corridor, is on the HIN.

This location was selected by the municipality with BACTS support as a demonstration project location in response to community concerns.

Project Purpose

This project is intended to test:

- Whether design changes can reduce vehicle speeds along this corridor.
- Whether design changes can reduce crashes along this corridor.
- Whether there is community support for a permanent safer designed roadway along this corridor.

Conceptual Project Design

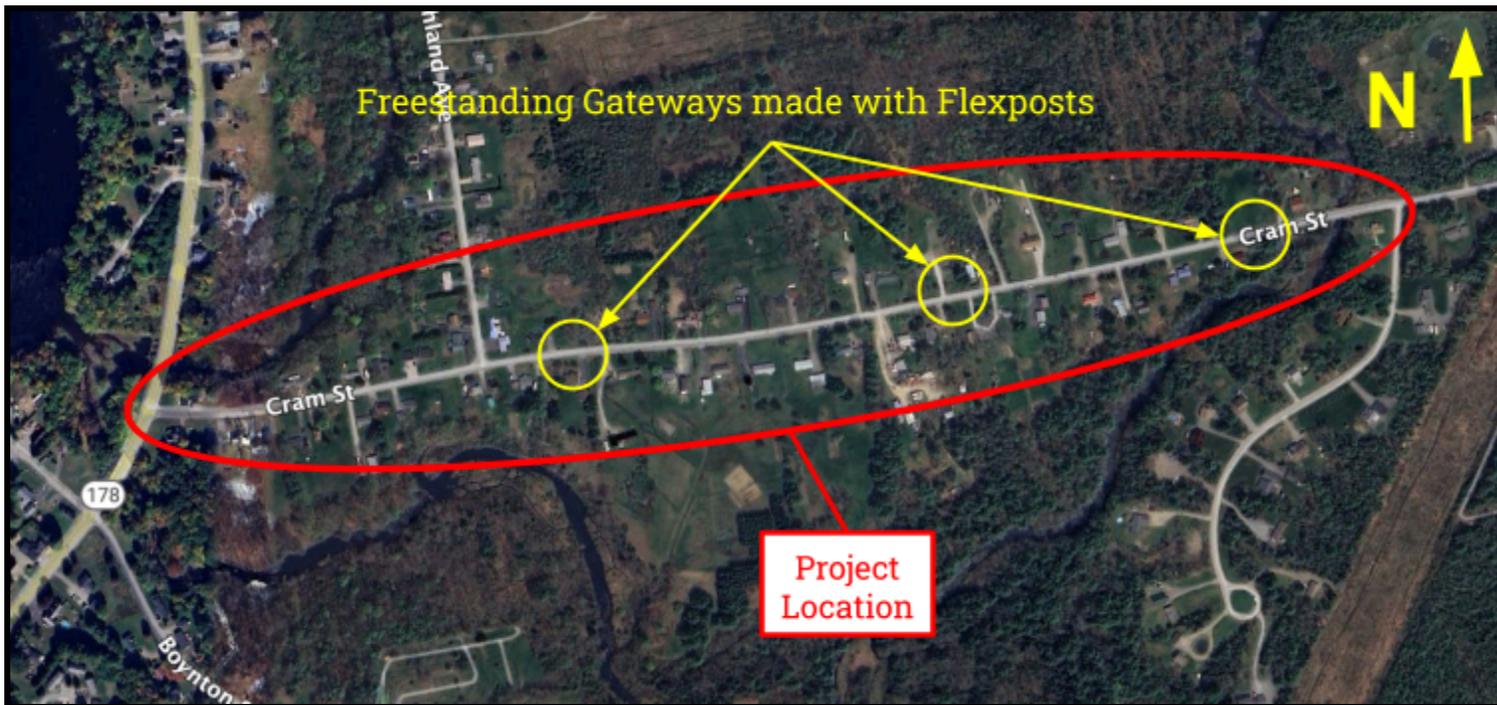
Goal: Traffic Calming and Speed Reduction with Freestanding Gateways

The proposed design includes a number of changes to the roadway.

- Freestanding gateways made with six flexposts at three locations on the roadway corridor. The gateways will visually narrow the roadway and channelize drivers into 11' lanes. Each installation shall have two rows of flexposts (edge, center, and edge) approximately 12-15' apart.
- Short segments of yellow striping at each gateway are recommended.
- "Change in Traffic Pattern" signage installed east of Highland Avenue and west of Deer Run Lane.



Overview



Typical Installation



East of Highland Ave



Just West of #113 Cram St



Just West of Deer Run Lane



Materials

- Flexposts used shall be white and yellow 42" Pexco DP 232 surface mount posts with reflective tape.
- Flexposts shall be secured to the roadway using 8x8 butyl pads.
- Yellow paint (if used) shall be retroreflective, and may be enhanced with yellow raised pavement markings.
- Change in Traffic Pattern signage (easel style acceptable)



Traffic Safety During Installation and Removal

A contractor hired by Bradley will create temporary traffic control (TTC) zones as per MUTCD Part 6 guidance using cones and signs. Signage and channelizers shall include OSHA approved "Road Work" signs in advance of the project area, and cones as needed to transition traffic away from any area where people are working. A truck with safety lights will be parked upstream of any personnel near travel lanes. All persons on site during installation or removal will wear high visibility vests. Police will support and direct traffic as needed and available. Every effort will be made to minimize impacts on traffic. All non-Bradley personnel on site shall attend a safety training prior to installation.

Timeframe

The installations would occur after May 1, 2026 and removed no later than November 15, 2026.

Metrics

The project will be measured by whether it met the goals outlined in the Project Purpose.

- *Whether design changes can reduce vehicle speeds along this corridor.*
 - Speed data will be collected before (May) and after (June) at this location and compared.
- *Whether design changes can reduce crashes along this corridor.*
 - Crash rates for the same months in years prior will be compared to crash rates while the installation is in place.
- *Whether there is community support for a permanent design along this corridor to reduce vehicle speeds*
 - Survey answers from the pre-installation and post-installation survey will be compared.



Maintenance Plan

The project will be monitored on a daily basis by local town staff, and any knocked down delineators will be removed or replaced by project team members within 48 hours of a report. Elements that are regularly getting hit/damaged may be removed.

Project Removal

The project will be removed no later than November 15, 2026.

Public Notification

The Town of Bradley, with BACTS may release information via social media, press release, and posters in advance of the install day, with specifics about how traffic will be impacted, how to navigate the new features, and how input on the project can be provided.

A public survey will be opened to gather feedback on the installation.

Authorization Process

This project requires documentation of Town approval in the form of a signature from a Town official. Because it is on a local townway, this project does not require MaineDOT authorization.

Installation will not proceed until written permission is received from an authorized representative of the municipal government of Bradley; a sign off letter is included with this proposal.

Liability

The project described above shall be understood as a planning exercise undertaken by the Town of Bradley with the full permission and approval of Town government. All relevant indemnifications for municipal projects are understood to apply to this project. The Town of Bradley, BACTS, VHB and James Tassé Consulting, their



employees, officers, volunteers and agents are exempted from any and all claims, including claims of negligence, resulting in any physical injury or death, property damage or economic loss, which may be suffered or which may be perceived as resulting from use of this facility. Installation of the project affirms agreement with these terms.

Contact

For more information, please contact:

Madeline Jensen

Planner

madeline.jensen@bactsmmpo.org

(207) 974-3111

www.bactsmmpo.org

