Pleasant Street Corridor Transportation Study
Public Meeting

July 29, 2021

MaineDOT

TOWN OF BRUNSWICK, MAINE INCORPORATED 1739

TY LIN INTERNATIONAL

AGENDA

1. Introductions
2. Study Objective / Purpose
3. Performance Measures
4. Draft Alternative Improvement Recommendations
5. Schedule
6. Public Feedback

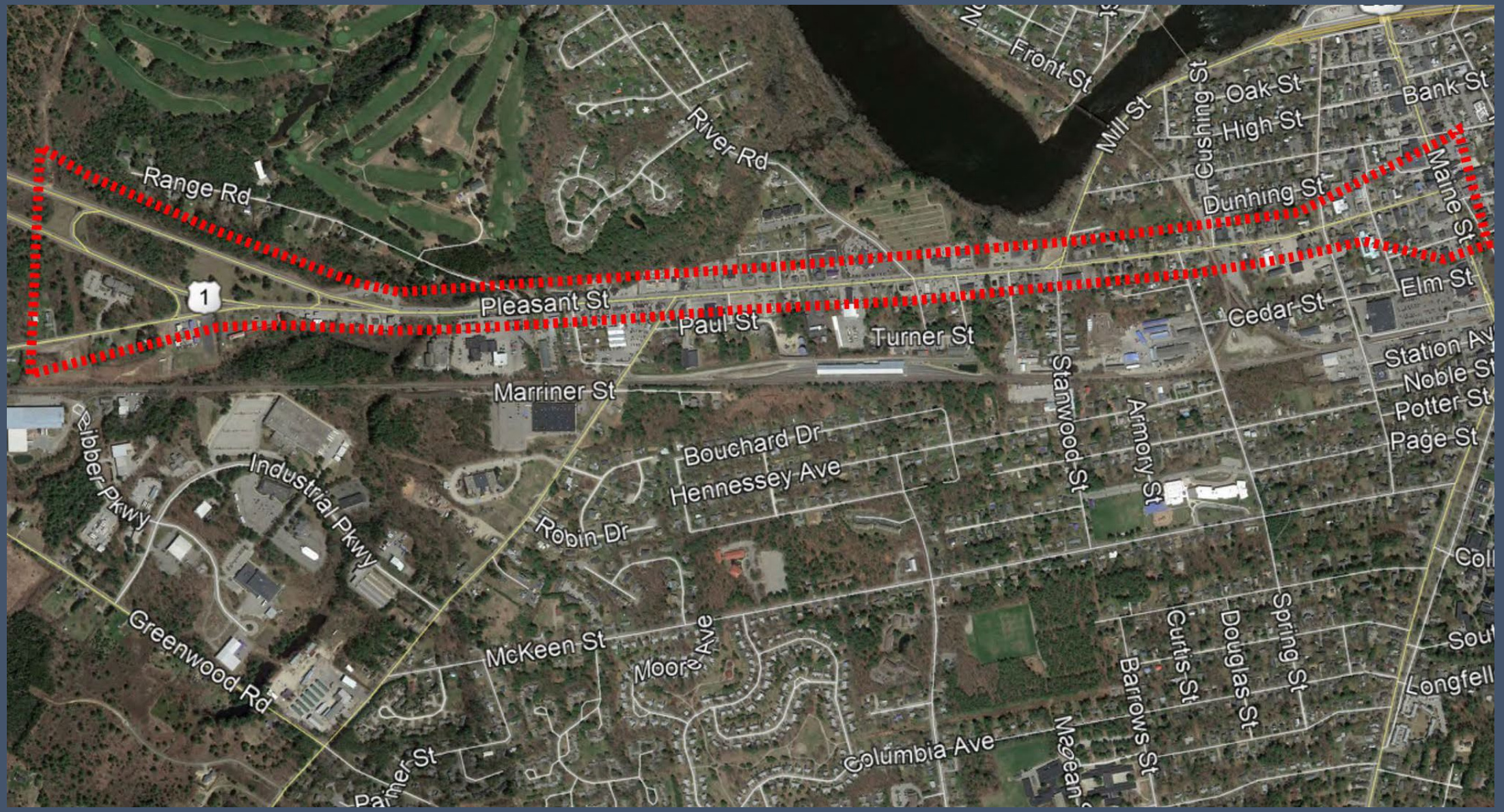
STUDY ADVISORY COMMITTEE

- Town of Brunswick
  - Ryan Barnes
  - Ryan Leighton
  - Tom Farrell
  - Jay Astle
  - Matt Pelletier
- MaineDOT
  - Marty Rooney, Planning
- Consultant Team
  - Tom Errico, T.Y. Lin International - Project Manager/Complete Streets

STUDY PURPOSE AND NEED

The purpose of the proposed action is to develop a transportation system that will accommodate both local and regional traffic to improve safety, mobility and accessibility for all modes of transportation. The recommended alternative will most effectively mitigate safety and congestion issues at study area intersections without significant roadway widening. The recommended alternative will improve accessibility to and from Maine Street and adjoining neighborhoods. It will be supported by reasonably available local, state, and federal funding.

STUDY AREA


Range Rd
River Rd
Front St
Mill St
Cushing St
Oak St
High St
Bank St
Maine St
Dunning St
Elm St
Pleasant St
Paul St
Turner St
Cedar St
Station Av
Noble St
Potter St
Page St
Marriner St
Stanwood St
Armory St
Bouchard Dr
Hennessey Ave
Robin Dr
Ribber Pkwy
Industrial Pkwy
Greenwood Rd
McKeen St
Moore Ave
Columbia Ave
Curtis St
Douglas St
Spring St
Barrows St
Longfell
1

PERFORMANCE MEASURES

Transportation Measures

- *Improving Safety*
- *Improving Level of Service and Delay at key intersections*
- *Improving Bicycle and Pedestrian Conditions*
- *Improving Downtown Mobility and Connectivity*

PERFORMANCE MEASURES

Environmental Resource Measures

- *Archeological and Historic Resources Impacts*
- *Wetland Impacts*
- *Conservation Land and 4(f) Land Impacts*
- *Rare, Threatened, Endangered, and Special Concern Plant Species Impacts*

PERFORMANCE MEASURES

Land Use Measures

- *Number of Homes/Buildings with Direct Impact*
- *Number of Private Lots Impacted*
- *Compatibility with Local Plans*
- *Right-of-Way Acquisition*
- *Access Management Standards*

PERFORMANCE MEASURES

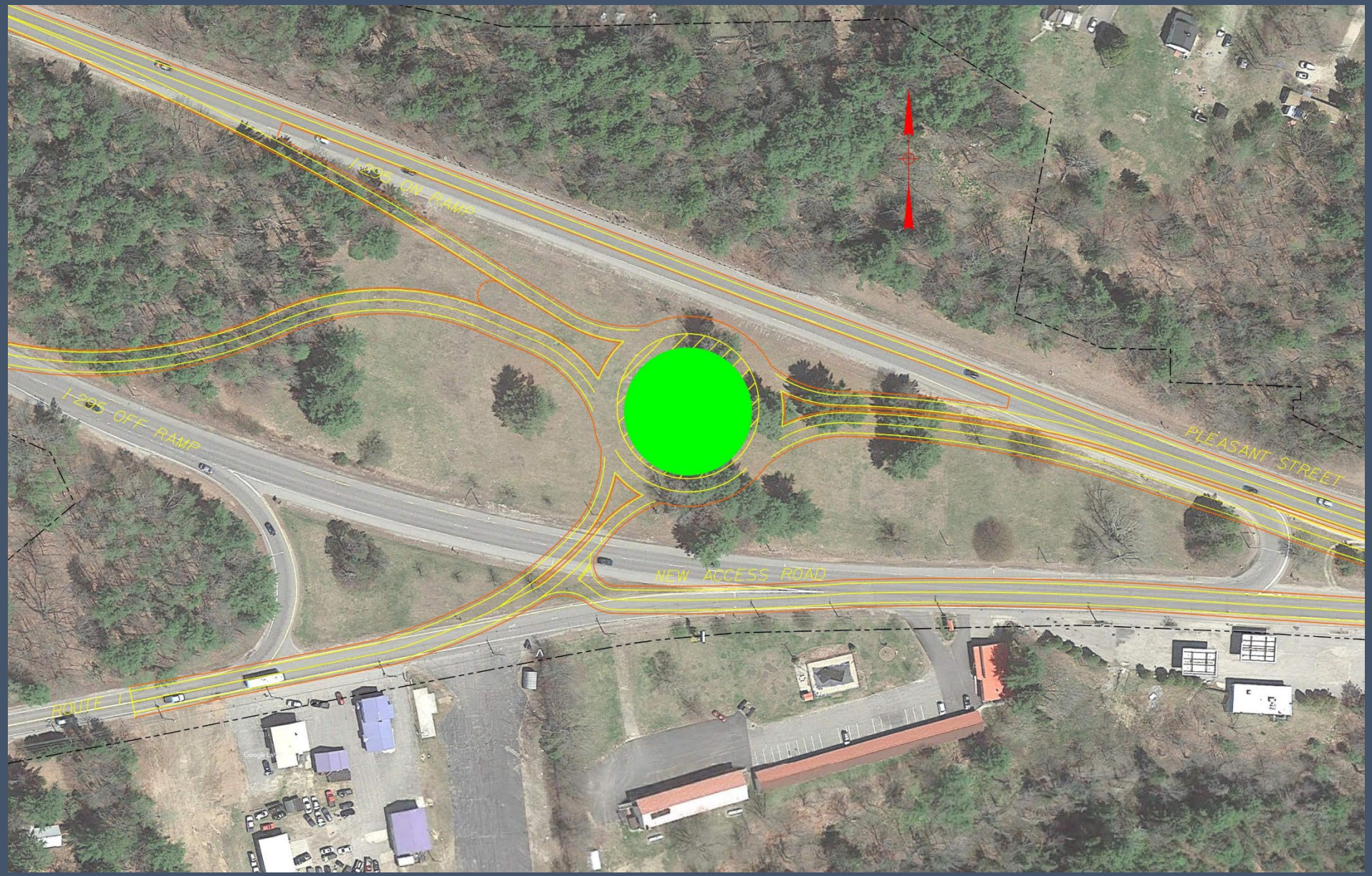
Cost and Funding Measures

- *Construction Cost*
- *Ease/Practicality of Construction*
- *Benefit/Cost*

PLEASANT STREET TRANSPORTATION FUNCTION

- *Statewide/Regional Importance – Principal Arterial (highest non-interstate priority roadway)*
- *Local Importance – Primary Access to Brunswick*
- *Shortest Route from I-295 to Route 1 north*

Pleasant Street/I-295 and Route 1 (Draft Improvement)



Pleasant Street/I-295 and Route 1 (Alternative Analysis)

No-Build

Roundabout

Traffic Operations / Safety

- Level of service – Capacity and mobility are not issues at this location. High vehicle speeds are the greatest problem.
- Reduction in crashes – This location is not a High Crash Location, but construction of a roundabout would be expected to provide safer conditions.

Land Use Impact

- Number of buildings impacted – no impacts are expected.
- Number of lots impacted – no impacts are expected, although access will be impacted to some properties.
- ROW acquisition – no right-of-way acquisition is required.

Environmental Resource Impact

- Nothing of significance was identified as a potential concern.

Bicycle and Pedestrian

- Bicycle safety would be improved with the calming effect of a roundabout.

Cost

- The planning-level cost estimate is $5,100,000.

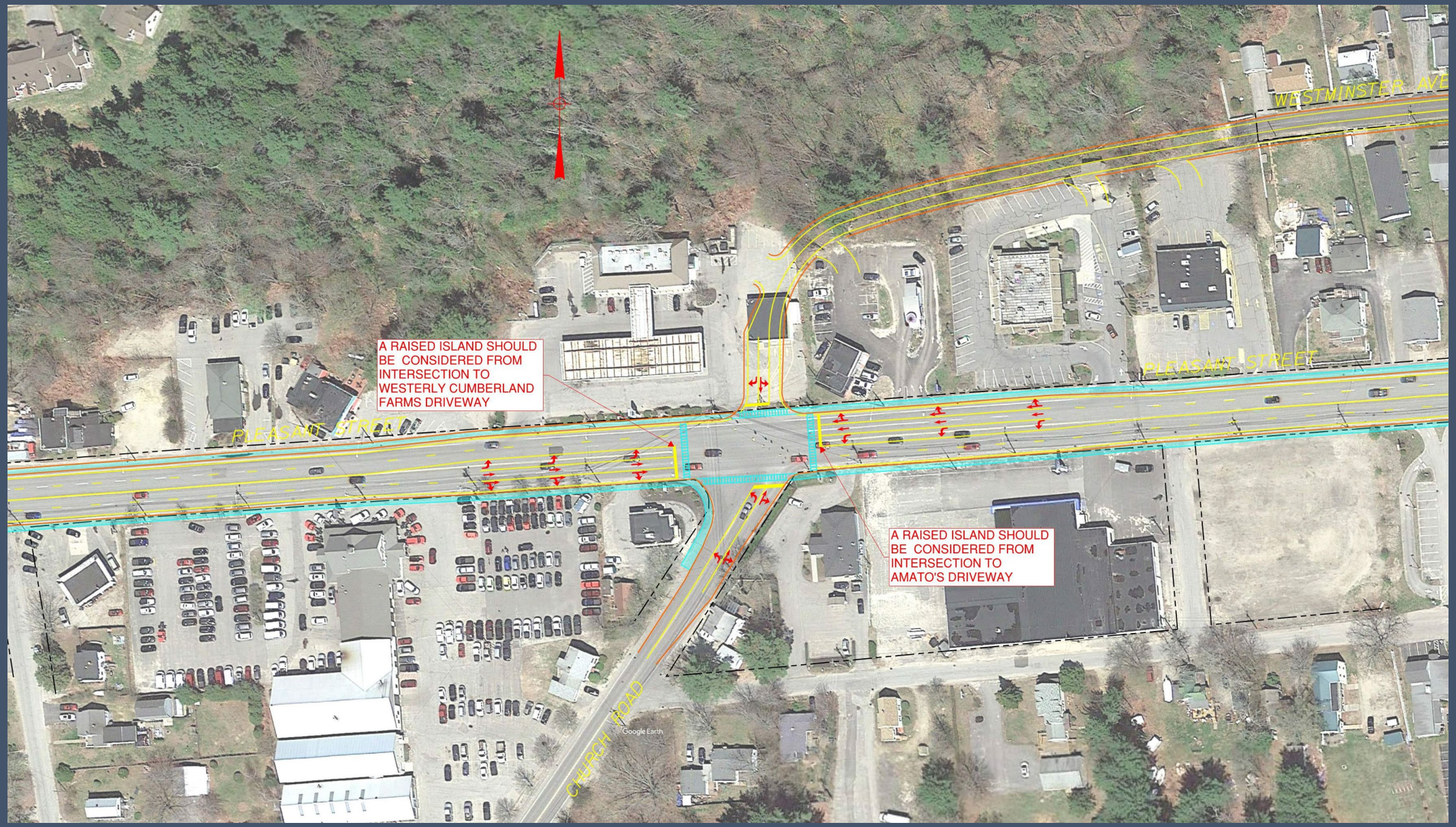
Purpose and Need

- The project would be expected to improve safety and mobility for all users and the Purpose and Need is met.

Recommendation

- The construction of a roundabout is not an immediate need and should be a consideration in future planning efforts.

Pleasant Street/Church Road (Draft Improvement)



Pleasant Street/Church Road (Alternative Analysis)

No-Build – Does not meet Purpose and Need

Roundabout – Does not meet Purpose and Need

Safety and Capacity Improvements (adding left-turn lanes on Pleasant Street and adding a fourth leg to Cumberland Farms)

Traffic Operations / Safety

- Level of service – Acceptable levels of service will be provided.
- Reduction in crashes – Safety would be expected to be improved.

Land Use Impact

- Number of buildings impacted - 0
- Number of lots impacted - 4
- ROW acquisition – 4,200SF +/- (7 feet maximum widening of ROW)

Environmental Resource Impact

- Nothing of significance was identified as a potential concern with the exception of the stream behind Cumberland Farms.

Bicycle and Pedestrian

- Intersection improvements include replacement of the traffic signal and thus pedestrian conditions will be improved. Little improvement in bicycle conditions is expected.

Cost

- The planning-level cost estimate is $1,100,000

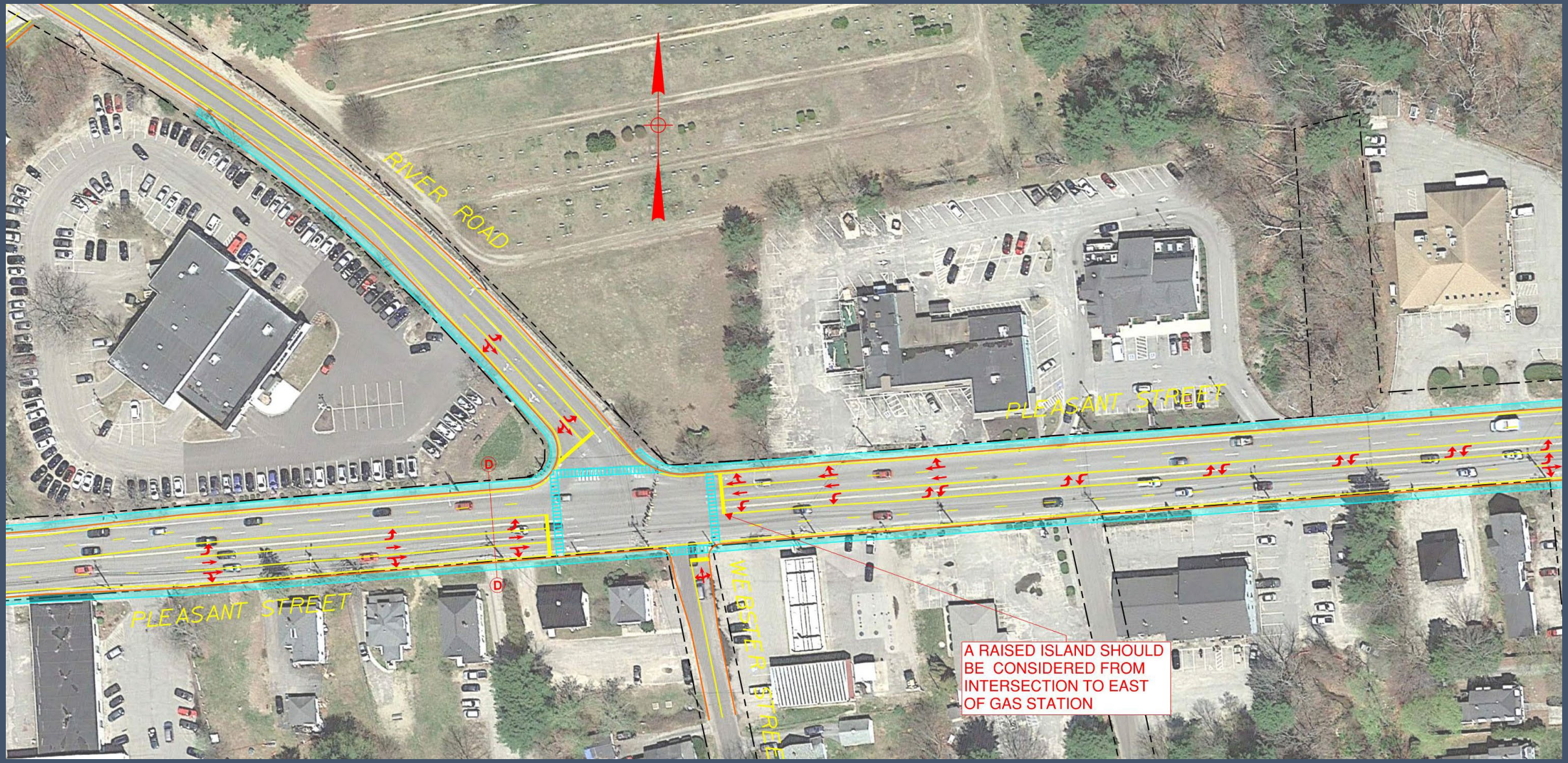
Purpose and Need

- The project would be expected to improve safety and mobility for all users and the Purpose and Need is met.

Recommendation

Based upon the impacts of a roundabout and that it does not fully improve mobility at the intersection, the safety/capacity alternative is recommended.

Pleasant Street/River Road (Draft Improvement)



Pleasant Street/River Road (Alternative Analysis)

No-Build – Does not meet Purpose and Need

Roundabout – Does not meet Purpose and Need

Safety and Capacity Improvements (adding left-turn lanes on Pleasant Street)

Traffic Operations / Safety

- Level of service – Acceptable levels of service will be provided.
- Reduction in crashes – Safety would be expected to be improved, with reduced congestion and the provision of turn lanes.

Land Use Impact

- Number of buildings impacted - 0
- Number of lots impacted - 10
- ROW acquisition – 6,000 SF +/- (7 feet maximum widening of ROW)

Environmental Resource Impact

- Nothing of significance was identified as a potential concern with the exception of impacts to Riverside Cemetery property.

Bicycle and Pedestrian

- Intersection improvements include replacement of the traffic signal and thus pedestrian conditions will be improved. Little improvement in bicycle conditions is expected.

Cost

- The planning-level cost estimate is $1,300,000.

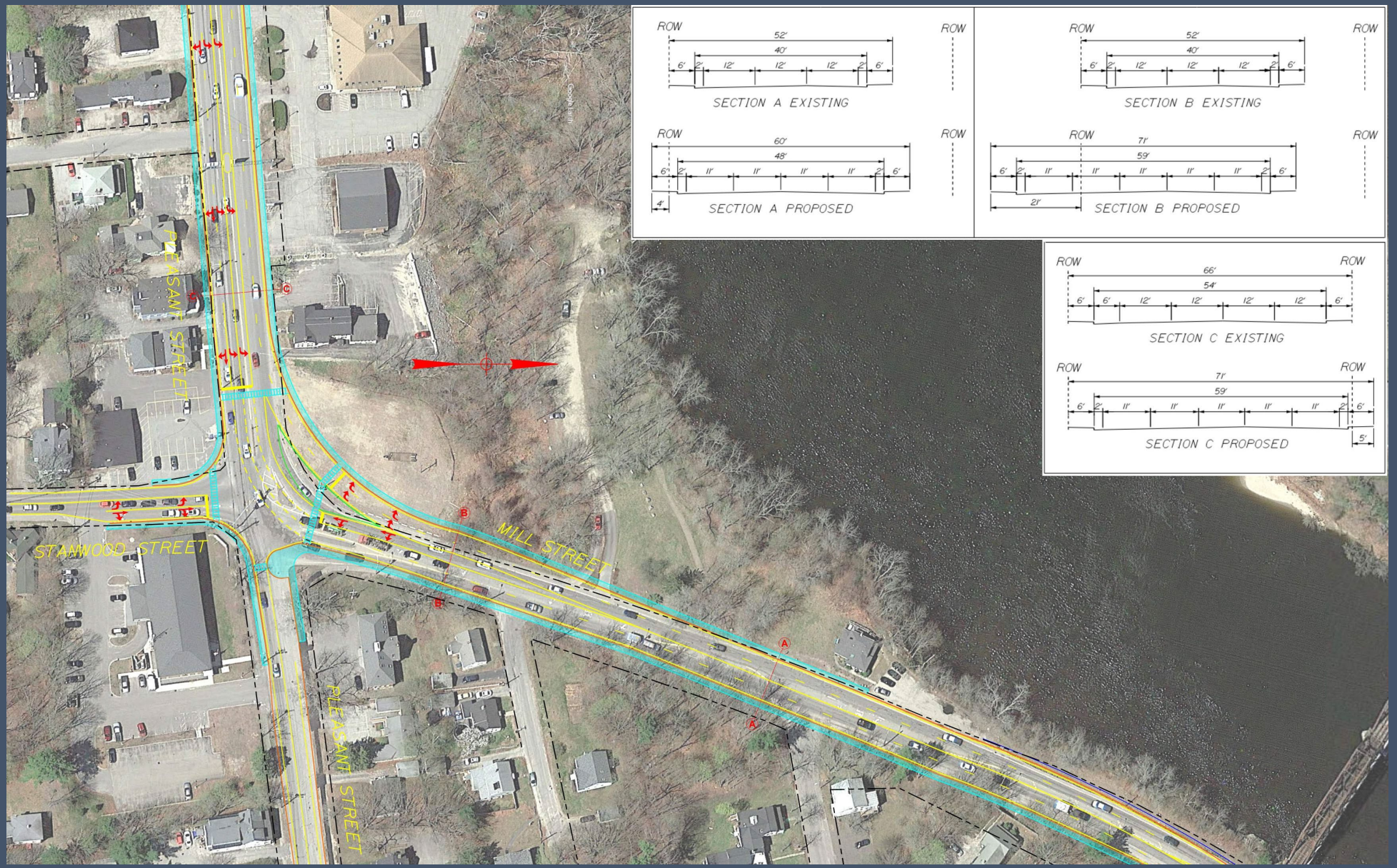
Purpose and Need

- The project would be expected to improve safety and mobility for all users and the Purpose and Need is met.

Recommendation

Based upon the impacts of a roundabout and that it does not fully improve mobility the intersection safety/capacity alternative is recommended.

Pleasant Street/Stanwood/Mill (Draft Improvement)



Pleasant Street/Stanwood/Mill (Alternative Analysis)

No-Build – Does not meet Purpose and Need

Roundabout – Does not meet Purpose and Need

Safety and Capacity Improvements (providing two left-turn lanes onto Mill Street and two-right turn lanes from Mill Street)

Traffic Operations / Safety

- Level of service – Acceptable levels of service will be provided. This alternative also assumes traffic from Stanwood Street to River Road will not have to merge with Mill Street southbound traffic (traffic on Mill Street will be stopped).
- Reduction in crashes – Safety would be expected to be improved.

Land Use Impact

- Number of buildings impacted - 0
- Number of lots impacted - 9
- ROW acquisition – 17,000 SF +/-

Environmental Resource Impact

- There are some historic properties in this area that will need review. Additionally, any widening on or near Mill Street will need to consider impacts to the Androscoggin River.

Bicycle and Pedestrian

- A crosswalk will be added to the Mill Street approach and the traffic signal was assumed to stop all conflicting traffic. Accordingly, pedestrian improvements are expected.

Cost

- The planning-level cost estimate is $2,100,000

Purpose and Need

- The project would be expected to improve safety and mobility for all users and the Purpose and Need is met.

Recommendation

Based upon the impacts of a roundabout and that it does not fully improve mobility the safety/capacity alternative is recommended.

Connector Roads (Draft Improvements)

Connector Roads (Alternatives Analysis)

Westminster Street Connector Road "1"

This includes construction of a new roadway from Cumberland Farms to the rear of McDonalds and Amato's. This requires the improvements at Church Road to be constructed.

Traffic Operations / Safety

- This connection would have significant safety benefits and would shift traffic volumes from the two noted restaurants to a newly constructed driveway opposite Church Road.

Land Use Impact

- Number of buildings impacted – 1
- Number of lots impacted - 4
- ROW acquisition – 22,500SF

Environmental Resource Impact

- Impacts to the stream behind the properties will need to be evaluated for impacts and permitting.

Bicycle and Pedestrian

- Little improvement expected.

Cost

- The planning-level cost estimate is $850,000.

Purpose and Need

- The project would be expected to improve safety and mobility for all users and the Purpose and Need is met.

Connector Roads (Alternative Analysis)

Westminster Street Connector Road "2"

Traffic Operations / Safety

- This connection would have some safety and mobility benefits by providing relief to the River Road intersection and provide alternatives to property access.

Land Use Impact

- Number of buildings impacted – none
- Number of lots impacted - 2
- ROW acquisition – 6,500SF

Environmental Resource Impact

- Impacts to the stream behind Westminster Street will need to be evaluated for impacts and permitting.

Bicycle and Pedestrian

- Some bike connectivity improvements would occur.

Cost

- The planning-level cost estimate is $350,000

Purpose and Need

- The project would be expected to improve safety and mobility for all users and the Purpose and Need is met.

Connector Roads (Alternative Analysis)

Paul Street Connector Road "3"

Traffic Operations / Safety

- This connection would have safety and mobility benefits for providing connectivity between Church Road Stanwood Street and providing access opportunities to businesses.

Land Use Impact

- Number of buildings impacted – 2
- Number of lots impacted - 6
- ROW acquisition – 20,000SF

Environmental Resource Impact

- Nothing of significance was identified as a potential concern.

Bicycle and Pedestrian

- Bicycle routing options would be improved.

Cost

- The planning-level cost estimate is $1,000,000

Purpose and Need

- The project would be expected to improve safety and mobility for all users and the Purpose and Need is met.

Connector Roads (Alternative Analysis)

Turner Street Connector Road "4"

Traffic Operations / Safety

- The new roadway would be expected to reduce traffic volumes turning from Stanwood Street to Pleasant Street southbound and thus would help to relieve congestion. It would particularly provide a direct routing from Stanwood Street to and from River Road and thus minimize problems with merge movements from Stanwood Street to River Road.

Land Use Impact

- Number of buildings impacted – 3
- Number of lots impacted - 4
- ROW acquisition – 14,000SF

Environmental Resource Impact

- Nothing of significance was identified as a potential concern

Bicycle and Pedestrian

- Bike connectivity would be enhanced.

Cost

- The planning-level cost estimate is $750,000

Purpose and Need

- The project would be expected to improve safety and mobility for all users and the Purpose and Need is met.

Connector Roads (Alternative Analysis)

River Road Connector Road "5"

Traffic Operations / Safety

- **The short roadway would connect the Dunkin Donuts parking lot and River Road and would improve safety and traffic flow between River Road and Stanwood Street/Mill Street.**

Land Use Impact

- Number of buildings impacted – 0
- Number of lots impacted - 1
- ROW acquisition – 4,900SF

Environmental Resource Impact

- Nothing of significance was identified as a potential concern with the exception of impacts to Riverside Cemetery property.

Bicycle and Pedestrian

- Little improvement is expected.

Cost

- The planning-level cost estimate is $250,000

Purpose and Need

- The project would be expected to improve safety and mobility for all users and the Purpose and Need is met.

Connector Roads (Recommendation)

Recommendations

All of the connector roadways have transportation benefits and should be considered for implementation. We would suggest the following ranking from an implementation perspective.

1. Turner Street Connector Road 4
2. Westminster Street Connector Road 1
3. River Road Connector Road 5
4. Paul Street Connector Road 3
5. Westminster Street Connector Road 2

Pleasant Street – Mill Street to Maine Street (Two-Way)

Pleasant Street – Mill Street to Maine Street (Two-Way Alternative Analysis)

Two-Way

Traffic Operations / Safety

- Level of service – Intersection capacity can be expected to be reduced at Stanwood Street/Mill and Maine Street.
- Reduction in crashes – Crashes at Cushing Street would be expected to be improved by eliminating lane change opportunities.

Land Use Impact

- Number of buildings impacted – No impact.
- Number of lots impacted - No impact.
- ROW acquisition – No impact.

Environmental Resource Impact

- There are some historic properties in this area that will need review.

Bicycle and Pedestrian

- Improvement would be expected due to lower traffic speeds.

Cost

- A cost was not estimated given this Alternative should be considered for future study.

Purpose and Need

- The project would be expected to improve safety and mobility for all users and the Purpose and Need is met.

Pleasant Street – Mill to Maine (One-way with Bike Lane)

Pleasant Street – Mill Street to Maine Street (Alternative Analysis)

One-Way Enhanced

Traffic Operations / Safety

- Level of service – No change in level of service is expected.
- Reduction in crashes – Safety would be expected to be improved due to slower speeds.

Land Use Impact

- Number of buildings impacted – No impacts.
- Number of lots impacted – No impacts.
- ROW acquisition – No impacts.

Environmental Resource Impact

- There are some historic properties in this area that will need review.

Bicycle and Pedestrian

- Significant improvement in bicycle conditions is expected with the introduction of a bicycle lane.

Cost

- The planning-level cost estimate is $250,000

Purpose and Need

- The project would be expected to improve safety and mobility for all users and the Purpose and Need is met.

Pleasant Street – Mill Street to Maine Street (Recommendation)

Recommendation

Based upon the analysis it is recommended that the One-Way Enhanced Alternative be implemented, and a detailed Two-Way Conversion Study be considered in the future.

General Pedestrian Improvements

- Church and River Road intersection improvements shall include crosswalks on all approaches and be fully ADA compliant.
- Mill Street/Stanwood Street improvements should include a crossing across Mill Street that requires all traffic to stop.
- Driveway improvements should be implemented to improve pedestrian conditions.
- Obstructions in sidewalks shall be eliminated or mitigated as part of reconstruction projects.
- Sidewalks should be considered in conjunction with construction of the Connector Roads.

General Bicycle Improvements

- Connector Roads shall be designed to function as slow “shared streets” for alternative routing to outer Pleasant Street
- Implement a continuous bicycle lane from Mill Street/Stanwood Street to Maine Street

General Access Management Improvements

- Implement Connector Roads for safer access/egress movements
- Reduce the number of driveways to a lot/business
- Narrow driveways that exceed width standards
- Restrict driveway movements near signalized intersections where proposed Connector Roads offer access
- Share driveways to minimize the number of conflict points on Pleasant Street
- Provide inter-parcel connections between businesses
- Space driveways to meet standards
- Increase distance of driveways from major intersections

SCHEDULE

SCHEDULE MILESTONES	DATES
Notice to Proceed	October 29, 2019
Task 1 - Kick-Off Meeting	November 22. 2019
Task 2 – Review Available Data	January 17, 2020
Task 3 – Assessment of Current Conditions	June 2020
Public Meeting #1	September 29, 2020
Public Meeting #2	February 22, 2021
Task 4 – Assessment of Future Scenarios	March 2021
Task 5 – Develop Preliminary Recommendations	June 2021
Public Meeting #3	July 29, 2021
Submit Written Comments to Ryan Barnes rbarnes@brunswickme.org	August 15, 2021
Task 7 - Submit Final Report	September 2021

STUDY IMPLEMENTATION

- Safety/ Mobility improvements compete for scarce state funds primarily on data driven cost basis
- State is responsible for Pavement Preservation (paving primarily curb to curb, ADA, etc.) but additional improvements could require a partnership
- Partnership Programs
  - MPI (50:50)
  - BPI (1/3, 1/3, 1/3)
- Data driven projects will likely compete favorably for funding

PUBLIC COMMENTS