

Transportation

Brunswick serves as a multi-modal transportation hub and as a gateway to the Midcoast region of Maine. The community is served by Amtrak Downeaster passenger rail service, Concord Coach lines, and regional and local bus and taxi services. Bicyclists and pedestrians alike also utilize a variety of interconnected trails throughout the community, including the Androscoggin River Bicycle Path which extends into neighboring Topsham via the Merrymeeting Bridge, as does the Androscoggin Riverwalk that connect Brunswick and Topsham via the historic Swinging Bridge and the Frank J. Wood Bridge on Maine Street.

Street Network

I-295 and US Route 1 are major thoroughfares for vehicular travel in the region. US Route 1 serves many purposes in the Maine communities it connects—it aids in regional transportation along the coast, connects seasonal travelers to downtown and local businesses, and functions as a local arterial. However, serving multiple functions often leads to conflict; in the case of the Brunswick section of Route 1, this can mean congestion and poor traffic flow particularly along the Pleasant Street and Mill Street portions of the highway, where access is mostly unlimited.

Route 1 from just north of the Brunswick-Topsham Bypass to the Bath town line meets Maine DOT's definition of a "mobility corridor." Maine DOT's description of such corridors is below:

"A mobility corridor is a non-compact arterial that has a posted speed limit of 40 mph or more and is: part of an arterial corridor between urban compact areas or service centers with an average annual daily traffic of at least 5,000 vehicles per day for at least 50% of its length; or is part of a retrograde arterial corridor located between mobility arterials. The Maine DOT Access Management program envisions prioritized planning and preservation of Mobility Arterial corridors most at risk of losing capacity, safety, and of decreasing posted speeds, due to increasing development and commuter and visitor pressures."

Route 24 is designated as a Corridor of Regional Economic Significance for Transportation (CREST) by Maine DOT. Brunswick town staff and residents participated in a multi-town planning process in 2013 to identify priority investments and strategies for the corridor. Following recommendations outlined in the Route 24 Corridor Management Plan, Route 24 was removed from its alignment in downtown Brunswick and Topsham and routed along US Route 1 to bypass downtown.

Working with Maine DOT, Brunswick completed a Corridor Transportation Study for Pleasant Street in 2021. The analysis included potential strategies to improve congestion and safety along the corridor between I-295/Route 1 and Maine Street

without significant widening of Pleasant Street. The study included a review of access issues and included recommendations related to access management, frontage roads, changes to lane configuration, additions to the roadway grid, traffic signal modifications, bicycle and pedestrian facilities, and the impacts of the proposed improvements to level of service and safety of the roadway.

One recommendation from the study was to conduct a detailed analysis of the feasibility of converting Pleasant Street to two-way flow between Stanwood Street/Mill Street and Maine Street. A Two-Way Conversion Technical Memorandum was finalized in May of 2022 and includes analysis of these impacts.¹ However, given the corresponding needs and costs associated with a two-way conversion, this recommendation has not been implemented.

Brunswick Landing is a designated Growth Area and is actively developing with new businesses and residential housing. Efforts are underway to develop connections and amenities that provide for all modes of transportation in this area.

The Community Design Guidelines for Brunswick Landing, used by Midcoast Regional Redevelopment Authority (MRRA) as guidance during their review of proposed development projects within Brunswick Landing, are intended to encourage transit-oriented development and context sensitive transportation. The Design Guidelines provide guidance for the construction of roads, sidewalks and streetscape improvements, and multi-use trails as well as guidance for the siting and overall architectural design of new buildings. However, recent property dispositions and development proposals have skewed towards industry and logistics, and recent development and current proposals feature long walls with limited fenestration and uses that do not activate the streetscape.

Other major feeder roads in and out of Brunswick include Route 123, Bath Road, Church Road, Pleasant Hill, Durham and River Roads.

[Street Network Connectivity and Capacity](#)

Brunswick's street network has three major, well-known shortcomings: (1) limited options for westbound traffic trying to get from East Brunswick, Cook's Corner, and Brunswick Landing to points on the far west side of town or to I-295/Route 1; (2) development patterns along outer Pleasant Street and Bath Road have led to too many curb cuts, access points, and lane changes, and both lack gateway features; and (3) a combination of traffic volume and speed on State roads that connect Brunswick to nearby peninsulas and islands; and (4) inconsistent speed limits on roadways that serve similar functions.

These deficiencies in Brunswick's local street grid contribute to a number of frustrations for drivers and residents. For example:

- Traffic volume and intersection delay at Route 1/Pleasant Street and Mill Street/Stanwood.
- Neighborhoods near Pleasant Street or McKeen Street experience cut-through traffic, and queuing can be an issue during peak hours at intersections such as the intersection of Bath Road and Sills Drive/Federal Street.
- At the same time, those who live near major north-south connections (such as Maine Street and Harpswell Road) endure delays when trying to cross or turn onto those roads.

Generally speaking, these deficiencies of road network connectivity in Brunswick are likely to limit the amount of additional growth that can be accommodated without impacting quality of life or levels of service in specific localized areas.

With respect to access on Brunswick's commercial strips, the Town recently adopted new curb cut/driveway standards as one way of addressing the issue. Some communities have also adopted zoning approaches, such as discouraging development of small lots or encouraging/incentivizing developers to aggregate multiple sites for redevelopment, which over time reduces the number of points of ingress or egress.

Road Maintenance

According to the Maine Department of Transportation (Maine DOT), there are 246 miles of public roads in Brunswick maintained by either the Town of Brunswick, Midcoast Regional Redevelopment Authority (MRRA), or Maine DOT.

Maine DOT generally reconstructs, paves, and maintains state highways, and is responsible for summer maintenance on state aid highways, except for the portion of Brunswick that is within an Urban Compact Area (UCA), where the Town is responsible for both winter and summer maintenance, though the State retains responsibility for bridge maintenance within the UCA.

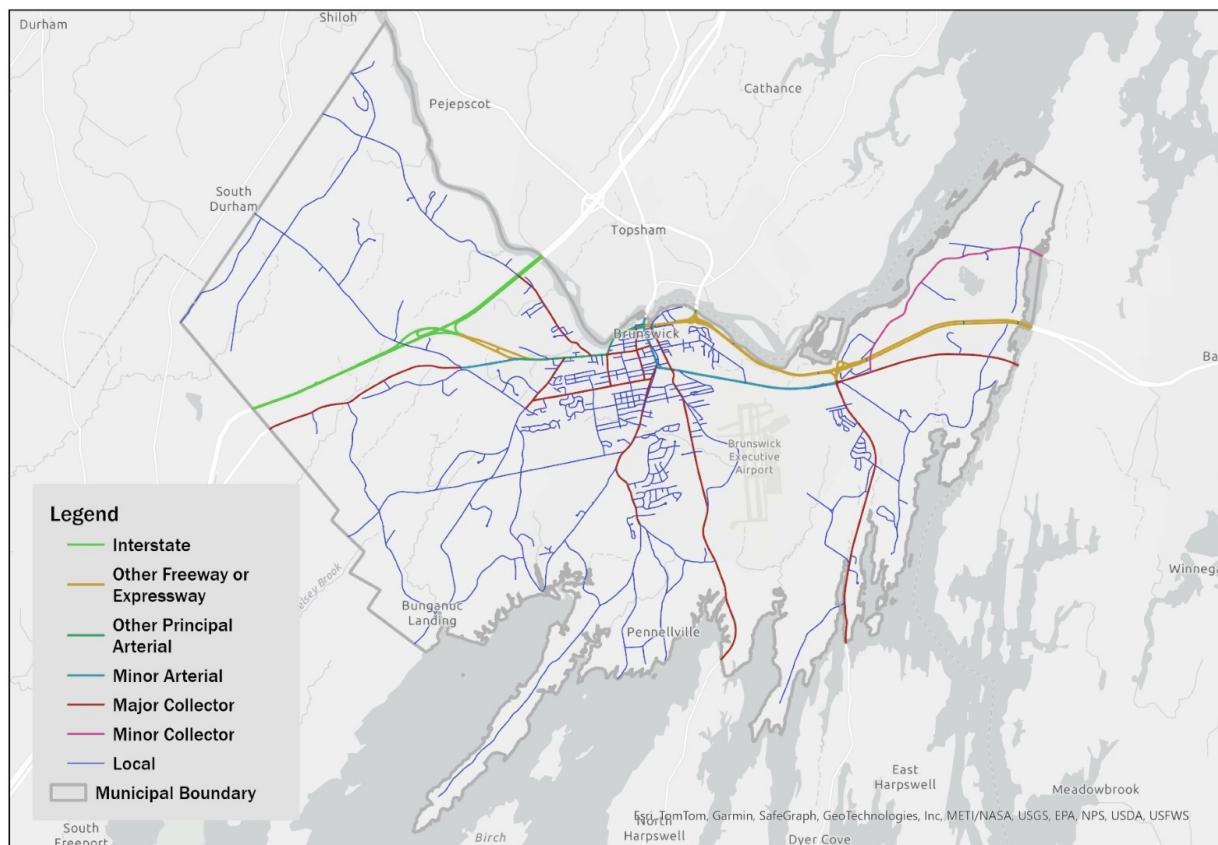
Including the UCA, the Town's Public Works Department maintains 147 miles of public roads and more than 5,200 road and traffic signs. Brunswick's Capital Improvement Program plans for major expenditures (\$10,427,000, or an average or nearly \$2.1 million annually) related to road resurfacing in fiscal years 2024 through 2028.² About 43% of the annual Public Works budget is designated for maintenance of both streets and sidewalks, representing \$2,648,519 in FY2024.³

Midcoast Regional Redevelopment Authority (MRRA) and relevant homeowners associations maintain and manage some roadways on the former Brunswick Naval Air Station. The condition of these roads would, in most cases, not meet the Town standards for public roads and the status of those roads and the cost-sharing arrangements related to them will be a subject of discussion in the near future.

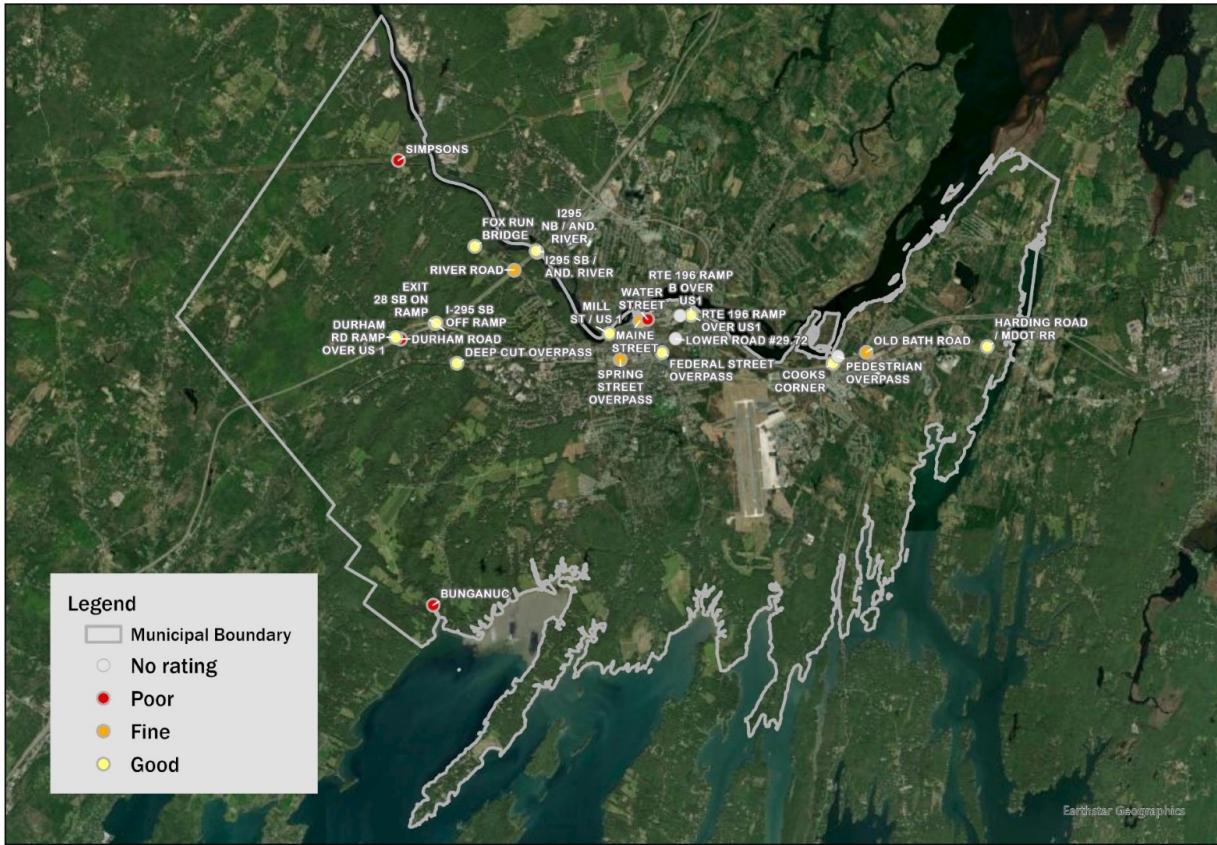
Road Classification

Road classification systems are used to group public roads and highways into classes according to the character of service they are intended to provide. They are used to determine funding and jurisdiction, and to define the role a particular road plays in serving the needs of the community and region as a part of the larger transportation network. The Federal Functional Classification (FFC) System uses established guidelines to classify how a particular road should be planned for and engineered. A roadway's federal classification helps determine what the speed limit should be, how wide the travel lane and shoulder should be, and what level of access should be provided, along with a number of other considerations. Federal classification also identifies which roads are eligible for federal money. Every road in the network falls into one of the following three broad categories: arterials (including interstates and highways), collectors, and local roads.

Federal Functional Class of Roadways



Brunswick Bridge Ratings



Bridges

There are 27 bridges located completely within Brunswick town lines of which eight are water crossings; 18 are highway ramps, underpasses, overpasses, or railroad bridges owned by MaineDOT; and one is a town-owned pedestrian overpass. For their bridges, Maine DOT has devised a rating system that considers the condition of the deck, superstructure, substructure, and, in the case of bridges that cross water, channel condition. The map above is color-coded in accordance with the overall rating of Maine DOT bridges in Brunswick.

In addition to the bridges entirely within town, four bridges connect vehicular traffic in Brunswick to other neighboring communities: the eastbound and westbound bridges that connect Route 1 between Brunswick and West Bath; the Merrymeeting Bridge (also known as the Brunswick-Topsham Bypass and Route 196); and the Frank J. Wood Bridge (Route 201), both of which connect Brunswick and Topsham. The Androscoggin Swinging bridge provides an additional pedestrian connection between Brunswick and Topsham. Two additional railroad bridges exist and provide rail connections across nearby waters.

Sidewalks and Pedestrian Connectivity

Brunswick has a high proportion of commuters that walk or bike to work, which may be attributed, at least in part, to the town's efforts to promote connectivity between various destinations in town. There are numerous transportation amenities that provide connectivity between residential areas and other key locations, particularly downtown. Sidewalks on internal public or private streets and the development side of all adjacent perimeter streets are required to be constructed for all new developments proposed within Growth Area zoning districts, with limited exceptions. In addition, the Town's Public

Works Department currently maintains more than 40 miles of sidewalks (though there are more sidewalks at Brunswick Landing - the former Brunswick Naval Air Station - maintained by MRRA). The Town's FY2024-2028 Capital Improvement Program outlines \$570,000 of spending on planned sidewalk rehabilitation projects.⁴

Brunswick's Bicycle & Pedestrian Advisory Committee facilitated an update to the Town's 2004 Bicycle and Pedestrian Improvement Plan, releasing the new Bicycle and Pedestrian Plan 2020 Update. Public input provided through that effort identified roads most in need of pedestrian infrastructure improvements. The top five streets to improve pedestrian infrastructure (based on frequency of comment) were: Maine Street, Bath Road/Cooks Corner, Outer Pleasant Street/River Road, Federal Street/Sills Drive/Harpswell Rd. and Gurnet Rd. Bicycle and pedestrian improvements contained in the Town's Capital Improvement Plan come primarily from the recommendations included in this Plan. For new developments requiring review by the Planning Board, **bicycle racks are required.**

Schools

The public elementary schools and junior high in Brunswick are in dense, residential neighborhoods close to downtown and are generally connected via sidewalks and crosswalks or off-road trails as applicable. The Brunswick School Department participates in the Safe Routes to School program through the Bicycle Coalition of Maine to identify and strengthen walking and biking routes to local schools, organize bike/walk to school days, and educate children on safe bicycle and pedestrian behavior. The Parks and Recreation Department clears snow from sidewalks near schools in order to ensure consistent, safe access for children and families.

Downtown

Most sidewalks along Maine Street and inner Pleasant Street are wider than five feet (the minimum requirement for ADA) and have been designed to accommodate both pedestrians and business uses (such as store entrances, outdoor dining, and sandwich board advertisements).

Streets adjacent to Maine Street, including Union, Federal, and the perpendicular streets connecting them, all have sidewalks. There are numerous crosswalks to facilitate crossing Maine Street, and there are two pedestrian crossings with timers and signals at **the intersection of Pleasant and Maine Streets**.

At Brunswick Station, wide sidewalks and raised crosswalks made of contrasting material create a pedestrian-friendly environment along Station Avenue. However, the pedestrian environment in the vicinity of Station Avenue and Maine Street is somewhat more challenging due to a combination of factors including the topography, the railroad crossing, numerous curb cuts, limited visibility at the southwest corner of the intersection, and the various intersections near the First Parish Church (where Bath Road, Park Row, Cleaveland Street, Maine Street, Fitch Place, and Noble Street converge within a small area).

Brunswick's 2021-2025 Capital Improvement Plan included a Downtown Streetscape Enhancement Project intended to update downtown streetscapes and enhance the pedestrian experience downtown. Work on this project began in early 2024, and the project is anticipated to be completed during the 2024 and 2025 construction seasons. The Town has made efforts to accommodate downtown businesses that will be affected by the project by adjusting seasonal fees for businesses that offer outdoor dining.

While there are sidewalks along outer Pleasant Street, the Bicycle and Pedestrian Plan 2020 Update notes that these sidewalks are narrow with numerous obstructions, curb cuts, and poor upkeep. Sidewalk conditions on Pleasant improve between Mill Street and Maine Street.

[Pedestrian Bridges](#)

There is one town-owned bicycle/pedestrian overpass in Brunswick (crossing the Route 1 offramp). This steel truss bridge was built in 1998 and was reconstructed in 2012. It is in very good condition.

The historic Androscoggin Swinging Bridge is a footbridge connecting Topsham and Brunswick. It hosts regular pedestrian traffic across the Androscoggin River on the Androscoggin Riverwalk loop. Following a significant restoration effort, the bridge reopened in 2006.

[Bicycling and Off-Road Trails](#)

The Bicycle and Pedestrian Plan 2020 Update articulates priorities for bicycle and pedestrian infrastructure improvements that can enhance the community's transportation network. Top destinations identified through public comment were downtown, local schools, Cooks Corner, Brunswick Landing, Bowdoin College, the recreation center, and local parks. Concerns noted in the plan include the lack of bike lanes downtown, lack of bicycle/pedestrian infrastructure along Union Street, poor

bicycle/pedestrian infrastructure along outer Pleasant Street, inaccessibility of Cooks Corner to pedestrians and bicyclists and the need for rural wayfinding.

A public stakeholder survey conducted as part of that planning process identified the following popular utility bike routes in Brunswick: Maine St, Bath Rd, McKeen St, Federal/Sills/Harpswell, Pleasant Hill Rd, Union St, and Pleasant St. It should be noted, however, that most of the priority projects identified in the 2020 document are either in process or completed. Projects are funded through the Town's Capital Improvement Program (CIP).

Working with the Bicycle Coalition of Maine and Maine DOT, Brunswick completed a Pedestrian Safety Action Plan in 2021. The plan provides general considerations to improve walking and biking throughout town, such as improved signage, ensuring compliance with the American Disabilities Act (ADA), and traffic calming. The plan also identifies five priority sites for engineering improvements: 1) Intersection of Stanwood, Mill and Pleasant Streets; 2) Cooks Corner Area; 3) Intersection of Mason, Federal, Cressey and Water Streets; 4) Intersection of Jordan Avenue and Bath Road; and 5) Woodside Road between Church Road and Pleasant Hill Road.

In 2022, the town completed the Cook's Corner Revitalization Plan which highlights the need for traffic mitigation, additional street connections, and improved bicycle/pedestrian infrastructure in that area.⁵

On-Road Cycling

The East Coast Greenway, a walking and biking route from Florida to Maine, passes through Brunswick. Northbound travelers on the Greenway can select to travel a 150-mile coastal route through Camden and Rockland or the spine route, which continues through Augusta and Bangor; the two routes converge again in Hancock County near Ellsworth.

Bicyclists can also travel United States Bicycle Route 1A through Brunswick.

Marked bicycle lanes within paved shoulders are available along Federal Street between Bath Road and Mason Street; along Harpswell Road from Longfellow Avenue south to Middle Bay Road/Merriconeag Road; along Old Portland Road from Hillside/Durham Road west to the municipal boundary with Freeport; and along Gurnet Road from Cook's Corner south to the Harpswell municipal boundary.

Paths

The Androscoggin River Bicycle Path is a 2.6-mile 14-foot-wide paved bicycle/pedestrian path along the Androscoggin River. The path offers scenic overlooks of the Androscoggin River while providing a pedestrian and bicycle connection between in-town Brunswick and the Cook's Corner area. Located north of Route 1, the path can also be accessed from Topsham via bicycle/pedestrian lanes over the Merrymeeting Bridge. The Bike Path is built on land owned by the Town of Brunswick and Maine Department of Transportation. Additional projects are planned for the path and include a 2.6-mile extension eastward and a connection to the Captain Fitzgerald Recreation and Conservation Area.

Opened in 2017, the five-mile Brunswick Landing Perimeter Trail provides bicycle and pedestrian access to Brunswick Landing. The Trail provides a centrally located recreational option for bicyclists, but has relatively few points of access to the Town's street network. The link to Pine Street provides a bicycle route to and from the Landing and Recreation Center.

The Brunswick Parks and Recreation Department has additional projects identified in the Capital Improvement Plan, including the completion of the Androscoggin Brunswick-Topsham Riverwalk, a 1.25-mile loop starting near the front of Fort Andross, crossing into Topsham at the Androscoggin Swinging Bridge, and looping back into Brunswick via the current Frank J. Wood Bridge on Maine Street.

Bus & Van Services

Brunswick is served by a local public bus service, a regional bus service, an inter-state bus service, and other bus and van services that require advanced reservations.

Local Bus Service

In 2021, the Town completed a transit study which analyzed public transit service provided by the Brunswick Explorer bus. The study led to the launch of the Brunswick Explorer (now Brunswick Link) with altered routes and schedules to better accommodate the needs of riders.

The Brunswick Link is a public bus service operated by Western Maine Transportation Services, Inc. (WMTS), a non-profit 501(c)(3)! regional transportation corporation. The Brunswick Link operates on a fixed-route, weekday schedule and provides connections to Brunswick Station, Brunswick Landing, Bath, and Lewiston-Auburn, METRO BREEZ, and the Cedar Street Park & Ride.

Regional Bus Service

Greater Portland METRO operates the BREEZ, an express route with weekday and Saturday service that connects Portland to Brunswick with stops in Yarmouth and Freeport.

Ridership statistics from Greater Portland METRO indicate that ridership is approximately 7,500 rides per month.

[Inter-state Bus Service](#)

Concord Coach is an intercity bus service that makes one round trip daily between Bangor, Maine and South Station and Logan Airport in Boston, Massachusetts with stops in Brunswick, Portland, and several Midcoast communities. The Amtrak Downeaster and the Metro BREEZ bus both stop at the Portland Transportation Center that offer frequent, daily Concord Coach service to Boston.

[Other Bus and Van Services](#)

The Regional Transportation Program (RTP) provides county-wide transportation to residents of Cumberland County through a shared ride service, requiring advanced reservations.

Van service is provided to Bowdoin College students free of charge via the Bowdoin Shuttle, which serves locations within a one-mile radius of campus.

The City of Bath provides service to MidCoast Hospital in Brunswick via the Bath City Bus. Service to the hospital is provided daily upon request only.

MidCoast Connector (non-emergency transportation to appointments for MaineCare members in Brunswick and the broader Midcoast region) is brokered and operated by MidCoast Public Transportation, a division of Waldo Community Action Partners (CAP). Riders must be eligible for Medicaid transportation and be MaineCare members. Rides are provided by volunteers and must be arranged in advance.

Last mile transportation is limited in Brunswick, as is the case in similarly sized communities across Maine and the nation. However, local taxi service is available from Brunswick Taxi. The availability of car services such as Uber or Lyft is inconsistent and often involves long wait-times and unreliable service.

[Passenger Rail](#)

The Amtrak Downeaster now provides train service to Brunswick with five round trips daily between Brunswick and Boston, up from two round trips in 2012 when service to Brunswick began. The Downeaster stops at Brunswick Station, a transportation hub for passenger rail, buses, and taxis that is adjacent to mixed use commercial and residential development and ample commuter parking. Track for the Brunswick Line totals about five miles within the town. Northern New England Passenger Rail Authority

(NNEPRA) is the public transportation authority that advances passenger rail in New England and oversees rail operations.

In 2014, a twice-daily excursion route between Rockland and Brunswick (with trains stopping occasionally at stops in between) was piloted. In 2022, Midcoast Railservice became the lessee-operator of the 57-mile branch of the rail corridor between Brunswick and Rockland. The line provides freight transportation “coordinated with new connecting carrier CSX Transportation, which offers direct access to industrial customers in 23 states and two provinces, including 40 marine and inland ports,” per the Midcoast Railservice website.

In the summer of 2023, Coastliner Excursions, a part of Midcoast Railservice, piloted scenic passenger operations with a few trips between Bath and Wiscasset, as well as in the Rockland area, utilizing 76-passenger, self-propelled railcars. Initial public response to the excursion route was positive. However, the fleet of railcars they planned to use was sold to a rail service in Quebec and the Coastliner plan was abandoned.

In 2023 and 2024, NNEPRA and MaineDOT explored regular, year-round passenger service between Brunswick and Rockland using Downeaster equipment and Amtrak crews. In the meantime, the company providing Midcoast Railservice 95% of its freight business announced it was ending cement production, so in June 2024, Midcoast Railservice announced it was ceasing operations. Maine DOT is seeking customers and a rail company to reinstate a freight service that would help subsidize passenger service operated by NNEPRA or some other entity.

Airports

The Brunswick Executive Airport is home to 18 aviation businesses and nearly 50 based aircraft.⁶ Before the COVID-19 pandemic, the airport was on pace for more than 26,000 flight operations in 2020. With its long runways, state of the art navigation and lighting systems, ample hangar and ramp space, the Executive Airport has become a desirable location for aircraft maintenance, manufacturing, aerospace research and development, flight training and general aviation operations.

To support expected growth, MRRA (in collaboration with the University of Maine at Augusta) plans to open an FAA aircraft

technician’s certification school to meet the workforce needs of a growing aviation business sector in Maine. Additionally, MRRA is looking at the feasibility of establishing a customs facility at the airport to handle international air travel.⁷

Brunswick’s Zoning Ordinance includes an Airport Approach Overlay (AAO) District to allow for safe flight operations at Brunswick Executive Airport. The AAO comprises two zones: a Runway Protection Zone (RPZ), which includes those areas beyond the ends of airport runways where certain structures and other development could potentially

obstruct or interfere with safe aircraft operations and/or are particularly vulnerable to aircraft landing and take-off accidents; and an Airport Approach Zone (AAZ), which includes those areas adjacent to the airport where development is particularly vulnerable to the adverse impacts of aircraft noise. The RPZ is a highly restrictive overlay, permitting only land uses relevant to aviation operations. Within the AAZ, it is recommended (but not required) that residential land uses provide additional sound insulation measures. Within the entirety of the AAO, the maximum building height is 35 feet. Additionally, the zoning ordinance restricts wind turbines from projecting into any imaginary airspace surfaces as described in the FAA rule on airspace protection.

There is also a Growth Aviation (GA) District encompassing the runways, taxiways, and buffer areas of Brunswick Executive Airport which allows for uses that support the airport as well as those that rely on or directly benefit from close proximity to airport facilities. The GA district is one of the designated growth areas within the **Brunswick Naval Air Station (BNAS) Reuse Planning Area**.

Water Transportation

The Town's Marine Harbor Management Plan, adopted in 2014, includes an assessment of waterfront resources and needs. The plan provides recommendations for more active management of marine resources and facilities, including public access sites and mooring fields. Coastal access for boaters is also available via a number of public boat-launches and two commercial marinas in Brunswick, described in greater detail in the **Marine Resources section of this Plan**.

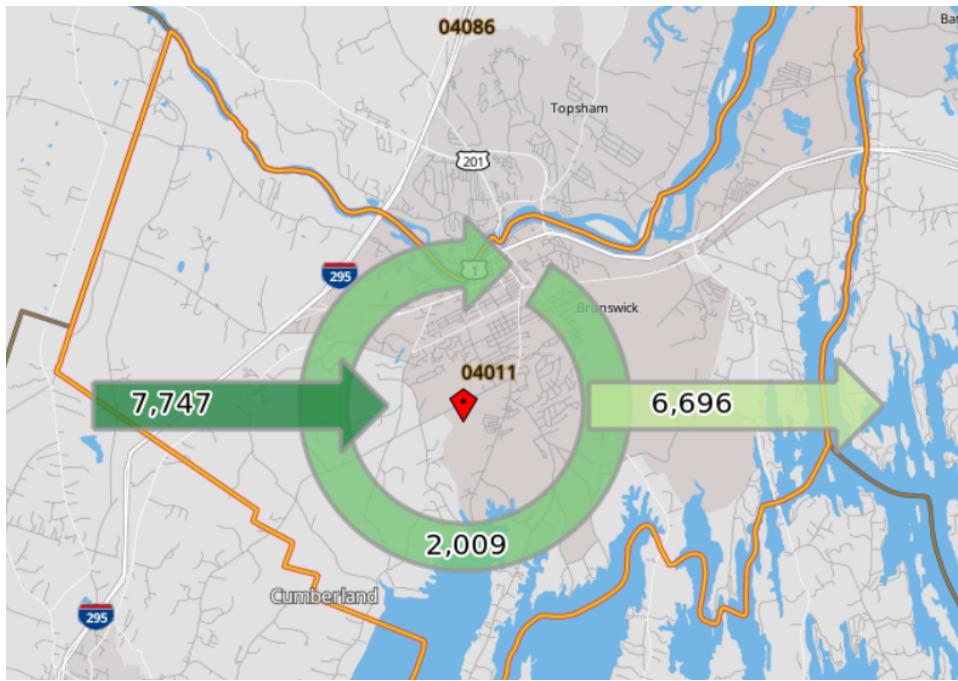
Commuting Patterns

According to most recent (2021) data from the Census Bureau's OnTheMap tool, which draws on Unemployment Insurance Wage Records, data on federal employees, and the Quarterly Census for Employment and Wages, there are 9,756 primary jobs located in Brunswick, and 2,009 of these workers live in town.

About 79% of workers employed in Brunswick live outside of town, while nearly 77% of Brunswick residents commute outside of town for work. The highest density of jobs in Brunswick centers around downtown (including Bowdoin College), Brunswick Station and Mid Coast Hospital. Brunswick residents who commute out of town for work are primarily headed south toward Portland and surrounding areas, or east toward Bath, with notable employment at Bath Iron Works. Two-fifths of workers travel less than ten miles to work, 31.4% travel between 10-24 miles, and the remainder (28.5%) travel greater distances.⁸

The average commute time for Brunswick residents is 22 minutes, up from 2015 when the average commute time was 18.9 minutes. Among commuters, 72.1% travel by car, truck or van, with 65% driving to work alone and 7.1% of people carpooling. Commuters

using other means of transportation primarily walk to work (11%) with small percentages biking (0.6%) and using public transportation (0.2%). The percentage of commuters who bike to work decreased from 1.8% in 2015. Over 14% percent of workers work from home, up from 5.9% in 2015.⁹



Regional Transportation Plans

Maine Department of Transportation

Maine DOT is responsible for setting the transportation goals for the State. To do so, they work with the State's transportation organizations and local governments as well as other interested parties. Maine DOT's planning process includes a Long-Range Multimodal Transportation Plan, an annual Work Plan, which covers a three-year period and includes all activities, and a Statewide Transportation Improvement Program (STIP).

Maine DOT recently developed a suite of interconnected plans that will feed into their Long-Range Transportation Plan 2050: Statewide Strategic Transit Plan (2015), the Maine State Rail Plan (May 2023), Statewide Aviation Systems Plan Phase II (ongoing), and the Statewide Active Transportation Plan (2023).

Maine DOT financially supports and partners with Maine's Regional Planning Commissions (RPCs) to coordinate and provide outreach to local governments, and to work directly with communities and local officials on transportation planning activities. Midcoast Council of Governments (MCOG), formerly

Midcoast Economic Development District, is the regional planning commission for Brunswick.

Connect 2045: PACTS' Long-Range Transportation Plan

This regional transportation plan for the Greater Portland region is the responsibility of the Portland Area Comprehensive Transportation System (PACTS), the congressionally designated metropolitan planning organization for the area. While Brunswick does not fall within the planning area per se, the plan does consider connectivity to Brunswick via **passenger rail and public transit**.

Route 1 Corridor Transportation Management Plan

In 2024, Midcoast Council of Governments (MCOG) will begin the data and analysis work to establish baseline existing conditions for a transportation management plan for the portion of the Route 1 Corridor that runs through MCOG's service area (of which Brunswick is a part).¹⁰

Parking

Municipal Parking

There are several public parking areas in Brunswick. The 38-space Union Street Lot offers limited parking for \$2 per day. The lot is intended to provide long-term parking for bus and train users. Cedar Street Park & Ride is a 110-lot parking area owned by Maine DOT that is intended to better manage parking for transit and train users. The free lot provides for short- and long-term parking.

For shorter-term use, Brunswick has several options. There is a small public parking lot at the corner of Cabot Street and Maine Street. Bank Street has a parking lot with four rows of public parking. On-street parking is also available in central locations including **Elm Street, Everett Street, Federal Street, Noble Street, and Potter Street**.

At the time of plan drafting, there are three publicly accessible locations for charging electric vehicles in Brunswick. These stations are provided by The Nature Conservancy (Fort Andross), Bowdoin College, Martin's Point, and Flight Deck Brewing.

Parking Requirements for New Development

The Town's Zoning Ordinance, Section 4.9.1, regulates off-street parking requirements for new developments. The standards require a minimum number of parking spaces based on land use and a portion of accessible parking spaces in accordance with the standards of the Americans with Disabilities Act (ADA). Bicycle parking is required for parking areas containing ten or more vehicle parking spaces. There are some exemptions to the minimum parking requirements, including in the Growth Mixed-Use 6 (GM6), which is essentially Brunswick's main downtown area. For example, off-street parking is not required in the GM6 district on lots which are less than 10,000 sq. ft. or

when the use is housed in an existing building with less than 10,000 sq. ft. of floor area. Parking alternatives are offered in some cases, such as where a shared parking agreement is amenable to meet the needs of multiple uses, instances where a satellite lot can be made available to accommodate a portion of the parking requirement, or when a parking demand study verifies reduced demand for vehicle parking.

Identified Parking Issues

In response to parking concerns expressed by residents and downtown business owners, Brunswick has recently completed a parking study specific to the downtown area. In general, the problem of parking in this area is due less to a lack of parking spaces and more to a problem of parking management. Wayfinding/signage to help users find public parking has been identified as a way to better utilize the existing parking, as well as facilitating shared parking agreements with private parking lot owners (especially during large community events).

Access Management

Maine DOT has developed a set of access management rules to improve safety and preserve highway capacity by minimizing the number of curb cuts along a roadway. A curb cut is an entrance cut into a street curb to provide vehicular access to a driveway or parking area. Each curb cut creates a location for turning movements that increase the likelihood of an accident. Good access management reduces the number of curb cuts by limiting the number of allowed entrances that are available to each parcel of land, encouraging shared curb cuts by adjacent parcels and replacing multiple driveways with a single access road.

The Town's development review standards state that new development shall not cause unreasonable traffic or safety concerns on roads. In making a positive finding in relation to this standard, the Planning Board may ask applicants for turning movements, queuing information, and full traffic impact analyses as part of their application.

Road Design Standards

The Brunswick Street Standards and Acceptance Ordinance, amended in 2023, outlines street design standards for all new streets in the community (including those proposed in new subdivisions). Streets are also urged to comply with the town's Complete Streets Policy (adopted 2016), by including designs and features to ensure that the street serves the needs of all users, including motorists, transit users, bicyclists, and pedestrians of all abilities. Streets, including streets built within new subdivisions, are required to promote connectivity and avoid dead-ends whenever possible, consistent with the community's desired land use pattern.

Adopted in 2016, Brunswick's Complete Streets Policy, modeled on the State's Complete Streets Policy, establishes a framework for a future in which streets are

designed to work for all people and modes of transportation including bicyclists, motor vehicles, pedestrians, and public transportation riders.

[Other Transportation Policies](#)

In 2017, the Town's Downtown TIF District was amended from a Downtown TIF to a Downtown and Transit-Oriented TIF. This allowed the development program to identify and include transit areas and transit corridors where TIF revenues can be used on transit costs. **The TIF district will expire in the 2039-2040 fiscal year.**