

Potential Non-Bypass Strategies
November 1, 2011

Following is a listing of all non-bypass strategies suggested during the Wiscasset Route 1 Corridor Study and more recently since the August 1 MaineDOT announcing the termination of the Study. This list is intended to be reviewed and considered by the working groups of Wiscasset and Edgecomb. New ideas are encouraged and will be added to this list for further consideration. The list is not presented in any particular order of priority.

1. Build pedestrian underpasses or overpasses on Main Street. Previous findings:
 - A. The Maine State Historic Preservation Officer (SHPO) is opposed to any structures not in keeping with the 19th Century setting of the Wiscasset Historic District.
 - B. MaineDOT evaluated a pedestrian tunnel near Middle Street in 2008. Extensive engineering and other issues were found:
 1. Likely need to relocate water lines, storm and sanitary sewers, and other utilities
 2. Ledge excavation could damage adjacent stone foundations for buildings
 3. Retaining walls would be needed to accommodate Americans with Disabilities Act requirements, resulting in parking and sidewalk impacts.
 4. Due to the length of the ramps required, it is questionable many people would actually walk several hundred feet in each direction to use the tunnel as opposed to crossing directly, even if it meant jaywalking.
 5. The required ramps would necessitate the elimination of 20 parking spaces between Middle and Water Streets.
 - C. A tunnel at the bridge would be below high tide elevations if the existing road grade were to be maintained. The road would need to be raised at least 10 feet for a pedestrian tunnel (roughly the elevation of Water Street), but would not be high enough to meet railroad vertical clearance requirements. The vertical clearance generally required for double-stack railroads is 22 feet 5 inches. For single-stack, a vertical clearance in the order of 18-19 feet would be required.
 - D. If an elevated pedestrian crossing or a pedestrian tunnel were built east of the railroad tracks, it would require pedestrians to cross the tracks twice.
2. Install traffic signals so people will cross in groups. Previous findings:
 - A. Traffic signals were tested in July 2001. The signals were installed at Water Street and at Middle Street. Both streets were converted to one-way, with Middle Street heading south and Water Street heading north. Left turn lane pockets were in place as well. The estimated two-way capacity of Route 1 remained at 1,900 vehicles per hour.
 - B. Based on on-site observations, some drivers with the right-of-way still stopped for pedestrians, reducing the benefit of the traffic signals.
 - C. Large trucks heading south had difficulty in starting and gaining sufficient speed after stopping at a red light.
3. Relocate and/or consolidate the crosswalks. Previous findings:
 - A. In June 2001 MaineDOT tested left turn lanes with one-way traffic at Middle and Water Streets and eliminated the Main Street crosswalk located at the westerly side of Water Street. The crosswalk was not reinstated.
 - B. Removal of other sidewalks in downtown Wiscasset would be contrary to MaineDOT policy to provide suitable pedestrian crossings in a downtown area having sidewalks.
4. Relocate businesses or provide a Post Office Summer Annex on Federal Street to minimize pedestrian-traffic conflicts. Previous findings:

- A. MaineDOT contacted the US General Services Administration to determine if this suggestion is feasible. They noted confusion in having two post offices would result, as there are no home mail deliveries.
 - B. Additional left turns could result if a new location were to be found, as all residents must go to the post office to obtain their mail.
5. Widen, elevate or depress Rte. 1 from the Post Office to the railroad and create a parking and pedestrian plaza above.
- A. The existing US Route 1/Main Street highway right-of-way extends to the building faces on both sides of the street. In order to widen Main Street, the existing sidewalks would have to be narrowed and/or parking spaces would need to be eliminated.
 - B. Elevating or depressing US Route 1/Main Street would likely require closing both ends of Water Street, Middle Street and perhaps other side streets in the area due to differences in road elevations.
6. Modify parking on Main Street to parallel on one or both sides and create a green strip in center. Previous findings:
- A. Over XX parking spaces would be lost on each side of the street.
 - B. The Town of Wiscasset and downtown businesses were opposed to losing parking spaces since YY had already been lost in converting from perpendicular to angled parking.
 - C. Islands could serve as pedestrian refuges. This could result in stopping traffic in only one direction at a time, rather than stopping both directions of travel as currently occurs.
7. Create extra parking off Route 1 in Wiscasset, with or without shuttle service such as is used in Boothbay Harbor, and/or eliminate on-street parking. Previous findings:
- A. There are few off-street parking facilities or empty lots available.
 - B. Recommended the Town consider off-street parking facilities. See 27 below for related information.
 - C. There may not be a high enough concentration of tourist businesses and services to make shuttles feasible.
8. Modify Wiscasset ordinances to require provision of a certain number of parking spaces for businesses.
- A. This would have limited effectiveness since the Village is now almost fully developed and most uses have been or would have to be grandfathered for parking.
 - B. Requiring off-street parking could result in razing existing buildings in order to provide the necessary parking spaces.
9. Install web cams or traffic counters at NAPA and the junction of Rte. 27 in Wiscasset. This will allow people to change their travel plans if necessary.
- A. A permanent traffic counter has been installed just north of Wiscasset Ford.
 - B. Multiple short-term traffic counts will be done in 2012 under MaineDOT's recurring traffic count program.
 - C. Traffic web cameras have been installed at Wiscasset Ford and Birch Point Road in Wiscasset and at Route 27 in Edgecomb.
 - D. MaineDOT is considering implementing the posting of travel times through Wiscasset and Edgecomb.
10. Create a sensor-based traffic information system for posting on 5-1-1, E5-1-1, information center kiosks, etc. See following websites: (www.gcmtravel.com/gcm/maps_chicago.jsp and www.georgia-navigator.com/maps/georgia and www.511southflorida.com).
- A. MaineDOT has established a 5-1-1 traveler information telephone and web site.

- B. Major reduced traffic speeds are posted to the 511 system and can also be obtained as instant e-mail notifications.
 - C. See 9.D. above.
11. Place variable message signs (VMS) along I-295 south of Wiscasset, at Belfast and at Rockland to direct traffic to Rtes. 3 and 17. The VMS should be activated when there is more than a 5-minute wait in Wiscasset.
 - A. A VMS has been installed at I-295 Dessert Road Freeport exit to advise northbound traffic of major traffic delays in Wiscasset northbound.
 - B. The VMS posts a “Wiscasset-Expect-Delays” message when northbound traffic speeds drop below 25 mph at Birch Point Road.
 - C. See 9.D. above.
 12. Eliminate all “Coastal Route 1” signs on the Maine Turnpike and I-295. Previous findings:
 - A. Removing “Coastal Route 1” signs would likely be unacceptable to many mid-coast area businesses along US Route 1 from Brunswick to Rockland.
 - B. MaineDOT does not expect the signs divert much US Route 1 traffic to I-295 north of Brunswick.
 13. Install alternate route signs at the Kittery Toll Booth, Exits 44 (divergence of I-95 and I-295) and 52 (Falmouth Spur) on the Maine Turnpike (I-95) and at Exit 51 (Gardiner) on I-295. Signs should indicate “Camden, Rockland and Points East – Use Rte. 295 to Rtes. 3 and 17; Woolwich, Wiscasset, Boothbay and Damariscotta-Newcastle – Use Rte. 1”.
 14. Revise speed zones to provide smoother transitioning, prominently post signs and enforce speed limits. Previous findings:
 - A. Speed limits have been reduced.
 - B. MaineDOT cannot enforce speed limits.
 - C. Smoother transitioning will not result in any changes to overall traffic volumes.
 15. Develop or improve intercity bus, passenger rail and other public transportation. This was a premise in the Wiscasset Route 1 Corridor Study.
 16. Improve high crash locations (Rte. 1 at Lee and Bradford Sts., Rte. 1 at Gardiner Road, Rte. 1 from Railroad Street to the Edgecomb Town Line, Rte. 1 at Eddy Road, Rte. 1 at Boothbay Road). Previous findings:
 - A. The sites were reviewed for possible safety improvements. An updated safety review along US Route 1 in Wiscasset and Edgecomb is in process.
 - B. Improvements were recommended at Route 27 in Wiscasset and at Route 27 in Edgecomb.
 1. For Route 27 in Wiscasset, a traffic signal and a roundabout were considered but were not recommended because they would add delays to US Route 1 traffic. A left turn splitter island located in the southbound lane of US Route 1 was funded for construction in 2011 but has been deferred to 2012 to coincide with the drainage and paving project on US Route 1. The intent of the splitter island is to better communicate to Route 27 traffic when a potential traffic gap occurs.
 2. The Route 27 intersection in Edgecomb would have been addressed by the bypass. Alternative non-bypass strategies for this intersection will be evaluated.
 17. Block off Federal Street at both ends (at Route 1) during the summer. It is unclear what the intended accomplishment would be, but it may be considered too restrictive to local traffic.

18. Prohibit left turns onto Middle and Water Streets for northbound traffic and left turns onto Middle and Water Streets for southbound traffic. Previous findings:
 - A. Prohibition of northbound left turns onto Water Street and southbound left turns onto Middle Street were tested in 2000-2001, along with a median island and diagonal parking between Water and Middle Streets. The island was replaced by left turn lanes in 2001 and the diagonal parking was retained.
 - B. US Route 1 two-way capacity was about 1,900 vehicles per hour. The elimination of perpendicular parking may have provided a slight improvement in capacity.

19. Re-route trucks during the summer. Previous findings:
 - A. Trucks account for about 5% of the US Route 1 traffic. Statewide, trucks account for about 3% of traffic.
 - B. MaineDOT cannot divert trucks onto local roads.
 - C. Trucks are currently diverted by Wiscasset (though not legally)
 - D. MaineDOT proposed a Route 27-Route 218 Connector Road with the bypass strategies. The economic feasibility of a stand-alone connector road has not been determined.
 - E. There was no evident change in truck traffic volumes when 100,000 pound trucks were allowed on the interstate system in Maine in 2010.

20. Extend Washington Street to the waterfront with a connector to the Davey Bridge. Install a roundabout at the junction of Rte. 27 (see 16. above). Make traffic 1-way northbound. Previous findings:
 - A. This would push traffic through residential areas.
 - B. There would still be congestion at the waterfront with left-turning traffic onto Route 1
 - C. This would likely impact the historic character of Wiscasset Village.

21. Look at creating an alternate route: Mountain Road to Bradford Road, to Rumerill Road, to Willow Lane to Churchill Street across Route 27 and down Hooper Street, left onto Route 218 north, right into Sheepscot and follow to Route 1 in Newcastle.
 - A. This would push traffic through residential areas.
 - B. Expect major opposition from Alna, Sheepscot Village and Newcastle.

22. Provide Park and Ride lots with carpools and vanpools, educate the public about ride sharing, collaborate with area businesses to provide car pool and van pool incentives and to allow work from home when possible. Previous findings:
 - A. No known vacant lots are available within Wiscasset Village but there is vacant land elsewhere in Wiscasset. It is not known if there is a substantial need at this time.
 - B. MaineDOT has a rideshare program and would be willing to work with the Town.
 - C. A park and ride lot currently exists in Edgecomb.

23. Implement Rte. 1 Midcoast Study and Gateway-1 recommendations. The Gateway-1 recommendations assumed a bypass. Recommendations included upgrading Old Bath Road to serve as a mini-bypass, creating frontage roads along US Route 1 south of the Village, access management and intersection improvements.

24. Incorporate access management. Access management consists of limiting the number and frequency of driveway access points to a highway. It cannot be implemented in the Village area because it is already built out, but access management could be implemented in the area along US Route 1 south of the Village and in Edgecomb.

25. Buy out or relocate Red's Eats. Better manage patron lines to keep them away from traffic and keep the sidewalk open to pedestrians.
26. Redevelop the pier north of Main Street, create parking and relocate Red's Eats to the pier.
27. Develop the Railroad Avenue plan for parking. The Town of Wiscasset has submitted a TIGER III grant application to implement the plan. It would include providing parking, a rail platform and associated amenities. Railroad Avenue would be one way north and Water Street would become one-way south from the end of Railroad Avenue to Main Street.
28. Utilize traffic control officers to better manage pedestrian crossings.
 - A. A pilot test with uniformed police officers was conducted from July 10 through August 21, 2011.
 - B. A report on the findings was published in September showing no net increase in the capacity of US Route 1.
29. Reroute local traffic to use US Route 1 less. For instance, it has been suggested a new road connecting Old Bath Road, Bradford Road and Willow Street could be effective in allowing local traffic to move within Wiscasset without having to use US Route 1.
30. Install a series of "metering" traffic signals along US Route 1 at key locations (e.g., Montsweag, Route 144) to create traffic gaps and reduce major delays by spreading the delays further out.
31. Provide actual travel times through Wiscasset-Edgecomb. See 9.D. above.
32. Revisit the Route 27 (Edgecomb) Study for potential US Route 1 intersection improvement strategies. See 6.C. above.
33. Install median islands and turn lanes. Both of these strategies were tested and the left turn lanes were retained. See 6.C. above.
34. One-way traffic on side streets. One-way streets were tested on Middle and Water Streets but little or no improvement to Main Street traffic was observed. See 2.A. above.
35. Install a fence or other type of barrier along the center of Main Street to prevent jaywalking and to restrict cross-street turns to parking spaces on the opposite side of the street.
36. Straighten Main Street at the park below the County Building. This would likely require altering or eliminating the historic park.
37. Relocate the Route 27 intersection with US Route 1 in Wiscasset further to the west and in Edgecomb further to the east to improve sight distances and to permit better traffic control. See 16. above.
38. Improve safety at the Eddy Road intersection with US Route 1 in Edgecomb. This suggestion has not yet been evaluated. See 16. above.

US Route 1 Wiscasset-Edgcomb Non-Bypass Strategies
Summary of Previously-Defined Potential Non-Bypass Strategies
November 1, 2011

Strategy No.	Strategy Description	MaineDOT Preliminary Determination of Historic Impact (Subject to MHPC Concurrence)	Previous Implementation
1	Pedestrian Under/Over Passes	adverse effect	Preliminary Tunnel Design Evaluated
2	Traffic Signals	need more details (possible adverse effect)	Tested at Water & Middle Streets in July 2001
3	Relocate/Consolidate Sidewalks	No effect	Eliminated One Crosswalk at Water Street in 2001
4	Relocate Post Office/Businesses	need more details (possible adverse effect)	US General Services Administration Contacted - Not Likely
5	Widen/Elevate/Depress Route 1	adverse effect	
6	Parallel Parking & Center Island	need more details (probably no adverse effect)	
7	Off-Street Parking	need location of parking	
8	Modify Parking Ordinance	No effect	
9	Install Web Cams/Traffic Counters	No adverse effect	Implemented in 2009, Ongoing
10	Sensor-Based Traffic Information	no adverse effect	Partially Implemented in 2009
11	VMS Signs on I-295	no effect	Partially Implemented in 2009
12	Eliminate "Coastal Route 1" Signs	no effect	MaineDOT Determined Minimal Improvement Likely
13	Install Alternate Route Signs on I-95 & I-295	no effect	
14	Revise Speed Zones	no effect	
15	Develop/Improve Public Transportation	need more details	
16	Improve High Crash Locations	need more detail	
17	Block Off Federal Street	no adverse effect	Rte. 27 Plans (Both Towns) Developed - Will Revisit
18	Prohibit Left Turns onto Middle & Water Streets	no adverse effect	
19	Reroute Trucks in Summer	no adverse effect	
20	Extend Washington Street to Water Front	Adverse effect	
21	Create Alternate Route (Mountain Road...)	need to further assess these areas	
22	Provide Park and Ride Lots	need further details on location	
23	Implement Gateway-1 Recommendations	need to assess these areas	
24	Incorporate Access Management	need more details	
25	Buy/Relocate Red's Eats	new location would need to be assessed	
26	Redevelop Pier North of Main Street	need more details. Possible adverse effect.	
27	Develop Railroad Avenue Plan	need more details on plan	Wiscasset Applied for TIGER III Funding
28	Utilize Traffic Control Officers	no effect	Tested in 2011
29	Reroute Local Traffic off Route 1	need to assess new route	
30	Install "Metering" Traffic Signals along Route 1	no adverse effect	
31	Provide Actual Travel Times	no effect	Being Tested by MaineDOT
32	Revisit Route 27 Edgcomb Study Recommendations	need more details	
33	Install Median Islands and Turn Lanes	need more detail	Tested, Turn Lanes Retained
34	One-Way Side Streets	no adverse effect	Tested
35	Install Centerline Pedestrian Barrier in Summer	adverse effect	
36	Reroute Main Street behind County Building	adverse effect	
37	Relocate Route 27 Intersections in Wiscasset, Edgcomb	need to assess	
38	Improve Safety at Eddy Road	need to assess	

Notes:

- 1.) Any strategy that moves forward would need a formal determination of effect by MaineDOT with consultation with the Maine State Historic Preservation Officer
- 2.) Any strategy that has an adverse effect would need to be assessed for possible minimization measures and mitigation