

Sparkling New Life into Maine's Star City Project
Maine Department of Transportation

ATTACHMENT D:
FEASIBILITY STUDY WITH DESIGN DRAWINGS AND ESTIMATES

FINAL REPORT

Route 1 Main Street Downtown Transportation Feasibility Study

CITY OF PRESQUE ISLE | MAINEDOT

▶ JULY 18, 2024



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1.0 INTRODUCTION

Study Background

The City of Presque Isle and the Maine Department of Transportation (MaineDOT) contracted with T.Y. Lin International (TYLin) and Rasor Landscape Architecture to develop recommendations for both short and long-term improvements to improve accessibility and safety for all transportation modes on Main Street.

Study Area

The study area, as depicted on **Figure 1.1**, generally consists of Main Street from the University of Maine, Presque Isle to Maysville Street and State Street from Main Street to Mechanic Street.

Study Purpose and Need

Study Purpose

The purpose of the study is to improve accessibility and safety for all transportation modes in Presque Isle while complementing local economic development strategies, goals, and objectives. The study will identify transportation improvements that reduce congestion, improve pedestrian and traffic safety, complement long-range land use planning goals, and align with economic goals for Presque Isle. This study will not only consider roadway safety and mobility issues, but also consider improvements to active transportation and transit. It will also look at aesthetic design features to enhance the village look, feel, and character of historic Downtown Presque Isle and anticipate current growth trends and development. The proposed recommendations will be supported by reasonably available local, state, and federal funding.

Study Need

The need for proposed improvement strategies is demonstrated through pedestrian and bicycle safety issues, gaps and the lack of a comprehensive multimodal system, high vehicle speeds and roadways that serve vehicles as a priority.

Study Alternative Comparison Measures

The following measures were used to evaluate future recommendations:

- Adding/Enhancing Crosswalks
- Bike Lanes/Shared Lane markings
- ADA Improvements
- Adding/Improving sidewalks
- Traffic Calming Strategies
- On-Street Parking Changes
- Curb Extensions

- Adjusting Lane Widths
- Pedestrian Refuge Islands
- Wayfinding Signage
- Landscaping
- Pedestrian Scale Street lights
- Driveway/Access Management
- Intersection Traffic Control

Study Committee

A Study Committee has been formed to help guide the Study. Note that City Manager, Martin Puckett resigned during the Study and was replaced by Tyler Brown. Economic Development Director, Galen Weibley resigned during the Study and was not replaced. The Study Committee includes the following members:

- Martin Puckett, City of Presque Isle
- Galen Weibley, City of Presque Isle
- Tyler Brown, City of Presque Isle
- Jay Kamm, Northern Maine Development Commission
- Jarod Farn-Guillette, MaineDOT
- Tom Errico, T.Y. Lin International
- Shawn Davis, T.Y. Lin International
- Chris Helstrom, T.Y. Lin International
- Mitchell Rasor, Rasor Landscape Architecture

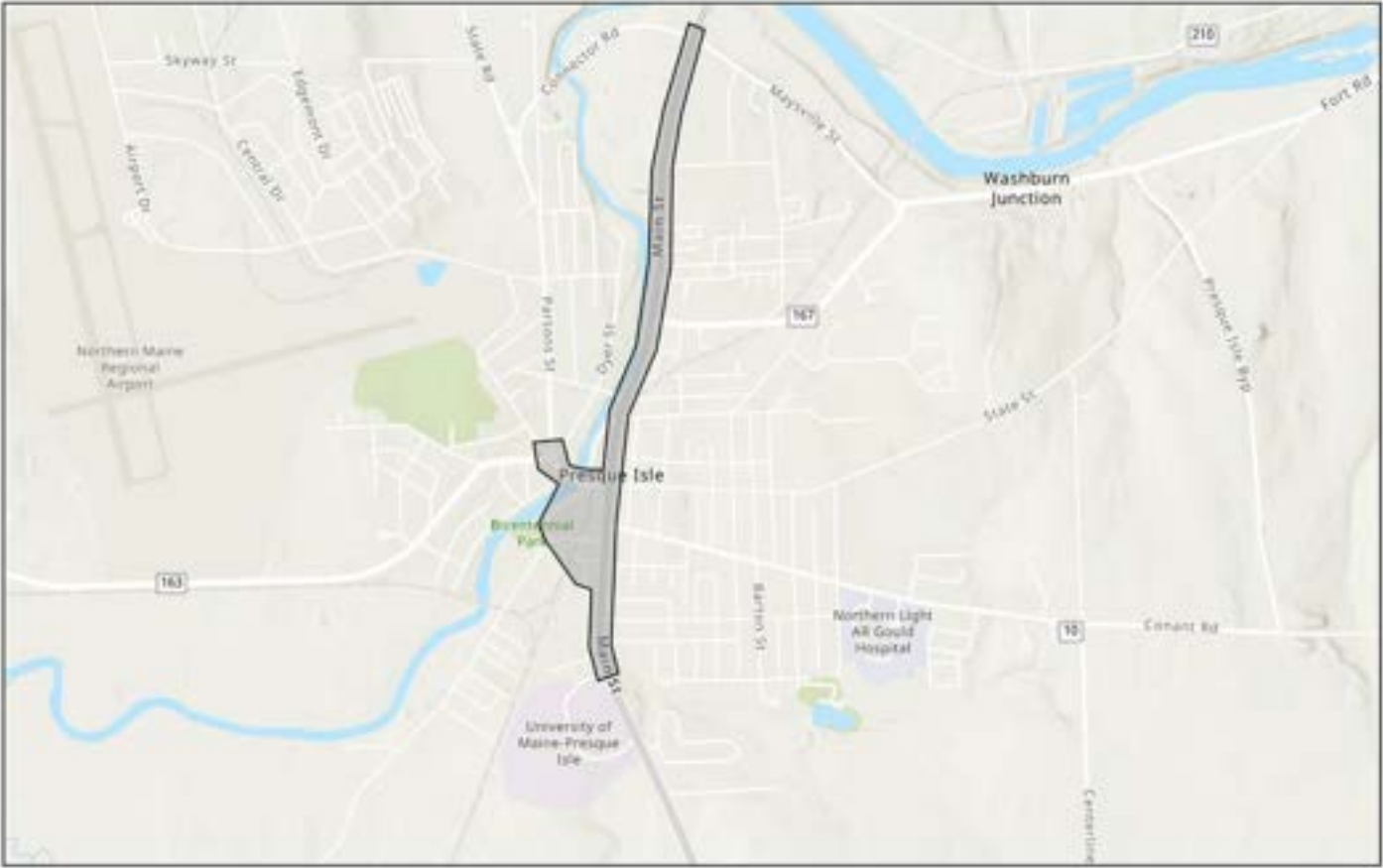


Figure 1.1 Study Area

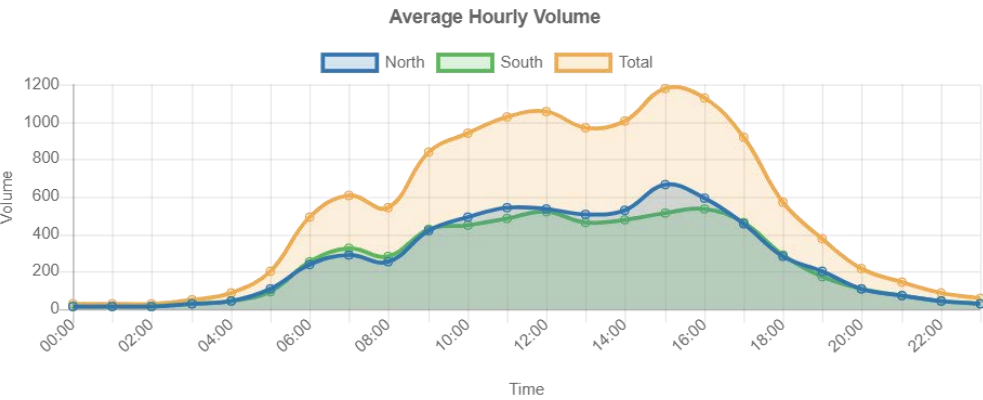
2.0 EXISTING TRANSPORTATION CONDITIONS

2.1 Traffic Volumes

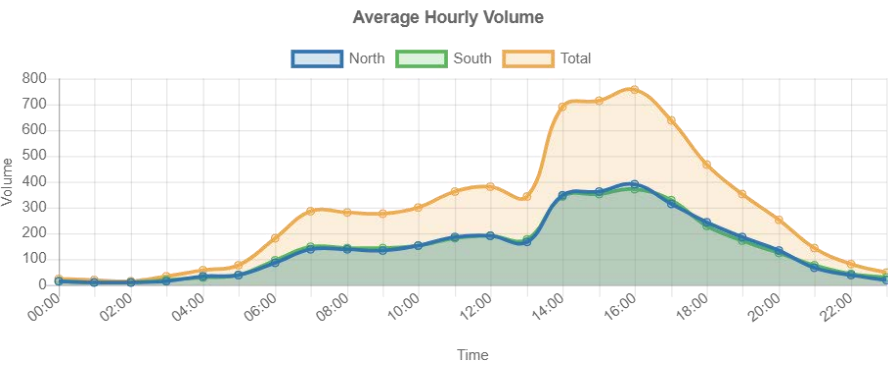
Hourly Traffic Volume Variation

Traffic volumes fluctuate throughout the day, but noticeable peaks are visible. The following depicts traffic volumes collected over a 24-hour period by MaineDOT at several locations in the study area. The counts began on Wednesday June 2, 2021, and ended on Thursday June 3, 2021. A summary of each location follows.

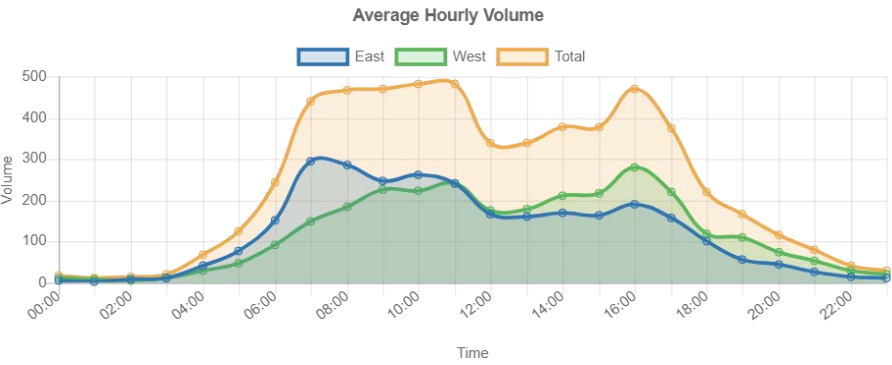
Main Street north of Academy Street



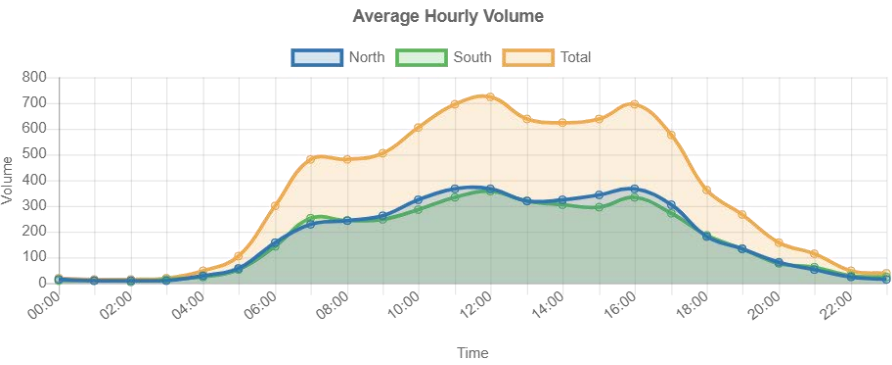
Main Street north of State Street



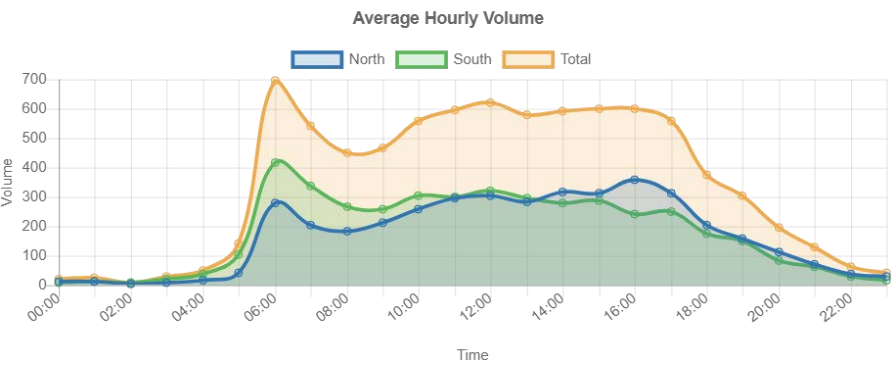
Mechanic Street south of State Street



Main Street north of North Street



Main Street north of Maysville Street



Annual Average Daily Traffic Volumes

Annual Average Daily Traffic (AADT) is the average of the vehicular traffic for all days summed and divided by 365. **Figure 2.10** shows the AADT on major roads in the study area. **Table 2.1** presents AADT on some roadways in the study area.

Table 2.1 Existing Annual Average Daily Traffic (AADT)		
Location	Year	AADT
Main St. n/o Academy St.	2021	16,630
Main St. n/o State St.	2021	12,320
Main St. n/o Cedar St.	2021	10,860
State St. w/o Riverside Dr.	2018	8,950
Academy St. e/o Main St.	2021	5,800
Chapman St. w/o Main St.	2021	2,700
Dyer St. n/e State St.	2021	2,220
Riverside Dr. s/o State St.	2018	2,250

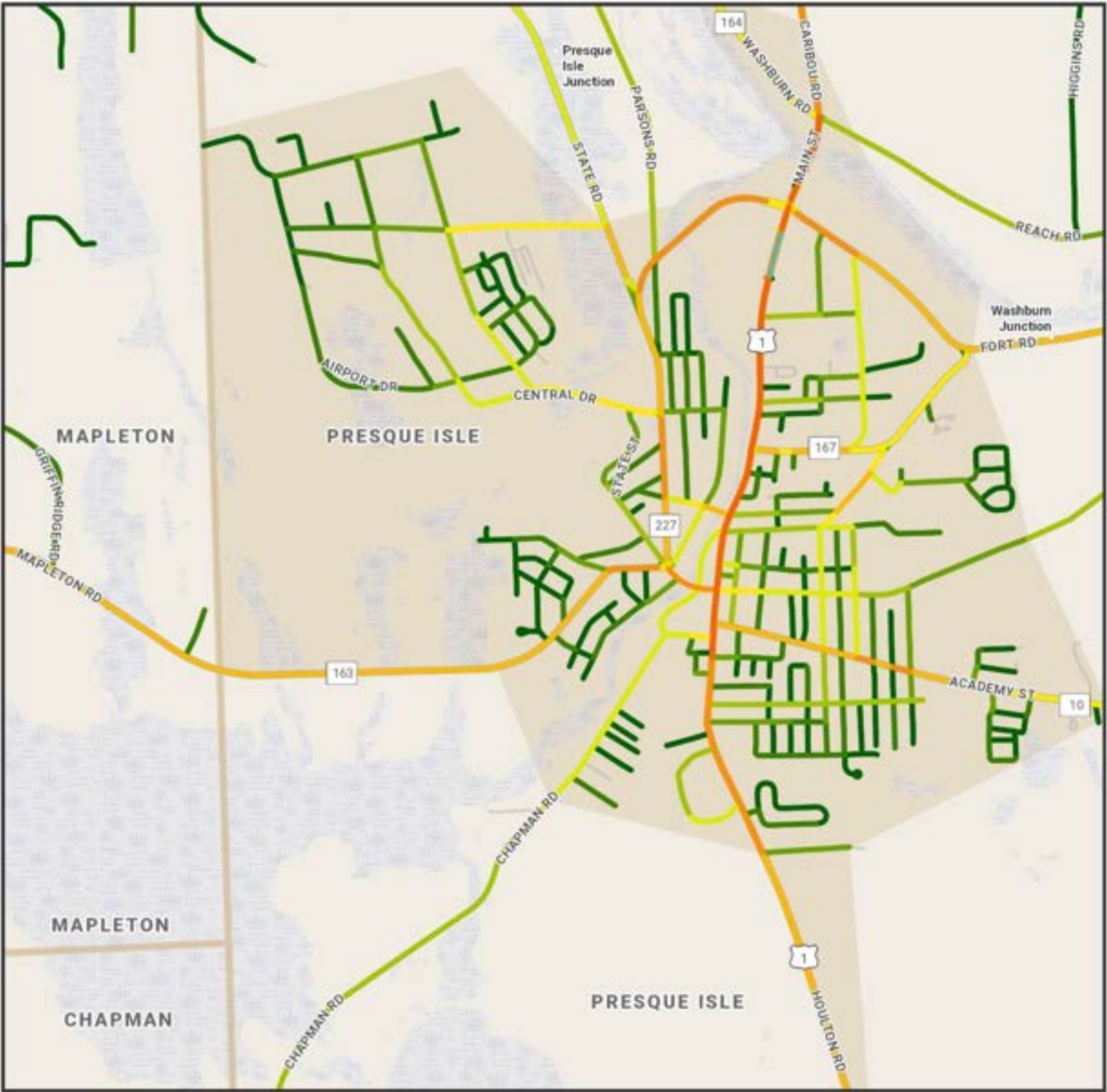


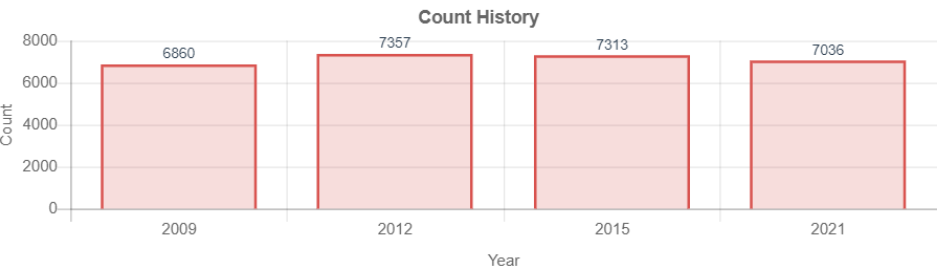
Figure 2.10 Annual Average Daily Traffic Volumes

Historical Traffic Volume Growth

Traffic volume information was collected on Presque Isle roadways between 2008 and 2020. It should be noted that traffic counts conducted in 2020 were likely impacted by COVID-19 and thus are not representative of growth trends.

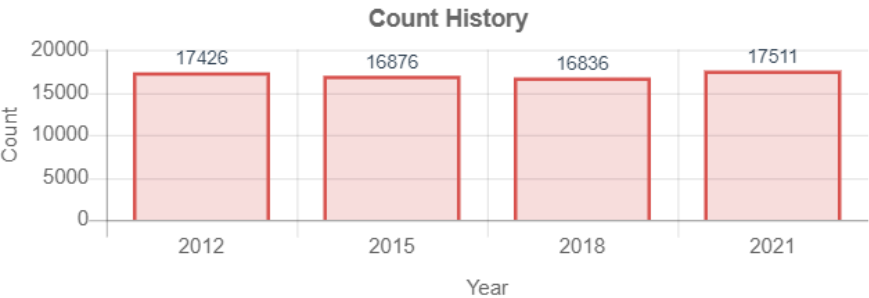
Main Street South of Green Hill Drive

As noted, traffic volumes have increased between 2009 and 2021 by about 3 percent.



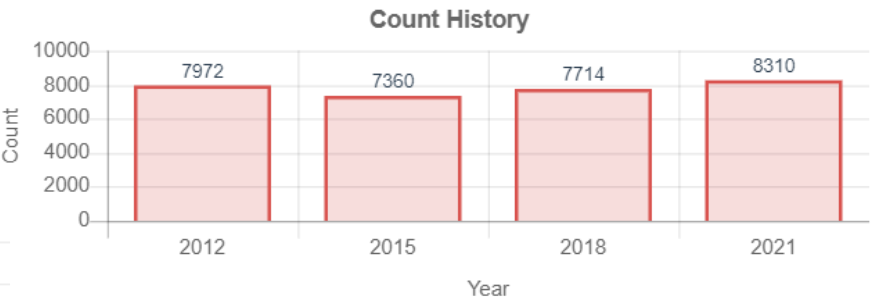
Main Street north of Academy Street

As noted, traffic volumes have remained steady between 2012 and 2021.



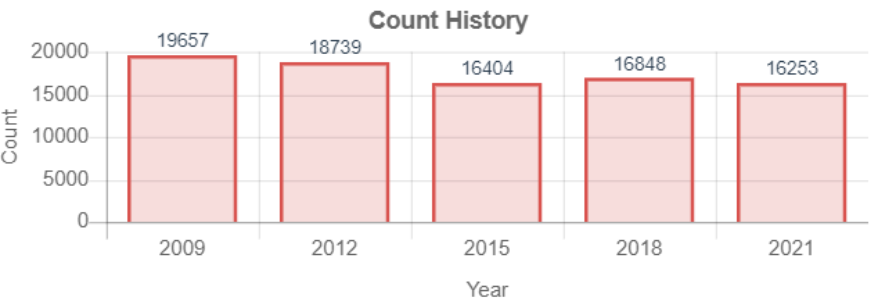
State Street west of Main Street

As noted, traffic volumes have increased between 2012 and 2021 by about 4 percent.



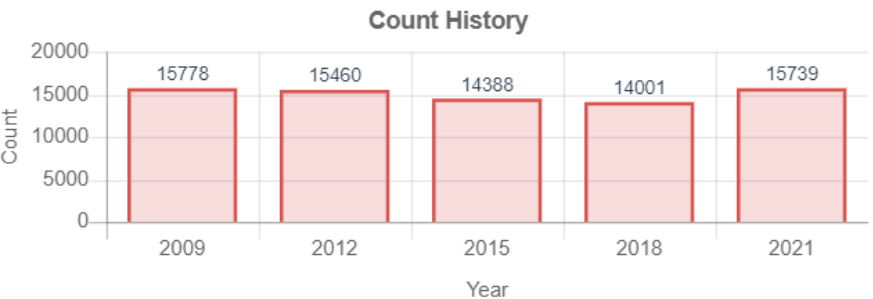
Main Street north of North Street

As noted, traffic volumes have declined between 2009 and 2021 by about 17 percent.



Main Street north of Maysville Street

As noted, traffic volumes have remained steady between 2009 and 2021.



2.2 Roadway Classification

Functional classification is the process by which public streets and highways are grouped into classes according to the character of service they are intended to provide based on mobility (arterials provide greater mobility) and access to the highway (local roads provide greater access, but much less mobility). Classifications include Principal Arterial Interstate, Principal Arterial Other Freeways and Expressways, Other Principal Arterials, Minor Arterials, Major/urban Collectors, Minor Collectors and Local Roads.

Urban minor arterial street system

The minor arterial street system interconnects with and augments the urban principal arterial system and provides service to trips of moderate length at a somewhat lower level of travel mobility than major arterials. This system also distributes travel to geographic areas smaller than those identified with the higher system.

The minor arterial street system includes all arterials not classified as principal and contains facilities that place more emphasis on land access than the higher system and offers a lower level of traffic mobility. Such facilities may carry local bus routes and provide intracommunity continuity, but ideally should not penetrate identifiable neighborhoods. This system should include urban connections to rural collector roads where such connections have not been classified for internal reasons as urban principal arterials.

Urban collector street system

The collector street system provides both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. It differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Conversely, the collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. In the central business district, and other areas of like development and traffic density, the collector system may include the street grid which forms a logical entity for traffic circulation.

Figure 2.20 depicts the roadway classification in Presque Isle.

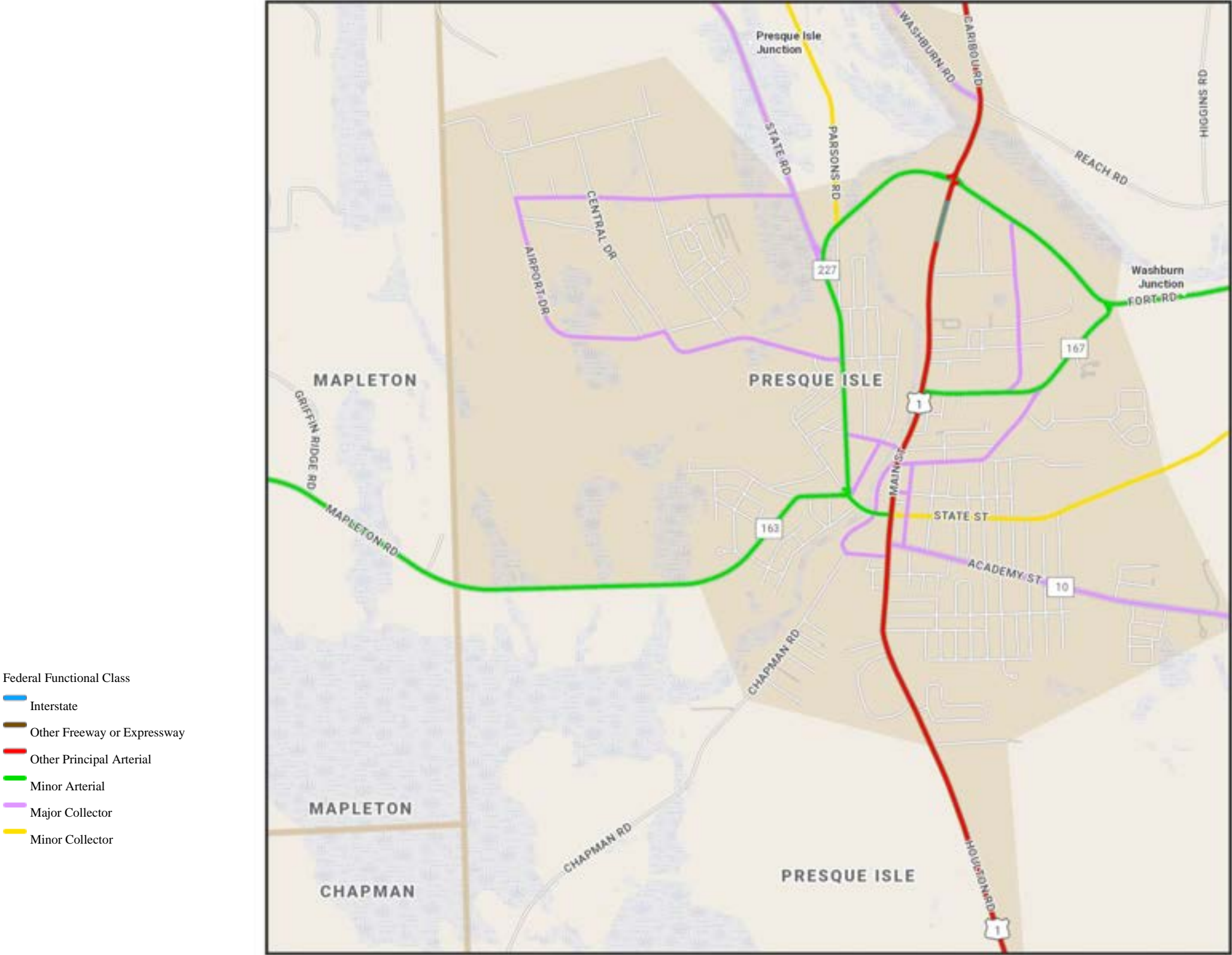


Figure 2.20 Presque Isle Roadway Functional Classification

2.3 Intersection Volumes and Operations

Intersection volumes were collected in May 2023 at the following intersections during the weekday AM and PM peak hours and were used for the analysis.

- Main Street/Chapman Road
- Main Street/Academy Street
- Main Street/State Street
- State Street/Mechanic Street/Parsons Street/Dyer Street

Figures 2.30 and 2.31 present the existing AM and PM peak hour volumes at the key study intersections.

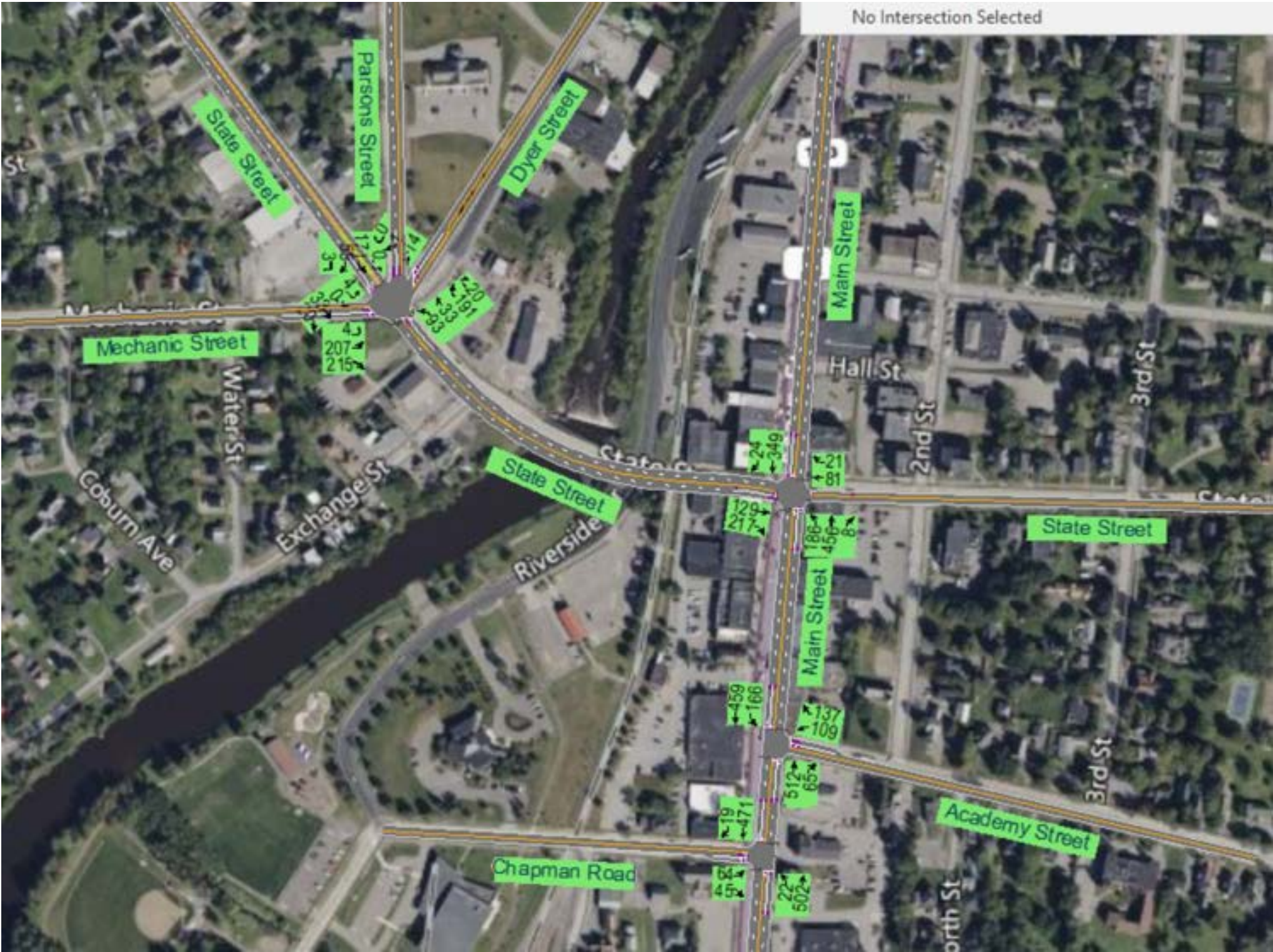


Figure 2.30 AM Peak Hour Volumes

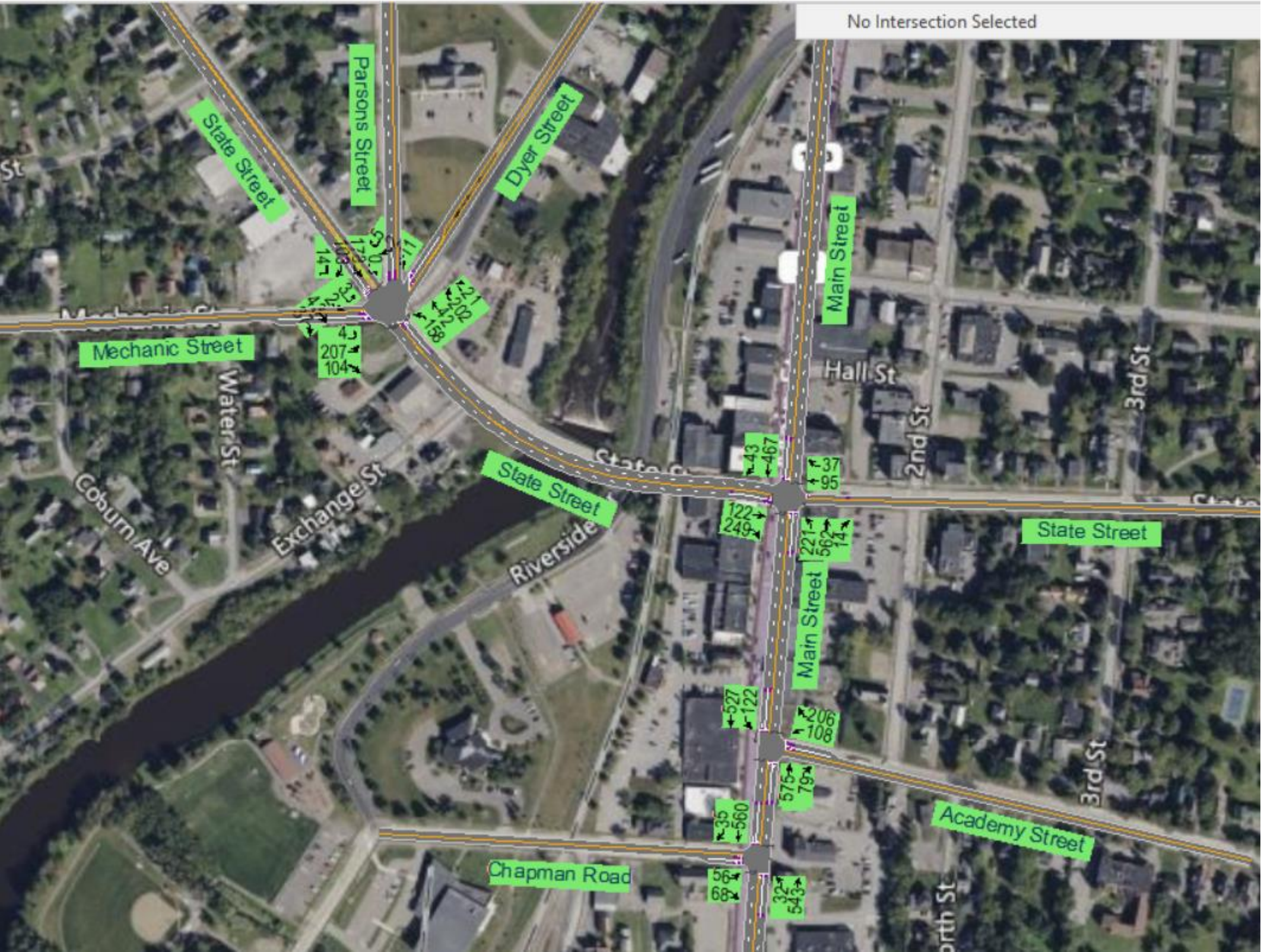


Figure 2.31 PM Peak Hour Volumes

To evaluate intersection alternatives, capacity analyses were performed at the study intersections for existing condition during the AM and PM peak hours. The standard used to evaluate traffic operating conditions of the transportation system is referred to as the Level of Service (LOS). Level of Service provides a measurement of the delay experienced at an intersection as a result of traffic operations at that intersection. In general, there are six levels of service: Level of Service A to Level of Service F. The highest, Level of Service A, describes a condition of free flow, with low volumes and high speeds. Level of Service B represents a stable traffic flow with operating speeds beginning to be restricted somewhat by traffic conditions. Level of Service C, which is normally utilized for design purposes, describes a stable condition of traffic operation. It entails moderately restricted movements due to higher traffic volumes, but traffic conditions are not objectionable to motorists. Level of Service D reflects a condition of more restrictive movements for motorists and influence of congestion becomes more noticeable. Level of Service E is representative of the actual capacity of the roadway or intersection and involves delay to all motorists due to congestion. The lowest, Level of Service F, is described as force flow and is characterized by volumes greater than the theoretical roadway capacity. Complete congestion occurs, and in extreme cases, the volume passing a given point drops to zero. This is considered as an unacceptable traffic operating condition.

Table 2.30 highlights the level of service criteria for signalized intersections. The level of service criteria for signalized intersections is based on control delay per vehicle measured in seconds.

Table 2.30 LOS Criteria for Signalized Intersections	
Level of Service	Control Delay Per Vehicle (seconds)
A	≤10
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	> 80

Source: 2010 Highway Capacity Manual,
Transportation Research Board

For this study, level of service analysis at the study area intersections was conducted with Synchro/SimTraffic 11. **Tables 2.31 through 2.34** present the results of the level of service analyses within the study area.

Table 2.31 Main Street/Chapman Road Existing Level of Service Summary				
	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
Chapman Left	B	10.2	B	10.2
Chapman Right	A	3.4	A	3.8
Main NB Left/Through	A	4.1	A	4.4
Main NB Through	A	2.3	A	2.8
Main SB Through	A	2.9	A	3.4
Main SB Through/Right	A	2.8	A	3.4
Overall	A	3.6	A	3.9

Table 2.32 Main Street/Academy Street Existing Level of Service Summary				
	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
Academy Left	B	16.5	B	18.2
Academy Right	A	3.5	A	3.7
Main NB Through	A	4.5	A	5.0
Main NB Through/Right	A	3.6	A	3.7
Main SB Left/Through	B	12.4	A	10.0
Main SB Through	A	3.9	A	4.3
Overall	A	6.7	A	6.3

Table 2.33 Main Street/State Street Existing Level of Service Summary				
	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
State EB Through	B	14.3	B	13.9
State EB Right	A	4.3	A	5.0
State WB Through/Right	B	12.1	B	12.5
Main NB Left/Through	B	11.5	B	15.3
Main NB Through/Right	A	5.1	A	6.0
Main SB Through	A	4.7	A	5.4
Main SB Through/Right	A	3.6	A	4.4
Overall	A	7.5	A	8.5

Table 2.34 State St./Mechanic St./Parsons St./Dyer St. Existing Level of Service Summary				
	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
Mechanic Left/Through	C	21.3	C	22.9
Mechanic Right	A	2.4	C	2.2
State SB Left/Through	B	16.3	B	17.6
State SB Through/Right	B	15.2	B	18.6
Parsons Left/Through	C	22.0	C	26.0
Parsons Through/Right	B	12.5	B	12.2
State NB Left	B	13.4	B	15.9
State NB Through/Right	B	12.5	B	14.6
Dyer Left	C	17.6	C	27.9
Dyer Through/Right	B	11.7	B	18.2
Overall	B	13.2	B	16.4

As noted in the previous tables, the study intersections currently operate with little delay. It should be noted that the analysis assumed the traffic signal timing is optimized, and actual conditions may have increased delay.

2.4 Crash History

Crash data was obtained from MaineDOT for the three-year period between 2019 and 2021. MaineDOT has established criteria for establishing High Crash Locations (HCL) where an intersection or road segment has 8 or more crashes and a Critical Rate Factor (CRF) greater than or equal to 1.0 over a three-year period. The CRF is a comparison of the study locations with other comparable locations in the State. There are four HCL’s in the study area and **Table 2.4** summarizes locations. We have also included locations that were near the HCL threshold.

A review of the most recent available crash data (2021-2023) was performed, and the only HCL within the study area is the Main Street roadway segment between State Street and Academy Street. This location was previously identified as a safety concern.

Table 2.4 Crash History 2019-2021		
Location	Number of Crashes	CRF
Main St./Maysville St./Connector Rd.	19	0.73
Main St./Walmart	19	0.79
Main St. State St.	14	0.61
Main St./Blake St.	6	1.14
Main St./Allen St./Park St.	15	0.72
State St./Riverside Dr.	8	1.94
Main St./State St. to Academy St.	14	1.59
Main St./Summer St. to North St.	11	1.56
Main St./Shop & Save to Walmart	15	1.37

State Street and Riverside Drive

The following patterns were identified from a review of the crash data.

- Pedestrians being hit in the crosswalk on the northbound Riverside Drive approach is a pattern that needs to be investigated.
- There were 3 crashes in 2019, 2 crashes in 2020 and 3 crashes in 2021.
- Crashes occurred throughout the year with 2 in January, 1 in February, 1 in March, 1 in May, 2 in August and 1 in December.

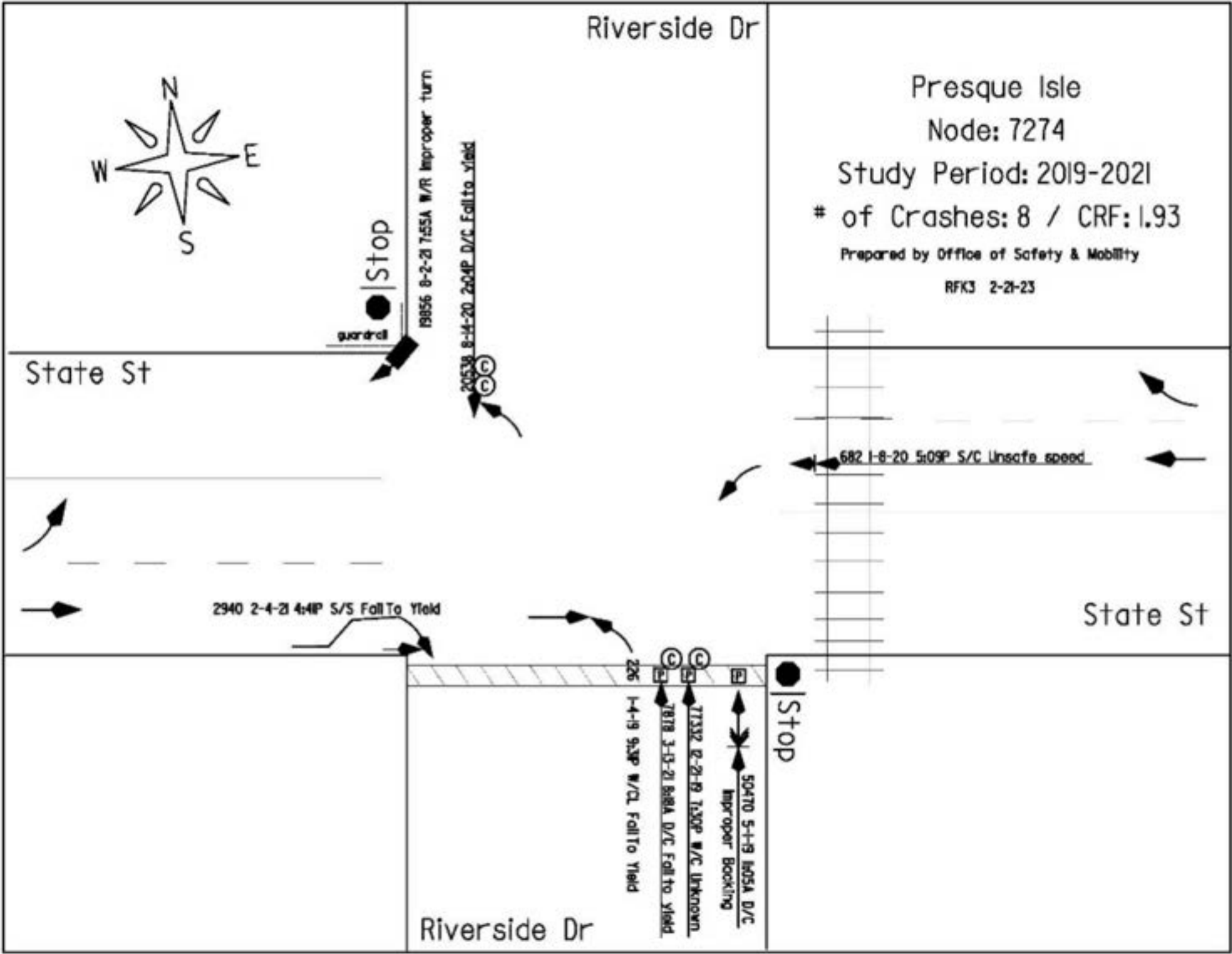


Figure 2.40 Riverside Dr and State St Intersection Crash Diagram

Main Street from State Street to Academy Street

The following patterns were identified from a review of the crash data.

- Seven of the crashes involved a parked vehicle.
- There were four lane change collisions.

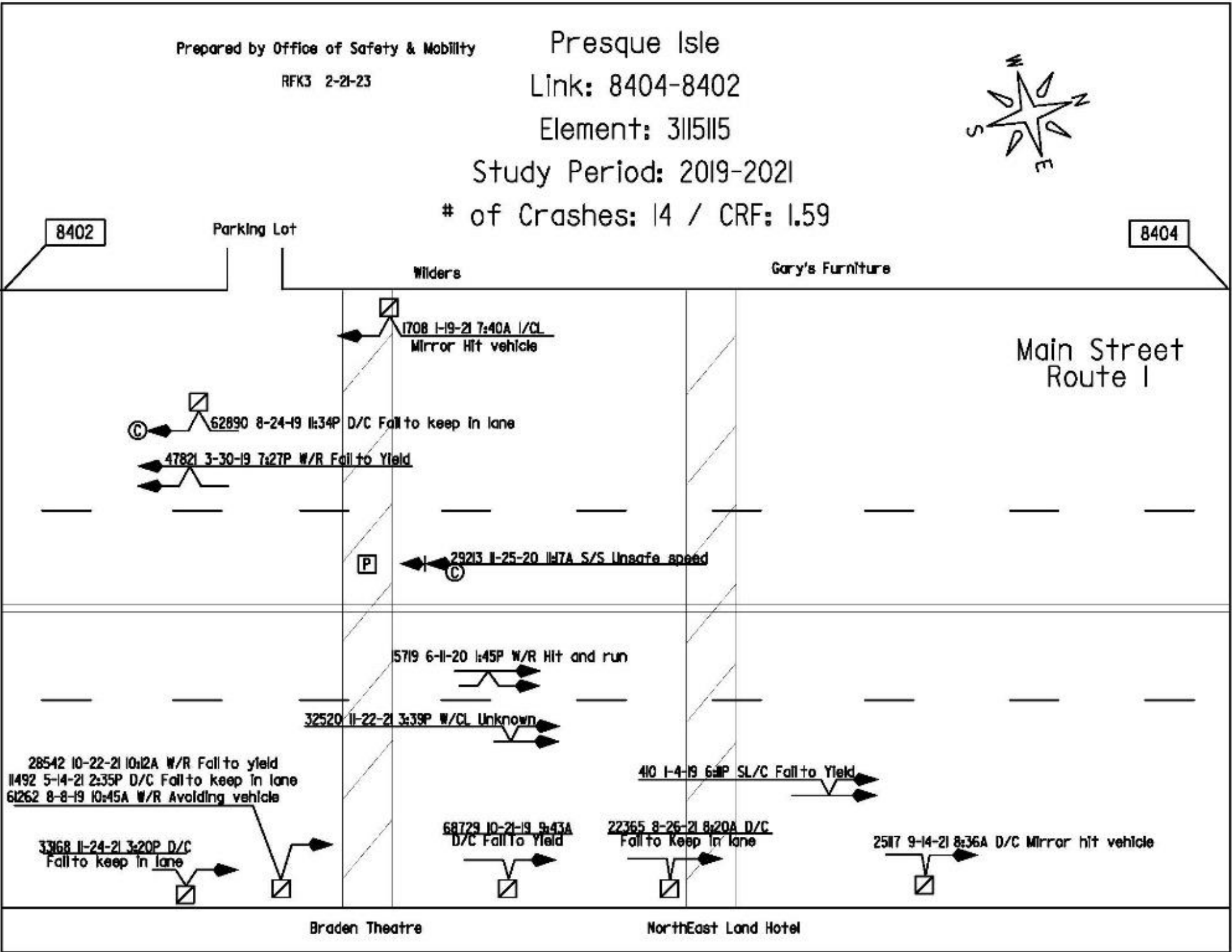


Figure 2.41 Main St From State St to Academy St Crash Diagram

Main Street from Summer Street to North Street

The following patterns were identified from a review of the crash data.

- Most of the crashes involved turn movements entering and exiting the McDonald's restaurant.
- There were five rear-end collisions, related to vehicles slowing and turning off Main Street.
- There were three crashes involving vehicles turning left from McDonalds.

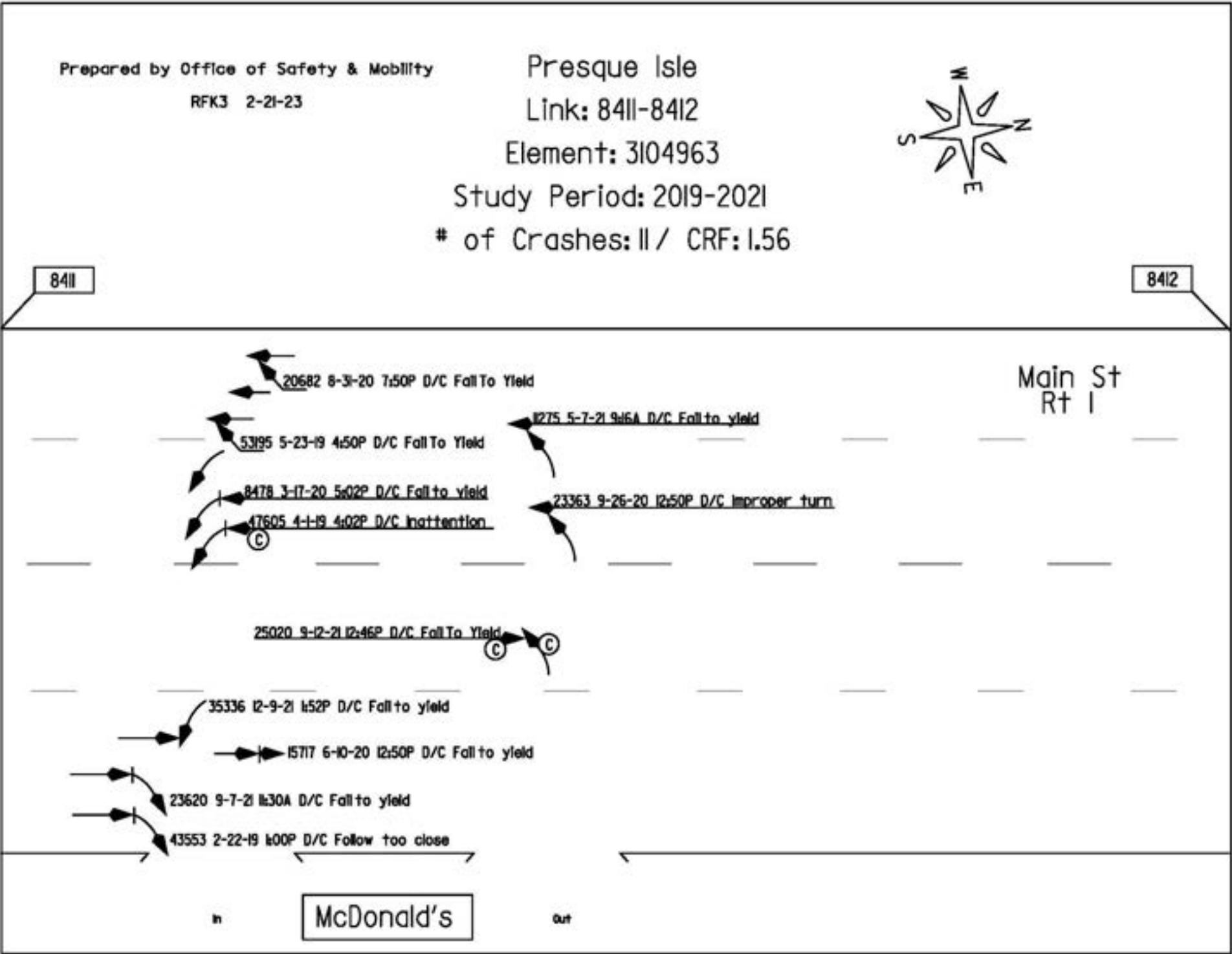


Figure 2.42 Main St From Summer St to North St Crash Diagram

Main Street from Shop & Save to Walmart

The following patterns were identified from a review of the crash data.

- Most of the crashes were related to movements entering and exiting driveways.
- There were three lane change crashes.

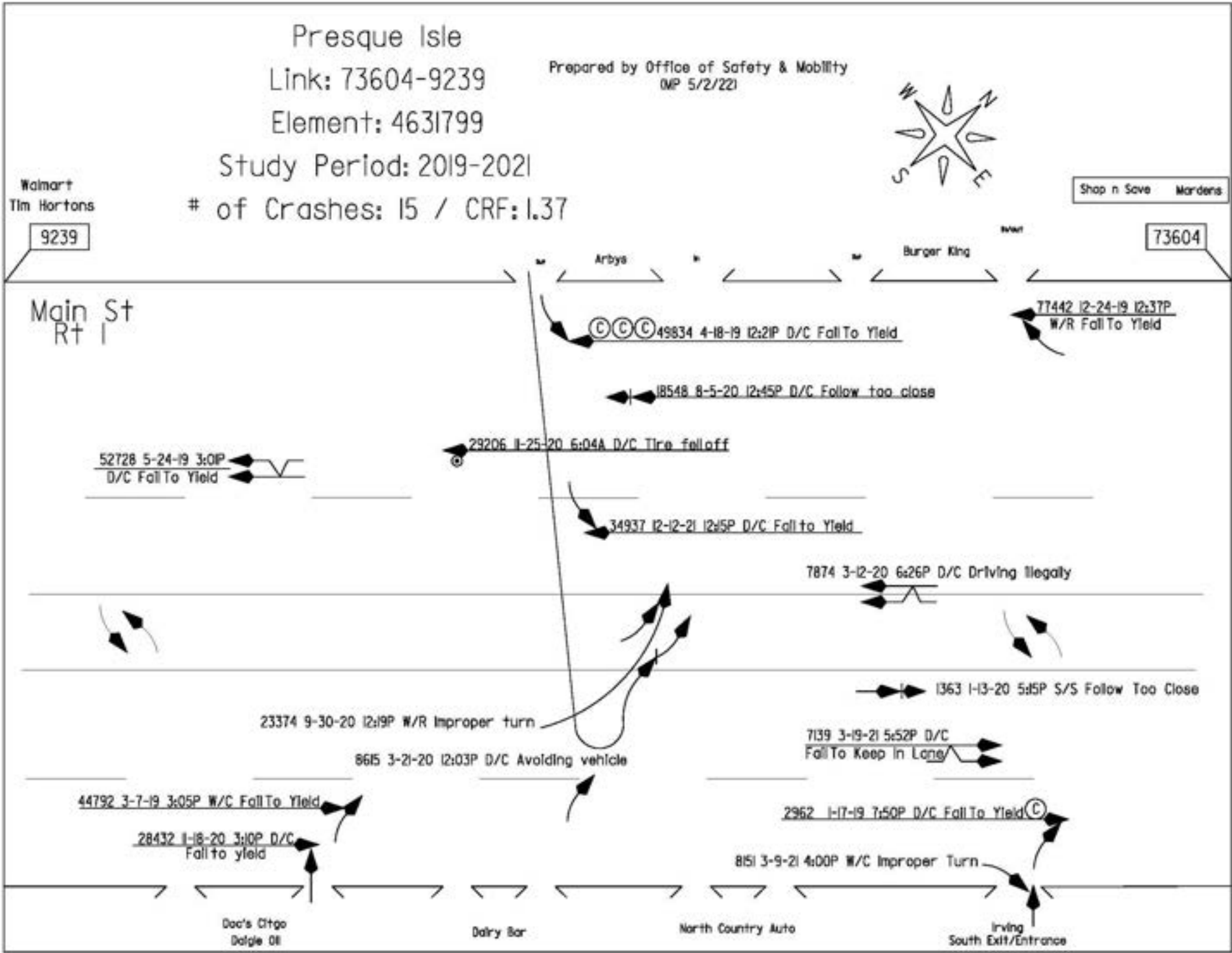


Figure 2.43 Main St From Shop & Save to Walmart Crash Diagram

Pedestrian and Bicycle Crashes

According to MaineDOT records there was one pedestrian and one bicycle crash at the State Street and Riverside Drive intersection were reported (see **Figures 2.44 and 2.45** to the right).

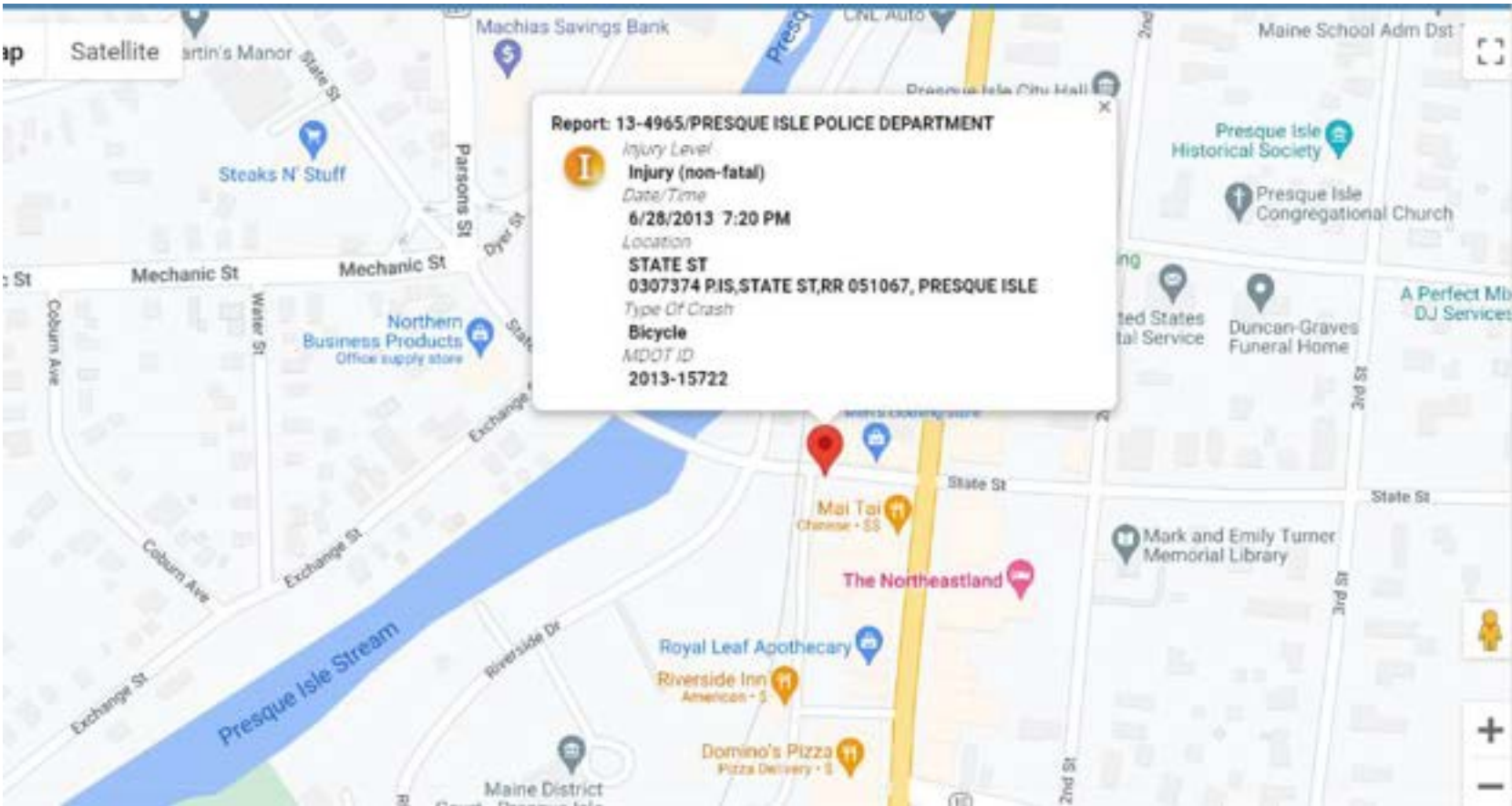


Figure 2.44 Pedestrian Crash Location 1

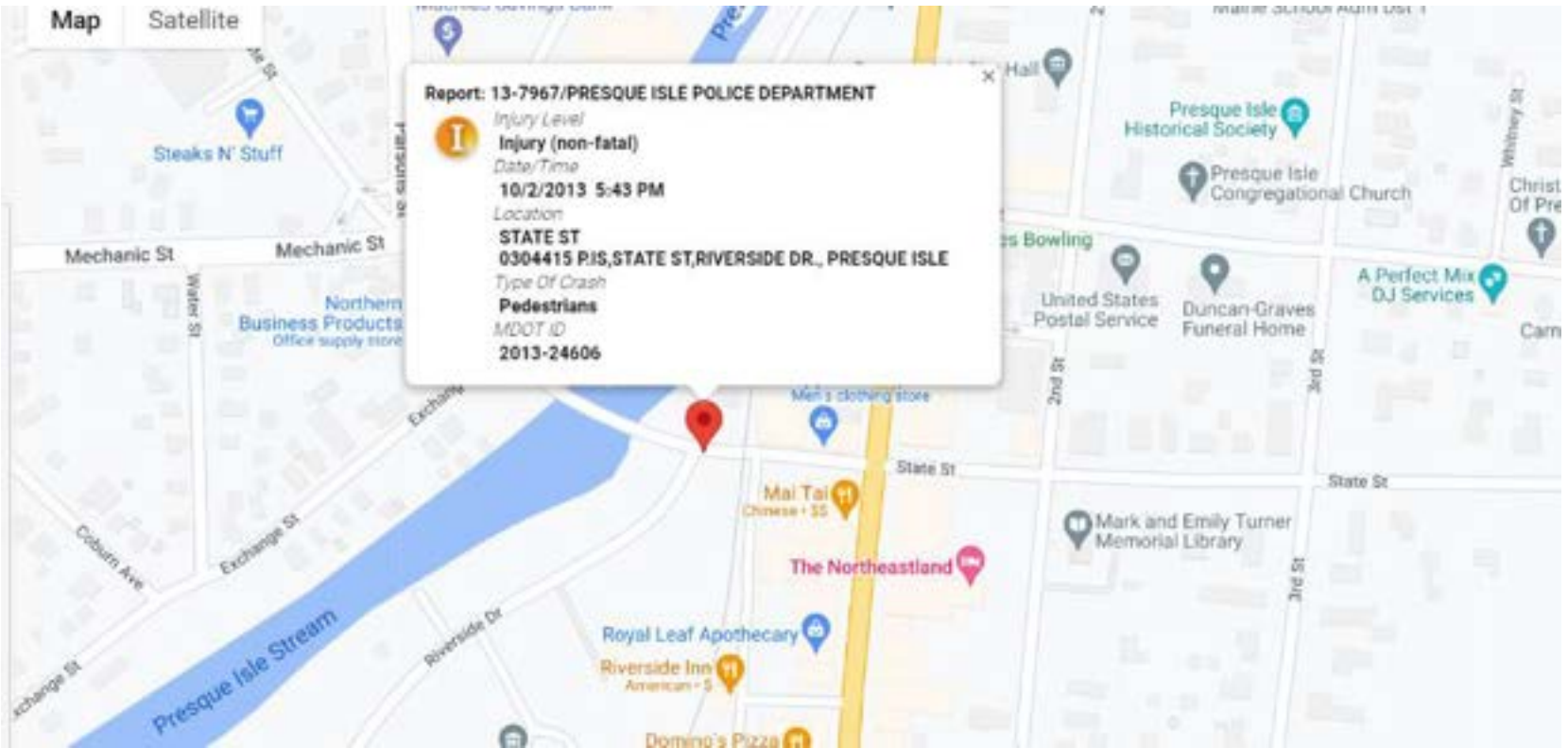


Figure 2.45 Pedestrian Crash Location 2

2.5 Bicycle and Pedestrian Facilities

- Trails
- Built
 - Planned
 - Proposed
 - Built on Roadway
 - Planned on Roadway
 - Proposed on Roadway
 - Built on Railway
 - Planned on Railway
 - Proposed on Railway
- Sidewalk

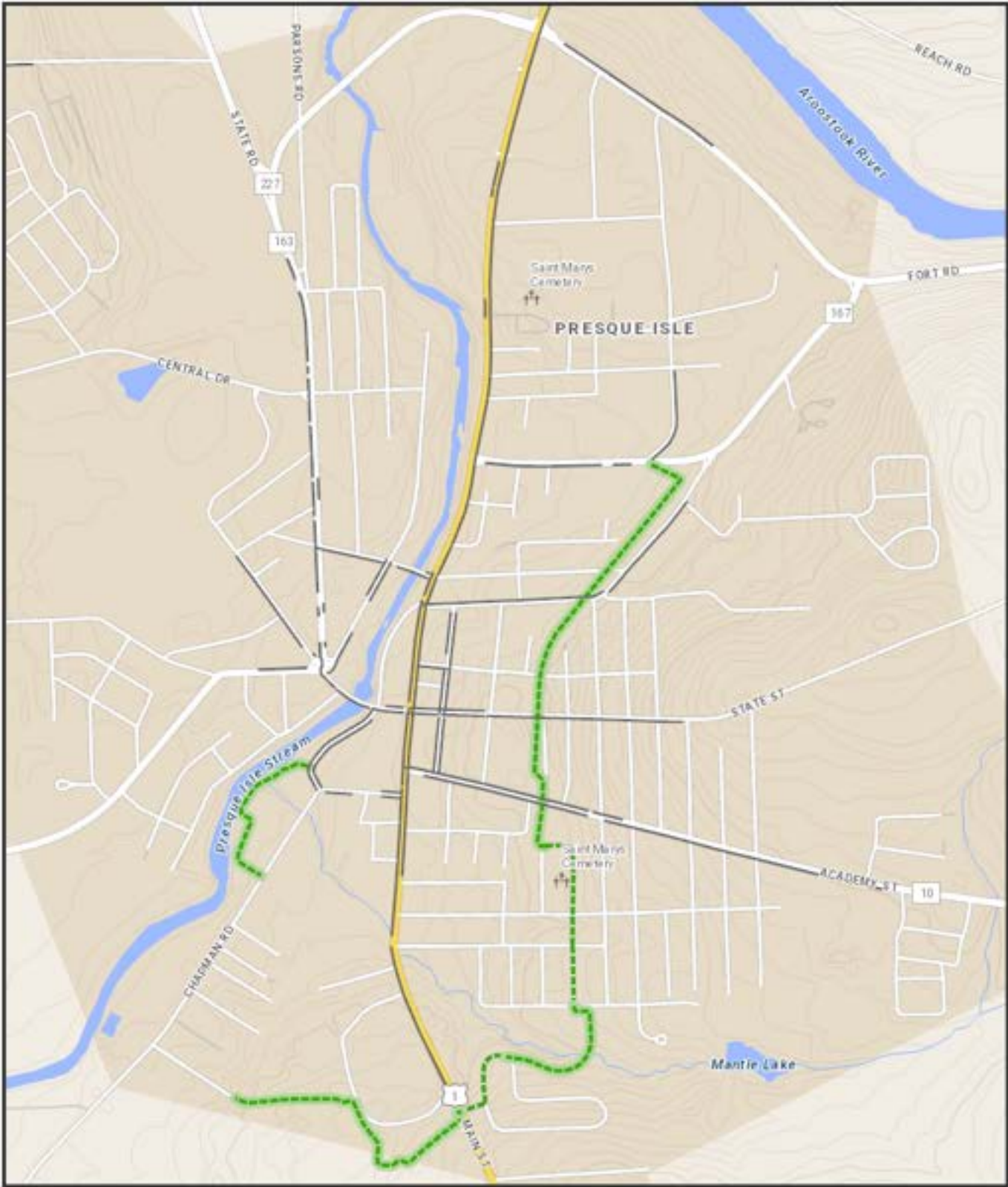


Figure 2.5 Sidewalks and Paths

2.6 MaineDOT Customer Service Ratings

The Customer Service Level (CSL) measures the state's highway assets (Priority 1-5) in three areas. The CSL uses customer-focused engineering measures to track highway (1) Safety, (2) Condition and (3) Serviceability, and grades them similar to a report card (A to F). The following summarizes each category for study area roadways.

Condition

- Ride quality: This measure uses the International Roughness Index (IRI), which is expressed in inches per mile of deviation. IRI is the nationally accepted standard for passenger comfort, and the A – F scale varies by HCP.
- Pavement condition: This measure uses the Pavement Condition Rating (PCR), a 0-5 scale that is composed of IRI, rutting, and two basic types of cracking. The A – F scale varies by HCP.
- Roadway strength: This measure uses the results of the falling weight deflectometer, a device that estimates roadway strength. The A – F scale is uniform across HCP, since even low-priority roads must support heavy loads in Maine’s natural resource-based economy.
- Bridge condition: This measure converts the 0 – 9 national bridge inventory (NBI) condition ratings to an A – F scale; it is uniform across HCP.

Condition ratings of D or F are noted for much of Route 1 within the study area and are likely related to pavement condition.

CSL Condition Data Simplified

- A
- B
- C
- D
- F

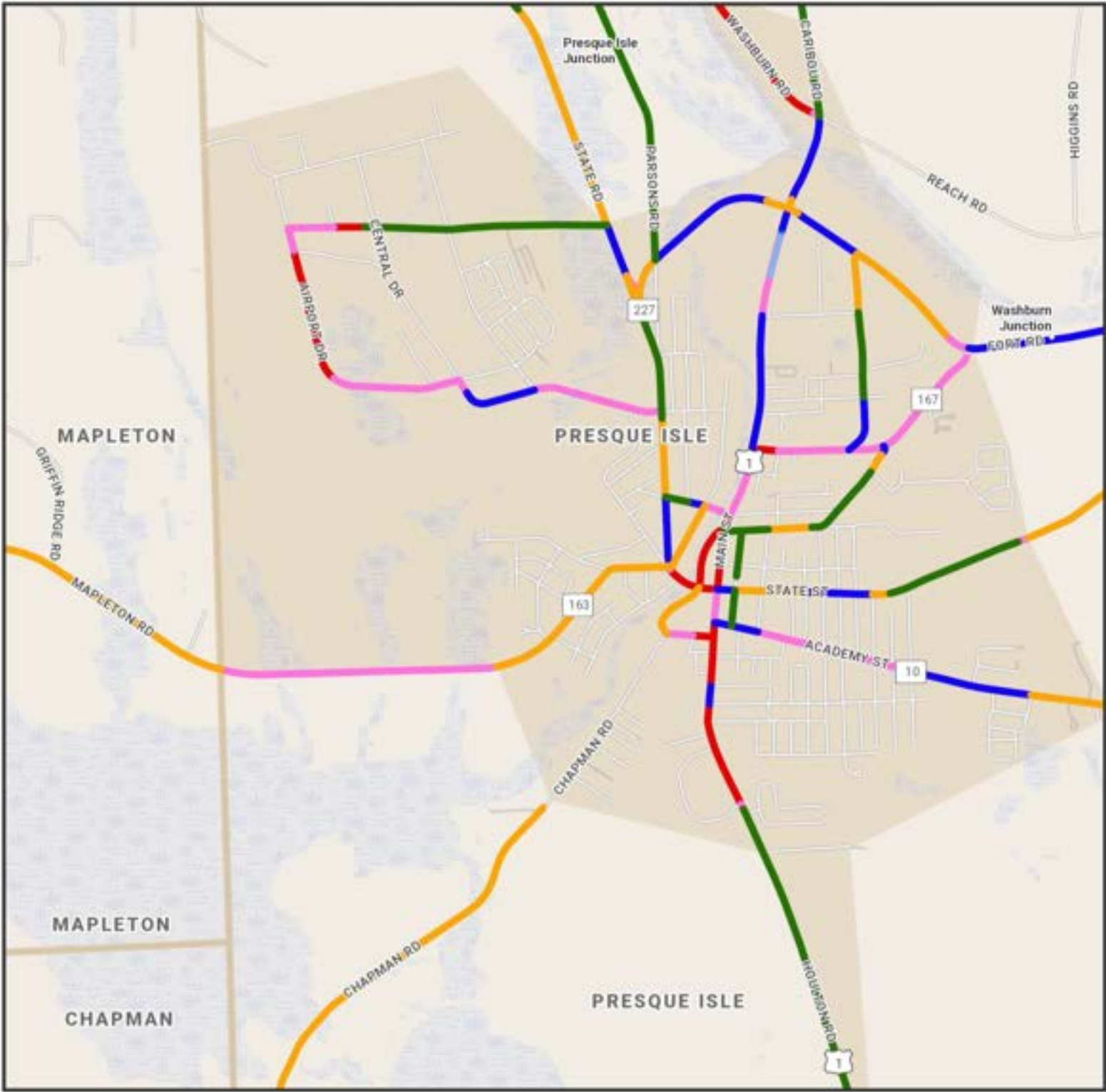


Figure 2.6 Customer Service Levels

2.7 Safety

- Crash history: This measure includes the two types of motor vehicle crashes most likely related to the highway – head-on and run-offroad crashes. The A – F scale compares these crash rates with the statewide average.
- Pavement rutting: This measure looks at wheel path rutting, since excessive rutting holds water and contributes to hydroplaning and icing in winter. The A – F scale “set points” vary by HCP and are based on hydroplane tests.
- Paved roadway width: This measure compares total paved width (lane plus shoulder) with minimum acceptable widths by HCP (not new design standards). If a highway segment fails this minimum, the Safety CSL for that segment is decreased one letter grade.
- Bridge reliability: This measure is also pass/fail. If a highway segment contains a bridge with a Condition Rating of “3” or less (excluding non-overpass decks), the Safety CSL is decreased one letter grade. These bridges are safe but may require increased inspection or remedial work that could affect traffic flow.

Safety ratings of D or F are noted on much of Route 1 within the study area. These are likely a result of crash history (see Section 2.4). It should also be noted that significant pavement rutting was observed in these areas.

CSL Safety Data Simplified

- A
- B
- C
- D
- F

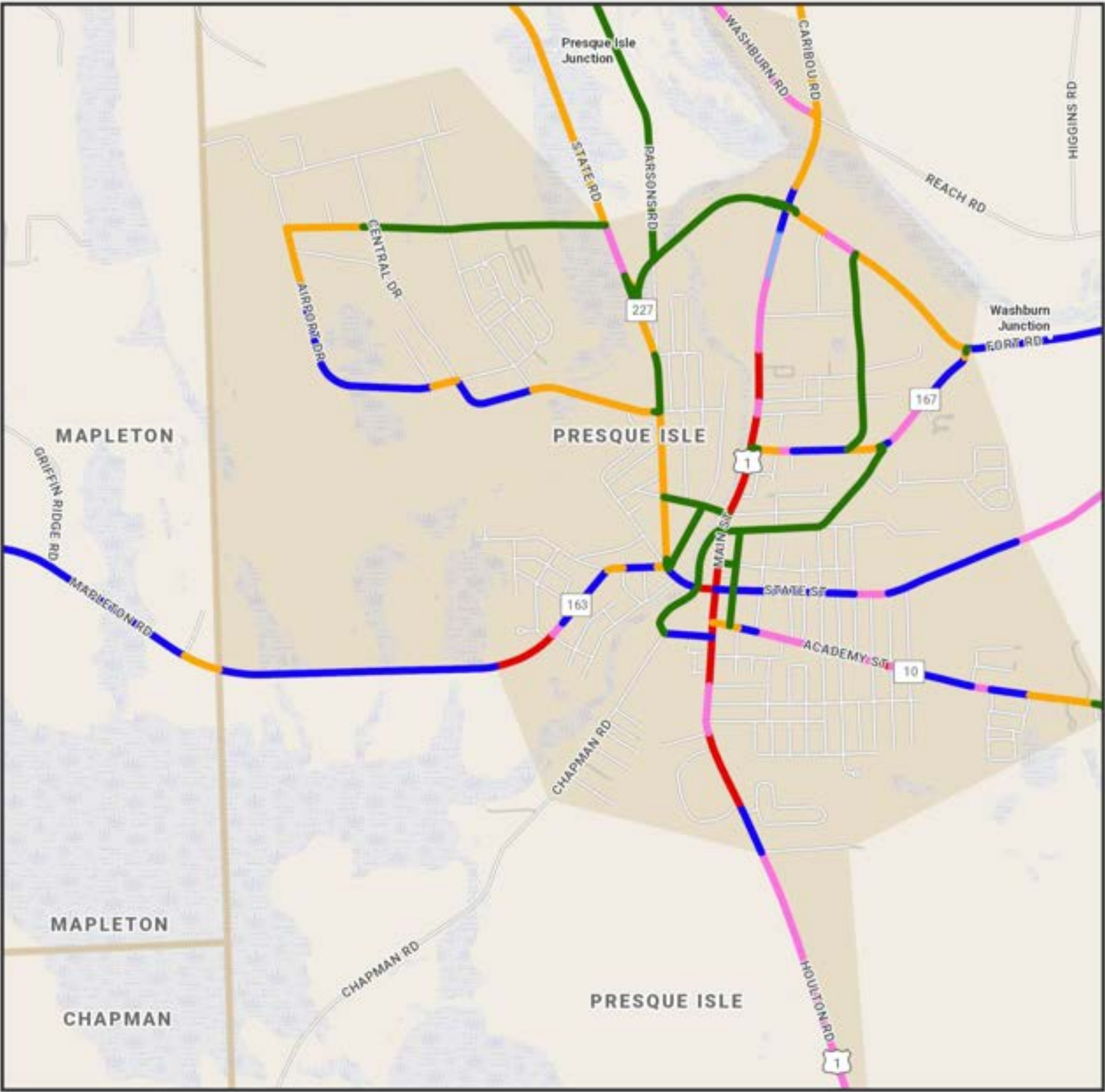


Figure 2.7 Safety Ratings

2.8 Service

- Posted road: Each year, MaineDOT posts more than 2,000 miles of road during spring thaw to protect their longevity, but some posted roads directly affect Maine’s economy. Any segment that is typically posted gets a D for Service.
- Posted bridge: Similar to posted road definition, any segment that contains a bridge with a specific weight restriction gets a D for Service.
- Congestion: This measure uses the ratio of peak-traffic-flows-to-highway-capacity to arrive at an A –F score for travel delay. Peak summer months are specifically considered to capture impacts to Maine’s tourism industry. This scale is uniform across HCP, since tourist travel is system-wide and sitting in traffic affects customer service similarly on all roads.

As noted in the graphic to the right, service conditions on roads within the study area have service levels A and B, except for a short section of State Street which is service level C.

CSL Service Data Simplified

- A
- B
- C
- D
- F

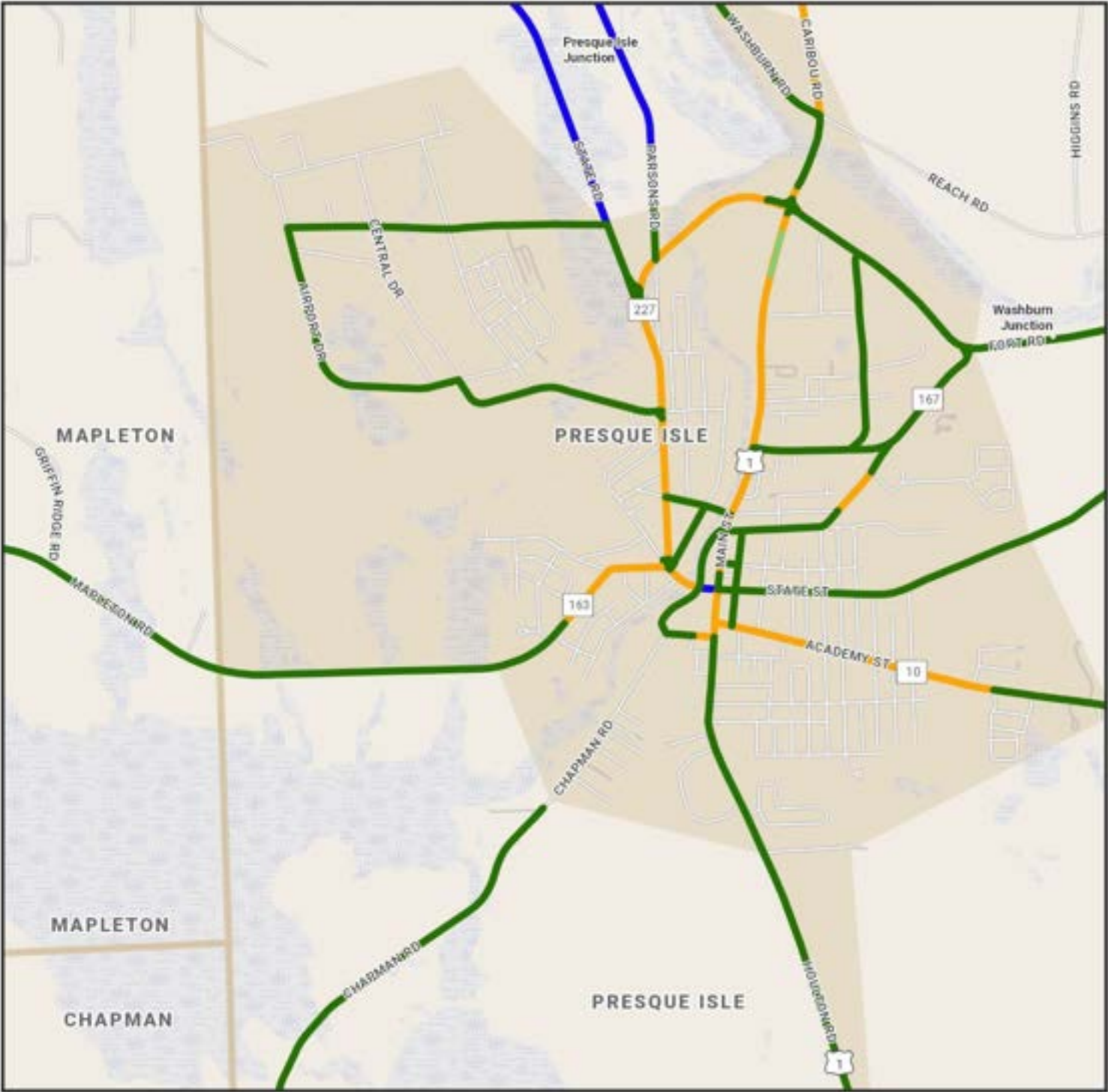


Figure 2.8 Level of Service

3.0 ROADWAY INVENTORY

Main Street: University Drive to Haines Street

Main Street consists of three travel lanes (one northbound, two southbound) with shoulders between UMPI and Haines Street. A bituminous sidewalk is provided on the west side of Main Street. Utility poles are generally located behind the sidewalk in this section. Sidewalks are not provided on University Drive or Haines Street. The posted speed limit is 25 MPH throughout the study area.



Figure 3.10 Main Street Near UMPI Facing North

Main Street: Haines Street to Maple Street

This is where Main Street transitions to the street cross-section most common to the downtown area. Beginning at Maple Street, Main Street is comprised of four travel lanes (two northbound, two southbound) with parallel parking on both sides. Parallel parking on the west side extends

south of the Main Street/Maple Street intersection and ends at Haines Street. Parallel parking on the east side begins immediately north of the Main Street/Maple Street intersection. A bituminous sidewalk is provided on the west side, which may not meet ADA standards due to cross slope in the vicinity of Haines Street. Bituminous sidewalk on the east side begins immediately north of the Main Street/Maple Street intersection. Utility poles are generally located behind the sidewalk in this section. Bituminous sidewalk is provided on the north side of Maple Street approximately 375 feet east of Main Street. There are two curb cuts for access to Griffith Ford. Sight distance is limited for vehicles turning from Maple Street onto Main Street due to the horizontal and vertical alignment of Main Street to the south and tree growth along the east side of Main Street immediately preceding Maple Street. It was noted during the safety audit that speed is an issue in this section.



Figure 3.12 Main Street/Maple Street Intersection Facing North

Main Street: Maple Street to Pleasant Street

Main Street is comprised of four travel lanes (two northbound, two southbound), with parallel parking on both sides. Bituminous sidewalks are provided on both the east and west side, with a crosswalk located between Maple Street and Cedar Street. The crosswalk is nearly perpendicular to Main Street. The crosswalk style is piano keys without parallel lines, which is generally the template for crosswalks throughout the study area. There are no warning signs and the crossing is not ADA compliant. Utility poles are generally located behind the sidewalk on the west side. Utility poles on the east side are generally located at the back edge of the sidewalk, however there is a utility pole located in the sidewalk on the east side in front of Neighborhood Books which may constrain access. Bituminous sidewalks are provided on the south side of Cedar Street and the north side of Pleasant Street.

Main Street: Pleasant Street to Chapman Street

Main Street is comprised of four travel lanes (two northbound, two southbound), with parallel parking on both sides. Sidewalks are provided on both sides of Main Street in this section. The sidewalk changes from bituminous to concrete on the east side at the entrance to Walgreens, and on the west side at the entrance to St. Mary's Catholic Church. A brick curb extension is provided on the west side in front of St. Mary's Catholic Church. The Main Street/Chapman Street intersection is signalized (refer to Section 2.3 for turning movement volumes and Level of Service analysis), and a crosswalk is provided at the south side of the intersection. The crossing is not ADA compliant. Traffic and pedestrian signal bases are located within the sidewalks on both sides of the intersection. Utility poles are generally located behind the sidewalk on the west side, although there is a pole located in the sidewalk immediately north of Circle K which may constrain accessibility. Most of the utility poles on the east side are located behind or at the back edge of the sidewalk, however there are several street light bases located in the sidewalk in this section which may restrict accessibility and present ADA compliance issues. There are multiple access points for Carroll's Auto Sales, including five curb cuts on Main Street. Sidewalks are not provided on Ryan Street, Howard Street, or Roberts Street. Bituminous sidewalk is provided on the south side of Chapman Street. Concrete sidewalk is provided on the north side of Chapman Street, although only for a short distance.

Main Street: Chapman Street to Academy Street

Main Street is comprised of four travel lanes (two northbound, two southbound), with parallel parking on both sides. Concrete sidewalks are provided on both sides of Main Street in this section. Brick curb extensions are provided on the west side in front of Eagle Hill Stamp & Coin and on the east side in front of Governor's Restaurant. There is a

utility pole in the curb extension in front of Eagle Hill Stamp & Coin, and another in the sidewalk on the west side immediately north of the Social Security building, which may limit accessibility. There is a street light base in the sidewalk on the east side immediately north of Governor's Restaurant, which constrains access. The Main Street/Academy Street intersection is signalized (refer to Section 2.3 for turning movement volumes and Level of Service analysis), and a crosswalk is provided at the north side of the intersection. The crossing is not ADA compliant. A brick curb extension is provided on the west side of the crossing, although there is a pedestrian signal base and signal control box located within the curb extension immediately adjacent to the crosswalk ramp, which may restrict access. There are traffic signal bases located in the sidewalk on both sides of the intersection. Concrete sidewalk is provided on the north side of Academy Street for a short distance however it is obstructed by a utility pole and guy wires. Angle parking is provided on the south side of Academy Street, immediately east of Main Street outside of Aroostook Savings and Loan. Bituminous sidewalk is provided on both sides of Academy Street farther to the east, with utility poles located in the sidewalk on the north side.



Figure 3.13 Main Street Near Academy Street Facing South

Main Street: Academy Street to State Street

Main Street is comprised of four travel lanes (two northbound, two southbound), with parallel parking on both sides. Concrete sidewalks are provided on both sides in this section. There are four crosswalks in this section, none of which are ADA compliant. The first crossing is located between Wilders's Jewelry and the Braden Theatre. Brick curb extensions are provided on both sides, and there are reflectorized flexible panel markers and crosswalk signs provided on centerline during summer months. The second crossing is located between The Northeastland Hotel and Gary's Furniture & Appliance. It is signalized with push button activated flashing beacons. Brick curb extensions are provided on both sides, and there are reflectorized flexible panel markers and crosswalk signs provided on centerline during summer months. The third crossing is located on the south side of the Main Street/State Street intersection. A brick curb extension is provided on the east side. On the west side the sidewalk splits in front of Edward Jones. Concrete sidewalk continues immediately adjacent to the storefront, with concrete stairs down to the intersection and crosswalk. Concrete sidewalk also continues within the curb extension, following the grade of Main Street down to the intersection, however there is a traffic signal base located in the sidewalk immediately south of the crosswalk. The concrete stairs and traffic signal base substantially impact accessibility in this area. The fourth crossing is located on the north side of the Main Street/State Street intersection. A brick curb extension is provided on the east side. Parallel parking to the north may obscure visibility for pedestrians crossing from the west side, where there is no curb extension. There are traffic signal bases in the landings on both sides. The Main Street/State Street intersection is signalized (refer to Section 2.3 for turning movement volumes and Level of Service analysis). Left turn movements from State Street to Main Street are prohibited from both the easterly and westerly approaches. Concrete sidewalks are provided on both sides of State Street to the east and west of Main Street.



Figure 3.14 Main Street/Academy Street Intersection Facing North

Main Street: State Street to Hall Street

Main Street is comprised of four travel lanes (two northbound, two southbound), with parallel parking on both sides. Concrete sidewalks are provided on both sides in this section. A crosswalk is provided at the south side of Hall Street. The crossing has brick curb extensions on both sides, however access may be constrained on the west side by a fire hydrant and catch basin grate, both located immediately adjacent to the landing. There are no signals or warning signs at this crossing and it is not ADA compliant. Hall Street is one-way eastbound, with angle parking on the north side and parallel parking on the south side. Bituminous sidewalk is provided on the south side of Hall Street.



Figure 3.15 Main Street Near State Street Facing North

Main Street: Hall Street to Church Street

Main Street is comprised of four travel lanes (two northbound, two southbound), with parallel parking on the west side. Concrete sidewalks are provided on both sides in this section. A crosswalk is provided at the north side of Church Street with brick curb extensions on both sides. The crossing is not ADA compliant. The Main Street/Church Street intersection was formerly signalized; the traffic signal bases and mast arms remain in place. The traffic signal base on the east side is located in the sidewalk. The northerly mast arm is used to display pedestrian crossing warning signs to alert both northbound and southbound traffic on Main Street. Concrete sidewalks are provided on Church Street for a short distance east of Main Street. The sidewalk on the north side of Church Street ends in front of the former Presque Isle Fire Department building. The sidewalk on the south side of Church Street changes to bituminous and continues east.

Main Street: Church Street to Blake Street/Riverside Drive

Main Street is comprised of four travel lanes (two northbound, two southbound), with parallel parking and concrete sidewalks on both sides. There are no crosswalks in this section. Street light bases are generally located at the front edge of the sidewalks in this section, some of which may constrain mobility. There are several curb cuts in this section. Town Square Media, CNL Auto, and Dead River Company have multiple access points. Parallel parking on Main Street ends at CNL Auto on the west side and at Dead River Company on the east side and is not provided north of this location. Bituminous sidewalks are provided on the north side of Blake Street. Sidewalks are not provided on the section of Riverside Drive between State Street and the Main Street/Blake Street/Riverside Drive intersection.



Figure 3.16 Main Street/Church Street Intersection Facing North

Main Street: Blake Street/Riverside Drive to Allen Street/Park Street

This is where Main Street transitions to the street cross-section common to the retail area which extends from Allen Street/Park Street to the northern limits of the study area at Maysville Street. Main Street is comprised of four travel lanes (two northbound, two southbound) with shoulders. Bituminous sidewalk is provided on both sides. There is a skewed railroad crossing which extends from Riverside Drive on the west side to approximately 100 feet north of Blake Street on the east side. The sidewalk on the west side is obstructed by railroad crossing signal and gate bases. Utility poles and guy wires are located in the sidewalk on the east side. The pavement widens to accommodate a left turn only lane for both northbound and southbound traffic on Main Street at the signalized Allen Street/Park Street intersection. A crosswalk is provided at the south side of Allen Street/Park Street. There are no warning signs provided and the crossing is not ADA compliant. There is a traffic signal base in the landing on the west side and two utility poles in the landing on the east side, which constrain access. Bituminous sidewalk is provided on the south side of Allen Street, however utility poles are located in the sidewalk. Bituminous sidewalk is provided on the south side of Park Street. The portion of the Park Street sidewalk which crosses the Presque Isle Stream at Gold Star Memorial Bridge is concrete.

Main Street: Allen Street/Park Street to Maysville Street

Main Street is comprised of four travel lanes (two northbound, two southbound), with shoulders. There is no parallel parking on either side in this section. Bituminous sidewalk is provided on the east side, however utility poles are commonly located in the sidewalk. The pavement widens to accommodate a left turn only lane for southbound traffic at the signalized intersection with North Street. The pavement widens approximately 200 feet south of Rice Street to accommodate a shared center turning lane which extends to the entrance to Hampton Inn. The shared center lane transitions to a left turn only lane for both northbound and southbound traffic at the signalized intersection with the Walmart entrance. A crosswalk is provided at the south side of this intersection, however there is no landing or sidewalk on the west side and no sidewalks are provided along the paved entrance to Walmart. There are no warning signs and the crossing is not ADA compliant. The left turn only lane transitions back to a shared center turning lane at Daigle Oil Company and extends to Taco Bell. The shared center turning lane transitions to a left turn only lane for northbound and southbound traffic at the signalized intersection with Maysville Street. There are no crosswalks provided at the Maysville Street intersection. Bituminous sidewalk is provided on the south side of Maysville Street.



Figure 3.17 Main Street/Allen Street Intersection Facing North

State Street: Main Street to Mechanic Street/Parsons Street/Dyer Street

State Street is comprised of three travel lanes (two eastbound, one westbound) immediately west of Main Street, and transitions to four travel lanes (two eastbound, two westbound) at the intersection with Riverside Drive. Concrete sidewalks are provided on both sides in the three-lane section between Main Street and the railroad crossing immediately east of Riverside Drive. Parallel parking is provided on the north side of State Street in the three-lane section. West of Riverside Drive sidewalk is provided on the south side. The sidewalk is bituminous, except for on the bridge over the Presque Isle Stream where it is concrete. The State Street/Mechanic Street/Parsons Street/Dyer Street intersection is signalized (refer to Section 2.3 for turning movement volumes and Level of Service analysis).



Figure 3.18 State Street Between Main Street and Riverside Drive Facing West

Riverside Drive: State Street to Chapman Street

Riverside Drive is comprised of two travel lanes with shoulders. Bituminous sidewalks are provided on both sides between State Street and a crosswalk at Riverside Pavilion. The crossing is equipped with a rectangular rapid-flashing beacon (RRFB). The sidewalk is obstructed at the crossing on both sides by the RRFB bases and decorative luminaire bases. Bituminous sidewalk is provided on the north side (Presque Isle Stream side) west of the crossing.



Figure 3.19 Riverside Drive Near Farmers' Market Facing South

A detailed inventory of roadway and sidewalk widths is summarized as follows.

Main Street

- Travel lane widths are 10 to 11 feet.
- Parallel parking spaces vary in width from about 7 to 8.5 feet.
- Sidewalk width varies.

Maple Street

- Pavement width varies from 24 feet to 32 feet.
- A sidewalk is provided on the north side and is 5 feet wide.



Figure 3.20 Maple Street From Main Street Facing East

Cedar Street

- Pavement width varies from 24 to 30 feet.
- A sidewalk is provided on the south side and is 5 feet wide.



Figure 3.21 Cedar Street From Main Street Facing East

Pleasant Street

- Pavement width is about 25 feet wide.
- A sidewalk is provided on the north side and is 4 to 5 feet wide.



Figure 3.22 Pleasant Street From Main Street Facing East

Ryan Street

- Pavement width varies from about 22 to 24 feet.
- No sidewalks are provided.



Figure 3.23 Ryan Street From Main Street Facing West

Howard Street

- Pavement width is about 26 feet wide.
- There are bituminous sidewalk remnants on both sides.



Figure 3.24 Howard Street From Main Street Facing East

Roberts Street

- Pavement width varies from about 21 to 23 feet.
- No sidewalks are provided.



Figure 3.25 Roberts Street From Main Street Facing West

Chapman Road

- Pavement width is 34 feet wide.
- A sidewalk is provided on the south side and is 4 to 5 feet wide.
- A short section of concrete sidewalk is provided on the north side near Main Street.



Figure 3.26 Chapman Road From Main Street Facing West

Academy Street

- Pavement width is about 36 feet wide.
- Sidewalks are generally 4 to 5 feet wide.



Figure 3.27 Academy Street From Main Street Facing East

State Street (East)

- Pavement width varies from about 29 to 32 feet.
- Sidewalks are provided on both sides, width varies.



Figure 3.28 State Street From Main Street Facing East

State Street (West)

- Pavement width varies from about 32 to 38 feet.
- Sidewalks are provided on both sides from Main Street west to the railroad crossing. Sidewalk continues on the south side, width varies.



Figure 3.29 State Street From Main Street Facing West

Hall Street (One-Way Eastbound)

- Pavement width varies from about 14 to 16 feet.
- A sidewalk is provided on the south side and is 4 to 5 feet wide.



Figure 3.30 Hall Street From Main Street Facing East

Church Street

- Pavement width varies from about 33 to 38 feet.
- A sidewalk is provided on the south side, width varies.



Figure 3.31 Church Street From Main Street Facing East

Blake Street

- Pavement width varies from about 29 to 34 feet.
- A sidewalk is provided on the north side and is 4 to 5 feet wide.



Figure 3.32 Blake Street From Main Street Facing East

Riverside Drive

- Pavement width varies.
- No sidewalks are provided.



Figure 3.33 Riverside Drive Between State Street and Main Street Facing North

Allen Street

- Pavement width is about 30 feet wide.
- A sidewalk is provided on the south side and is 4 to 5 feet wide.



Figure 3.34 Allen Street From Main Street Facing East

Park Street

- Pavement width varies from about 26 to 28 feet.
- A sidewalk is provided on the south side and is 4 to 5 feet wide.



Figure 3.35 Park Street From Main Street Facing West

4.0 Safety Audit

A safety walk audit was conducted within the downtown portion of the study area on April 13, 2023. The following outlines a summary of the pre-meeting and field walk.

Attendee	Company/Agency	Email
Shawn Davis	TYLin	shawn.davis@tylin.com
Brent Bubar	MaineDOT	brent.bubar@maine.gov
Patrick Adams	FHWA	patrick.adams@dot.gov
Jarod Farn-Guillette	MaineDOT	jarod.farn-guillette@maine.gov
Mitchell Rasor	Rasor	mitchell@rasor.co
Chris Helstrom	TYLin	christopher.helstrom@tylin.com
Harley Carmichael	P.I. Public Works	hcarmichael@presqueisleme.us
Nathan Allen	P.I. Fire Dept	nallen@presqueisleme.us
Laurie Kelly	P.I. Police Dept	lkelly@presqueisleme.us
Dana Fowler	P.I. City Engineer	dfowler@presqueisleme.us
Tom Errico	TYLin	thomas.errico@tylin.com
Galen Weibley	P.I. Economic & Community Dev.	gweibley@presqueisleme.us
Martin Puckett	P.I. City Manager	mpuckett@presqueisleme.us
Gene Cronin	P.I. Parks & Rec	gcronin@presqueisleme.us

Pedestrian and Bicycle

- The section of road from Maple to Chapman looks like a strip mall and is not very inviting for pedestrians. Trees, sidewalks, and less pavement along Main Street would improve the looks of the area.
- Focus study area downtown from Church to Chapman. The study area outside downtown needs review for access management and basic bike/ped facilities.
- The city has an ordinance requiring abutting businesses to remove snow from the sidewalk.
- The crosswalk at the Braden movie theater is important because it connects to the parking lot across the street and further to Riverside Park. There is a sidewalk along the parking leading from Main Street to the park, but it could be better defined. People also walk up from the park to Main Street on the other side of Wilder’s.

- Sidewalks appear to exceed ADA maximum 2% cross slope in several areas. ADA compliance required throughout the study area.
- Many people drive short distances when downtown and not used to walking between locations. Need to encourage people to walk, especially from the residential neighborhoods to the west across Main Street to Riverside Park.
- Possible raised crosswalk at Riverside where path crosses. Cars speed into the park area from both State Street and Main Street. Need to calm traffic along Riverside Drive.
- Intersection of Riverside and State is unsafe for all users, especially pedestrians heading to the park or downtown.
- The crosswalk at Braden’s Theater is not ideally located, though is the subject of much local conversation, as it directly serves access to the theater.
- Poles in the sidewalk on the North side of Academy are not ideal. An earlier aerial crossing (further back Academy) or UG utilities should be evaluated here.
- Existing bike path has major crossing on Academy Street, east of Main Street at Cook Street. RRFB should be considered here.
- Some steps to businesses create accessibility issues along sidewalks.
- Improved bike path connections are needed. A connection from Academy Street to Main Street should be considered. In addition, a connection from Mantle Lake Park to downtown, and on to Riverside Park should be evaluated.
- Improved ADA accessibility is needed from Main Street to Riverside Park and Pavilion area. A spur off the existing paved path between Chapman Street and Riverside Drive connecting to the portion of the study area west of Main Street near Riverside Inn Restaurant should be considered. This could also improve connectivity from Riverside Park area and off-street parking behind Domino’s, Wilder’s, etc. to nearby businesses such as Dwight’s and The Braden.
- The section of road from Maple to Chapman looks like a strip mall and is not very inviting for pedestrians. Trees, sidewalks, and less pavement along Main Street would improve the looks of the area.
- No real need for a pedestrian bridge between Riverside and the west, however there have been discussions for a pedestrian bridge connecting Walmart with the residential neighborhood to the west. This neighborhood is isolated and local residents generally drive to get anywhere.

- Mast arms exist at intersection of Main Street and Church Street from when a signal was operational for the fire station. It is used for pedestrian warning signs.
- The intersection of State and Main is a potential location for an LPI.

Traffic and Roadway

- Maple Street is where cars pick up speed coming downhill from UMPI. Transitions from three lane section with residential homes along street to four lane section with buildings set far back from street. This encourages speeding. Wide open and downhill.
- A bridge at the bypass across the Aroostook River is not planned. This might discourage trucks from using the bypass because you must still travel to Route 1 to cross the river.
- The two-lane uphill at UMPI might be reduced to one lane to reduce pavement width.
- State Street Bridge has one narrow sidewalk and four wide travel lanes.
- Route 227 is the truck route, but many trucks turn on to State and then clog up downtown. Need to encourage trucks to take the truck route and not use State.
- Riverside is used as an intown bypass because you can’t take a left at State and Main.
- Amish residents travel through downtown and throughout surrounding areas by horse and carriage to get from home to work sites. They regularly use Main Street and need to maintain this accommodation.
- The brick esplanade is problematic regarding maintenance and removal should be considered. In the downtown area, the travel lanes are narrow and the area that is currently brick may be repurposed for lane width and the gutter line moved out.
- Trucks exiting off Academy Street to turn right on to Main can be problematic as they make this movement, crowding the opposing lane.
- Snowmobiles use Chapman Street sidewalks to access Main Street to get fuel, etc. at Shell during winter months.
- Pavement marks are worn and not visible.
- Riverside north of State Street has been envisioned as a riverfront park with no traffic. Opportunity to extend Riverside Park north and clarify the State and Riverside intersection. Possibly a hybrid with narrower travel lanes and room for a riverfront promenade. Tractor trailer trucks park along here for convenience and there are better places for them to park. Riverside is owned by the City.

Intersections

- Ongoing conversations around whether to phase out cobra head lights and replace with all new decorative fixtures or maintain the cobra heads.
- Opportunity to create a four-way intersection at Governor’s. Close the driveway to the left and reconfigure the parking.
- The restrictions on left turn movements to be revisited as part of this study. What happens with the intersection if you lift this restriction?
- “Five fingers of death” intersection across the bridge needs to be redesigned for function and safety. Possible location for a roundabout, but the Caribou Roundabout has a bad reputation and many people don’t want to see that repeated in Presque Isle. Education and model showing function important.

Parking

- Several crashes with parked cars most likely swiped sideview mirrors when parking outside Dwight’s. On-street parking is too narrow and cars turning right from Academy don’t have enough warning before the on-street.
- On-street parking is not wide enough, typically 6.5’ wide and cars stick out into travel lane.

- Downtown does not appear to have a shortage of parking. On-street parking as well as parking lots behind and to the sides of buildings provide ample capacity.
- The angled parking on Academy was ranked as easy to use and preferable on a downtown survey. However, can these be converted to parallel to create more room for a sidewalk.
- Catholic Church at Chapman is very busy when there are services. Parking lot and on-street parking always full.
- Presque Isle Community Center is very successful and parking lot full. Plans to build an amphitheater nearby. The improvements at Riverside Park have been well received and used heavily.
- There was discussion regarding the creation of city owned/controlled off-site parking. The parking lot behind the Northeastland has potential.

Other

- People are losing faith that the bypass will be built and need to understand how it might benefit downtown. Education important.
- Planning for short-term improvements, coordination with MaineDOT project, and implementation following the completion of the bypass estimated 2025-28.

- There were some big idea designs from the 2009 Plan that were seen as too aggressive. Need to carefully introduce new ideas with outreach, explanations, and graphics.
- Create a path forward for the project with due diligence and consensus through visioning (purpose and need statement), public process, constructability, and lack of controversy.
- Downtown group is in place and ready to assist with input on issues ranging from aesthetics to function and use.
- The city owns and maintains the buried utilities downtown.
- Riverside Park is likely a 4(f) parcel.
- A basin to collect water at a low point at the entrance to Riverside Pavilion is likely required.
- We need to provide guidance on street trees so that they are resistant to salt/etc.
- Downtown group interested in replanting lost street trees, however need to develop a new and improved typical planting detail and appropriate tree list with input from the City’s arborist.
- Efforts are in the works to introduce new green space in front of Big Cheese Pizza, between Cedar Street and Pleasant Street. This could help to extend the downtown feel south of Chapman Street

5.0 ENVIRONMENTAL RESOURCES

The following documents environmental resources obtained from State online resources. These include a review of historic properties, state conserved land, wetlands and plant and animal habitat.

5.1 Historic Properties

According to State data, there are some properties in the vicinity of the project that have historic designation (see **Figure 5.1**). **Table 5.1** notes the properties that are listed or are eligible.

Table 5.1 Historic Properties (Listed and Eligible)		
Property	Address	Designation
South Hall	183 Main Street	Eligible
Preble Hall	183 Main Street	Eligible
Normal Hall	183 Main Street	Eligible
Charles F. Phair House	350 Main Street	Eligible
Residential	394 – 398 Main Street	Eligible
Residential	407 Main Street	Eligible
John R. Braden Theatre	408 Main Street	Eligible
Residential	412 Main Street	Eligible
Residential	415 Main Street	Eligible
Presque Isle National Bank	422 Main Street	Eligible
Residential	424-428 Main Street	Eligible
Residential	425 Main Street	Eligible
Boone Block; Fred P. Stevens Co.	427 – 431 Main Street	Eligible
Residential	435 – 445 Main Street	Eligible
Northeastland Hotel	436 Main Street	Eligible
Residential	449 Main Street	Eligible
Residential	455 – 459 Main Street	Eligible
A. M. Smith Building	469 Main Street	Eligible
Residential	471 Main Street	Eligible
Residential	473 – 475 Main Street	Eligible
Residential	487 – 489 Main Street	Eligible
Residential	493 – 499 Main Street	Eligible
Residential	505 Main Street	Eligible
Bangor & Aroostook Railroad		Eligible
Presque Isle #24.91 Bridge #7805		Eligible
Northern National Bank	187 State Street	Eligible
US Post Office	23 Second Street	Listed
Residential	47 State Street	Eligible
SNARK Missile Base	Missile Street	Eligible
Alert Hanger Complex	995 Missile Street	Eligible

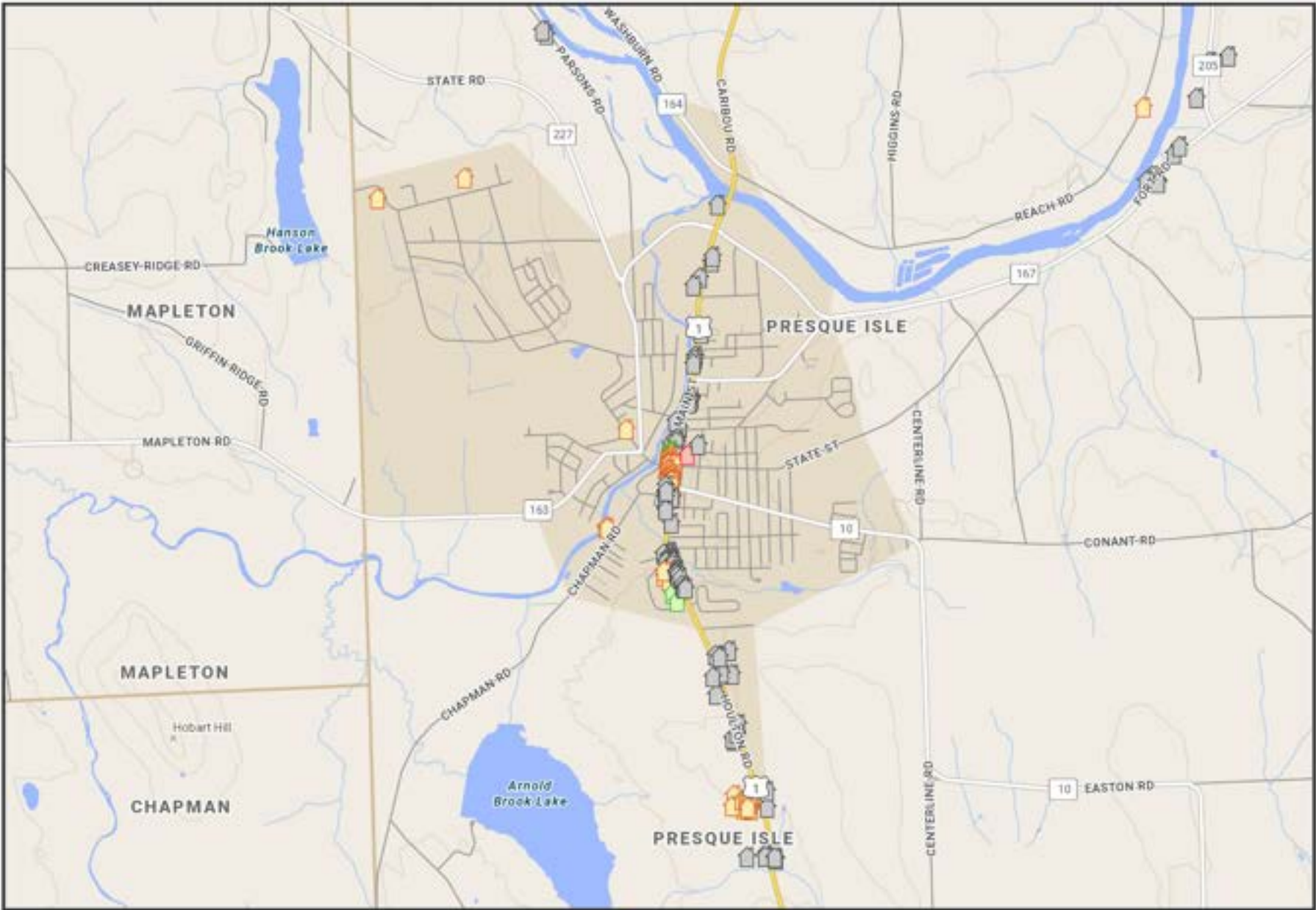


Figure 5.1 Historic Properties

- Historic Properties
- Not Eligible
 - Not Determined
 - Unknown
 - Eligible
 - Listed
 - Historic District

5.2 State Conservation Land

Figure 5.2 shown to the right depicts the State of Maine’s conserved lands database which includes lands in federal, state, and nonprofit ownership. Some privately owned conservation lands may not be represented in this database.

5.3 Plant and Animal Habitat

There are no documented Rare Wildlife, Plants and Communities within the study area.

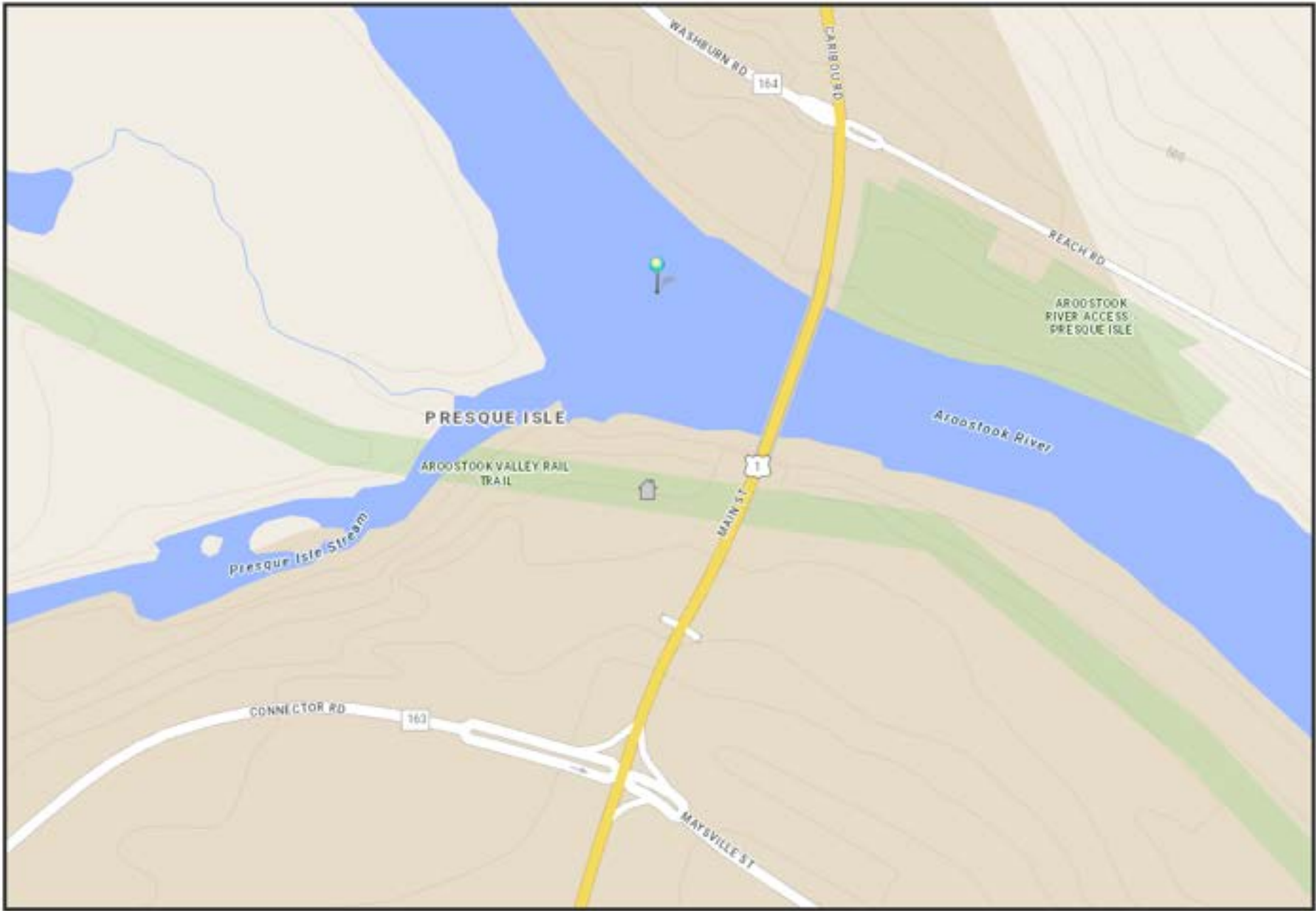


Figure 5.2 State Conservation Land (shaded in green)

5.4 Wetlands

Figures 5.40 through 5.43 depict the National Wetlands Inventory resources in the study area. In general, most of those relevant to the study area are located adjacent to the Presque Isle Stream and the Aroostook River.

Figure 5.40 Wetlands at Southern Limits of Study Area



Figure 5.41 Wetlands Within Study Area



Figure 5.42 Wetlands at Northern Limits of Study Area



6.0 Property Ownership/Right of Way

Right of Way pertaining to the Route 1 corridor for the length of this study can be found through multiple ROW map archives. ROW mapping from just North of University Drive to just North of Demerchant Street is available through MaineDOT Property Plan 020111, File Number 2-111, as associated with the 1955 reconstruction of this corridor under the Federal Highway Administration through MaineDOT Project Number NH-050-5736(00). ROW mapping from the intersection of Route 1, Blake Street, and Riverside Drive to North of Rice Street near the Hampton Inn Presque Isle is available through MaineDOT Property Plan 020452, File Number 2-452, as associated with the 1997 reconstruction of this corridor under Maine State Highway Commission Project Number U-050-1(3) and U-050-2(1). The state right of way along this project is variable, in many instances extends to the face of or into adjacent buildings. The right of way along Route 1 for the extents of this project is based on an easement width of 4 rods dating from 1875.

7.0 Parking

The following presents information on public parking in the study area and includes both on-street spaces and off-street lots.

On-Street Parking

Main Street

- There are approximately 170 on-street parallel parking spaces on Main Street in the study area.
- Parking on Main Street consists of parking in widened shoulder areas between Maple Street and Chapman Street. Between Chapman Street and the Blake Street/Riverside Drive intersection, the remaining parking spots are individually painted.

Chapman Road

- There are approximately 16 on-street parallel parking spaces on Chapman Street located between Main Street and Roberts Street.

Academy Street (Route 10)

- There are approximately 9 angled parking spaces on Academy Street between Main Street and 2nd Street.

State Street

- There are approximately 20 parallel parking spaces on State Street between Riverside Drive and 2nd Street. The parking spaces between Riverside Drive and Main Street are not painted.

Church Street

There are approximately 17 angled parking spaces on Church Street between Main Street and 2nd Street.

2nd Street

- There are approximately 95 parking spaces on 2nd Street between Academy Street and Blake Street. These are a combination of parallel parking spaces and angled parking spaces, with 3 of these designated as handicap spaces.

Riverside Drive Area

There are approximately 380 total parking spaces in the parking areas adjacent to Riverside Drive and the intersection of Riverside Drive and Chapman Street. These parking areas include access to businesses between Main Street and Riverside Drive/Chapman Street. The breakdown is as follows:

Riverside Park

- There are approximately 38 parking spaces at Riverside Park, with 2 of these designated as handicap spaces.

Presque Isle Community Center

- There are approximately 66 parking spaces at the Presque Isle Community Center, with 3 of these designated as handicap spaces.

Maine District Court

- There are approximately 32 parking spaces at the Maine District Court, with 2 of these designated as handicap spaces.

Presque Isle Farmer’s Market

- There are approximately 98 parking spaces at the Presque Isle Farmer’s Market, with 5 of these designated as handicap spaces.

Businesses on Main Street

- There are approximately 146 parking spaces dedicated to accessing local businesses on Main Street. The parking spaces exist between Chapman Street and the connector road between Domino’s Pizza and Royal Leaf Apothecary.

Off-Street Lots

There are several businesses along Main Street that provide off-street parking to the public within the project limits. A breakdown of the approximate parking spaces at each major location is as follows:

- University of Maine Presque Isle** – 700 spaces
- Star City IGA** -72 spaces
- Big Cheese Pizza Plaza** -113 spaces
- Shell / Dunkin Donuts** – 16 spaces
- Walgreens Pharmacy** – 14 spaces
- Walgreens** – 50 spaces
- Bike Board & Ski** -82 spaces
- Northern Light Plaza** -316 spaces
- Vacant Lot (old Bonanza)** -61 spaces
- Walmart** – 777 spaces
- Shop N’ Save / Marden’s / AutoZone Plaza** – 406 spaces
- Mall Parking Lot** – 1,537 spaces
- Lowe’s** – 507 spaces

8.0 Existing Land Use Conditions

8.1 Zoning

The study area is zoned Downtown Retail Business in the historic core and Retail Business on Route 1 to the north and south (see **Figure 8.1**).

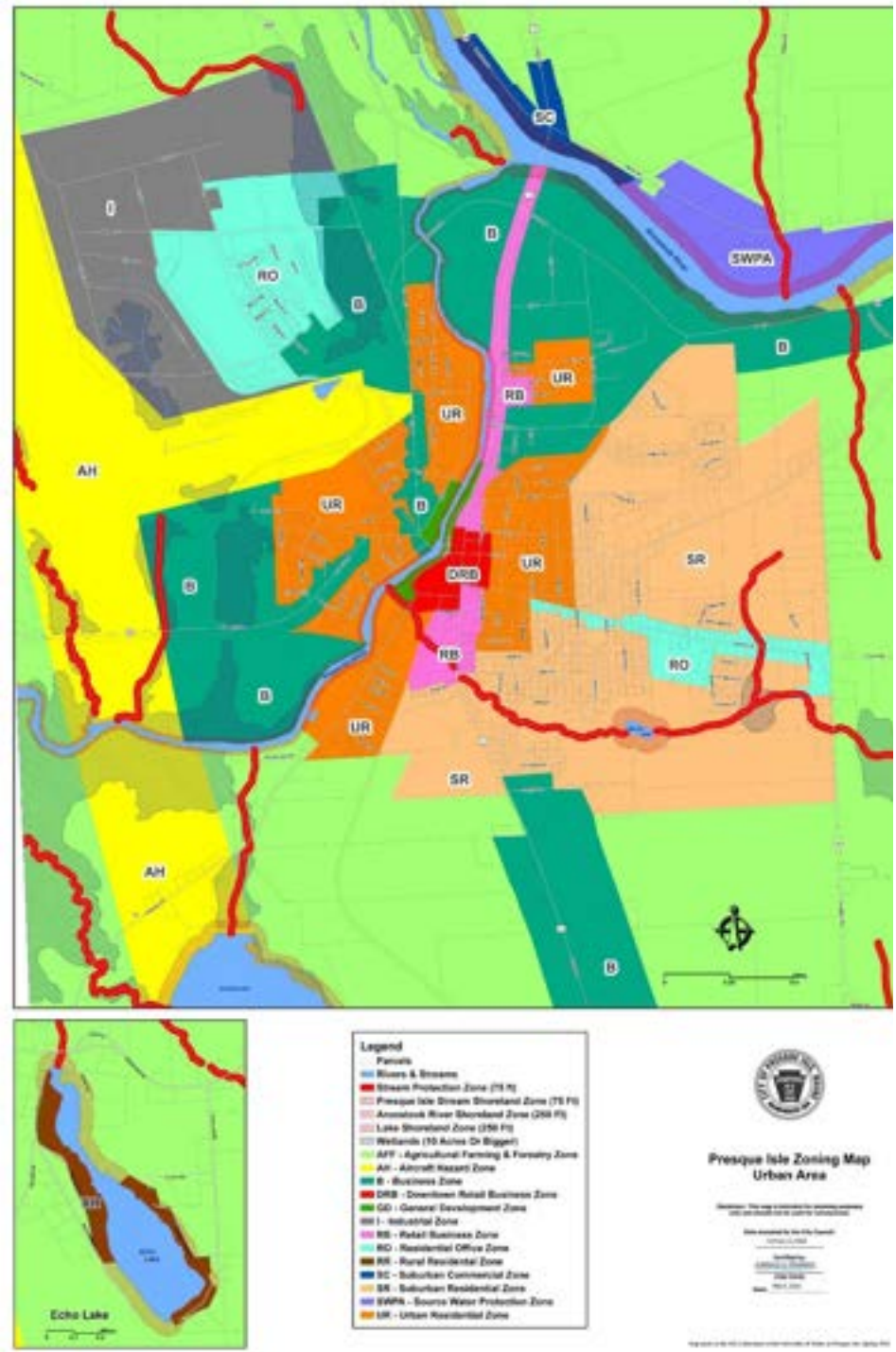


Figure 8.1 Presque Isle Zoning Map

These zoning districts basically correspond with the character of the built environment with DRB including the form and pattern of buildings and streets typical for downtowns and the RB including the form and pattern of buildings and streets typical of more auto-oriented strip development. The DRB Zone is surrounded by the Urban Residential Zone. The proximity of the UR Zone to the historic core is important for the long-term success of downtown as a vibrant, inviting, and walkable area.

The purpose of the DRB Zone is defined as:

To restore traditional development potential to properties having frontage on the City's core pedestrian network by placing 1970's era zoning limitations now know to be inappropriate for the downtown setting, such as excessive parking and setback requirements, with form-based code intended to maximize ground floor potential commercial space, mixed use on upper floors and enhance pedestrian circulation.

The DRB Zone runs from Chapman to Church, which is reasonably consistent with the downtown area as defined for the purposes of this study, which notes the downtown running from Chapman to either Blake or Park. Dimensional standards and uses for the DRB standards are appropriate for a downtown environment. Off-street parking standards are consistent across zones and more flexibility or reduced requirements might be appropriate for the DRB. Parking is allowed within 500 feet of a use in the downtown, however the total number of spaces is the same regardless if the use is in the RB or DRB Zones. Downtown areas have inherent shared parking conditions, which helps absorb parking by use and time of day.

8.2 Character Areas: Urban Systems, Patterns, and Forms

The downtown has all the assets and ingredients required for a walkable and inviting area: streets defined by multi-story buildings, a street grid with a high level of connectivity, broad sidewalks, on-street parking, street trees, four-way intersections, a riverfront, and parking lots placed behind buildings. This historic fabric and pattern should be protected and amplified with complementary street designs and streetscapes prioritizing downtown as a place and destination where people feel comfortable parking once and then walking to multiple locations.

Downtown is the convergence of legible building forms, street grids, streetscapes, uses, the river, a rail line, and transportation networks. This convergence is an asset to be nurtured and managed, prioritizing the health and wealth of the local community.

The downtown area has a legacy of street trees and because utilities are buried underground there is the potential to build on the legacy with a revitalized street tree program creating a more inviting and comfortable downtown. The benefits of street trees include, but are not limited to, aesthetics, pedestrian scale, and provision of shaded areas.

Route 1 to the south and north of the downtown is typical of autocentric design with little legible form or sense of place, wide roadways, limited pedestrian facilities, and buildings surrounded by parking lots.

8.3 Downtown Street Connectivity and Flows

The surrounding residential neighborhoods have a strong traditional connectivity benefitting all users. The ideal urban block length is between 200 and 500 linear feet in order to best activate pedestrian use. The residential street grid to the east of Main Street ranges between 300 and 700 linear feet. This grid extends to Main Street at Blake, Church, Hall, State, and Academy Streets. This connectivity is then reduced to three streets towards the riverfront with Riverside, State, and Chapman. These three nodes are 900' to 1200' apart. The rail line further limits connectivity to the riverfront, but fortunately there are three at grade pedestrian rail crossings creating an internal micro grid breaking up the larger street grid network and facilitating east west pedestrian flows.

The parking lot across from the Braden Theatre also functions as midblock connectivity for vehicles and pedestrians. This parking lot could be designed in a more shared space street manner to create a stronger and more inviting midblock connection between Main Street and the riverfront.

8.4 Previous Studies Referenced

The following section gives details on previous studies in the area with an emphasis on the 2020 Downtown Redevelopment Plan and the 2022 Comprehensive Plan.

- 2008 Downtown Master Plan
- 2012 Downtown Transportation Planning Study
- 2020 Downtown Redevelopment Plan
- 2022 Comprehensive Plan
- Existing Zoning Ordinances as Amended February 2, 2022

Key findings from the 2022 Comprehensive Plan

Transportation:

- Maintain and develop a safe and efficient transportation system that meets the broad interests and needs of the community and fosters economic prosperity.

Future Land Use:

- Encourage orderly growth and development in appropriate areas of the City of Presque Isle, while protecting the community’s and the region’s rural character, making efficient use of public services and facilities and preventing development sprawl to the extent possible.
- Aid in the revitalization of our downtown “core” commercial area by concentrating retail trade, civic and social outlets and services within a more consolidated area. This revitalization effort will use public resources more wisely and make public infrastructure and services more affordable.

One of the major transportation issues in Presque Isle is Main Street. Like many communities that have a major arterial that also serves as Main Street, heavy truck traffic in the downtown is one of the major problem areas identified by City officials. Trucks have a difficult time turning onto Academy Street from Route 1 and onto Main Street from Route 163. These issues lead to the discussion concerning by-passes around Presque Isle. Many of the trucks are coming from the commercial forestlands located west of Presque Isle and from agricultural areas and attempting to access mills and plants located in Easton. City officials feel that a western connector from Routes 227 and 163 along the Parsons Road to Maysville Road would significantly reduce the truck issues from trucks entering downtown from the west.

A relatively new safety issue for Presque Isle and several surrounding communities is the increased population of Amish and their mode of transportation. The Amish use of horse drawn carriages or walking along state and local roads has created some traffic conflicts in City. Although the use of lights and reflectors is increasing among the Amish community, not all means of transportation contain sufficient safety warnings. Heavy truck traffic, community events, and general pass thru traffic has, at times, created a major transportation safety problem as numerous buggies utilize these roads in City. At the writing of this plan, no deaths have occurred although several accidents have happened.

Parking in the downtown and the shopping areas on Main Street appears to be adequate at this time. As part of a larger downtown revitalization plan, it is suggested that the revitalization Committee review parking at the Riverside Inn lot in the back of Main Street. Suggestions could include the lot being remarked and reconfigured. MaineDOT has worked with Presque Isle to place “Share the Road” signage at strategic locations within the community, oftentimes along routes to and from Easton where the largest Amish population resides. The City may also wish to work with Easton and elders in the Amish community to develop a system of

improving the visibility of Amish vehicles for passing motorists through the increased use of reflectors, safety (slow moving traffic) triangles, lanterns, and other safety solutions.

Key Findings from the 2020 Downtown Redevelopment Plan

Historic and Cultural Features with the Downtown Area:

The City of Presque Isle highlighted the importance in preserving the city’s historic and cultural features as part of the proposed 2019 Comprehensive Plan. With an increase trend in cultural and historic tourism, the city envisions revitalization of the downtown area that exemplifies the charm of Presque Isle while also looking towards the future by expanding cultural programming and street aesthetics of our downtown area by:

- Continue the beautification redesign efforts for the Downtown Revitalization Plan of 2009
- Increase Downtown promotion and marketing operations
- Redevelop a robust facade program for historic building preservation
- Establish a Riverside Drive Arts & Cultural District

Sidewalks & Pedestrian Safety:

According to the 2008 Presque Isle Curb Survey & Map project, the city has over 29,123 feet of sidewalk throughout the downtown areas. 84% of sidewalk composition is asphalt followed by concrete at 16%. 76% of the sidewalks are in good condition, 8% are in fair condition, 15% are in poor condition, and 1% have no condition assigned as the sidewalk portions were under construction at the time of the survey. Based on the data, areas of improvement include the sidewalks of Second Street, Chapman Street, Main Street, Dyer Street and Intersection of Academy Street onto Main.

It is recommended the City of Presque Isle adopt the following goals for public safety improvement:

- Utilize Downtown TIF revenues to fund improved conditions of sidewalk and pedestrian safety that are in compliance with U.S. DOT & Maine DOT guidelines
- Establish a maintenance and replacement plan for sidewalks in fair & poor conditions

It is recommended the city should complete the following project goals regarding transportation of the downtown:

- Develop transportation programming for the downtown area for visitors and residents using the city Airport

- Explore traffic solutions for the five-point Mechanic Street intersection and designate a commercial truck route to alleviate congestion into the Downtown Retail Business Area
- Discontinue Riverside Drive north of State Street intersecting with Main Street to aid in development of Riverside Art & Cultural District

Electric Poles and Light Fixtures:

The City of Presque Isle’s light poles and fixtured were surveyed in partnership with the University of Maine Presque Isle’s GIS Department in 2018. This data was analyzed to determine the current light as-sets of the downtown and how best to improve the aesthetics of the downtown area for the future. There are 325 light poles throughout the downtown areas. In reviewing the composition of pole material, the majority (78%) are comprised of wood with the reminder (22%) metal. The Electric Power Research Institute estimates the longevity of pressurized wood poles at 40-50 years. The age of the poles were not cataloged during survey work and it remains to be seen if any entity has data on this. In analyzing the light fixtures of the downtown area the majority of luminaires are cobra head (contemporary) style lighting at 96% compared with decorative (aesthetic) lighting at less than 2%. All decorative lighting is located in the Downtown Retail Business Area where downtown revitalization efforts have been focused in the 1980’s to present. There are 52 cobra head luminaires within this area which if relocated will enhance the city’s downtown historic charm. Presque Isle should consider the following to improve lighting of the downtown:

- Installation of decorative lighting in the Downtown Retail Business Area on Main Street from Chapman Street to Park Street

Main Street 4-Point Approach:

Presque Isle has adopted a Main Street 4-Point approach in addressing economic revitalization efforts as part of the City’s proposed 2019 Comprehensive Plan. The goals over the next ten years using the Main Street 4-Point approach include:

Short Term (within 5 years)

- Make pedestrian crosswalks more prominent in width and surface texture
- Add pedestrian islands at street centerline with bollards or pole-mounted lights at each end
- Add pole-mounted pedestrian-scale lighting on Main Street
- Add wall-mounted pedestrian-scale lighting in rear parking lots east of the railroad tracks
- Add pedestrian crossing lights and signage on Main Street

- Add decorative bollards to enhance pedestrian crossing at the railroad tracks
- Update street furniture and banners
- Add/replace trees on Main Street

Intermediate Term (Complete within 10 years)

- Further develop the Riverside parking lot area by enhancing the pedestrian walkways and group areas

- Create a designated truck route upon completion of the by-pass to reroute commercial trucking from downtown areas through Maysville Street

Long Term (Complete within 30 years)

- Explore constructing a parking garage to serve the needs of this mixed-use Downtown Retail Business Area

- Design a new Elderly Community Village near Rice & Carmichael Streets that will support residents with pedestrian friendly access to local businesses
- Installation of decorative lighting in the Downtown Retail Business Area on Main Street from Chapman Street to Park Street

9.0 Recommendations, Alternatives Analysis, and Costs

9.1 Main Street South – UMPI to Maple Street

Roadway Typical Section

Proposed Concept: Two-Lane Configuration

The existing typical section between UMPI and Maple Street is comprised of two southbound lanes and one northbound lane, each approximately 12 feet wide, as shown in **Figure 9.12 (UMPI to Maple Street – Presque Isle Existing Conditions)**. The existing paved shoulder adjacent to the northbound lane is approximately 5 feet wide. The proposed concept is a two-lane configuration utilizing one southbound and one northbound lane, each 11 feet wide with a 3-foot paved shoulder adjacent to the northbound lane as shown in **Figure 9.13 (UMPI to Maple Street – Presque Isle Proposed)**. The existing three-lane configuration transitions to the proposed two-lane configuration immediately south of University Street. The existing southbound left turn only lane which provides access to University Drive is maintained, as shown in **Figure 9.10 (UMPI to Maple St Part 1)**. The two-lane configuration extends from immediately north of University Drive to Haines Street, transitioning back a three-lane configuration between Haines Street and Maple Street as shown in **Figure 9.11 (UMPI to Maple St Part 2)**.

Pros:

- Traffic calming
- Allows for roadway narrowing and addition of Multi-Use Path
- Improved safety at existing bike path crossing
- Creates a visible gateway into the downtown area

Cons:

- Slow moving vehicles may impede mobility (this is not an apparent issue based on field observations, and the posted speed limit is 25 MPH)
- May result in some property impacts
- Cost

Pedestrian/Bicycle Facilities

Proposed Concept: Multi-Use Path along West Side of Main Street

There is an existing 5-foot sidewalk along the west side of Main Street between University Drive and Maple Street as shown in **Figure 9.12 (UMPI to Maple Street – Presque Isle Existing Conditions)**. The proposed concept repurposes the portion of the roadway currently occupied by the outboard (western) southbound travel lane and sidewalk into an 11-foot wide vegetated esplanade and 10-foot wide multi-use path. The proposed esplanade and multi-use path extend between University Street and Maple Street, connecting the existing bike path and UMPI campus to the downtown area, as shown in **Figure 9.10 (UMPI to Maple St Part 1)** and **Figure 9.11 (UMPI to Maple St Part 2)**. The esplanade provides separation between vehicular traffic and the multi-use path, as shown in **Figure 9.13 (UMPI to Maple Street – Presque Isle Proposed)**.

Pros:

- Protected facility with direct connection from existing bike path and UMPI campus to downtown area
- Improves safety at the existing crosswalk at University Street

Cons:

- Refer to Roadway Typical Section Cons

Traffic Analysis and Considerations:

Field observations were performed on the U.S. Route 1 southbound hill, immediately south of downtown between Maple Street and UMPI, to qualitatively assess potential truck climbing issues with the proposed single southbound lane. The results indicate trucks will be able to climb the hill at the posted speed limit.

Proposed Concept Planning-Level Cost Estimate: \$1,700,000

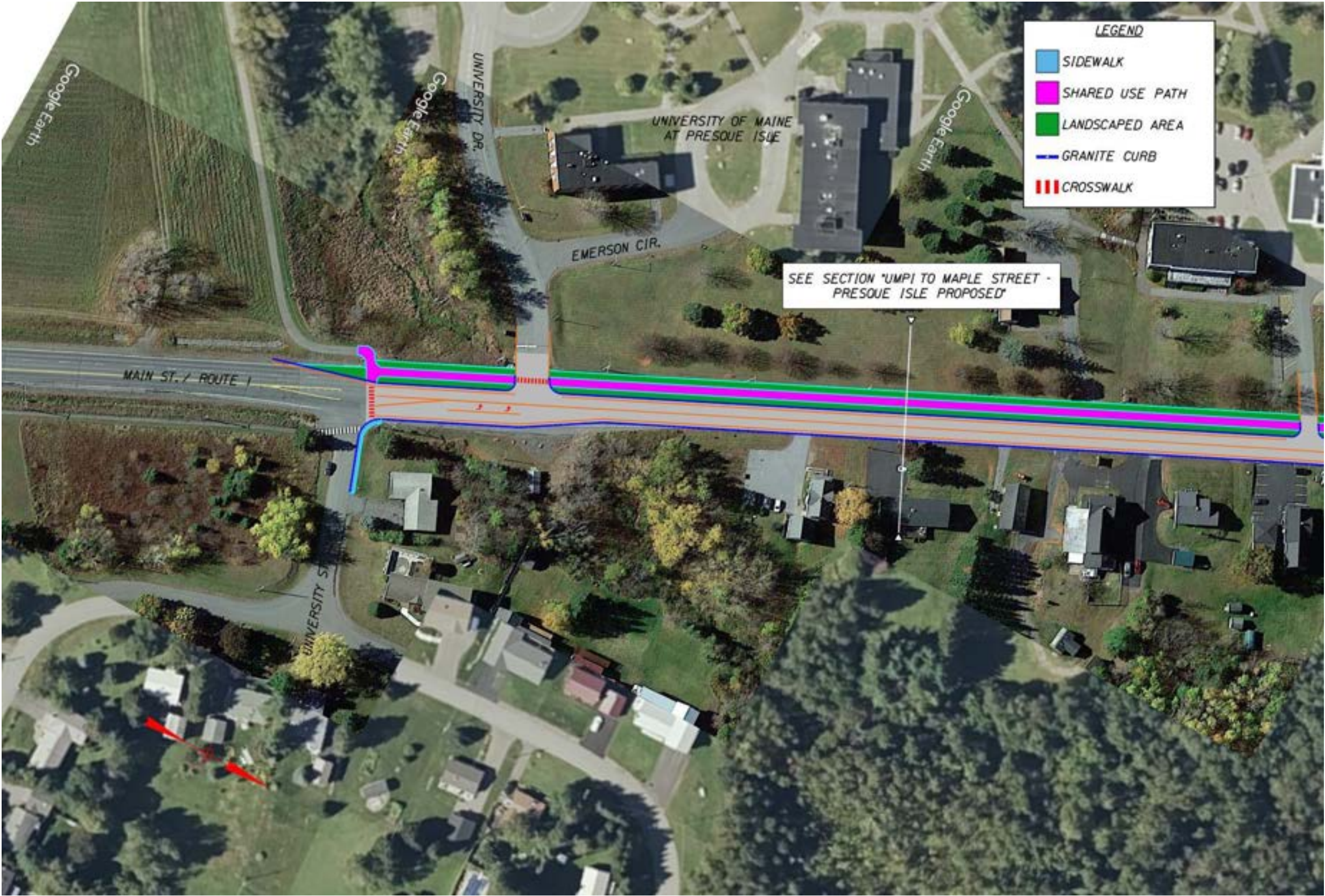


Figure 9.10 UMPI to Maple St Part 1

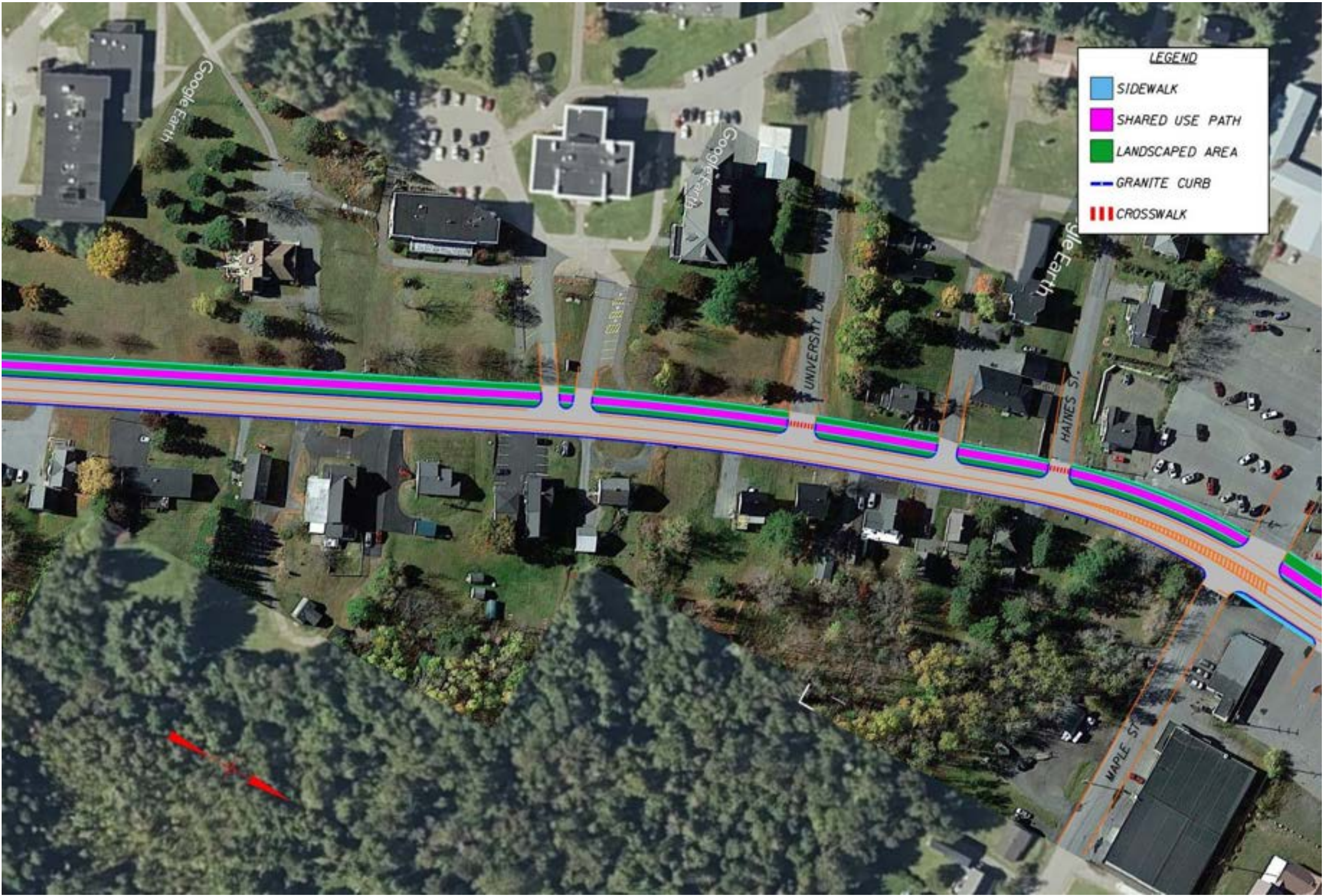


Figure 9.11 UMPI to Maple St Part 2

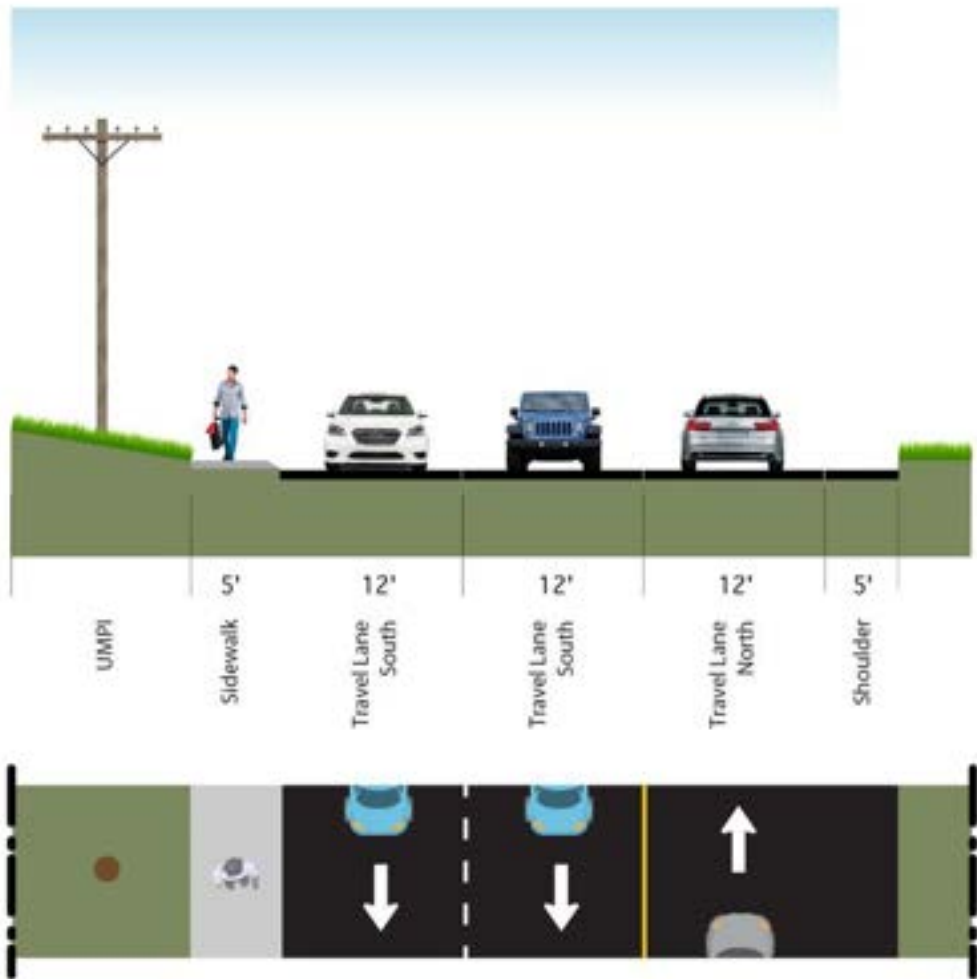


Figure 9.12
UMPI to Maple Street - Presque Isle
Existing Conditions

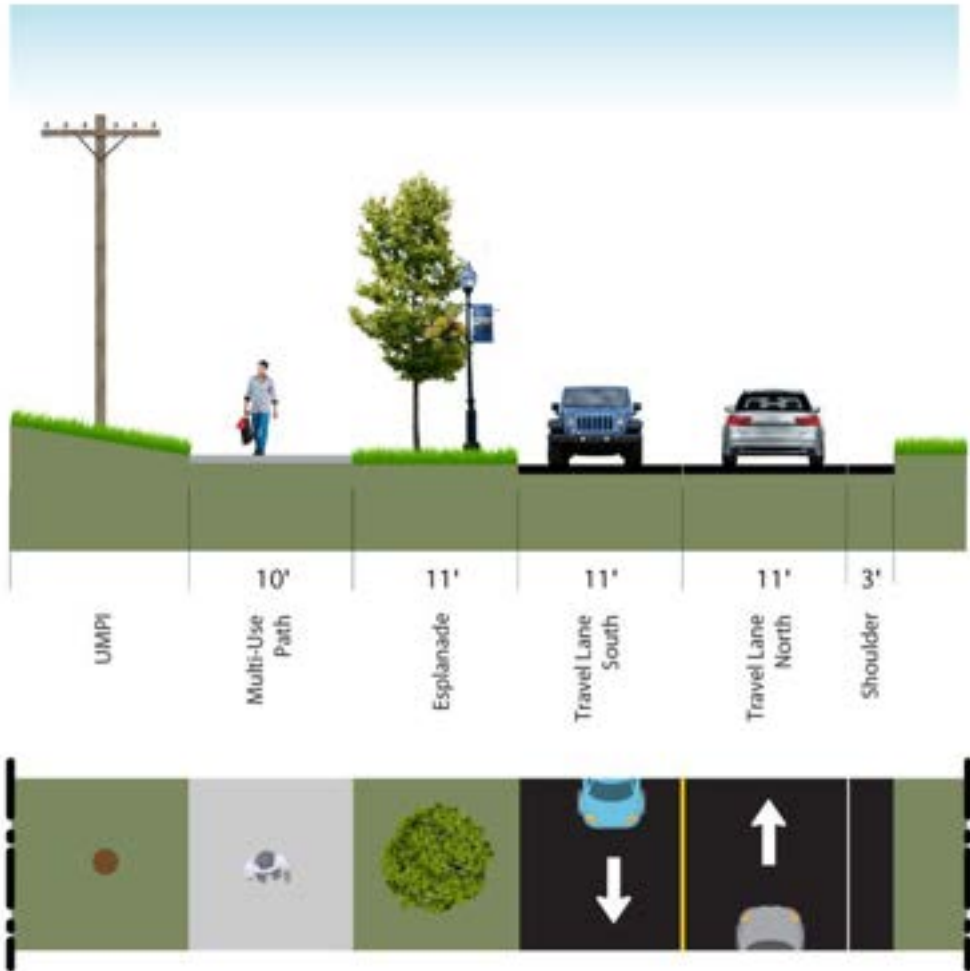


Figure 9.13
UMPI to Maple Street - Presque Isle
Proposed

9.2 Main Street South – Maple Street to Chapman Street

Roadway Typical Section

Proposed Concept: Three-Lane Configuration (Center Two-way Left-turn Lane)

The existing roadway template along Main Street between Maple Street and Chapman Street is a four-lane configuration with two northbound and two southbound lanes, each approximately 11-feet wide as shown in **Figure 9.22 (Main Street South – Presque Isle Existing Conditions)**. There is currently paved shoulder/on-street parking and sidewalks on both sides of the roadway in this section. The proposed concept is a three-lane configuration, utilizing one northbound and one southbound lane, with a center two-way left turn lane. The three lanes are each 11-feet wide and the sidewalk on the east side of Main Street is maintained, as shown in **Figure 9.23 (Main Street South – Presque Isle Concept 1)**. The two-lane configuration between UMPI and Maple Street transitions to the three-lane configuration immediately north of Maple Street, as shown in **Figure 9.20 (Maple St to Chapman St Part 1)**. There are access management improvements proposed at various business entrances in this section, including Bowers Funeral Home, Star City IGA, Carroll’s Auto Sales, and Governor’s Restaurant as shown in **Figure 9.20 (Maple St to Chapman St Part 1)** and **Figure 9.21 (Maple St to Chapman St Part 2)**. It is recommended that the Main Street and Chapman Street intersection be reconfigured to a 4-way intersection with signal upgrades to accommodate proposed changes to the Governor’s Restaurant entrance. Note that the center two-way left turn lane transitions to a left turn only lane immediately south of the Main Street and Chapman Street intersection as shown in **Figure 9.21 (Maple St to Chapman St Part 2)**.

Pros:

- 3-lane section will be safer
- Allows for opportunities for median islands if desired
- Shorter pedestrian crossings provide additional safety
- Provides opportunity for repurposing existing width on west side

Cons:

- Elimination of on-street parking
- Slow moving vehicles may impede mobility (this is not an apparent issue based on field observations, and the posted speed limit is 25 MPH)
- Cost

Pedestrian/Bicycle Facilities

Proposed Concept: Greenway along West Side of Main Street

There is an existing 5-foot sidewalk along both sides of Main Street between Maple Street and Chapman Street as shown in **Figure 9.22 (Main Street South – Presque Isle Existing Conditions)**. The sidewalk on the east side is maintained, and the proposed concept repurposes the portion of the roadway currently occupied by the outboard (western) southbound travel lane and sidewalk into a 30-foot (+/-) greenway with vegetated esplanades and winding multi-use path as shown in **Figure 9.23 (Main Street South – Presque Isle Concept 1)**. The multi-use path is generally 10-feet wide and is a continuation of the section of multi-use path between UMPI and Maple Street discussed in the previous section. The esplanade discussed in the previous section (between UMPI and Maple Street) ties into the greenspace between Maple Street and Chapman Street. The winding multi-use path offers an enhanced pedestrian experience, and the greenspace/esplanades provide separation from vehicular traffic. For visualization purposes, the existing conditions in this section are shown on a **Figure 9.24 (Existing View on Main Street)**, and the proposed concept is shown in **Figure 9.25 (Proposed View on Main Street)**. Crosswalks are generally provided at existing locations. Additional crosswalks may be considered at Circle K and Theresa’s as shown in **Figure 9.21 (Maple St to Chapman St Part 2)**. The southern approach to downtown will become a safer and more attractive gateway by creating a greenway. This stretch of Route 1 is currently undefined and feels like a gap between the downtown and the UMPI campus. The greenway will encourage more people to walk and bike and will greatly improve the aesthetics and ecology of the area. Green infrastructure can be integrated into the greenway to mitigate stormwater impacts and create more biodiversity downtown.

Pros:

- Enhances pedestrian conditions and provides a protected bicycle facility
- Introduces a streetscape design that will calm traffic and improve the visual character of the area

Cons:

- Winter maintenance

Alternatives Analysis:

An alternative concept was developed which repurposed width gained from the three-lane roadway configuration to a multi-use path with esplanade on the west side of Main Street, and an esplanade between the travel lane and sidewalk on the east side of Main Street. While this concept offered some greenspace on both sides of Main Street, it limited the available width for a greenway with winding multi-use path on the west side. Another drawback of the alternative concept is potential constructability issues related to curb relocation on the east side. In general, the proposed concept discussed above is recommended over the alternative as it most effectively utilizes the width gained from the three-lane roadway configuration to maximize the pedestrian experience on Main Street.

It is recommended that the multi-use path along Main Street have a direct connection to Chapman Street, Riverside Drive, and the existing Parks and Recreation facilities. This connection could potentially utilize Chapman Street directly, however there are some property and utility conflicts present in this area. Alternatively, the connection could be made utilizing Ryan Street and Roberts Street as shown in yellow in **Figure 9.21 (Maple St to Chapman St Part 2)**.

Traffic Analysis and Considerations:

A detailed traffic modeling analysis was performed for the proposed three-lane section on Main Street. A future analysis was performed that assumed a 10% growth for non-Route 1 movements and a 15% reduction associated with traffic routing changes associated with the future bypass project. Our assumption is that this represents a 10-to-30-year analysis period (according to historic traffic volumes little growth has occurred on Main Street). For the traffic model analysis, the default truck percentages were used given that vehicle classification information was not obtained during the collection of intersection counts. Truck turns were considered at intersections with significant discussion and support from the community on trucks using designated routes and the existing and future bypass. **Table 9.20** presents results of the worst-case PM peak hour at the Main Street/Chapman Street intersection. As shown, acceptable Level of Service (LOS) conditions are predicted with the proposed reconfiguration.

Table 9.20 Main Street/Chapman Street Level of Service Summary 3-Lane Main Street By Movement		
	PM Peak Hour	
	LOS	Delay
Chapman Left	C	25.9
Chapman Right	A	6.8
Main NB Left	A	5.8
Main NB Through	A	3.2
Main SB Through	A	3.6
Main SB Right	A	2.5
Overall	A	4.9

Other local conditions were considered in the development of the proposed 3-lane configuration. Mobility of emergency vehicles and the Amish community was discussed by the study team. In general, there will be infrequent times when horse carriages will slow other vehicles. Although not an intended use, the center two way left-turn lane will not have physical obstructions and vehicles will be able to pass, if needed, particularly emergency vehicles.

Proposed Concept Planning-Level Cost Estimate: \$3,200,000

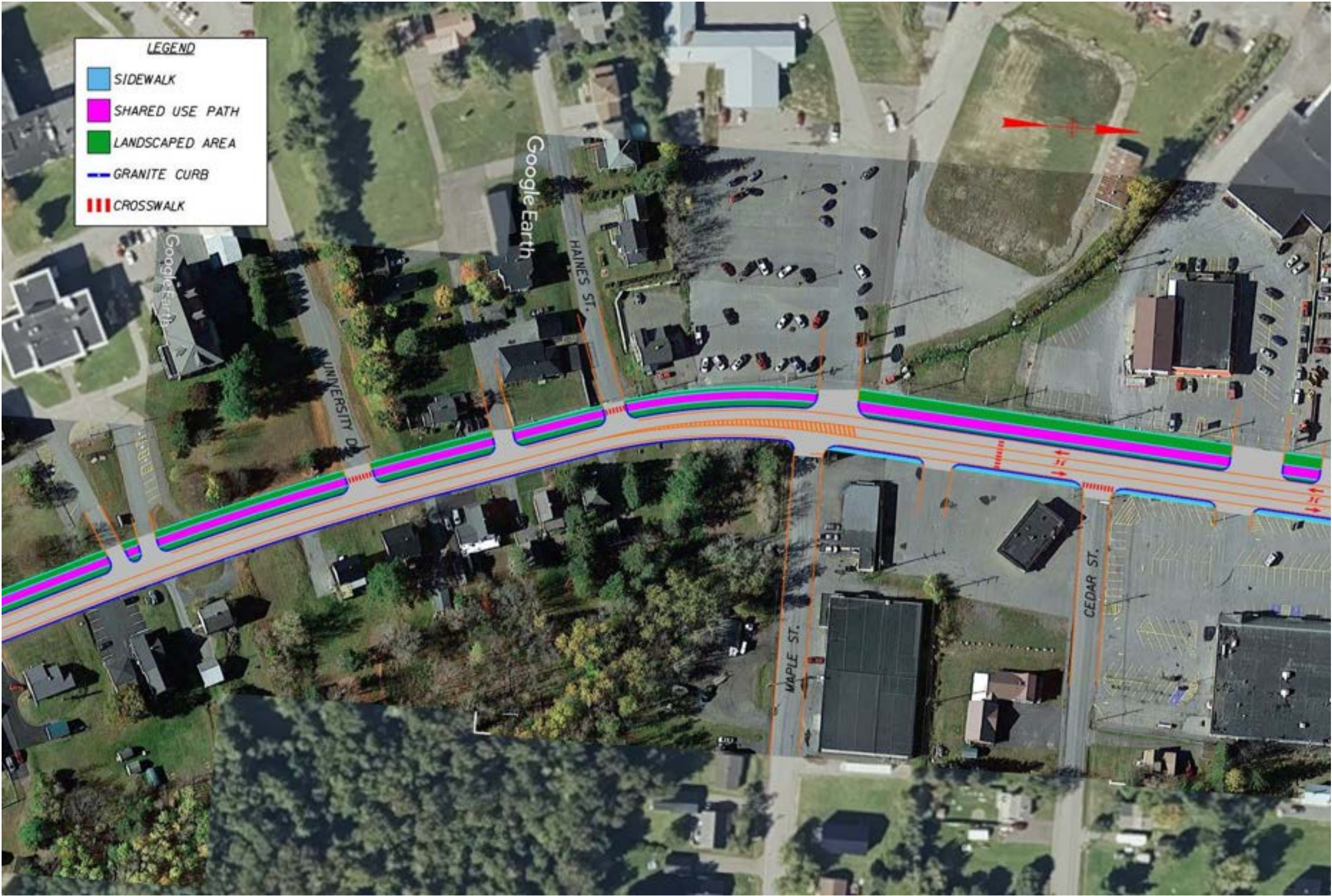


Figure 9.20 Maple St to Chapman St Part 1

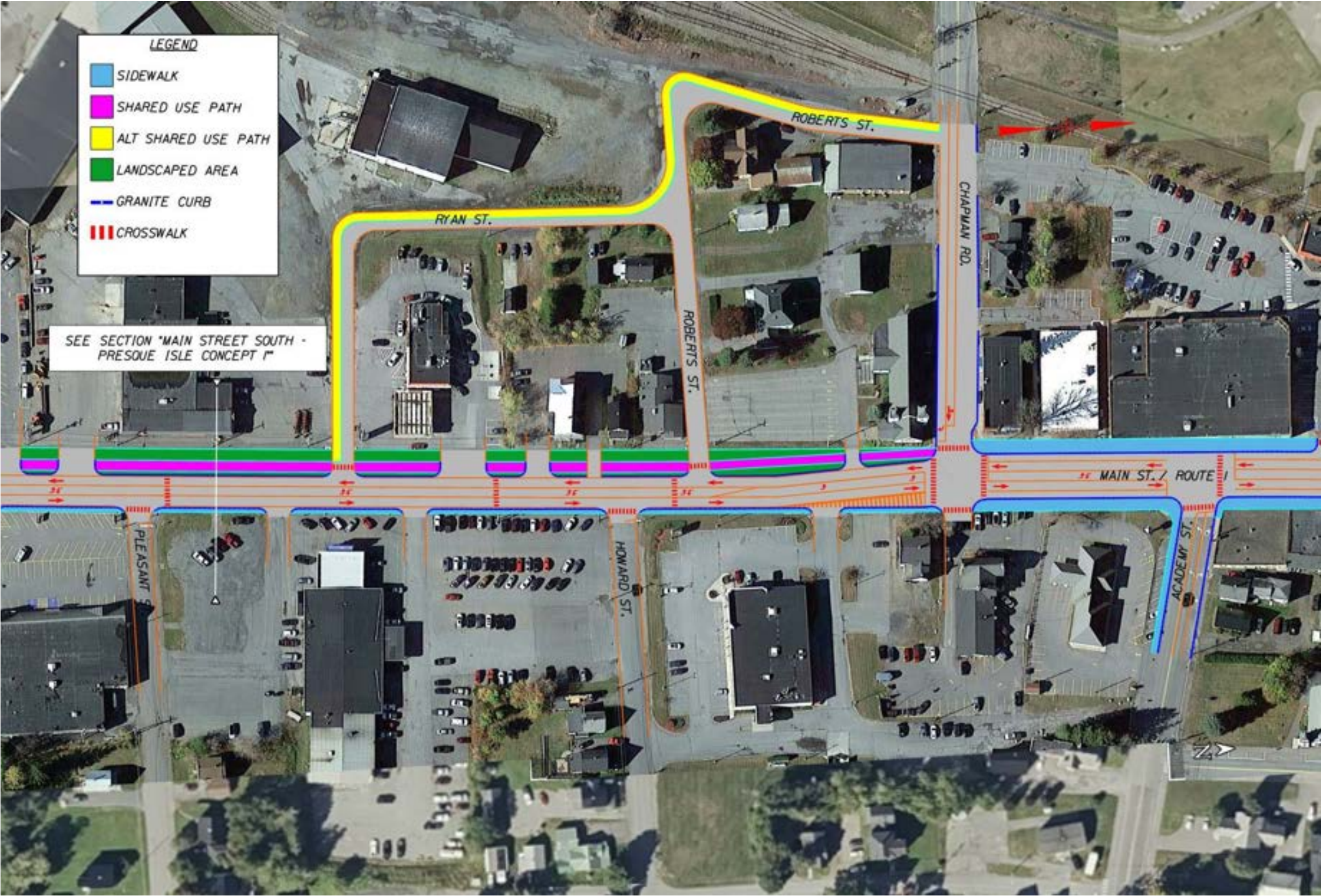


Figure 9.21 Maple St to Chapman St Part 2

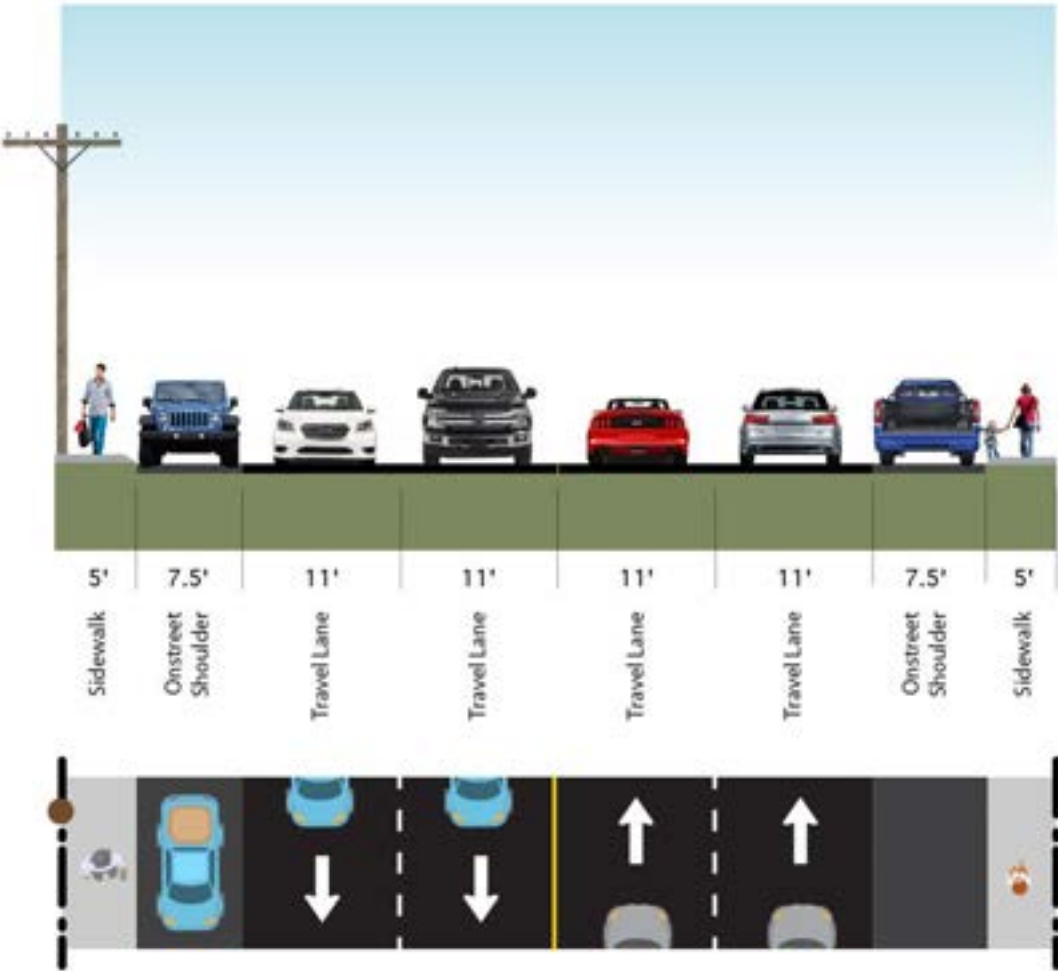


Figure 9.22
Main Street South - Presque Isle
Existing Conditions

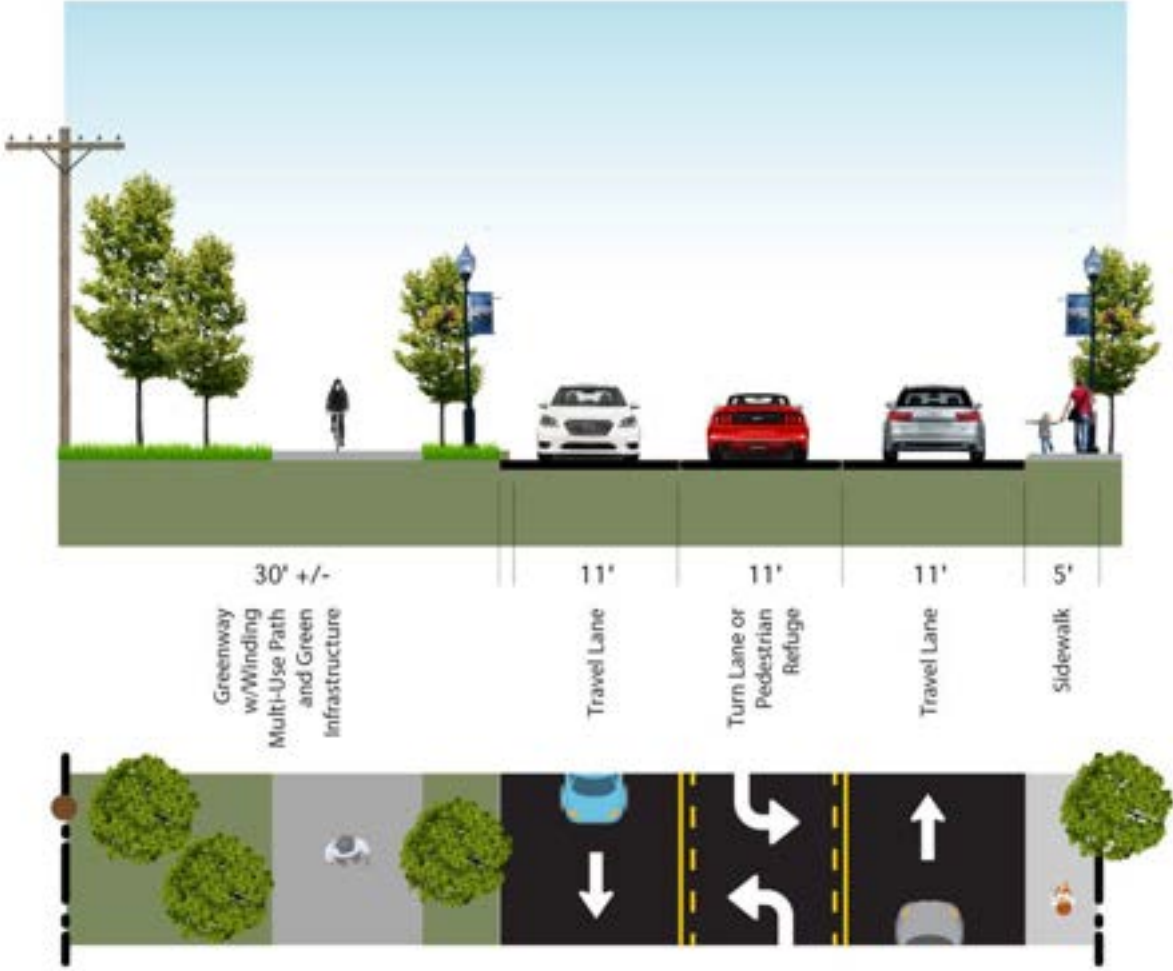


Figure 9.23
Main Street South - Presque Isle
Concept 1



Figure 9.24 Existing View on Main Street



Figure 9.25 Proposed View on Main Street

9.3 Main Street Downtown –Chapman Street to Blake Street

Roadway Typical Section

Long Term Proposed Concept: Three-Lane Configuration (Center Two-way Left-turn Lane)

The existing roadway template along Main Street between Chapman Street and Blake Street is a four-lane configuration with two northbound and two southbound lanes, each approximately 11-feet wide as shown in **Figure 9.32 (Main Street Downtown – Presque Isle Existing Conditions)**. There is currently on-street parking and variable width sidewalks on both sides of the roadway in this section. The proposed concept is a three-lane configuration, utilizing one northbound and one southbound lane, with a center two-way left turn lane. The three lanes are each 11-feet wide. On-street parking is maintained on both sides of the street and normalized to a width of 8-feet (+/-) as shown in **Figure 9.33 (Main Street Downtown – Presque Isle Long-Term Concept)**. There are access management improvements proposed at various business entrances in this section, including Northern Maine Flower, Dead River Company, Town Square Media, and Napa Auto Parts as shown in **Figure 9.30 (Chapman St to Blake St Part 1) and Figure 9.31 (Chapman St to Blake St Part 2)**. The proposed concept eliminates left turn prohibitions at the intersection of Main Street and State Street. Left turns from State Street (east of Main Street) onto Main Street southbound, from State Street (west of Main Street) onto Main Street northbound, and from Main Street southbound onto State Street (east of Main Street) are permitted under the proposed design. The three-lane configuration transitions to match the existing roadway section between Blake Street and Allen Street, as shown in **Figure 9.31 (Chapman St to Blake St Part 2)**.

Pros:

- On-street parking width normalized (8 ft +/-)
- Narrower roadway template promotes traffic calming
- Improves safety and downtown aesthetics

Cons:

- Passing of slow vehicles eliminated (however, speed limit is 25 MPH and emergency vehicles may utilize center lane if needed)
- Cost

Alternatives Analysis:

An alternative short-term concept was developed which was comprised of a similar three-lane configuration. The alternative concept utilized 12-foot wide travel lanes with a 12-ft wide center two-way left-turn lane and 10-foot wide (+/-) on-street parking on both sides of Main Street. In general the short-term concept utilized the existing curb to curb width to accommodate the three-lane configuration. Drawbacks of this alternative included wider travel lanes which promote higher speeds. While this

concept may have been accomplished with a pavement mill and fill with restriping, it did not include improvements to the existing sidewalk (widening and removal of brick esplanade) which offer an enhanced pedestrian experience and provide business opportunities in terms of outside dining, promotional sidewalk sales, and streetside engagement.

Pedestrian/Bicycle Facilities

Proposed Concept: Widen Sidewalks with Refuge at Crossings

There are existing sidewalks on both sides of Main Street in this section, generally 10-feet (+/-) wide on the east side and 12-feet (+/-) wide on the west side as shown in **Figure 9.32 (Main Street Downtown – Presque Isle Existing Conditions)**. The proposed concept utilizes the width gained from the narrower roadway template (three 11-foot wide lanes with 8-foot wide on-street parking as discussed above) to widen the existing sidewalks on the east side and west side of Main Street to 14 feet (+/-) and 16 feet (+/-), respectively, as shown in **Figure 9.33 (Main Street Downtown – Presque Isle Long-Term Concept)**. The proposed concept eliminates the existing brick sidewalk esplanades in this section. The signalized crossing at the Northeastland Hotel is maintained, and crosswalks are generally provided at existing locations. The three-lane roadway configuration reduces crossing widths and offers refuge for improved pedestrian safety.

Pros:

- Wider sidewalks on both sides of Main Street within the downtown core offer enhanced pedestrian experience
- Brick esplanades eliminated, reducing maintenance issues
- Shared center turn lane provides refuge at pedestrian crossings
- Shortens pedestrian crossing distances at intersections
- Improves village character and provides opportunities for outside dining and other streetside business engagement

Cons:

- Dedicated bicycle facilities not provided
- Cost

Alternatives Analysis:

As discussed above, an alternative short-term roadway concept was developed which was comprised of two 12-foot wide travel lanes with a 12-ft wide center two-way left-turn lane and 10-foot wide (+/-) on-street parking on both sides of Main Street. This alternative concept utilized the existing curb to curb width and did not include improvements to the existing sidewalks.

Traffic Analysis and Considerations:

A detailed traffic modeling analysis was performed for the proposed three-lane section on Main Street (see Section 9.2 for assumptions). **Table 9.30** presents results of the worst-case PM peak hour at the Main Street/Academy Street intersection. **Table 9.31** presents results of the worst-case PM peak hour at the Main Street/State Street intersection. As

shown, acceptable Level of Service (LOS) conditions are predicted with the proposed reconfiguration. It should be noted that the Main Street/State Street intersection analysis assumed all turning movements would be permitted.

Table 9.30 Main Street/Academy Street Level of Service Summary 3-Lane Main Street By Movement		
	PM Peak Hour	
	LOS	Delay
Academy Left	C	26.1
Academy Right	B	10.2
Main NB Through	B	10.1
Main NB Right	A	7.2
Main SB Left	B	14.0
Main SB Through	A	3.4
Overall	A	9.2

Table 9.31 Main Street/State Street Level of Service Summary 3-Lane Main Street By Movement		
	PM Peak Hour	
	LOS	Delay
State EB Left	C	22.4
State EB Through	B	18.9
State EB Right	A	8.7
State WB Left	C	25.0
State WB Through	C	21.7
State WB Right	B	12.1
Main NB Left	B	18.3
Main NB Through	A	7.8
Main NB Right	A	5.8
Main SB Left	C	22.3
Main SB Through	B	14.7
Main SB Right	B	10.1
Overall	B	13.5

Proposed Concept Planning-Level Cost Estimate: \$8,200,000

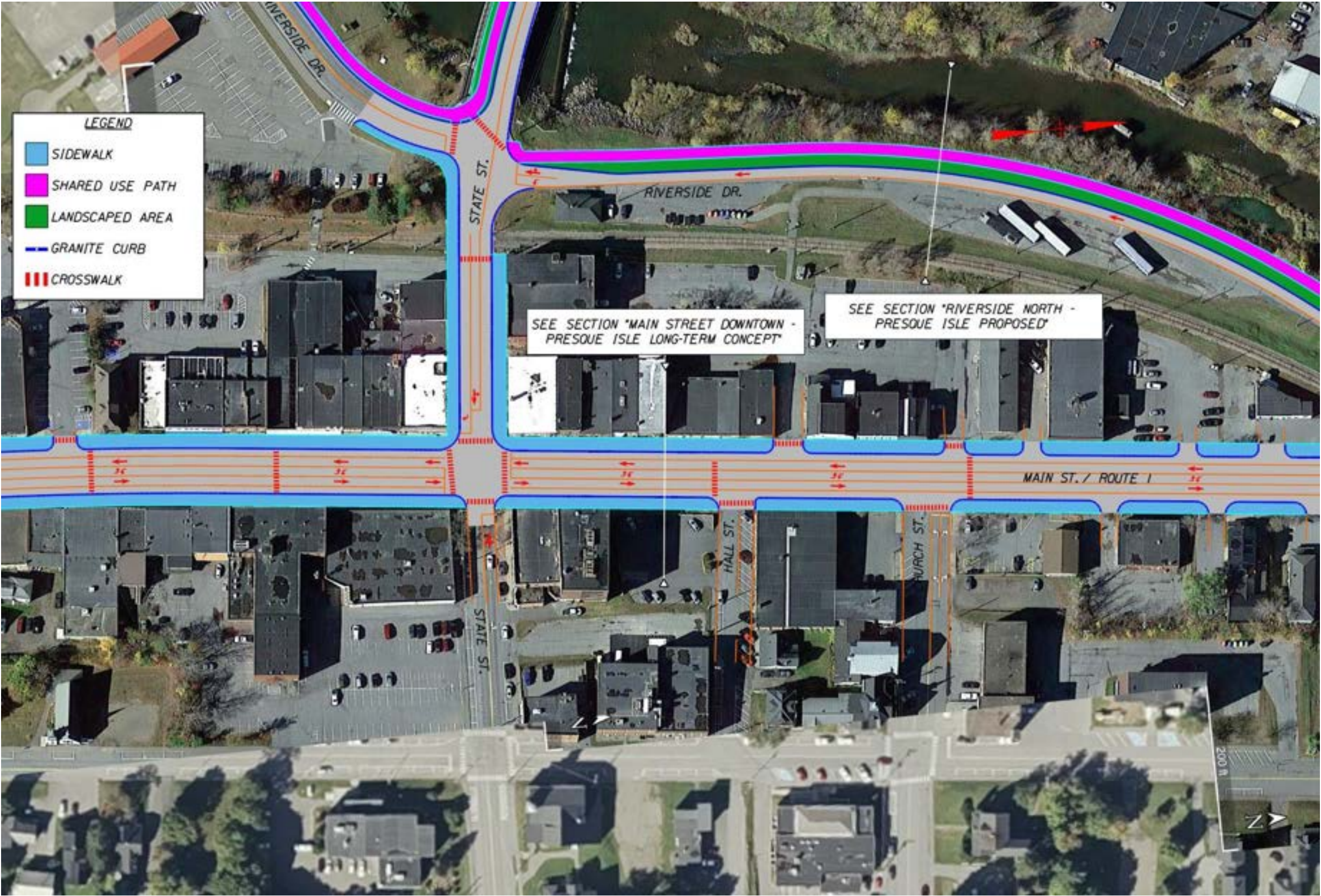


Figure 9.30 Chapman St to Blake St Part 1



Figure 9.31 Chapman St to Blake St Part 2

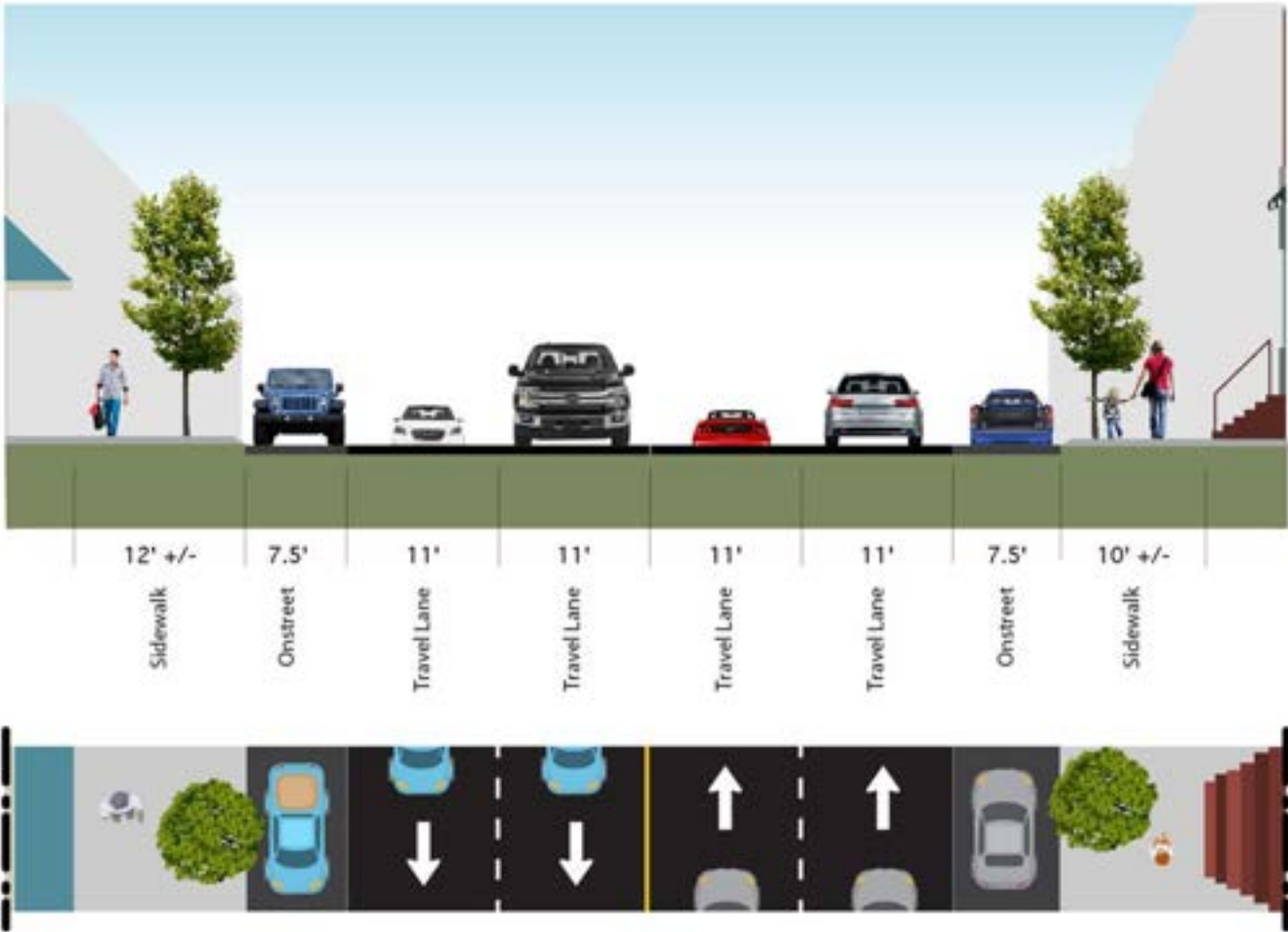


Figure 9.32
Main Street Downtown - Presque Isle
Existing Conditions

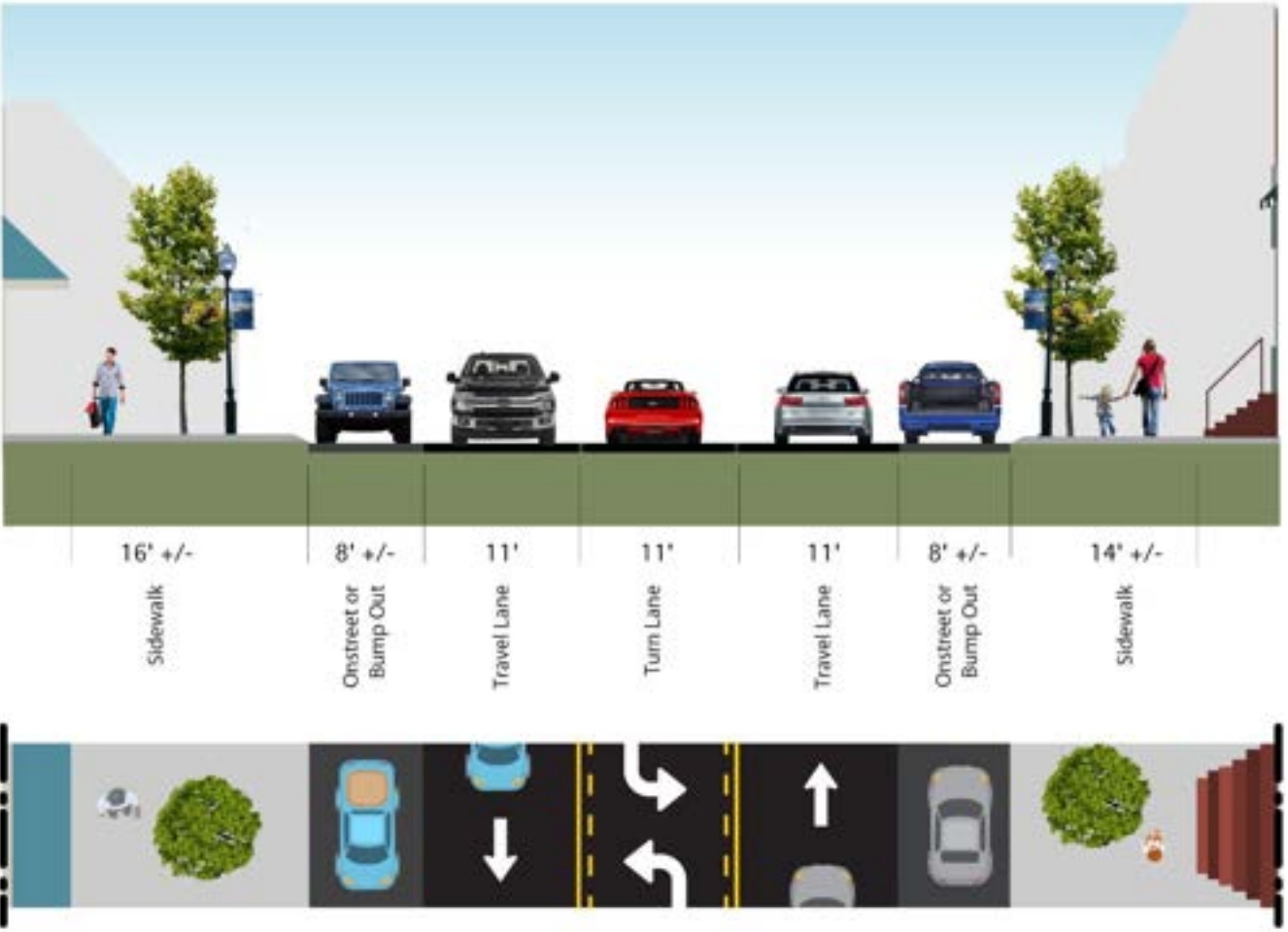


Figure 9.33
Main Street Downtown - Presque Isle
Long-Term Concept

9.4 Main Street North –Blake Street to Maysville Street

Improvements to this section focus on three key elements, pedestrian facilities, access management, and traffic operations.

Pedestrian/Bicycle Facilities

Sidewalks shall be provided on both sides of Main Street with crosswalks provided at all signalized intersections. All facilities shall be designed to be ADA compliant.

Access Management Improvements

To improve safety and mobility in the corridor there are a number of changes to access as suggested below:

- Narrow driveways at the retail complex with The Cutting Edge/Bubble Tea Café/Gene’s/Flannel & Barrel
- Close driveway South of South Street to Harrys Motor Sports (display area blocks use of driveway). Narrow driveway north of South Street.
- Restrict movements at southerly McDonald’s driveway to entry only.
- Install a raised island in the area of the painted island in front of McDonalds.
- Install a raised island in the area north of North Street. Modify driveways to Northern Light Health Center.
- Close driveway south of Jordan Street (Nursing Supplies)
- Close northerly driveway to Star City Wellness
- Close northerly driveway to Irish Settlers Pub.
- Close southern driveway to Richardson Remedies
- Close south driveway to Massage. At northerly driveway create shared driveway with St. Mary’s Cemetery.
- Close south driveway to O’Reilly Auto Parts.
- Remove right turn lane to Hampton Inn
- Provide a rear connection to Verizon/H&R Block
- Close south driveway to Shop’n Save
- Provide a right in/out connection from Shop’n Save to Connector Road.
- Provide a connection between Taco Bell and Pizza Hut.
- Pizza Hut driveway should be restricted to right entry/exit movements only.

Traffic Operations

Upgrade all traffic signals to meet current standards and provide for pedestrian crossings. This includes provides vehicle detection, fiber interconnectivity and coordination of signals for optimal efficiency.

Proposed Concept Planning-Level Cost Estimate: \$5,900,000

9.5 Riverside Drive North – State Street to Main Street

Roadway Typical Section

Proposed Concept: Single-Lane Configuration (one-way southbound)

The existing roadway template on Riverside Drive between State Street and Main Street (referred to herein as “Riverside Drive North”) is comprised of two 12-foot travel lanes with 5-foot paved shoulders on both sides as shown in **Figure 9.52 (Riverside North – Presque Isle Existing)**. There is substantial additional paved width (approximately 50 feet) on the east side of Riverside Drive North in an area currently used for commercial trailer parking. The proposed concept utilizes a single 11-foot wide travel lane, one-way southbound, as depicted in plan view in **Figure 9.50 (Riverside Drive North Part 1)**. The proposed concept is shown in cross section in **Figure 9.53 (Riverside North – Presque Isle Proposed)**. There are minor access management changes proposed at Napa Auto Parts as shown in **Figure 9.50 (Riverside Drive North Part 2)**.

Pros:

- Space gained can be repurposed for increased bicycle and pedestrian connectivity
- Narrower roadway template promotes traffic calming
- Simplifies the State Street and Riverside Drive North intersection, which has a history of pedestrian crashes

Cons:

- One-way street southbound will reduce accessibility and shift some traffic to Main Street (although this volume is low)
- Eliminates northbound traffic flow (although northbound movements at Main Street intersection are considered unsafe and left turns from State Street onto Main Street northbound would be allowed)
- Cost

Pedestrian/Bicycle Facilities

Proposed Concept: Riverside Park with Multi-Use Path

There are no existing bicycle or pedestrian facilities on Riverside Drive North as shown in **Figure 9.52 (Riverside North – Presque Isle Existing)**. The proposed concept repurposes the width gained from the narrower roadway template as discussed above to create a riverside park and multi-use path as shown in **Figure 9.53 (Riverside North – Presque Isle Proposed)**. The multi-use path is 10-feet wide, and the adjacent greenspace on both sides provides separation from vehicular traffic and a waterfront recreational area. The paved area currently used for commercial trailer parking is repurposed to a useful and flexible space for the City. For visualization purposes, the existing conditions in this section are shown on a **Figure 9.54 (Existing View on Riverside Drive North)**, and the proposed concept is shown in **Figure 9.55 (Proposed View on Riverside Drive North)**. Expanding Riverside Park north of State Street will create a new riverfront park extending to Main Street. Amenities could include a canoe/kayak launch downstream of the bridge, overlooks, fishing areas, seating, lighting, passive recreation, and flexible space for pop up events, food trucks, and parking. This is an opportunity to enhance the ecological health of the Presque Isle Stream while introducing more trees and green space to the downtown, mitigating stormwater impacts, and increasing biodiversity and habitat. Street trees lining the travel lane will create shade and calm traffic as shown in **Figure 9.56 (Riverside Drive North Landscaping Layout)**. A new crossing at State Street is proposed to provide connectivity between the existing Riverside Park and the recommended improvements along Riverside Drive North.

Pros:

- Extension of existing Riverside Park
- Multi-use trail is part of a proposed segment that completes a loop in the existing bike path system
- Repurposing of an area currently underutilized, providing an enhanced pedestrian experience and potential business opportunities

Cons:

- Existing commercial trailer parking is eliminated
- Cost

Proposed Concept Planning-Level Cost Estimate: \$1,000,000

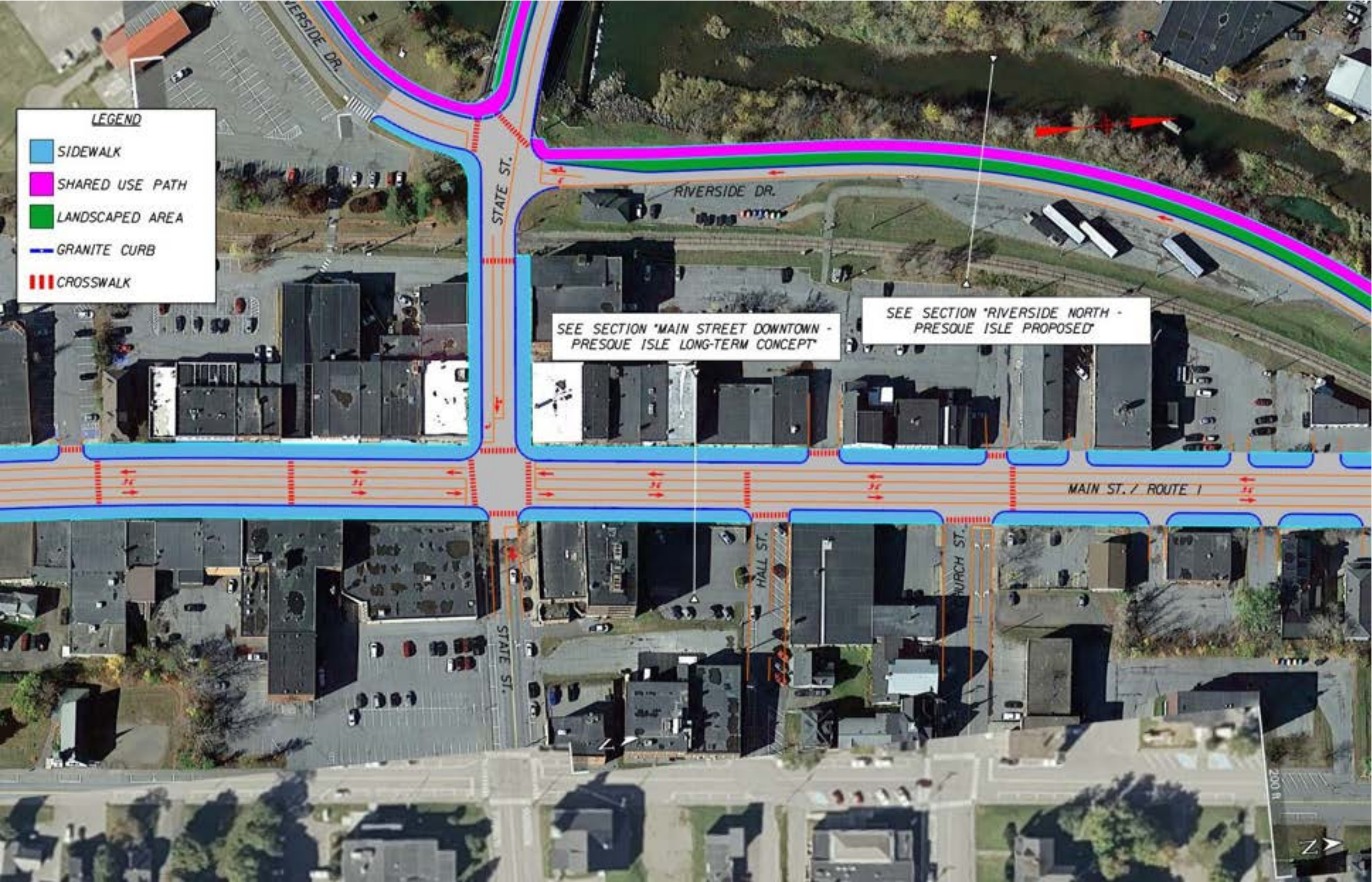


Figure 9.50 Riverside Drive North Part 1



Figure 9.51 Riverside Drive North Part 2

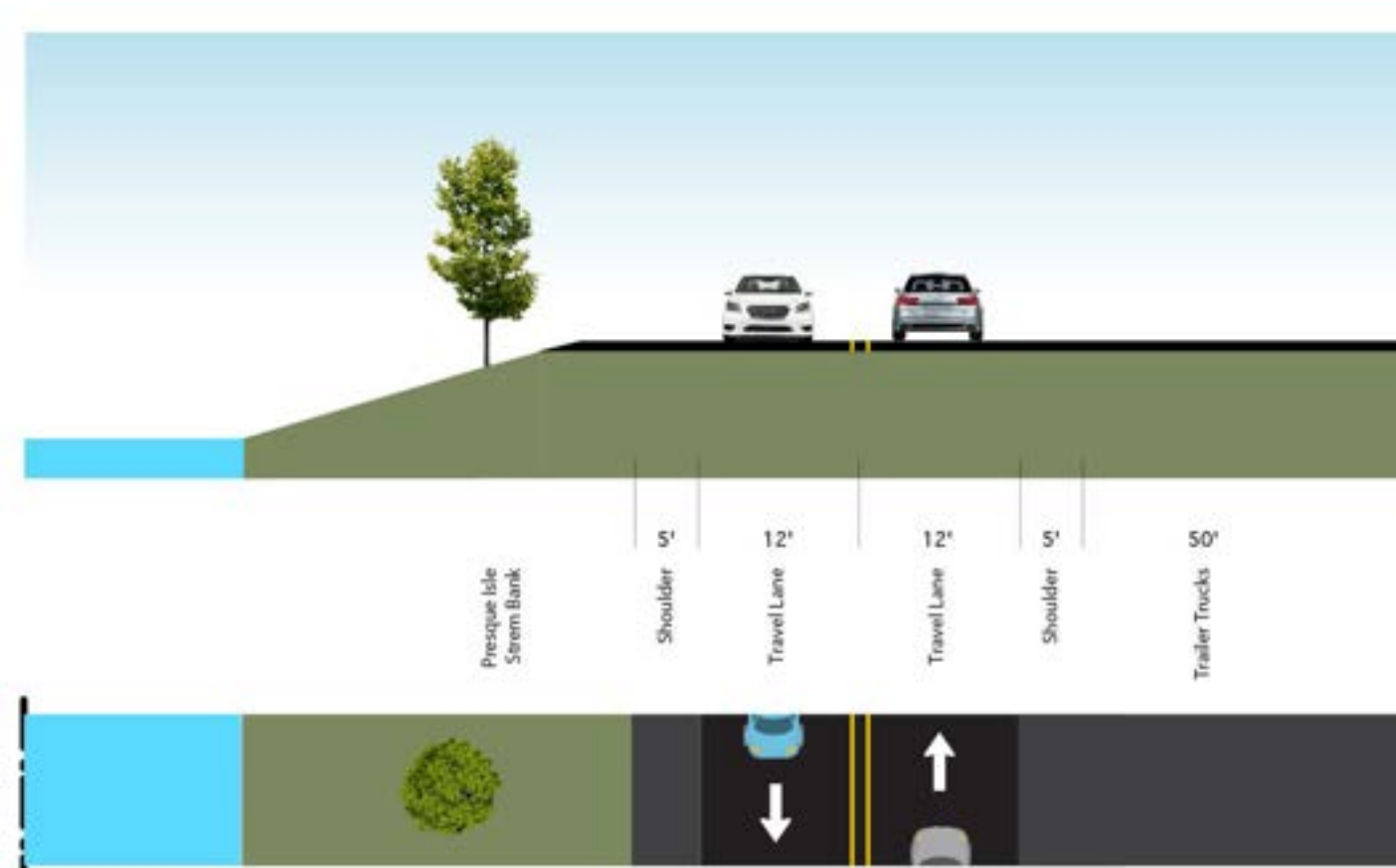


Figure 9.52
Riverside North - Presque Isle
Existing

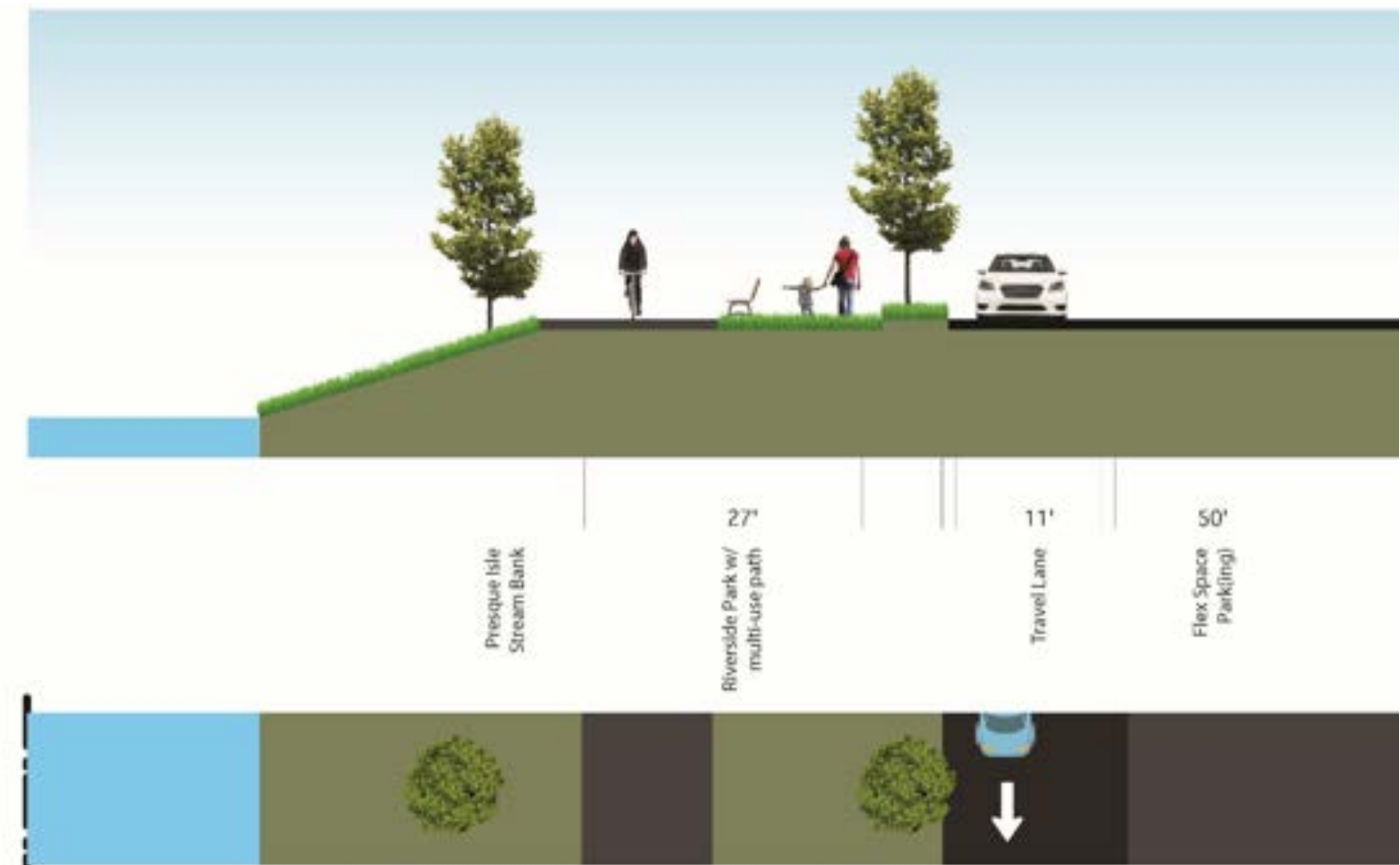


Figure 9.53
Riverside North - Presque Isle
Proposed



Figure 9.54 Existing View on Riverside Drive North



Figure 9.55 Proposed View on Riverside Drive North



Figure 9.56 Riverside Drive North Landscaping Layout

9.6 Riverside Drive South – Chapman Street to State Street

Roadway Typical Section

Demonstration Project: Reduced Travel Lane Width with Separated Multi-Use Lane

In partnership with staff from MaineDOT, a Demonstration Project concept has been developed for implementation on the section of Riverside Drive between Chapman Street and State Street (referred to herein as “Riverside Drive South”). The existing roadway template on Riverside Drive South is generally comprised of two travel lanes each approximately 12 feet wide with 5-foot (+/-) paved shoulders on both sides, as shown in the photograph in **Figure 9.60 (Existing View on Riverside Drive South)**. This typical section is considered excessively wide for the current traffic volume and surrounding land use. The Demonstration Project utilizes temporary pavement markings and collapsible delineators to demarcate narrowed travel lanes (approximately 11-feet wide) and a separated shared-use lane (approximately 10-ft wide), as shown in **Figure 9.61 (Proposed View on Riverside Drive South)**. The narrower travel lanes promote traffic calming and increase pedestrian safety at existing crossings. The separated shared-use lane provides a dedicated facility for bicyclists and can also be used by pedestrians. At the City’s discretion, the separated shared-use lane could be used seasonally by all terrain vehicles (ATVs) and snowmobiles, offering connectivity between the surrounding trail system and the City’s core downtown area.

Pros:

- Narrower travel lanes promote traffic calming and increase safety at pedestrian crossings
- Separated shared-use lane provides a dedicated bicycle facility

Cons:

- Collapsible delineators will require removal and storage during winter months

Pedestrian/Bicycle Facilities

Proposed Concept: Multi-Use Path Segment Between Farmer’s Market and State Street

In addition to the separated shared-use lane associated with the Demonstration Project as described above, a new and permanent segment of multi-use path is proposed along Riverside Drive South. The new multi-use path segment is located along the western side (adjacent to the Presque Isle Stream) of Riverside Drive South and extends from the Farmer’s Market (where the existing bike path crosses the street) to State Street. An existing paved path and esplanade will be repurposed into a 10-ft wide multi-use path, which will provide connectivity to Riverside Drive North and is part of new segment that completes a loop in the existing bike path system.

Pros:

- Permanent multi-use facility
- Connects existing Riverside Park area with proposed improvements along Riverside Drive North
- Part of a proposed segment that completes a loop in the existing bike path system

Cons:

- Cost

Proposed Concept Planning-Level Cost Estimate: \$300,000 (Note: This is the planning level estimated cost of the segment of multi-use trail on Riverside Drive South. The materials for the Demonstration Project would be supplied by MaineDOT, the only anticipated cost to the City associated with the Demonstration Project would be labor for installation).

9.7 State Street Bridge

Roadway Typical Section

Proposed Concept: Two-Lane Configuration

The existing roadway section on State Street Bridge is comprised of four 12-foot wide travel lanes, two eastbound and two westbound, with a 5-foot sidewalk on the south (upstream) side as shown in **Figure 9.71 (State Street Bridge – Presque Isle Existing Conditions)**. The proposed concept utilizes two 12-foot travel lanes located on the north side of the bridge, as shown in **Figure 9.72 (State Street Bridge – Presque Isle Concept 2)**. Access management improvements are recommended along State Street immediately west of the bridge at entrances to Northern Business Products, Rick’s Redemption Center, and the lot across the street (formerly Mike’s and Sons) as shown in **Figure 9.70 (State Street Bridge)**. The two-lane configuration transitions to match the existing three-lane approach to the State Street, Mechanic Street, Parsons Street, and Dyer Street intersection immediately west of Exchange Street. Sidewalk improvements immediately west of Main Street and upgraded signals at the Main Street and State Street intersection are recommended.

Pros:

- Space gained can be repurposed for increased bicycle and pedestrian connectivity and safety
- Narrower roadway template promotes traffic calming

Cons:

- Winter maintenance

Alternatives Analysis:

An alternative concept was developed for State Street Bridge which utilized two 12-foot travel lanes located in the center of the existing template. The primary drawback to this concept was the limited potential to repurpose the space gained from the reduction in travel lanes into separated multi-use facilities.

Pedestrian/Bicycle Facilities

Proposed Concept: Overlook Park with Multi-Use Path

There is an existing 5-foot sidewalk on the south (upstream) side of State Street Bridge as shown in **Figure 9.71 (State Street Bridge – Presque Isle Existing Conditions)**. The proposed concept repurposes the space gained from the reduction in travel lanes as discussed above into a 25-foot wide (+/-) overlook park with winding multi-use path as shown in **Figure 9.72 (State Street Bridge – Presque Isle Concept 2)**. The upstream side of State Street bridge can be retrofitted with planters and well-designed traffic barriers to create an extension of Riverside Park across the Presque Isle Stream to the neighborhoods to the west. This park and pedestrian zone

can include seating and stream overlooks. By enhancing pedestrian and landscape amenities, State Street Bridge will become a more inviting and safe gateway to the downtown.

Pros:

- Increases safety for pedestrian traffic crossing the bridge by providing a separated multi-use facility
- Creates a unique bicycle and pedestrian experience
- Increased bicycle and pedestrian connectivity to western neighborhoods

Cons:

- Winter maintenance
- Final design will require approval from MaineDOT Bridge Maintenance (due to added weight)

Alternatives Analysis:

An alternative concept was developed for State Street Bridge which repurposed the space gained if two 12-foot travel lanes were located in the center of the existing template. This concept provided a 12-foot (+/-) dedicated bike lane on the south (upstream) side of the bridge, and a 12-foot (+/-) shared bike lane and walkway on the north (downstream) side of the bridge. Drawbacks to this concept included a lack of distinct visual cues to create a narrower feel on the bridge to promote traffic calming and increase bicycle and pedestrian safety. In addition, the concept did not include additional greenspace and other streetscape enhancements.

Proposed Concept Planning-Level Cost Estimate: \$2,600,000

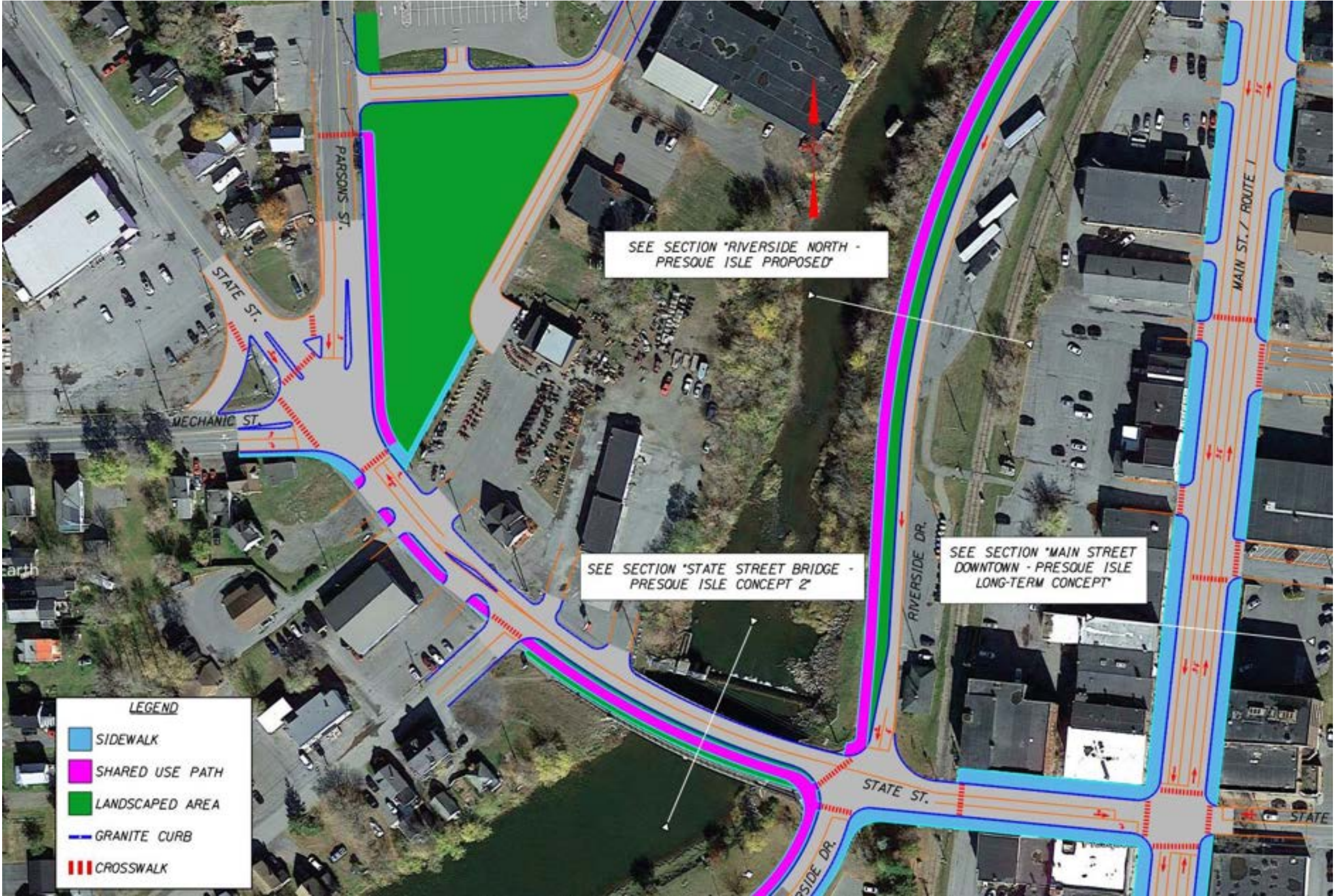


Figure 9.70 State Street Bridge

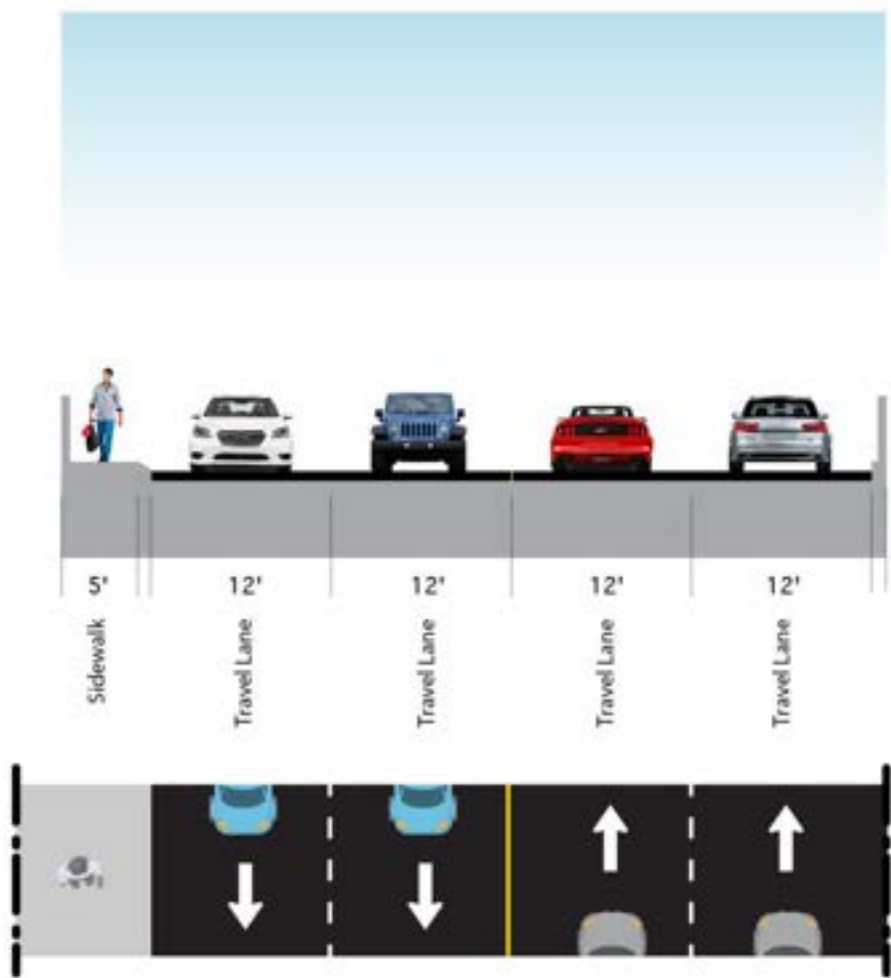


Figure 9.71
State Street Bridge - Presque Isle
Existing Conditions

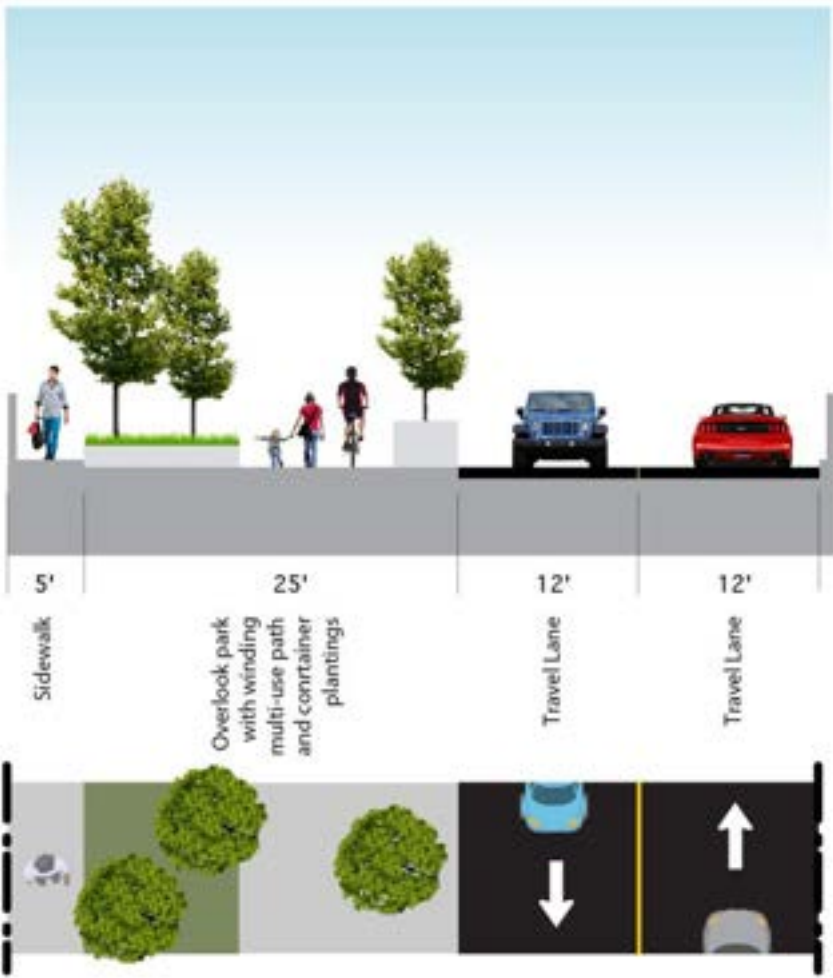


Figure 9.72
State Street Bridge - Presque Isle
Concept 2

9.8 Five Fingers Intersection

Proposed Concept: Convert to 4-Way Intersection (Dyer Street Reconfiguration)

The existing intersection of State Street, Mechanic Street, Parsons Street, and Dyer Street is located immediately west of the State Street Bridge and is referred to herein as the “Five Fingers Intersection”. The intersection provides through traffic movements on State Street and allows both left and right turning movements from each approach to all other approaches. The proposed concept removes the Dyer Street approach to the intersection. Dyer Street is reconfigured to intersect Parsons Street immediately south of Machias Savings Bank, thereby converting the Five Fingers Intersection to a 4-way intersection as shown in **Figure 9.80 (Five Fingers Intersection)**. Upgraded signals are recommended as part of the 4-way intersection reconfiguration.

Pros:

- Simplified intersection movements and signaling
- Increased greenspace and utilization of existing park lands

Cons:

- Property impacts adjacent to Machias Savings Bank parking lot
- Accessibility changes, including elimination of direct access to Dyer Street from other intersection approaches
- Cost

Alternatives Analysis:

Two alternative concepts were developed for the Five Fingers Intersection. One of these alternatives was to leave the intersection unchanged from a roadway template perspective and limit improvements to bicycle and pedestrian upgrades. The main drawback to this alternative was the complexity of the existing intersection geometry. Effective bicycle and pedestrian upgrades were considered impractical with the current intersection layout. Another alternative considered converting the Five Fingers Intersection to a roundabout. Drawbacks to this alternative included maintenance and property impacts, public concerns related to usability and magnitude of change, and cost.

Pedestrian/Bicycle Facilities

Proposed Concept: Convert to 4-Way Intersection (Multi-Use Path to Western Neighborhoods)

The existing geometry of the Five Fingers Intersection is complicated and presents safety and navigational challenges for bicyclists and pedestrians. Existing traffic signaling is complex and unintuitive to pedestrians. Although there is a sidewalk on Parsons Street north of Machias Savings Bank, bicycle and pedestrian connectivity between the downtown core and western neighborhoods via State Street and Parsons Street is poor. The proposed concept removes the Dyer Street approach to the intersection. Dyer Street is reconfigured to intersect Parsons Street immediately south of Machias Savings Bank, thereby converting the Five Fingers Intersection to a 4-way intersection. The existing paved shoulder on the east side of Parsons Street is repurposed into a multi-use trail adjacent to the new greenspace immediately south of the Machias Savings Bank parking lot as shown in **Figure 9.80 (Five Fingers Intersection)**. A new pedestrian crossing at State Street immediately east of the reconfigured 4-way intersection connects the multi-use trail over State Street Bridge (discussed previously in this report) to the segment of multi-use trail on Parsons Street. Other pedestrian crossings are generally provided at existing locations. Sidewalk improvements connect the State Street Bridge multi-use path to Mechanic Street and remaining portion of Dyer Street.

Pros:

- Improved pedestrian crossings
- Increased bicycle and pedestrian connectivity between downtown core and western neighborhoods
- Increased greenspace and use of park lands

Cons:

- Property impacts adjacent to Machias Savings Bank parking lot
- Cost

Alternatives Analysis:

Two alternative concepts were developed for the Five Fingers Intersection. One of these alternatives was to leave the intersection unchanged from a roadway template perspective and limit improvements to bicycle and pedestrian upgrades. The main drawback to this alternative was the complexity of the existing intersection geometry. Effective bicycle and pedestrian upgrades and improved connectivity to western neighborhoods were considered impractical with the current intersection layout. Another alternative considered converting the Five Fingers Intersection to a roundabout. Although this alternative provided some options for bicycle and pedestrian improvements it is not recommended due to potential

maintenance and property impacts, public concerns related to usability and magnitude of change, and cost.

Traffic Analysis and Considerations:

A detailed traffic modeling analysis was performed at the State Street/Mechanic Street/Parsons Street/Dyer Street intersection assuming the Dyer Street approach would be closed. As noted in **Table 9.80**, the intersection is expected to operate at an acceptable level of service.

Table 9.80 State St./Mechanic St./Parsons St./Dyer St. Level of Service Summary Dyer Street Closed By Lane		
	PM Peak Hour	
	LOS	Delay
Mechanic Left/Through	B	19.8
Mechanic Right	A	2.4
State SB Left/Through	B	15.2
State SB Right	B	13.9
Parsons Left/Through	C	26.5
Parsons Right	A	5.7
State NB Left	B	16.8
State NB Through/Right	A	8.8
Overall	B	13.6

Proposed Concept Planning-Level Cost Estimate: \$2,800,000

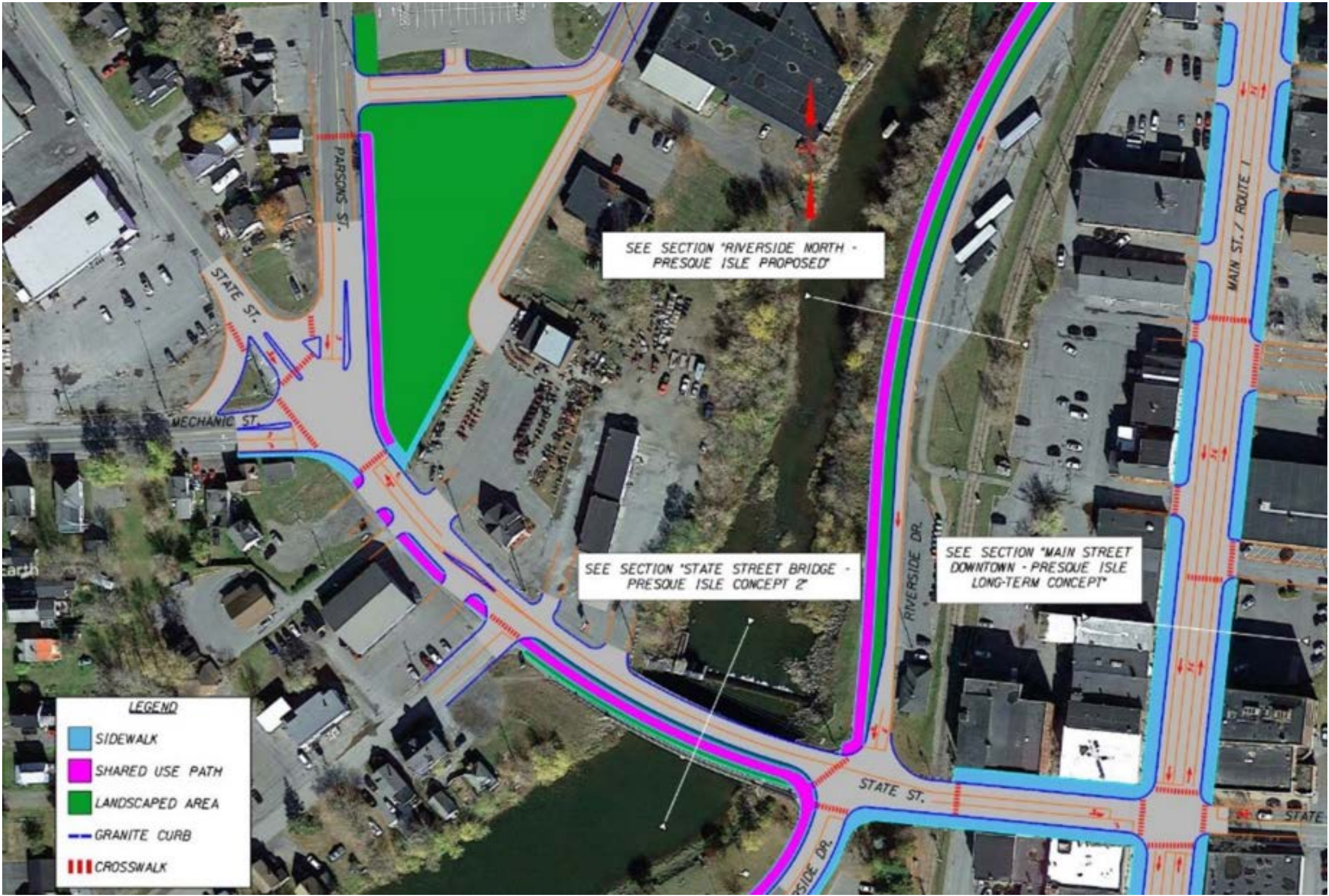


Figure 9.80 Five Fingers Intersection

9.9 Multi-Use Path Segments

The City of Presque Isle has an existing multi-use path (known locally and referred to herein as the “bike path”). The existing bike path is shown in black in **Figure 9.90 (Multi-Use Path Routes)**. Based on existing character areas and land uses as well as feedback from public engagement the Study Team identified goals for new multi-use path segments as summarized below.

Goals:

- Modify or add segments to the existing system to create a loop
- Increase connectivity between UMPI and Downtown
- Provide increased bicycle and pedestrian access to Main Street North (retail areas)
- Connect western neighborhoods to parks and shopping

Based on these goals and with consideration given to existing conditions, potential property and environmental impacts, and the existing land uses and character areas several new segments of multi-use path are recommended as summarized below.

Proposed Segments:

Main Street South Greenway: UMPI to Chapman Street

This proposed segment extends from the bike path crossing at University Street to the bike path crossing at Chapman Street immediately east of the Parks and Recreation facilities. It parallels the west side of Main Street and has alternatives for connection to the existing bike path at Chapman Street as shown in **Figure 9.90 (Multi-Use Path Routes)** and described in Sections 9.1 and 9.2 above. This segment directly connects UMPI to the downtown.

Riverside Drive – Blake Street: Rec. Center to High School

This proposed segment extends from the bike path crossing at Riverside Drive South to the bike path crossing at Blake Street immediately west of the High School. It follows the west side (Presque Isle Stream side) of Riverside Drive North and Riverside Drive South as described in Sections 9.5 and 9.6 above. Connection between Main Street and the High School is made via Blake Street, which has existing pavement width and sidewalk which could be repurposed accordingly. This segment connects the existing bike path to the downtown and completes a loop in the system.



Figure 9.90 Multi-Use Path Routes

State Street Bridge – Parsons Street: Riverside Park and Downtown to Western Neighborhoods

This proposed segment extends from the intersection of Riverside Drive and State Street, across the State Street Bridge to Parsons Street, and to western neighborhoods. This segment extends north on Parsons Street to Central Drive (gateway to Mi'kmaq Nation housing and Tribal facilities). From there this segment introduces a new pedestrian bridge over the Presque Isle Stream and could connect the western neighborhoods to the retail shopping area via one of two alternative routes as shown in **Figure 9.90 (Multi-Use Path Routes)**. One option is via Dobson Street and Conley Street, crossing the Presque Isle Stream and connecting to an existing unimproved trail behind Walmart. See Pedestrian Bridge Option 1 in **Figure 9.90 (Multi-Use Path Routes)**. Note this unimproved trail is depicted as a proposed shared-use path segment in **Figure 9.90 (Multi-Use Path Routes)** and would require additional design consideration. A second option is via Harris Street, crossing the Presque Isle Stream at Veteran's Memorial Park and joining the existing bike path on Carmichael Street via Davis Street (see **Pedestrian Bridge Option 2 in Figure 9.90**).

Route 163 – ATV Trail – Carmichael Street: Retail Area Loop

This proposed segment utilizes portions of Route 163 (Connector Road) and the existing ATV trail adjacent to the Aroostook River immediately north of the Aroostook Centre Mall to create a loop around the retail area and northern limits of the City as shown in **Figure 9.90 (Multi-Use Path Routes)**. The viability of this segment depends in part on the development of an existing unimproved trail immediately west of Walmart. Note this unimproved trail is depicted as a proposed shared-use path segment in **Figure 9.90 (Multi-Use Path Routes)** and would require additional design consideration. This segment connects to the existing bike path at the intersection of Rice Street and Carmichael Street.

Community Benefits:

By strategically expanding the existing bicycle and pedestrian network, the neighborhoods of Presque Isle will become more coherent and inviting, Route 1 will be safer to cross, and key uses and areas such as the hospital, UMPI, stores and shopping areas, the high school, the Mi'kmaq Nation, and Riverside Park will be more accessible and interconnected. The expanded network will also create a series of loops within the community allowing people of different abilities to enjoy exercising and relaxing downtown. A proposed pedestrian bridge over the Presque Isle Stream will allow residents of the western residential neighborhoods to safely walk to downtown and the shopping areas. Improving overall pathway interconnectivity will increase the health and vibrancy of Presque Isle and

make the downtown more sustainable and attractive by encouraging foot traffic.

Proposed Segments Planning-Level Cost Estimate: \$3,800,000

10.0 Public Outreach

Two public meetings were held during the study process to obtain feedback. A summary of each meeting is provided below.

10.1 Public Meeting #1: June 8, 2023

This meeting was held at UMPI, beginning at 6:00 PM and ending at approximately 7:47 PM. The presentation consisted of the following Agenda:

1. Introductions
2. Study Objective/Purpose
3. Study Area
4. Scope of Work
5. Existing Transportation Conditions
6. Existing Land Use/Zoning/Character
7. City Hall Public Survey
8. Public Input/Comments

The following questions/comments were provided:

- What is the construction timeline? Jarod mentioned leveraging grant funds and suggested at 4-year timeframe +/-
- Comments made about not pursuing improvements related to this project until the Presque Isle bypass is completed
- Favorable comment regarding a potential “rotary” at the State St/Mechanic St/Parsons St/Dyer St intersection (i.e. “five fingers”)
 - Need for training and outreach
 - Some people are uncomfortable with Augusta roundabouts
- Comments from employee of Aroostook Agency on Aging
 - Drives to nearby grocery store
 - Avoids walking, does not feel safe to cross Main Street
- City Council member expressed strong feelings regarding five fingers intersection
 - Intersection should not be reconfigured, been studied before
 - Local users do not understand how to navigate roundabouts
 - Roundabout considered unfavorable from maintenance/snow plowing perspective
 - In favor of pedestrian bridge over Presque Isle Stream to connect westerly neighborhoods to retail area
 - Due to closure of Loring Air Force Base, there is 50% less traffic on Main Street. Overdesigned for current volume, four lanes not needed. Use extra width for something positive for the City

- Another City Council member echoed feelings regarding roundabout at five fingers
 - Suggested bringing back Elm trees to Main Street, one left in front of Social Security Building
- University Street resident expressed that traffic speeds are too high for bike path crossing at UMPI
 - No sidewalk on east side of Route 1 near UMPI is an issue (because crosswalk to west side feels unsafe)
 - Need to slow traffic down ahead of the crosswalk
- Striping/painting not being completed in timely manner
 - Some discussion about schedule and weather
 - Does not last as long as it used to now that water based paint is required
- Walking areas around town should be connected, too many lanes on Main Street
- There is a Federally designated bike route on Parsons St which avoided Main Street
- Question about where bus stops will be located moving forward, suggested coordination with Aroostook Regional Transportation
- Brick esplanade provides buffer in winter, providing relief from possibly slipping into the roadway
- Separated bike facilities considered favorable
- Better snow removal options?
 - Snow removal takes up on street parking, creates access issues
 - Sidewalk access an issue in winter with snow banks
- Make the existing bike path a loop, connecting to retail area
 - Trombley St a possible location for pedestrian bridge?
 - Loop and/or greater bike and pedestrian connectivity needed
 - Consider section of ATV trail system (north end of Study Area) for part of bike/ped loop
- Consider template used in downtown Brunswick
- Facilities needed for use of electric bikes
- Un-housed persons related issues
 - Safety considerations in areas where homeless people congregate
 - Jarod spoke about needs related to equitable use
- Consider allowing bikes on the sidewalk, at least on one side
- Question related to buffered bike lane definition and use
- Significant discussion related to Academy St (i.e. Route 10)
 - State aid road from Main St heading east
 - Consideration should be given to weight limits on Route 10, as a means of reducing truck traffic on Academy St (headed to Huber and McCain’s)
 - How to “force” trucks onto alternative routes?

- Debris/dust from trucks on Route 10 possible enforcement option?
- Sidewalks and crosswalks needed in retail area around Walmart, Shop and Save, etc.
- Consider pedestrian bridge from Walmart across stream to westerly neighborhoods
- Need better and more consistent lighting downtown
- More crosswalks are needed north of downtown
- Promote the use of biking and electric bikes
- Consider “pocket parks” similar to in Madawaska

10.2 Public Meeting #2: October 11, 2023

This meeting was held at UMPI, beginning at 6:00 PM and ending at approximately 7:43 PM. The presentation consisted of the following Agenda:

1. Introductions
2. Study Background/Purpose
3. Study Area
4. Safety Audit Summary
5. Draft Recommendations
6. Schedule
7. Public Input/Comments

The following questions/comments were provided:

- Questions were raised about deliveries to local businesses if Main Street were to be modified to a three-lane section. Tom Errico explained that the analysis supports the implementation of a three-lane section.
- What is construction schedule for Presque Isle bypass?
- What is the total mileage of the proposed multi-use path segments?
- Several positive comments were made regarding upgrades to existing bike path system. Increased connectivity to shopping and creation of loops was generally well received.
- Concerns were raised about raised islands for pedestrian refuge and vegetation of refuge islands. Could present maintenance issues. It was suggested that non-raised and/or non-vegetated islands be considered.
- There was a suggestion about considering an old rail alignment for a multi-use path segment.
- Questions were raised about signal timing on Main Street. Signal improvements are needed.
- Positive comments regarding traffic calming effects and anticipated slower speeds associated with three-lane section.

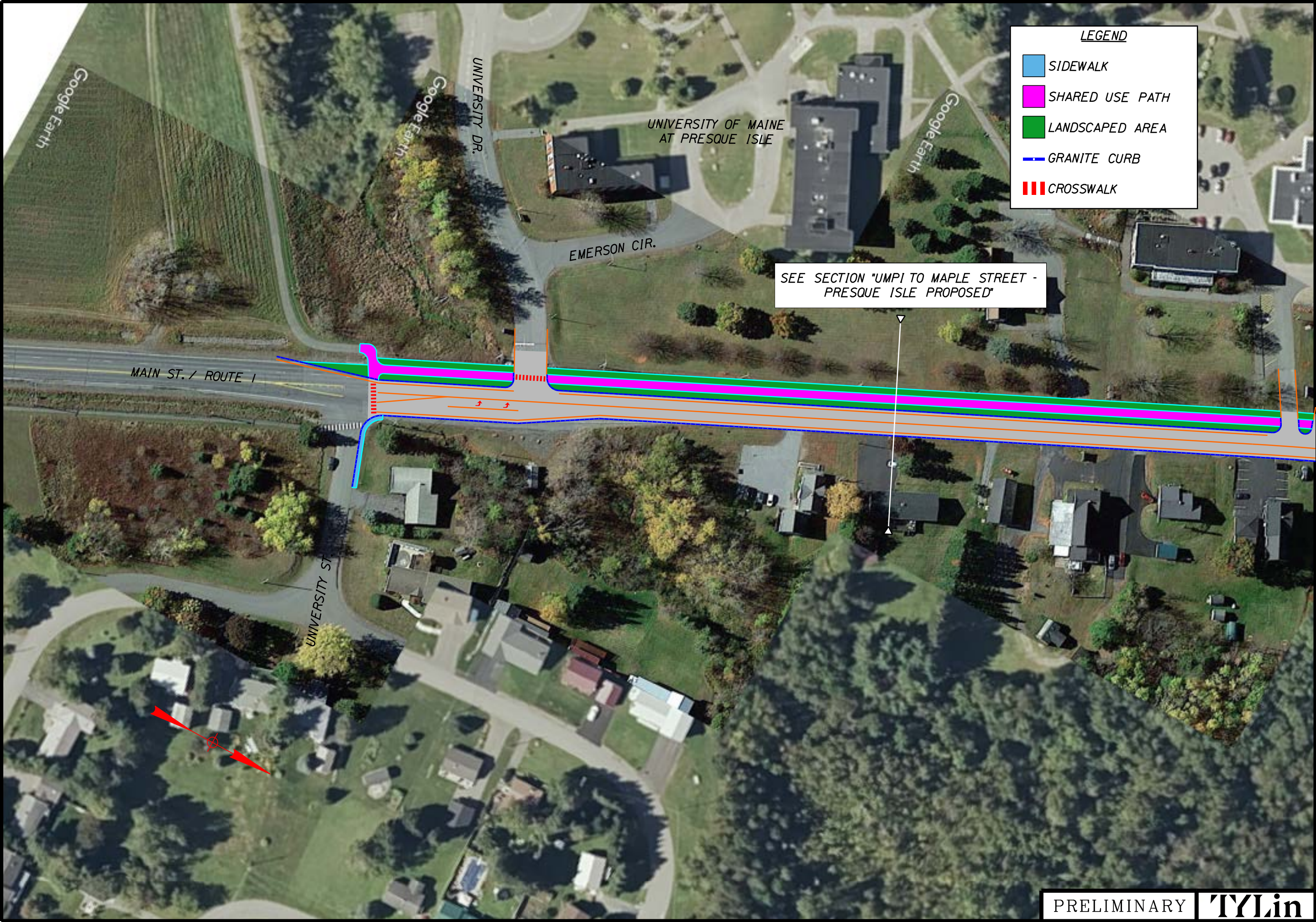
- A question was asked regarding the amount of time it would take to get through town with the proposed 3-lane configuration versus the existing 4-lane section.
- What is the total mileage of the proposed multi-use path segments?
- Tom Errico explained that intersections analyzed are currently functioning at approximately Level of Service (LOS) C.

10.3 Comments Received After Public Meeting #2

Following Public Meeting #2, Galen Weibley (Director of Economic Development for the City of Presque Isle at the time of Public Meeting #2) sent a letter to local business owners and community members asking for feedback on the draft recommendations presented at the meeting. That letter and the comments received are included in the Appendix.

APPENDIXES

Appendix A: Concept Plans

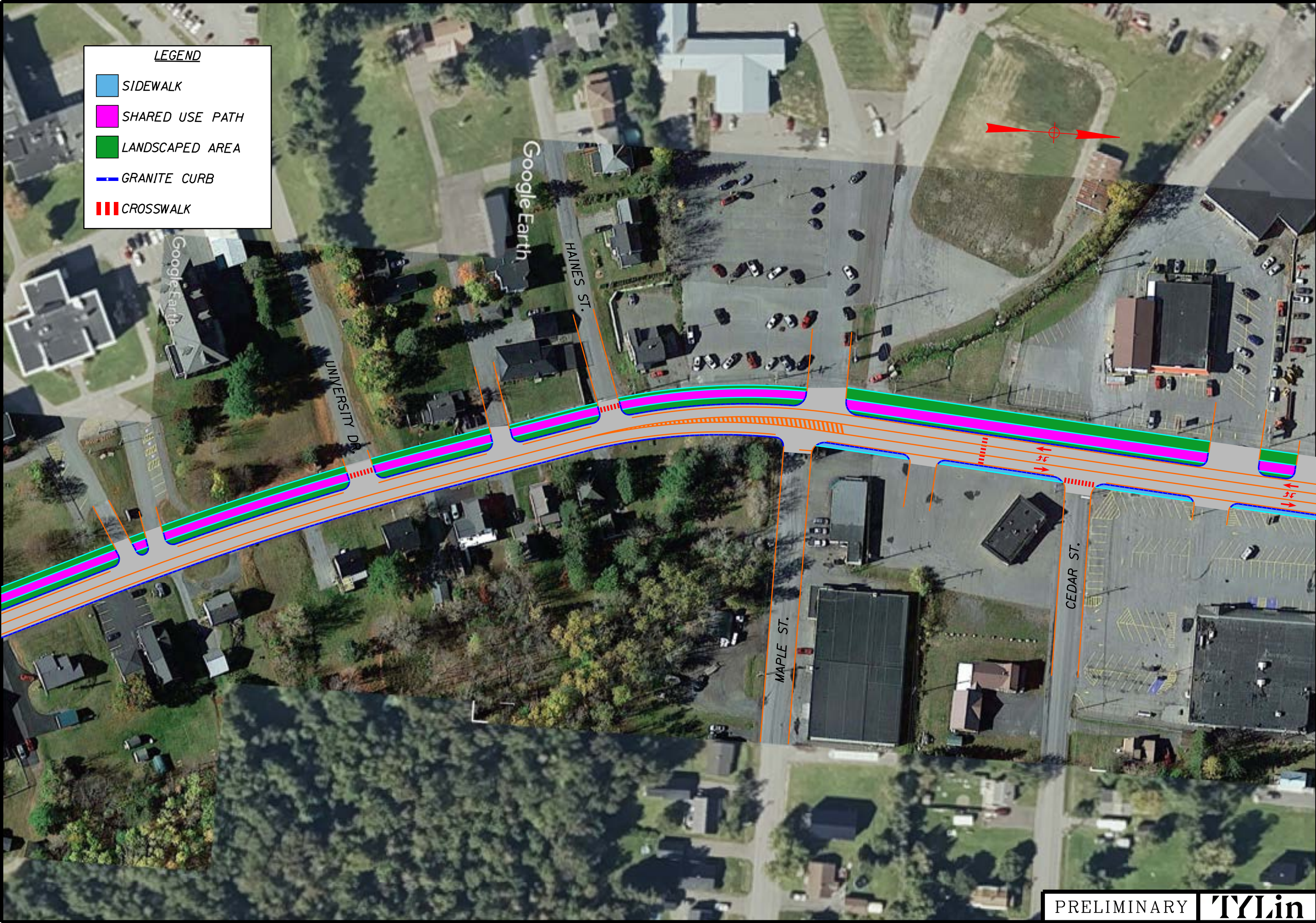


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CHECKED-REVIEWED	C. Heslrom	04/2024	
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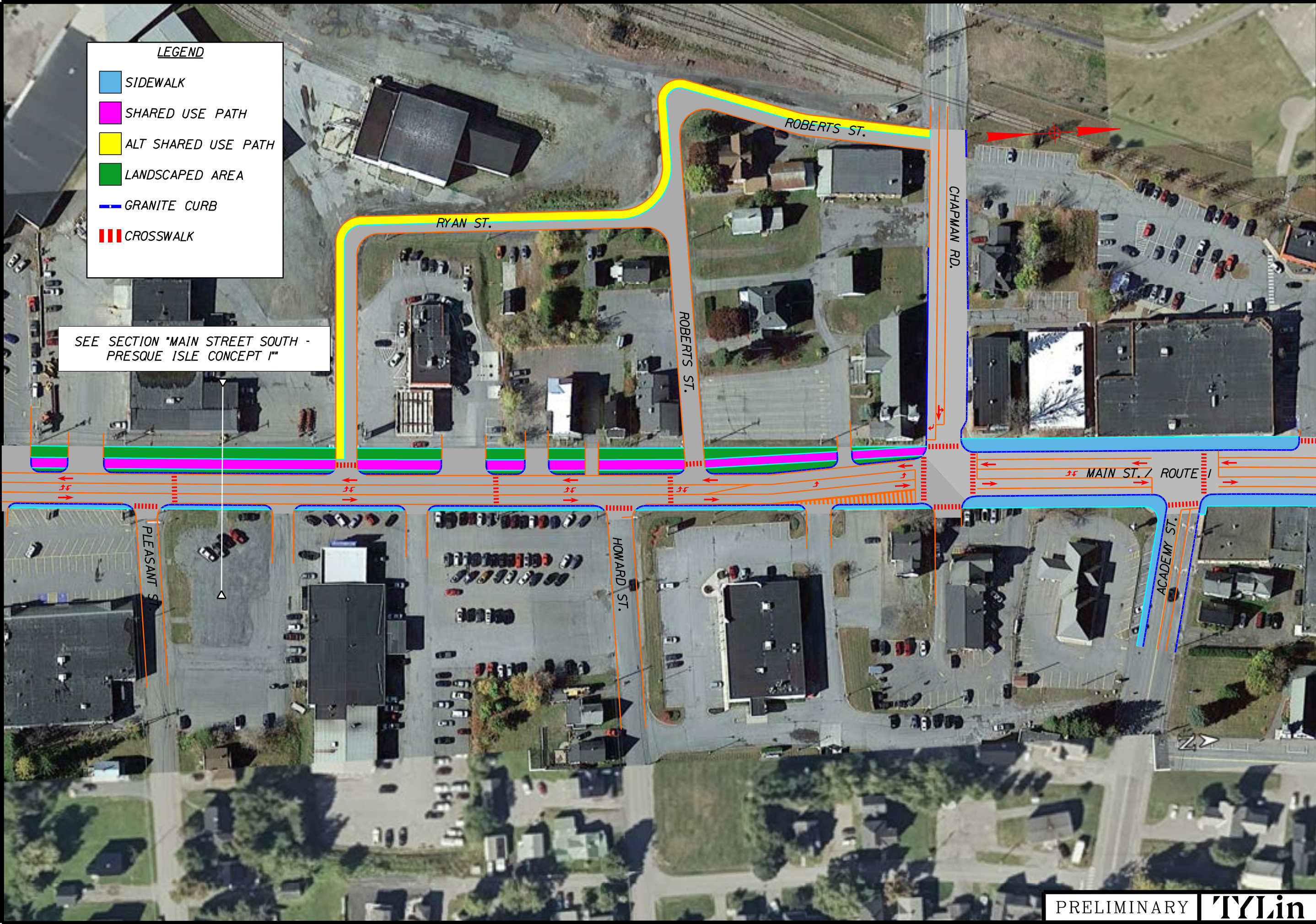
SHARED USE PATH

LANDSCAPED AREA

GRANITE CURB

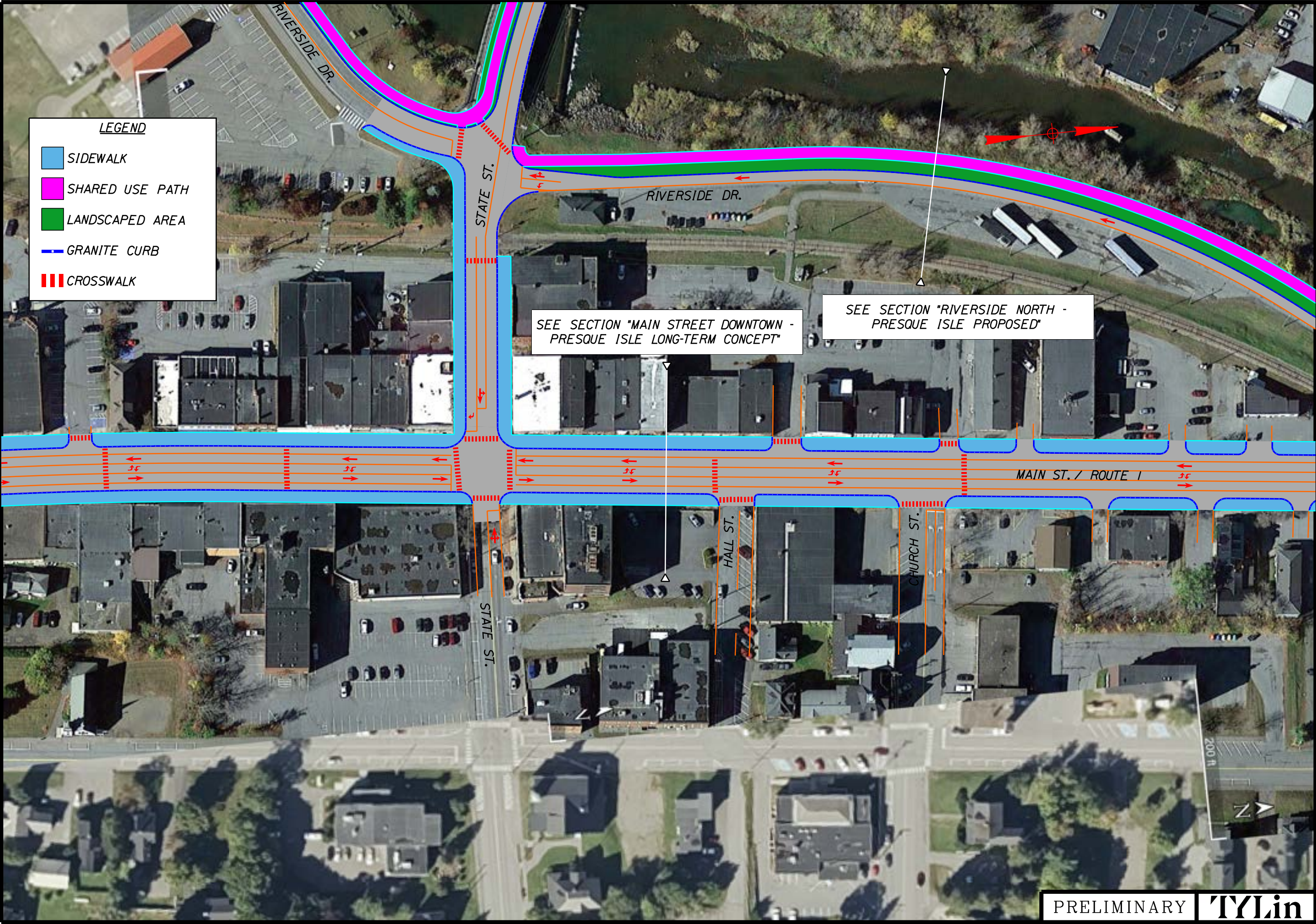
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LEGEND

SIDEWALK

SHARED USE PATH

LANDSCAPED AREA

GRANITE CURB

CROSSWALK

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DEPARTMENT OF TRANSPORTATION

PROJ. MANAGER

J. Forn-Guilette

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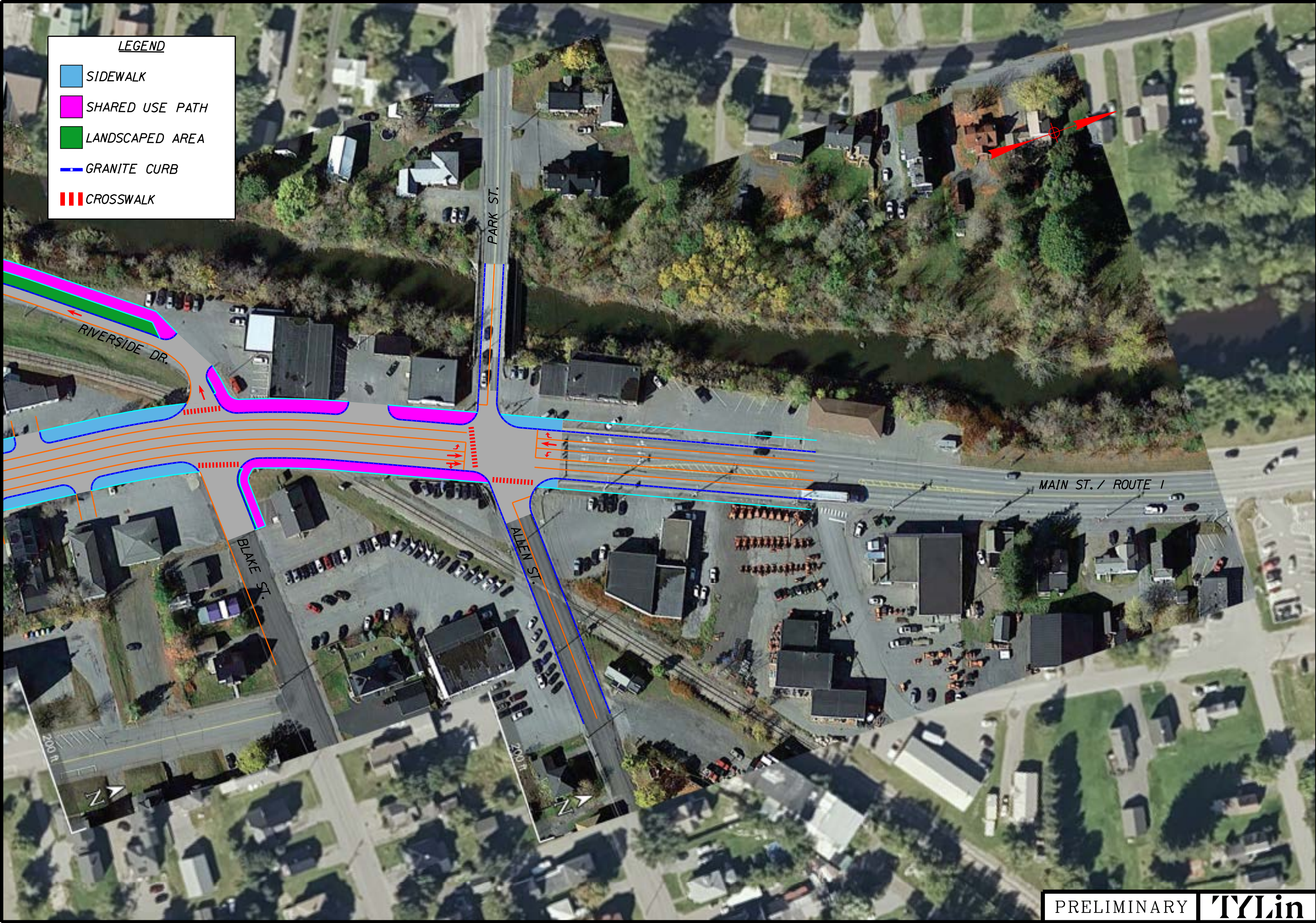
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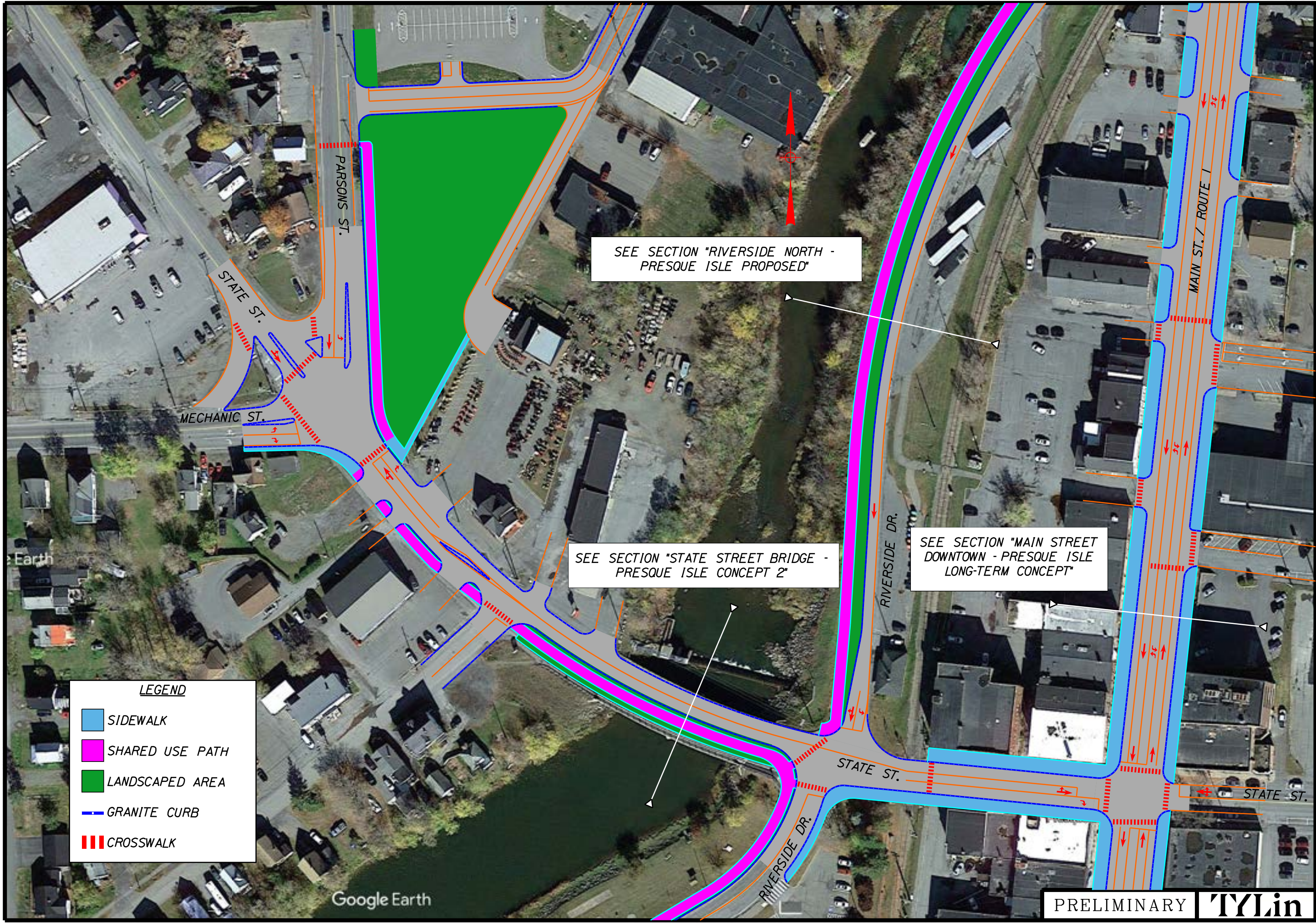
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



LEGEND

- SIDEWALK
- SHARED USE PATH
- LANDSCAPED AREA
- GRANITE CURB
- CROSSWALK

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
PROJECT: PRESQUE ISLE VILLAGE STUDY		SHEET: PLAN SHEET 7	
LOCATION: PRESQUE ISLE AROOSTOOK		SHEET NUMBER: 7 OF 7	
DATE: 04/2024		WIN: 26800.00	
PROJ. MANAGER: J. Forn-Guilette	BY: T. Antz	SIGNATURE:	P.E. NUMBER:
CHECKED/REVIEWED: T. Antz	DATE: 04/2024	DATE:	
DESIGN/DETAILS: C. Heslrom			
REVISIONS: 1			
REVISIONS: 2			
REVISIONS: 3			
REVISIONS: 4			
FIELD CHANGES:			

Appendix B: Public Comments Post Public Meeting #2



City of Presque Isle, Maine

The Office of the Director for Economic & Community Development

Galen L. Weibley

Email: gweibley@presqueisleme.us

October 17, 2023

RE: Presque Isle Downtown Redesign Draft Plans Feedback Request

Dear Presque Isle Entrepreneurs & Community Members:

On October 11th, conceptual renderings for how the City of Presque Isle can improve pedestrian safety and utilize alternative means of transportation as part of the Planning Partnership Initiative with Maine DOT were unveiled to the public. The public has the ability to view and offer comments for the final revisions of the downtown redesign study.

As a vested stakeholder in downtown Presque Isle, the City and downtown design consultants, T.Y. Lin would like to receive your feedback assist in the City Council's final recommendations.

Printouts of some of the preferred concepts are available in the City Hall Lobby or you can scan the QR codes within this letter to gain digital access. If you have questions regarding the redesign study or would like to offer comments for determining the final recommendations to the City Council, please email decd@presqueisleme.us or contact me at [207-760-2727](tel:207-760-2727).

Thank you in advance for your thoughtful consideration and for your feedback to continue making downtown a gem of our local small business community. As always, please do not hesitate to contact me should you have any questions or to schedule a time to meet in person.

Sincerely,

Galen L. Weibley
Director of DECD



<https://bit.ly/redesignpp>
Downtown Redesign
PowerPoint



<https://bit.ly/pioverheadplans>
Downtown Redesign Overhead
View of Plans



<https://bit.ly/piyoutube1011>
Draft Recommendation
October 11th Presentation
YouTube Recording

Christopher Helstrom

From: Galen Weibley <gweibley@presqueisleme.us>
Sent: Monday, October 16, 2023 1:39 PM
To: Tom Powers PIIC; Christopher Helstrom; mitchell
Subject: FW: ty Linn Proposal Reaction
Attachments: ty lin traffic proposal.docx

FYI Feedback from 2nd Councilor

Galen L. Weibley
Director of Economic & Community Development
City of Presque Isle
12 Second Street
Presque Isle, Maine 04769
Phone: (207) 760-2727
Fax: (207) 764-2501

Let's chat or meet!

Click here to for my schedule availability: calendly.com/gweibley

From: kevin@thesledshopinc.com <kevin@thesledshopinc.com>
Sent: Friday, October 13, 2023 3:23 PM
To: Galen Weibley <gweibley@presqueisleme.us>; Lewis Cousins <lcousins@presqueisleme.us>
Subject: ty Linn Proposal Reaction

Gentlemen:

Much to consider with the future main street improvements proposed by Ty Lin. On the whole a great and creative presentation. I feel there were solid points to agree with and some that fell short. I have listed them in the attachment. I look forward to discussing these and others in the next few weeks.

Kevin Freeman
Deputy Chairman, PI City Council

October 12, 2023

Reaction to Ty Lin Main Street proposal

Good points of presentation:

- UMPI – Main Street South (Chapman St to UMPI) Moving from 4 lanes to 2 travel lanes, sidewalks on both sides, a wider sidewalk on the west side to better link UMPI with the downtown stretching to the vicinity of Chapman Street intersection. Adding the green space and trees as depicted is a great welcome mat to travelers entering the city from the south along route 1.
- The elimination of lanes from 4 down to 2 will eliminate the ‘race’ of cars heading South on Route 1 and racing past UMPI in the 2 lanes. I travel this dozens of times a week and see it as an improvement to reduce to 2 travel lanes from the 4 lanes.

Moving Governors entrance to the south to create a ‘4-way’ intersection.

- Allowing State Street west and east bound traffic to turn Left onto Main street from each direction. This will reduce south bound left hand turn traffic on Academy Street and the frustration of not meeting the ‘timed traffic light’ at Chapman Street.
- Riverside Drive North turning into a 1-way street (southbound only) with Greenway/sidewalk space on the west (river) side. This space 70 years ago was a railroad yard and loading platform with warehouses and is now only used for truck parking. Great potential for a continuation of the ‘look’ or vibe from Riverside South possible with sewer/water to establish seasonal food offerings: food trucks or Food Sheds where the truck parking is established today. Extension of bike path along Riverside Drive North connecting with a better sidewalk in front of NAPA moving North along the West side of Main Street possibly connecting Walmart.
- Pedestrian bridge connecting Harris Street to Davis Street. Although my idea was to locate the bridge further North along the Presque Isle Stream closer to the retail stores, this is still an opportunity to create more value/connectivity to the neighborhoods on the west side of the PI Stream. I would ask to evaluate what the additional cost to acquire access on each side of the river where a bridge could be located over using ‘city owned’ land already near the PI Water District facility.
- Riverside Drive re-stripping to create a shared use trail plus 2 travel lanes: I inquired about the width and they replied it to usually be approximately 8 feet- I asked if it could be made 11 to 12 feet for the purpose of allowing a groomed/packed snow route in winter for the snowmobile trail to be extended north from Chapman street to State Street. Groomer equipment is 10 feet in width and the tractor is 11 feet. By placing bollards on street in summer for ATV/Bike use and in winter for snowmobile use would increase access for motorized recreation to the downtown Main Street businesses.

- The whole shared use bike path loop planned which links to the existing bike path plan is solid although a part of it is the creation of a better and more defined sidewalk plan on the north side of Blake Street from Main to the Griffin Street/Bike path area was not well defined on the proposal. Further, it was mentioned but not part of the presentation of creating a solid bike/shared use sidewalk area stretching north from Park Street, past McDonalds (need a crosswalk there?), past the Veterans Park, and uphill past the former Bonanza Restaurant, past Subway and to the Walmart intersection. If this portion is not in the discussion, then there is not much point in creating a shared use sidewalk near the river on Riverside North.
- State Street Bridge: 2 concepts shared. Both reduced the travel lanes from 4 lanes to 2 lanes. One split the travel lanes with side walks on each side. The other placed 'all' the sidewalk width on the South side, **which I would strongly endorse**, which enables the use of a wider sidewalk one that could tolerate the use of ATV's instead of having ATV travel in the automobile travel lanes. The use of some concrete dividers or "tree planters" was a good look for the bridge as well.

Bad Points of Presentation:

- The lack of focus on increasing parking spaces on the central Main Street Business district. While an earlier thought was to ask a business owner (Governor's) to agree to move his driveway access, there was no apparent move to question or poll merchants along Main Street to ask whether their input on parking: is the status quo ok, be reduced, or expanded. The only mention during the presentation was that a 'high number of accidents along Main Street involve parked vehicles. This is presumed to be due to the close proximity of the parked vehicle lane to the travel lane. The solution is to widen out the parked vehicle lanes, on both sides of the street.' Subject area is from Academy Street North primarily to Church/Blake Streets. Proposal is move from 2 parallel parked lanes and 4 travel lanes to 2 parallel parked lanes, 2 travel lanes and some sort of Left Turn/Pedestrian Island safe zone lane in the middle. Wider sidewalks filled in the remainder of the available unused space. From Academy to State Street currently is 18 car sized parking spaces, half of them is from Academy to MFX including a bump out. Proximity of the small parking lot (next to Wilder's) on the East side allows customers to park and walk across the street via the crosswalk to the East side merchants' stores. I would ask the merchants if its fine to completely eliminate those 9 parking spots. The first 3 parking spots from Academy Street North are where the cars get bumped or mirrors taken off of doors from turning traffic from Academy onto Main and heading North. That leaves 6 legit parking spaces primarily in front of the theater and the Music Shop. The theater attendees primarily park in the small lot across the street or in back lot near Riverside Restaurant: having 6 spots in front of the theater is a small minority of the attendees and I would guess would not be missed. The Music store may have an issue with losing a couple of parking spaces. I spoke with the management at BIKE BOARD & SKI and NORTHEASTLAND HOTEL about possibly eliminating parking spaces in front of their buildings to allow a wider side walk to establish outdoor displays and or eating spots. Outdoor dining would require a certain minimum width plus a sidewalk area on the exterior that would eliminate the parking opportunity. Both those establishments felt the benefit of the

outdoor displays (seasonal) outweighed the loss of the parking spaces. Most of their customers use the State Street parking spaces or the large parking lot owned by the Northeastland and those businesses have entrances directly to that parking lot so they don't feel it to be a large loss if parking is eliminated in front of their stores along Main St.

- further establishment of more retail business along that section of Main Street and the housing developed over the Main Street businesses is creating a greater parking demand. This was not addressed during the presentation. With the reduction in travel lanes plus the overall width between buildings the opportunity to add more parking spaces through diagonal parking on the West Side of Main Street is a reasonable improvement to increasing parking between Wilders and State Street. Optionally extend the diagonal parking north from State Street to Vicinity of Time Square media on the west side of Main Street.
- The scope of the TY Lin study is to accomplish a re design of the existing traffic lanes with as little expense as possible: the reluctance to move curbs or adjust sidewalk widths particularly between Governors restaurant north to Blake Street ignores the potential or need to re construct the utilities beneath the surface of these areas. In other words, its going to be completely re excavated anyway therefore not moving the curbs for the sake of saving construction costs is moot.
- With respect to the 5 way intersection, I believe the best improvement is to replace the traffic lights with A-I capable Traffic detection and signaling, that would also include a crosswalk button to allow safe crossing of the travel lanes by pedestrians. The concept which reduces the 5-way to a 4-way intersection through the closure of Dyer Street is only feasible IF the Machias Savings property owner is in agreement.

Respectfully submitted:

Kevin Freeman
Deputy Chairman, PI City Council

Christopher Helstrom

From: Galen Weibley <gweibley@presqueisleme.us>
Sent: Monday, October 16, 2023 1:38 PM
To: Tom Errico; Christopher Helstrom; mitchell
Subject: FW: Traffic Survey Response

FYI Feedback from one councilor.

Galen L. Weibley
Director of Economic & Community Development
City of Presque Isle
12 Second Street
Presque Isle, Maine 04769
Phone: (207) 760-2727
Fax: (207) 764-2501

Let's chat or meet!

Click here to for my schedule availability: calendly.com/gweibley

From: Craig @ CRG Ins <craig@crgins.net>
Sent: Monday, October 16, 2023 1:19 PM
To: Patty Jandreau <pjandreau@presqueisleme.us>; Doug Cyr <dcyr@leisuregardens.me>; Garry Nelson <gardeb87@gmail.com>; j.andrewshaw@gmail.com; Jeffery Willette <jefferywillette@gmail.com>; kevin@thesledshopinc.com; mike@quadomated.com
Cc: Lewis Cousins <lcousins@presqueisleme.us>; Rick Currier <rcurrier@curriertrask.com>; Galen Weibley <gweibley@presqueisleme.us>
Subject: Traffic Survey Response

Traffic Re-design Response

Dear Council and Staff,

On the topic of the redesign of the Main St area I was very impressed with the concepts presented to us. They showed imagination and had obviously been the focus of lots of thought. I liked the ideas that they presented, the protected areas for pedestrian traffic and the additional areas of green space were nice to see. I liked the idea that we could do some test items with striping to try concepts too. They presented the plan in segments and I will respond to the ideas in that same manner.

The South Main St area near UMPI does have a very bad connection to town for pedestrian and non-motorized traffic. They suggested a 2 lane solution with a segregated green way. This on the surface did intrigue me. The point of lane restriction is good for the speeding that occurs daily now. The problem I can see is the case of snow conditions and width that is necessary for safe transport in that area especially if an emergency vehicle is in the area. The practice to pull to the side and allow the ambulance past would not be possible from the UMPI South driveway to Maple St because with only 2 travel lanes no shoulders and the island and green space the only other corridor in that area would be a bottle neck. This is my primary concern but secondarily the UMPI campus has never been integrated into PI. You never see students in local restaurants nor night spots. The actual users of this very aggressive plan would be few and far between. My best suggestion would be to take away the 3rd lane as mentioned but do not build fixed infrastructure, to block the access to more width, which may be needed in situations of emergency or heavy snowfall. The idea to use some of that width to greatly enhance the sidewalk with width and perhaps a small green area next to the street would

make walking less dangerous with a buffer. But also in the winter give space for a snow bank with daily plowing that would not be immediately on the sidewalk.

Then the area of Maple St to the Catholic Church the proposed green way to be extended is again interesting but poses some problems for the West side of Main St. The issue is the most heavily visited sites on that sector are the IGA and the Gas Station/ Dunkin Donuts. By segregating those from the street by a 20ft greenway would cause traffic to not have a clear view and to block the view of the store fronts. This would also impact the Ford dealer, the New NAPA, Haines MFG, and Theresa's all of which are very busy in their own right. The second idea we were presented for this area was the 3 lanes with enhanced sidewalks and green space in both sides. This would be a much better fit in my view to promote the movement of pedestrians on both sides and to give a corridor on each side for trees that would give the Main St a look that would in many ways give PI back its character of the Elms that were before our time.

The idea of the change of intersection at Chapman St and Governors is interesting but ultimately needs to be considered by the Sullivan's and we should take this seriously as to what they say. In this area from Chapman to Academy St the current daily parking situation is that the West side is very well used. The east side is rarely used. Only when Governors is full do any vehicles park there.

The Section from Academy to Church St is a very vibrant and busy area. Parking there seems to have been left out of the conversation; at least the focus on this was not apparent in the presentation. The idea of a central island is very concerning for emergency traffic. Then the idea of UPS and shipping would be impacted by the island and they are not scheduled so a loading zone time will not work. We also have other traditions in PI that would not function well with a central island. We have several parades each year and we have festivals. The split Main St would impact these events that are always among the most widely praised by the public when held. This section should have enhanced sidewalks and the businesses should be consulted as to the parking issues. The 3 lanes and no island would be much more flexible. The center lane in areas away from the intersections could be used by delivery services to park and not impede traffic.

From Church St North the sidewalks all need attention and more width. Crossings need to be better marked and better signals should be used for them. The idea of connecting the bike paths is good as well. The bridge near the sewer plant would be a nice addition for pedestrians from the West to East across the stream.

I feel the bike lanes in the Riverside are very important but they also have great connections now. The additional width can be used for ideas like were mentioned for bikes but also have a 4 season component.

The Riverside North area has significant width. The traffic should not be restricted to one way. Especially, if they suggest to close Dyer St. We could have the truck spots repurposed for food trucks, and still have a Sidewalk, Trees and a better look. If you cannot turn and go north then you need to go to Main St which puts more traffic and congestion there.

The Five way intersection is much more problematic in the myths and name than in actual practice. New lights with better sensors are what we need. Not street closures. As far as the State St Bridge goes the width could be used to provide a second sidewalk on the North, a bike lane and the 3 lanes to connect for the turning movements. The 3 lanes should be maintained due to the emergency vehicles that need to access the West side of PI. Like Rt 1 and it being the sole connection North and South, we have few connections from East and West that can accommodate large vehicles and emergency vehicles. We should not choke down the travel lanes too much.

I again applaud the ideas and they can be definitely used to enhance our community. It just is very different when we see things that would seem neat, wonderful and potentially beautiful on paper, that needs to then be lived with for the next 30 plus years. We have seen the issues with Caribou and the problems that street dynamics can cause. One way intersections and streets can be good but also can dry up the goodness of a Community. The vibrant Caribou that existed before Loring and before the one way circle has never worked as well or been successful. With the suggestions for tweaks I have given to the proposal we would get most all of the Green space appeal, but not have major infrastructure investments that would be expensive to build, then maintain and then if we found it were unpopular it would be cost prohibitive to go back to a more conventional solution.

In closing the last ask I have is for us to consider the use of the modern disease resistant Elm Tree to be used where possible. The shape of an Elm is majestic; it also by its shape puts the canopy up above signs and stores. The lower trunk is not as blind for views with vehicles or pedestrians. Thank you for your time.

Craig

Christopher Helstrom

From: Tom Errico
Sent: Tuesday, October 17, 2023 2:30 PM
To: Jay Kamm
Cc: Galen Weibley; Christopher Helstrom; mitchell; Farn-Guillette, Jarod
Subject: RE: Presque isle VPI

Thanks for the comments. The morning after the meeting I noticed the Northeastland loading occurring in the rear of the hotel. So, we do think there are opportunities for minimizing Main Street loading.

Tom Errico, P.E.

NE TRAFFIC ENG. DIRECTOR

T +1 207.347.4354

M +1 207.400.0719

TYLin

From: Jay Kamm <jkamm@nmdc.org>
Sent: Tuesday, October 17, 2023 2:25 PM
To: Tom Errico <thomas.errico@tylin.com>
Cc: Galen Weibley <gweibley@presqueisleme.us>
Subject: FW: Presque isle VPI

Good afternoon Tom

Galen asked that I forward my thoughts on to you.

Jay

From: Jay Kamm
Sent: Tuesday, October 17, 2023 8:53 AM
To: Galen Weibley <gweibley@presqueisleme.us>
Cc: Farn-Guillette, Jarod <Jarod.Farn-Guillette@maine.gov>
Subject: Presque isle VPI

Good morning Galen:

I had a chance to reflect upon the design for the Presque Isle VPI.

My wife and I had to go downstate Sunday morning and went through downtown Presque Isle (8:30ish). At the intersection of Academy, on Main Street, was an 18-wheeler unloading at Dominos. The cab of the truck was kitty cornered in both southbound travel lanes and cars had to go into the northbound lane to get around it. You might imagine that there was a good traffic backup. I wish I had taken a picture.

I mention this to ask if there is any potential to make a mandatory unload/loading zone behind the buildings located on Main Street (both sides). It seems as if there is ample room and the trucks would not be there for an overly long period of time. Most of those businesses (I assume) have back doors anyway.

The comment from the audience regarding no other option to get through Presque Isle also should not be summarily dismissed.

The northern part of the study area didn't have a lot of new work being completed but seems to have some importance as a heavy haul route through the City, especially from the east/west, to the fully completed bypass/Easton. Additional bicycle and pedestrian consideration should be taken if this is truly the case.

Thanks Galen

Jay Kamm
Senior Planner
Northern Maine Development Commission
PO Box 779
Caribou, ME 04736
(207) 493-5757
207 551-5897-cell

Christopher Helstrom

From: Galen Weibley <gweibley@presqueisleme.us>
Sent: Wednesday, October 18, 2023 9:04 AM
To: Tom Errico; Christopher Helstrom; mitchell
Subject: Feedback for PI Downtown Redesign
Attachments: 10-17-2023 Downtown Redesign Feedback Business Letter.pdf

Importance: High

More feedback from a business owner.

Galen L. Weibley
Director of Economic & Community Development
City of Presque Isle
12 Second Street
Presque Isle, Maine 04769
Phone: (207) 760-2727
Fax: (207) 764-2501

Let's chat or meet!

Click here to for my schedule availability: calendly.com/gweibley

From: Jeremie Raymond <jeremie.raymond.vaa3si@statefarm.com>
Sent: Tuesday, October 17, 2023 2:51 PM
To: Galen Weibley <gweibley@presqueisleme.us>
Subject: FW: Presque Isle Downtown Redesign Draft Plans Feedback Request
Importance: High

Hey Galen,

Thanks for including us on these ideas and looking for feedback. I guess my biggest concern with the redesign, particularly with the four lanes of traffic down to 2 lanes (one north and one south between Chapman and Blake) is the accessibility for emergency vehicles. I would say that this section of the road is probably one of the busiest and would assume cutting out two lanes would make traffic move all the more slower. This is also the primary route for emergency vehicles to head South from North Street. With a line of traffic in one lane and parked vehicles in the other, what might that look like for an ambulance or fire truck trying to get through there? It doesn't appear to be listed in any cons list so I'm curious if this was considered?

My business and the wellbeing of my clientele is closely connected to the availability of our emergency responders and their ability to get to where they need to go quickly. Has there been much input from the heads of these departments during these redesign discussions? This would be my only feedback/concern.

Again, thank you for including me in these discussions.



Jeremie Raymond
Raymond State Farm Insurance Agency
18 North St.
Presque Isle, ME 04769
207-760-4057



jeremie.raymond.vaa3si@statefarm.com

www.raymondsfinsurance.com

From: DE CD <decd@presqueisleme.us>
Sent: Tuesday, October 17, 2023 1:56 PM
To: DE CD <decd@presqueisleme.us>
Cc: Galen Weibley <gweibley@presqueisleme.us>
Subject: [EXTERNAL] Presque Isle Downtown Redesign Draft Plans Feedback Request
Importance: High

Dear Presque Isle Entrepreneurs & Community Members:

Please find the attached letter requesting feedback regarding the proposed downtown redesign concepts by T.Y. Lin. The letter will have bit.ly links and QR Codes to access digital versions of the plans and to watch the YouTube presentation by the redesign consultants. Your feedback will help guide the downtown redesign consultants to determine the final recommendations for consideration by the City Council in December. Should you have any questions, please do not hesitate to contact me.

Sincerely,

Galen L. Weibley
Director of Economic & Community Development
City of Presque Isle
12 Second Street
Presque Isle, Maine 04769
Phone: (207) 760-2727
Fax: (207) 764-2501

Let's chat or meet!

Click here to for my schedule availability: calendly.com/gweibley

Christopher Helstrom

From: DE CD <decd@presqueisleme.us>
Sent: Tuesday, October 17, 2023 4:44 PM
To: Tom Errico; Christopher Helstrom; mitchell
Subject: FW: Presque Isle Downtown Redesign Draft Plans Feedback Request

FYI Feedback from a downtown merchant. I sent a letter today to my wide list of community partners, businesses and influential residents requesting their feedback on the redesign. Hopefully more will trickle in!

Galen L. Weibley
Director of Economic & Community Development
City of Presque Isle
12 Second Street
Presque Isle, Maine 04769
Phone: (207) 760-2727
Fax: (207) 764-2501

Let's chat or meet!

Click here to for my schedule availability: calendly.com/gweibley

From: Jordyn Kinney <jordyn@homeecmarket.com>
Sent: Tuesday, October 17, 2023 3:52 PM
To: DE CD <decd@presqueisleme.us>
Cc: Galen Weibley <gweibley@presqueisleme.us>
Subject: Re: Presque Isle Downtown Redesign Draft Plans Feedback Request

Good afternoon Galen,

Thank you for keeping all of us informed of the proposed redesign concept. I was unable to attend the meeting, but as a business and building owner on Main St these plans will affect my business moving forward, so I appreciate the opportunity to be part of the conversation. In particular, the plans from UMPI/Maple Street through Chapman Street are appealing. It would seem to mitigate much of the unnecessary speeding through that area and would encourage more walking/biking. All of that would be of great health benefit to the residents and make for a more attractive entrance to Presque Isle. Similarly, the plans for the State Street bridge encourage much of the same behavior and would be provide increased accessibility to the residents on the west side of the river to our downtown and Riverside areas.

However, I have serious concerns about the plans for Chapman Street through Blake Street - the downtown Main Street area. If you speak with any of the business owners in this segment, they will all tell you there are two major issues currently - speeding/passing and parking. While the redesign plans address some traffic flow issues, they do not mitigate the parking concerns. Not only does it not improve

the parking issues, but it would also likely make the problem worse. With no passing lane, parallel parking will create unnecessary traffic congestion and discourage use.

The second design for downtown is especially problematic as it addresses none of the major concerns - the parking lane is less than a foot wider, the driving lane would stay the same, and it adds an unnecessary amount of sidewalk space for a sidewalk that is admittedly wide enough. The safety audit states that angled parking is preferable, yet there is no design concept that includes angled parking as a possibility in this area. Unfortunately, our city sees snowfall for 5-6 months of the year and has an aging population that is already struggling with accessibility. Requiring these customers to frequently park off Main Street and walk during the winter will significantly decrease the amount of foot traffic our downtown area sees. The safety audit also states that the parking lane is already not wide enough, and cars are regularly sticking out into the driving lane. If there is no passing lane and cars/trucks/trailers have no space to move over, then the number of parked vehicles that get hit will increase as part of this design.

I know that a redesign of our downtown area is sorely needed and is unfortunately difficult to coordinate given all of the concerns and limitations of the space. We appreciate you continuing to push work on this project, and all the progress that has been made thus far. I look forward to attending meetings in the future when I'm able and hope to remain involved in whatever way I can.

Best,
Jordyn

Jordyn Kinney Morton
Owner at Home Ec. Market
410 Main Street, Presque Isle, ME 04769
(207) 540-1023
www.homeecmarket.com

From: DE CD <decd@presqueisleme.us>
Sent: Tuesday, October 17, 2023 1:56 PM
To: DE CD <decd@presqueisleme.us>
Cc: Galen Weibley <gweibley@presqueisleme.us>
Subject: Presque Isle Downtown Redesign Draft Plans Feedback Request

Dear Presque Isle Entrepreneurs & Community Members:

Please find the attached letter requesting feedback regarding the proposed downtown redesign concepts by T.Y. Lin. The letter will have bit.ly links and QR Codes to access digital versions of the plans and to watch the YouTube presentation by the redesign consultants. Your feedback will help guide the downtown redesign consultants to determine the final recommendations for consideration by the City Council in December. Should you have any questions, please do not hesitate to contact me.

Sincerely,

Galen L. Weibley
Director of Economic & Community Development
City of Presque Isle
12 Second Street
Presque Isle, Maine 04769

Phone: (207) 760-2727

Fax: (207) 764-2501

Let's chat or meet!

Click here to for my schedule availability: calendly.com/gweibley

Christopher Helstrom

From: Galen Weibley <gweibley@presqueisleme.us>
Sent: Thursday, October 26, 2023 3:24 PM
To: Tom Errico; Christopher Helstrom; mitchell
Cc: Farn-Guillette, Jarod
Subject: FW: Presque Isle Downtown Redesign Draft Plans Feedback Request

FYI detailed comments from Public Works

Galen L. Weibley
Director of Economic & Community Development
City of Presque Isle
12 Second Street
Presque Isle, Maine 04769
Phone: (207) 760-2727
Fax: (207) 764-2501

Let's chat or meet!

Click here to for my schedule availability: calendly.com/gweibley

From: Dana Fowler <dfowler@cityofpi.onmicrosoft.com>
Sent: Thursday, October 26, 2023 3:21 PM
To: Galen Weibley <gweibley@presqueisleme.us>
Cc: Harley Carmichael <hcarmichael@presqueisleme.us>; Janice Richter <jrichter@presqueisleme.us>; Lewis Cousins <lcousins@presqueisleme.us>
Subject: RE: Presque Isle Downtown Redesign Draft Plans Feedback Request

Galen:

The following are review comments of the conceptual plan for downtown Presque Isle as presented by T Y Lin at their October 11, 2023 meeting. These comments represent myself and employees of the Public Works Department.

Main Street South – UMPI to Maple Street

A legend indicating the meaning of colors would be helpful.

The depiction of the green space and walk are transposed on the plan view when compared to the typical sections.

The blue on blue type in the PowerPoint presentation is extremely difficult to read.

Main Street South – Maple Street to Chapman Street

There will a loss of parking for Theresa's Restaurant, Catholic Church, Circle K/Dunkin, and Walgreen's which are a potential problem with those businesses.

Traffic movement due to delivery trucks, emergency vehicles, and disabled vehicles are a major concern with only 3 lanes.

The plowing/snowblowing of snow from the walk(s) to the curb for snow removal and snow hauling operations in both Concept 1 and Concept 2 will be nearly impossible due to having to cross over the green space/esplanade.

Main Street Downtown – Chapman Street to Blake Street (short term concept)

Hauling snow from the downtown will require shutting down the side (NB or SB) that crews are working on leaving the single opposing lane to carry both NB and SB traffic, which is basically not possible.

There will be a loss of lane width as the winter progresses due to snow encroachment at the curb lines.

In areas with bump outs or parked cars, traffic will not be able to move if there is a disabled vehicle or stopped delivery truck or an emergency vehicle that needs to get through.

Snow will have to be removed from the median occasionally, which will be a major challenge.

The grass in the median will suffer from winter kill, plow damage, and salt damage requiring annual maintenance.

The grass in the median in the summer will require maintenance, e.g. periodic mowing.

Main Street Downtown – Chapman Street to Blake Street (long term concept)

In addition to the comments listed above for the short term concept:

Oversize truck loads most likely will not be able to use the single lane at bump outs or if a vehicle is parked in a parking space.

Some farm equipment (e.g. 18'-8" wide tractors) going through the downtown or to MPG Truck & Tractor for service/repair will most likely not be able to use the single lane at bump outs or if a vehicle is parked in a parking space.

One disabled vehicle (accident, flat tire, etc), stopped delivery vehicle, or emergency vehicle will most likely create a situation where traffic cannot move at all.

Drivers familiar with the congested downtown will seek alternate routes through residential areas.

Main Street North – Blake Street to Maysville Street

The consultant appears to have made no changes in this area.

Riverside Drive North – State Street to Main Street

Plowing a one way street is inefficient and will require a minimum of 2 passes even for an 11-foot wide lane.

Short term snow removal from the walk will require snowblowing, which necessitates a specific sidewalk tractor and is slower than plowing, due to the green space adjacent to the travel lane.

The periodic removal of snow by snow hauling will be nearly impossible due to the difficulty of moving snow to the curb.

Where will semi-trailers park?

Riverside Drive South – Demonstration Project

Northbound trucks will not be able to avoid entering the bike/ped lane if they stay in their travel lane at the horizontal curve.

There is no bike connectivity between Main Street and Riverside Drive south.

State Street Bridge – Concept 1

The reduction of 4 lanes to 2 lanes would not appear to be viable and maintain the Level of Service; traffic flow modeling is requested.

State Street Bridge – Concept 2

The reduction of 4 lanes to 2 lanes would not appear to be viable and maintain the Level of Service; traffic flow modeling is requested.

The windrowing of snow from plowing will be problematic wherever there are container plantings.

The cost of contracted snow hauling will increase due to the difficulty of moving snow to the curb line.

The increase in dead load (paved walks, trees, containers, soil, etc) on the bridge could decrease its live load (vehicle) carrying capacity.

Five Fingers Intersection

The redirection of Dyer Street could be problematic due to crossing private property (Machias Savings)

The redirection of Dyer Street could be problematic due to access to the property at the corner of "old" Dyer/State streets.

Multi-Use Path Segments

Proposed path will require use of private property by the Aroostook Centre Mall.

There is a question regarding whether bicycles and ATVs can use the same path.

As mentioned at the presentation, a new bridge over the Presque Isle stream will be required; can pedestrians and motorized vehicles use the same path?

The proposed path will require significant private property acquisitions or easements.

Although the concept indicates closed loops, there is no clear connectivity for through (NB/SB) bicyclists.

This concludes our comments.

Dana H. Fowler, P.E.

City Engineer

City of Presque Isle

"The Star City"

Presque Isle, ME 04769

Telephone: (207) 760-2707

Fax: (207) 764-2501

dfowler@presqueisleme.us

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From: DE CD <decd@presqueisleme.us>

Sent: Tuesday, October 17, 2023 1:56 PM

To: DE CD <decd@presqueisleme.us>

Cc: Galen Weibley <gweibley@presqueisleme.us>

Subject: Presque Isle Downtown Redesign Draft Plans Feedback Request

Importance: High

Dear Presque Isle Entrepreneurs & Community Members:

Please find the attached letter requesting feedback regarding the proposed downtown redesign concepts by T.Y. Lin. The letter will have bit.ly links and QR Codes to access digital versions of the plans and to watch the YouTube presentation by the redesign consultants. Your feedback will help guide the downtown redesign consultants to determine the final recommendations for consideration by the City Council in December. Should you have any questions, please do not hesitate to contact me.

Sincerely,

Galen L. Weibley

Director of Economic & Community Development

City of Presque Isle

12 Second Street

Presque Isle, Maine 04769

Phone: (207) 760-2727

Fax: (207) 764-2501

Let's chat or meet!

Click here to for my schedule availability: calendly.com/gweibley

Christopher Helstrom

From: Galen Weibley <gweibley@presqueisleme.us>
Sent: Friday, October 27, 2023 11:46 AM
To: Eric Cassidy
Cc: Tom Errico; Christopher Helstrom
Subject: RE: Presque Isle ADA inquiry

Good day Eric,

Thank you for reaching out regarding your inquiry. ADA accessibility is a component being discussed as part of the downtown redesign student efforts for Presque Isle. I have included the design consultants to add your feedback into the report. Short term, nothing is planned but long term this is a possibility somewhere on Main Street if we reduce the number of lanes from four to three.

Hope this helps,

Galen L. Weibley
Director of Economic & Community Development
City of Presque Isle
12 Second Street
Presque Isle, Maine 04769
Phone: (207) 760-2727
Fax: (207) 764-2501

Let's chat or meet!

Click here to for my schedule availability: calendly.com/gweibley

From: Eric Cassidy <eric.cassidy@live.com>
Sent: Tuesday, October 10, 2023 4:42 PM
To: Galen Weibley <gweibley@presqueisleme.us>
Subject: Re: Presque Isle WARM Program

Mr Weibley,

My tenant at 455 Main St., Edward Jones Investments, has requested that I contact the city regarding handicapped parking. They plan to make their space ADA compliant and were wondering if a handicap parking space could be designated or provided.

I told them that this seemed unlikely given the limited street parking but nevertheless they requested that I reach out to the city for a definite answer.

Please provide a timely response as our lease renewal is pending this information.

Thanks,
Eric Cassidy

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From: Galen Weibley <gweibley@presqueisleme.us>
Sent: Friday, August 5, 2022 1:17:06 PM
To: DE CD <decd@presqueisleme.us>
Subject: Presque Isle WARM Program

Good afternoon,

With heating oil prices still hovering near \$5/gallon, I wanted to provide some useful information that can be shared with your contacts who may own rental properties in Presque Isle. The Presque Isle Winterization and Rental Modernization (WARM) Program offers landlords with low interest loan rates that are generally more favorable than what can be found on the market currently. The intent for these funds are to be used for necessary residential upgrades that conserve energy and lower heating bills for tenants and to reduce the operational costs for landlord properties. We are offering loan terms for \$1,000-\$20,000 per property that are repaid over a 4-10 year period. Attached is the informational brochure and application form that can be completed by any landlord in Presque Isle wanting to apply. Applications will be awarded on a first-come first-served basis by the Presque Isle Development Fund (PIDF) Trustees.

The City of Presque Isle would like to be part of the solution in addressing climate resiliency through this innovative finance program. We hope the WARM program in addition to other incentives offered through Efficiency Maine, <https://www efficiencymaine.com/at-home/> <https://www efficiencymaine.com/at-work/multifamily/> Maine Housing, <https://mainehousing.org/programs-services/energy> and ACAP <https://www.acap-me.org/programs/energyhousing/> can be part of an important tool box for property owners in preparing for the long winter ahead. Please do not hesitate to contact me should you have any questions or if you have interest in applying for the program.

Sincerely,

Galen L. Weibley
Director of Economic & Community Development
City of Presque Isle
12 Second Street
Presque Isle, Maine 04769
Phone: (207) 760-2727
Fax: (207) 764-2501

Appendix C: Planning-Level Cost Estimates

PLANNING LEVEL COST SUMMARY

Maine DOT VPI Planning Study - U.S. Route 1 in Presque Isle

Main St South - UMPI to Maple Street

\$1,700,000

Main St South - Maple St to Chapman Rd

\$3,200,000

Main St South - Chapman Rd to Allen St

\$8,200,000

State Street - From Main Street to 5 fingers intersection

\$2,600,000

Realigning Dyer Street

\$2,800,000

Alt Multi-Use Path Alignment on Ryan and Roberts St

\$1,200,000

Riverside Dr South

\$300,000

Riverside Dr North

\$1,000,000

Main St North

\$5,900,000

Multi-Use Path Segments and New Ped Bridge

\$3,800,000

Grand Total

\$30,700,000

Main St South - UMPI to Maple St

Pay Item	Area (SF)	Unit Price (\$ / SF)	Cost	Notes
Pavement	51903.36	\$6	\$311,420.16	Assumes 2" Mill & Fill
Multi Use Path	15939.8	\$27	\$430,374.60	Assumes 10' Width, 2" HMA atop 12" Type D. A combination of new and reused Type 1 Curb and some drainage replacement/adjustment
Sidewalk	335.395	\$24	\$8,049.48	Assumes 5' Width, 2" HMA atop 12" Type D. A combination of new and reused Type 1 Curb and some drainage replacement/adjustment
Esplanade	23284.75	\$5	\$116,423.75	

Total Cost

\$866,267.99

Miscellaneous Items (signage, MOT, striping, Etc) 10% \$ 86,626.80

Mobilization 10% \$ 86,626.80

Contingency 30% \$ 259,880.40

Construction Total \$ 1,299,401.99

PE 12% \$155,928

CE 12% \$155,928

ROW \$2,500

Task Total \$1,613,758

SAY \$1,700,000

Main St South - Maple St to Chapman Rd

Pay Item	Area (SF)	Unit Price (\$ / SF)	Cost	Notes
Pavement	77855.04	\$6	\$467,130.24	Assumes 2" Mill & Fill
Multi Use Path	15939.8	\$27	\$430,374.60	Assumes 10' Width, 2" HMA atop 12" Type D. A combination of new and reused Type 1 Curb and some drainage replacement/adjustment
Sidewalk	6372.505	\$24	\$152,940.12	Assumes 5' Width, 2" HMA atop 12" Type D. A combination of new and reused Type 1 Curb and some drainage replacement/adjustment
Esplanade	23284.75	\$5	\$116,423.75	
		Unit Price (\$ / EA)		
Intersection		\$500,000	\$500,000.00	Main St. / Chapman St.
Traffic Signal				
Upgrades				
(Total = 1 EA)				

Total Cost
\$1,666,868.71

Miscellaneous Items (signage, MOT, striping, Etc)	10%	\$	166,686.87	PE	12%	\$300,036
				CE	12%	\$300,036
Mobilization	10%	\$	166,686.87	ROW		\$2,500
Contingency	30%	\$	500,060.61	Task Total		\$3,102,876
Construction Total		\$	2,500,303.07			SAY \$3,200,000

Main St South - Chapman Rd to Allen St

Pay Item	Area (SF)	Unit Price (\$ / SF)	Cost	Notes
Pavement	134275.8	\$20	2,685,516.00	*This stretch assumes full depth pavement removal/replacement to account for current rutting issues
Multi Use Path	1995.9	\$27	53,889.30	
Sidewalk	68479.6	\$24	1,643,510.40	
Esplanade	221	\$5	1,105.00	

Total Cost

\$4,384,021

Miscellaneous Items (signage, MOT, striping, Etc) 0.10 \$ 438,402.07

Mobilization 0.10 \$ 438,402.07

Contingency 0.30 \$ 1,315,206.21

Construction Total \$ 6,576,031.05

PE 0.12 \$789,124

CE 0.12 \$789,124

ROW \$2,500

Task Total \$8,156,779

SAY \$8,200,000

State Street - From Main Street to 5 fingers intersection

Pay Item	Area (SF)	Unit Price (\$ / SF)	Cost	Notes
Pavement	65409.6	\$6	\$392,457.60	
Multi Use Path	15270.7	\$27	\$412,308.90	
Sidewalk	1129.2	\$24	\$27,100.80	
Esplanade	6675.2	\$5	\$33,376.00	
		Unit Price (\$ / EA)		
Intersection		\$500,000	\$500,000.00	Main St. / State St.
Traffic Signal				
Upgrades				
(Total = 1 EA)				

Total Cost

\$1,365,243

Miscellaneous Items (signage, MOT, striping, Etc) 10% \$ 136,524.33

Mobilization 10% \$ 136,524.33

Contingency 30% \$ 409,572.99

Construction Total \$ 2,047,864.95

PE 12% \$245,744

CE 12% \$245,744

ROW \$2,500

Task Total \$2,541,853

SAY \$2,600,000

5 Fingers - Dyer Street Reconfiguration

Pay Item	Area (SF)	Unit Price (\$ / SF)	Cost	Notes
Pavement	17026	\$40	\$681,040	
Sidewalk	1090.7	\$24	\$26,177	
Esplanade	49312	\$5	\$246,560	
		Unit Price (\$ / EA)		
Intersection		\$500,000	\$500,000	State St. / Dyer St.
Traffic Signal				
Upgrades				
(Total = 1 EA)				

Total Cost

\$1,453,777

Miscellaneous Items (signage, MOT, striping, Etc) 10% \$ 145,377.68

Mobilization 10% \$ 145,377.68

Contingency 30% \$ 436,133.04

Construction Total \$ 2,180,665.20

PE 12% \$261,680

CE 12% \$261,680

ROW \$60,000

Task Total \$2,764,025

SAY \$2,800,000

Alt Multi-Use Path Alignment on Ryan and Roberts St

Pay Item	Area (SF)	Unit Price (\$ / SF)	Cost
Pavement	20105.9	20	\$402,118.00
Multi Use Path	10634	20	\$212,680.00

Total Cost

\$614,798.00

Miscellaneous Items (signage, MOT, striping, Etc) 10% \$ 61,479.80

Mobilization 10% \$ 61,479.80

Contingency 30% \$ 184,439.40

Construction Total \$ 922,197.00

PE 12% \$110,664

CE 12% \$110,664

ROW \$2,500

Task Total \$1,146,024

SAY \$1,200,000

Multi-Use Path on Riverside Dr South

Pay Item	Area (SF)	Unit Price (\$ / SF)	Cost
Multi Use Path	4500	\$27.00	\$121,500.00

Total Cost
\$121,500.00

Miscellaneous Items (signage, MOT, striping, Etc)	10%	\$	12,150.00
Mobilization	10%	\$	12,150.00
Contingency	30%	\$	36,450.00
Construction Total		\$	182,250.00
PE	12%		\$21,870
CE	12%		\$21,870
ROW			\$2,500
Task Total			\$228,490

SAY \$300,000

Multi-Use Path, Esplanade and Single One-Way Lane on Riverside Dr North

Pay Item	Area (SF)	Unit Price (\$ / SF)	Cost	Notes
Pavement	13750	\$6	\$82,500.00	Assumes 2" Mill & Fill
Multi Use Path	12500	\$27	\$337,500.00	
Esplanade	22300	\$5	\$111,500.00	

Total Cost

\$531,500.00

Miscellaneous Items (signage, MOT, striping, Etc) 10% \$ 53,150.00

Mobilization 10% \$ 53,150.00

Contingency 30% \$ 159,450.00

Construction Total \$ 797,250.00

PE 12% \$95,670

CE 12% \$95,670

ROW \$2,500

Task Total \$991,090

SAY \$1,000,000

Sidewalk and Signal Upgrades on Main St North

Pay Item	Area (SF)	Unit Price (\$ / SF)	Cost	Notes
Sidewalk	58000	\$20	1,160,000.00	
		Unit Price (\$ / EA)		
Intersection		\$500,000	2,000,000.00	Signal upgrades at the following intersections: Main St. / North St. (2), Main St. / Walmart Entrance Main St. / Maysville St.
Traffic Signal				
Upgrades				
(Total = 4 EA)				

Total Cost

\$ 3,160,000.00

Miscellaneous Items (signage, MOT, striping, Etc) 10% \$ 316,000.00

Mobilization 10% \$ 316,000.00

Contingency 30% \$ 948,000.00

Construction Total \$ 4,740,000.00

PE 12% \$568,800

CE 12% \$568,800

ROW \$2,500

Task Total \$5,880,100

SAY \$5,900,000

Multi-Use Path Segments and New Ped Bridge

Names as such in KMZ file

Name		Length (ft)
Existing		
	Presque isle bike path (existing)	22519
Proposed		
	Harris St/Ped Bridge	5754
	Davis St loop connector	1867
	Riverside/Blake connector	3014
	Presque Isle North End bike path	10592
	Total proposed (ft)	21227
	Unit Cost per ft	\$ 30.00
	TOTAL COST PROPOSED	\$ 636,810.00

Bike/Ped Bridge Over Presque Isle Stream \$2,000,000.00
(Assumes 2 steel girders, concrete deck, 120' span on piles)

Miscellaneous Items (signage, MOT, striping, Etc) 10% \$ 63,681.00

Mobilization 10% \$ 63,681.00

Contingency 30% \$ 191,043.00 Higher contingency
due to uncertainty

Construction Total \$ 2,955,215.00 of Bridge

PE 16% \$472,834 Higher PE for Bridge
CE 12% \$354,626 design & associated
ROW \$15,000 geotech component

Task Total \$3,797,675

SAY \$3,800,000