

# Appendix A

## Available Data Summary



# BREWER SOUTH MAIN STREET CORRIDOR STUDY

Summary of Previous Plans  
and Reports

June 2024

# Table of Contents

Available Plans, Reports, and Data	3
Prior Plans and Reports	4
Summary of Key Findings	5
Key Findings by Focus Area	15
Transportation and Traffic Data	21



# Available Plans, Reports, and Data

In order to fully understand the context of the Study Area, Stantec reviewed recently completed local and regional plans and reports. This review focused on findings and recommendations within the study area to use as background and a basis for recommendation in this study. Baseline traffic and transportation was also reviewed to help define the existing roadway and traffic conditions.

## Prior Plans and Reports

- City of Brewer Comprehensive Plan | March 2015
- Comprehensive Plan Appendix A: Waterfront Master Plan (Penobscot Landing) | March 2015
- Heads Up! Pedestrian Safety Action Plan | January 2021
- Brewer Revitalization Plan – Highland Street
- Action Plan for Walkability and Place-making in Brewer, Maine | October 2017
- Brewer Zoning and Land Use Ordinances
- Parker Street Site Plan, Brewer Engineering Department | February 2024
- BACTS Long Range Pedestrian and Bicycle Transportation Plan | July 2019
- BACTS Vision 2043 | November 2023
- BACTS Draft Transportation Improvement Program
- BACTS Penobscot Climate Vulnerability Analysis | 2022
- BACTS Penobscot Regional Inventory of 2019 Greenhouse Gas Emissions | 2022

## Transportation and Traffic Data

- Traffic Volumes
- Crash Data
- Public Transit

# Plans and Reports:

## Summaries and Key findings

- City of Brewer Comprehensive Plan | March 2015
- Comprehensive Plan Appendix A: Waterfront Master Plan (Penobscot Landing) | March 2015
- Brewer Penobscot Landing Report | 2004
- Heads Up! Pedestrian Safety Action Plan | January 2021
- Brewer Revitalization Plan – Highland Street
- Action Plan for Walkability and Place-making in Brewer, Maine | October 2017
- Brewer Retail Consumer Survey | 2023
- BACTS Long Range Pedestrian and Bicycle Transportation Plan | July 2019
- BACTS Vision 2043 | November 2023
- BACTS Penobscot Climate Vulnerability Analysis | 2022
- BACTS Penobscot Regional Inventory of 2019 Greenhouse Gas Emissions | 2022

# City of Brewer Comprehensive Plan | March 2015

The following findings and recommendation in the Brewer Comprehensive Plan are particularly relevant to the Brewer South Main Street Corridor Study:

## Brewer Comprehensive Plan

### *Vision*

- **Valued assets.** The City's primary goal is to retain, enhance and build upon the assets that residents and businesspeople value most about Brewer. These include our:
  - safe, friendly, attractive, and quiet residential neighborhoods that are separate from our commercial areas;
  - attractive areas for business growth
  - attractive parks and variety of recreational opportunities;
  - Penobscot River waterfront and corridor.
- **Centers of activity.** We recognize the importance of centers of activity in Brewer where people can shop, obtain services, and take advantage of recreational, social, cultural, governmental, and/or educational opportunities. We will strive to ensure these areas are well planned so they function effectively, and, to the extent possible, are connected to neighborhoods by pedestrian and bicycle paths and public transportation.
- **Visual appearance.** We want private and public investment in the beautification of our city, especially at city entrances, in commercial-shopping areas, neighborhoods, and rural areas, and along the riverfront.
- **Traffic and safety.** We envision streets that are safe for pedestrians, cyclists, and motorists; and, in residential areas and centers of activity, traffic that is controlled, slow, quiet, and appropriate.
- **Recreation.** We want ready access to parks, pathways, and other recreation areas from every neighborhood in the city and along the river front. We envision pathways linking all parts of our city and providing opportunities for people to exercise and enjoy the out-of-doors, especially along the riverfront and without interference from vehicular traffic.

### *Recommendations*

- **Waterfront Zoning District:** Establish a new waterfront district, between the three bridges, including the areas between the river and Main Street, to promote a variety of retail, restaurant and entertainment uses along the waterfront; high-density residential developments (but not single-family dwellings); and water-related uses, parks, and trails. This district will encourage the creative use of existing underutilized structures consistent with the goal of creating a vibrant, attractive waterfront area. The Waterfront Area is broken down into two areas based on density of use.
  - The "Dense Use" area is located between the Penobscot and Chamberlain Bridge areas, occurs at the widest point between the River and Main Street.
  - The "Less Dense Use" area stretches from the Chamberlain Bridge south to Harris Street. Features include a multi-use trail, an open green, a Children's Garden, an Outdoor Public Events Space, and parking. Additional amenities farther south should include a boat launch, shelter, picnic and beach areas, and additional parking.
- **Streetscape Improvement Area:** Located along Main Street, from Chamberlain Street south to Harris Street, the streetscape improvement area aims to enhance mobility and safety, improve aesthetics and open space access, and reaffirm the community's history. Improvements include the following items:
  - the addition of designated bicycle lanes, one along the west edge of Main Street and the other along the east edge;
  - parallel parking lanes where space and traffic considerations permit;
  - vehicular-scale and pedestrian-scale lights at the back of the street curbs;
  - public sidewalks of a minimum 5-foot width on both sides of the street; and
  - street trees lining both side of Main Street, either at the back of curb or back of sidewalk, as space permits.
- **Transportation system.** Continue to prioritize community and regional needs associated with safe, efficient and optimal use of transportation systems. Continue to efficiently preserve or improve the transportation system.
- **Traffic efficiency.** Provide for traffic efficiency improvements whenever possible rather than new construction or rerouting projects on South and North Main, Wilson, and State Streets, to reduce noise and congestion, improve visual quality, and strengthen economic potential.
- **Long range needs.** Plan for the long-range recreation needs of Brewer.
- **Facility investments.** Maintain and invest in recreation facilities as necessary to meet current and future needs.

## Comprehensive Plan Appendix A: Waterfront Master Plan (Penobscot Landing) | March 2015

The following findings and recommendation in the Brewer Comprehensive Plan Appendix A are particularly relevant to the Brewer South Main Street Corridor Study:

### The Streetscape Improvement Area

The Streetscape Improvement Area is located along North and South Main Streets. It begins in North Brewer in the vicinity of Chamberlain Street and continues southward to the Harris Street area. However, the main focal point extends from the Penobscot Bridge area (State St.) to just north of the 1-395 ramps.

#### *Vision and Goals*

- fosters and enhances the movement and safety of pedestrians, bicyclists, and drivers;
- is unified, clearly defined, and made more attractive by a consistency of materials, furnishings, signage and lighting;
- capitalizes upon and enhances opportunities for open space; and
- informs the Community of its unique place in history.
- make the street safer for pedestrians;
- improve the way the street looks and works for the community;
- serve all transportation needs without losing parking;
- emphasize what is best, different, and exciting about the street;
- improve the appearance of high-profile intersection areas;
- make the street more inviting to pedestrians, including improving access for the elderly and the disabled;
- add more trees and landscaping;
- create a continuous and consistent lighting plan along the street; and
- improve the overall Main Street area signage.

#### *Physical Improvements Amenities*

- the condition of the street and sidewalk materials;
- the reconfiguration of the street crossing points;
- the clarification of the travel, turning, and parking lanes;
- the addition of street and pedestrian lights, street trees, and street furnishings;
- the upgrading of street signs, and addition of district and way finding signs; and
- the opportunities to enhance and develop public open space.
- the addition of designated bicycle lanes, one along the west edge of Main Street and the other along the east edge; parallel parking lanes where space and traffic considerations permit; vehicular-scale and pedestrian-scale lights at the back of the street curbs; public sidewalks of a minimum 5- foot width on both sides of the street; and street trees lining both side of Main Street, either at the back of curb or back of sidewalk, as space permits.

# Brewer Penobscot Landing Report | 2004

The following findings and recommendation in the Brewer Penobscot Landing Report are particularly relevant to the Brewer South Main Street Corridor Study:

## Brewer Penobscot Landing Report

The City of Brewer’s goal for the Penobscot Landing Multi-use Trail is “to establish a four season, multi-purpose bicycle and pedestrian trail that serves the following:

- Local residents and visitors;
- As a link in the East Coast Greenway and Down East Trail systems;
- As a pedestrian transportation corridor for the Penobscot Landing area; and
- To provide direct access to these areas for the bulk of the more urbanized parts of the City.

The Penobscot Landing Multi-Use Trail is envisioned as a network of facilities that will serve bicyclists, walkers and joggers for all types of trips. These trips may include commuting to work, taking care of business at City Hall, shopping at a downtown merchant, or frequenting a waterfront restaurant.

The network will be composed of varied type of facilities: more fully developed shared use paths separated from the roadway, rustic trails, new or existing sidewalks and bikeways on city streets.

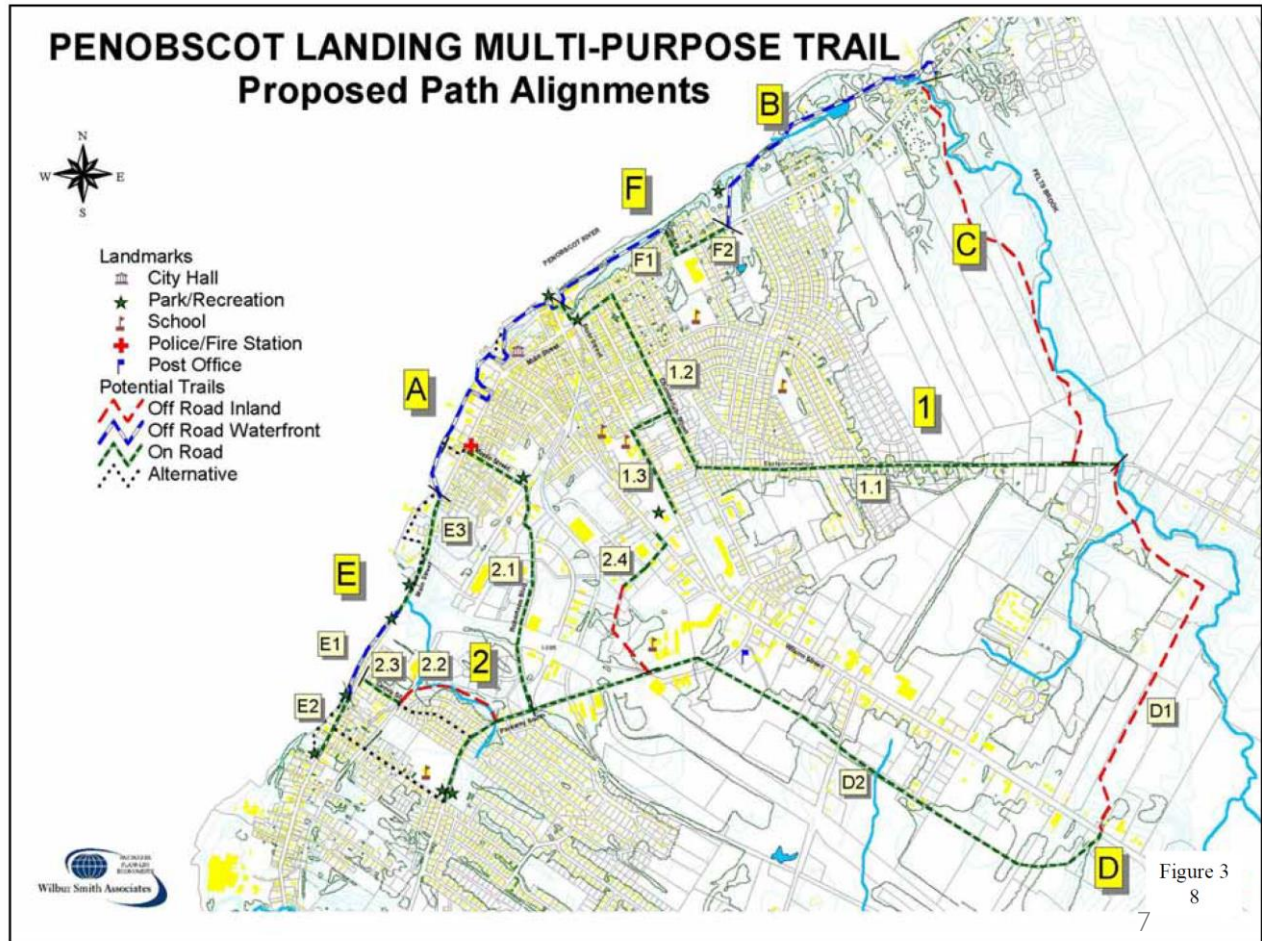


Figure 3  
8



## Heads Up! Pedestrian Safety Action Plan | January 2021

The following findings and recommendation in the Heads Up! Pedestrian Safety Action Plan are particularly relevant to the Brewer South Main Street Corridor Study:

### Heads Up! Pedestrian Safety Action Plan

The Heads Up! Pedestrian Safety Project was launched in 2017. This initiative includes the following activities for each of the 21 Focus Communities:

- Convene and facilitate Community Pedestrian Safety Forums with community leadership, residents, and interested stakeholder groups to define local issues, review the community's pedestrian crash data, and identify / prioritize the locations of primary risk and need.
- Facilitate an infrastructure Site Safety Review with municipal staff and other interested parties, in which the top 5 (and in some cases, more) problem locations identified by the community at the Safety Forum are analyzed for possible infrastructure changes (e.g. painting crosswalks, changing curb lines, adding refuge islands, adding signs, etc.)
- Convene and facilitate Safer Walking Behavioral Forums for community leadership, residents, and interested stakeholder groups that focus on identifying priority problem behaviors, and then brainstorming educational and law enforcement interventions to improve safety for pedestrians.
- Collaboratively develop with each municipality a community specific Pedestrian Safety Action Plan (strategy) that incorporates both long-term and short-term alternatives for reducing the number of pedestrian crashes. A wide variety of possible mitigation recommendations were identified and are organized according to the classic Safe Routes to School "5 E's" model: Engineering, Education, Encouragement, Enforcement, and Evaluation. These strategies address policy, growth, infrastructure, education, outreach, and law enforcement.
- Collaborate with local law enforcement to implement a Pedestrian Safety Enforcement Program that supports police officers proactively interacting with individuals engaged in behaviors that may put pedestrians at risk. Program supports include technical assistance, education, outreach, handouts, and high-visibility safety items to distribute.

### *Priority Locations*

- **Intersection of Wilson Street and Main Street**
- Intersection of Wilson Street and State Street
- Parkway South at the I-395 Interchange
- North Main Street between Union and Church Streets
- Hannaford Parking Lot and Rear Passage to Hannaford

## Action Plan for Walkability and Place-making in Brewer, Maine | October 2017

The following findings and recommendation in the Action Plan for Walkability and Place-making are particularly relevant to the Brewer South Main Street Corridor Study:

### Action Plan for Walkability and Place-making

This report addresses place-making and walkability opportunities for the waterfront area and the downtown area in Brewer, Maine. This report summarizes the public's evaluation of 16 action items that were developed from public input received at a community workshop with a walkability and place-making audit, and a follow-up survey taken by over 200 people online. As a result of these two opportunities for in depth community input, City staff and the consultant developed a list of sixteen of the suggested community ACTIONS.

#### Actions

1. **Access and Linkages – “Welcome to Brewer” signs at gateway locations**
2. **Access and Linkages – Improve and repair sidewalks**
3. **Access and Linkages – Designated bicycle lanes for safe bicycle use**
4. **Access and Linkages – Flashing crosswalk signs**
5. **Access and Linkages – Bicycle racks along waterfront trails**
6. **Comfort and Image – Additional tree plantings along the waterfront trail**
7. **Comfort and Image – Plant street trees in the downtown area**
8. **Comfort and Image – More dog waste bag stations and pet watering stations**
9. **Comfort and Image – Outdoor seating in downtown area**
10. **Comfort and Image – Public art and sculptures**
11. **Sociability – Making downtown more inviting with places to linger, sit, listen to music, have coffee, snack, meal**
12. **Uses and Activities – Food trucks downtown and along waterfront**
13. **Uses and Activities – More children's play areas along waterfront**
14. **Uses and Activities – Outdoor concerts, movies, entertainment, seasonal festivals along waterfront**
15. **Uses and Activities – Exercise stations along waterfront trails**
16. **Uses and activities – Moving the Farmers' Market to the Downtown Area**

#### Key Findings

- Respondents want sidewalks maintained and improved along South Main Street, as well as new street trees and plantings.

## BACTS Long Range Pedestrian and Bicycle Transportation Plan | July 2019

The following findings and recommendation in the BACTS Long Range Pedestrian and Bicycle Transportation Plan are particularly relevant to the Brewer South Main Street Corridor Study:

### BACTS Long Range Pedestrian and Bicycle Transportation Plan

The BACTS Long-Range Regional Pedestrian and Bicycle Transportation Plan has been developed to document and provide a shared vision for a safe and functional connected pedestrian and bicycle transportation network within the greater Bangor urbanized area. This Plan complements the BACTS Metropolitan Transportation Plan (MTP), and as is the case with the MTP, serves as a guide for collaboration, coordinated decision-making and long-term planning for programming of transportation projects at the municipal, regional and state levels.

#### *Priority Locations*

- Intersection: of Wilson / Main
  - Speeding traffic, crosswalks are too long, roads/crosswalks are poorly lit, signals not present or working well, motorists' turn signals conflict with ped crossing, too much traffic
- I – 395 Interchange
  - Improve shoulders and conduct a Road Diet for South Main Street under I-395 overpass

## BACTS Vision 2043 | November 2023

The following findings and recommendation in the BACTS Vision 2043 Plan are particularly relevant to the Brewer South Main Street Corridor Study:

### BACTS Vision 2043

VISION 2043 is a federally required and fiscally constrained document that is developed on a five year update cycle and provides highlights of the entire transportation network for BACTS.

#### *Vison and Goals*

- Improves Equitable Access and Quality of Life
  - Considers all users in investment decisions
  - Expand ADA accessible infrastructure and services
- Ensure Safety for All Users
  - Provides safe facilities for pedestrians, bicyclists and other active transportation
  - Reduces the dangers of roadway travel
- Promote Sustainability
  - Reduce emissions by promoting transit and/or active transportation
  - Feasible future maintenance
- Support Regional, Local, and Community Goals
  - Support Community Goals
  - Promote economic growth
- Maintain System Efficiency and Reliability
  - Reduce traffic congestion
  - Prepare for weather-related impacts and accelerated deterioration of infrastructure and maintain system

#### *Brewer Prioritized Project List (none in the study area)*

- Felt Brook Trail Corridor Connection
- South Main Street Sidewalks (Cove Street to Harriman Way and South Side over Sedgeunkedunk Stream)
- Grove Street Sidewalk (West side from South Main Street to Parkway South)
- Hillcrest Drive Sidewalk (West side from North Main Street to Oak Grove Drive)
- Brewer Rail Trail: Wilson to Green Point Rd
- 395 Connector Ramp Study: Greenpoint Rd

#### *Key Findings*

- South and North Main Street serve as the primary bicyclist routes.

## BACTS Transportation Improvement Program [Draft] | February 2024

The following findings and recommendation in the BACTS Transportation Improvement Program [Draft] are particularly relevant to the Brewer South Main Street Corridor Study:

### Transportation Improvement Program

The Transportation Improvement Program (TIP) is an annual document that contains transportation projects recommended for federal funding during the next four years.

#### *BACTS Prioritized Project List 2026 – 2027 – Not yet funded – In Project Area*

- I-395 & S. Main St - Operational and Safety Improvements - Signal Project - \$52,663

#### *BACTS Prioritized Project List 2026 – 2027 – Not yet funded – Outside Project Area*

- South Main Street Sidewalks (Cove Street to Harriman Way and South Side over Sedgeunkedunk Stream)
- State & N. Main - Operational and Safety Improvements - Signal Project - \$338,913
- S. Main - Elm to Orrington TL - Preservation - \$922,202
- S. Main & Cianbro - Operational and Safety Improvements - Signal Project - \$133,724

## Regional Inventory of 2019 Greenhouse Gas Emissions | 2022

The following findings and recommendation in the Regional Inventory of 2019 Greenhouse Gas Emissions are particularly relevant to the Brewer South Main Street Corridor Study:

### BACTS Penobscot Climate Action – Regional Inventory of 2019 Greenhouse Gas Emissions

The Regional Inventory of 2019 Greenhouse Gas Emissions presents a regional greenhouse gas (GHG) inventory for the BACTS metropolitan planning area.

#### *Key Findings*

- The BACTS region produced 1,036,402 tons of greenhouse gas emissions
- Transportation is responsible for 33.4% of the regions GHG emissions
- Passenger trucks produced the majority of the region’s vehicle-related emissions (41%), followed by heavy duty trucks (21%), light duty trucks (20%), passenger cars (14%), and buses (4%).
- The BACTS region produces more GHG per capita than peer Northeast cities, in part due to the greater reliance on personal cars as opposed to public transit.

## Penobscot Climate Vulnerability Analysis | 2022

The following findings and recommendation in the BACTS Penobscot Climate Action Plan are particularly relevant to the Brewer South Main Street Corridor Study:

### BACTS Penobscot Climate Vulnerability Analysis

The Penobscot Climate Vulnerability Analysis presents the current and future climate risks to the Penobscot Climate Action Region, and how those risks will affect the natural environment, infrastructure, and community.

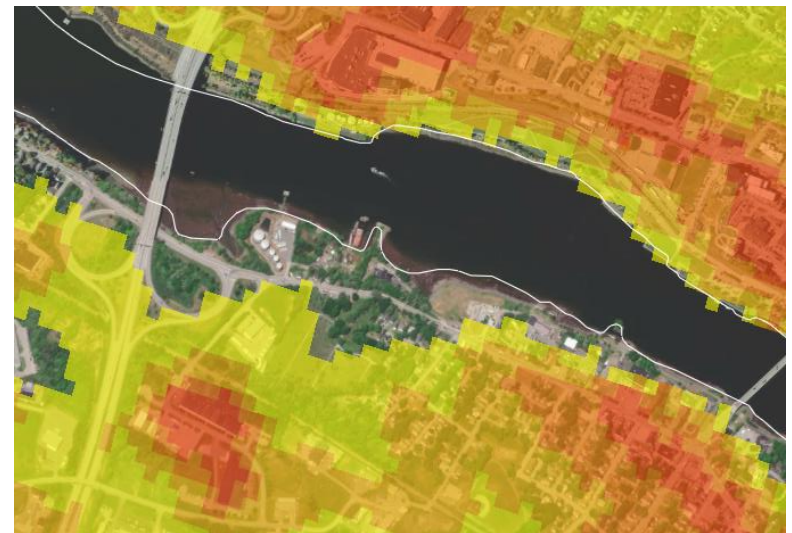
#### *Regional Climate Impacts*

- Increased Precipitation and Sea Level Rise
  - Maine Climate Council recommends preparing for Sea Level Rise using the following guidelines:
    - Commit to Manage: 1.5 feet SLR by 2050, 3.9 feet by 2100
    - Prepare to manage 3.0 feet by 2050, 8.8 feet by 2100
  - Brewer is expected to experience an increased degree of residential property loss due to flooding impacts
  - Sea Level Rise could increase occurrences of flooding in parks and recreational areas along the Penobscot River, including in the Brewer Riverwalk
- Temperatures Changes
  - Pedestrians, cyclists, and public transportation users are particularly vulnerable to extreme heat impacts.
  - Downtown Brewer identified as an urban heat island.
  - Increasing bus shelter installations could be a helpful heat management step.

### 3.3 Feet of SLR



### Urban Heat Intensity



# Prior Plans and Reports

## Key Findings by Focus Area

- Intersection of Wilson Street and Main Street
- South Main Street – Brimmer Street to Spring Street
- South Main Street – Maple Street to Burr Street
- I-395 Interchange



# FOCUS AREA: Intersection of Wilson St. and Main St.

The following plans and reports referenced the intersection of Wilson Street and Main Street:

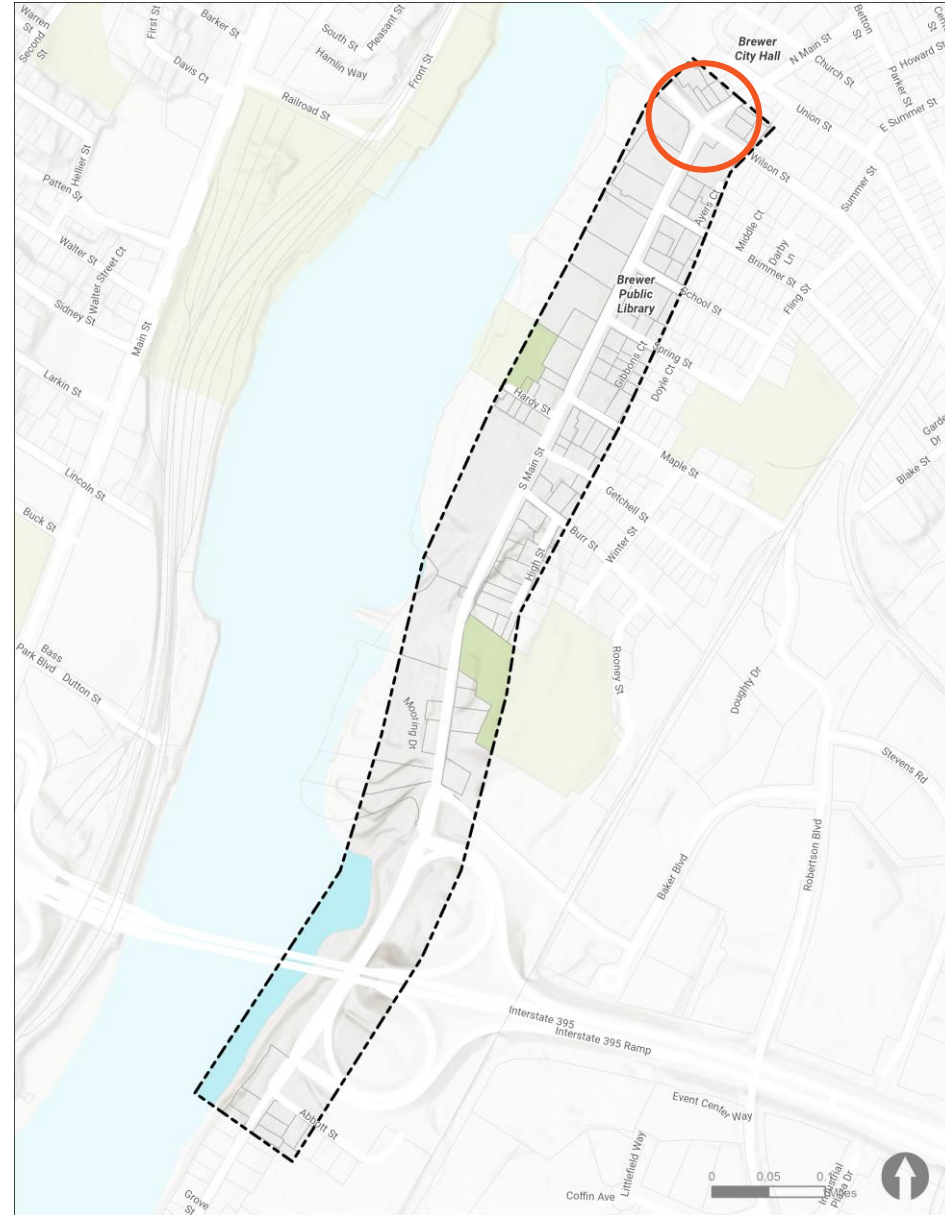
## Brewer Comprehensive Plan

### Recommendations

- **Waterfront Zoning District:** Establish a new waterfront district, between the three bridges, including the areas between the river and Main Street, to promote a variety of retail, restaurant and entertainment uses along the waterfront; high-density residential developments (but not single-family dwellings); and water-related uses, parks, and trails. This district will encourage the creative use of existing underutilized structures consistent with the goal of creating a vibrant, attractive waterfront area. The Waterfront Area is broken down into two areas based on density of use.

  - The "Dense Use" area is located between the Penobscot and Chamberlain Bridge areas, occurs at the widest point between the River and Main Street.
  - The "Less Dense Use" area stretches from the Chamberlain Bridge south to Harris Street. Features include a multi-use trail, an open green, a Children's Garden, an Outdoor Public Events Space, and parking. Additional amenities farther south should include a boat launch, shelter, picnic and beach areas, and additional parking.
- **Streetscape Improvement Area:** Located along Main Street, from Chamberlain Street south to Harris Street, the streetscape improvement area aims to enhance mobility and safety, improve aesthetics and open space access, and reaffirm the community's history. Improvements include the following items:

  - the addition of designated bicycle lanes, one along the west edge of Main Street and the other along the east edge;
  - parallel parking lanes where space and traffic considerations permit;
  - vehicular-scale and pedestrian-scale lights at the back of the street curbs;
  - public sidewalks of a minimum 5- foot width on both sides of the street;
  - street trees lining both side of Main Street, either at the back of curb or back of sidewalk, as space permits.
- **Traffic efficiency.** Provide for traffic efficiency improvements whenever possible rather than new construction or rerouting projects on South and North Main, Wilson, and State Streets, to reduce noise and congestion, improve visual quality, and strengthen economic potential.



# FOCUS AREA: Intersection of Wilson St. and Main St. (continued)

The following plans and reports referenced the intersection of Wilson Street and Main Street:

## BACTS Long Range Pedestrian and Bicycle Transportation Plan

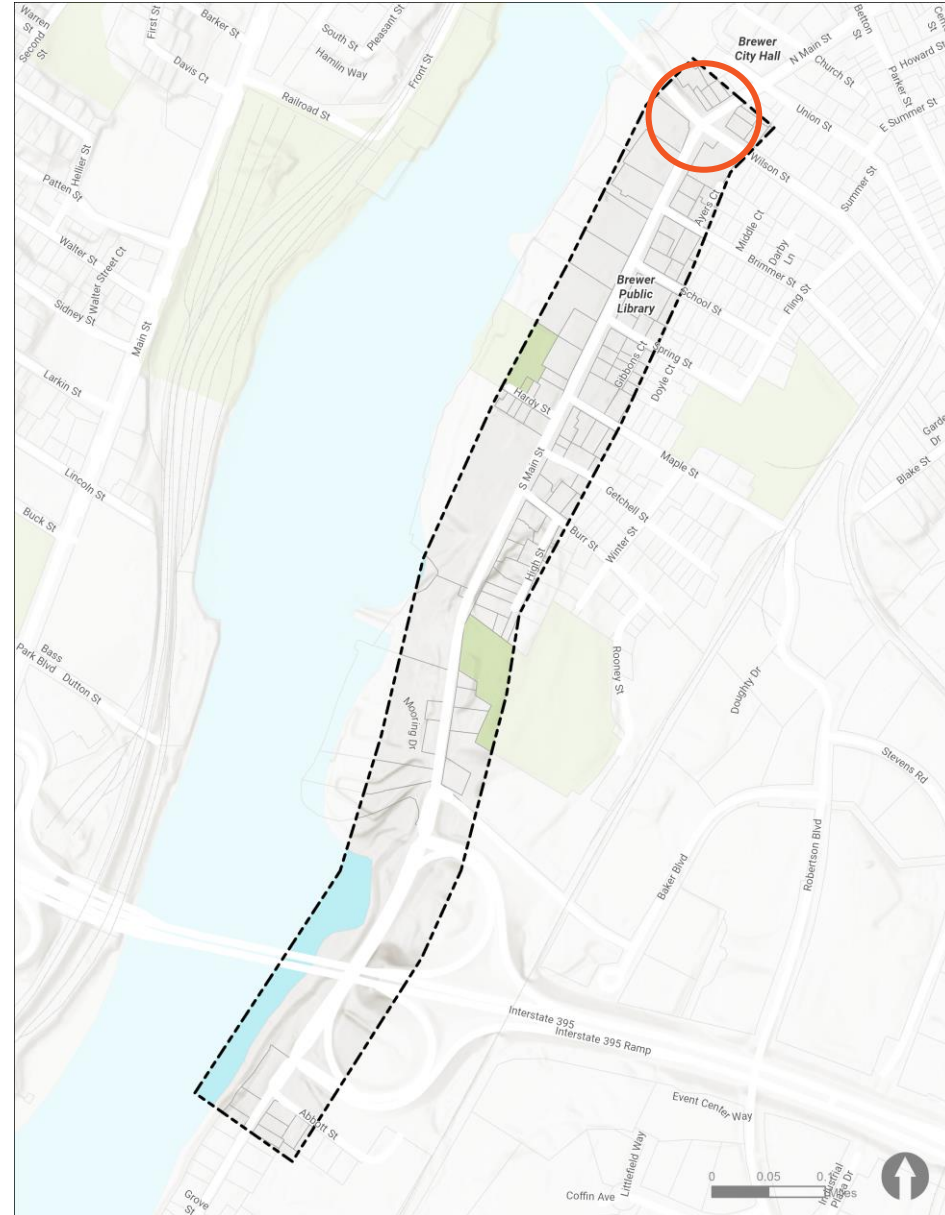
### Recommendations

- Intersection Improvements: Wilson/Main was the #1 priority in Brewer
  - Notes about the problem: Speeding traffic, crosswalks are too long, roads/crosswalks are poorly lit, signals not present or working well, motorists' turn signals conflict with ped crossing, too much traffic

## Heads Up! Pedestrian Safety Action Plan

### Recommendations

- Calm turning traffic
  - Complete a field review and a safety assessment to determine the appropriate turning radius for each leg of the intersection
  - Evaluate the appropriateness of using flexible delineators to tighten the radius of intersection corners to slow turning vehicles
  - Consider changing radii (through curb extensions or other strategies) of the southwest and northwest corners to slow turning traffic
- Modify pedestrian signals to improve crossing safety
  - Consider a leading pedestrian interval (LPI) phase at to reduce the number of potential conflicts between turning vehicles and pedestrians
- Increase visibility of crosswalks
  - Evaluate the appropriateness of flexible delineators to create seasonal curb extensions to enhance pedestrian visibility and shorten crossing distances
  - Evaluate current overhead lighting and consider upgrading to LEDs and expanding the number of luminaires
- Increase ADA functionality of crosswalks
  - Consider upgrading to Accessible Pedestrian Signals



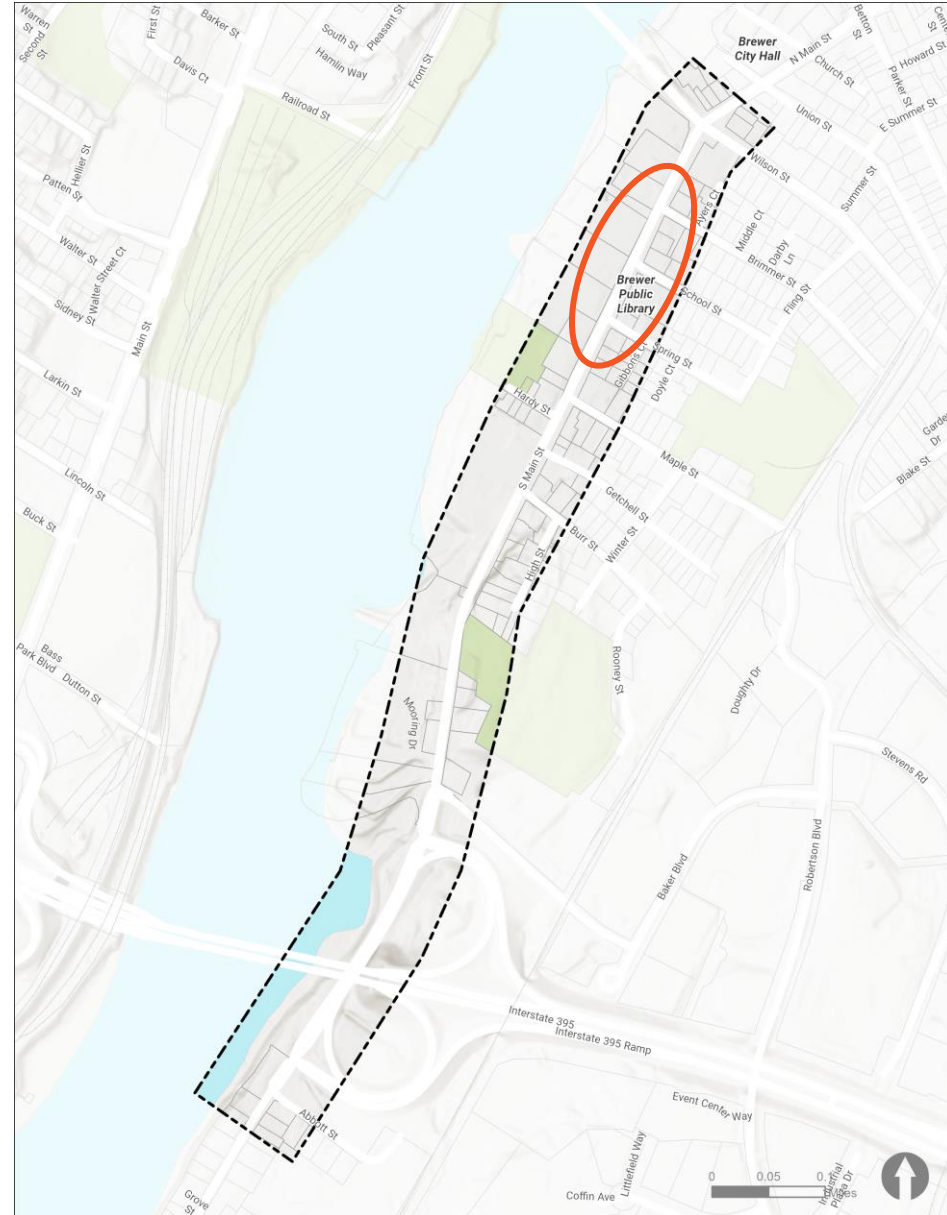
# FOCUS AREA: South Main Street – Brimmer Street to Spring Street.

The following plans and reports referenced South Main Street between Brimmer and Spring Streets:

## Brewer Comprehensive Plan

### Recommendations

- **Waterfront Zoning District:** Establish a new waterfront district, between the three bridges, including the areas between the river and Main Street, to promote a variety of retail, restaurant and entertainment uses along the waterfront; high-density residential developments (but not single-family dwellings); and water-related uses, parks, and trails. This district will encourage the creative use of existing underutilized structures consistent with the goal of creating a vibrant, attractive waterfront area. The Waterfront Area is broken down into two areas based on density of use.
  - The "Dense Use" area is located between the Penobscot and Chamberlain Bridge areas, occurs at the widest point between the River and Main Street.
  - The "Less Dense Use" area stretches from the Chamberlain Bridge south to Harris Street. Features include a multi-use trail, an open green, a Children's Garden, an Outdoor Public Events Space, and parking. Additional amenities farther south should include a boat launch, shelter, picnic and beach areas, and additional parking.
- **Streetscape Improvement Area:** Located along Main Street, from Chamberlain Street south to Harris Street, the streetscape improvement area aims to enhance mobility and safety, improve aesthetics and open space access, and reaffirm the community's history. Improvements include the following items:
  - the addition of designated bicycle lanes, one along the west edge of Main Street and the other along the east edge;
  - parallel parking lanes where space and traffic considerations permit;
  - vehicular-scale and pedestrian-scale lights at the back of the street curbs;
  - public sidewalks of a minimum 5- foot width on both sides of the street;
  - street trees lining both side of Main Street, either at the back of curb or back of sidewalk, as space permits.



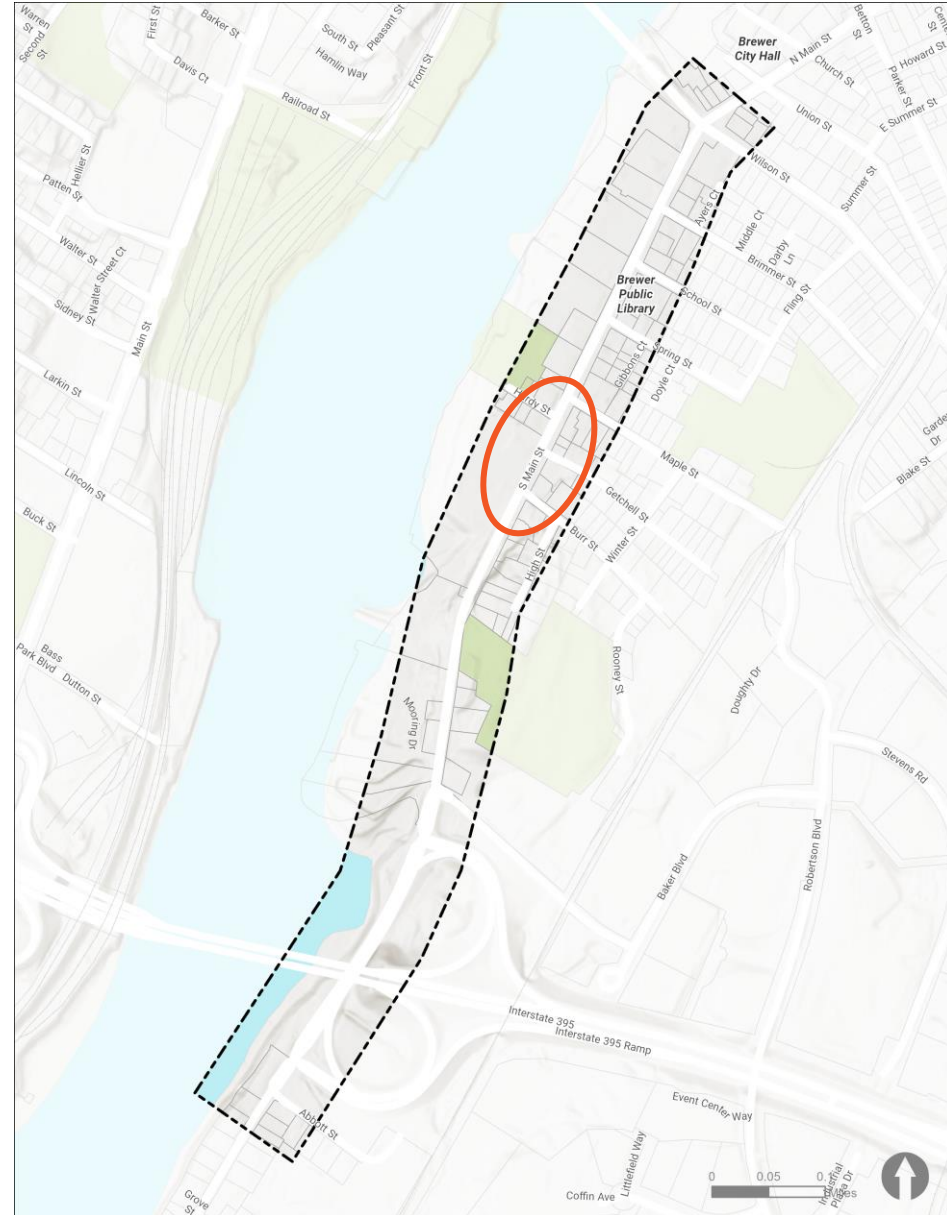
# FOCUS AREA: South Main Street – Maple Street to Burr Street.

The following plans and reports referenced South Main Street between Maple and Burr Streets:

## Brewer Comprehensive Plan

### Recommendations

- Waterfront Zoning District:** Establish a new waterfront district, between the three bridges, including the areas between the river and Main Street, to promote a variety of retail, restaurant and entertainment uses along the waterfront; high-density residential developments (but not single-family dwellings); and water-related uses, parks, and trails. This district will encourage the creative use of existing underutilized structures consistent with the goal of creating a vibrant, attractive waterfront area. The Waterfront Area is broken down into two areas based on density of use.
  - The "Dense Use" area is located between the Penobscot and Chamberlain Bridge areas, occurs at the widest point between the River and Main Street.
  - The "Less Dense Use" area stretches from the Chamberlain Bridge south to Harris Street. Features include a multi-use trail, an open green, a Children's Garden, an Outdoor Public Events Space, and parking. Additional amenities farther south should include a boat launch, shelter, picnic and beach areas, and additional parking.
- Streetscape Improvement Area:** Located along Main Street, from Chamberlain Street south to Harris Street, the streetscape improvement area aims to enhance mobility and safety, improve aesthetics and open space access, and reaffirm the community's history. Improvements include the following items:
  - the addition of designated bicycle lanes, one along the west edge of Main Street and the other along the east edge;
  - parallel parking lanes where space and traffic considerations permit;
  - vehicular-scale and pedestrian-scale lights at the back of the street curbs;
  - public sidewalks of a minimum 5- foot width on both sides of the street;
  - street trees lining both side of Main Street, either at the back of curb or back of sidewalk, as space permits.



# FOCUS AREA: South Main Street – I-395 Interchange.

The following plans and reports referenced the intersection of South Main Street and I-395

## Brewer Comprehensive Plan

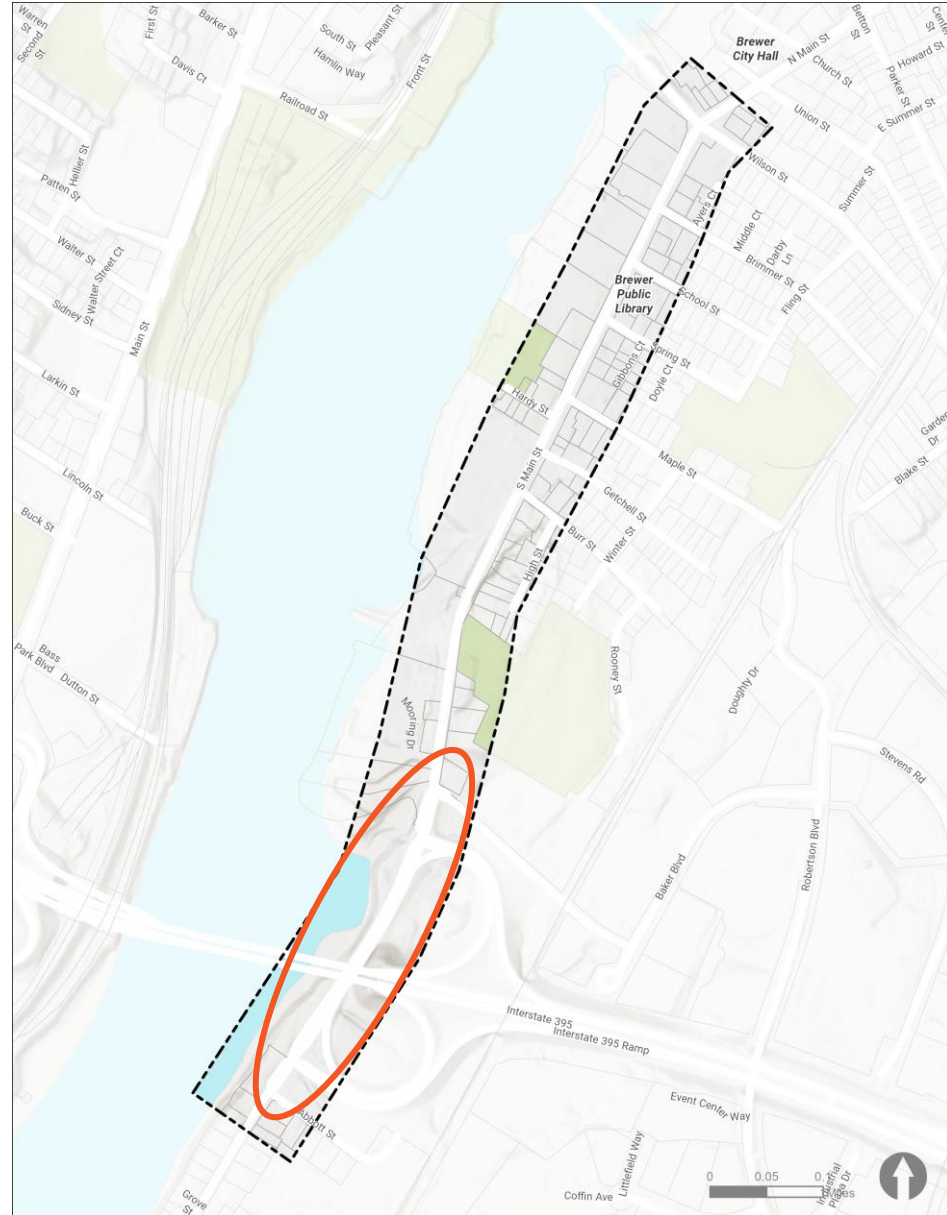
### Recommendations

- Waterfront Zoning District:** Establish a new waterfront district, between the three bridges, including the areas between the river and Main Street, to promote a variety of retail, restaurant and entertainment uses along the waterfront; high-density residential developments (but not single-family dwellings); and water-related uses, parks, and trails. This district will encourage the creative use of existing underutilized structures consistent with the goal of creating a vibrant, attractive waterfront area. The Waterfront Area is broken down into two areas based on density of use.
  - The "Dense Use" area is located between the Penobscot and Chamberlain Bridge areas, occurs at the widest point between the River and Main Street.
  - The "Less Dense Use" area stretches from the Chamberlain Bridge south to Harris Street. Features include a multi-use trail, an open green, a Children's Garden, an Outdoor Public Events Space, and parking. Additional amenities farther south should include a boat launch, shelter, picnic and beach areas, and additional parking.
- Streetscape Improvement Area:** Located along Main Street, from Chamberlain Street south to Harris Street, the streetscape improvement area aims to enhance mobility and safety, improve aesthetics and open space access, and reaffirm the community's history. Improvements include the following items:
  - the addition of designated bicycle lanes, one along the west edge of Main Street and the other along the east edge;
  - parallel parking lanes where space and traffic considerations permit;
  - vehicular-scale and pedestrian-scale lights at the back of the street curbs;
  - public sidewalks of a minimum 5-foot width on both sides of the street;
  - street trees lining both side of Main Street, either at the back of curb or back of sidewalk, as space permits.

## BACTS Long Range Pedestrian and Bicycle Transportation Plan

### Recommendations

- Improve shoulders and conduct a Road Diet for South Main Street under I-395 overpass



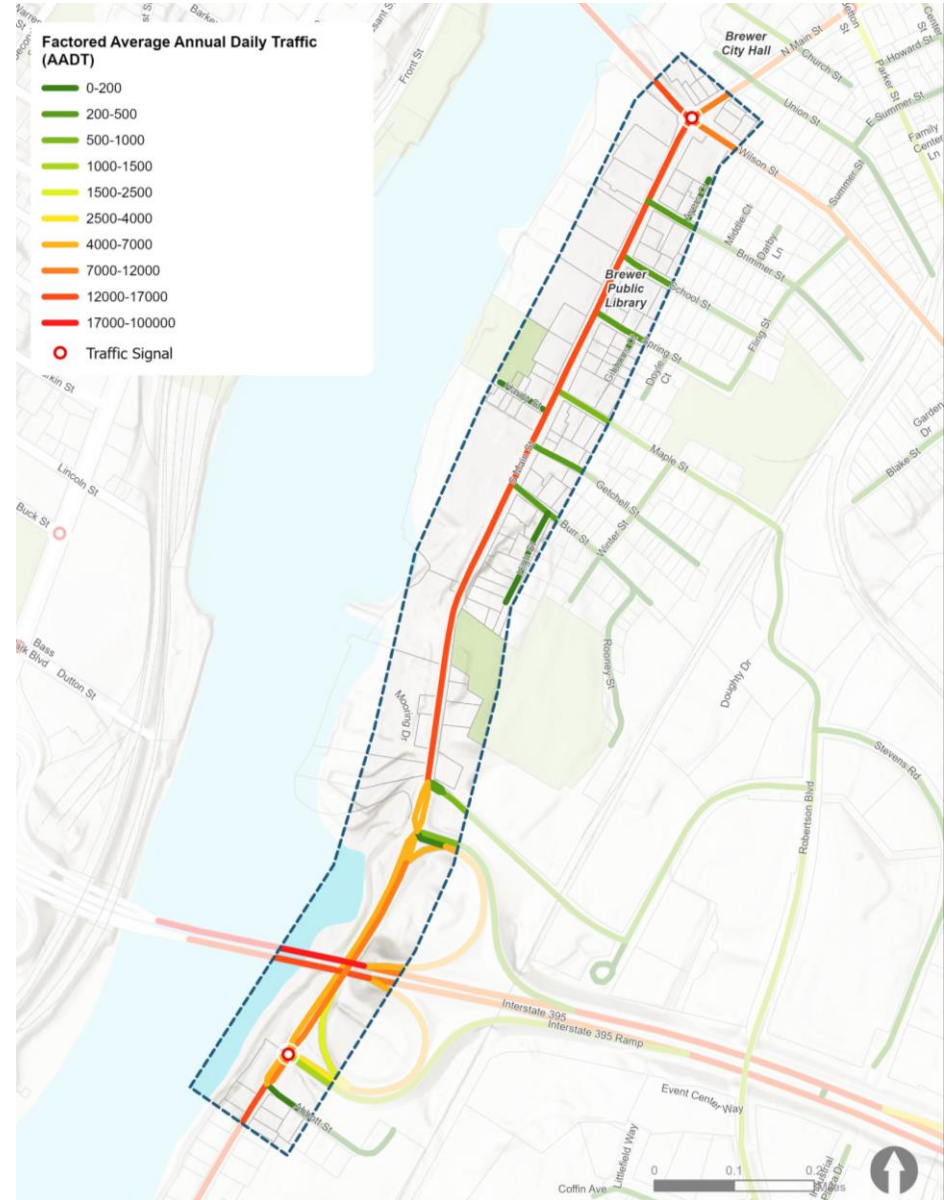
# Transportation and Traffic Data

- Traffic Volumes
- Crash Data
- Public Transit

# Traffic Volumes

## Notes and Observations

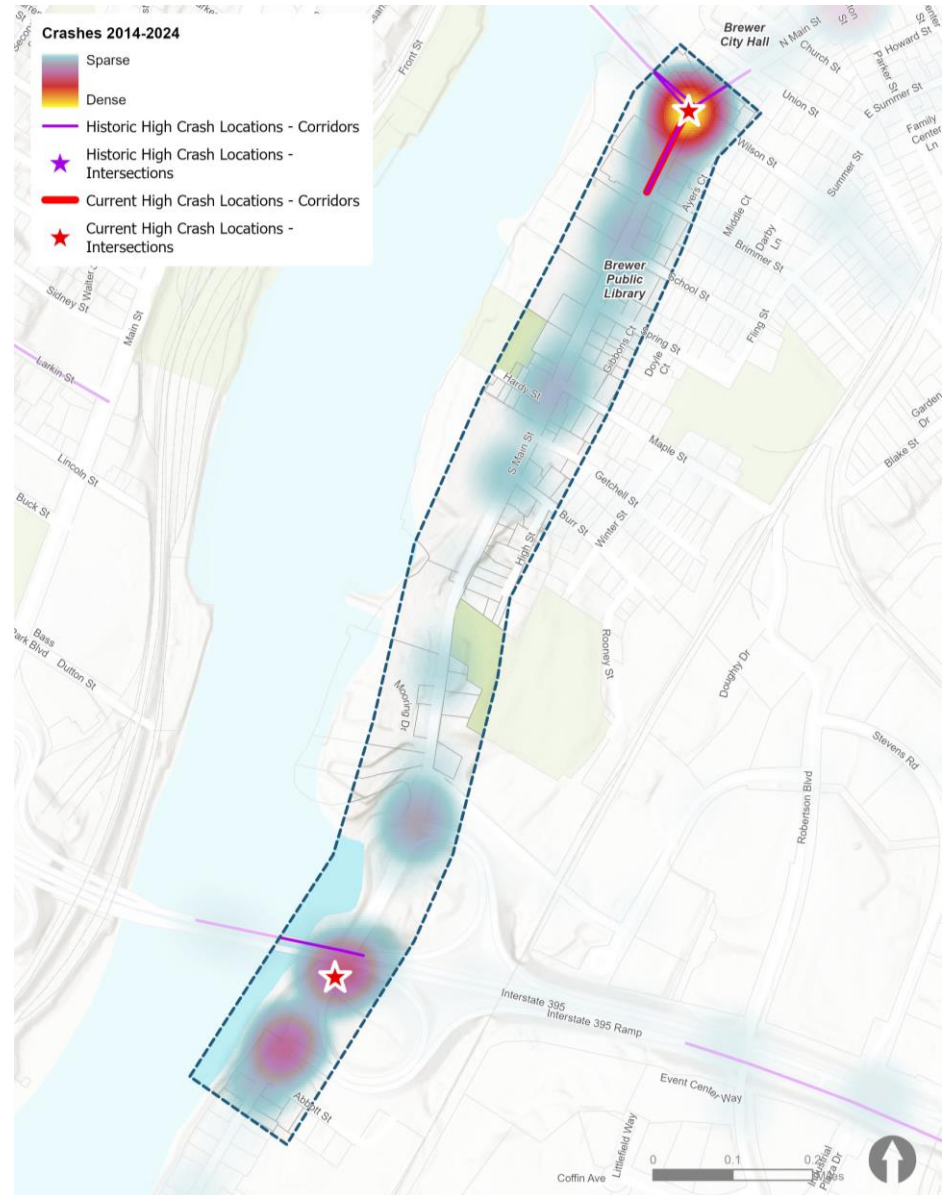
- Factored AADT is highest on South Main Street from Wilson Street to E/W Industrial Park.
- Most of the roadways intersecting with South Main Street in the study area have low traffic volumes.



# Crash Data

## Notes and Observations

- The two high crash intersection locations at the intersections of Main Street / Wilson Street, and at the intersection of the I-395 off ramp slip lane and Main Street.
- The section of South Main Street between Wilson Street and Brimmer Street is a high crash corridor location.
- Other areas with a higher density of crashes over the past decade include South Main Street's intersections with Abbott, Burr, Hardy, and School Streets, as well as the intersections of Main Street and the on and off ramps of I-395.





# Public Transit

## Notes and Observations

- The only public transportation in Brewer is the Community Connector Bus based in Bangor, which has two routes in Brewer: Brewer North and Brewer South.
- Stop locations along South Main Street are in the process of being formalized as the transit agency transitions from a flagging system to formalized stops.

