

South End Transportation Study

Public Meeting January 31, 2019 Welcome



What You Will Hear Tonight

- ❑ All ideas presented are options currently under consideration
- ❑ Study Team found no single solution for all issues
- ❑ Multiple smaller solutions will make a big difference
- ❑ Options include short, mid and longer-term actions
- ❑ Costs have not yet been estimated

AGENDA:

1. Introductions
2. Project Objective
3. Recap of September Public Meeting
4. Transportation Concepts
5. Land Use/Urban Design/Zoning Concepts
6. Audience Questions & Answers
7. Schedule/Next Steps

STEERING COMMITTEE:

- Peter Owen, City of Bath
- Marc Meyers, City of Bath
- Nate Howard, MaineDOT
- Patrick Adams, MaineDOT
- Phyllis Bailey, City Councilor
- Sean Paulhus, City Councilor
- Jon Fitzgerald, BIW
- Chris Main, BIW

STUDY OBJECTIVES:

- ❑ Improving the safety of pedestrians,
- ❑ Reducing the impact of vehicular traffic on neighborhood streets, and
- ❑ Identifying strategies that will improve the availability of parking and/or reduce parking demands.

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Study Area



September Public Meeting Recap

- ❑ Reviewed current conditions in the study area:
 - Traffic volumes, high crash locations, level of service/queue length, speed, parking capacity

- ❑ Heard comments about how current situation viewed by residents and BIW workers:
 - Traffic backups, speeding, BIW shuttle schedules, BIW parking capacity, wrong-way travel on one-ways, lack of resident parking, disrespectful attitudes between residents and workers, lack of sidewalks

- ❑ Written comments on maps:
 - Change signal timing, add parking garage, speeding, more satellite parking, recode resident parking, problems with peds under bridge at shift change

Route 209 By-Pass Feasibility Study, MaineDOT

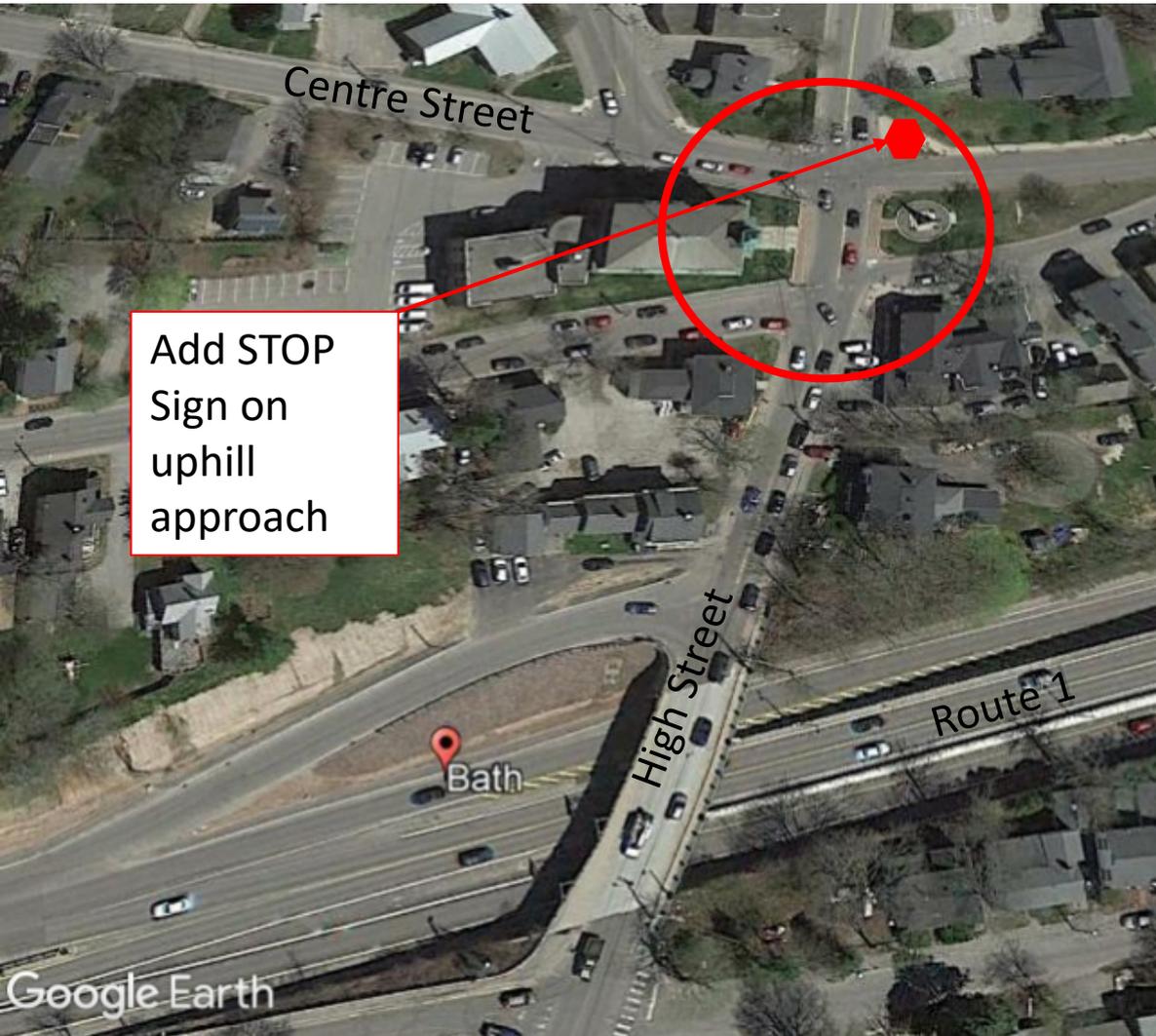
History and why it was not considered – Not a consideration for this study

- Prepared in 1995
- Cost - \$4.35M (1995 without Land Acquisition) – Now \$20M+
- Significant Environmental Impacts
- Significant Land Acquisition
- Did not solve traffic problems in South End
- Does not meet this study's purpose and would attract more vehicular traffic to South End

Draft Transportation Considerations

South End Transportation Study

Centre Street / High Street



This intersection is a High Crash Location.

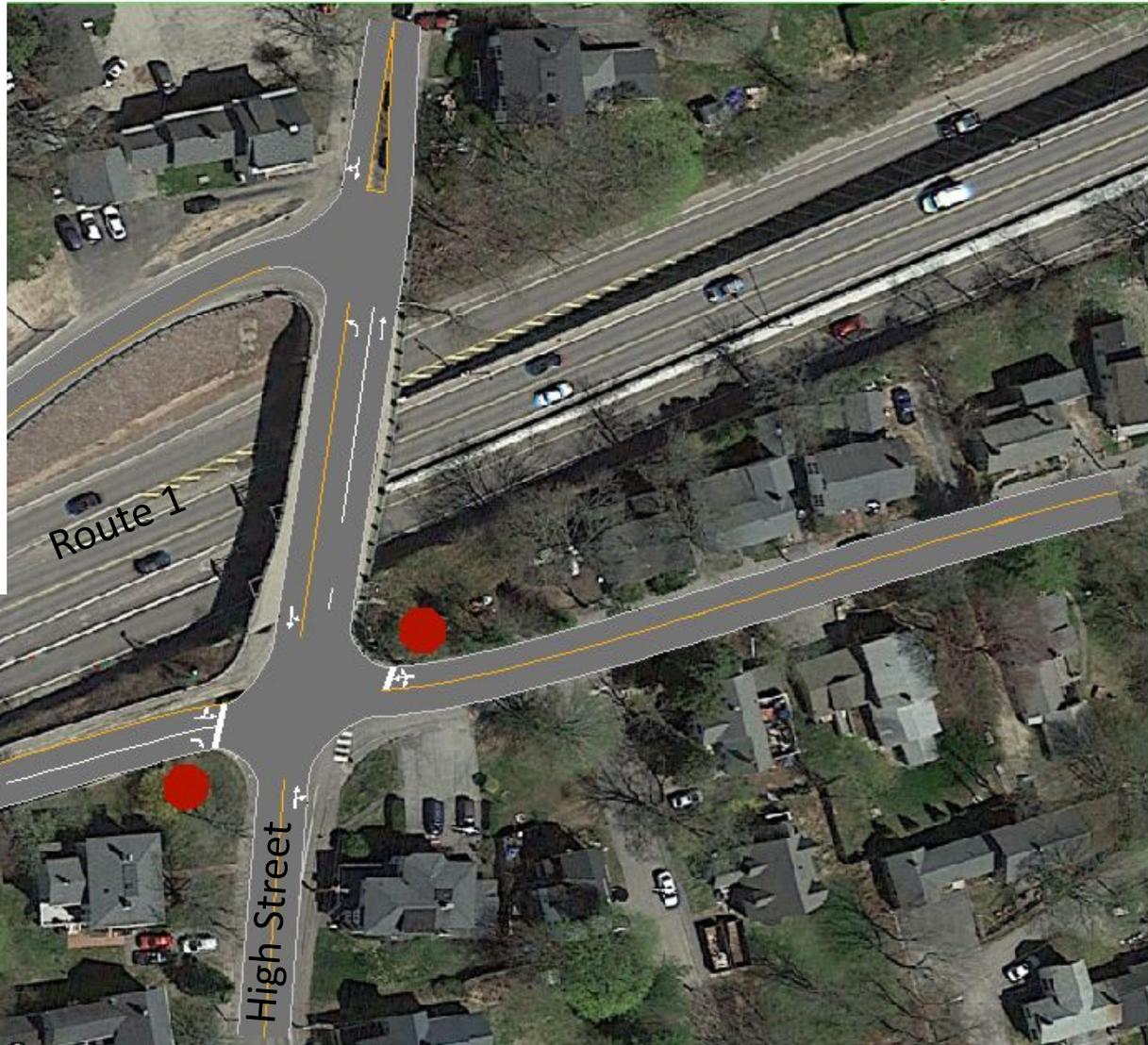
- Consider converting this intersection to a four-way STOP intersection. (improves safety and performance at the Route 1 intersections)
- Conduct traffic counts during summer to determine final recommendation.
- Winter Maintenance Required

Short-Term Implementation

High Street/Route 1 Northbound Off-Ramp

When the High Street bridge is replaced:

- add an additional lane on High Street.
- Provide sidewalks and bicycle lanes.
- Long-Term Implementation



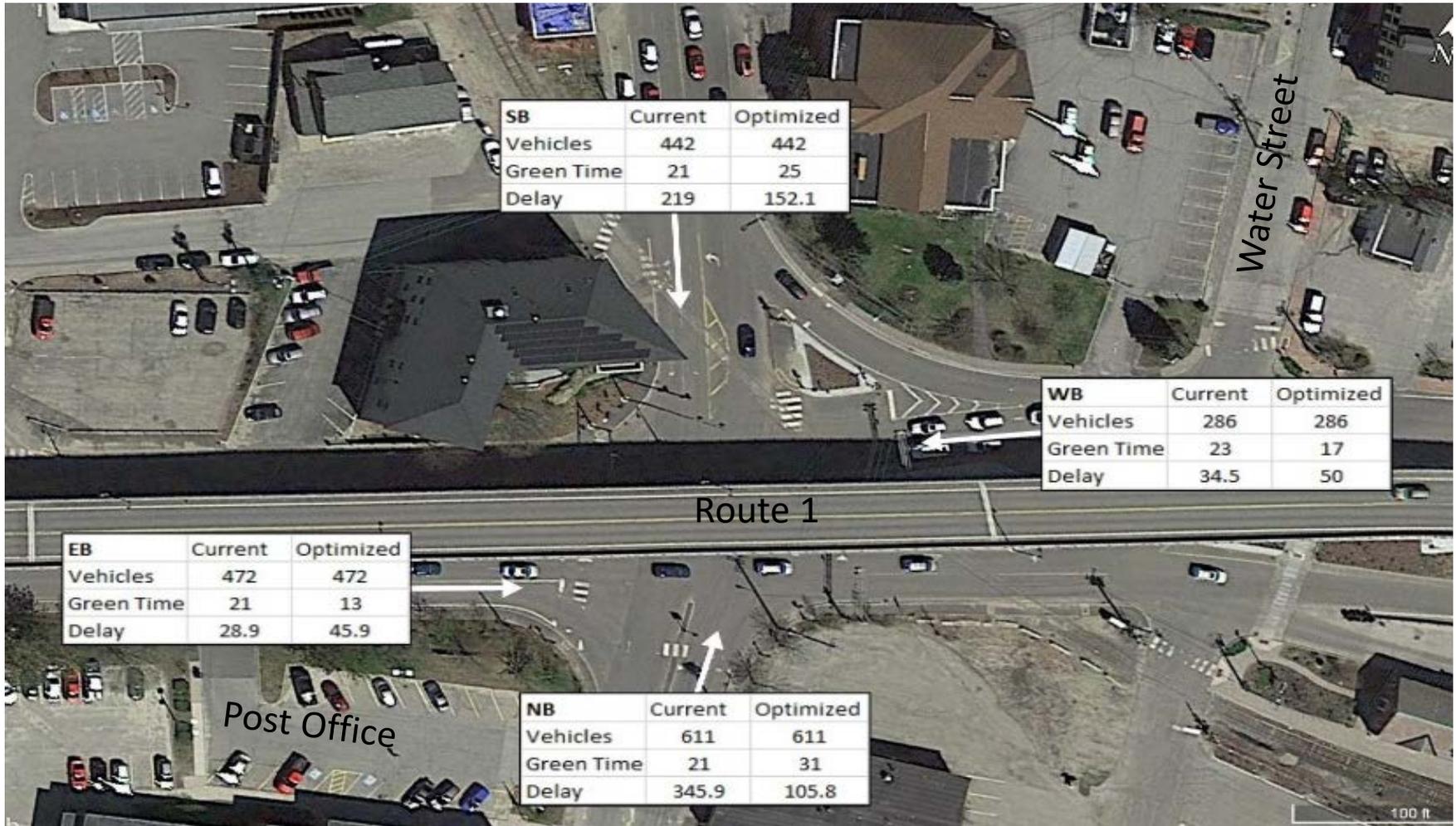
High Street/Route 1 Northbound Off-Ramp

- ❑ Traffic signals are not warranted, but conditions should be monitored.
- ❑ Improve sight distance by removing vegetation and sign obstructions. **Short-Term Implementation**
- ❑ Strategies that direct BIW traffic to Washington Street, versus using High Street, should help to relieve traffic delays.
- ❑ Vehicle queues from Centre Street impact Route 1 Ramp intersections. Investigate capacity improvements at Centre Street. **Short-Term Implementation**
- ❑ Change lane assignment on the Route 1 Off-Ramp to a left/through and right lane configuration. **Short-Term Implementation**

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Washington Street/Leeman Highway

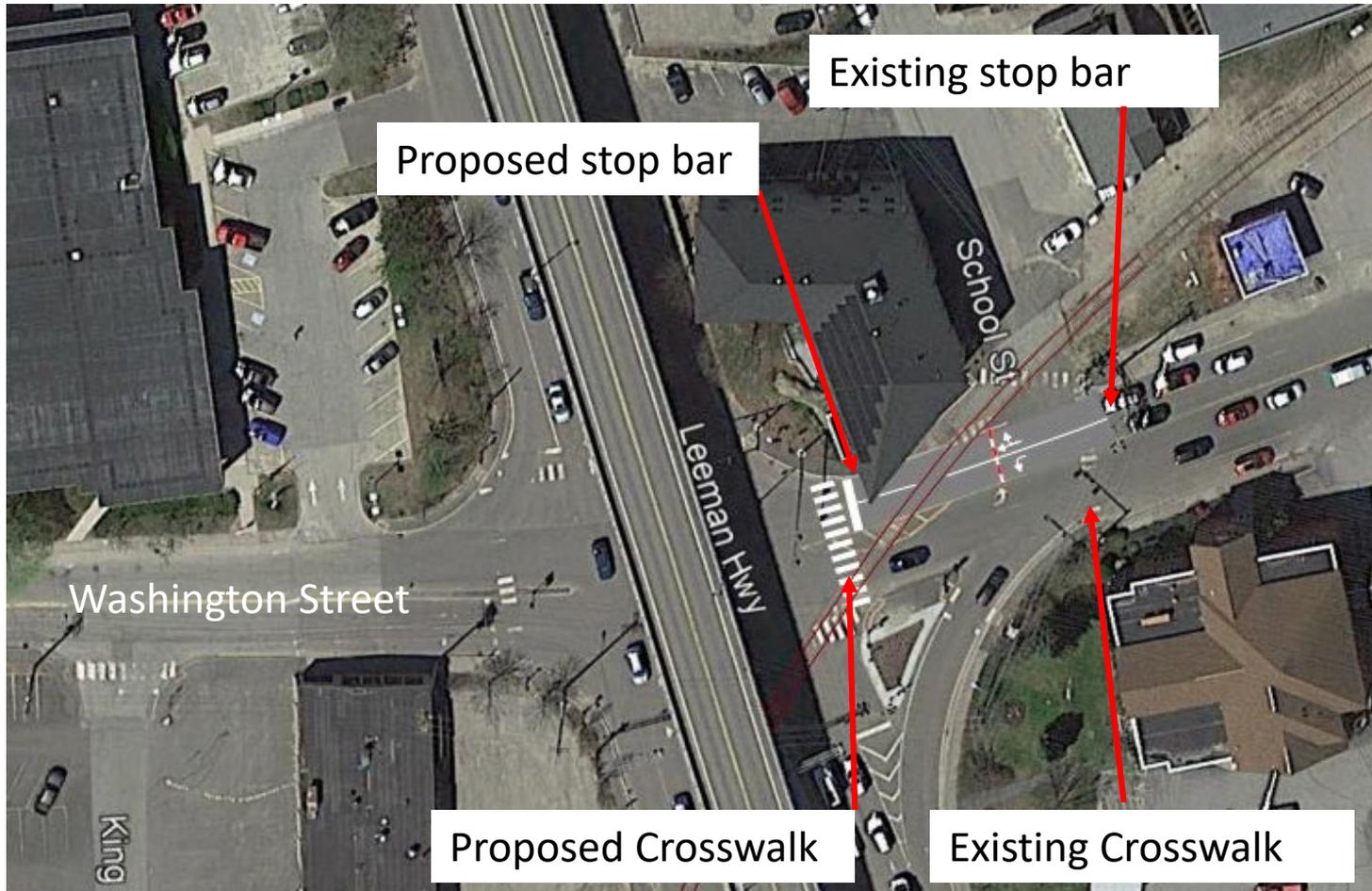
- Extend green time on NB Washington during the afternoon BIW shift release time period. (Replace with Adaptive Signal System) **Short-Term Implementation**



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Washington Street/Leeman Highway

- Consider relocating the STOP bar and crosswalk on southbound Washington Street and install Railroad Crossing Gates. **Mid-Term Implementation**



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Washington Street/Leeman Highway



Post "No Right Turn From 3:30 PM to 4:00 PM" as shown

- ❑ Consider making the Washington Street northbound approach a one-way street from 3:30pm to 4:00pm using ITS lane designations **Mid-Term/Long Implementation**



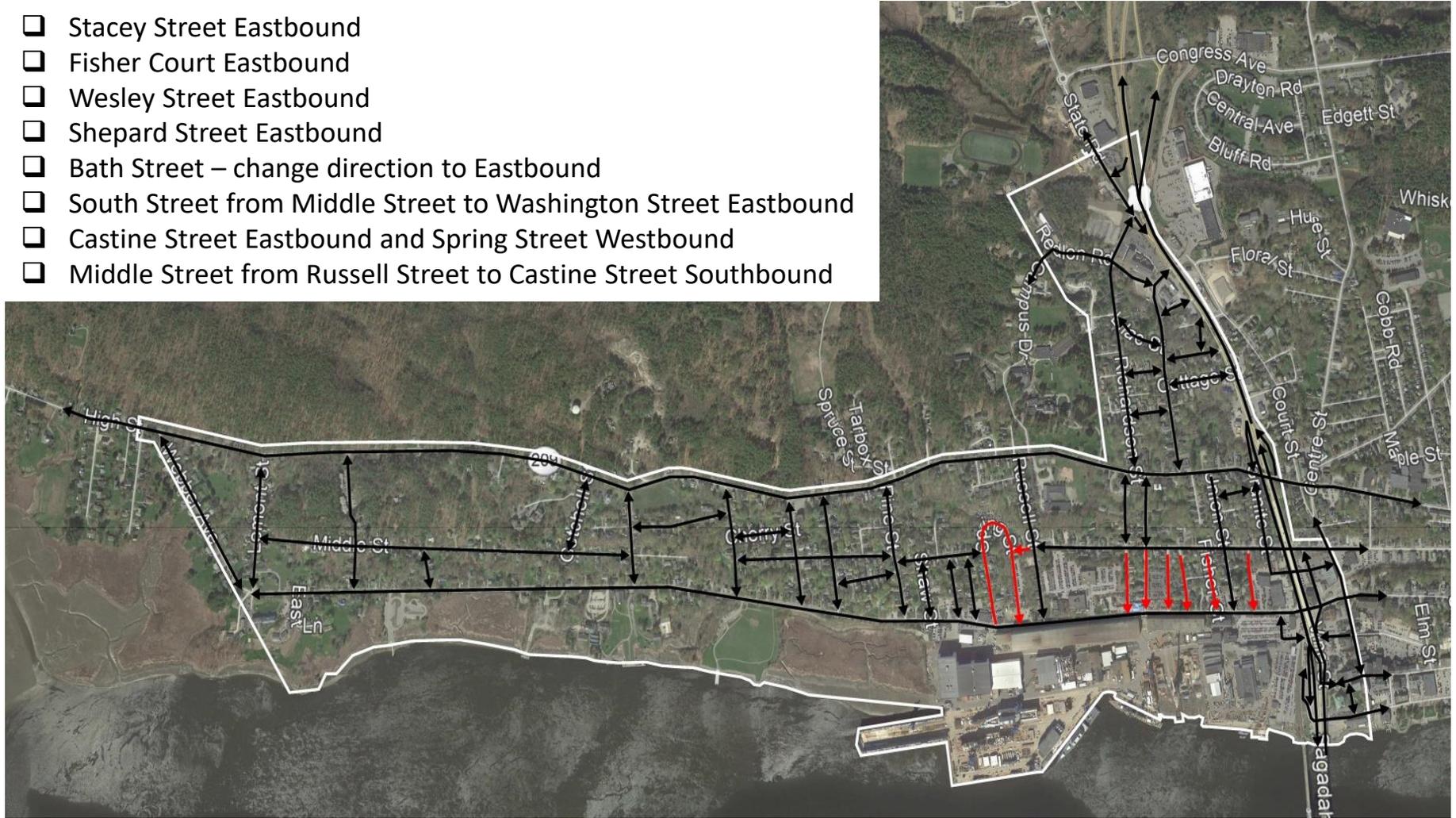
Washington Street/Leeman Highway

- ❑ This alternative would reduce delay for the Washington Street northbound left-turn and through movements but did impact the queue on the Washington Street southbound approach.
- ❑ Traffic destined to BIW for Second Shift would use Middle Street or other streets.
- ❑ It was assumed that 426 vehicles would shift to Washington Street assuming the side streets between Russell Street and Leeman Highway are converted to one-way streets eastbound. **This level of traffic can only be accommodated with a one-way Washington Street**

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Street Traffic Circulation Changes

- ❑ Stacey Street Eastbound
- ❑ Fisher Court Eastbound
- ❑ Wesley Street Eastbound
- ❑ Shepard Street Eastbound
- ❑ Bath Street – change direction to Eastbound
- ❑ South Street from Middle Street to Washington Street Eastbound
- ❑ Castine Street Eastbound and Spring Street Westbound
- ❑ Middle Street from Russell Street to Castine Street Southbound



Pedestrian Enhancements

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- ❑ Upgrade sidewalks that are not ADA compliant.
- ❑ Add sidewalks on Castine Street, Union Street, Washington Street (not in winter) and Western Avenue
- ❑ Implement illumination improvements at key crosswalk locations

Short to Long Term Implementation



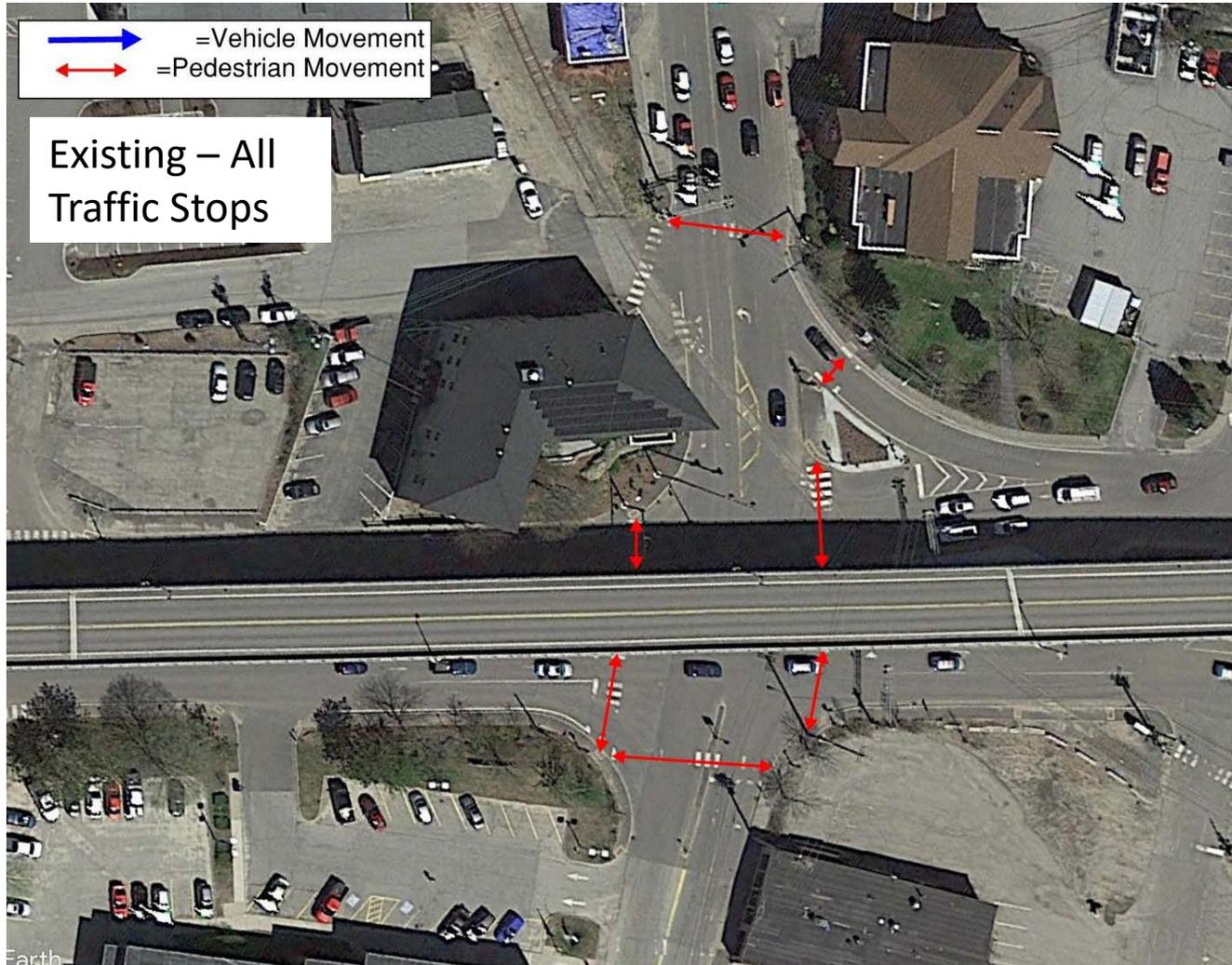
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- ❑ Install an RRFB on Leeman Highway at the Middle Street and King Streets crosswalks and create an RRFB controlled crossing at Franklin Street. And Washington Street south of Leeman Highway **Short-Term Implementation**



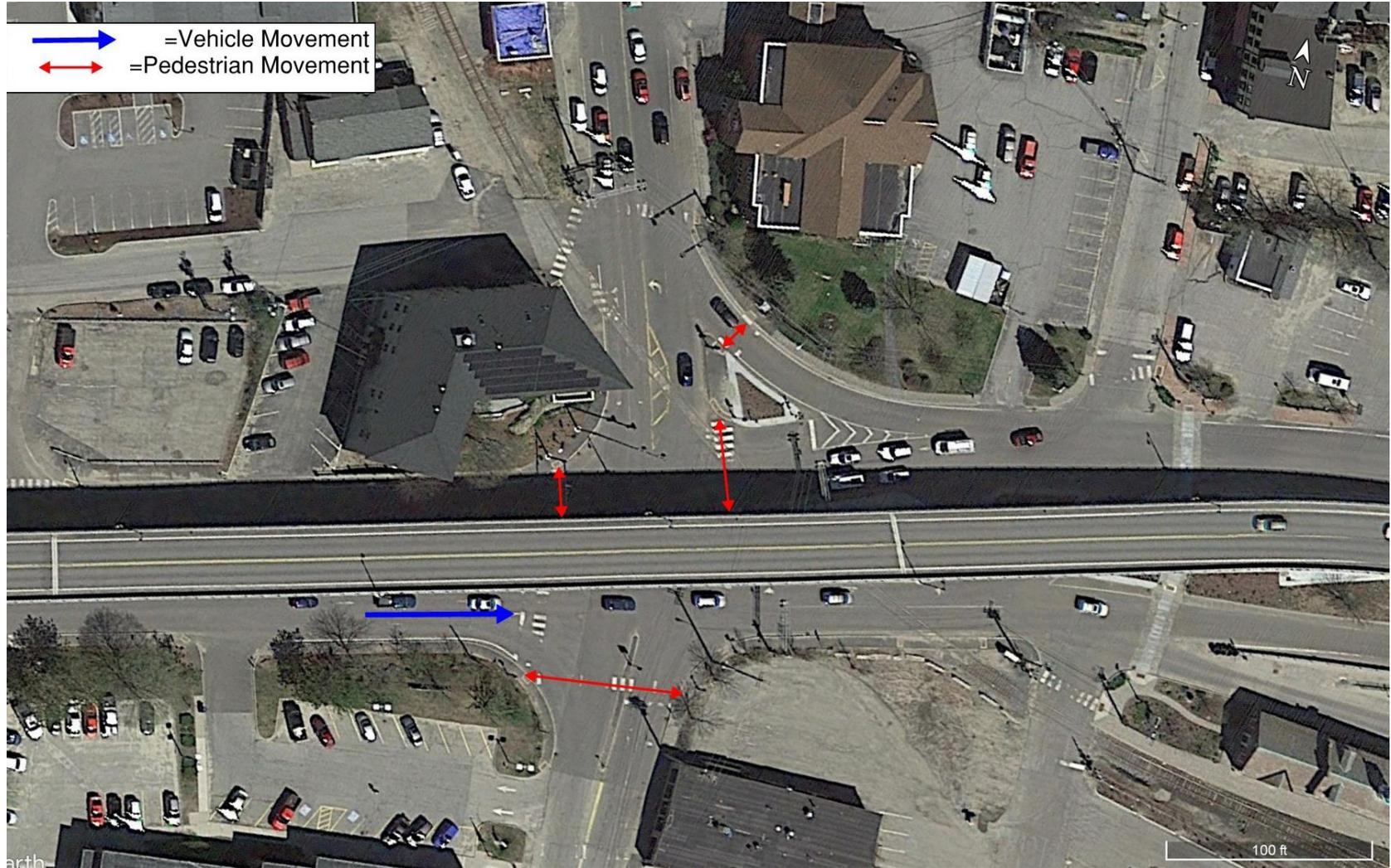
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- ❑ Washington Street /Leeman Highway - Consider changing from ALL STOP to Concurrent pedestrian phasing. **Short-Term Implementation**



South End Transportation Study

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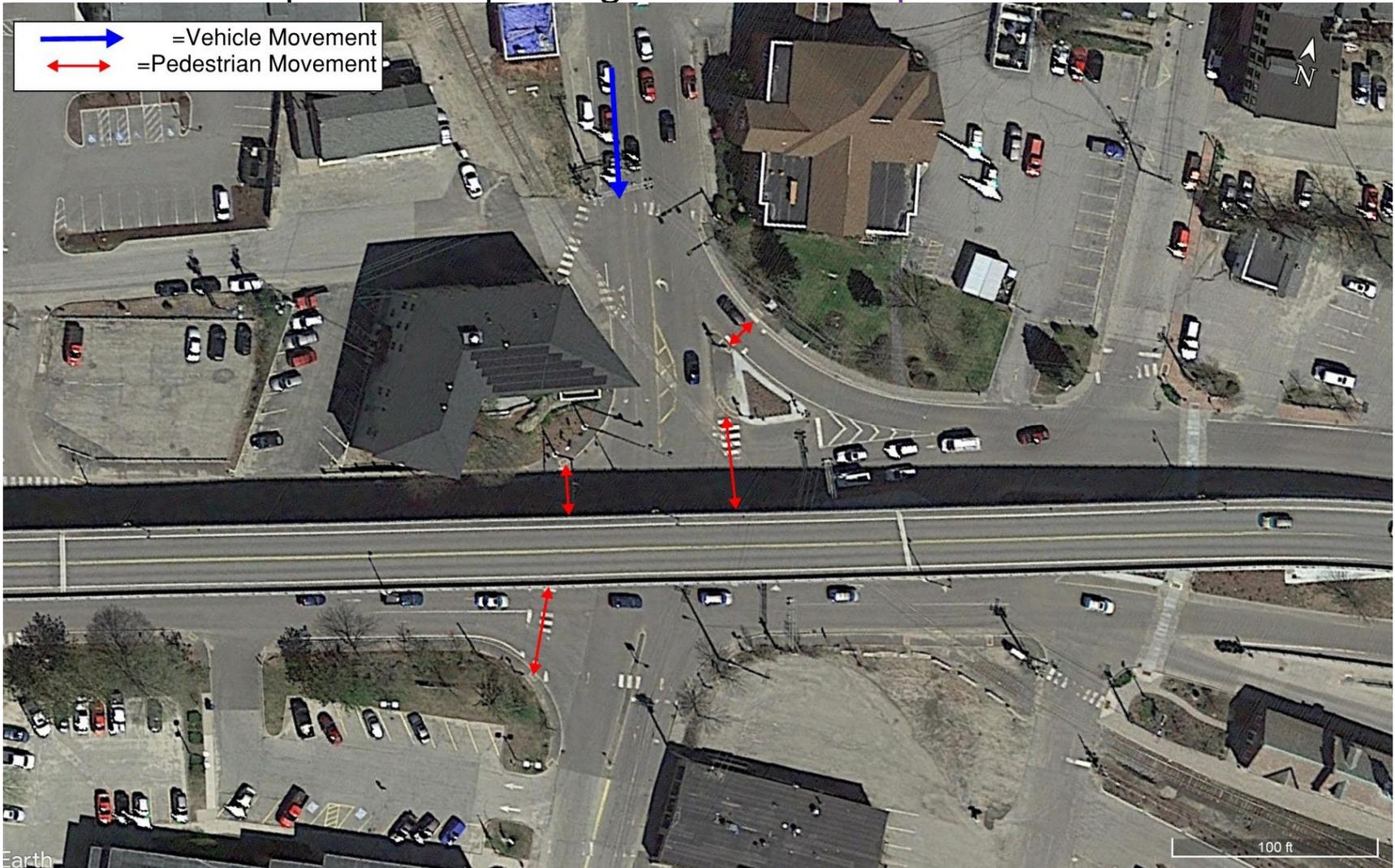
South End Transportation Study

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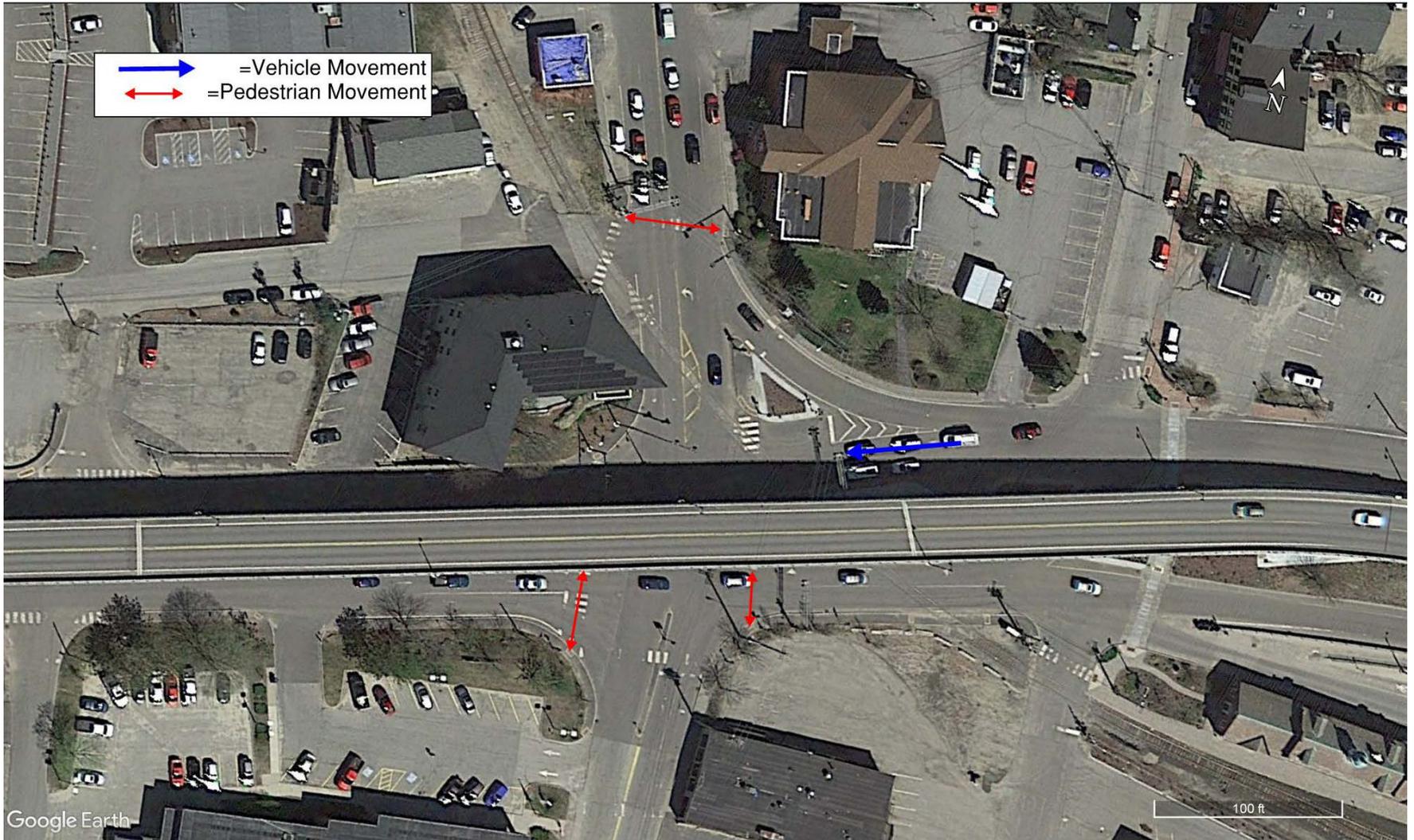
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South End Transportation Study

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- ❑ Install a barrier under the Route 1 Viaduct to prevent pedestrians from crossing Leeman Highway between intersections. **Short-Term Implementation**



Existing Conditions: Leeman Highway
between Middle and Washington Streets

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Concept Improvement: Leeman Highway
between Middle and Washington Streets

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- ❑ Install a barrier/fence along Washington Street south of Leeman Highway to prevent pedestrians from crossing midblock. **Mid-Term Implementation**



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Existing Conditions: Washington Street at Post Office

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Concept Improvement: Washington Street at Post Office

Parking Improvement Strategies

BIW

- BIW goal is to create safe and organized parking for all employees
- Investment and expansion is underway in BIW Brunswick facility
- 800 new workers in 2019
- Locate employees who don't need to be in the shipyard to other locations

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Parking Improvement Strategies

- ❑ No new parking available in neighborhood
- ❑ New expanded access to satellite lots includes all-day shuttle service
- ❑ Satellite lots and other BIW properties have the capacity to handle additional parking needs

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Parking Improvement Strategies

- ❑ Consider schedule changes to reduce congestion. As workforce grows, consider minimizing impacts by utilizing off-site parking whenever practical
- ❑ BIW will coordinate with SUPSHIP on satellite lot use for Navy crews. **Short-Term Implementation**

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Parking Improvement Strategies

- ❑ Change the 2-Hour Parking in front of BIW to permit parking for vanpools/carpools only. **Short-Term Implementation**
- ❑ A parking garage on the BIW north parking lot is not recommended given:
 - the increased parking supply will likely intensify traffic impacts on Washington Street;
 - long delays departing the garage which may lead to lack of use; and
 - high construction/maintenance cost.

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Parking Improvement Strategies

- ❑ Implement a Residential Parking Permit program for the South End neighborhood that would allow residents to park on-street. **Mid-Term Implementation**
- ❑ Implement 1-Hour time limit parking restrictions on area streets. **Mid-Term Implementation**
- ❑ Increase parking fines significantly and increase enforcement. **Mid-Term Implementation**

Table 6: Overtime Parking Violation Fines

| Number of Violations in half year | Existing Fines | Proposed Fines |
|-----------------------------------|----------------|-----------------------|
| First Violation | \$15 | \$50 |
| Second Violation | \$20 | \$75 + Vehicle Towed |
| Third Violation | \$25 | \$100 + Vehicle Towed |
| Fourth Violation | \$30 | \$150 + Vehicle Towed |
| Fifth Violation | \$35 | \$300 + Vehicle Towed |

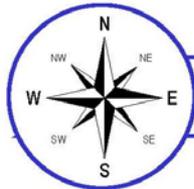
Transportation Demand Strategies

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Transportation Demand Strategies

- ❑ BIW should implement a van/bus service all day as overwhelmingly requested via online employee survey.
Implemented

GENERAL DYNAMICS Bath Iron Works



Employee Service Announcement

ESA 083

Dec. 11, 2018

1st Shift 30 Minute Shuttle Schedule: From Satellite Lots to Main Yard

Many of us are aware that there is a shuttle that goes from the Main Yard to satellite lots every 30 minutes, but did you know that it also operates in the other direction? The shuttle, which runs from 8 am to 2 pm, can take employees back and forth to all satellite lots to help accommodate those who need to leave early or arrive later.

This shuttle leaves the Main Yard (all gates) at 5 minutes past the hour and 35 minutes past the hour. Pick up times from **the satellite lots to the Main Yard** are as follows:

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Other Transportation Demand Strategies

- ❑ BIW encourages employees to use GoMaine, program that coordinates carpools and vanpools and provides a free rental car should an emergency occur.
- ❑ Consider changes to Shift 2 start time to avoid peak traffic problems at 3:30pm. Designate parking for Shift 2 to accomplish this. **Mid-Term Implementation**

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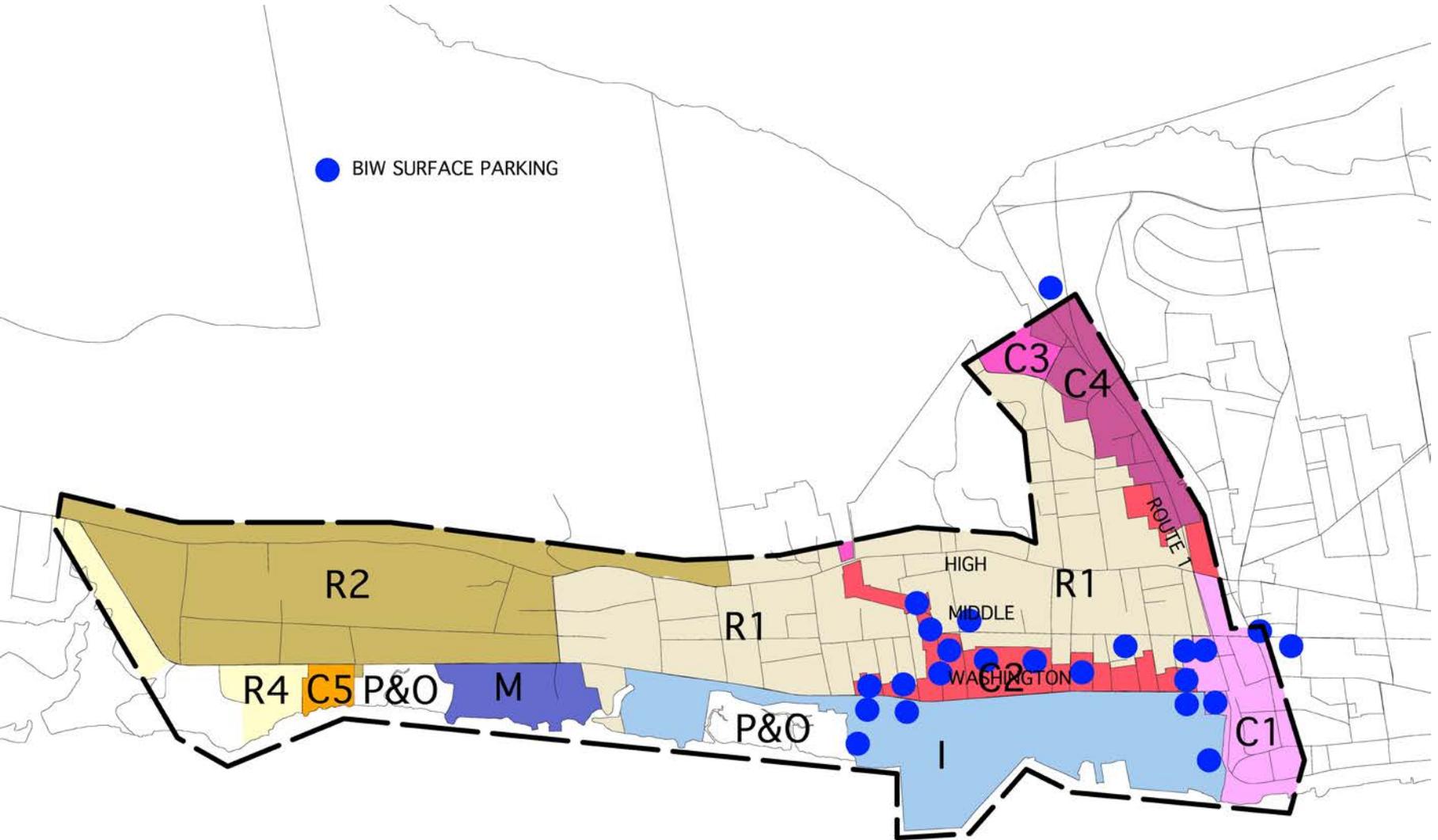
Transportation Demand Strategies

- ❑ Require deliveries to BIW to use Route 1 to Washington Street and not utilize local streets. **Short-Term Implementation**
- ❑ Install flashing warning signs stating “Shift Change When Flashing” on Leeman Highway and High Street to advise motorists to seek an alternate route. **Mid-Term Implementation**

Zoning Strategies

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Zoning With Parking Distribution



● BIW SURFACE PARKING

R2

R1

R4

C5

P&O

M

P&O

HIGH

MIDDLE

WASHINGTON

I

C3

C4

ROUTE 1

R1

C2

C1

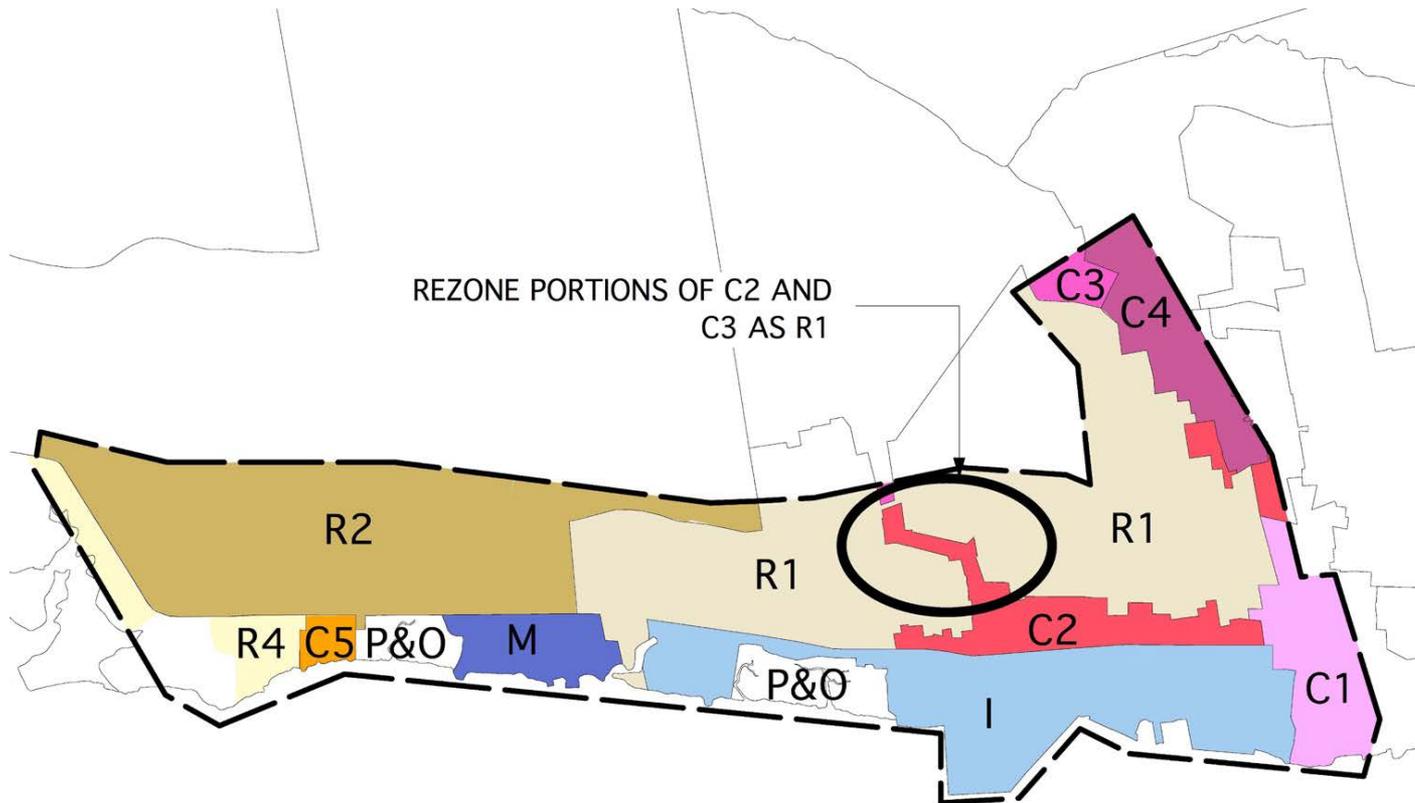
Zoning Strategies

Work to stabilize the South Bath residential neighborhoods, particularly the R1 and C2 zones, by not allowing parking lots as a land use.

- All parking lots or parking spaces that are not an accessory use to the primary use of the parcel are not allowed.
- Shared parking is not allowed.
- All freestanding parking lots are legally nonconforming and can lose their legal status per nonconforming standards of the Land Use Ordinance.

Zoning Strategies

- ❑ In an effort to reweave the R1 Zone as one neighborhood, it is recommended that part of the existing C2 and C3 Zones be rezoned as R1.



Questions & Comments

Schedule/Next Steps:

- ~~June 22, 2018: Kick-Off Meeting~~
- ~~July 2018: Collect Traffic Data~~
- ~~July 31, 2018: Complete Initial Conditions Report~~
- ~~September 10, 2018: Steering Committee Meeting #2~~
- ~~September 20, 2018: Public Meeting #1~~
- ~~October 2018: Develop Draft Recommendations~~
- ~~October 2018: Steering Committee Meeting #3~~
- January 31, 2019: Public Meeting #2**
- February 2019: Prepare Draft Recommendations and Report
- March 2019: Steering Committee #4
- April 2019: Submit Final Report