

Executive Summary

“Falmouth Village Center Connectivity Study – Falmouth, Maine”

by Gorrill-Palmer Consulting Engineers, Inc.

in association with Terrance DeWan and Associates

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The following Executive Summary is prepared for the reader’s convenience, but it not intended to be a substitute for reading the full report.

Gorrill-Palmer Consulting Engineers, Inc. and Terrence DeWan and Associates were retained by PACTS and the Town of Falmouth to evaluate the transportation needs for Falmouth Village. The purpose of this study was twofold. Gorrill-Palmer Consulting Engineers, Inc. examined future traffic patterns in the Village area, with a specific focus on the three-lane section of Route 1 from Clearwater Drive to Bucknam Road. This portion was evaluated with present-day volumes, as well as projected 2010 and 2020 volumes to determine the ability of Route One to accommodate future traffic volumes as a three-lane section. In addition, several roadway alternatives were examined to determine if they could aid in extending the viability of Route 1 in its current configuration.

Terrence DeWan and Associates examined existing facilities for bicycles and pedestrians throughout the Village area. A database of existing conditions was created, and future needs for the area were determined. These needs were based on providing facilities where none existed, as well as examining interconnection between facilities. In addition, general recommendations were drafted regarding the preservation of the Village’s atmosphere.

The following is a summary of the major findings of the traffic study:

Traffic volumes along Route 1 are increasing at an average rate of one percent per year. By 2020, daily traffic volumes along Route One in the Village area would place the roadway at the upper limits of its ability to accommodate traffic. Delays at signalized intersections would result in long queues. The queues, in turn, would extend along Route 1 past nearby unsignalized driveways, effectively preventing access for vehicles attempting to access mainline traffic. Average speeds along Route 1 would be reduced significantly, to the extent where Route 1 would not function effectively as an arterial. These effects could occur sooner than 2020 if the growth rate changes an/or the toll structure is changed on the Maine Turnpike.

It is the recommendation of the Project Team that the following connector roads be added to aid in traffic flow along the Route 1 corridor:

- A roadway from Hat Trick Drive at Depot Road to an existing Wall-Mart driveway along Clearwater Drive.

- A roadway from the existing Saab dealership driveway and Fundy Road opposite Clearwater Drive to the existing McDonald's driveway along Depot Road.
- A roadway from the existing Shops at Falmouth Village driveway along Depot Road to an access driveway west of the fire station along Bucknam Road.
- Improvements to Legion Road to encourage more vehicular use to and from Depot Road (this would include signalization of the intersection of Legion with Bucknam Road and the 1-295 Northbound Ramps).
- A roadway from across the existing McDonald's driveway along Depot Road, along the periphery of the Shaw's Plaza, over to across from Bucknam Road.

In addition, the Project Team recommends the construction of planted medians along Route 1 from Clearwater Drive to Depot Road and from Depot Road to Bucknam Road. The construction of these medians, in concert with the connector roads, are anticipated to reduce future traffic volumes along Route 1 in the Village area by more than twenty percent. In addition to the prohibition of traffic turning left onto Route 1 at unsignalized locations, this reduction of traffic would effectively add twenty years of effective use of Route 1 as a three-lane section.

The Project Team encourages the provision of internal walkways, planted esplanades, and increased interconnection between existing pathways. Future connector roads should provide sidewalks to encourage pedestrian use. Landscaping along the median would enhance the character of the Village by unifying the roadway with the surrounding environment, as well as providing a human sense of scale to this arterial.

With these proposed improvements, it is the opinion of the Project Team that Route 1 in the Village Center will function as a three-lane section well into the 21st century.