

Stakeholder Q&A
High Street Corridor Study
Updated April 28, 2026

1. When was a traffic study done that Stantec used to put this plan together? **Stantec used publicly available data from Maine DOT; from that data, the traffic engineers did growth projects based on DOT traffic volume models.**
2. Was the traffic study done for the entire year, and who did the plan? **Please see answer to Question #1.**
3. If the traffic study was not done for an entire year, what period of time was used? **Please see answer to Question #1.**
4. How does the accident rate compare to other roads in the state with the same volume of traffic?
The scope of Stantec's work for this preliminary corridor study did not include comparing accident rates at that level. 30,000 Average Daily Use (ADU) can be seen at other locations across the state (i.e., Freeport) – Ellsworth is not the only one. In Ellsworth's case, though, crash and accident reports indicate that almost all the section of High Street in the study is "high crash." The City is asking for more comparative information from the DOT.
5. How many more vehicles will be diverted to High Street with Beals Avenue closed? **This would be examined under a subsequent planning phase. Stantec requested traffic counts but haven't received that from DOT yet.**
6. How is an ambulance or a fire truck going to get up Beckwith Hill if it is reduced to one lane and there is an accident or fire on that stretch?
Emergency access is a priority in any roadway design. All fire, police, and EMS considerations would be evaluated as part of a subsequent planning phase.
7. How much influence did the city have to cut off access to people's property before the study was completed? **The City did not and is not proposing cutting off access to people's property. The study provided by Stantec provides possible safety solutions for pervasive and ongoing traffic concerns.**
8. If some people won't sell their land for green space, will Stantec and the City recommend acquiring the property by eminent domain?
There are no recommendations nor plans to acquire property by eminent domain.
9. At the intersection of Main Street and High Street, how are two lanes coming from Oak Street supposed to merge into one lane to get onto High Street?

This intersection did not have to be included in Stantec's preliminary study as it is in the Village Partnership Initiative's focus area, so they only briefly analyzed traffic flow and

1 possible alternatives. One option (reflected in the study) was that the eastbound road would not be widened out. Instead, the "through-right turn" lane would become "right turn only, and the center lane would be the through lane. Again, this would require a more robust engineering and traffic study to determine feasibility. Stantec did not conduct that level of analysis.

10. How are big trucks coming from Main Street and turning right onto High Street going to be able to make a hard right turn onto High Street if there is only one lane?

Turning movements for trucks and commercial traffic are part of any engineering review and would be addressed through a subsequent planning phase.

11. It was stated by Stantec that studies show reducing four lanes to two lanes with a center turn lane increases traffic flow. What study are they referring to, when was it done, and did it include highways with the same traffic count as High Street?

Stantec used federal highway safety data that study federal highways over time. These studies indicate road diets are a proven safety counter measure and are typically not detrimental to through speeds. They can reduce crashes up to 47%.

The City does not have to use any of this study for future grant applications, nor do we know a conversion like this would even be possible per Maine DOT. Any study with "big change" elements need significantly more research, design, in depth studies, and community input.

12. What is the projected increase in maintenance costs to maintain the proposed changes?

Since this is a preliminary study, these costs would be considered under a subsequent phase (i.e., planning grant).

13. Have the fire and police departments approved of this plan?

Like the prior question, since this is preliminary study, fire and police would be brought into planning phase if/when corridor considerations move in that direction.

14. How much input has the DOT had in this plan?

The DOT has been involved in Thriving Communities Program meetings with our consultant team from RCAP since technical assistance began in 2025. The DOT representative on our call initially did not think a lane reduction should be considered but later indicated it could be presented as a possible solution, which Stantec then incorporated into their study

15. Has the DOT approved this plan?

Like Question 13, since this is a preliminary study DOT approvals would come into subsequent planning phases if/when corridor considerations move in that direction