**Central York County Connections Study**

**Advisory Committee Workshop**

**May 22, 2012 8:30-1:30**

**York County Community College, Community Board Room**

*Attendees:* Leo Ruel, Lyman; Don Hernon, Lyman; Ken Creed, YCCAC; Diane Robbins, Arundel; Donna DerKenderen, Arundel; Charles Andreson, Sanford; Don Allen, Wells Transportation Center; Suzanne McKechnie, Sanford; Tom Reinauer, SMRPC; Sara Devlin, MTA; Gerry Audibert, MaineDOT; Sue Moreau, MaineDOT; Uri Avin, Parsons Brinckerhoff; Steve Rolle, Parsons Brinckerhoff; Tom Errico, T.Y. Lin; Mark Eyerman, Planning Decisions; Carol Morris, Morris Communications; Ben Ettelman, Morris Communications.

*Meeting began at 8:36 am*

Gerry Audibert: Good morning and thank you very much for coming to this Advisory Committee Workshop. At this point in the study we are looking at how to increase accessibility and safety on the major corridors within the study area, but as we explained at the last meeting we are no longer considering any major capacity increases, or major highway construction for the study area. We will be looking to wrap up the study by this summer with our final analysis and recommendations. Now Carol will provide an overview of how the workshop will proceed.

Carol Morris: Thank you Gerry. Today’s meeting is going to be a little different than meetings we have had in the past. Rather than going through a slideshow we are all going to gather around the table and focus on the entire study area corridor by corridor. We have identified trouble areas and some potential solutions and we would like to get feedback from you on the specific issues that each corridor faces.

*The Advisory Committee went through the High Crash Locations on Route 111 and discussed the following concerns and potential issues regarding safety and access:*

* Old Kennebunk Road is a High Crash Location.
* Route 4/202/111 all have issues with the sunset when traveling west during PM Peak hours.
* Day Road/Kennebunk Pond Road is High Crash Location.
* Intersection of Route 111 and Route 35 is a High Crash Location, but barely meets the threshold. High Crash Locations are common when two major routes meet.
* Intersection of Old Alfred Road and New Road is a High Crash Location.
* Intersection of Route 35 and Waterboro Road is a High Crash Location.
* Intersection of Hill Road and South Street is a High Crash Location.
* Route 111/Turnpike interchange experiences serious congestion.
* There is a lane trap issue on eastbound Route 111 by the Biddeford Park and Ride.
	+ The lane markings on Route 111 by the Biddeford Park and Ride are confusing and can lead to unsafe lane changes as well as previously mentioned lane trap.
	+ Improved signage and lane markings would improve the previously mentioned lane trap issue.
* The reputation of Route 111 as an unsafe corridor keeps people from travelling the speed limit (they travel below speed limit).
* There is also an enforcement issue with vehicles that travel above the speed limit on Route 111 (little to no enforcement along much of the corridor). It was noted traffic stops by Biddeford police create traffic hazards because there is no room to safely pull over.
* The Limerick Road intersection has sight distance issues due to the hill crest and high speeds.
* There was a suggestion that rumble strips may improve safety on Route 111.
	+ Gerry Audibert mentioned that DOT typically considers rumble strips in non-residential areas where vehicle crashes based on cars running off the road are frequent.
* Driver behavior (speeding, travelling below speed limit, driving while intoxicated, erratic driving) is one of the biggest safety issues on Route 111.
* On Route 111 by Andrew’s road there is a valley where ice forms and can be very dangerous, especially for motorcyclists.
	+ An “Icy Road Ahead” sign would help.
* There is also an issue with the dip in the road in front of WalMart on Route 111 in Biddeford that causes the road to get very icy and a sign would help improve safety.
* If the Park and Ride lot in Biddeford by the turnpike was relocated it would help traffic flow.
	+ There are extreme environmental constraints in this area though.
	+ There is an old RV Place west of Route 35 on Route 111 that would be an ideal spot for the Park and Ride to be relocated.
* There was a suggestion to provide rear access to Biddeford Crossing from Route 1 to alleviate pressure and congestion on Route 111.
* There was a suggestion to provide/create access to Route 111 from the Turnpike behind Biddeford Crossing on the south side of the power lines.
* There was a suggestion to provide/create access to Route 111 from the Turnpike directly to the intersection at the park and ride in order to reduce congestion at the existing interchange (create a road behind the park and ride).
* There was a suggestion to pave Old Kennebunk Road in order to provide more direct access to West Kennebunk from Route 111.

*The Advisory Committee discussed Access Management issues on the Route 111 corridor:*

* The problem with forcing shared access is if one business exists, its hard to enforce this unless the area is rezoned as new regulations on existing lots is troublesome.
* Shared access can create financial inequity if one business had sole access before another business came along and the two had to then share an access point.

*The Advisory Committee discussed Transit issues for the Route 111 Corridor:*

* There are no Park and Ride lots outside of Biddeford. This results in people having to travel along congested Route 111 to carpool, when they could carpool from points west instead.
* There was a suggestion to talk to WalMart about having the busses that run to casinos park in the WalMart lot instead of the Biddeford Park and Ride.
* There was discussion regarding the lack of connections from points south to points in Metro Portland, for example if someone lived in York County but worked at Unum or Anthem they would have to take a bus all the way to the Portland Transportation Center in order to get a connection to their work. This is very far out of the way and not feasible.
* Funding is an issue, but interlining may be possible. It was noted a Business Plan is needed, and that supplemental funding always helps.
* There was a question as to whether people actually knew about the various transit services that are available in York County.

*The Advisory Committee went through the High Crash Locations on Route 202 and Route 4 and discussed the following concerns and issues regarding safety and access:*

* All entrances to the roundabout are High Crash Locations.
* There was discussion as to whether there was merit to looking at a South Berwick Bypass as much of the traffic on Route 4 goes to Pratt & Whitney and Hussey Seating (large businesses in South Berwick).
* There was discussion regarding whether there should be safety improvements to the intersection of Route 4 and School Street.
	+ This is a blind intersection and some AC members expressed skeptism or concern about the effectiveness of the detection device installed for the intersection.

*The Advisory Committee discussed the following transportation safety and access issues in Downtown Sanford:*

* The Mount Hope intersection is barely a High Crash Location, but it does serve as a cut-through.
* The St. Ignatius property is for sale and will potentially be redeveloped. Potential for this development to include plans to widen intersection.
	+ Doing something about this intersection depending on the sale of this property is a priority for the town.
* The Route 202 and Route 109 intersection is part of a major truck route. It operates okay without signalized intersection but it is still problematic from safety point of view.
	+ This intersection is a High Crash Location , but pedestrian flashing beacon may have improved safety more recently.
* The entrance to Twombly Road near the St. Ignatius intersection is also problematic from a safety and operations standpoint due to its angle and its location.
	+ Many built constraints at this intersection (including historic properties).
	+ There may be an opportunity to purchase two low-value properties to add turn lanes.
* The project to flatten the hill in front of the Hospital was defunded but is still of great interest to the town of Sanford.
	+ There is a desire to improve the appearance of this segment of the US 202 corridor to create a gateway as the corridor approaches the downtown area.
	+ There are also numerous constraints at this location on Route 202 (12 Apostle Houses, other houses that are over fifty years old and eligible for the Historic Registry).
* There was discussion regarding the relocation of the signal on Route 4A by Mardens to Old Mill Road. It was noted property owners here would be supportive of improved access management.
* A bypass of Sanford was discussed but it was acknowledged that any local bypass in Sanford would be extremely difficult based on numerous environmental and physical constraints.
	+ The Advisory Committee discussed the potential of having a bypass over Mount Hope on Mount Hope Road but it was acknowledged that this area is very residential and rural.
* The Advisory Committee discussed the potential for a connection from Route 109 to Route 4 (extended from vicinity of Mount Hope Road/Old Mill Rd corridor)
* The Advisory Committee discussed the potential to create a road behind the shopping center from Jagger Mill Road to alleviate congestion and improve local circulation in Downtown Sanford.
* The Advisory Committee discussed that Route 11A was often used as a bypass by trucks, and is still used as a bypass by vehicles to major northerly connections but that major improvements need to be made to Route 11A as it is severely run down.
	+ Improving Route 11A and Route 224 was discussed as a means of providing a secondary route through town, possibly along the old railroad (street car) right-of-way.

*The Advisory Committee discussed access management issues for Downtown Sanford, Route 202 and Route 4:*

* The Advisory Committee discussed how Sanford’s zoning incorporates access management (e.g., allowing only one curb cut per property along arterial and collector roads).
* There was a question as to how the state system works in terms of access management oversight.
* The concern of traffic impacts versus economic development were discussed and it was pointed out that people will not be happy if they see regulations as impeding economic development.
* It was pointed out that when a Transportation Management Plan is triggered by new development the neighboring towns are invited to participate in the process but that rarely happens.
	+ Biddeford Crossing development is an example of when neighboring towns did sit at the table with Biddeford based on this process.
* It was pointed out that the MaineDOT Division Traffic Engineer is willing to visit specific sites and look at access management issues with developers and town.

*The Advisory Committee discussed Transit issues for Sanford and the major routes leading into Sanford:*

* It was noted the Route 109 corridor is well-served.
* There was a recent Livability Grant of $1.7 million dollars awarded to the town of Sanford to create a Transportation Center in Sanford.
	+ It will be approximately 1500 square feet depending on the design and all services would connect here.
		- The Advisory Committee discussed whether there would be the opportunity to expand space for more parking as currently there will be only approximately 25 spaces for vehicles. Issue of location and potential for congestion was mentioned as a deterrent to a major park and ride component here.
* Currently transit transfer points are scattered throughout the town and are unprotected from the elements.
* The Advisory Committee discussed the potential for a Park and Ride lot at the intersection of High Street and Weaver Street.
* There was discussion reg*a*rding the Portsmouth Naval Shipyard’s interest in creating transit service from Sanford to the shipyard and that SMRPC is engaged with the WAVE service about providing this connection as well.
* There was discussion regarding the Wells Transportation Center’s desire to add regional/coach bus service and its possible connection to Concord Trailways.

*The Advisory Committee went through the High Crash Locations on Route 109 and discussed the following concerns and issues regarding safety and access:*

* The traffic volumes are highest near the Maine Turnpike and between Route 99 and Sanford.
* Passing opportunities are limited along most of Rte 109 and are needed in the High Pines area and between Sanford and Route 99.
* The Advisory Committee discussed that this corridor (Route 109) seems vastly improved from a safety perspective since the recent MaineDOT safety improvements.
* The left hand turn onto the Turnpike often is congested.
	+ The timing during the AM/PM Peak hours needs to be investigated to determined whether it’s operating most efficiently.
	+ There was a question as to who controls this timing, the town or MaineDOT? (Post-meeting note, MaineDOT has confirmed the Town has this responsibility, and that all traffic signals in the Study Area are similarly maintained by the Towns).
* The connection between Route 99 from Sanford to I-95 in Kennebunk is difficult to figure out. Mill Street is Residential and out of the way.
	+ Signage might improve this.
* The Advisory Committee discussed the potential to build a connection directly from Route 99 to Route 35 right by the West Kennebunk I-95 interchange.
	+ This could be through the industrial park and/or straight by the side the soccer/lacrosse field on Route 35.
	+ There was a question as to what would happen to the 109/99 intersection.

*The Advisory Committee discussed access management issues for the Route 109 Corridor:*

* The Advisory Committee discussed that west of I-95 on Route 109 needs access management regulation (akin to the regulation on Route 109 east of I-95) as well as subdivision regulations. The approach Wells took to Route 1 access management also could be applied to Route 109.
* Enhancing Route 99 and a Kennebunk bypass could provide better truck access to the airport and development of the industrial park, though there would be watershed issues.

*The Advisory Committee discussed transit issues for the Route 109 Corridor:*

* There was a request for transit to West Kennebunk, specifically to Corning, but it was discussed that there is may not be enough demand for this to be a viable service.

Carol Morris: I want to thank you all for coming this morning and for offering such detailed insight. We will have another meeting in either July or August and we will come back with some specific recommendations that the study will be making regarding the points that you raised today.

*Meeting adjourned at 1:45*