



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
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Paul R. LePage
 GOVERNOR

David Bernhardt
 COMMISSIONER

MEMORANDUM

TO: Standing Committee on Transportation

FROM: Gerry Audibert, P.E.
 Maine Department of Transportation

DATE: May 10, 2011

RE: Central York County Connections Study Update

The Central York County Connections Study (Study) is being conducted as a joint effort by the Maine Department of Transportation and the Maine Turnpike Authority. The purpose of the Study is to identify strategies to preserve (first), enhance and/or expand the highways and other transportation modes and modal connections for the communities of Western York County to US Route 1 and the Maine Turnpike, as required by the 123rd Maine State Legislature's "RESOLVE Chapter 95 LD 1720, item 1, Directing the Department of Transportation and the Maine Turnpike Authority To Conduct a Study of Possible Western Connector Roads to Municipal Centers in Cumberland and York Counties." Cumberland County transportation needs are addressed in the Gorham East-West Corridor Connector Feasibility Study. The Study recommendations will result in more effective connections between Central York County communities of Alfred, Arundel, Biddeford, Kennebunk, North Berwick, Ogunquit, Sanford, Waterboro, Wells and Lyman. A key interest is whether improved transportation connections would lead to improved economic development prospects for the region and in particular for greater Sanford. The following questions will be addressed:

- Can improved access to greater Sanford make a meaningful economic difference to the prospects of this inland service center and its surrounding communities?
- Are the external job centers northerly (Portland-oriented) or southerly (NH/MA-oriented)?
- Can capacity preservation on existing routes serve these purposes, are incremental improvements sufficient, or are more significant improvements needed?
- How do proposed improvements affect traffic conditions elsewhere, in particular at existing connections to the Turnpike and US Route 1?
- How much would better managing land use along the major highway corridors contribute to achieving these purposes?
- How could more modal transportation choices within the Study Area be provided effectively and affordably?



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- Would a better jobs-housing balance in the Sanford area help preserve highway capacity? MaineDOT and the Maine Turnpike Authority spent a considerable amount of time working with the 10 communities to establish good working relationships and in developing the scope of work. This laid the groundwork for establishing a spirit of regional cooperation. MaineDOT and the Maine Turnpike Authority issued a Request for Qualifications in December 2009, from which qualified consultant teams were selected. A Request for Proposals was issued on March 3, 2010 and the PB Americas team was selected. The consultant price was negotiated and an authorization to proceed was issued on August 18, 2010. In addition to PB Americas, the consultant team includes the following sub consultants:

- Morris Communications (public involvement coordination)
- TY Lin (traffic analysis)
- Kevin Hooper Associates (traffic modeling)
- Charles Colgan Group (population and job projections)
- Evan Richert and Mark Eyerman (land use planning)
- Normandeau Associates (environmental resource analyses)
- The Preservation Company (historic resources)
- Facet Decision Systems (web-based economic model)

The total contract amount is \$1,042,268.89, 20% of which is paid for by the Maine Turnpike Authority (MTA paid 80% for the companion Gorham East-West Corridor Feasibility Study). Total study budget including internal costs is \$1,350,000. Consultant invoices as of April 25 were \$325,553.70.

The basic scope of services follows:

- Phase I - Initiate Study
 - Collect and review available data (prior studies, municipal comprehensive plans, zoning and land use ordinances, natural, historic and cultural resources, etc.)
 - Prepare socio-economic forecasts
 - Set up a study area-specific travel demand model
 - Develop GIS maps
 - Develop Purpose & Need Statement
 - Develop and implement public outreach plan (establish a Steering Committee and an Advisory Committee, set up web site, etc.)
- Phase II - Initial Development and Evaluation of Alternative Strategies
 - Identify evaluation criteria to be used to assess the alternatives
 - Define range of initial highway and other strategies
 - Develop cost estimates
 - Recommend strategies to be refined and further evaluated in Phase III
- Phase III
 - Detailed Screening and Evaluation of Alternative Strategies
 - Collect additional data as needed
 - Develop expanded set of evaluation criteria

- Allocate changes in population and employment
- Identify land use, multimodal and access management approaches to be considered
- Modify travel demand model
- Refine Phase II concepts carried forward
- Conduct traffic analysis for key road segments and intersections
- Identify impacts to environmental, historic and cultural resources
- Develop costs and implementation strategies
- Develop recommendations
- Phase IV - Finalization
 - Prepare Draft Report
 - Solicit Public comments
 - Produce Final Report

The study is currently about 35% complete. Phase I is completed and most of Phase II work has also been completed. Highway strategies have been defined and are being evaluated. Non-highway strategies such as transit services and other Transportation Systems Management/Travel Demand Management strategies are under development. To date, four Steering Committee meetings, three Advisory Committee meetings and one public meeting have been held. Representatives from the offices of Senator Snowe, Senator Collins and Representative Pingree attended the January 20 introductory public meeting. The next scheduled meetings will take place on June 6. The proposed agendas will include:

- Highway Strategies
- Transit, TSM/TDM Strategies
- Travel Demand Model Results
- Phase II Evaluation Criteria

The Study is being conducted in full cooperation with participating municipalities, interested parties and the general public. Meetings are held routinely with the Steering and Advisory Committees to obtain their comments as the Study moves along. The current memberships of the Steering and Advisory Committees are listed below. Additional information can be found at the Study website at <http://www.connectingyorkcounty.org>.

Steering Committee Members

Alfred: John Sylvester, Glenn Sochtermann

Arundel: Tad Redway, John Derkinderen

Biddeford: John Bubier, Greg Tansley

Kennebunk: Judy Bernstein, Michael Claus

Lyman: Maurice St. Clair

North Berwick: Dwayne Morin

Ogunquit: Graham Simonds, Tom Fortier

Sanford: Brad Littlefield, Charlie Andreson

Waterboro: Tom Ursia, Nancy Brandt

Wells: Jodine Adams, Shannon Belanger

SMRPC: Myranda McGowan, Tom Reinauer

MaineDOT: Gerry Audibert

Maine Turnpike Authority: Conrad Welzel, Sara Devlin

Advisory Committee Members

Don Allen, Wells Transportation Center

Jim Nimon, Sanford Regional Growth Council

Donna DerKinderen, Arundel Comp Plan Committee

Chad Gerrish, Pratt & Whitney

Ted Hissong, Hissong Development Corp.

Jonathan Mapes, Sanford

Geoff Titherington, Sanford

Leo Ruel, Lyman

Jason Cole, Lebanon

Mike Campbell, Waterboro, Lyman

Dana Knapp, Concord Coach

Connie Garber, Ken Creed, York County Community Action

Hazen Carpenter, Mousam Way Trails

John Andrews, Eastern Trails

Heidi Woolever, Alfred Conservation Commission

Dan Gobiell, Kennebunk Land Trust

David Joy, Sanford Downtown Legacy

Chris MacClinchey, Southern Maine Regional Planning Commission

Dennis Rioux, Biddeford Conservation Commission

Diane Robbins, Arundel