

Central York County Connections Study Advisory Committee/ Steering Committee

January 19, 2011

Kennebunk Town Office



Central York County Connections Study



Agenda

- Study Updates
- Revised Purpose and Need Statement
- Draft MOEs: Phase II and III
- Draft Population Projections
- Lunch
- Draft Transportation Strategies/Corridors
- Next Steps



Study Updates

- Web Site/Survey Launch
- Public Workshop
 - Thursday, Jan. 20, 6-8 pm, Sanford Town Office
 - Work Stations
 - Emails from AC and SC



Central York County Connections Study



www.ConnectingYorkCounty.org



Central York County Connections Study



Purpose and Need Statement

- Comments from AC and SC meetings last November
- Comments from MaineDOT and MTA in December
- Summary Sheet shows summary overview of changes
- This reflects what you want based on what we know now - subject to ongoing revision

Measures of Effectiveness (MOE) for Phase II and III



Central York County Connections Study



MOEs in Phase II

	MOE Name	Phase II Measure	Measures Tools/Approach
1	Economic Benefit	<ul style="list-style-type: none"> Potential job creation and dollar impacts 	PRISM model
2	Impact to Rural and Urban Character	<ul style="list-style-type: none"> Relative comparative character and value of the corridors overall 	Qualitative assessment based on mapping
3	Traffic Safety (all modes)	<ul style="list-style-type: none"> Frequency and severity of crashes and potential for reduction 	Qualitative assessment based on corridor crash history
4	Access to and Availability of Transit	<ul style="list-style-type: none"> Potential to improve transit travel times. Transit service areas (availability of service) 	Semi-quantitative based on TransCAD model travel times (highway network) Qualitative assessment of service area coverage and comparison of availability
5	Steering and Advisory Committee Support	<ul style="list-style-type: none"> SC and AC reactions. 	AC and SC meetings feedback
6	Travel times and Delay	<ul style="list-style-type: none"> Projected travel times between key origins and destinations Total network travel delay 	TransCAD Travel Model
7	Roadway Capacity and Projected Traffic	<ul style="list-style-type: none"> Amount of travel on each type of roadway classification Segment volume/capacity ratios. 	TransCAD Travel Model
8	Environmental Impacts	<ul style="list-style-type: none"> Extent of environmental features within assumed corridor 	Calculated from mapping of features and qualitative assessment of potential to impact
9	STPA Consistency	<ul style="list-style-type: none"> Consistency with STPA policies 	Qualitative ranking

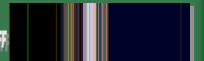
Additional MOEs in Phase III

	MOE Name	Phase II Measure	Possible Phase III Measures
1	Economic Benefit	<ul style="list-style-type: none"> Potential job creation and dollar impacts 	<ul style="list-style-type: none"> Potential job creation and dollar impacts Cost/benefit ratios Secondary induced growth Tourism related impacts Specific analysis for features impacted
2	Impact to Rural and Urban Character	<ul style="list-style-type: none"> Relative comparative character and value of the corridors overall 	<ul style="list-style-type: none"> Specific analysis for features impacted
3	Traffic Safety (all modes)	<ul style="list-style-type: none"> Frequency and severity of crashes and potential for reduction 	<ul style="list-style-type: none"> Specific assessment of improvement characteristics Evaluated relative to specific crash locations of concern.
4	Access to and Availability of Transit	<ul style="list-style-type: none"> Potential to improve transit travel times. Transit service areas (availability of service) 	<ul style="list-style-type: none"> Potential to improve transit travel times. Transit service areas (availability of service) Potential to improve access to transit service
5	Steering and Advisory Committee Support	<ul style="list-style-type: none"> SC and AC reactions. 	<ul style="list-style-type: none"> SC/AC reactions; elected officials reactions; public responses from meetings and surveys
6	Travel times and Delay	<ul style="list-style-type: none"> Projected travel times between key origins and destinations Total network travel delay 	<ul style="list-style-type: none"> Projected travel times between key origins and destinations Total network travel delay
7	Roadway Capacity and Projected Traffic	<ul style="list-style-type: none"> Amount of travel on each type of roadway classification Segment volume/capacity ratios. 	<ul style="list-style-type: none"> Amount of travel on each type of roadway classification Segment volume/capacity ratios. Intersection LOS Specific analysis for features impacted
8	Environmental Impacts	<ul style="list-style-type: none"> Extent of environmental features within assumed corridor 	<ul style="list-style-type: none"> Specific analysis for features impacted
9	STPA Consistency	<ul style="list-style-type: none"> Consistency with STPA policies 	<ul style="list-style-type: none"> Consistency with STPA policies

Population Projections were presented to the Advisory and Steering Committee and will be posted pending MaineDOT and MTA review.



Central York County Connections Study










Current (2009) Traffic Volumes

Data Source: MaineDOT

Updated: November 22, 2010

-  Average Annual Daily Traffic
-  Interstate (Shown at 1/2 AADT)
-  Town Boundary
-  Railroad
-  Study Area

0 1 2 Miles

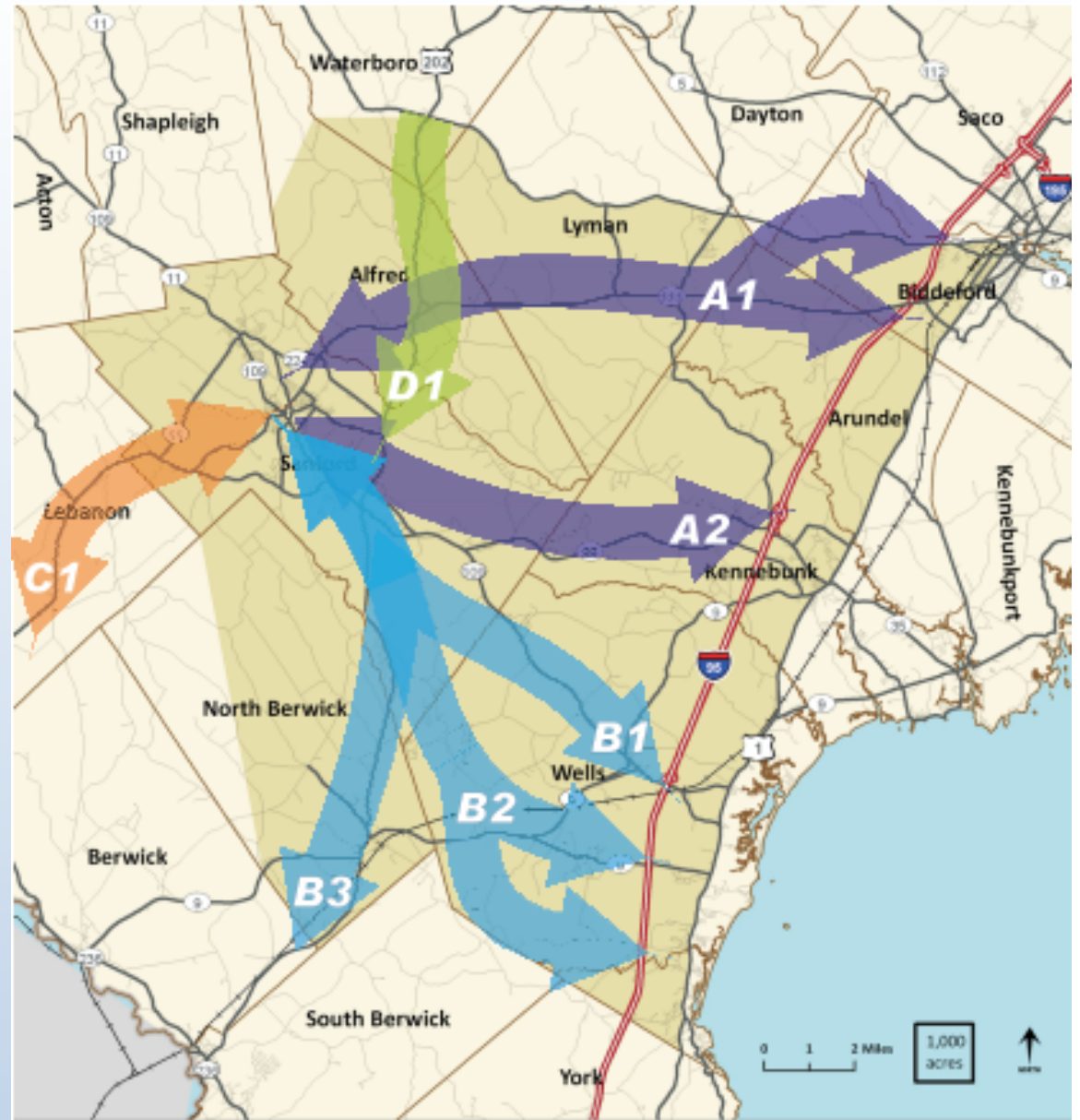
1,000
acres




Central York County
Connections Study



Potential Improvement Corridors



Range of Corridor Options

Improvement Type		Generalized Characteristics
New Corridor	<ul style="list-style-type: none"> • Limited Access Highway on new alignment • New interchange • Highly access controlled highway on new alignment • Bypasses around populated areas 	<p>Increased capacity Increased travel speeds and reliability Higher capital and O&M costs More built & natural environment impacts</p>  <p>Increased efficient use of existing capacity Increased travel reliability Lower capital and O&M costs Fewer built & natural environment impacts</p>
Additional Capacity on Existing Corridors	<ul style="list-style-type: none"> • Major upgrade to existing highway corridor (add'l lanes) • Modified/expanded interchange • Address choke points (passing lanes, major intersection reconfiguration) 	
Upgrade Existing Corridors	<ul style="list-style-type: none"> • TSM, minor intersection improvements, and access control • Improve lane/shoulder width and alignment 	
Transit	<ul style="list-style-type: none"> • Establish/expand regional bus connections • Improve local bus services and connectivity 	<p>Expands travel options Little to no effect on traffic conditions Capital costs typically secondary to O&M costs Fewer impacts to built/natural environment</p>

Analysis Scenario Components

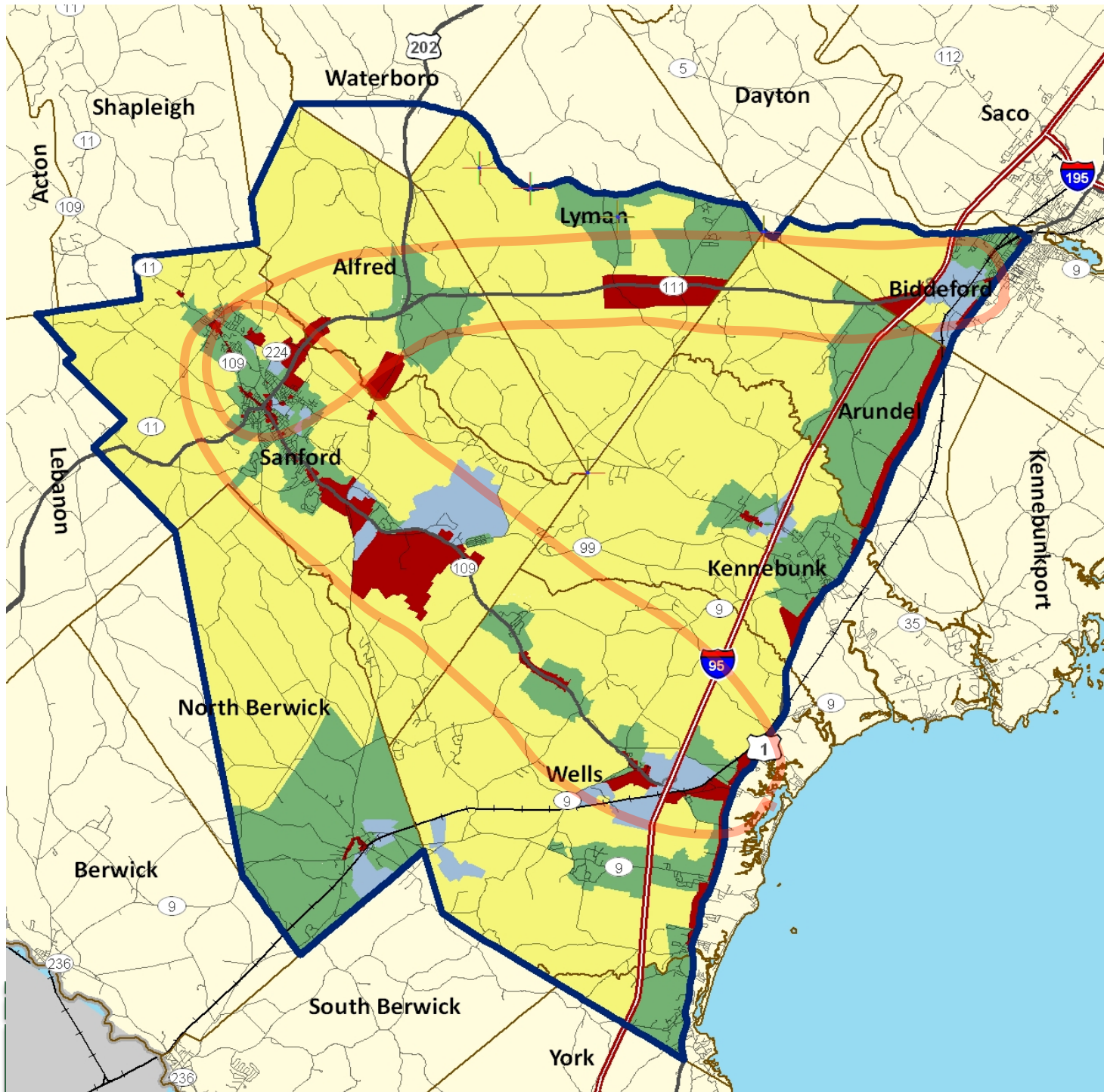
	A1	A2	B1	B2	B3	C1	D1
•Limited Access Highway on new alignment	✓	✓	✓	✓	✓	✓	
•New interchange	Phase III	Phase III		✓			
•Highly access controlled highway on new alignment	Phase III	Phase III	Phase III	Phase III	Phase III	Phase III	
•Bypasses around populated areas	✓	✓	✓				Phase III
•Major upgrade to existing highway corridor (add'l lanes)	✓	✓			✓	✓	
•Modified/expanded interchange	Phase III	Phase III	Phase III				
Address choke points (passing lanes, major intersection reconfiguration)	Phase III	Phase III	Phase III				Phase III
•TSM, minor intersection improvements, and access control				Phase III			
Improve lane/shoulder width and alignment	Phase III	Phase III	✓	Phase III	Phase III	Phase III	Phase III
•Establish/expand regional bus connections				Phase III			
Improve local bus services and connectivity				Phase III			



Analysis Scenario Components

	A1	A2	B1	B2	B3	C1	D1
•Limited Access Highway on new alignment	✓	✓	✓	✓	✓	✓	
•New interchange	Phase III	Phase III		✓			
•Highly access controlled highway on new alignment	Phase III	Phase III	Phase III	Phase III	Phase III	Phase III	
•Bypasses around populated areas	✓	✓	✓				Phase III
•Major upgrade to existing highway corridor (add'l lanes)	✓	✓			✓	✓	
•Modified/expanded interchange	Phase III	Phase III	Phase III				
Address choke points (passing lanes, major intersection reconfiguration)	Phase III	Phase III	Phase III				Phase III
•TSM, minor intersection improvements, and access control	Phase III						
Improve lane/shoulder width and alignment	Phase III	Phase III	✓	Phase III	Phase III	Phase III	Phase III
•Establish/expand regional bus connections	Phase III						
Improve local bus services and connectivity	Phase III						





Generalized Zoning

Data Source: SMRPC

Updated: November 17, 2010


- Rural
- Commercial/Mixed Use
- Industrial
- Residential
- Study Area
- Limited Access
- US & State Highways
- Other Roads
- Town Boundary
- Railroad



Central York County Connections Study



Range of TSM/TDM Options

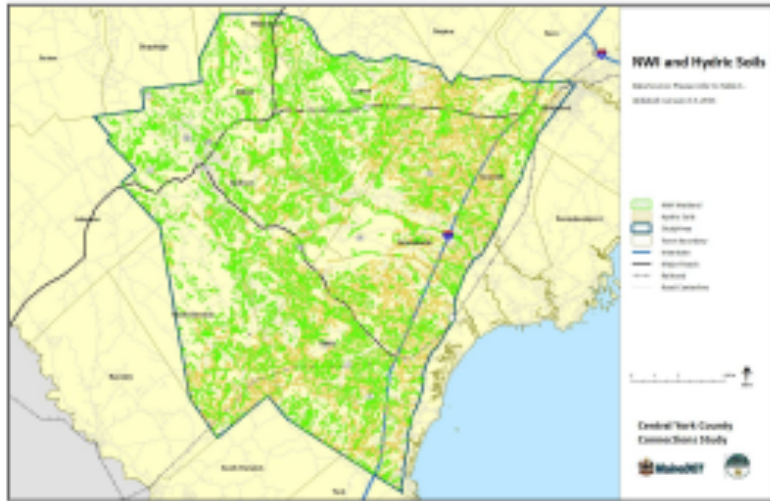
Intervention Type		Generalized Characteristics
Comp Plan/Zoning	<ul style="list-style-type: none"> • Alternative policies • Map changes • Code district changes 	<p style="text-align: center;">Limited interventions</p>  <p style="text-align: center;">Strong intervention</p>
Subdivision Regs	<ul style="list-style-type: none"> • Stronger access management regs (joint driveways, backage roads) • Sidewalk policies • Major Road Plan/Official Map 	
Infrastructure	<ul style="list-style-type: none"> • Sewer - extension policies and plans 	
Park and Ride/transit Etc.	<ul style="list-style-type: none"> • New or expanded P&R lots 	<p style="text-align: center;">Expands travel options Little to no effect on traffic conditions Capital costs typically secondary to O&M costs Fewer impacts to built/natural environment</p>

Next Steps

- Population and employment forecasts
- Define corridor concepts
- Review with AC and SC and refine concepts
- Set up travel and economic impact models
- Determine impacts (Apply Stage II MOEs)
- Next Meeting Thursday, March 26??

Baseline Data Collected

Natural Resources



Historic Resources

