Agenda

Meeting purpose: Solicit public input on potential strategies to reduce congestion and improve safety in the study area.

• Welcome
• Study purpose and overview
• Identified issues and strategies under consideration
• Next steps
Study Area

- Alfred
- Arundel
- Biddeford
- Kennebunk
- Ogunquit
- Lyman
- North Berwick
- Sanford
- Waterboro
- Wells
- Lebanon

What is the Study’s Purpose?

To identify, evaluate and recommend feasible transportation and related land use strategies that will:

- enhance regional economic growth;
- increase regional transportation interconnectivity;
- improve traffic safety;
- preserve and improve existing infrastructure; and
- direct expected travel demand through a strong mix of multimodal strategies.

These purposes are to be achieved while striving to maintain the visual, cultural and historic character of village centers and rural areas and minimizing environmental impacts.
Study Timeline

- Phase I: Study Initiation and Data Collection

- Phase II: Evaluation of Strategies involving Major Infrastructure Expansion
  - Nov. 2010 – Feb 2012

- Phase III: Evaluation of Localized and Multimodal Strategies
  - March 2012 – August 2012

- Phase IV: Final Recommendations and Report
  - September/October 2012

Study Organization and Outreach

- Study Team: MaineDOT, MTA, SMRPC, Consultants
  - Manage and conduct study

- Steering Committee: Ten communities in the Study Area
  - Inform study process by local understanding with regional perspective
  - Update municipal officials

- Advisory Committee: Diverse interest groups
  - Voice of the public
  - Update constituents

- Public meetings and website input
  - January 2011, March 2012, August 2012
**Recapping Phases I and II**

- Collect data, review previous studies and municipal ordinances
- Identify and evaluate large-scale highway expansion strategies
  - What travel and regional economic benefits would result from adding capacity and reducing regional travel times?
  - What impacts and costs would be associated with these large-scale improvements?
- Findings
  - New facilities or major corridor-wide upgrades would be costly ($100 million+)
  - Major impacts to rural and natural areas
  - Regional economic, mobility and safety benefits not sufficient to justify costs
Phase III: Evaluation of Focused, Smaller-scale Strategies

- Looking at region’s localized mobility and safety needs for next 25 years
- Potential strategies will be based on partnering between MaineDOT, MTA (where applicable), communities, transit providers and others
- Recommendations focused on:
  - Localized highway improvements
    - Mobility, safety, connections, minimal social and environmental impacts, financial constraints
  - Multi-modal
  - Land Use and Access Management
Key transportation challenges facing the region

- Reliability of busy two-lane highways
- Location-specific safety and congestion issues
- Concentration of traffic on state highways
- Preservation of safety and capacity of major travel corridors
- Travel choices are somewhat limited
- Scarce transportation funding

Rte 111 and Rte 202 Corridor
Potential Near- and Mid-term Strategies

Upgrade traffic signal systems on Route 111 in Biddeford

Candidate signalized intersections for upgrades
**Rte 111 and Rte 202 Corridor**

**Potential Near- and Mid-term Strategies**

- Improve signage (corridor wide)
  - Speed Limits
  - Ice on roadway

- Clarify signage
  - Rte 111 Approach to Maine Turnpike

**Signage Concept: Route 111 eastbound approach to Maine Turnpike**

**Rte 111 and Rte 202 Corridor**

**Potential Long-term Strategies**

- New Connector Roadway to/from Exit 32
Route 111 - Biddeford Exit 32 Interchange Area

- Consider parallel access route from Maine Turnpike
- Conceptual map – further study needed to determine specific alignments

Route 111 - Biddeford Exit 32 Interchange Area

- Consider parallel access route to and from Maine Turnpike
- Conceptual map – further study needed to determine specific alignments
Central York County Connections Study

Rte 111 and Rte 202 Corridor
Potential Mid- to Long-term Strategies

- Passing Lanes • Between Lyman and Arundel
- Passing Lanes • Between Alfred and Lyman

Rte 111 and Rte 202 Corridor
Potential Near- and Mid-term Strategies

- Intersection Safety Improvement • U-turn east of Rte 35
- Intersection Safety Improvement • Kennebunk Pond Rd
- Safety Improvement (select locations, corridor wide) • Edge line rumble strips
- Safety Improvement (select locations, corridor wide) • Center line rumble strips
Intersection Improvements
• Goodall Hospital entrance (left turn lane)
• River St (left turn lanes)
• Route 109 (eastbound left turn lane)

Reconstruct Rte 202
• River St to June St

Rte 109 Cross section
• 5 lanes, Old Mill Rd to Rte 4

Rte 109 Cross section
• 3 lanes, Rte 4 to Rte 99

Passing Lanes
• Between Rte 99 and Rte 9A
Rte 109 Corridor
Potential Mid- to Long-term Strategies

Intersection Improvement
- Turn lanes at Rte 9
- Dual left turns from Exit 19

Rte 4 Corridor
Potential Mid- to Long-term Strategies

Intersection Safety Improvement
- Improve sight distance at School St
- Between Alfred and Rte 109

Central York County Connections Study
Other Locations
Potential Mid- to Long-term Strategies

**Roadway Rehabilitation**
- Rte 11A (widen shoulders)
- Rte 224 (widen shoulders)

**Local Roadway Improvement**
- Mt Hope Rd/Old Mill Rd (widen shoulders, realign intersection)

**Roadway Improvement**
- Rte 99 (widen shoulders)

**Kennebunk New Mousam River Crossing**
- Connect Alfred Rd to Rte 99

Central York County Connections Study

MaineDOT

Other Locations
Potential Long-term Strategies

Central York County Connections Study
Town-led Actions

- Develop local street grid
- Implement access management and development regulations
Transit

• Key Regional Transit Services Include:
  • WAVE (Sanford-Biddeford)
  • Sanford Ocean Shuttle (Sanford-Wells)
  • ShuttleBus ZOOM (Biddeford-Portland)

Current Commute Patterns
(to Study Area and Portland Metro)
Long-term Transit Improvement Strategies

- **Access to Transit**
  - Establish a downtown Sanford Transit Center and near-by park-and-ride lot
  - Lease-lot arrangements elsewhere in Sanford (Springvale)
  - Park-and-ride (lease lot) in Alfred
  - Covered bus shelters and formalized stops
  - Satellite Hub at Exit 32 park-and-ride lot (covered waiting area and consolidation of services)
  - Bike lockers/parking at transit centers and park-and-rides.
  - Bike provisions on buses
  - Improve pedestrian access to transit

- **WAVE**
  - Increase service frequency
  - Transition to fixed-route service or fixed-route/demand responsive hybrid
  - Create timed transfer to ZOOM Turnpike Express

- **Sanford Ocean Shuttle**
  - Provide increased service frequency

- **ShuttleBus ZOOM**
  - New service connecting York County Community College, Wells Transportation Center, and Kennebunk park-and-ride to ZOOM Turnpike Express service at Biddeford

- **Local services**
  - Focus transfers at transit center locations in Sanford and Biddeford
SMRPC Study – Rte 202 Sanford - Lebanon

• Route 202 west of Sanford has sufficient capacity to address current and projected future needs.

• Recommendations focus on:
  • Access management
  • Improvements/maintenance for existing traffic signals
  • Striping and signage improvements.

Land Use and Access Management

• Recommendations are intended to:
  • Preserve highway capacity and operating efficiency
  • Maintain or improve highway safety
  • Preserve rural character
  • Create more walkable, transit-friendly communities over time

• Land use and access management are local town decisions.

Source: FHWA Office of Operations
Land Use and Access Management

Possibilities for Local Consideration

- **Objective:** Reduce the number of vehicle trips generated by uses along highways
  - Limit intensity of development abutting highways
  - Limit the uses fronting highways to those that generate less traffic
  - **Incorporate site features that support ridesharing and transit use**
  - Transfer development rights
  - Create safe, walkable community environments

Source: City of Cambridge, MA
Land Use and Access Management
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**Source:** Michigan Dept of Environmental Quality

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Land Use and Access Management
Possibilities for Local Consideration

- **Objective:** Encourage access from roads other than the highway
  - Require access from streets other than the abutting highway
  - Require wider frontages on highways than on other roadways
Land Use and Access Management Possibilities for Local Consideration

- Objective: Encourage access from roads other than the highway
  - Require access from streets other than the abutting highway
  - Require wider frontages on highways than on other roadways

Land Use and Access Management Possibilities for Local Consideration

- Objective: Improve street interconnectivity and local traffic circulation
  - Official Map or Major Thoroughfare Plan

Sanford, ME

Frederick, MD
Land Use and Access Management Possibilities for Local Consideration

- **Objective:** Improve street interconnectivity and local traffic circulation
  - Official Map or Major Thoroughfare Plan
  - Rear lot access drives or backage roads
  - Interconnected parking lots on adjacent parcels
  - Off-highway frontage for new subdivision lots
  - Extend subdivision streets to abutting parcels

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Land Use and Access Management Possibilities for Local Consideration

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Saco, Maine
Land Use and Access Management Possibilities for Local Consideration

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  - Official Map or Major Thoroughfare Plan
  - Rear lot access drives or backage roads
  - Interconnected parking lots on adjacent parcels
  - Off-highway frontage for new subdivision lots
  - Extend subdivision streets to abutting parcels

Land Use and Access Management Possibilities for Local Consideration

• **Objective:** Manage the frequency and operation of access points
  - Shared access for abutting lots
  - Minimize the number of driveways per parcel on highway frontage
  - Right turn only driveways
  - Require access plans for large developments
Land Use and Access Management Possibilities for Local Consideration

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On average, 72% of driveway crashes involve left turns

Source: FHWA Office of Safety

2 conflicts vs. 7 conflict points

Next Steps

- Issue draft report late September
  - Available at [www.connectingyorkcounty.org](http://www.connectingyorkcounty.org)
  - Comments invited for 30 days after posting
- Finalize recommendations
  - Steering Committee/Advisory Committee/Public comments
  - Potential social and environmental benefits and/or impacts
  - Cost
  - Benefits and benefit-to-cost ratios
  - Anticipated funding opportunities
  - Overall regional needs and priorities
- Issue final report