

Central York County Connections Study

August 20, 2012

Public Informational Meeting



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

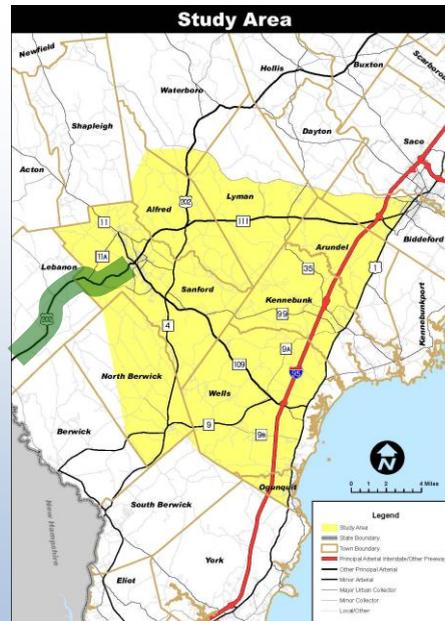


Central York County Connections Study



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**.



Central York County Connections Study



Study Timeline

- **Phase I: Study Initiation and Data Collection**
 - Sept. 2010 – Feb. 2011
- **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



Central York County Connections Study



Central York County Connections Study



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



Central York County Connections Study



Study Website

www.connectingyorkcounty.org

CENTRAL YORK COUNTY CONNECTIONS STUDY
Funded by MaineDOT and Maine Turnpike Authority

Home
Purpose and Need Statement
Study Updates
How to Get Involved
Upcoming Meetings
Meeting Minutes & Materials
Comments / Questions
Scope of Work
Participant Teams
Study Data
Study Schedule
Contact the Study Team
Join Our Meeting List

Welcome to the Central York County Connections Study

Study Overview

The study's goal is to identify a series of recommendations designed to preserve or enhance transportation connections between central York County and Old Town & the Maine Turnpike. The study was begun in September 2010 and was authorized by the following Legislative Directive from the 123rd Legislature. Click here to view the directive.

It is important to understand the scope of this study. While there are some pockets of peak hour traffic congestion along the state routes that connect central York County to the Turnpike and Route 5, it is clear that the transportation concerns heard from residents are about more than just an easier commute. They are also about how best to improve economic development prospects in the area.

The study will answer questions such as:

- Can improved access to greater Stafford, as the region's central center, make a meaningful economic difference to the prospects of Stafford and its surrounding communities?
- In the long run, are there prospects for a roadway (four-lane divided) or a suitable (BRT) transit connection?
- Can upgrades to existing roads serve these purposes or are more radical improvements needed?
- How will any proposed improvements affect traffic conditions elsewhere, in particular at existing connections to the Turnpike?
- How much will improving local use and access along these roads contribute to achieving these purposes?
- Practically, would improving economic development have the added benefit of allowing people to live closer to newly created jobs and services? And would this reduce the amount people travel and thus meaningfully reduce congestion?

These are the central questions this study will answer between September 2010 and December 2011.

There are ten towns participating in this study, along with the Maine Department of Transportation (MaineDOT) and the Maine Turnpike Authority. The towns are Biddeford, Brunswick, Fryeburg, Ogunquit, North Berwick, Sanford, Alfred, Vintonville, Lyman and Acadia. The Southern Maine Regional Planning Commission is also a participant.

We ask everyone who has a stake in this region to help these towns and agencies by being involved and providing feedback. For more information on how to get involved, please visit our website.

What's New!

Upcoming Meetings: Advice and Training, January 19th

Upcoming Public Meeting: January 23th, 6:00-8:00

Meeting Minutes for 11/22 Steering Committee Meeting

Meeting Minutes for 11/22 Advisory Committee Meeting

Get Involved!

Take our webOT Survey!

Upcoming Meetings: Join our meeting list! Take our webOT Survey!

Take our webOT Survey!

MaineDOT

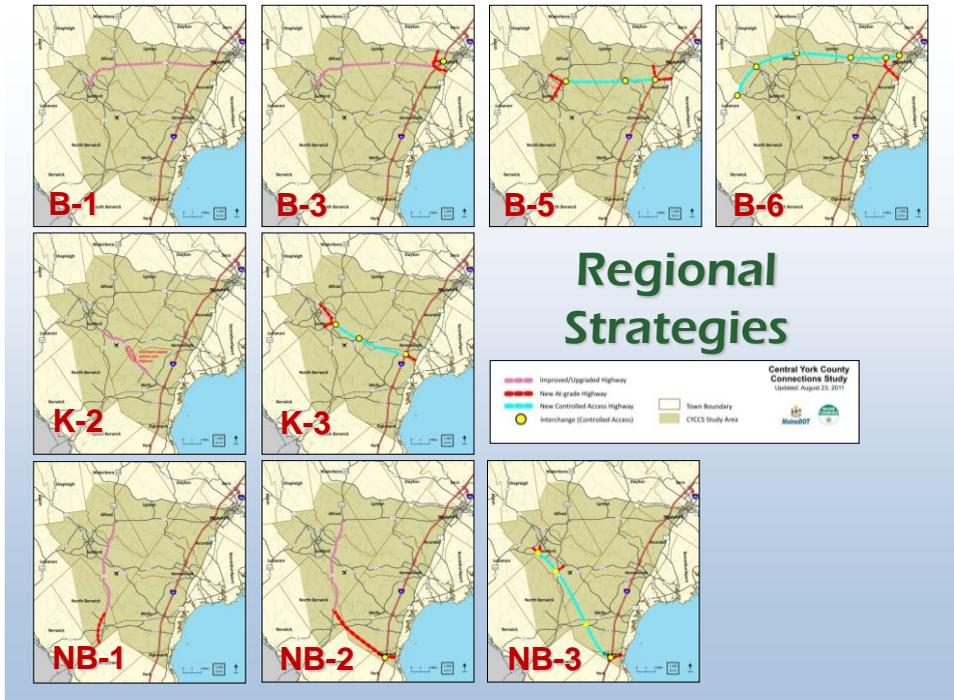
Central York County

PARSONS BRINCKERHOFF

If you have questions about this study, please email Beth to Carol Morris at cbmorrison@mainedot.maine.gov. This may also call her direct by 207-329-6002.

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

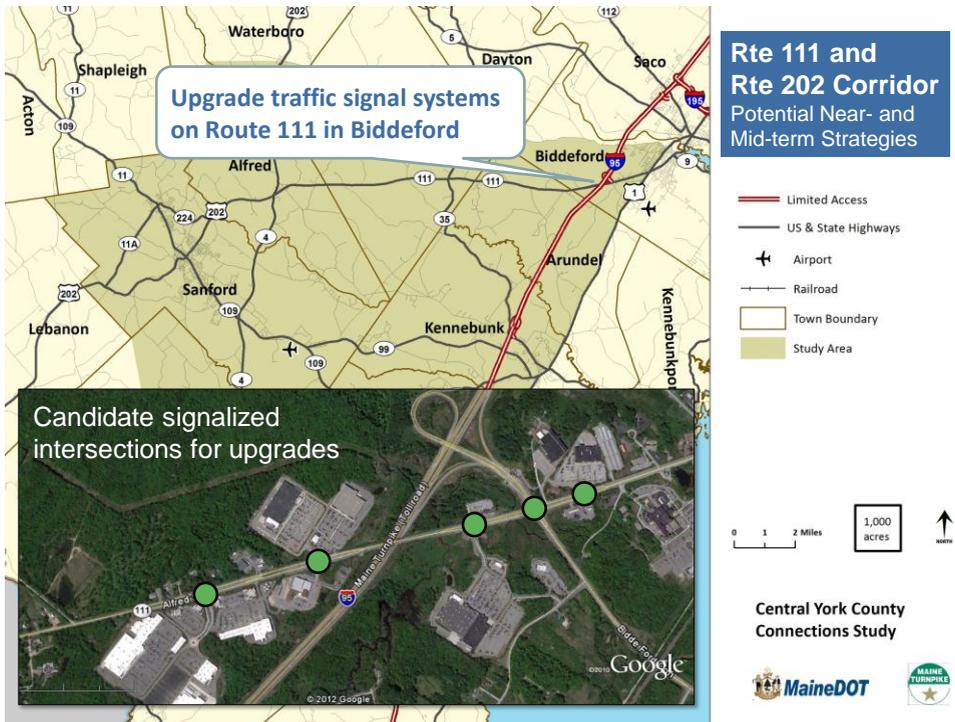


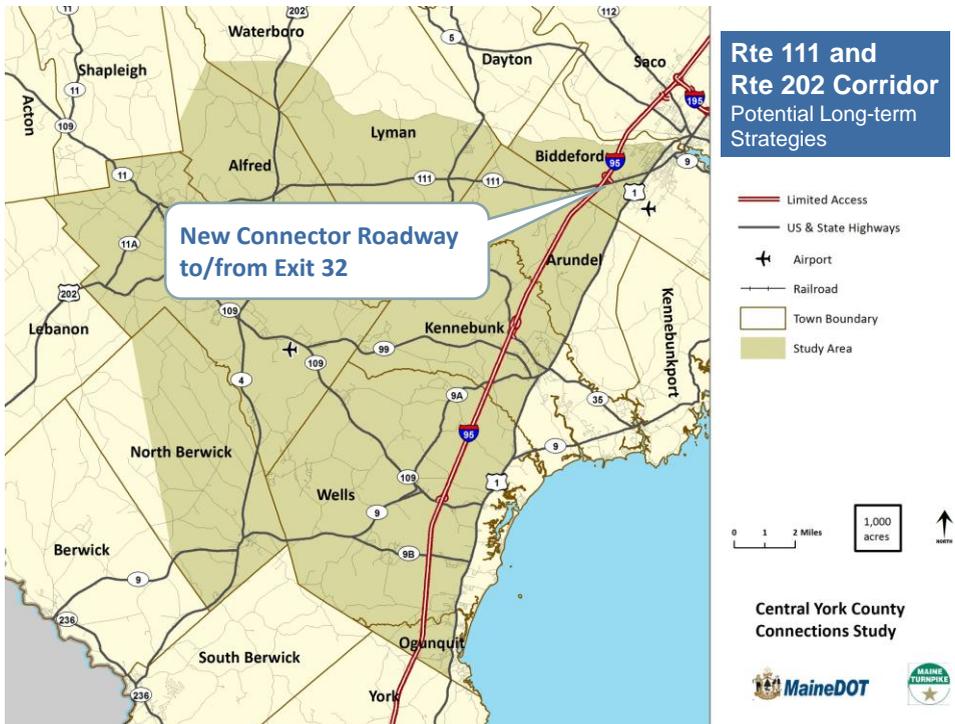
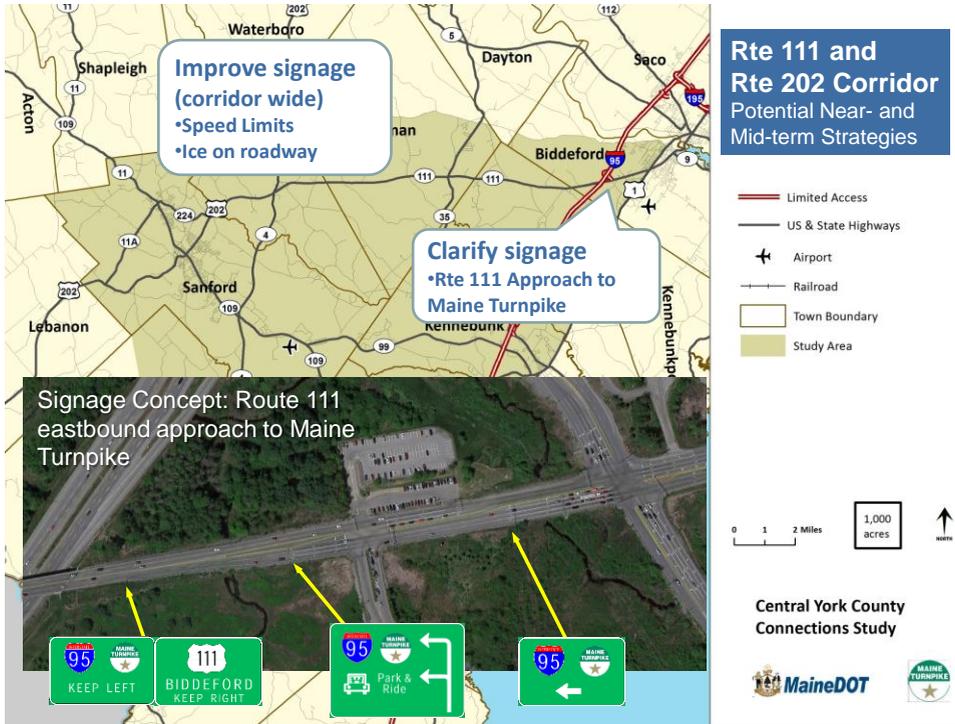
Phase III: Evaluation of Focused, Smaller-scale Strategies

- 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





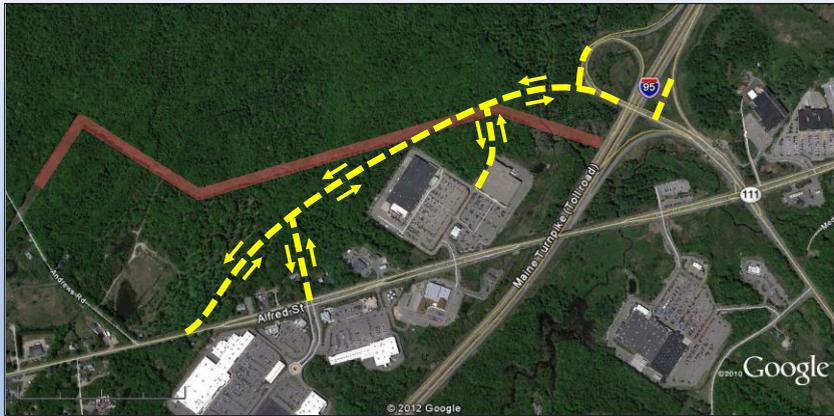
Route 111 - Biddeford Exit 32 Interchange Area

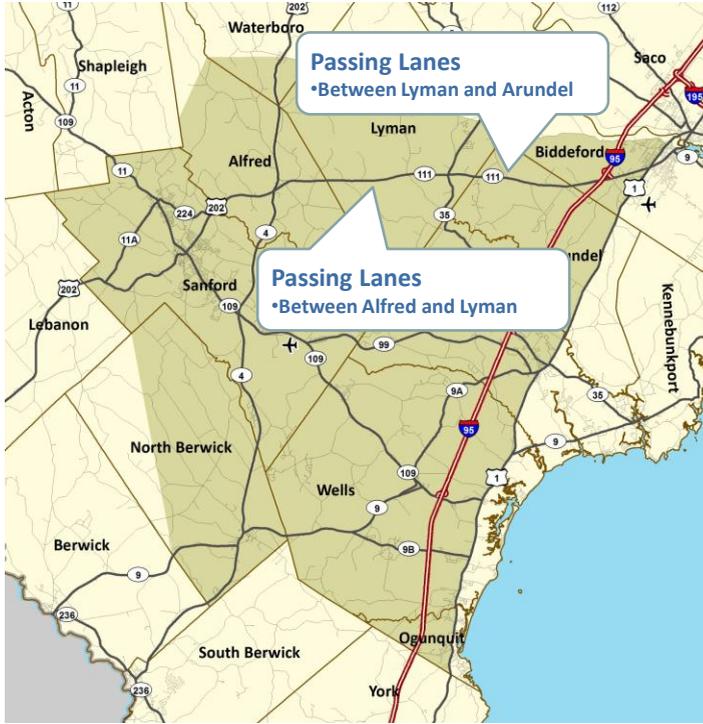
- Consider parallel access route **from** Maine Turnpike
- Conceptual map – further study needed to determine specific alignments



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





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

- Limited Access
- US & State Highways
- Airport
- Railroad
- Town Boundary
- Study Area



Central York County
Connections Study



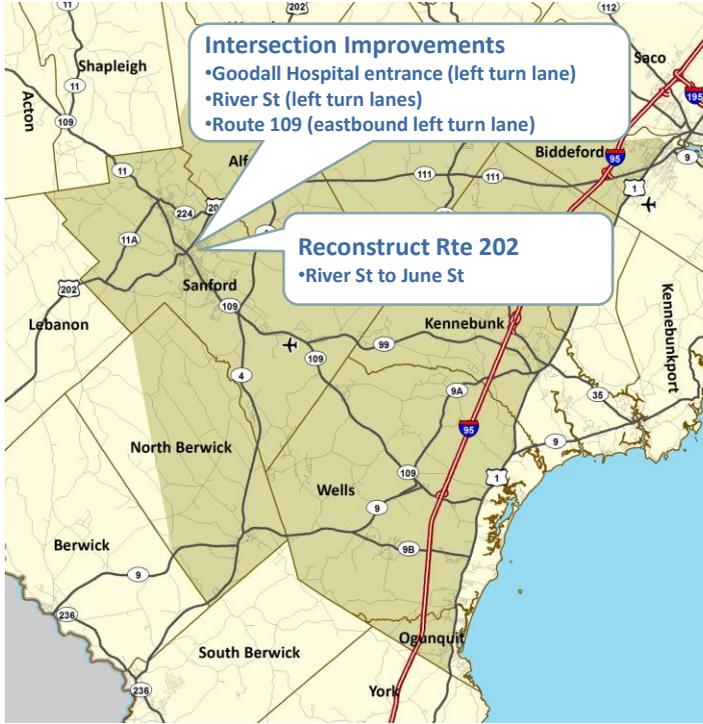
Rte 111 and Rte 202 Corridor
Potential Near- and Mid-term Strategies

- Limited Access
- US & State Highways
- Airport
- Railroad
- Town Boundary
- Study Area



Central York County
Connections Study





Intersection Improvements
 • Goodall Hospital entrance (left turn lane)
 • River St (left turn lanes)
 • Route 109 (eastbound left turn lane)

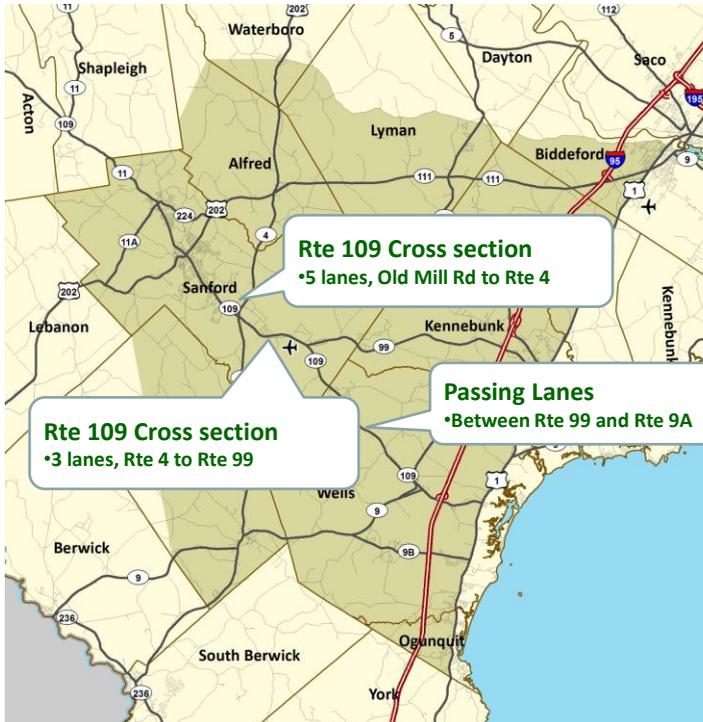
Reconstruct Rte 202
 • River St to June St

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

- Limited Access
- US & State Highways
- Airport
- Railroad
- Town Boundary
- Study Area



Central York County
 Connections Study



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

Passing Lanes
 • Between Rte 99 and Rte 9A

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

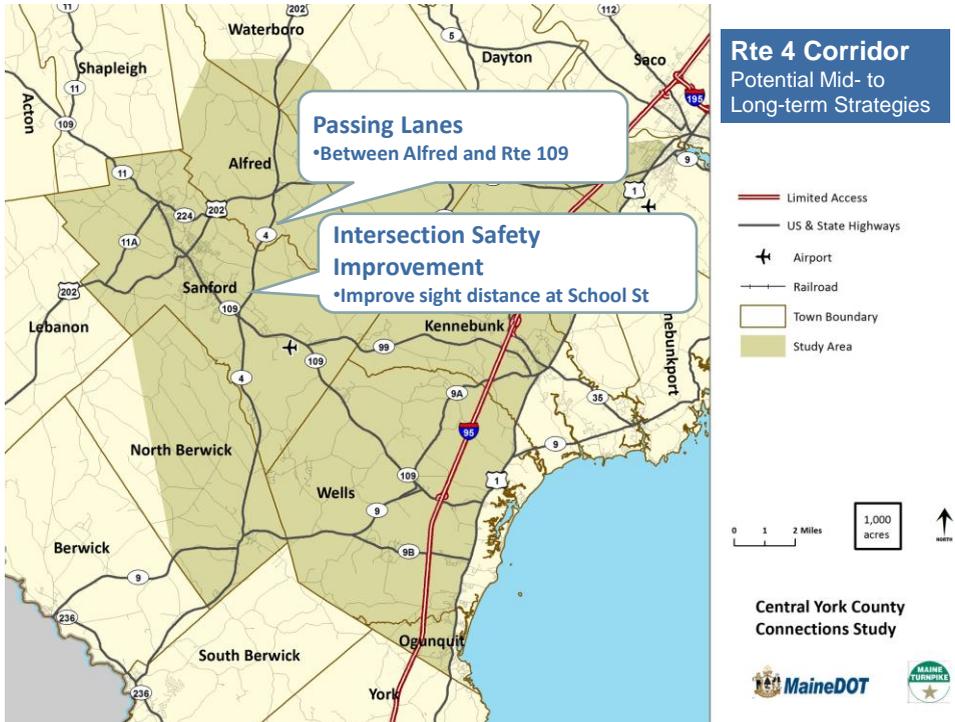
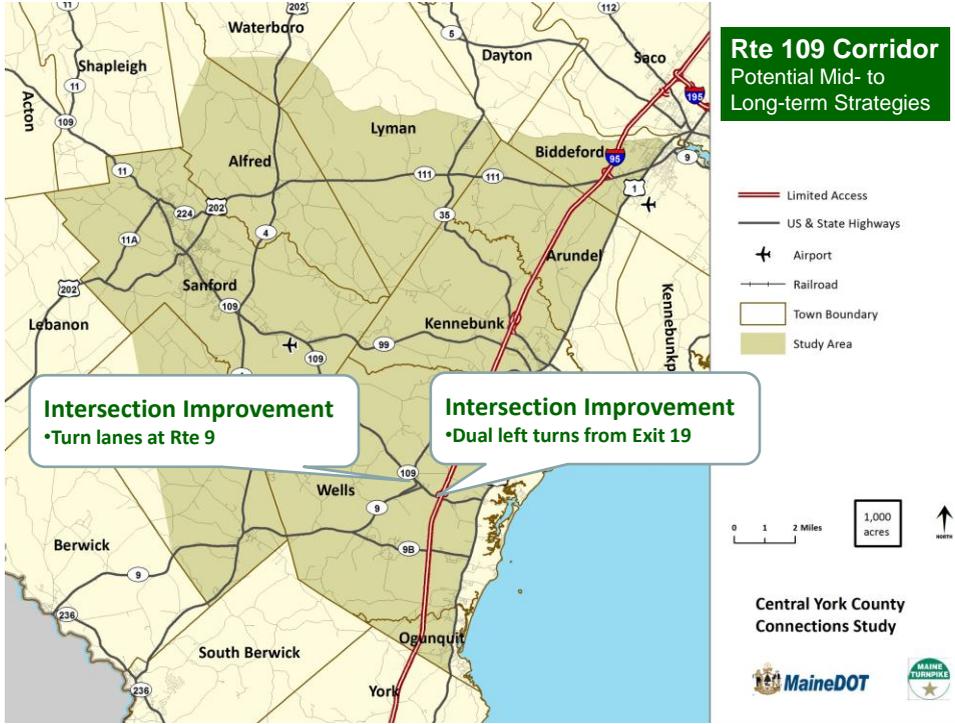
Rte 109 Corridor
 Potential Mid- to Long-term Strategies

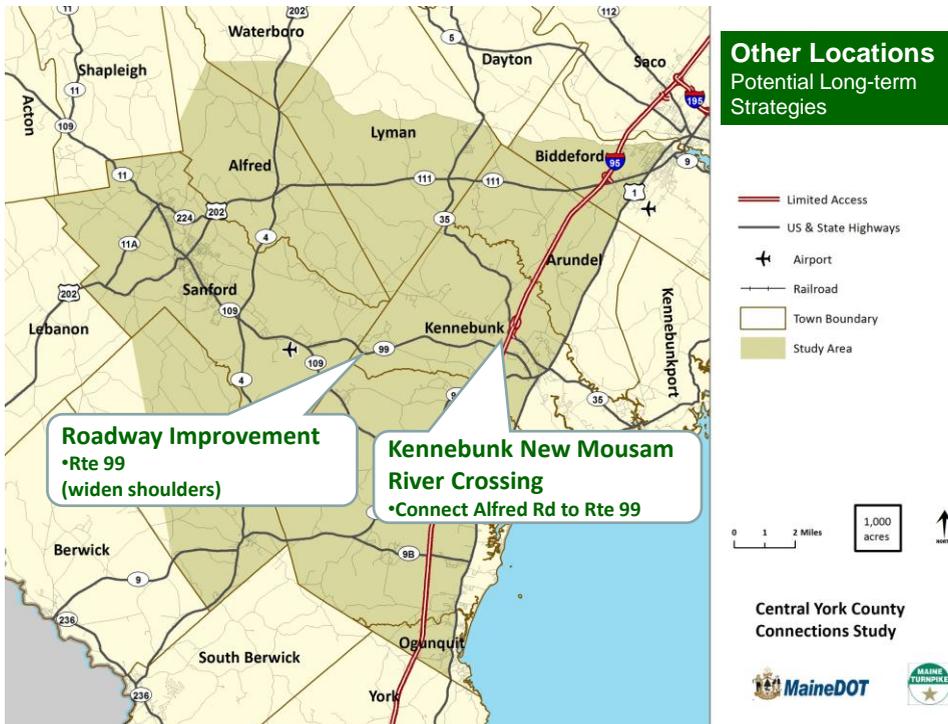
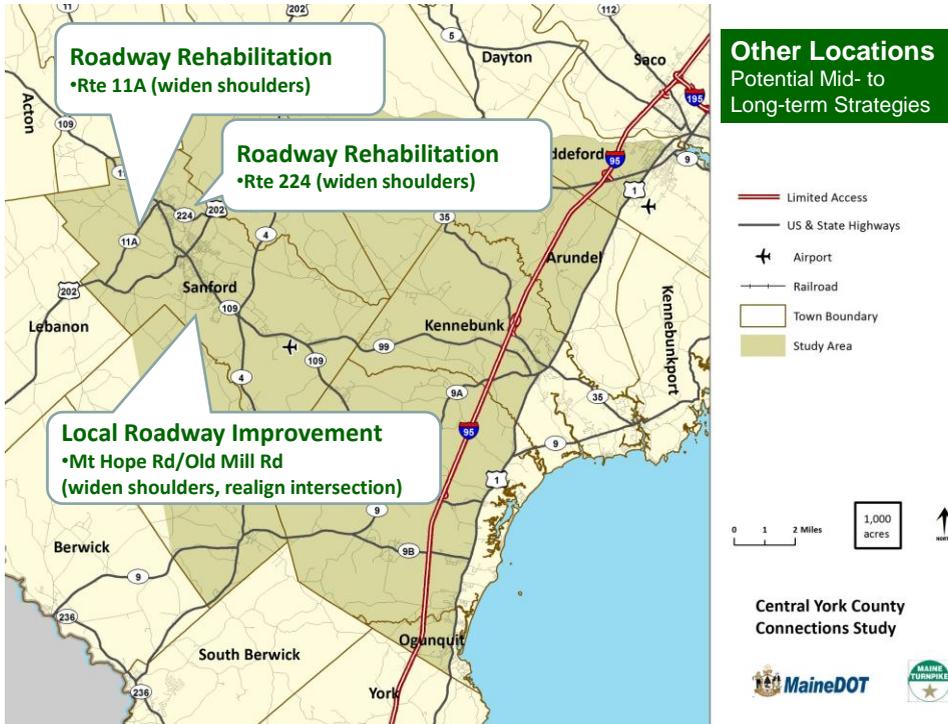
- Limited Access
- US & State Highways
- Airport
- Railroad
- Town Boundary
- Study Area

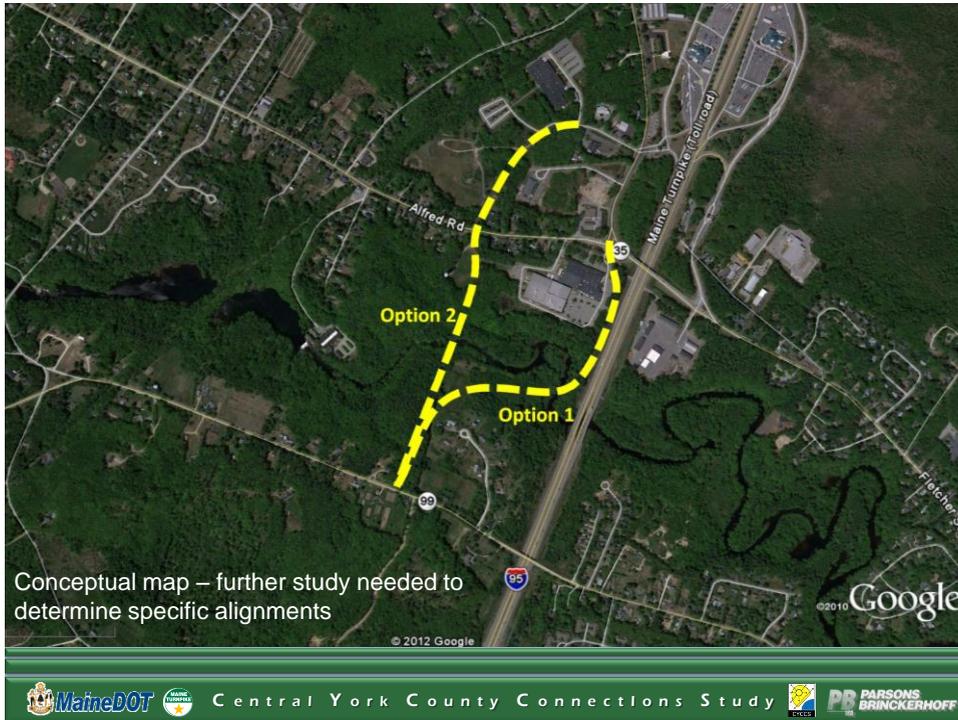


Central York County
 Connections Study





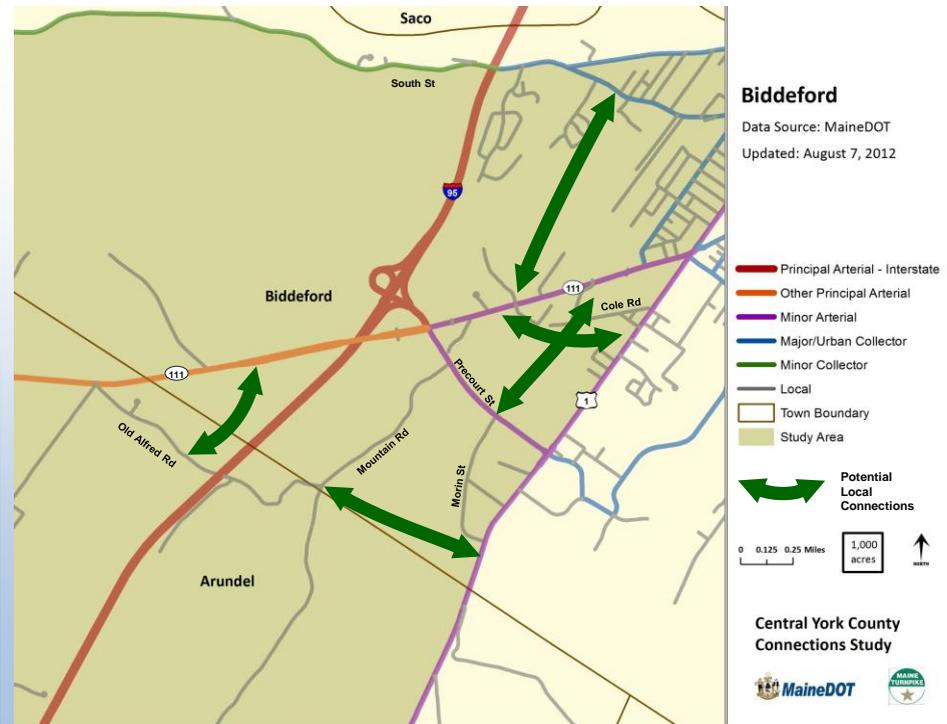
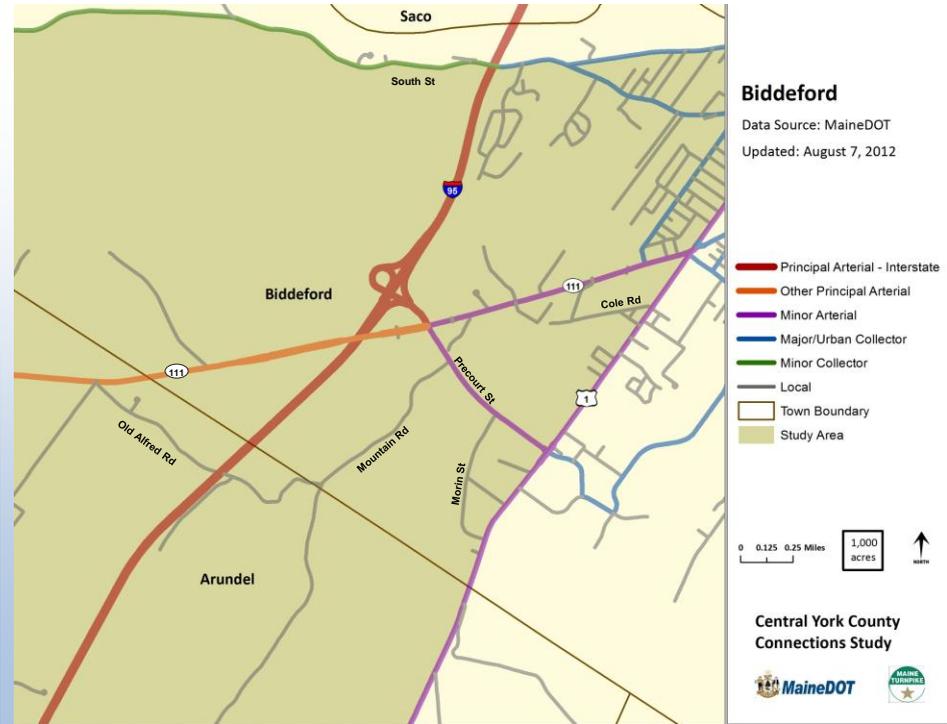


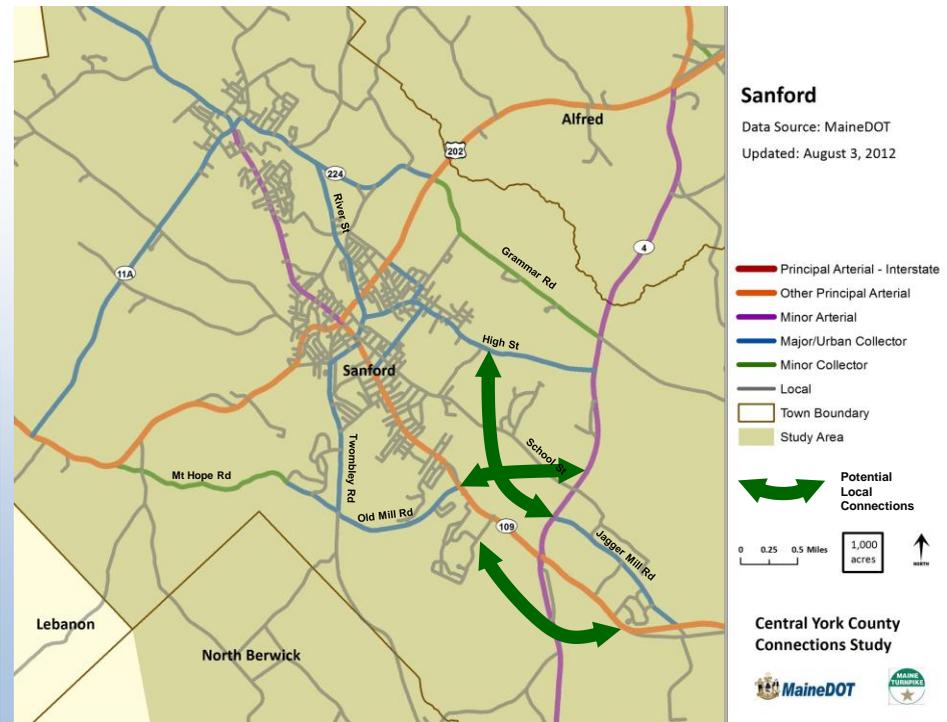
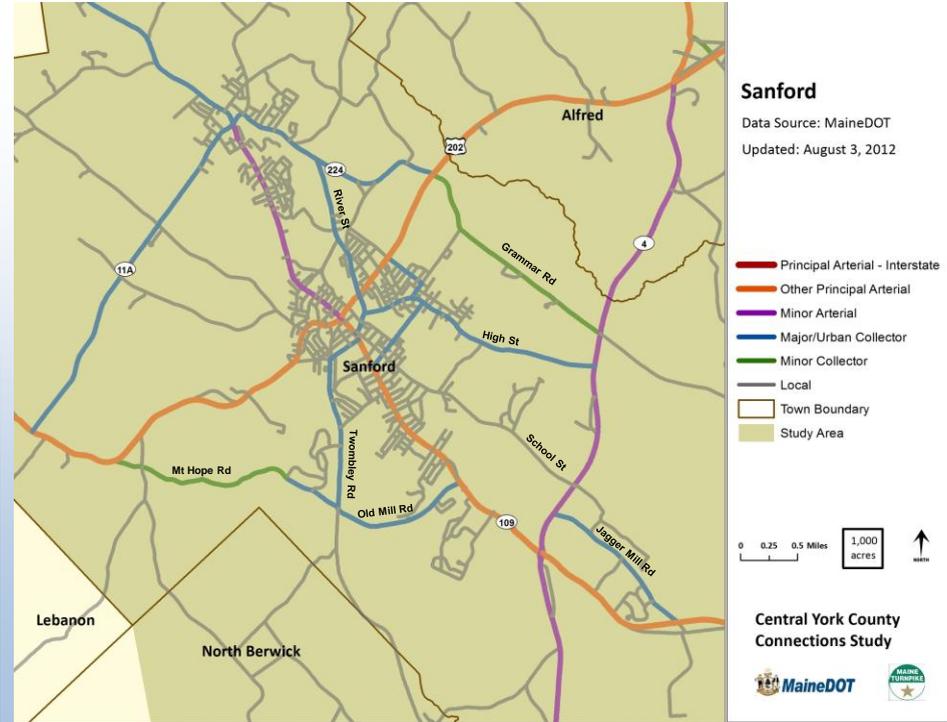


Town-led Actions

- 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



Central York County Connections Study



PARSONS
BRINCKERHOFF

Long-term Transit Improvement Strategies

• 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



Central York County Connections Study



PARSONS
BRINCKERHOFF

SMRPC Study – Rte 202 Sanford - Lebanon

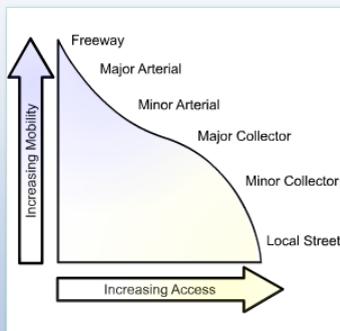
- Route 202 west of Sanford has sufficient capacity to address current and projected future needs.
- Recommendations focus on:
 - Access management
 - Improvements/maintenance for existing traffic signals
 - Striping and signage improvements.



Central York County Connections Study



Land Use and Access Management



Source: FHWA Office of Operations

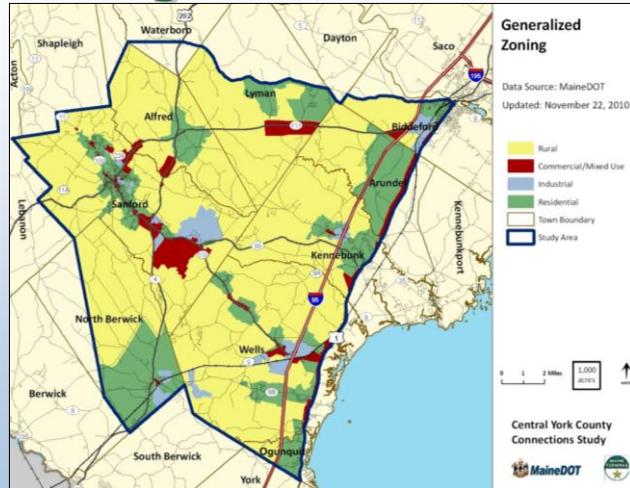
- Recommendations are intended to:
 - Preserve highway capacity and operating efficiency
 - Maintain or improve highway safety
 - Preserve rural character
 - Create more walkable, transit-friendly communities over time
- Land use and access management are local town decisions



Central York County Connections Study



Land Use and Access Management



Central York County Connections Study



PARSONS BRINCKERHOFF

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



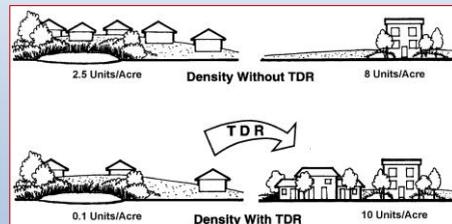
Central York County Connections Study



PARSONS BRINCKERHOFF

Land Use and Access Management Possibilities for Local Consideration

- **Objective: Reduce the number of vehicle trips generated 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: Michigan Dept of Environmental Quality



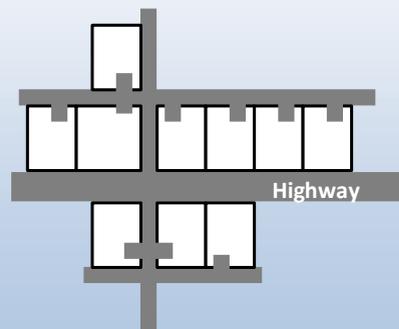
Central York County Connections Study



PARSONS BRINCKERHOFF

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



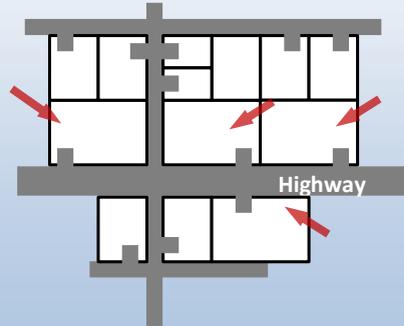
Central York County Connections Study



PARSONS BRINCKERHOFF

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**

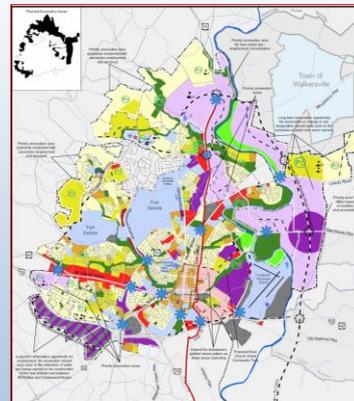


Land Use and Access Management Possibilities for Local Consideration

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



Sanford, ME

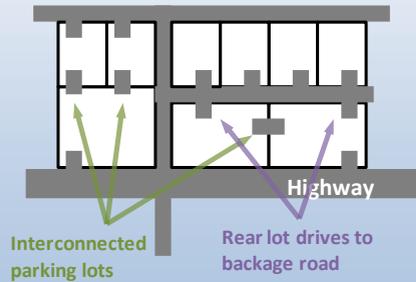


Frederick, MD



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



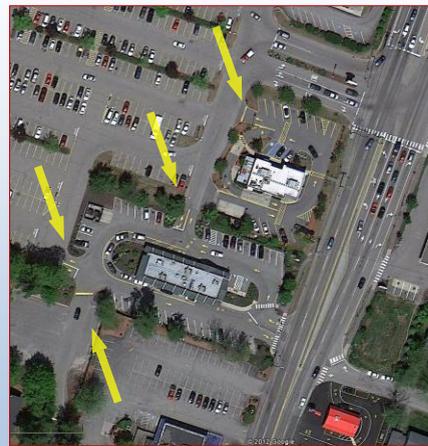
Central York County Connections Study



PARSONS BRINCKERHOFF

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



Saco, Maine



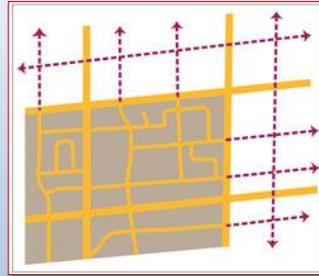
Central York County Connections Study



PARSONS BRINCKERHOFF

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**



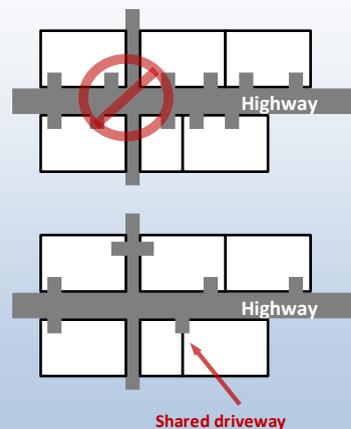
Central York County Connections Study



PARSONS BRINCKERHOFF

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



Central York County Connections Study



PARSONS BRINCKERHOFF

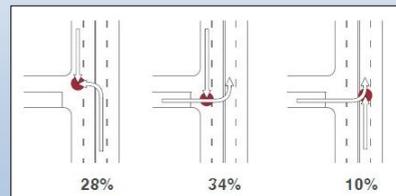
Land Use and Access Management Possibilities for Local Consideration

- **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

2 conflicts vs. 7 conflict points



On average, 72% of driveway crashes involve left turns



Source: FHWA Office of Safety



Central York County Connections Study



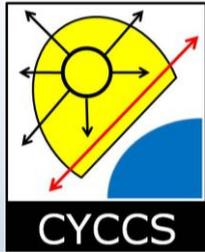
Next Steps

- Issue draft report late September
 - Available at 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



Central York County Connections Study





Central York County Connections Study

August 20, 2012

Public Informational Meeting

