

Central York County Connections Study

March 29, 2011

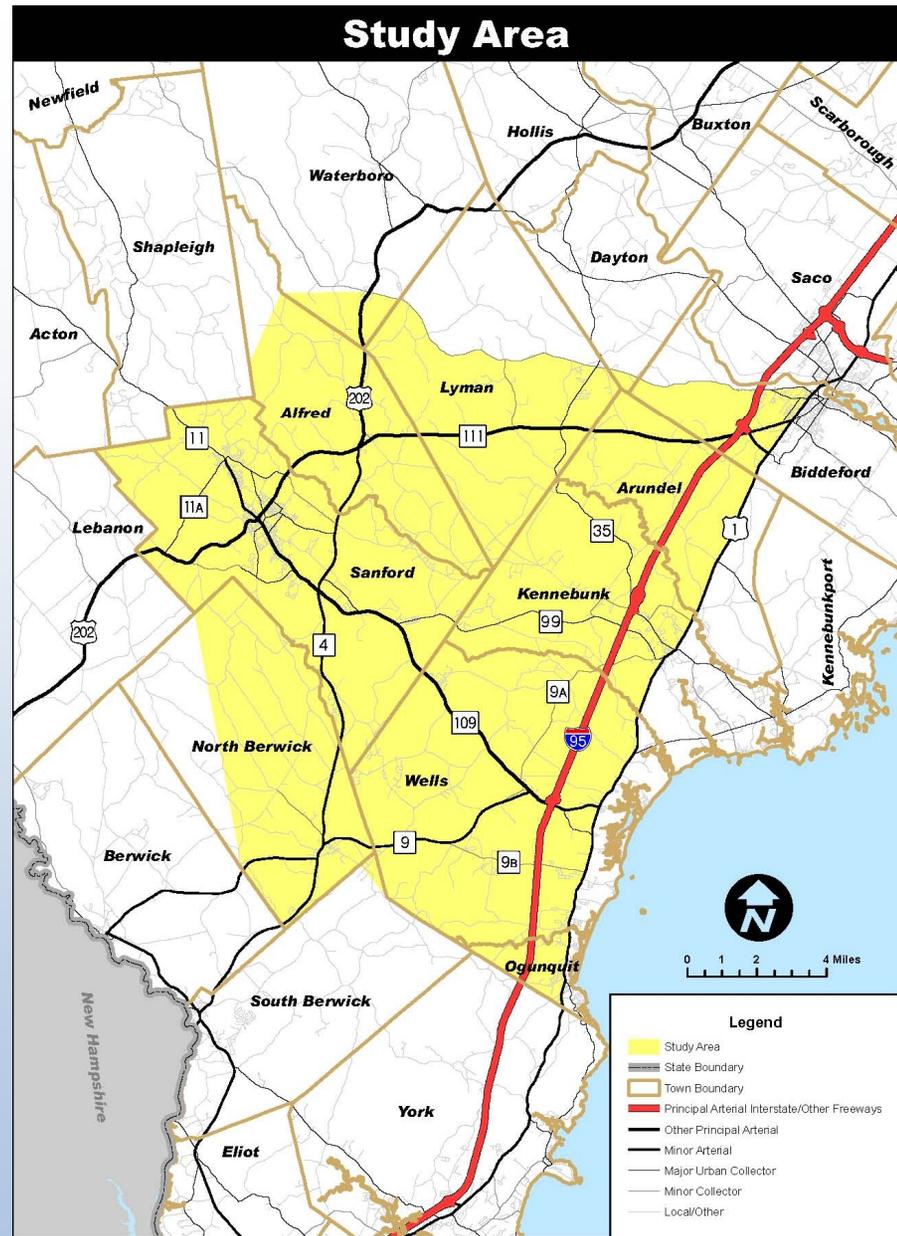
Public Informational Meeting

Agenda

- Welcome
- Study Overview and Timeline
- Purpose and Need Statement
- Phase II Major Strategies and Evaluation
- Discussion
- Potential Phase III Locally Focused Strategies
- Next Steps

Study Area

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



What is the Study's Purpose?

The purpose of the Central York County Connections Study is 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;
- direct expected travel demand through a strong mix of multimodal strategies; and
- preserve and improve existing infrastructure.

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

- Study Initiation
Sept. 2010
- Development and Evaluation of Major Conceptual Strategies (Phase II)
Nov. 2010 – Feb 2011
- Refinement and Detailed Assessment of Strategies (Phase III)
March 2011 – July 2012
- Recommendations and Study Completion
August 2012

Study Committees and Website

- Study Team: Consultants, MaineDOT, MTA, SMRPC
 - *Manage and conduct study*
- Steering Committee: Ten communities in Study Area
 - *Inform Study process by local understanding and regional perspective*
 - *Update municipal officials*
- Advisory Committee: Diverse interest groups
 - *Voice of the public*
 - *Update constituents*



Study Website

www.connectingyorkcounty.org

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



Home
Purpose and Need Statement
News / 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 Mailing List!



Take our webOT Survey!
CYCCS



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 US Route 1 and 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 reasons behind 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 1, 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 Sanford, as the region's service center, make a meaningful economic difference to the prospects of Sanford and its surrounding communities?
- In the long run, are these prospects best served by a northerly (Portland-oriented) or a southerly (NH/ MA-oriented) connection?
- Can upgrades to existing routes 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 managing land use and access along these roads contribute to achieving these purposes?
- Finally, 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, Kennebunk, Wells, Ogunquit, North Berwick, Sanford, Alfred, Waterboro, Lyman and Arundel. 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, go to Public Involvement.

What's New!

Upcoming Meetings: Advisory and Steering, January 19th

Upcoming Public Meeting, January 20th, 6:00 - 8:00

Meeting Minutes for 11.30 Steering Committee Meeting

Meeting Minutes for 11.30 Advisory Committee Meeting

Get Involved

Tell Us What You Think!

Upcoming Meetings

Join our mailing list!

Take our webOT Survey!

If you have questions about this study, please email them to Carol Morris at cmorris@morriscomm.net. You may also call her directly at 207-329-6502



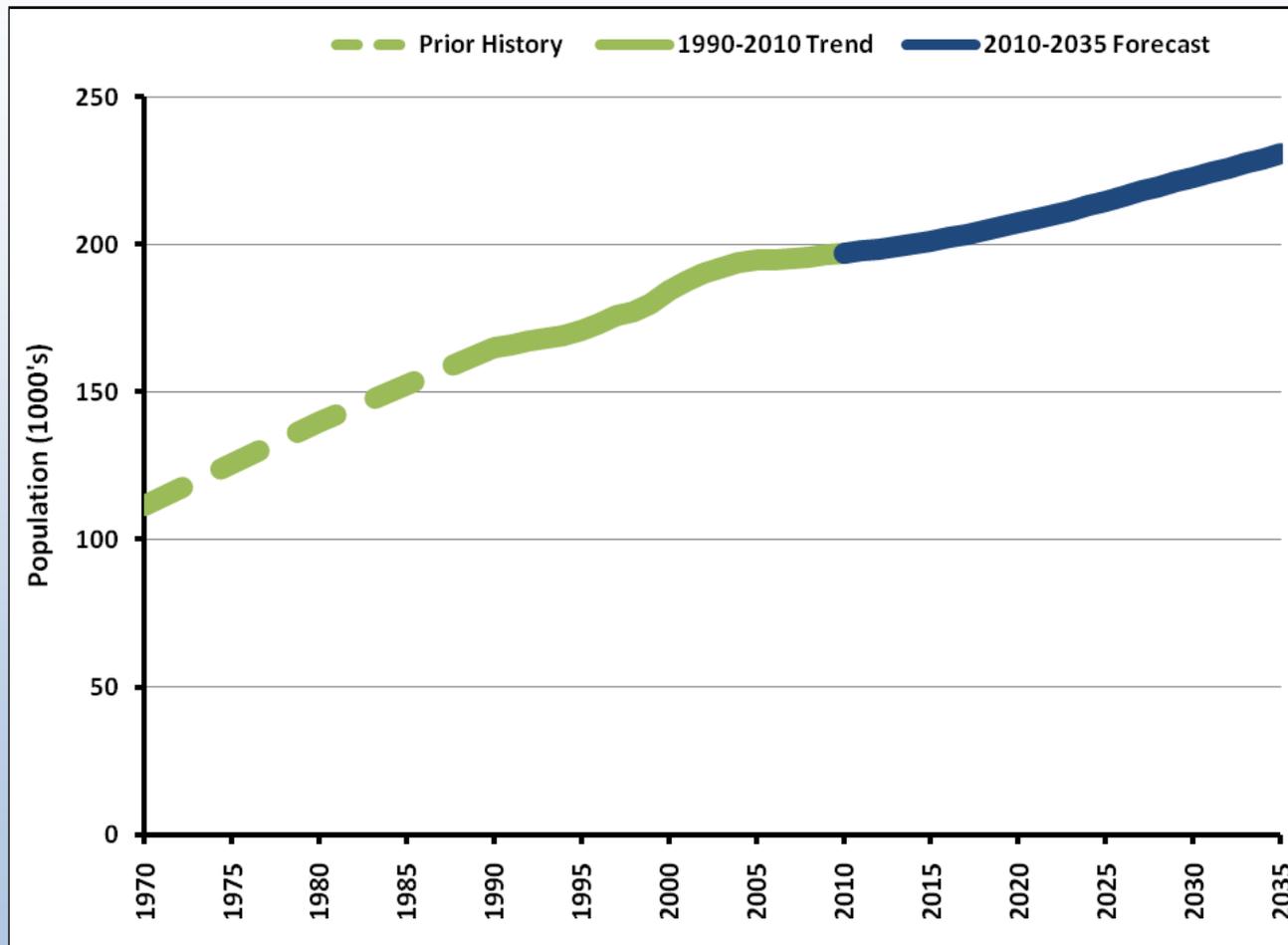
Central York County Connections Study



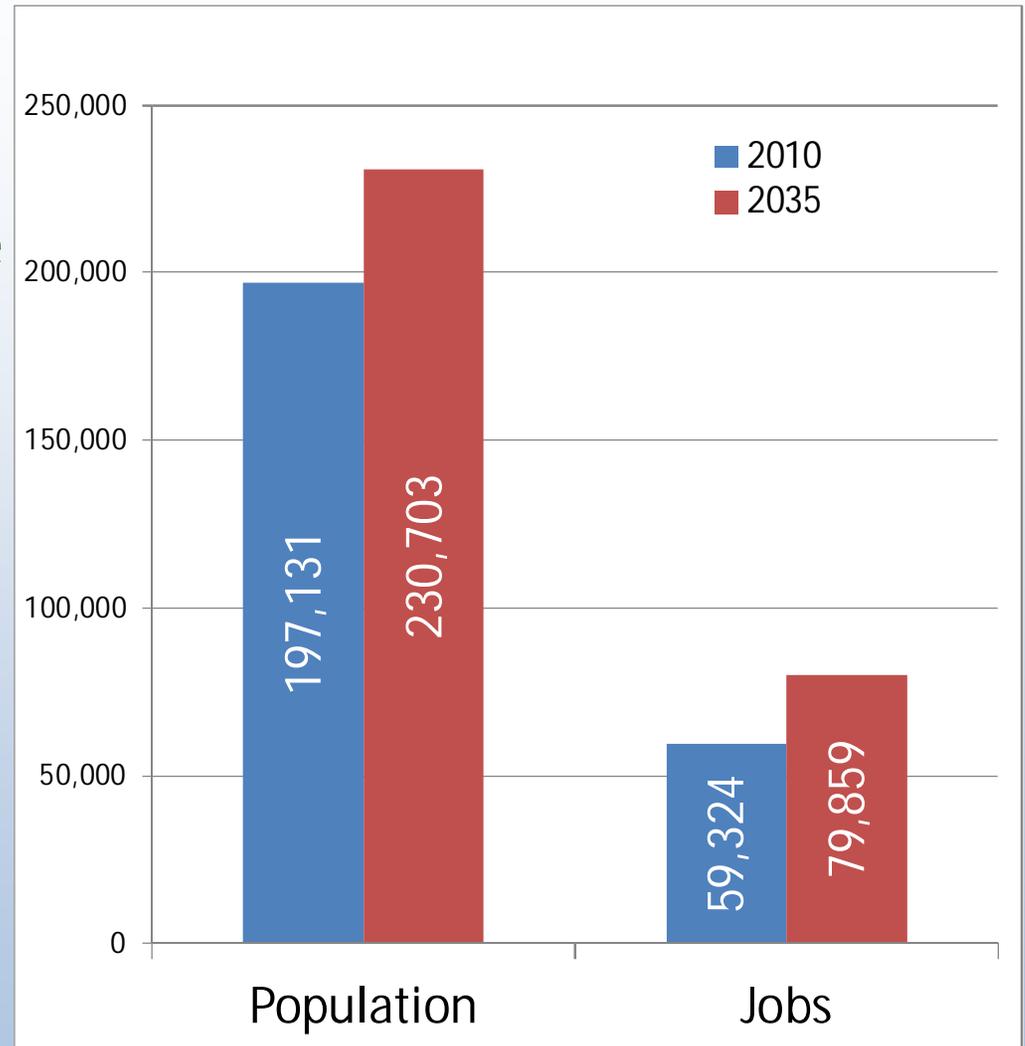
Today's Goals

- Public understanding of benefits and impacts of the major highway strategies
- Discussion of major highway strategies and their feasibility
- Public understanding of other locally focused strategies and next steps

Population and jobs will continue to grow

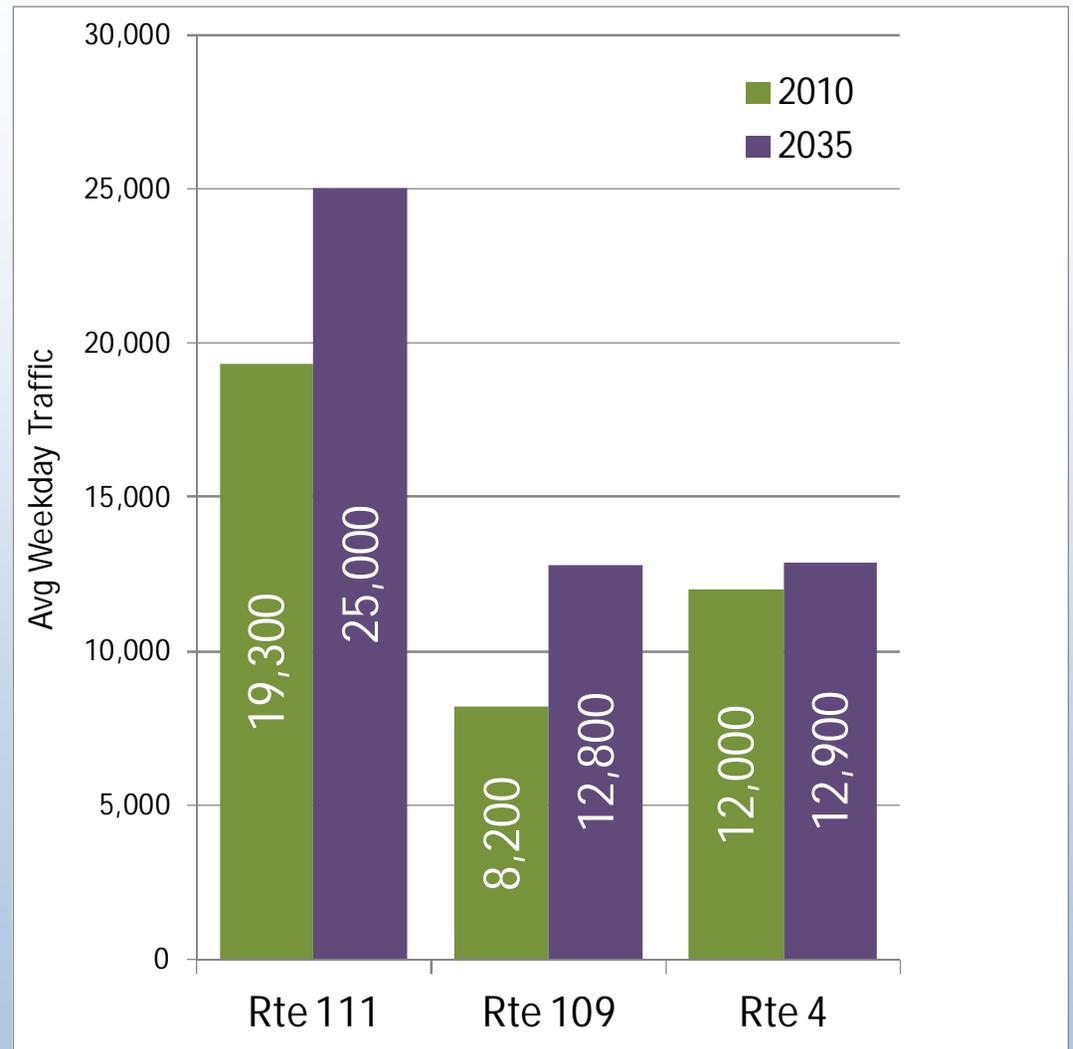


York County
Population and
jobs will continue
to grow.....
by 17% and 35%
respectively



...and lead to more traffic

- Total Vehicle-Miles Traveled (VMT) increase by 29%
- 30% increase in traffic on Rte 111
- 56% increase in traffic on Rte 109



A Unique Study Process

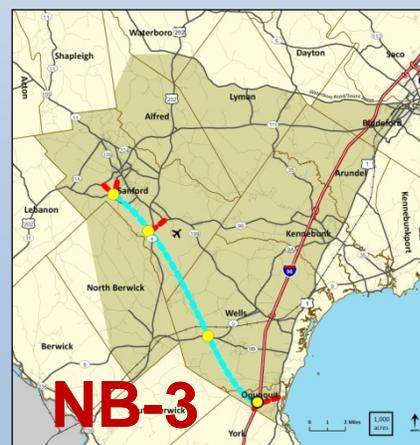
- **First** studied very large-scale, conceptual highway strategies (Phase II)
 - “What if” scenario analysis to test upper limits of potential benefits and impacts.
 - Needed to understand potential contribution to regional economy.
- **Next** will consider specific problems and solutions at a more focused level (Phase III)
 - Consider improvements of a smaller, more local scale.



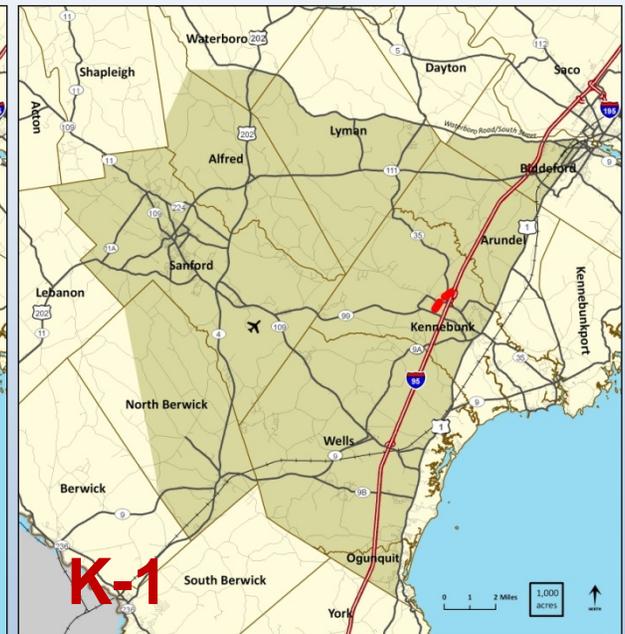
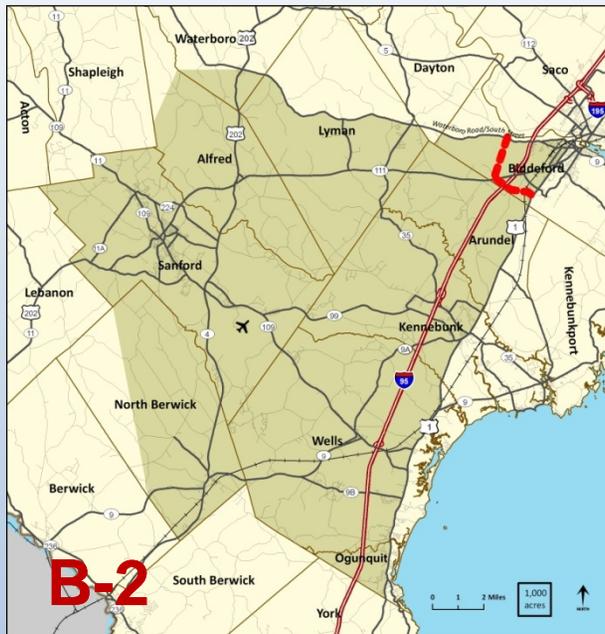
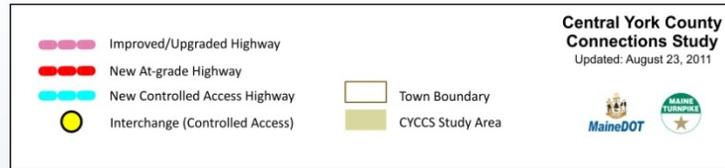
Regional Strategies

	Improved/Upgraded Highway		Town Boundary
	New At-grade Highway		CYCCS Study Area
	New Controlled Access Highway		
	Interchange (Controlled Access)		

Central York County Connections Study
Updated: August 23, 2011



Local Strategies



How the Strategies were Evaluated

MOE Name	Measure
Economic Benefit	<ul style="list-style-type: none"> • Potential job creation • Change in regional economic activity (dollars)
Cost	<ul style="list-style-type: none"> • Approximate (planning-level) cost of strategy
Benefit/Cost	<ul style="list-style-type: none"> • Ratio of projected benefits to costs
Daily Traffic Volumes	<ul style="list-style-type: none"> • Change in corridor/screenline volumes • VMT (vehicle miles traveled) • Effect on traffic at congested locations
Travel Times and Delay	<ul style="list-style-type: none"> • Projected travel times between key origins and destinations • VHT (vehicle hours of travel)
Traffic Safety	<ul style="list-style-type: none"> • High Crash Locations addressed by strategy • Potential change in crash frequency
Transit Operations and Access	<ul style="list-style-type: none"> • Potential effect on existing transit services
Rural and Urban Character	<ul style="list-style-type: none"> • Rural lands in the corridor • Town centers and historic sites in the corridor
Environmental Constraints	<ul style="list-style-type: none"> • Wetlands and regulated features in the corridor that would need to be avoided

MOE Ratings

← Worse Score Better Score →

		Cost	Benefit/ Cost	Economic Benefit	Daily Traffic Volumes	Travel Times and Delay	Traffic Safety	Transit Ops. & Access	Rural and Urban Character	Environ- mental
<i>Regional Strategies</i>										
B-1	Upgrade Rte 111/202									
B-3	Upgrade Route 111/202 with add'l Turnpike access and connections									
B-5	Biddeford Expressway (South)									
B-6	Biddeford Expressway (North)									
K-2	Upgrade Rte 109									
K-3	Kennebunk Expressway									
NB-1	Upgrade Rte 4 and New North Berwick Bypass									
NB-2	Upgrade Rte 4 and New North Berwick – Maine Tpk/Ogunquit Hwy									
NB-3	Ogunquit Expressway									
<i>Local Strategies</i>										
B-2	New Biddeford Highway Connections									
B-4	Southern Sanford Bypass									
K-1	Rte 99 – Rte 35 Connection									

Measure of Effectiveness: Benefit/Cost Analysis

- **Benefits Considered**
 - **State of Good Repair** (Reduced pavement damage)
 - **Economic Competitiveness** (Travel time savings, reduced users' costs [fuel, operating & maintenance] and oil imports)
 - **Livability** (Reduced noise)
 - **Sustainability** (Reduced emissions)
 - **Safety** (Crash reduction)

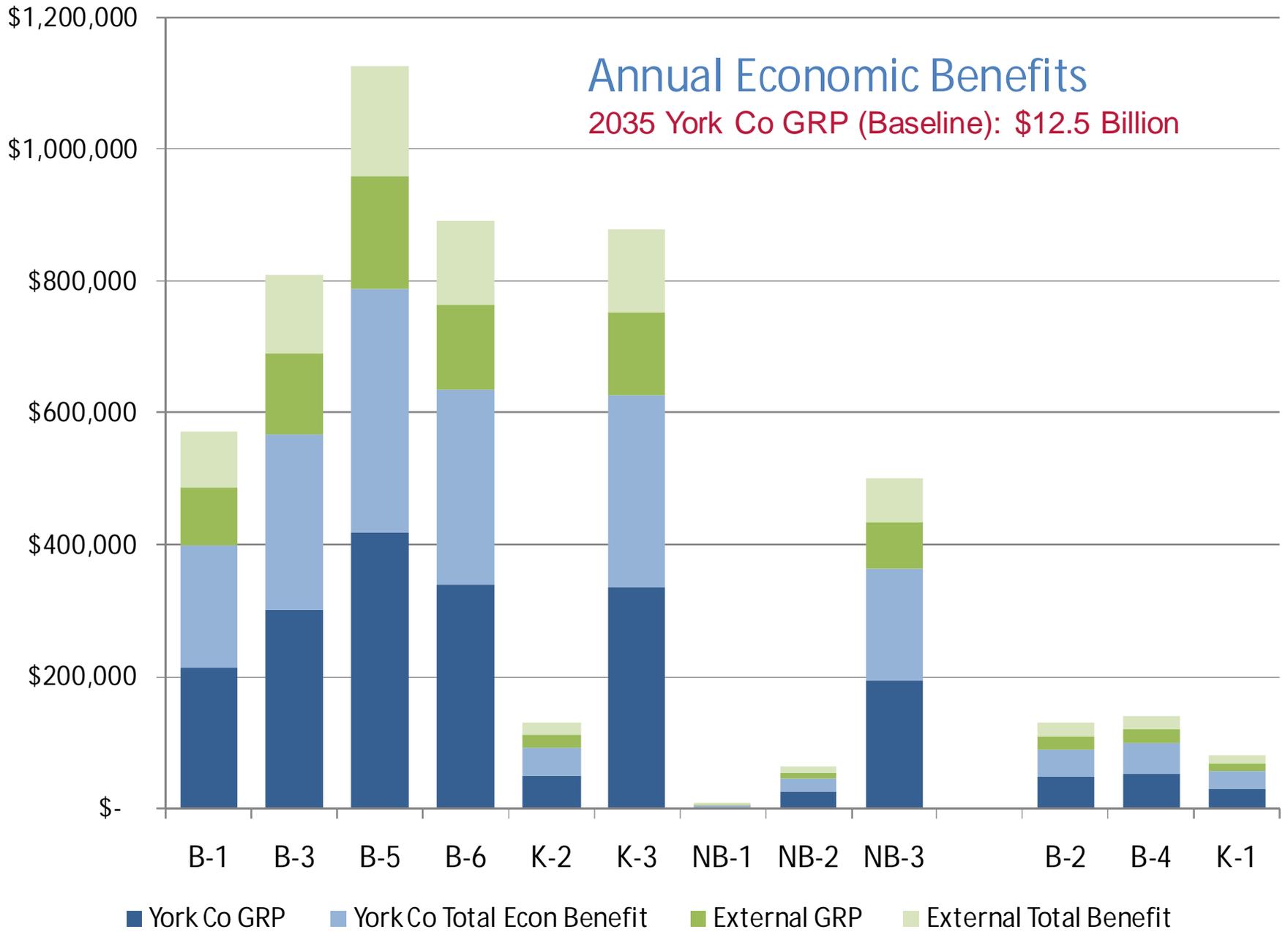
Benefit/Cost Analysis		Total Net Benefits	Total Net Costs (Construction + R&R)	Benefit/Cost Ratio
<i>Regional Corridors</i>				
B-1	Upgrade Rte 111/202	\$ 114 M	\$83 M	1.4
B-3	Upgrade Route 111/202 with Add'l or Turnpike access and connections	\$ 171 M	\$135 M	1.3
B-5	Biddeford Expressway (South)	\$ 152 M	\$256 M	0.6
B-6	Biddeford Expressway (North)	\$ 233 M	\$365 M	0.6
K-2	Upgrade Rte 109	\$ 15 M	\$32 M	0.5
K-3	Kennebunk Expressway	\$ 206 M	\$199 M	1.0
NB-1	Upgrade Rte 4 and New North Berwick Bypass	Negative Net Benefits	\$33 M	N/A
NB-2	Upgrade Rte 4 and New North Berwick – Maine Turnpike/Ogunquit Highway	Negative Net Benefits	\$97 M	N/A
NB-3	Ogunquit Expressway	Negative Net Benefits	\$293 M	N/A
<i>Local Strategies</i>				
B-2	New Biddeford Highway Connections	\$ 40 M	\$21 M	1.8
B-4	Southern Sanford Bypass	\$ 31 M	\$26 M	1.3
K-1	Rte 99 – Rte 35 Connection	\$ 30 M	\$11 M	2.7

Measure of Effectiveness: Economic Impacts

- PRISM
 - Measures **new economic production** drawn to the region as a result of transportation investments.
 - Estimates “Regional Economic Impacts”
 - Gross Regional Product – value of all goods and services generated in a region.
 - Effects of monies recirculating through the regional economy
 - Jobs created

Annual Economic Benefits

2035 York Co GRP (Baseline): \$12.5 Billion



Impact to Rural and Urban Character

- New corridors largely affect rural lands
- Upgrades potentially affect properties fronting on existing corridors, including historic sites and town centers
- Biddeford Corridor has the greatest amount of affected land (rural *and* urban)
- Route 109 Upgrade's (K-2) score reflects bypass completely around High Pine

	Rural and Urban Character
<i>Regional Strategies</i>	
B-1	
B-3	
B-5	
B-6	
K-2	
K-3	
NB-1	
NB-2	
NB-3	
<i>Local Strategies</i>	
B-2	
B-4	
K-1	

Rural and Urban Character

Updated: September 2011

Potential Conflicts

-  1 - More Conflicts
-  2
-  3
-  4
-  5 - Fewer Conflicts

 State Boundary

 Town Boundary

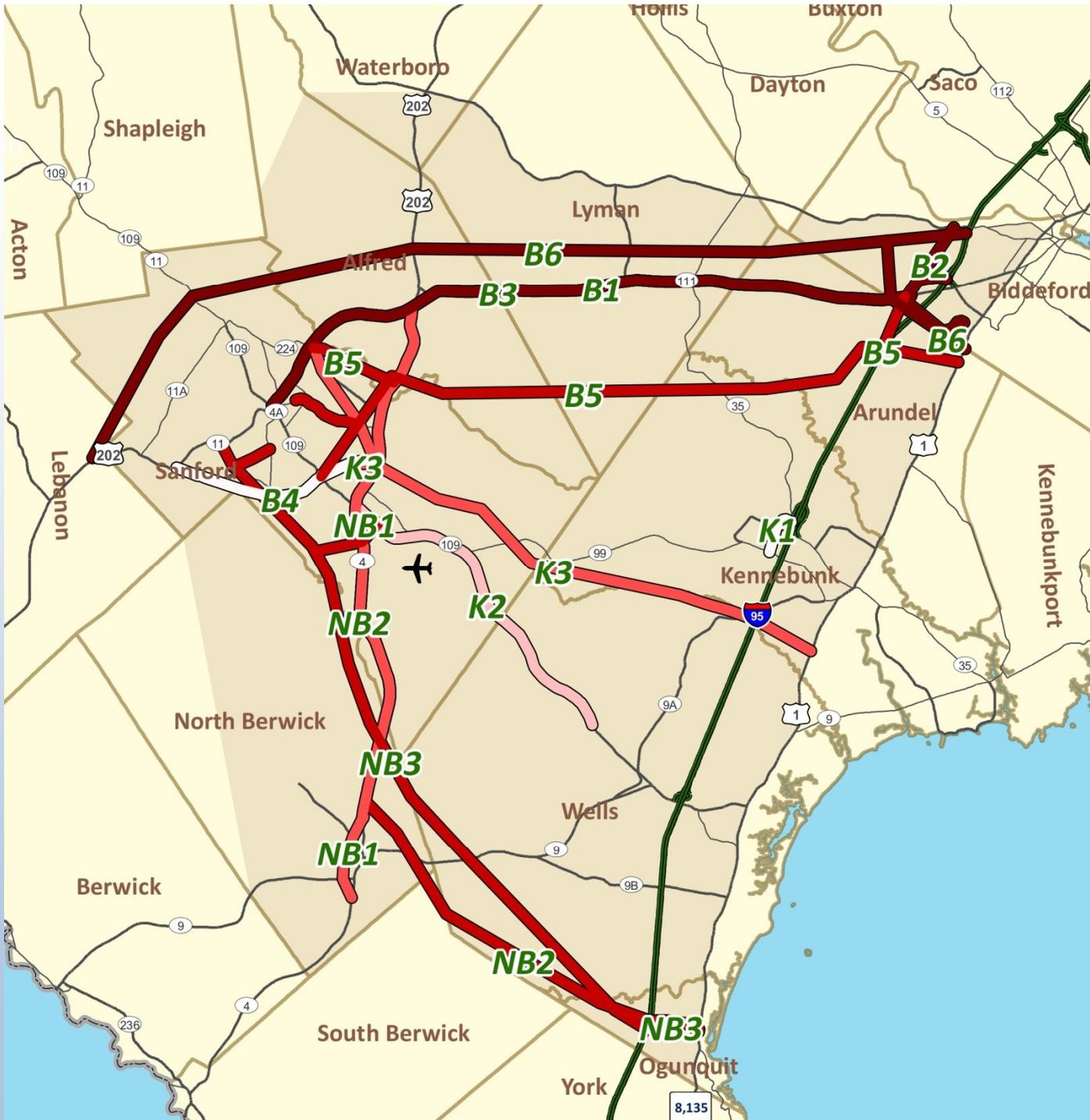
 Study Area

Data Source: CYCCS Travel Model

0 0.5 1 2 3 Miles



Central York County
Connections Study



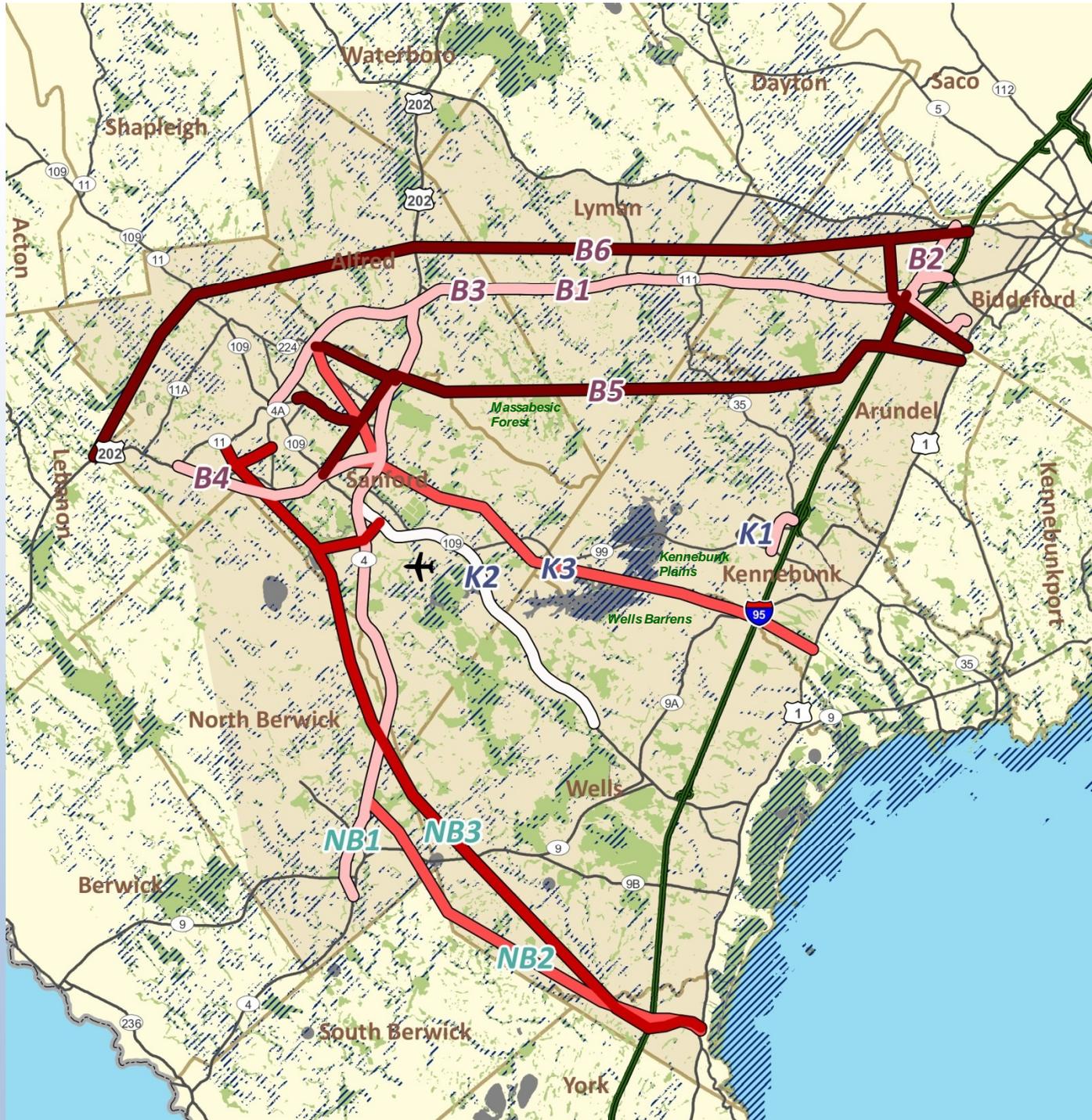
Measure of Effectiveness: Environmental Constraints

- Upgrades have fewer constraints because the rights-of-way have previously been developed
- New Expressways in the Biddeford Corridor (B-5, B-6) traverse the most land with regulated resources

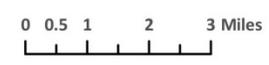
	Environmental
<i>Regional Strategies</i>	
B-1	●
B-3	◐
B-5	○
B-6	○
K-2	●
K-3	◐
NB-1	◐
NB-2	◐
NB-3	◐
<i>Local Strategies</i>	
B-2	◐
B-4	◐
K-1	◐

Environmental Constraints

Updated: June 10, 2011



Data Source: Beginning with Habitat



**Central York County
Connections Study**

MOE Ratings - Discuss



		Cost	Benefit/ Cost	Economic Benefit	Daily Traffic Volumes	Travel Times and Delay	Traffic Safety	Transit Ops. & Access	Rural and Urban Character	Environ- mental
<i>Regional Strategies</i>										
B-1	Upgrade Rte 111/202	◐	◓	◑	◐	◑	◑	◐	◐	◓
B-3	Upgrade Route 111/202 with add'l Turnpike access and connections	○	◓	◓	◑	◑	◑	◒	○	◒
B-5	Biddeford Expressway (South)	○	◐	◓	◓	◒	◒	◒	◐	○
B-6	Biddeford Expressway (North)	○	◐	◓	◓	◓	◓	◒	○	○
K-2	Upgrade Rte 109	◒	◐	○	◐	◐	◐	◒	◒	◓
K-3	Kennebunk Expressway	○	◒	◓	◓	◒	◓	◒	◑	◑
NB-1	Upgrade Rte 4 and New North Berwick Bypass	◒	○	○	◐	○	○	◑	◑	◒
NB-2	Upgrade Rte 4 and New North Berwick – Maine Tpk/Ogunquit Hwy	○	○	○	◑	◐	◐	◒	◐	◑
NB-3	Ogunquit Expressway	○	○	◑	◒	◐	◑	◒	◐	◐
<i>Local Strategies</i>										
B-2	New Biddeford Highway Connections	◓	◓	○	◐	◐	◐	◒	◓	◒
B-4	Southern Sanford Bypass	◒	◓	○	◐	◐	◐	◒	◓	◒
K-1	Rte 99 – Rte 35 Connection	◓	◓	○	◐	◐	◐	◑	◓	◒

Consensus on Further Study for Highway Strategies

		Advisory Committee	Steering Committee	MaineDOT/MTA
<i>Regional Strategies</i>				
B-1	Upgrade Rte 111/202	✓	✓	Modified
B-3	Upgrade Route 111/202 with add'l Turnpike access and connections	✓	✓	Modified
B-5	Expressway (South)			
B-6	Expressway (North)			
K-2	Upgrade Rte 109			
K-3	Kennebunk Expressway	✓	✓	
NB-1	Upgrade Rte 4 and New North Berwick Bypass			
NB-2	Upgrade Rte 4 and New –			
NB-3	Ogunquit Expressway			
<i>Local Strategies</i>				
B-2	Biddeford New Connections	Further investigate in Phase III		
B-4	Sanford Bypass	Further investigate in Phase III		
K-1	Rte 99 – Rte 35 Connection	Further investigate in Phase III		



CYCCS: Phase III Discussion

- Additional work to identify areas of focus:
 - Update and investigate safety issues.
 - LOS analysis for major segments and intersections.
 - Input from SC, AC and public.

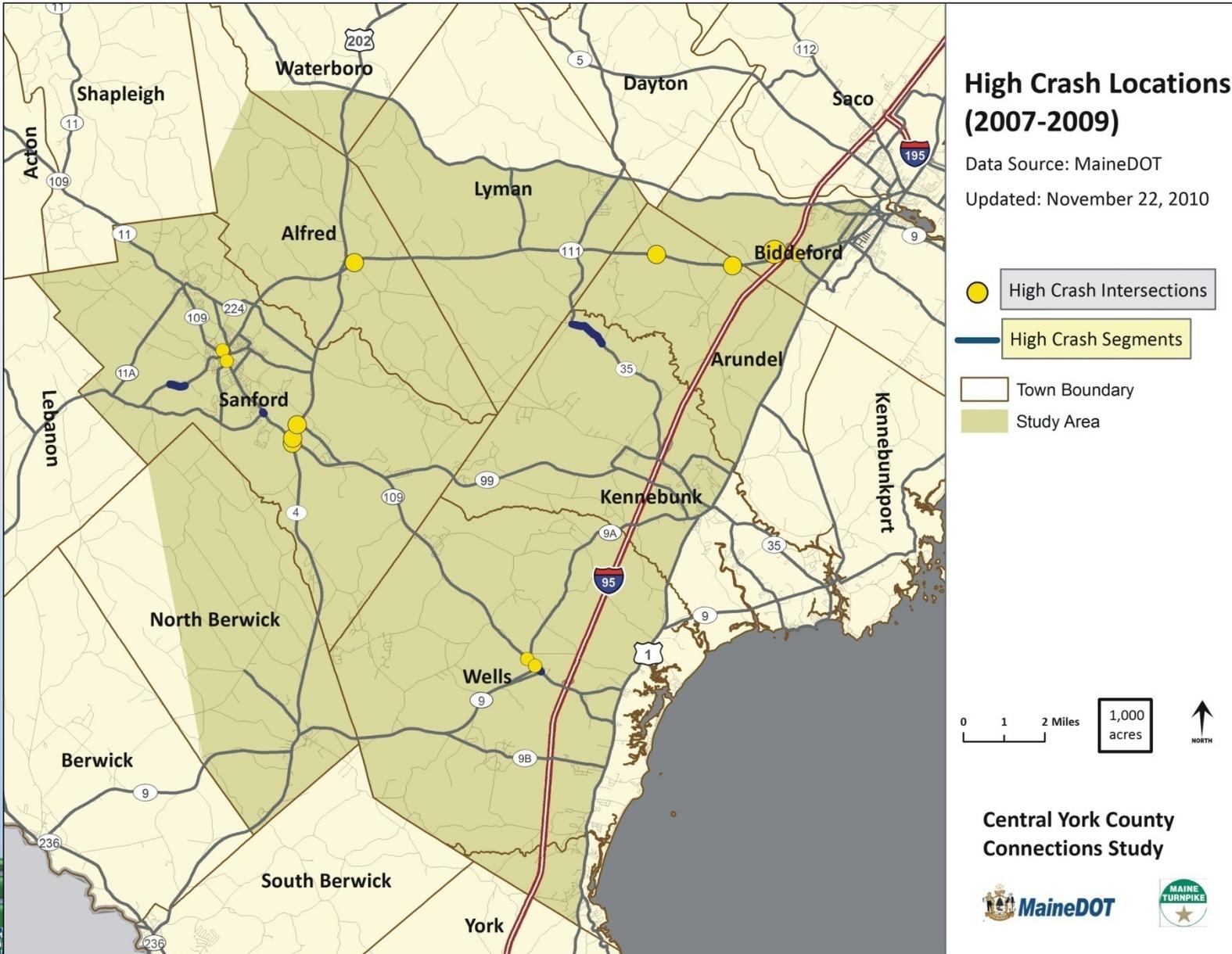
Possible Phase III Strategies

- Highway improvements
 - Intersection improvements
 - Passing lanes or other capacity improvements
 - Safety projects
 - Local strategies initially investigated in Phase II
- Land use and access management approaches

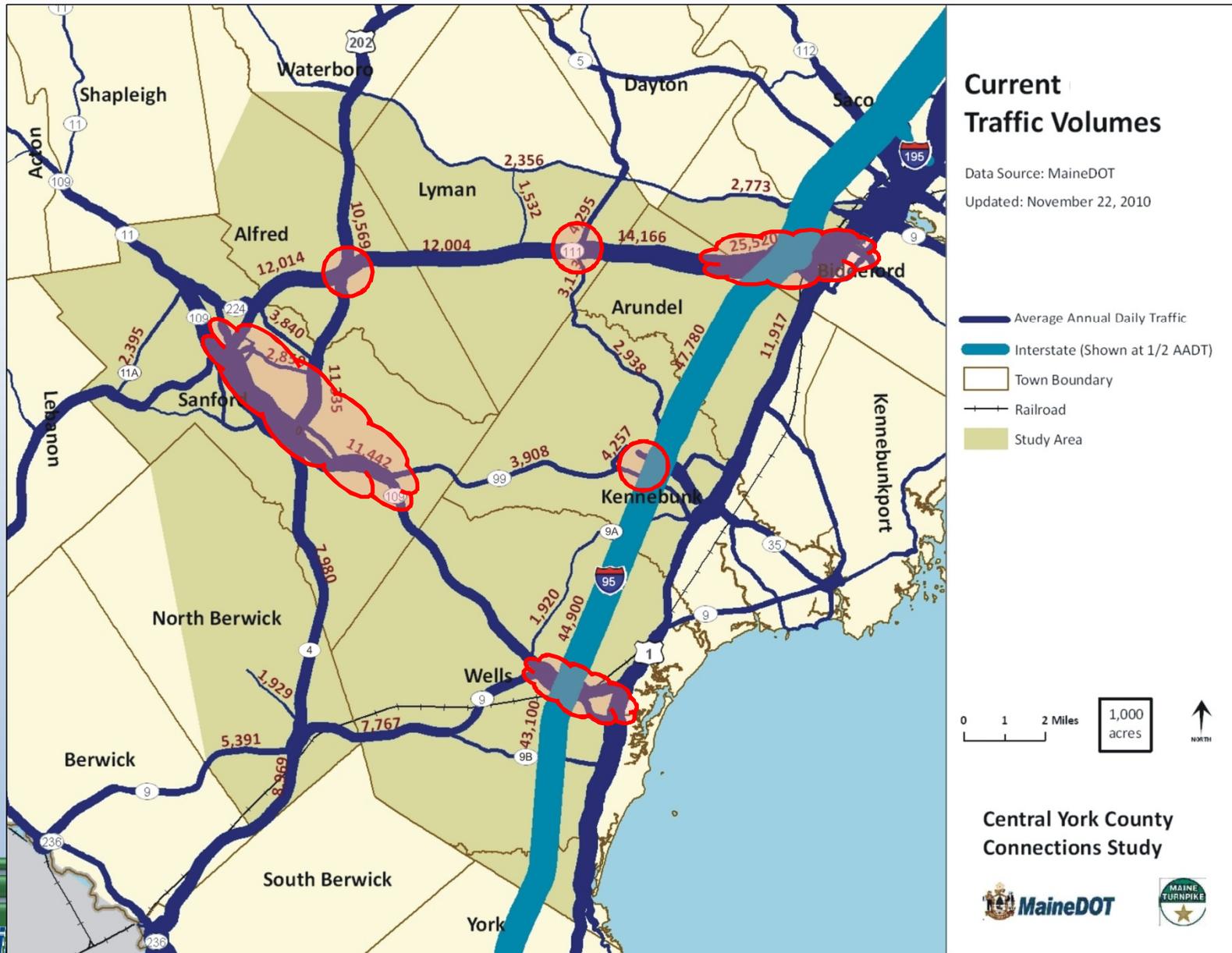
Possible Phase III Strategies

- Transportation Systems Management (TSM)
 - Traffic signal upgrades, roundabouts, improved signage.
- Multimodal, Travel Demand Management (TDM), and Transit
 - Improvements to enhance and support transit services.
 - Opportunities to leverage rideshare and TDM programs.
 - Improve walkability/bikability through design.

Potential Focus Areas – Safety



Potential Focus Areas – High Traffic Areas



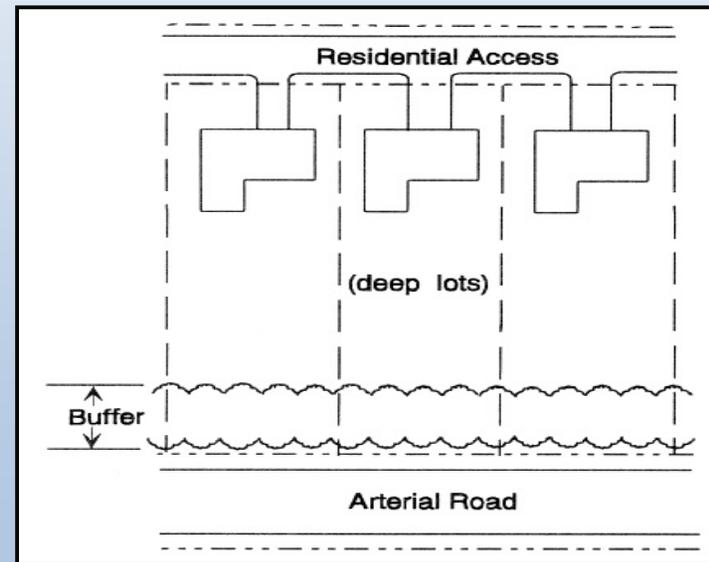
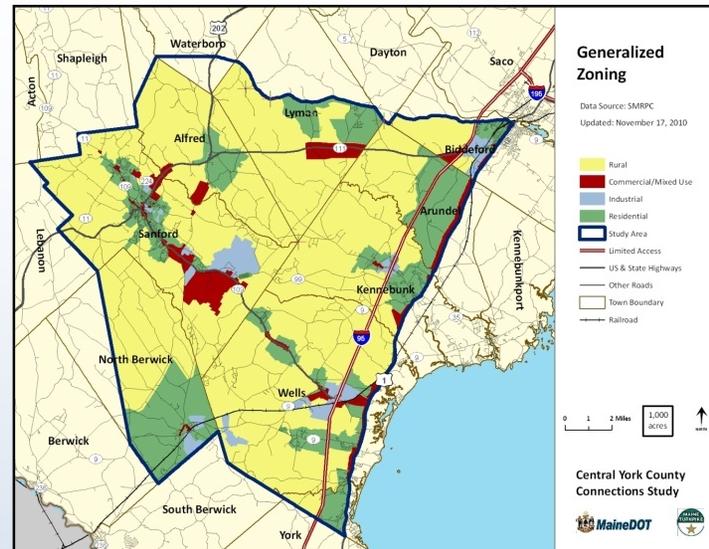
CYCCS

2010

Potential Land Use and Access Management Strategies

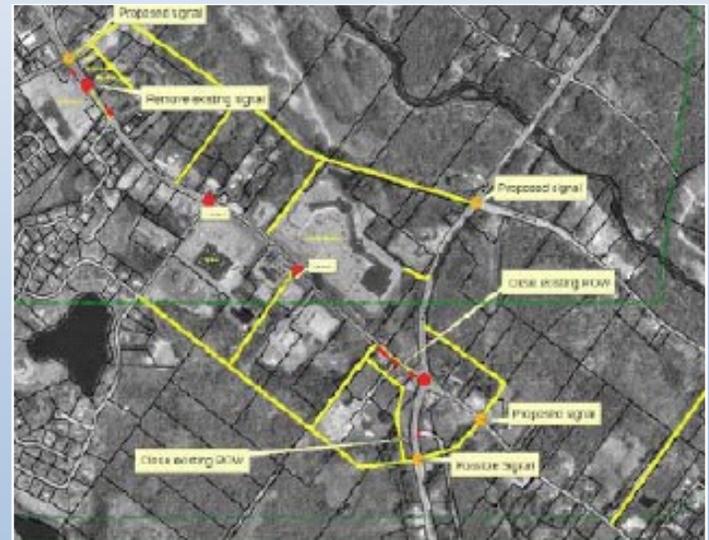
Options for Towns to Consider

- Through zoning regulations, reduce the number of new trips generated
- Provide direct access to streets other than the primary highway
- Improve parcel interconnectivity and local circulation
- Manage the number and operation of commercial and residential driveways



Potential Land Use and Access Management Strategies— Major Thoroughfare Plan

- Limited use in Maine but powerful tool
- Community identifies where new roads are needed
- To provide access or connect network
- Community lays out general location
- Developments required to:
 - Protect the right-of-way
 - Build the segment of the road



Next Steps

- Resolution of recommendations for Regional Strategies
- Develop recommendations for Local Strategies
- Final Public Meeting – July 2012