

Central York County Connections Study

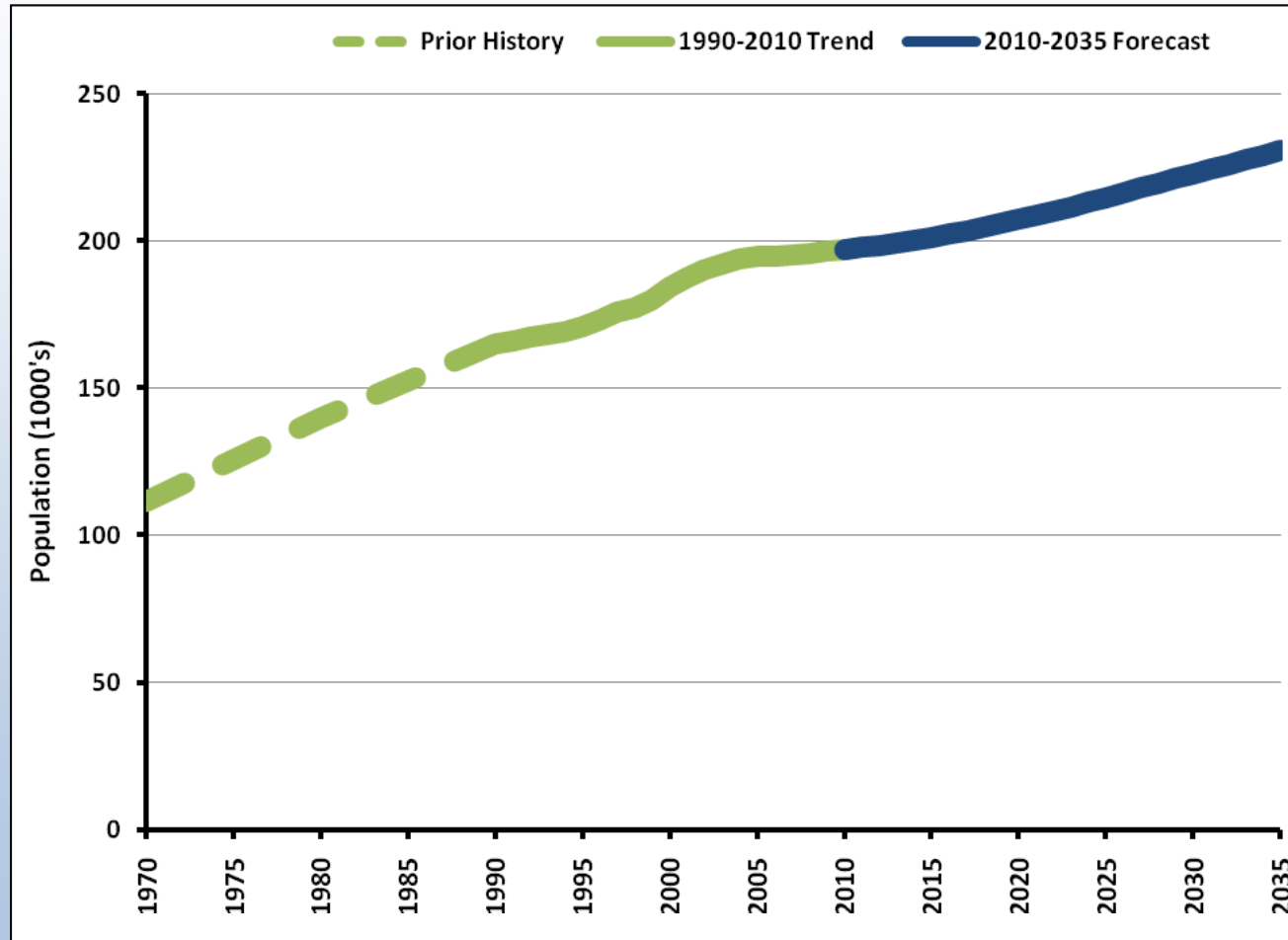
March 28, 2012

Committee Meetings

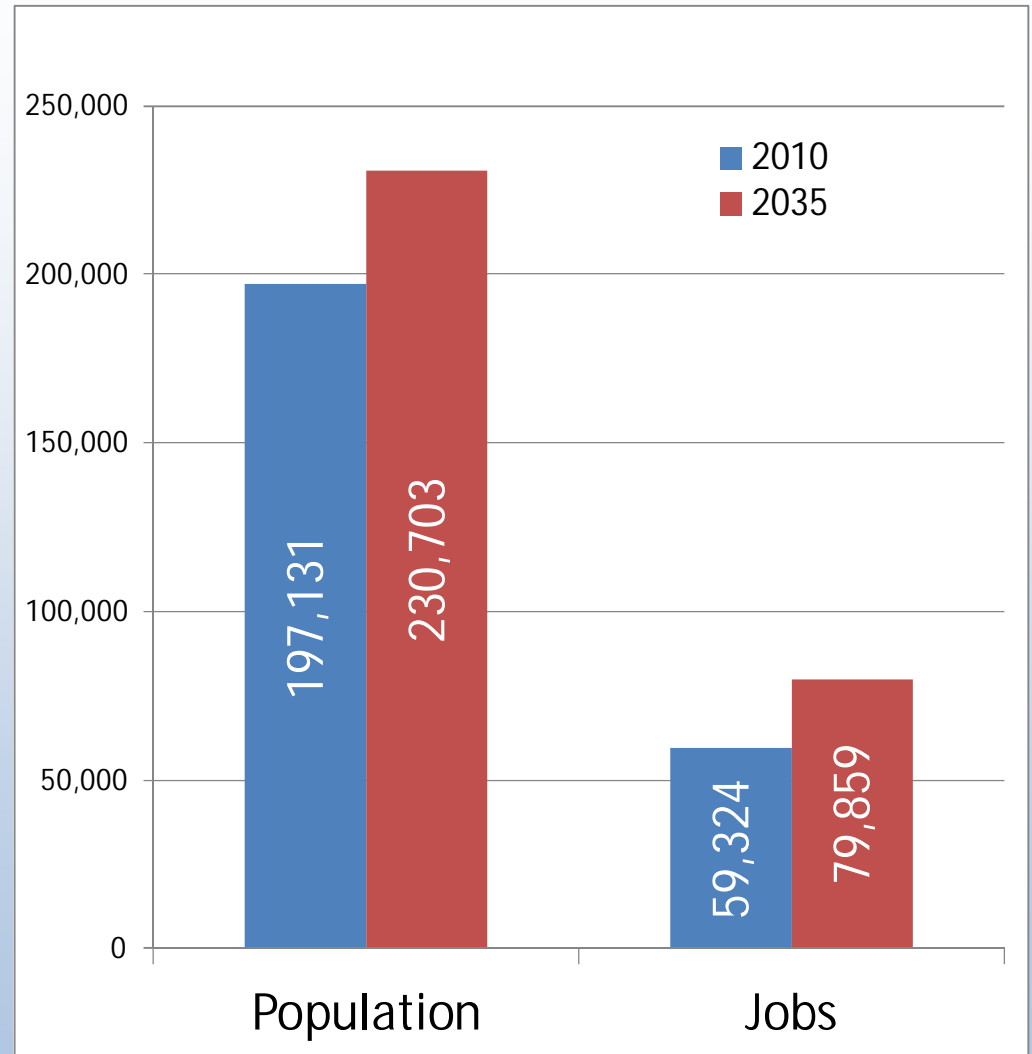
Agenda

- Welcome
- Study Overview To-Date
 - Refresher on Study Purpose and Context
 - Brief Review of Large-scale Transportation Strategies and Previous Comments
 - Additional Discussion
- Revisit Purpose and Need Statement
- Potential Areas of Study for Phase III
- Phase III Timeframe and Meeting Format

Population and jobs will continue to grow

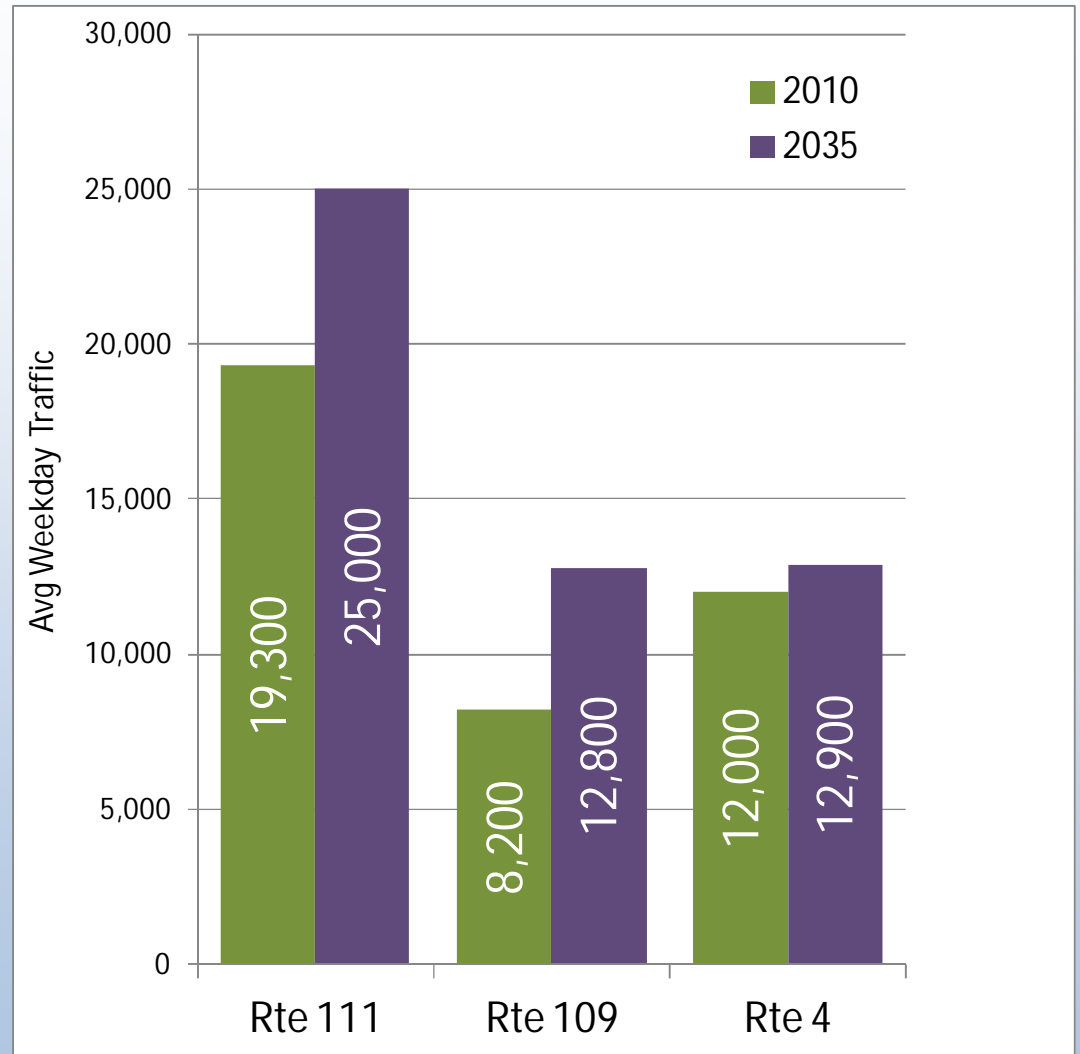


Population and jobs will continue to grow..... by 17% and 35% respectively



...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



Existing Purpose Statement

The purpose of the Central York County Connections Study is to identify and evaluate 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 while maintaining the visual, cultural and historic character of village centers and rural areas.











Central York County Connections Study



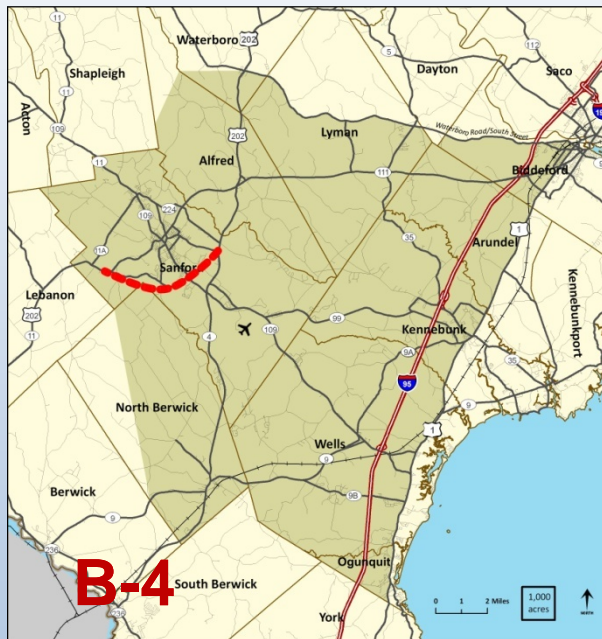
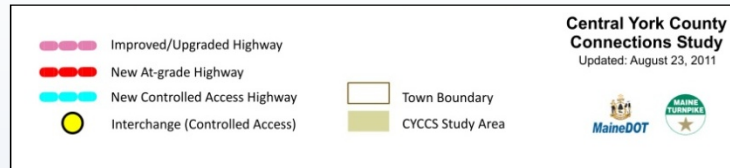


Regional Strategies

| | | | |
|---|-------------------------------|--|---------------------------------|
|  | 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



Refresher on the MOEs

| 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 concept |
| 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 |

Summary MOEs



| | | 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 | | | | | | | | | |

Rural and Urban Character

Updated: September 2011

Potential Conflicts

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

 State Boundary

 Town Boundary

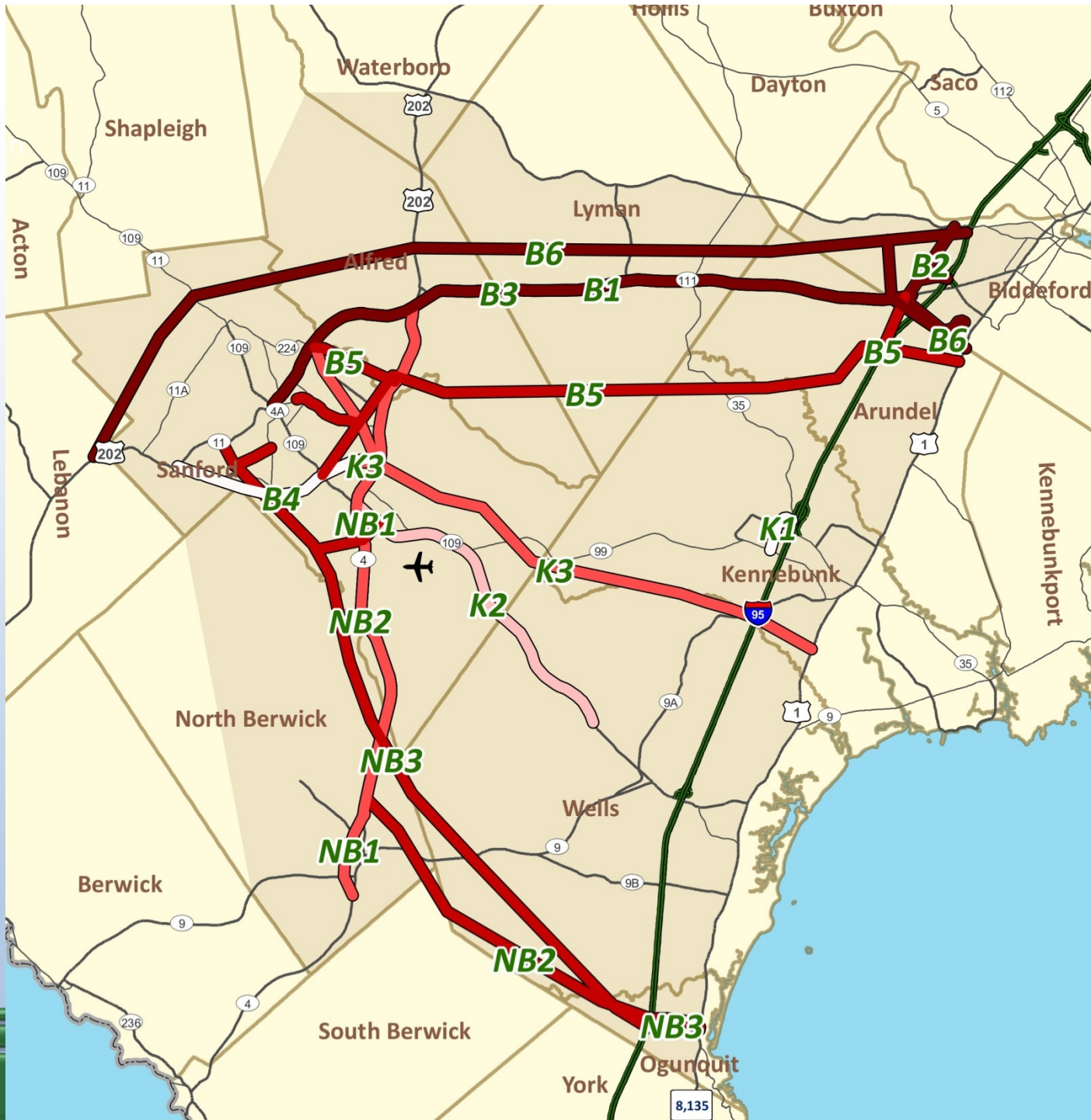
 Study Area

Data Source: CYCCS Travel Model

0 0.5 1 2 3 Miles



Central York County
Connections Study



Environmental Constraints

Updated: June 10, 2011

Strategy Rating

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

Corridors

- B Biddeford
- K Kennebunk/Wells
- NB North Berwick/Ogunquit

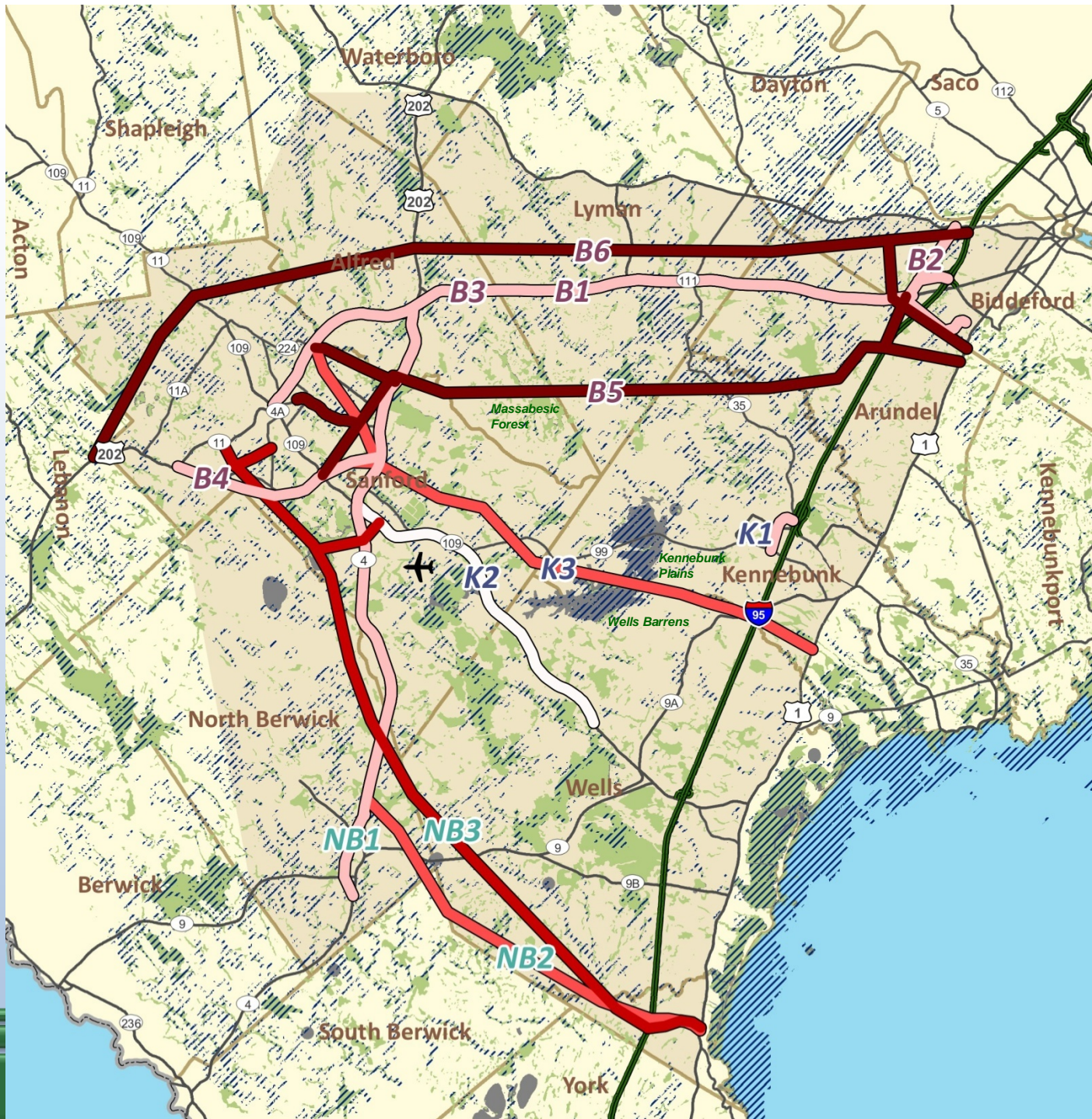
- State Boundary
- Habitat Areas
- Wetlands
- Rare Plant Areas
- Town Boundary
- Study Area

Data Source: Beginning with Habitat

0 0.5 1 2 3 Miles



**Central York County
Connections Study**



| 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 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 |

Advisory Committee Comments

- **B-1 and B-3:** Concerned about feasibility of four lanes on Rte 111, but thought B-3 or some variation thereof makes the most sense of the “B” strategies.
- **B5 and B6:** Majority agreed that Strategies B5 and B6 are far too costly, have too many negative impacts, offer limited benefits and should not be pursued.
- **K2:** The Advisory Committee believed this should not be pursued since analysis didn’t demonstrate need for major improvements.
- **K3:** Concerned about cost, environmental impacts and mixed response on usefulness, but most of the AC was willing to keep K3 on the table.
- **NB1, NB2 and NB3:** The majority of the AC indicated that NB2 and NB3 are too costly, and all NB options offered very limited benefits and should not be pursued.

Steering Committee Comments

- **B1 and B-3:** Consensus was that these should remain under consideration because upgrading an existing corridor is less impactful than a new road.
- **B5 and B6:** Majority agreed that Strategies B5 and B6 are far too costly, have too many negative impacts, offer limited benefits and should not be pursued.
- **K2:** The Steering Committee believed this should not be pursued due to limited benefits.
- **K3:** Very mixed reactions in terms of environmental impacts, but most SC members felt K3 was the best of the new road strategies and should not yet be eliminated.
- **NB1, NB2 and NB3:** The majority of the SC indicated that NB1, NB2 and NB3 are economically infeasible, though there was some support for NB3.

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 | | |

Further Discussion?



Central York County Connections Study



Existing Purpose Statement

The purpose of the Central York County Connections Study is to identify and evaluate 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 while maintaining the visual, cultural and historic character of village centers and rural areas.



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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.

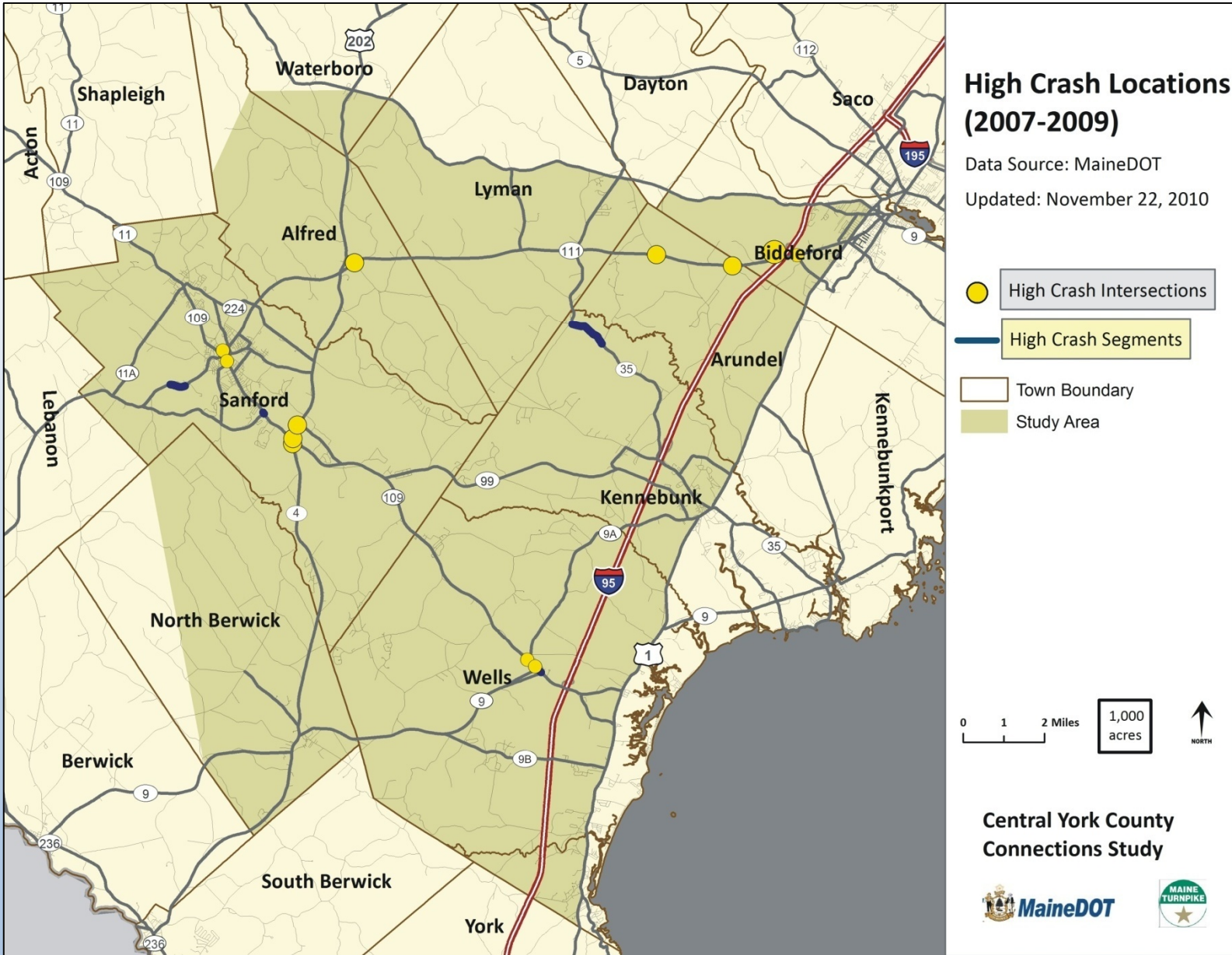
Possible Phase III Strategies

- 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

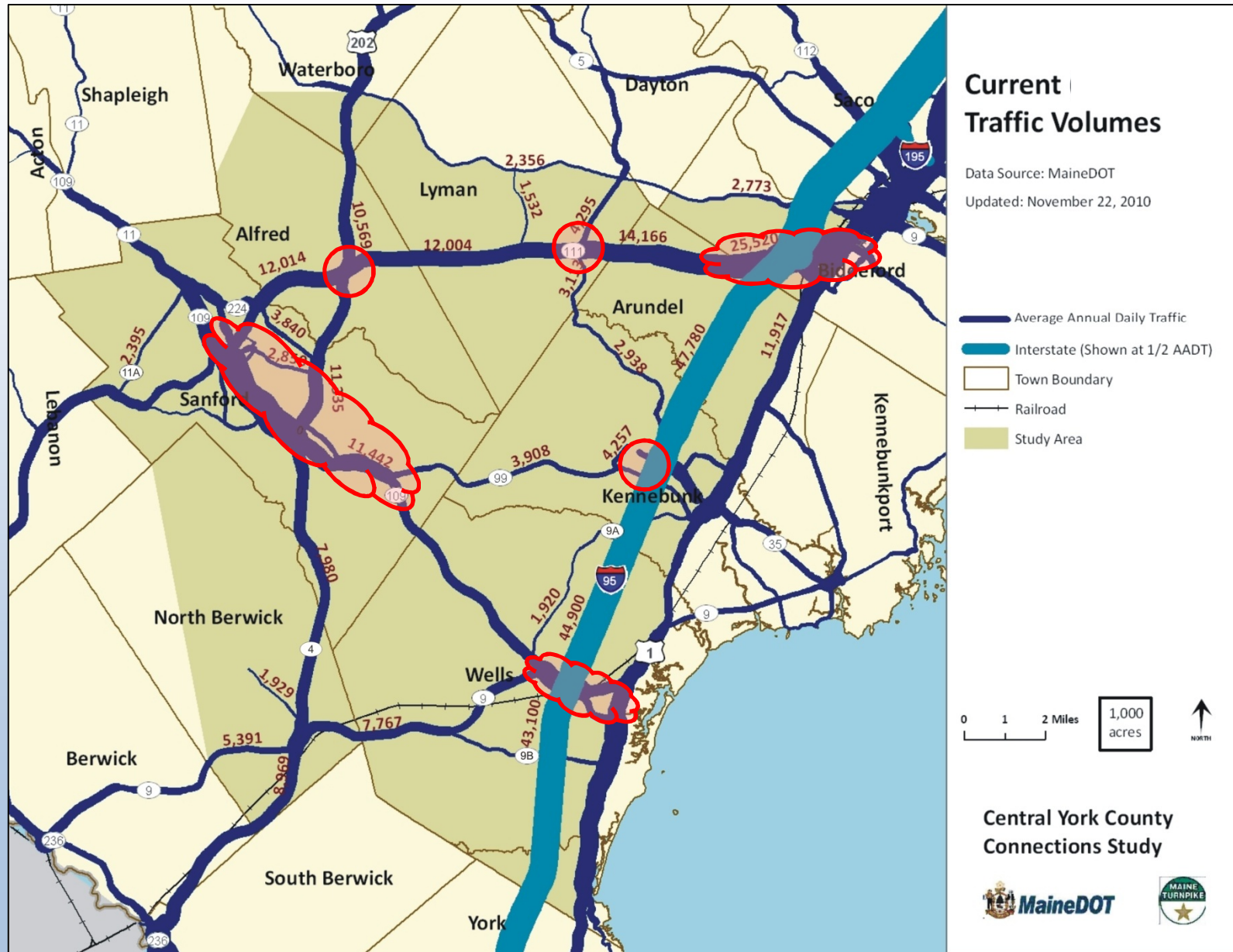
Possible Phase III Strategies

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

Potential Focus Areas – Safety



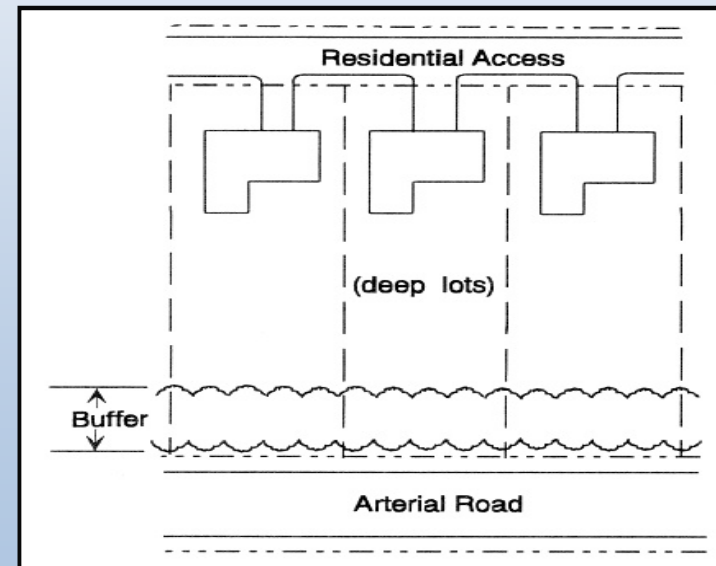
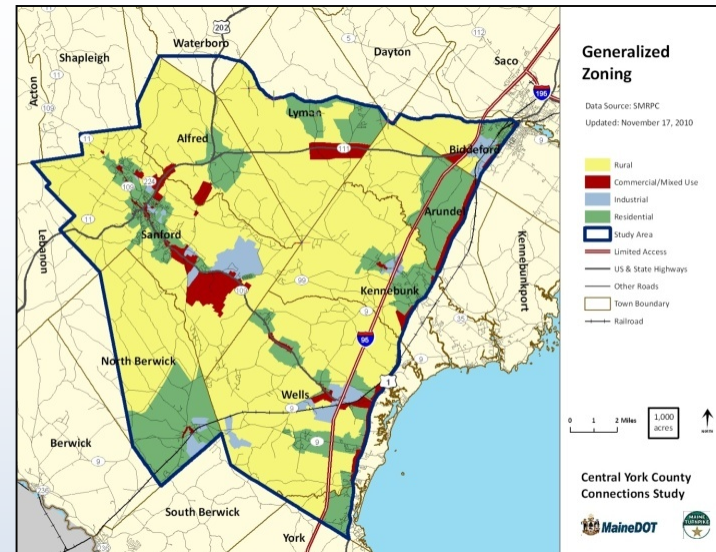
Potential Focus Areas – High Traffic Areas



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



Discussion

- Type and scale of strategies?
- Locations for further study and potential application?
- Other issues or concerns?

Study Timeline

- Complete Phase III by end of June
- SC/AC Meetings in May and June/July
- Public Meeting in July
- Final Report Completed by mid-August

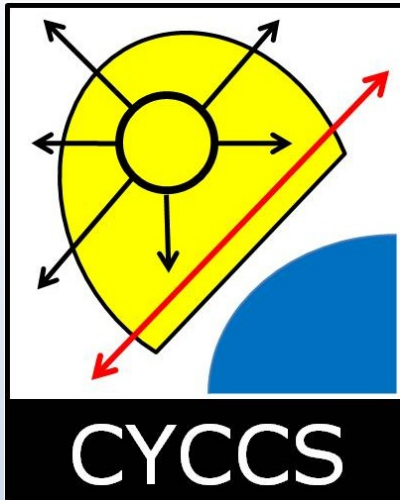


Central York County Connections Study



Committee Meetings

- Need to change committee format due to local nature of strategies?
- Upcoming meeting agendas



Central York County Connections Study

March 28, 2012

Committee Meetings

Existing Needs Statement

- Greater economic opportunities may result from improved travel routes between central York County and the Turnpike.
- An imbalance between jobs and housing results in long commutes and heavily directional use of area highways.
- Highway segments with narrow lanes, lack of shoulders, poor alignment and lack of access management are not well-suited for use by bicycles, pedestrian and truck traffic.
- Lack of transportation choice within the study region results in over-dependence on automobiles and limits mobility (especially for non-drivers).

Existing Needs Statement

- Sixteen locations within the study area are identified as high-crash locations. Rte 111, Rte 109 and US 202 all experience higher overall crash rates than the average rate for comparable corridors in Maine.
- As the region continues to grow, congestion will become more widespread and travel delays will increase.

Existing Goals Statement

- Promote economic development.
- Promote tourism development.
- Improve regional connectivity.
- Improve modal interconnectivity (ability to easily transfer between different travel modes such as motor vehicle, bus, rail, air, bicycle, or pedestrian).
- Improve accessibility between central York County and the Interstate Highway system.
- Promote consistency between study goals and municipal comprehensive plans.

Existing Goals Statement

- Address traffic safety issues (including those involving pedestrians and bicyclists).
- Maintain and enhance the visual, cultural, historical and environmental character of the region.
- Improve travel choices, including public transportation (bus, rail), biking and walking as well as Travel Demand Management opportunities (van pool, car pool, park and ride, telecommute).
- Improve access management along major corridors.

Existing Goals Statement

- Improve access management along major corridors.
- Prioritize transportation improvements that serve and support existing and planned investments (public and private) in the community.
- Encourage cooperation and coordination among municipalities and agencies in developing, operating and maintaining transportation infrastructure and services.
- Coordinate study concepts and recommendations with other planning efforts in the study area