

Chapter 1: STUDY OVERVIEW

Introduction

The Central York County Connections Study (CYCCS) is a multi-disciplinary planning study that provides the MaineDOT, Maine Turnpike Authority (MTA) and study area municipalities with strategic direction for preserving and enhancing transportation connections between central York County and the major transportation corridors along the coast; the Maine Turnpike and US Route 1. The CYCCS study was authorized during the 123rd Maine State Legislature by Resolve Chapter 95 LD 1720, item 1, signed by the Governor on June 20, 2007. This legislation authorized the MaineDOT and MTA to conduct studies in York County and Cumberland County to investigate transportation and related economic issues and consider the need for transportation infrastructure and service improvements in the respective regions. As a result, the CYCCS and the separate Gorham East-West corridor feasibility studies were initiated. This report serves as final documentation of the CYCCS and presents the findings and recommendations of the study.

Study Area

The CYCCS Study Area includes all or some of the following ten communities (Figure 1-1):

- The entire Town of Sanford;
- Those areas of Ogunquit, Wells, Kennebunk and Arundel northwest of Route 1;
- Much of North Berwick, Alfred, and Lyman; and
- Portions of western Biddeford along Route 111 and southern Waterboro along US 202.

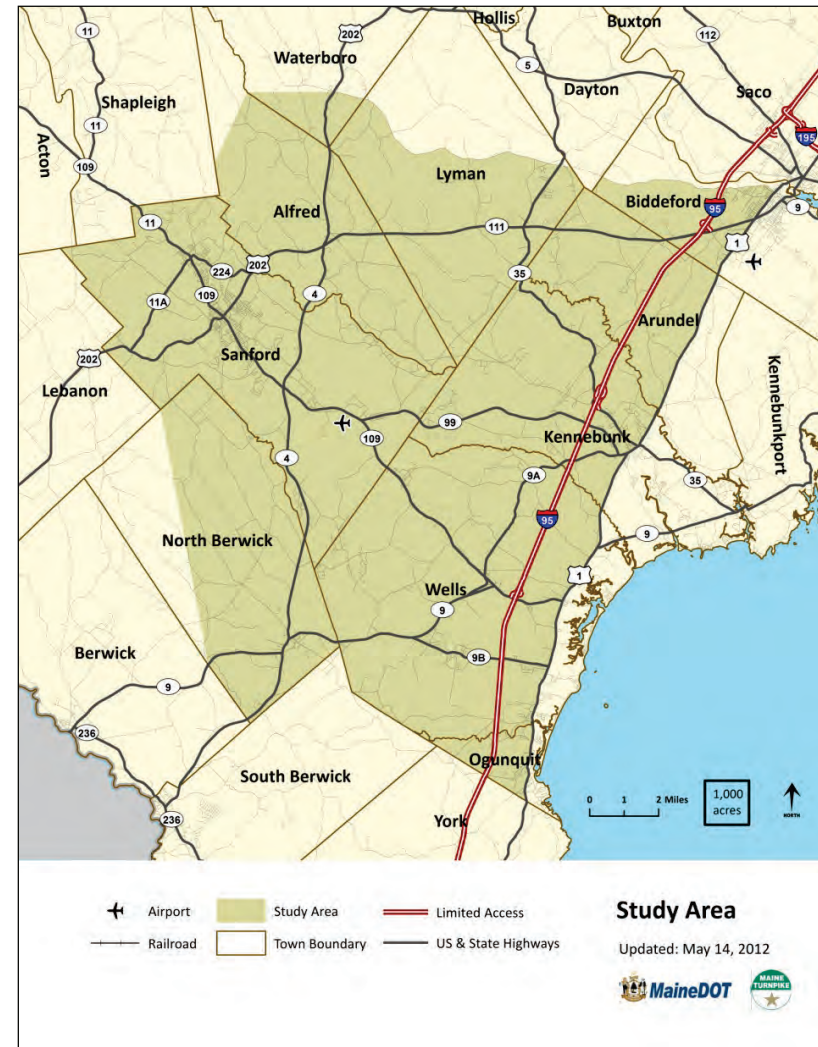


Figure 1-1: CYCCS Study Area

Arundel, Biddeford, Kennebunk, Ogunquit and Wells are located along the coast and are linked by Route 1. Access to the Maine Turnpike (1-95), the primary highway linking Maine to New Hampshire and the rest of New England, is provided in Biddeford (exit 32), Kennebunk (exit 25) and Wells (exit 19).

Alfred, Lyman, North Berwick, Sanford and Waterboro are located in York County's interior, and are not directly served by the Maine Turnpike or Route 1. Access to these municipalities is instead provided by Route 35, Route 99, Route 109 and Route 111. Route 111 is the primary highway connecting the Sanford area to the Maine Turnpike in Biddeford (exit 32), which provides access to the Portland metropolitan area. Route 109 connects to the Turnpike in Wells (exit 19). Both also provide access to US Route 1. In addition, US Route 202 and Routes 4 and 9 are other major regional highways that link central York County communities to New Hampshire to the west. The characteristics of the study are further examined in *Chapter 2: Study Context*.

In 2012, the Southern Maine Planning and Development Commission (SMPDC) initiated a separate review of the US Route 202 corridor between Sanford and the New Hampshire state line. Though outside of the CYCCS study area, this effort relates to the broader objective of improving connections to central York County, and is included as Appendix I to this report.

Report Organization

This final report is organized into five chapters:

Chapter 1: Study Overview, which provides a brief introduction to the study and summarizes the study process.

Chapter 2: Study Context, which summarizes existing and projected future conditions in the study area.

Chapter 3: Highways, which details investigations into study area highways and evaluation of potential strategies for improving highways.

Chapter 4: Land Use and Access Management, which considers how these types of strategies could play a role in preserving mobility and addressing highway safety.

Chapter 5: Public Transportation and Travel Demand Management, which investigates the potential to strengthen transit and transportation management programs.

The report also includes an Executive Summary that describes the study findings and recommendations in summary, and several appendices with detailed technical information and supporting documentation.

Study Team and Process

Study Team and Committees

The CYCCS study was conducted by the MaineDOT and MTA, with participation by the SMPDC, Federal Highway Administration (FHWA) and study area towns. Two committees were convened to participate in the study process. A broad range of residents, representatives from stakeholder and interest groups, and agency staff comprised the study's Advisory Committee.



CYCCS Participants

Study Team

Agencies

Maine Department of Transportation (MaineDOT)
 Maine Turnpike Authority (MTA)
 Southern Maine Regional Planning Commission (SMRPC)
 Federal Highway Administration (FHWA)

Steering Committee

Alfred: John Sylvester, Glenn Sochtermann
 Arundel: Tad Redway, John Derkinderen
 Biddeford: John Bubier, Greg Tansley
 Kennebunk: Judy Bernstein, Michael Claus
 Lyman: Maurice St. Clair
 North Berwick: Dwayne Morin
 Ogunquit: Tom Fortier
 Sanford: Brad Littlefield, Charlie Andreson
 Waterboro: Tom Ursia, Nancy Brandt
 Wells: Mike Livingston, Jodine Adams, Shannon Belanger
 SMRPC: Myranda McGowan, Tom Reinauer
 MaineDOT: Gerry Audibert
 Maine Turnpike Authority: Conrad Welzel, Sara Devlin

Consultant Team

WSP|Parsons Brinckerhoff, lead consultant
 Morris Communications, public outreach
 Planning Decisions, land use planning
 TY Lin, Inc., traffic and highway engineering
 Hooper Associates, travel demand modeling
 Dr. Charles Colgan, U. of Southern Maine, demographics and forecasting
 Normandeau Associates, natural resources
 Preservation Company, historic and cultural resources
 Facet Decision Systems, web surveys

Advisory Committee

Don Allen, Wells Transportation Center
 Jim Nimon, Sanford Regional Growth Council
 Donna DerKinderen, Arundel Comp Plan Committee
 Chad Gerrish, Pratt & Whitney
 Ted Hissong, Hissong Development Corp.
 Jonathan Mapes, Sanford
 Geoff Titherington, Sanford
 Leo Ruel, Lyman
 Jason Cole, Lebanon
 Mike Campbell, Waterboro, Lyman
 Dana Knapp, Concord Coach
 Connie Garber, Ken Creed, York County Community Action
 Hazen Carpenter, Mousam Way Trails
 John Andrews, Eastern Trails
 Heidi Woolever, Alfred Conservation Commission
 Dan Gobel, Kennebunk Land Trust
 David Joy, Sanford Downtown Legacy
 Chris MacClinchey, Southern Maine Regional Planning Commission
 Dennis Rioux, Biddeford Conservation Commission
 Diane Robbins, Arundel

The Steering Committee consisted of Town and agency officials. Each group met regularly to review and comment on study progress. Their participation is described further in the *Public Outreach* section of this chapter, as well as in *Appendix A: Public Outreach*.

Study Process

The CYCCS is organized into four primary study phases. A unique aspect of the CYCCS was that questions regarding the potential regional economic benefits that might result from major upgrades to transportation infrastructure were a primary impetus for the study. The study was therefore organized to initially consider the benefits, impacts, costs, and benefit-to-cost ratios potentially associated with a varied range of major infrastructure upgrades, including construction of new highways or capacity expansion and improvements to increase travel speeds along existing highway corridors. These investigations were the central focus of work during the study's second phase, as described below.

The four CYCCS study phases were:

I. Organization and Background Information.

The study's first phase involved developing a purpose and need statement, collecting and synthesizing available transportation, land use, environmental and other relevant data, and initiating the public outreach process.

II. Initial Investigations and Analyses.

The second phase involved development and evaluation of a range of large-scale, conceptual highway corridor strategies. The intent of the Phase II effort was to test the extent to which major expansions of the region's highway network could

influence regional economic conditions, and investigate the costs and potential impacts associated with these strategies. The results of Phase II identified the potential benefits and impacts of the strategies evaluated and informed the selection and further development of strategies considered during the next phase of the study (see Phase III discussion below).

III. Detailed Strategy Development and Assessment.

During Phase III, the study team investigated transportation issues at a more specific level of detail. These issues included safety and operation improvements to the region's highways and intersections, access management strategies, land use recommendations, transportation systems management improvements to make the current system operate more efficiently, and multimodal improvements to enhance the environment for walkers, bicyclists and transit users.

IV. Study Documentation.

The fourth, and final, phase involved completion and documentation of the CYCCS study.

The subsequent sections of this report discuss the study context and present the findings, analyses and recommendations of the CYCCS. As described previously, the chapters are organized by area of focus (e.g. – Highways, Public Transportation, etc.), which encompass work for all four phases of the study related to the particular subject area.



Study Purpose and Needs

The purpose and need statement serves as the core guiding document for the study. Using input from all study participants, the Study Team first developed a draft purpose and need statement that documented the mobility and access-related needs in the study area and identified intended economic, transportation and land use goals and objectives. Input and discussion on elements of a draft purpose and need statement was a major goal for the first set of Steering and Advisory Committee meetings (described further in the *Public Outreach* section).

The elements of the purpose and needs statement are:

- A statement detailing the **purpose** of the study.
- Identification of the **needs** to be addressed, and;
- **Goals**, which describe how the study intends to address the identified needs.

The study needs documented include transportation, land use, social, environmental, and economic factors. The draft statement was revisited and refined at key points of the study to ensure it continued to reflect study goals as new information became available. The study Purpose and Needs follow.

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.

Needs

- 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).
- Locations within the study area are identified as high-crash locations. Route 111, Route 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.

Goals

In addition to assisting in developing the study's Purpose and Needs, the Steering and Advisory Committees also established the following goals:

- 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.
- 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.
- 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.

Public Outreach

The credibility of any study requires understanding and acceptance by everyone involved that study outcomes and recommendations are not predetermined by any party, but are instead determined on a basis of technical findings and investigations that are conducted in support of the study's purpose and needs. This can often be a challenge, as people tend to want to move quickly towards solutions. For this, it was crucial that all involved adopted a wait-and-see attitude regarding study outcomes until sufficient evidence was accumulated to result in appropriate recommendations. Towards that end, a flexible, transparent and interactive public outreach process was adopted to help the public understand the study process and support its ultimate recommendations.

Study meetings were open to any member of the public who wanted to observe, and detailed minutes of each meeting were posted on the study website. The study website was intended to be easy to navigate and understand, informative and updated often. Regular updates on the study's progress were available through the media, the website, and direct emails to those who signed up.

The comprehensive public outreach program was designed to build a broad awareness of the study and its goals within the ten communities and beyond. This program and the various meetings are summarized on the following pages. Full meeting minutes for all committee and public meetings are provided in *Appendix A: Public Outreach*.



The Roles and Responsibilities of the Study Committees and the Public

Study Team

The Study Team consisted of the consultants, the Maine Department of Transportation (MaineDOT), Maine Turnpike Authority (MTA), and Southern Maine Planning and Development Commission (SMPDC). The Federal Highway Administration (FHWA) also participated by coordinating with the lead agencies and attending select study meetings.

The consultants' role was to manage and conduct the technical aspects of the study. MaineDOT and MTA administered the study. This included monitoring study progress, coordinating with the consultants to execute the work plan, reviewing draft work products, and approving study findings and recommendations. The SMPDC's primary role was to provide planning data and guidance, including an understanding of local and regional issues. The team's collective responsibility was to conduct the study objectively and transparently; use appropriate planning methods and processes and make recommendations that address the needs of the region as a whole. They conferred on a regular basis (typically biweekly, and as needed).

Steering Committee

The Steering Committee consisted of representatives of the ten communities in the study area (Alfred, Arundel, Biddeford, Kennebunk, Lyman, Ogunquit, North Berwick, Sanford, Waterboro and Wells). Their role was to inform the study process, provide advice and feedback from both a local and a regional perspective, and build local and regional understanding of the study goals in order to strive for general consensus for study recommendations. Towards that end, the

Steering Committee made active use of comments and information from the Advisory Committee meetings. MaineDOT, MTA, the FHWA, and the SMPDC actively participated in Steering Committee meetings. The Steering Committee was responsible for disseminating clear messages about transportation choices and potential study outcomes to their constituents, including municipal boards and committees. The Study Team scheduled Steering Committee meetings several months in advance and provided pre-meeting materials at least a week before each scheduled meeting. The Committee met nine times over the course of the study.

Advisory Committee

The composition of the Advisory Committee was guided by the Steering Committee, who assisted in identifying potential committee members and ensuring that a broad range of perspectives were represented. An important role of the Advisory Committee was to provide a means to examine and resolve as much as possible the inevitable differences of opinion generated by a study of this breadth. The Advisory Committee was made up of representatives from business, municipal, environmental, transportation and other stakeholder groups throughout the study area. They represented the voice of key stakeholders, and provided diverse feedback and differing points of view. They were responsible both for providing the perspective of the stakeholder group they represented, as well as for considering solutions through which the diverse needs of different stakeholders could be best served. They also served as representatives of the study to their stakeholder constituents. The Advisory Committee met eight times during the study.

The Public

Participation by the general public was key to the study's success. Public meetings were invaluable in attracting all segments of the population and also in providing specific opportunities for the media to focus on the study. In order to make the most of these opportunities to meet the public face-to-face, the first two public meetings included a session in workshop format, allowing attendees to speak in smaller groups, interact and be heard more effectively and to reduce the polarization that can make a meeting less productive. Meetings were announced via local and regional media, the web site, and via email to an Interested Party List. Individuals could also make comments either publicly or privately on the study website. Three public meetings were held during the course of the study.

Media

The media was relied upon to help distribute information on the process and recommendations of the study throughout the study period. The Study Team was proactive in alerting reporters via phone calls and press releases as to upcoming public meetings and new study data, and made themselves readily available for explanations and to answer questions.

The media list for the study included:

- Sanford News
- Waterboro Reporter
- York County Coast Star
- Journal Tribune
- Portland Press Herald
- Maine Public Radio
- WCSH, WMTW, WGME television stations

Study Website

A study website was developed and maintained throughout the duration of the study. The study website included advance notice of all study meetings, offered the opportunity to have questions answered online, provided easy-to-understand explanations and graphics regarding the study progress, and posted minutes, handouts and presentations from every meeting. The study website (<http://www.connectingyorkcounty.org>) made it easy for people to explore and provide feedback on study options at their own pace. The web site included the following materials and information:

- Study Scope
- Study Area Map
- Participant Team
- Study Schedule
- What's New
- Purpose and Need Statement
- How To Get Involved/Public Involvement Plan
- Upcoming Meetings
- Meeting Minutes/Materials
- Tell Us What You Think! (Inviting Comments)
- Comments and Questions (Viewing Others' Comments)
- Study Data
- Contact Us
- FAQs



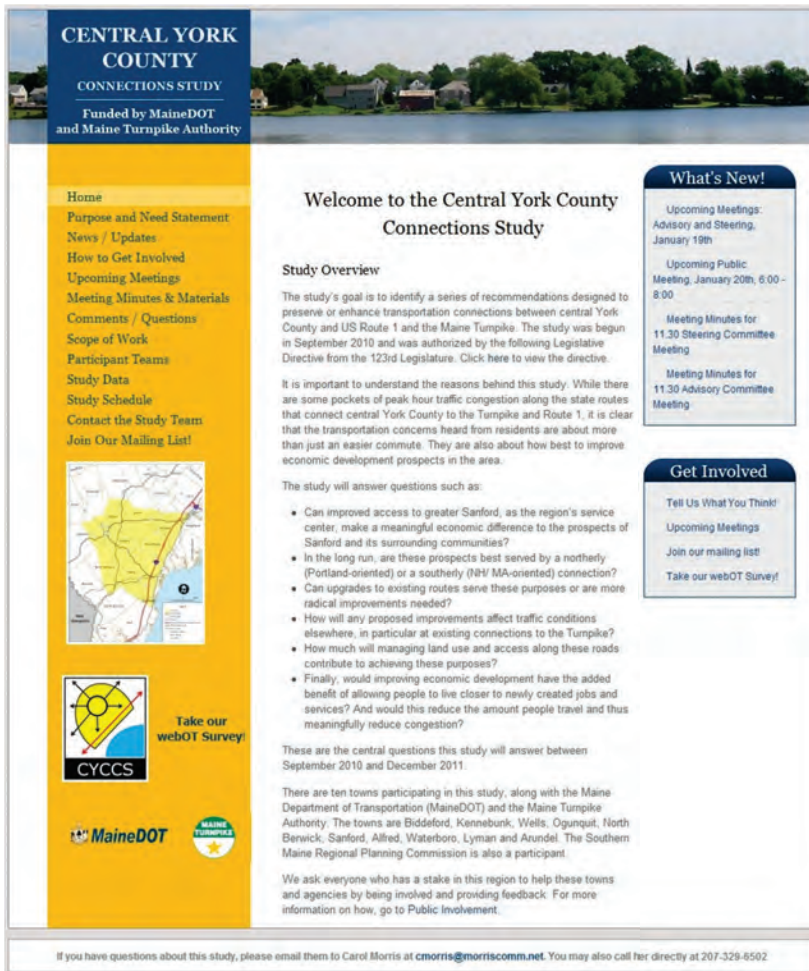


Figure 1-2: CYCCS Study Website

Meeting Agendas and Committee Input Meeting Minutes

Detailed meeting minutes were posted on the study website following meeting dates. Minutes were given to MaineDOT and MTA for comment, after which they were posted to the website.

10/14/2010 – Steering Committee Meeting

Meeting Agenda

- Welcome and Introductions
- Study Overview
- Public Involvement Plan, Steering Committee’s Role
- Purpose and Needs Statement
- Next Steps

Summary of Committee Input

- The Committee expressed a desire for the study to examine the funding components to ease future implementation.
- The Committee identified shared concerns for the following issues: multimodal transportation, safety, economic development, regional coordination, environmental protection, and improved connectivity.
- The Committee agreed to hold the meetings in a central location rather than moving them around the study area. 11/30/2010 | Advisory Committee Meeting

Meeting Agenda

- Welcome and Introductions
- Study overview
- Where we are now: Current Conditions
- Review Purpose and Needs Statement
- Review Sample Measures of Effectiveness



- Next Steps

Summary of Committee Input

- The Committee expressed a concern that the impacts of high fuel prices would not be considered in the study.
- The Committee expressed a concern that Route 1 was not included in the study area. However, Route 1 traffic issues are beyond the scope of this study.
- The Committee expressed concern about the necessity of another study vs. the need for implementation. It was noted that this study was an important step in the processes to bring together stakeholders and to implement study recommendations.

11/30/2010 – Steering Committee Meeting

Meeting Agenda

- Where we are in the Study
- Purpose and Need Statement Review
- Highlights of Baseline Conditions
- Potential Measures of Effectiveness
- Next Steps

Summary of Committee Input

- The Committee expressed a desire to include collaboration more explicitly in the purpose and need statement.
- The Committee expressed a preference for the following as measures of effectiveness: Economic impacts, Safety, Rural and Urban Character Impacts, and improved Transit Access.

1/19/2011 – Advisory Committee Meeting

Meeting Agenda

- Study Updates
- Revised Purpose and Needs Statement
- Draft Measures of Effectiveness: Phase II and III
- Draft Population Projections
- Draft Transportation Strategies/Corridors
- Next Steps

Summary of Committee Input

- The Committee expressed a concern that the state's environmental data was inaccurate and a desire to improve upon it for this study
- The Committee pointed out a need for better speed limit signage.
- The Committee expressed a desire that both positive and negative effects of tourism be considered.
- The Committee was concerned that population numbers for summer residents were not well known, particularly in how they affect transit.
- The Committee struck down the "B2" corridor option as unsuitable for high traffic volume and expressed a desire to keep the speed limit on Route 111 at 50 mph.



1/19/2011 – Steering Committee MeetingMeeting Agenda

- Revised Purpose and Needs Statement
- Draft Measures of Effectiveness: Phase II and III
- Draft Population Projections
- Draft Transportation Strategies/Corridors
- Next Steps

Summary of Committee Input

- The Committee had a number of minor questions and recommendations on fine-tuning the transportation model.
- The Committee put forth the need for considering and mapping impacts on prime farmland.
- The Committee expressed concern that population projections for Sanford did not match up with previous projections.

1/20/2011 – Public Informational Meeting/Sanford Town Office

Total estimated attendance 15-20 people

Meeting Agenda

- Study Introduction and Approach
- Who is part of the study?
- What will the study accomplish?
- Public Involvement
- Initial Baseline Data
- Work Stations

Summary of Public Input

- Participants noted potential new corridors at the following locations:
 - Between Route 109/Route 99 and the Turnpike

- A bypass on Route 4 around North Berwick Downtown
- Improved linkages between south Sanford and New Hampshire/Route 202
- Improvements to the Route 109 Corridor from south Sanford to the Turnpike
- Participants expressed a concern that improvements might divert truck traffic off the Turnpike.
- Participants asked that the study consider an expansion of specialty services such as commuter transit service to the Naval Shipyard in Portsmouth.
- Participants expressed a desire for transit to work with existing services, like the current Sanford to Wells bus that times service around the Amtrak schedule.
- Participants expressed concern of environmental issues including wetlands, deer winter habitats, rural conservation areas, and aquifers, all of which are located inside the study area.
- Participants also noted concern that businesses and a graveyard were located close to the Route 111 right of way.
- Participants expressed a preference for the following Measures of Effectiveness: Economic Benefit, Traffic Safety (all modes), and Roadway Capacity/Traffic.

3/31/2011 – Advisory Committee MeetingMeeting Agenda

- Communications Update
- Review Population And Unemployment Projections
- Possible Land Use/Access Management Options
- Key Findings from Prior Transportation Studies
- Review Potential Phase II Corridor Concepts

- Next Steps

Summary of Committee Input

- The Committee brought up a plan for road improvements to Route 111 that the study should be aware of.
- The Committee Expressed concerns over farm tractor crossings on Route 111.

3/31/2011 | Steering Committee Meeting

Meeting Agenda

- Communications Update
- Review Population and Employment Projections
- Possible Land Use/Access Management Options
- Key Findings From Prior Transportation Studies
- Review Potential Phase II Corridor Concepts
- Next Steps

Summary of Committee Input

- The Committee made the study team aware of talk about making an economic corridor connecting the North West portion of the region to Route 16 in NH.
- The Committee warned of large cost and environmental challenges involved in a North Berwick bypass on Route 4.

6/16/2011 | Advisory Committee Meeting

Meeting Agenda

- Web Survey #2
- Phase II Strategies
- Review Phase II Measures of Effectiveness
- Results of Initial Measures of Effectiveness Assessment

- Next Steps

Summary of Committee Input

- The Committee raised the issue of the proposed casino and wondered how it would affect the plans proposed.
- The Committee raised a concern that a limited access road would divide Arundel in two.
- The Committee felt that an unfair burden might be placed on the rural communities in the region by some of the strategies, in particular the widening of Route 111 through Arundel.
- The Committee was concerned about impacts of road widening on structures and properties along the roads to be widened.

6/16/2011 | Steering Committee Meeting

Meeting Agenda

- Web Survey #2
- Phase II Strategies
- Review Phase II Measures of Effectiveness
- Results of Initial Measures of Effectiveness Assessment
- Next Steps

Summary of Committee Input

- The Committee expressed concern that the proposed strategies could create a new nexus in Kennebunk that would compete with Sanford for jobs and economic growth.
- The Committee noted that zoning does not fully characterize the types of development that are in place or likely to occur. Commercial zoning means different things to different towns.



- The Committee pointed out some data not reflected in the conservation lands map and volunteered to supply their own data to make a more robust map.

9/27/2011 | Advisory Committee Meeting

Meeting Agenda

- Study Update
- Timeline
- Phase II Measures of Effectiveness Results
- Additional Discussion
- Other Factors
- Phase III Tasks
- Next Steps

Summary of Committee Input

- The Committee expressed concern with using summer, peak traffic as a baseline for the model as it would show problems that did not exist most of the year.
- The Committee expressed the opinion that infrequent signage and low speed limits were a major factor in causing congestion on Route 111.
- The Committee expressed concern about the effects that widening Route 111 to four lanes would have on agriculture and homes.
- The Committee felt that the B5, B6, NB1, NB2, and NB3 options should be taken off the table.

9/27/2011 | Steering Committee Meeting

Meeting Agenda

- Study update
- Timeline

- Phase II Measures of Effectiveness Results
- Additional Discussion
- Other Factors
- Phase III Tasks
- Next Steps

Summary of Committee Input

- The Committee expressed concern that the potential new job benefits were low and was skeptical of the numbers.
- The Committee felt the strategies that involved new expressways were infeasible due to lack of public support, cost, and environmental impacts.
- The Committee felt that strategies B5, B6, K2, NB1, and NB2 should be taken off the table.

3/28/2012 | Advisory Committee Meeting

Meeting Agenda

- 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 Needs Statement
- Potential Areas of Study for Phase III
- Phase III Timeframe and Meeting Format

Summary of Committee Input

- The Committee was surprised at the low level of return on investment on Route 109 and they felt that it still had potential despite its low ranking.

- The Committee expressed an opinion that passing lanes could improve travel times on the middle section of Route 111.
- The Committee felt there was untapped potential in the Sanford airport.
- The Committee expressed the potential need for a new park and ride facility west of Biddeford.

3/28/2012 | Steering Committee Meeting

Meeting Agenda

- 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

Summary of Committee Input

- The Committee raised a concern over southern and western evacuation routes should the I-95 bridge be compromised.
- Some members of the Committee felt that the increase in jobs due to a better connection between Sanford and the Turnpike was being understated.
- The Committee recommended additional areas that needed improvements to address safety issues.

3/29/2012 | Public Informational Meeting/Kennebunk Town Office

Total Estimated Attendance: 50-60 people

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

Summary of Public Input

- Participants expressed the concern that a bypass could be detrimental to the communities bypassed.
- Participants were concerned with the new road scenarios for environmental and cost reasons.
- Participants wondered to what extent post-car futures were considered in the analysis.
- Participants were concerned for habitat fragmentation.
- Participants were supportive of the study team's recommendation that the Major Strategies should be dismissed from further study.

5/22/2012 | Advisory Committee Workshop

Workshop Agenda

- Route 111 Safety Issues
- Route 111 Access Management
- Route 111 Transit Issues
- Route 202 and Route 4 Safety Issues
- Downtown Sanford Safety and Access Issues
- Sanford Transit Issues
- Route 109 Safety Issues



- Route 109 Access Management
- Route 109 Transit Issues

Summary of Committee Input

- The Committee discussed confusing lane markings and signage at the Route 111 Biddeford Park and Ride.
- The Committee pointed out areas of frequent icy road conditions on Route 111 that could benefit from signage.
- The Committee discussed issues with shared access regulations with particular focus on how to integrate shared access with existing businesses.
- The Committee discussed the problems for transit in terms of limited ridership and poor connections in existing transit.
- The Committee discussed problem intersections in downtown Sanford and the possibility for reworking them.
- The Committee brought up the fact that Sanford recently received a grant to build a Transportation Center.
- The Committee agreed that there was a need for access management on Route 109 west of I-95.

5/22/2012 | Steering Committee Workshop

Workshop Agenda

- Route 111 Safety Issues
- Route 111 Access Management
- Route 111 Transit Issues
- Route 202 and Route 4 Safety Issues
- Downtown Sanford Safety and Access Issues
- Sanford Transit Issues
- Route 109 Safety Issues
- Route 109 Access Management

- Route 109 Transit Issues

Summary of Committee Input

- The Committee discussed the possibility of moving the Route 111 / Turnpike interchange.
- The Committee recommended educating the municipalities and developers about the benefits of access management could ease implementation.
- The Committee noted an application has been filed for a grant to create a park and ride lot in Sanford.
- The Committee discussed the benefits and issues of realigning roads and intersections through downtown Sanford including the Route 202 / River St. intersection.
- The Committee discussed the possibility of connecting Route 99 and Route 35 by the West Kennebunk I-95 Interchange.
- The Committee talked about the potential for extending sewer beyond I-95 on Route 109 in Wells and what that would mean for development in the area.

8/8/2012 | Advisory Committee Meeting

Meeting Agenda

- Study Update
- Presentation of Proposed Strategies

Summary of Committee Input

- The Committee expressed concern about grade issues related to the potential new connection between exit 32 and Route 111.
- The Committee pointed out poor signage issues around the turn lane for Wal-Mart in Biddeford.



- Some members of the Committee were concerned about the noise caused by rumble strips.

8/8/2012 | Steering Committee Meeting

Meeting Agenda

- Study Update
- Presentation of Proposed Strategies

Summary of Committee Input

- The Committee expressed concern that constructing a new road between Route 35 and Route 99 could take money away from maintaining the current connections.
- The Committee noted that while it was not signed well, the first entrance headed into Sanford for the Hospital is an emergency vehicle-only entrance.
- The Committee expressed concern over the scope and cost of the proposed improvements to Route 202 in downtown Sanford. They worried that if the project was too ambitious it would become too expensive to fund and nothing would happen.

8/20/2012 | Public Informational Meeting/Sanford Town Office

Total Estimated Attendance: 8-10 people

Meeting Agenda

- Welcome
- Study Purpose and Overview
- Identified Issues and Strategies Under Consideration
- Next Steps

Summary of Public Input

- Participants expressed a desire for the Route 111 / Turnpike interchange to maintain its existing routing for access to the Park and Ride lot.
- Participants expressed concern about unsafe driving habits at the Route 111 and Route 224 intersection.
- Participants were generally approving of the recommendations.

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