Gorham Connector

Presented at the
Scarborough Town Council Workshop
February 15th, 2017

Maine Turnpike Authority
HISTORY

• Gorham East-West Feasibility Study (2008-2012)
• Requested by 4 Municipalities – 2007 Joint Resolution
• Legislatively directed
• 5 years, $1.5 million
• MTA – MaineDOT partnership
Study Area
Existing Conditions

- Traffic Count Data from 2008-2009
- Maine Turnpike traffic up significantly since then

- AADT: 18,000+ in three 2-lane locations
- 7 intersections – Level of Service (LOS) E or F
- 64 High Crash Locations
- Customer Feedback
  - “You can’t get there from here.”
  - “It’s scary.”
## Future Growth

- **Study Area – Year 2035 Projections**
  - Population: + 64,500 (27%)  
  - Jobs: + 25,000 (16%)  
  - Dwelling Units: +35,000 (30%)

<table>
<thead>
<tr>
<th></th>
<th>Year 2009</th>
<th>Estimated Growth</th>
<th>Year 2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>238,200</td>
<td>64,500</td>
<td>302,700</td>
</tr>
<tr>
<td>Housing (Dwelling</td>
<td>113,000</td>
<td>34,900</td>
<td>147,900</td>
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<tr>
<td>Units)</td>
<td></td>
<td></td>
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<tr>
<td>Jobs</td>
<td>158,700</td>
<td>24,900</td>
<td>183,600</td>
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</tbody>
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Scarborough 2000
Scarborough 2035

Legend
- Residential Building
- Non-Residential Building

6,529 New Dwelling Units
Congestion Worsens
Traffic and Safety in 2035

- High Crash Locations increase
- 23 intersections at LOS E or F
  (Tripling from 7 intersections)
- 14 miles of roadway at LOS E or F
  (Quadrupling from 3 miles)
- Vehicle Hours Traveled (VHT) growing twice as fast as Vehicle Miles Traveled (VMT)
Local Impacts

• Traffic is changing neighborhoods.
• Creative “cut-throughs” on local streets.
• Congestion. Can’t get out into traffic. Risk taking.
• Comprehensive plans seek village settings.
• Livability and Quality of Life is reduced.
Land-Use
Solution

Land-Use Coordination

- Need to preserve transportation capacity and quality of life
- Identify growth areas
- Incentivize with higher densities, etc.
- Makes transit options more feasible
- Implemented at the municipal level
- Regional coordination needed: PACTS
Transit

• Need to service designated growth areas
• Increase frequency
• A better unified system
• Best case 2035 transit share: 6%
• DOT, GPCOG best to coordinate
Additional Highway Capacity
Widen Existing Roads

- #4 - Localized Bypass of Downtown Standish
- #6 - Freight Rail on Mountain Division
- #5 - Route 25 Improvements Currently Being Implemented by MaineDOT
- #2 - Connection From I-295 to Route 114
- #7 - Other Intersection Improvements
- #3 - Widen Route 114 to 4 Lanes and Intersection Improvements
Widen Existing Roads

• Pros
  ➢ Likely less wetland and habitat impact
  ➢ Lower initial cost

• Cons
  ➢ Will erode villages and neighborhoods
  ➢ No viable funding source
  ➢ The improved mobility will be lost over time
A New Connector
A New Connector

• Pros
  ➢ Viable funding source
  ➢ Provides increased and sustainable mobility
  ➢ Separates through and local traffic
  ➢ Preserves villages and neighborhoods
  ➢ Location has some flexibility

• Cons
  ➢ Higher initial capital cost
  ➢ Potentially more wetland and habitat impact
Status and Next Steps

• MTA Lead

• Legislative Support 2017

• Assessing Permitting Viability, MTA Role
  ➢ Project Purpose
  ➢ Practicability of Widening Existing Roads

• Re-engage partners

FMI - www.maineturnpike.com/planning-and-projects/
Gorham Connector

QUESTIONS ?