

Introduction

This chapter summarizes existing conditions information that was gathered during the initial interviews and data gathering tasks for the newest municipal members of the recently expanded PACTS region. It focuses on identifying strategic issues these communities' roadway systems currently face within a regional context. Subsequent analyses will: forecast future traffic volumes and identify potential deficiencies; identify and evaluate strategies to address those deficiencies; and recommend a preferred regional transportation investment plan.

Other companion chapters address existing land use, transit, bicycle-pedestrian and freight issues.

For analysis purposes, the communities are grouped into three sub-regions: Northern (Cumberland, Yarmouth, Freeport and North Yarmouth), Northwestern (Windham), and Southern (Old Orchard, Saco and Biddeford).

Issues identified during discussions with the communities centered around four main roadway-related themes:

- Interstate Access;
- Traffic Growth/Congestion and Safety Issues on Secondary/Non-arterial Roads;
- Multi-modal Efforts/Considerations to Reduce Travel Demand on Roadways;
- Roadway Connectivity/Access Management.

Other issues were also identified, many of which centered around the communities' efforts to direct growth.

Data for High Crash Locations and Annual Average Daily Traffic are provided in accompanying tables. High Crash Locations are locations identified by the MaineDOT as having eight or more accidents within the most recent three-year period and a Critical Rate Factor (CRF) equal to or greater than 1.0. A CRF of 1.0 means a location (an intersection or roadway segment) has an average crash rate for similar types of locations across the state. A CRF of 2.0 means a location that has twice the crash rate of a similar location.

Northern Sub-region

The Northern Sub-region of the expanded PACTS area consists of Cumberland, Yarmouth, Freeport and North Yarmouth. The dominant corridors in the Northern Sub-region are the north-south corridors of the Maine Turnpike and the I-95. Both corridors radiate outward from the Portland urban core (Portland, South Portland and Westbrook) to the suburban communities to the north.

The Maine Turnpike passes for a short distance through West Cumberland en route to Lewiston-Auburn and points north. There are no Maine Turnpike exits in Cumberland.

Exit 10 in West Falmouth (to Route 26/100) and Exit 11 in Gray (to Routes 202 and 26/100) are the closest exits in the subarea.

I-95 hugs the coast through the communities of Cumberland and Yarmouth before turning inland in Freeport. There are no exits in Cumberland, two exits in Yarmouth (Exits 16 and 17 at opposite ends of Route 1 in Yarmouth) and two exits in Freeport (Exit 19 to Route 1 south of the village center and Exit 20 to Route 125/136 connecting to Route 1 at the north end of the village center).

Other important regional roadways that provide connectivity to the northern sub-region and adjoining communities include:

- Route 9 which connects Portland/Falmouth to Cumberland, North Yarmouth (and Route 115) and Pownal;
- Route 115 which connects Yarmouth, North Yarmouth (to Route 9) and New Gloucester (via Route 231).
- Routes 136 and 125 which connect Freeport to Durham/Auburn and Durham/Lisbon Falls (and Route 196), respectively.

Major Issues

The major roadway-related issues in the Northern Sub-region are:

- Increased access to I-95 (new interchanges and full-movement access at existing interchanges)
- Reconfiguration of interchanges to increase safety
- Connectivity of the street network
- Increasing multimodal opportunities (passenger rail, bicycle, pedestrian, transit) to help manage/reduce travel demand and provide more travel choices
- Directing and managing growth to manage traffic growth.

See Figure 1 for a summary of issues identified by the Northern sub-region communities.

Cumberland

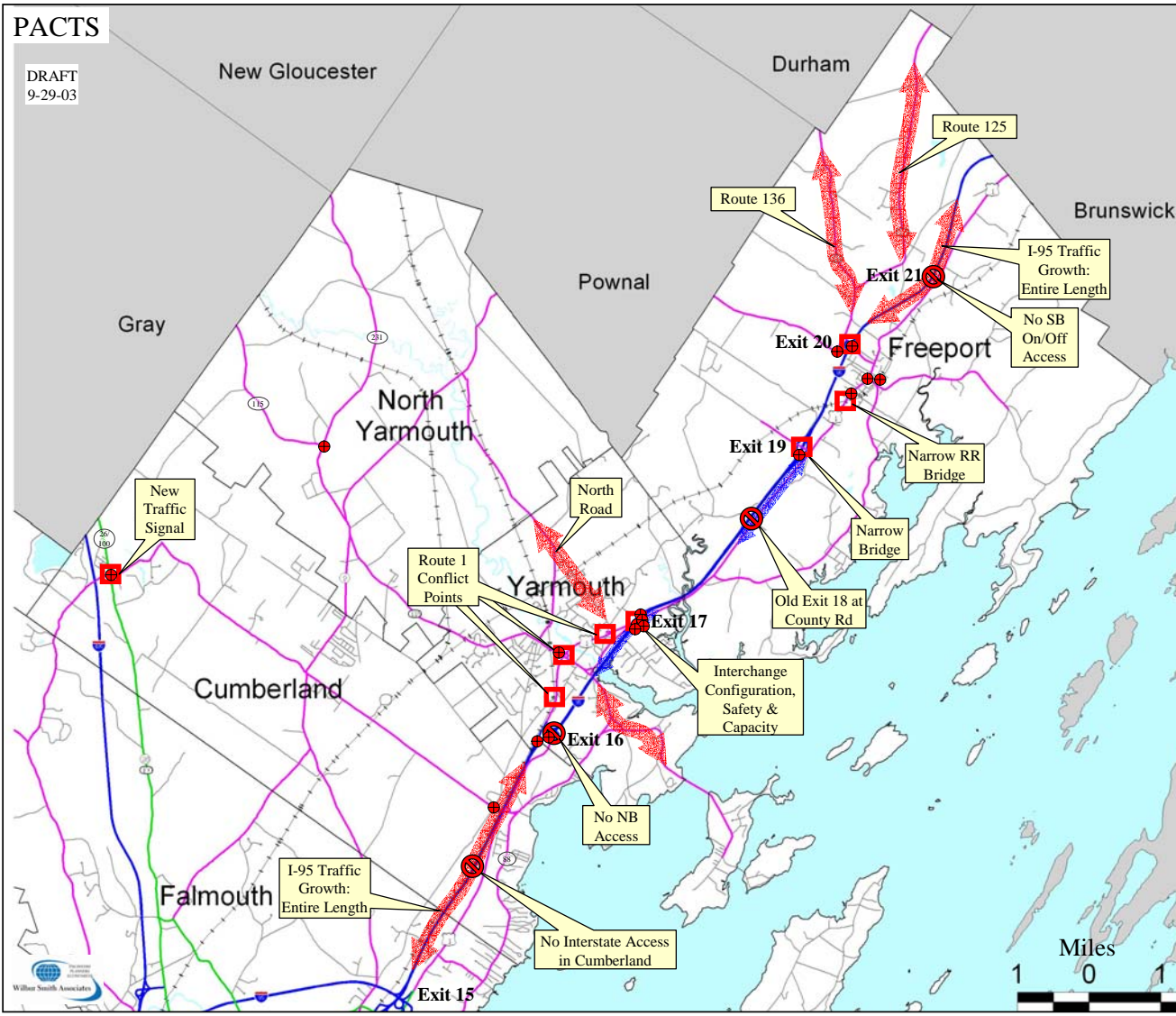
Most of the recent commercial development in Cumberland is occurring along Route 1 and Route 26/100, adjacent to the two interstate corridors. There is no access to I-95 in Cumberland, increasing traffic on non-arterial roadways. To reach northbound I-95, for instance, Cumberland residents must go *south* to gain northbound access at I-95 Exit 15 in Falmouth or go north to Exit 17 in Yarmouth, many traversing the entire length of Route 1 in Yarmouth.

Interstate Access

- There has been discussion within the Town regarding an interchange with I-95 and the potential benefits/impacts.
- The addition of northbound on/off ramps at Exit 16 in Yarmouth would improve interstate access.



Identified Roadway Issues: Northern Sub-Region (Cumberland, Freeport, North Yarmouth, and Yarmouth)



- High Crash Location
- Congestion/Conflict Point
- Interstate Access Issue
- Traffic Growth
- Access Mgt Issue

Figure 1

Data sources: OGIS; MaineDOT. Basemap produced by GPCOG.

Traffic Growth/Congestion and Safety

- There are two high crash locations located in the town (see Table 1). The location with the highest Critical Rate Factor (CRF=3.34), Route 26 at Skillings Road is scheduled to be signalized.
- Specific ‘critical intersections’ from a congestion and/or safety perspective (identified by town staff) are:
 - Tuttle Road at Middle Road.
- See Table 9 for a listing of Annual Average Daily Traffic volumes for recent years.

Table 1
 Town of Cumberland: High Crash Locations

Municipality	Locations	No. of Crashes	Critical Rate Factor
Cumberland	Tuttle Rd/Middle Rd.	8	2.75
	Rte 26: Blackstrap Rd/Skillings	15	3.34

Source: MaineDOT HCL Database, 2000-2002.
 (I)=Intersection; (S)=Segment.

Multi-modal Efforts/Considerations

- A recent Enhancement funding request for extending the bike lanes up Route 88 was not funded by the MaineDOT.
- Passenger rail to Pineland has been discussed.

Roadway Connectivity/Access Management

- Several recent attempts to increase street connectivity between developments on Route 1 (between a new and existing residential development) have failed.
- There is a lack of collector roadways to provide an organizing framework for new development.

Other Issues

- Route 1
 - The Town has developed Design Guidelines for Route 1.
 - There has been a lot of recent development activity around the Route 1 corridor and more is expected.

Freeport

Major roadway-related issues in Freeport include: traffic and parking in Freeport Village; traffic growth and access management as development continues on Route 1 south of Exit 19, and roadway/bridge capacity at Exits 19 and 20 of I-95.

Interstate Access

- The existing bridges over I-95 at Exits 19 and 20 are traffic bottlenecks. Both interchanges are increasingly stressed from growth in traffic.
- There is interest in the Town to revive Exit 18 on I-95 in the County Road area (one of the town's growth areas) to provide access to the growing Route 1 corridor north of South Freeport Road. This would provide some relief to the congestion at Exit 19.
- The Town would like a full interchange (adding southbound access) at I-95 at Exit 21. There are currently only northbound on/off ramps.
- There is interest in the Town for widening of I-95 to six lanes.

Traffic Growth/Congestion and Safety Issues

- Route 1
 - There is a traffic bottleneck at the railroad overpass just south of the central business district where the road remains narrow. The roadway at each end of the bridge has been widened.
 - Trucks are diverting to Route 1 because of weight limits on I-95 creating noise and traffic problems and are incompatible with the village.
- Routes 125 and 136 have growing traffic due to residential development in Freeport and adjoining communities. Speed of traffic is also an issue.
- There are six high crash locations located in the town (see Table 2). Two locations on Route 125 (at Pownal Road and at Exit 21 of I-95) have CRF over 4.0, and a combined 47 accidents in the period 2000-2002.
- See Table 9 for a listing of Annual Average Daily Traffic volumes for recent years.

Table 2
 Town of Freeport: High Crash Locations

Municipality	Location	No. of Crashes	Critical Rate Factor
Freeport	Lower Main St./West St. (I)	9	1.41
	Rte 1/Bow St. (I)	8	1.13
	Rte 125/Pownal Rd. (I)	22	4.17
	Rte 125 Ramp Off I-95 NB (I)	25	4.40
Freeport	Rte 1: School St./Elm St. (S)	8	1.03
	I-295, X-Over .20S/O F2015 (S)	10	1.29

Source: MaineDOT HCL Database, 2000-2002.

(I)=Intersection; (S)=Segment.

Multi-modal Efforts/Considerations

- A train station/multimodal station is proposed on the east side of the downtown, to be developed in conjunction with a new hotel and park.
- There is interest in commuter rail in addition to the Amtrak service that's proposed for the corridor. A possible location for commuter station is near/south of Exit 19.

Roadway Connectivity/Access Management

- The south end of Route 1 is booming with commercial development, including a large number of motels. The Town has developed a concept plan for office/non-retail type of development in the corridor that makes use of internal frontage roads that connect to Route 1 at each end, controlling access. New development is to preserve right-of-way for connections between developments.

Other Issues

- The Planning Board has identified 3 main growth areas and has focused initial efforts on a report for the town center growth area. It calls for infill and development on available vacant lots and extension of some existing streets to increase connectivity. These growth areas not yet adopted by the Town.
- PACTS has funded a town-wide transportation study for Freeport for FY 2004.
- Structured parking downtown is being explored to allow more development where extensive surface parking lots are now.

Yarmouth

The major area of concern for Yarmouth transportation issues is the area encompassing I-95 exits 16 and 17 and Route 1, which includes Yarmouth Village and the Route 1 commercial district. There are access and safety issues at the two interchanges as well as congestion and safety issues at Route 1 intersections in between.

Interstate Access

- There is no Northbound interstate access at Exit 16, necessitating Cumberland and Yarmouth residents to traverse Route 1 in Yarmouth to access Exit 17. This contributes to worsening traffic on Route 1 and in the Exit 17 area.

Traffic Growth/Congestion and Safety

- The I-95 Exit 17 area has a number of safety and congestion problems.
 - The area is a high crash location.
 - Traffic is characterized by confusing turning movements and access (to businesses, to side streets, from interstate off-ramps and Visitors' Information Center). A 1998 study suggested potential fixes to the area (done by Casey & Godfrey). PACTS has funded a study to be conducted in 2003/2004 to develop an updated plan for improvements.
- The weight limits on I-95 push heavy trucks onto Route 1 where they don't belong.
- There are three potential locations being discussed for roundabouts along Route 1 between Exits 16 and 17 to improve safety, maintain traffic flow and calm traffic (Portland Road, Route 115 and East Main Street).
- The geometrics of the Route 1/Route 115 interchange is problematic for trucks.
- There have been large increases in traffic on North Road.
- There are seven HCL in the Town (see Table 3). The I-95 Exit 17 area has a roadway segment with a CRF greater than 4.
- Specific 'critical intersections' from a congestion and/or safety perspective (identified by town staff) are:
 - I-95 Exit 17 at Route 1 Interchange;
 - Route 1 at Portland Road;
 - Route 1 at Main Street;
 - Route 1 at East Main Street.
- See Table 9 for a listing of Annual Average Daily Traffic volumes for recent years.

Multi-modal Efforts/Considerations

- The Exit 16 area is identified as a potential area for a multi-modal center (train, park and ride, bus). A leading/potential site is the MaineDOT Maintenance Lot. The rail line is located adjacent to the site.
- Major issues surround the planned reintroduction of passenger rail service to/through Yarmouth in 2007:
 - Where should the train/multi-modal center be located in Yarmouth to best serve the potential markets?

- What will be the impact of passenger rail service on growth patterns in Yarmouth and regionally?
- Two rail lines currently serve the Town (one branch continues to Brunswick, the other to Lewiston-Auburn).
- A new segment of shared use path has been planned within the Route 1 Corridor from the current terminus of the Beth Condon Pathway to the Freeport YMCA. A thorny area is weaving the path through the Exit 17 area.

Other Issues

- Route 1
 - The Town has adopted Design Guidelines for Route 1 that effect access management and the appearance/quality of development.
 - Portions of Route 1 need a pavement overlay.
 - The ‘vision’ for Route 1 is being debated within the Town – should it be integrated into the village center with a strong pedestrian orientation/pedestrian scaled?, or, should it continue to evolve as a higher speed roadway different from the village?
 - An issue is whether Route 1 should be reclassified as a Minor Arterial or remain as an urban collector.
- The Exit 16 and 17 areas are anticipated to be areas targeted for future development.
- There are maintenance and shoulder issues along Route 88. Some portions need reconstruction.
- There are geometric problems at Route 1/Route 115 Intersection. Trucks have a difficult time making the necessary turn. Trucks use this intersection en route to Pineland.

Table 3
 Town of Yarmouth: High Crash Locations

Municipality	Location	No. of Crashes	Critical Rate Factor
Yarmouth	Rte 1: School St. Ramp (I)	18	2.11
	E. Main St. On Ramp/US 1S (I)	17	2.29
	E. Main ST. OFF Ramp, US 1S (I)	13	1.59
Yarmouth	TL: Yarmouth/Cumberland (S)	8	2.05
	TL: Cumberland/Yarmouth (S)	8	1.12
	I-95N, BR#5835 (Bay St.) (S)	8	4.47
	TL: Cumberland, I-95S, Ramp SB ON (S)	8	2.17

Source: MaineDOT HCL Database, 2000-2002.

(I)=Intersection; (S)=Segment.

North Yarmouth

Important regional roadways in North Yarmouth are:

- Route 9, providing connections to Cumberland and Pownal;
- Route 115, providing connections to Yarmouth and Gray;
- Route 231, providing connection to New Gloucester.

There is one High Crash Location in North Yarmouth (see Table 4). Annual Average Daily Traffic volumes in North Yarmouth are provided in Table 9.

Table 4
 Town of North Yarmouth: High Crash Locations

Municipality	Location	No. of Crashes	Critical Rate Factor
No. Yarmouth	Rte 115/Rte 231 (I)	8	2.87

Source: MaineDOT HCL Database, 2000-2002.
 (I)=Intersection; (S)=Segment.

Northwestern Sub-Region

The Northwestern Sub-region of the expanded PACTS area is comprised of the Town of Windham. Windham is a rapidly growing suburban community that is strategically located between the Lakes Region (a high tourist destination area during the summer months) and the Greater Portland urbanized area.

Major roadway-related issues include:

- High seasonal traffic on Route 302
- Traffic congestion and safety, and access management/roadway connectivity in the North Windham commercial district due to regional and local traffic demand
- Traffic growth on secondary roads due to high rate of residential growth
- Lack of interstate access.

See Figure 2 for a summary of issues identified by the Northwestern sub-region communities.

Windham

The major highway corridor in the Northwestern Sub-region is Route 302. It contains a major retail and commercial center in North Windham, connects commuters to employment centers in Greater Portland and funnels tourists to recreational areas in the Lakes Region.

Identified Roadway Issues: Northwestern Sub-Region (Windham)

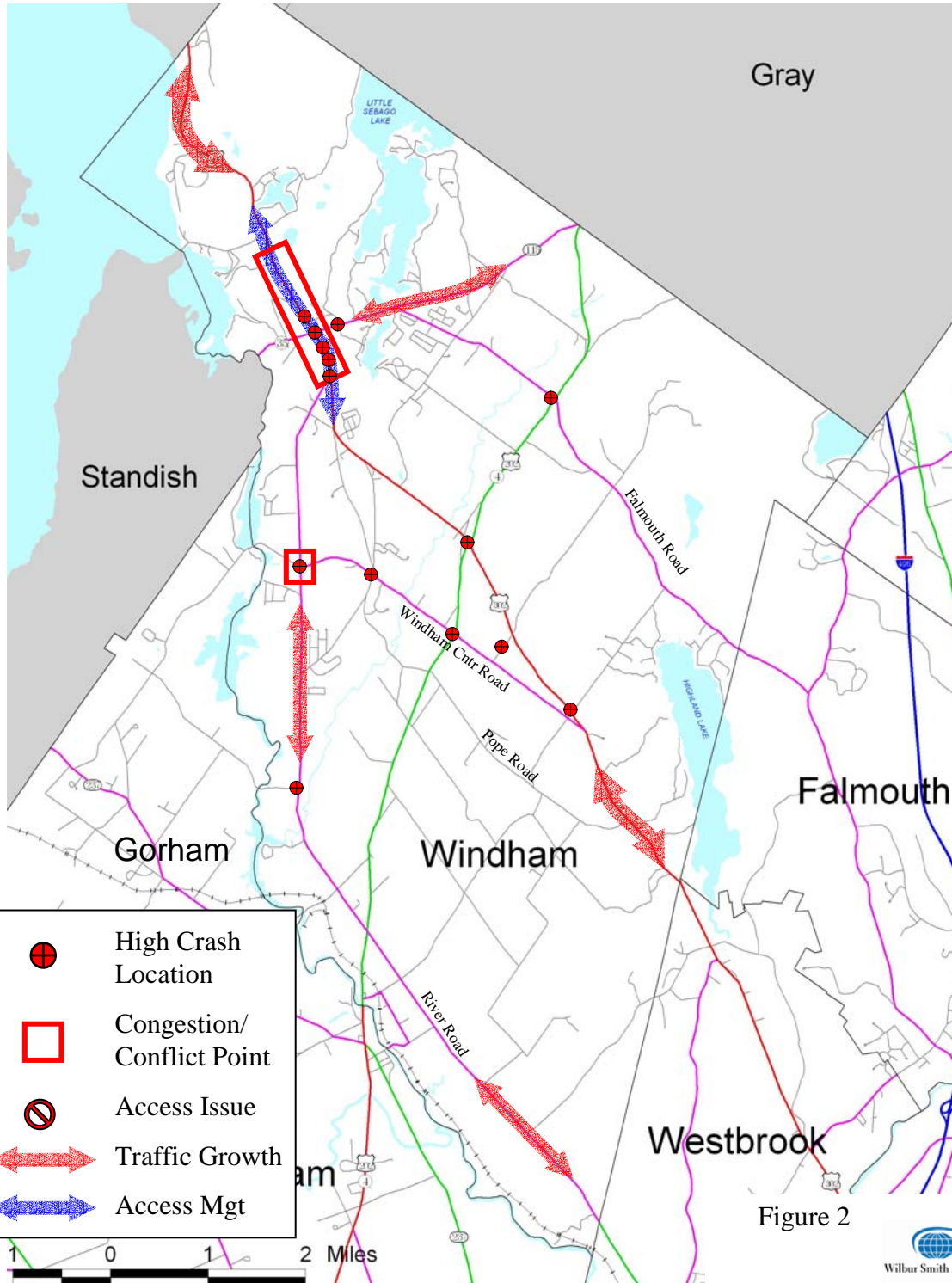


Figure 2

Route 302 is National Highway System Principal Arterial that connects Windham to the Greater Portland area and carries inter-regional traffic to/from western Maine and to/through New Hampshire as well.

Other important state and local roadways include:

- Routes 35 and 115, which intersect with Route 302 in North Windham and connect Windham to Standish and Gray;
- US Route 202 and State Route 4, which intersect with Route 302 at the rotary at Fosters Corner and connect Windham to Gray and Gorham;
- River Road which connects growing neighborhoods in Windham to the North Windham commercial district and to Westbrook/Route 25.

Interstate Access

- Currently, access to the Maine Turnpike is provided via Exit 8 in Portland at Route 302 or Exit 11 in Gray via Route 202/Route 115. There is significant interest in Windham for an additional/more direct connection to the Maine Turnpike, possibly from south of the rotary (Foster's Corner) eastward to the Turnpike.

Traffic Growth/Congestion and Safety

- There is a large conflict on Route 302 between through/regional traffic and local traffic.
- River Road traffic is growing rapidly. The road is scheduled for reconstruction within the next two years.
- Route 202 east of the rotary to Gray is targeted for preservation. There are lots of lots for sale.
- The Route 115 area east of Route 302 is anticipated to be one of the most desirable in terms of future development, potentially causing traffic problems.
- New traffic lights are being installed at the Route 202/4 at Falmouth Road intersection.
- A number of 'critical intersections' and locations with safety problems were identified by Town staff (Route 302 at 115/35, Route 202 at River Road and Route 202 at Windham Center Road).
- There are 13 high crash locations in the Town. Four locations have CRF greater than 4.0 with two locations at or over 9.0

Table 5
Town of Windham: High Crash Locations

Municipality	Location	No. of Crashes	Critical Rate Factor
Windham	Woodville/Gray Rd. (I)	8	1.2
	Pope Rd/Windham Ctr. Rd. (I)	15	9.33
	Gray Rd. 2/Windham Ctr. Rd. (I)	19	4.17
	Rte 4/Falmouth Rd. (I)	13	3.43
	River Rd/North Gorham Rd. (I)	16	4.39
	Bridgton Rd/Windham Ctr. Rd. (I)	12	2.42
	Bridgton Rd./Albion Rd. (I)	8	1.61
	Fosters Corner: Gray Rd. SB/Gray Rd. NB (I)	29	8.98
Windham	Woodville Rd/Gray Rd. (S)	12	1.06
	River Rd/Covered Bridge Rd. (S)	15	1.21
	Bridgton Rd/Nash Rd. (S)	28	1.15
	Rtes 35/302/115 (S)	37	1.85
	Rtes 35/302/115 (S)	32	1.39

Source: MaineDOT HCL Database, 2000-2002.
(I)=Intersection; (S)=Segment.

Roadway Connectivity/Access Management

- The proliferation of and the configuration of driveways causes safety and delay problems on Route 302.
- There is a low level of connectivity between state roads/existing roads and little connectivity between recent development (commercial or residential).
- The idea of parallel connector roads in North Windham met local resident resistance when studied recently by the Town. A series of design guideline recommendations and aesthetic recommendations for the commercial corridor were developed. Connections between adjacent commercial parking lots are recommended as well. There are several opportunities to provide improved connectivity (utility ROW, etc).

Multi-modal Efforts/Considerations

- The Town is very interested in potential opportunities for:
 - the *Commuter Bus* to Windham,
 - additional *paved shoulders* for bicyclists,
 - the *Mountain Division for passenger rail* (with developing village in South Windham) and
 - *feeder shared use paths* to connect to regional trail systems.

Other Issues

- There was discussion regarding Planning vs. Funding Areas in PACTS and how that impacts Windham due to such a small part of Windham in PACTS.
- The Town is trying to create synergy in North Windham between Live <->Work<->Shop opportunities (locating them close together) to reduce traffic demands of growth in the area.

Southern Sub-Region

The Southern Sub-region of the expanded PACTS area is comprised of the Town of Old Orchard Beach and the cities of Biddeford and Saco.

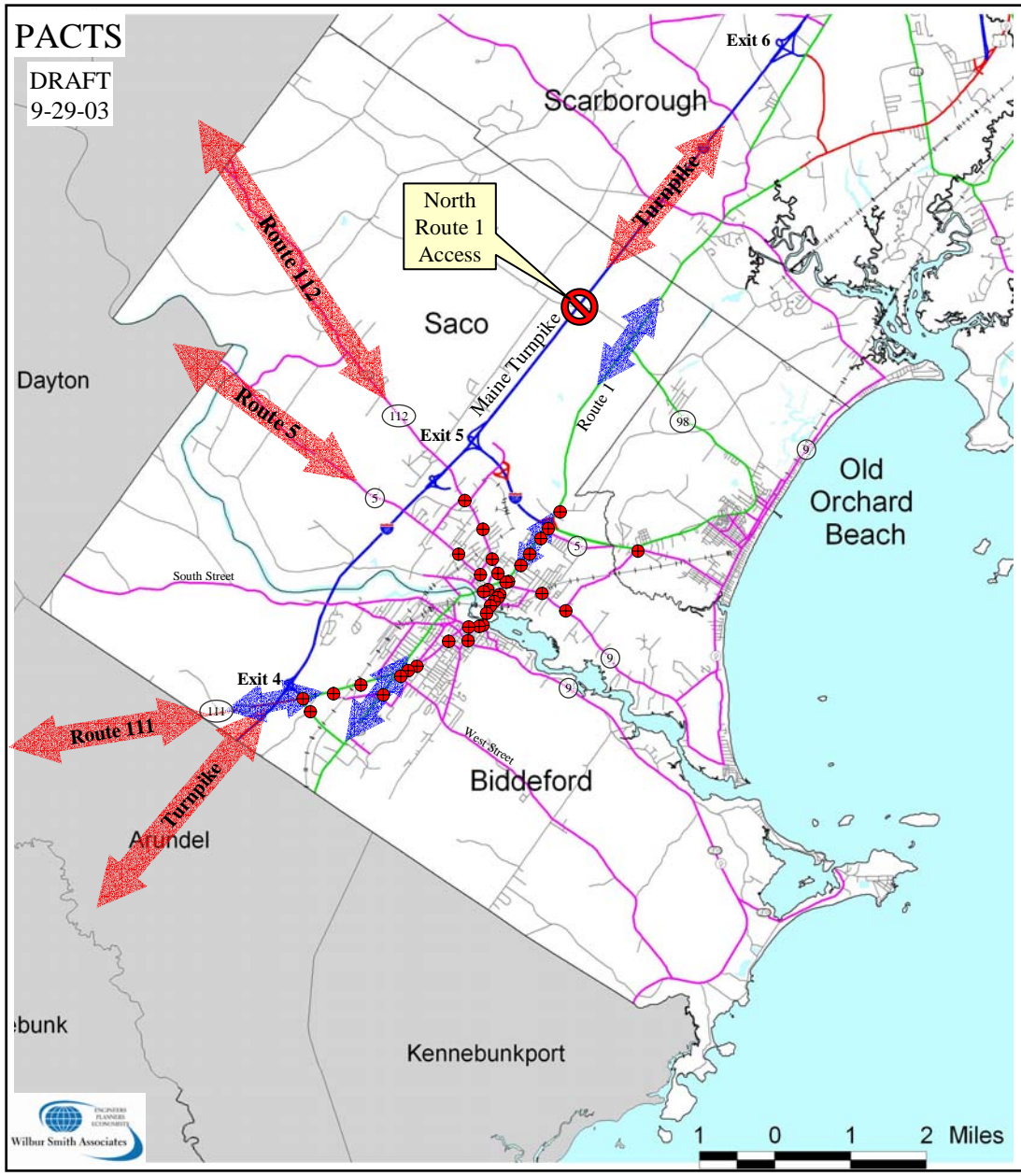
Major Corridors in the Southern Sub-region are the I-95/Maine Turnpike corridor and the Route 111 corridor. Route 1 parallels the I-95 corridor, passing through the downtowns of Biddeford and Saco. Other important regional roadways are:

- Route 5, connecting downtown Saco to developing areas west of the Maine Turnpike and growing suburban communities to the west;
- Route 112, connecting downtown Saco to developing areas west of the Maine Turnpike and growing suburban communities to the west;
- Route 9, connecting the downtowns of Biddeford and Saco to their coastal neighborhoods, and connecting to the beach and downtown areas of Old Orchard Beach from Scarborough and Saco;
- Route 98, connecting Route 1 in Saco to the beaches/downtown in Old Orchard Beach.

Major roadway-related issues in the Southern Sub-region include:

- Managing traffic, parking and access along arterial streets in downtowns Saco and Biddeford to maintain their competitiveness/attractiveness;
- Managing traffic and access in growing commercial districts outside of downtowns (e.g., Maine Turnpike Exit 4/Route 111 in Biddeford and Route 1 south of I-195 in Saco);
- Expanding access to the Maine Turnpike;
- High summer seasonal traffic to seasonal destinations;
- Capitalizing on multi-modal opportunities, such as Amtrak Downeaster passenger rail, bus transit, bicycle and pedestrian to increase travel choices and reduce travel demand.

See Figure 3 for a summary of issues identified by the Southern sub-region.



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**Identified Roadway Issues:
Southern Sub-Region
(Biddeford, Old Orchard
Beach and Saco)**


-  High Crash Location
-  Congestion/Conflict Point
-  Interstate Access Issue
-  Traffic Growth
-  Access Mgt Issues

Figure 3

Data sources: OGIS; MaineDOT. Basemap produced by GPCOG.

Biddeford

Interstate Access

- Exit 4 of the Maine Turnpike provides access to the rapidly growing commercial district on Route 111, to the growing communities west of Biddeford and to the large amount of industrial development in the area.
- Businesses in Biddeford have requested signs along the Maine Turnpike to direct motorists to their businesses. The Turnpike Authority had denied this initial request.

Traffic Growth/Congestion and Safety

- The Maine Turnpike Exit 4 at Route 111 area is a rapidly growing area, with large amounts of big box development and other retail businesses such as restaurants and industrial development.
- The MaineDOT is reconstructing significant sections of Route 111 to improve safety and address congestion issues.
- City staff identified a series of ‘critical intersections’:
 - South Street at Elm Street – poor intersection
 - Main Street at Adams Street – currently no traffic light, poor sight distance and poor pedestrian accommodations
 - South Street at River Road – the roads intersect at poor angles
 - Main Street at Elm Street – the constraints of existing structures may preclude geometric changes to this intersection
 - West Street at Hill Street – the corner radius makes turns for school buses difficult
 - Hills Beach Road at Pool Road – the roads intersect at poor angles.
- The City will evaluate the location of parking along Route 1 to see if it can be reconfigured/relocated to enable the creation of needed turning lanes to ease congestion.
- The City’s Transportation section of the Comprehensive Plan identifies portions of Elm Street and Main Street as operating at Level of Service E during the PM peak hour.
- There are thirty High Crash Locations in the City (see Table 6). Two roadway segments near the intersection of Route 1 and Route 111 have CRF over 3 and have a combined 77 crashes during the latest three years.

Table 6
City of Biddeford: High Crash Locations

Municipality	Location	No. of Crashes	Critical Rate Factor
Biddeford	Rte 111/Graham St. (I)	10	1.29
	Rte 111/Birch St. (I)	18	2.41
	Rte 9/Main St. (I)	11	1.49
	Rte 9/Hill St. (I)	25	2.67
	Rte 1/Forest St. (I)	12	1.75
	Rte 1/Lincoln St. (I)	11	1.11
	Rte 111/Pomerleau St. (I)	12	1.43
	Precourt St./Mountain Rd. (I)	9	1.84
	Rte 111/Precourt St. (I)	41	1.04
	Main St./South St. (I)	9	2.80
	South St./Bradbury St. (I)	11	2.40
	Main St.: Lincoln St./Adams St. (I)	13	2.17
	Main St./Washington St. (I)	9	1.49
	Adams St./Jefferson St. (I)	8	1.87
	Washington St./Jefferson St. (I)	1	1.93
Biddeford	Rte 111: O8E/0 Edwards Ave. (S)	14	1.87
	Rte 111/Dental Ave. (S)	30	2.43
	Rte 9/Hill St. (S)	13	3.62
	Rte 9/Water St. (S)	9	1.27
	Rte 1/Rte 111 (S)	59	4.63
	Rte 1/Rte 111 (S)	18	3.37
	Rte 1/South St. (S)	14	1.77
	Rte 1/South St. (S)	8	2.12
	Rte 1/Cutts St. (S)	8	1.62
	Rte 1/Main St. (S)	9	2.22
	Rte 1/Main St. (S)	9	2.65
	Elm St./St. Marys St. (S)	9	3.30
	Rte 111/Precourt St. (S)	10	1.64
	Main St./Jefferson St. (S)	12	3.38
	Main St.: Lincoln St./Adams St. (S)	9	3.21

Source: MaineDOT HCL Database, 2000-2002.

(I)=Intersection; (S)=Segment.

Multi-modal Efforts/Considerations

- New pathway connections between schools, houses and stores are desired by the community.
- The Eastern Trail passes through Biddeford and has the opportunity to link significant employment, retail/commercial and residential areas of the city as well as provide linkages to neighboring communities.
- The ShuttleBus and Zoom operate in Biddeford, connecting it to Saco, Old Orchard Beach and points north to Portland.
- Numerous roads need sidewalk improvements. These include:
 - Route 1, Beudoin to Arundel Town line
 - Pool Road/Route 9
 - West Street past Wilcox Pond
 - South Street past Cathedral Oaks
 - Main Street from Thatcher Brook heading into town
 - Alfred Road in the vicinity of Walmart

Roadway Connectivity/Access Management

- Access management measures need implementation along Route 1.

Other Issues

- A signage and wayfinding analysis is needed.

Old Orchard Beach

Primary roadway-related issues in Old Orchard Beach are:

- High summer seasonal traffic
- Improved access to I-195 for improved beach access/emergency egress purposes and improved linkages to industrial areas
- Needed roadway improvements to facilitate and organize downtown redevelopment efforts
- Deficient roadway segments between recent roadway improvements on state roads.

Interstate Access

- There is strong Town interest in an improved/reconfigured connection to I-195. The transition to the local road system is poor and unsafe.
- There is strong local interest for a connector road to/from I-195 in the Smithwheel Road area to provide improved access to the downtown and to potential industrial/commercial land. This connector would also provide an improved evacuation route/emergency egress for the beach areas.

Traffic Growth/Congestion and Safety Issues

- The Town is transitioning from seasonal, 'tourist mecca' to a bedroom community, with implications for year-round traffic growth compounding summer seasonal traffic issues.

- The Temple Avenue/Ocean Park Road (Route 5) intersection is congested and unsafe due to the poor design of the intersection. It is a possible location for a roundabout or other improvement. This is the one High Crash Location in the Town (see Table 7).
- The Ross Road/Portland Avenue corridor has growing traffic and safety problems.
- Table 9 presents Annual Average Daily Traffic data for regional roadways in Old Orchard Beach.

Table 7
Town of Old Orchard Beach: High Crash Locations

Municipality	Location	No. of Crashes	Critical Rate Factor
Old Orchard Beach	Rte 5: Old Orchard/Old Salt	14	1.68

Multi-modal Efforts/Considerations

- Seasonal Amtrak Downeaster passenger rail service began in 2002. ‘Day trippers’ are not currently using the Downeaster service to its potential.
- Recent bicycle and pedestrian infrastructure improvements have been made along Route 9.
- The Eastern Trail passes through Old Orchard Beach.
- The ShuttleBus operate in Old Orchard Beach, connecting it to Saco and Biddeford.

Other Issues

- There are several state roads in poorly condition that need improvement or reconstruction, with several that are unimproved sections between recently reconstructed sections of state roads.
- Roadway improvements are planned to stimulate and shape redevelopment of the Depot Square area of downtown for office and retail development. The goal is to re-orient downtown more toward a year-round market instead of its highly seasonal nature.

Saco

Primary roadway-related issues in Saco are:

- Managing traffic growth and access management along the developing Route 1 corridor at the north end of the city;
- Traffic congestion, safety and access management issues on Route 1 in the vicinity of I-195;
- Growing traffic west of the Maine Turnpike with Saco and from west of Saco that is destined to Exit 5;
- Growing travel demand for additional access points to the Maine Turnpike;
- The potential benefits/impacts of a regional toll system.

Interstate Access

- The City is interested in looking at opportunities for a new Turnpike Interchange. City staff has met with MTA and MaineDOT staff to discuss the process to move forward. PACTS recently funded a study of this.
- There is interest in new ramps/new interchange/new design at the current terminus of I-195 in Old Orchard Beach. This could provide additional access to and from Route 9 to ocean/beach destinations and to land with potential for industrial/commercial development in both Saco and Old Orchard Beach.
- There is interest in additional interstate access to/from the north end of Route 1 in Saco.
- There is uncertainty over the potential impacts/benefits to City of a regional toll system.

Traffic Growth/Congestion and Safety Issues

- Main traffic issues relate to increasing traffic from the west (Waterford, Buxton, etc) destined to Exit 5.
- Many of the fastest growing areas (western portions of City) don't have the roadways to support that growth.
- Broadturn Road needs improvements.
- New traffic signals are being added at several locations to address growing traffic.
- The FunTown Amusement Park and general area continues to grow, increasing traffic at north end of Route 1.
- Trucks from the MERC facility in Biddeford negatively impact traffic and downtown in Saco.
- Replacement of outdated traffic signal equipment is needed at several locations throughout the City.

Table 9
City of Saco: High Crash Locations

Municipality	Location	No. of Crashes	Critical Rate Factor
Saco	Main St./Storer St. (I)	9	1.00
	Beach St./Washington Ave. (I)	11	2.07
	Beach St.: Ferry/Old Orchard (I)	8	1.64
	North St./Franklin St. (I)	14	2.10
	North St./Garfield St. (I)	15	2.34
	North St./Scammon St. (I)	9	1.55
	North St./Spring St. (I)	13	1.77
	Bradley St./Spring St. (I)	14	3.11
	Bradley St./Franklin St. (I)	8	1.94
	Rte 5: Boom St./Louden Rd. (I)	11	4.68
	Elm St./Storer St. (I)	10	1.33
	Elm St./Pleasant St. (I)	8	1.10
	North St./Elm St. (I)	38	1.46
	Main St.: King St./Fairfield (I)	47	1.38
	Main St./Academy St. (I)	14	1.29
	Main St./Stockman Ave. (I)	25	2.46
Saco	Rte 1/Ent. Shop & Save (S)	19	2.31
	Rts 1: 1.90 Bk, Ross Rd. (S)	61	1.56
	TL of Saco/Biddeford (S)	18	1.21
	Main St./Gooch St. (S)	8	1.08
	Main St./RR#053192 (S)	8	1.95
	Main St.: School St./Cutts Ave. (S)	9	1.47
	Main St./Cross St. (S)	12	1.79
	TL: Saco/Old Orchard Beach (S)	11	1.43
	Main St./Elm St. (S)	21	1.4
	Main St.: King St./Fairfield St. (S)	33	1.8
	Main St./Academy Ave. (S)	22	1.28
	Main St./Hutchins St. (S)	50	3.31
	I-95N, Ramp 'E' (ON) (S)	9	1.66
	I-95N, BR#418 (Cascade BK) (S)	21	1.07
	I-95S, Ramp D1404 (S)	11	1.00
	I-95S, 51S/Q BR#1347 (S)	20	1.01

Source: MaineDOT HCL Database, 2000-2002.
(I)=Intersection; (S)=Segment.

Multimodal Efforts/Considerations

- Several railroad bridges are too low/have too low clearance.
- The ZOOM bus service is doing well.
- The Exit 5 Park and Ride lot is being expanded. It is too small for the demand and usage.
- The rail line in Saco currently has three customers and is very lightly used.
- There is a lot of interest in improving bicycling and walking facilities throughout City. These interests include adding paved shoulders to existing roads, adding sidewalks and Eastern Trail. There is an active trail group in Saco.
- The area along Route 1 north of I-195 is a likely future spot for big box type development and has traffic implications for the broader Exit 5 area.

Roadway Connectivity/Access Management

- The connectivity of Outer Main Street/Route 1 is an issue. There is a need to address left turns and congestion on this section of strip development. PACTS recently funded a study of this.

Other Issues

- Replacement of outdated traffic signal equipment is needed at several locations along Route 1.