

Comprehensive Plan Committee (CPC)  
March 2, 2017 – Transportation  
Minutes

In attendance: vice chairman Bette Brunswick, Rick Milliard, Peg Poulin, Alyssa Bouthot, Nathan Johnston, Dave Precourt, Tim Leary, Don Girouard.

Staff present: Police Chief Ray Demers, Public Works Director Pat Fox, City Engineer Joe Laverriere, Bill Mann, Kathy Connor, Tom Reinauer, and Jamel Torres of SMPDC, Rod and PeriAnn Carpenter, BSOOB Transit, Meghan Doyon, Kevin Sutherland, Bob Hamblen.

1. **Announcements** – next meeting will be March 16, topic: the local economy, and economic development.
2. **Minutes of Feb. 2, 2016 meeting** – not yet available.
3. **Speakers and Q&A**

Tom Reinauer is the Transportation Director at SMPDC. The most recent info he will be discussing is 2013. Traffic volume in the Downtown Focus Area is increasing. From 2010-15 there was a 17% increase in accidents. Pat Fox: in Saco, only Rte. 5 is maintained by the MDOT, from the Turnpike west. An MDOT Safety and Capacity study was done in May, 2016. Exits 36-42 are one of the busiest sections of the Turnpike. Rod C.: the Saco Park'n Ride lot has been maxed out the last several years. Pat: there are 32 bridges in Saco, three of which are owned and maintained by the City. Tom: parking numbers have been taken from the City's Downtown Plan. Bill: Parking capacity utilization is being measured. Peg: does the Intercity bus service run from downtown Saco? Rod: we are re-thinking the service, and moving toward a 'pulse' design, which means that routes would operate out from a central point. The Saco Transportation Center has been considered as that point. PeriAnn: there is a 5:10 a.m. bus from Southern Maine Health Center. BSOOB is connected to the Greyhound system, for which it sells tickets. The York County Community Action Corp. is another option, for those who need to attend medical appointments, or a ride to go shopping. It had about 20,000 boardings in 2016 in Saco.

Jamel Torres: this section also addresses bicycle and pedestrian issues, for which Saco should consider adopting a Complete Streets policy. The downside of such a policy? Cost. Tom: learn to bring in the Fire Department early, as their vehicles often determine where bike lanes or pedestrian improvements can and cannot go. Pat: there are barriers to every street being 'complete,' such as right of way width. Don: we've seen improvements to Dunstan Corner in Scarborough, including narrowing the lanes. Pat: public works has yearly updates reporting on road condition. About 12,000 tons of pavement a year is ideal to keeps Saco's roads maintained, which is about \$800-900,000/year.

The Portland Area Comprehensive Transportation System (PACTS) offers regional funding opportunities for transportation. Having a Complete Streets policy earns points for a

community in the competitive funding process. Federal transit funding comes through PACTS. Tom: would like to glean recommendations from Saco's and others' transit and transportation studies. Don: there are short, medium and long term recommendations – we should prioritize. Some recommendations from the recent joint Saco-Biddeford meeting include three pedestrian bridges in the downtown area, improved bike/pedestrian routes, and bike rack locations. A BikeShare program is being formulated in Portland, which may be appropriate to extend to other communities.

4. **Adjourned** at approximately 7:05 p.m.

**Next meeting: March 16, 5:00 p.m. – 7:00 p.m. – Economic Development**

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