

Objectives, Goals, and Recommendations from Past Transportation Studies Concerning the Downtown Focus Area (2012 – 2017)

Pepperell Square Study (2016)

- Objectives:
 - Remove the traffic signal at the Main Street intersection in accordance with the recommendation of the “Biddeford-Saco Mill District Study Mitigation and Impact Fee Summary” (see below).
- Goals:
 - Make Pepperell Square a pedestrian-only gathering place to focus downtown year-round activities such as the sidewalk art festival, summer evening concerts, outdoor farmers markets, pumpkinfest, christmas tree lighting, etc.
 - Maintain peripheral vehicle accessibility and parking for businesses and on or near the square.
 - Provide alternative parking nearby to replace the 19 parking spaces lost in redevelopment of the space within the square.

Cutts Avenue Connector Study (2016)

- Objectives:
 - Develop a connector to create a more direct corridor from Main Street, along Cutts Avenue and over to the Saco Valley Shopping Center. At the same time, create a “green” space along the Route 1 corridor and eliminate the “five points” intersection of Route 1, Thornton Avenue, Scamman Street, and Temple Street.

Route 112 Corridor Update Study (2015)

- Recommendations:
 - Route 112 from Spring Street to Industrial Park Road:
 - Restripe Route 112 for a center turn lane from Spring Street to Tasker Street.
 - Signalize the intersection of Route 112 / Spring Street
 - Provide pedestrian accommodations at existing or future signalized intersections (This recommendation should be moved up in priority if uses in the area are developed that have a high pedestrian draw).

Mill District Transportation Study (2015)

- Recommendations:
 - Remove signal at Pepperell Square
 - Restripe the Main Street / Water Street / Pepperell Square intersection
 - Retime the signals at the Elm Street / North Street / Main Street / Beach Street intersection
 - Geometric improvements to the Elm Street / North Street / Main Street / Beach Street intersection
 - Widen Lincoln Street and provide two approach lanes leading up to the Lincoln Street / Elm Street / Water Street intersection

Saco / Biddeford Wayfinding Plan (2013)

- Recommendations:
 - All visual expressions of the Saco and Biddeford Wayfinding and Signage Program should be carefully coordinated. Consistent treatment of the graphics, typography, and color provides visual continuity among all sign types and different media including online communications, maps, and merchandising.
 - In order for a destination to be included on vehicular directional signs in the wayfinding system, the destination should meet the following criteria:
 - Be a public non-profit facility (library, museum, RiverWalk)
 - Be a public safety facility (hospital, police)
 - Be a government building (City Hall)
 - Be a public transportation facility (Amtrak)
 - Be a public parking facility
 - Be located within the boundaries of each City
 - Be either a Primary or Secondary Destination as defined in the report

PACTS Congestion Management Process Plan (2013)

- No Saco-specific recommendations

Regional Bicycle and Pedestrian Facility Design Guide (2013)

- No Saco-specific recommendations

Regional Bicycle and Pedestrian Facility Design Guidance for the PACTS Metropolitan Planning Area (2014)

- No Saco-specific recommendations

Regional Arterial System Assessment (2014)

- No Saco-specific recommendations

Regional Collector System Assessment (2014)

- No Saco-specific recommendations

Regional Transportation Plan Update (2014)

Sustain Southern Maine (2013)

- Design roads and intersections to be safer
- Promote consistency in bicycle and pedestrian infrastructure design
- Improve bicycle and pedestrian connections to transit
- Increase the availability and accessibility of transit
- Improve transit connectivity
- Expand transit service to appropriate new locations
- Establish a network of electronic vehicle charging stations
- Promote environmentally-friendly commuting options
- Provide educational outreach on the benefits of street connectivity
- Support bicycle and pedestrian planning efforts at the community level
- Adopt Complete Streets policies
- Provide incentives for bicycle and pedestrian improvements that create regional connections or are located in existing or emerging mixed use centers.
- Strengthen access management measures
- Help municipalities identify and create new road connections
- Seek consistency in bicycle and pedestrian mapping
- Improve bicycle and pedestrian data collection and distribution
- Identify existing and emerging mixed use centers