

create a mechanism to fund the possible future need to treat stormwater under Federal and State stormwater mandates.

12. The City should continue to fund and implement the remaining projects identified in the City's 2001 All Hazard Mitigation Plan.

13. The City should acquire necessary easements for the future extension of the sanitary sewer to Boothby Park.

## **F. Transportation**

**State Goal:** To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development. (Growth Management Act)

**Local Goals:** To maintain and enhance the ability of the road network to move traffic safely and efficiently.

To minimize the impact of vehicular traffic on residential neighborhoods.

To expand the range of non-automotive transportation alternatives available to the City's residents, workforce, and visitors.

Pursuant to these goals, the City's policies with respect to transportation are:

### **The Maine Turnpike**

1. The City should actively work with the Maine Turnpike Authority to explore the development of a new Turnpike interchange possibly in the vicinity of the Flag Pond and Cascade Roads to provide relief to Route One and the collector network and to improve access to major traffic generators such as the Saco Industrial Park, Mill Brook Business Park, and the Park North and Cascade Falls developments.

2. The City should continue to work with the Maine Turnpike Authority to explore ways to minimize the impacts of Turnpike-bound traffic on the City's streets and residential neighborhoods and to utilize the Turnpike to improve local traffic movement especially between Saco and Biddeford.

3. The City should work with the Maine Turnpike Authority and PACTS to explore the possible re-opening the northbound on-ramp of the former Exit 5 to allow its use by north-bound commuters with an E-Z Pass as a way to relieve traffic on local streets.

### **Route One**

4. The City should continue to work with Maine Department of Transportation to improve traffic flow and safety in the portion of Route One north of I-195 Spur (Portland Road) through the construction of turning lanes or a center turn lane.

5. The City's development standards should continue to limit the creation of new curb cuts to provide access to abutting property along the entire length of the Route One corridor. These standards should require the creation of consolidated entrances where feasible.

6. The City should continue its successful access management program to work with the owners of existing developed properties along Route One to reduce the number access points onto Route One and to better define the points of access in areas that currently lack defined curb cuts.

7. The City should discourage the creation of new lots fronting directly onto Route One. Where feasible, the City's development standards should require that an overall access plan be instituted when new lots are created so that access to Route One is limited to internal streets or to combined access ways to minimize the number of access points

8. The City should work to improve access to the Main Street portion of Route One between Thornton Academy and the I-195 Spur through improvement of the traffic signalization at key intersections and better articulation of consolidated entrances and access ways.

### **Arterial Network**

9. To preserve the capacity of the major road network to move traffic through the community, the City should avoid the expansion of commercial zoning outside of those areas specifically designated for commercial use in the Future Land Use Plan.

10. The City's subdivision and land use regulations should prohibit the creation of new residential lots fronting on arterials unless there is no other reasonable means of obtaining access to the property. New lots should be required to have primary vehicular access from another existing road or a newly created road.

11. The lack of major road connections between Routes 5 and 112 results in residential streets being used as cut-throughs by vehicles traveling towards the Maine Turnpike entrance at Industrial Park Road. The City should explore all possible routes for the establishment of a new connector road linking Routes 5 and 112. This road should be designed as an arterial with appropriate access controls if possible. The City should investigate the possibility of extending Foss Road through the new recreation complex or the development of a connector along the Turnpike at Shadagee Road.

12. The City’s development standards should encourage the interconnection of residential streets that connect with arterials and collectors to allow for alternative traffic flows within neighborhoods. Similarly, the standards should require the interconnection of commercial sites along arterials where feasible.

**Rural Road Network**

13. The network of rural connector roads plays an increasingly important role in the movement of vehicles through the City. As a point of policy, the City should work to maintain the capacity of this rural road network while minimizing the impact on residential and rural uses. To this end, the City’s subdivision and land use regulations should continue to prohibit the creation of new residential lots fronting on the principal rural roads unless there is no other reasonable means of obtaining access to the property. New lots should be required to have primary vehicular access from another existing road or a newly created road. This policy should apply to the following roads:

- Flag Pond Road
- Jenkins Road
- Louden Road
- Heath Road
- Mast Hill Road
- Holmes Road
- Ash Swamp Road
- Hearne Road
- Cascade Road
- Old Orchard Road
- Bay View Road

14. The City should require new subdivisions adjacent to these rural collectors to set aside land for the expansion or modification of the right-of-way of the existing collector road and to give the City the opportunity to purchase this land if the road does not meet current right-of-way standards or if realignment of the roadway will be required.

15. The City should develop standards for the improvement and reconstruction of rural collector roads to assure that the “rural” character of these roads is maintained as improvements are made. In addition, provisions for bicycle and pedestrian facilities

should be incorporated unless they are determined to be infeasible.

16. The City's development standards should encourage the interconnection of residential streets that connect with rural collector roads to allow for alternative traffic flows within neighborhoods.

### **Traffic in Residential Neighborhoods**

17. The City should discourage the use of local, residential streets as short cuts for commuter and similar through traffic. This does not apply to the interconnection of adjacent subdivisions or other developments unless this will create a convenient travel path for motorists from outside of the residential neighborhoods. In addition to efforts to improve the arterial and collector road network to accommodate this through traffic, the City should actively discourage the use of residential streets through active enforcement of traffic rules and the judicious use of traffic calming technologies to slow speeds and discourage use.

18. The City should explore the reconfiguration of Water Street to enhance the residential character of the street while allowing for improvements to address environmental issues adjacent to the river. This might include providing for a single-travel lane except at the intersection with Elm Street and enhanced on-street parking.

### **Industrial Park Access**

19. The City should begin planning for the construction of a roadway network to service the Industrial Park District between Portland Road (Route One), the Flag Pond Road, the Maine Turnpike and the existing Industrial Park street system. The objective should be to identify areas that are suitable for development and for the road system to service these areas so that the City can acquire this land if and when it becomes available on the market and protect the planned roadway system from inappropriate encroachment by other activities within the area.

### **Bridges**

20. The City should continue to monitor the condition of the three locally-maintained bridges and include these bridges in its capital planning process.

### **Public Transportation**

21. The City should continue to support the Shuttle Bus fixed route bus system and efforts to include Scarborough in the system.

22. The City should work to enhance all types of service at the Saco Transportation Center, including increasing the frequency of passenger rail and expanding local and regional bus service.

23. The City should work with ShuttleBus to provide bus shelters at key points in the system.

### **Sidewalks and Other Pedestrian Facilities**

24. The City should continue to expand and upgrade its sidewalk system with a focus on areas where there is a demand for pedestrian movement. Priority areas for sidewalks should include the west side of the Portland Road from the I-195 Spur to Spring Hill Road, North Street from General Dynamics westward to Colonial Drive, Garfield Street, Stockman Avenue, and Cumberland Avenue.

25. The City should continue to work to improve pedestrian safety and convenience within the downtown area including consideration of the use of pedestrian crossing warning lights and physical protection such as bollards for people waiting to cross the street.

26. The City should continue to support the efforts of Saco Bay Trails to establish and maintain a trail system throughout the community.

### **Bicycle Facilities**

27. The City should establish a practice of providing paved shoulders for use by cyclists when collector and arterial roads are upgraded. The City should continue to expand the bicycle provisions along Route One, Route 112, Route 9, and Route 5 in cooperation with the Maine Department of Transportation.

28. The City should continue to pursue the full build-out of the off-road Eastern Trail segment that traverses Saco, including the restoration of the railroad bridge over the Saco River into Biddeford.

29. The City should expand the supply of bicycle facilities and racks throughout the Downtown and Intown neighborhoods and at public destinations including municipal and school facilities, recreation areas, and commercial centers.

30. The City should require provisions for bicycles as appropriate as part of new development especially within designated Growth Areas (See Chapter 6).

## **Parking**

31. The City should work with downtown property owners to improve the visibility and management of the available off street parking to maximize its availability for customer use and to improve the ability of customers to move between the various parking locations.

32. The City should review the parking requirements in the Downtown area and consider reducing the requirements if reasonable.

33. The City should investigate the possibility of expanding the parking available at Bay View for beach goers and explore other possible ways to transport people to the beaches to reduce the demand for beach parking.

## **Funding**

34. The City should provide regular, on-going funding through the capital planning and budgeting process to allow for pavement maintenance of City streets on a 12-year cycle.

35. The City should seek outside funding for maintaining the bridges that are owned by the City.

## **Traffic Management and Enforcement Technology**

36. The City should continue to upgrade its traffic control and management devices by utilizing new technology to increase the efficiency of the existing street system and to enhance the enforcement of traffic and parking regulations.

## **G. Housing**

**State Goal:** To encourage and promote affordable, decent housing opportunities for all Maine citizens. (Growth Management Act)

**Local Goals:** To provide a diversity of housing to meet the needs of a wide range of residents.

To assure that as new housing is built in the City, there continues to be a supply of affordable housing available to meet the needs of lower and moderate income households.