

Planning the Future of Route 1



Council, August 27, 2012

Community Development Committee (CDC)

Councilors Rodden (Chair), Payne, and Pierce

Presentation outline

1. What are we doing on Route 1 and why?
2. What is proposed for Route 1 and how will this be paid for?
3. When and how are we going to get the infrastructure plan done?

1. WHAT ARE WE DOING AND WHY?

Falmouth's population and business activity along Route 1 are going to grow in next 30 years.

What does this mean for the Town of Falmouth?

- Increased traffic
- Increased demand for services and infrastructure



For past 10 years, Falmouth Town Councilors have worked on a plan to:

- Increase business, residential, and lifestyle activities along Route 1 to make infrastructure expenditures more efficient and corridor more successful.
- Create a shopping area that is distinctive – a dynamic place to shop, live, and be entertained.



Why has the Town made the commitment to improve the Route One corridor?

Studies have shown that a center-oriented shopping area, rather than a series of strip malls:

- Better manages traffic,
- Reduces suburban sprawl,
- Makes the area more walkable and community-oriented, and
- Would better define Falmouth's "sense of place"

CDC is working on 2 parallel tracks

1. Referendum asking Falmouth voters to spend \$ 5.6 MM for Route 1 improvements, such as sidewalks, trees, pedestrian-scaled lighting, traffic calming measures, etc.

2. Zoning package with at least 2 phases that will be voted on by Town Council:
 - a) Limit foot print size (ground floor) for retail stores (30,000 sf)
 - b) More comprehensive series of changes to create village

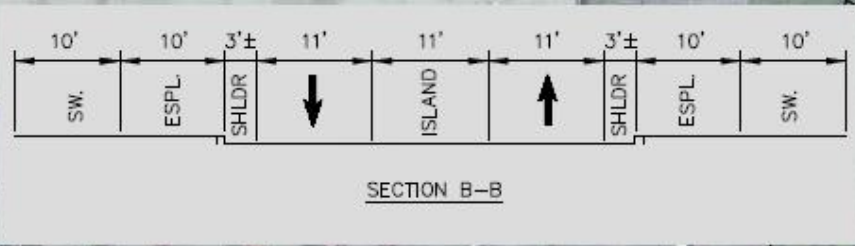
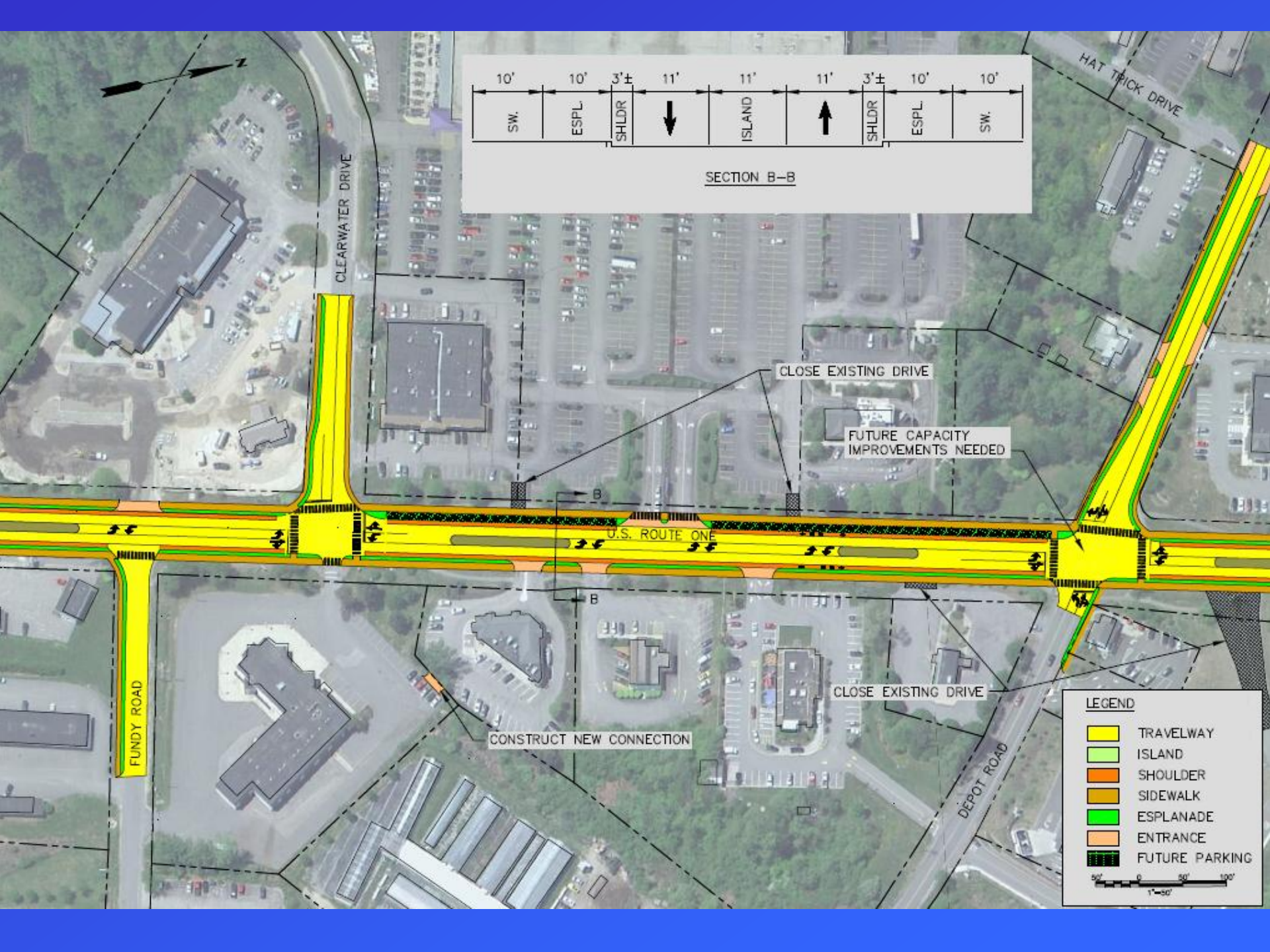
Proposed Upcoming Actions

- Infrastructure Plan:
 - Seek Falmouth Voter Approval: June 2013
- Tenant Footprint Limit Zoning Amendment:
 - Seek Council Approval: Fall 2012
- Complete Route 1 Zoning Amendment
 - Seek Council Approval: Winter 2013

**2. WHAT IS PROPOSED FOR
ROUTE 1 AND HOW WILL
THIS BE PAID FOR?**

Infrastructure Concept

- Invest in Route 1 infrastructure, so it is equipped to handle anticipated growth
- Be efficient and effective with spending funds
- Dovetail Town project with MDOT funds for repaving of Route 1 (\$700K)
- Have a plan that does not depend on zoning



CLOSE EXISTING DRIVE

FUTURE CAPACITY IMPROVEMENTS NEEDED

U.S. ROUTE ONE

CLOSE EXISTING DRIVE

CONSTRUCT NEW CONNECTION

LEGEND

- TRAVELWAY
- ISLAND
- SHOULDER
- SIDEWALK
- ESPLANADE
- ENTRANCE
- FUTURE PARKING

0' 50' 100'
1"=50'

Proposed Street Ingredients

- Landscaped center median with left turns
- Fill in sidewalk gaps and widen sidewalks
- Crosswalks
- Refuge island at Falmouth Shopping Center
- Pedestrian lights and street trees
- Stormwater quality retrofits
- Upgrade traffic signal mast arms

Major costs elements

- Sidewalks \$1.5 MM
- Pedestrian-scaled lighting \$1.3 MM
- Stormwater treatment \$1.3 MM
- Traffic signal mast arms \$0.6 MM
- Roadway geometry \$0.5 MM
- Street trees \$0.3 MM

Source: Detailed Concept Matrix

Cost Estimate

- Total estimated cost: \$5.6 MM
 - see detailed Concept Matrix
- Does not include Underground Electric
 - \$1.3-5.2 MM (for partial section or entire corridor)
- Does not include 5 foot wide Bike Lane
 - \$1.7 MM (for entire corridor)

Is the Council interested in these items?

Proposed Financing

- Use Route 1 South Tax Increment Financing (TIF) District revenue to finance the entire project. (Note - tax revenue in the TIF is captured for projects within the Commercial districts.)
- This TIF and a similar work plan has already been previously approved by the Town Council and the Maine Department of Economic Development. There are no additional taxes required to finance this project.
- The balance of this TIF District will include a sufficient amount of funding for future work such as intersection capacity enhancements, on-street parking, etc.

3. WHEN AND HOW ARE WE GOING TO GET THE INFRASTRUCTURE PLAN DONE?

Timing of MDOT Repaving Project

- MDOT agreed to pay for repaving of road, but PACTS decides on funding and schedule.
- PACTS likely will hold off until 2014 and possibly 2015 to give Town time to complete bid documents and construction.
- Key concern is pavement condition.

Timing of Infrastructure Referendum

- November 2012
 - Pro: Voter approval provides for enough time for subsequent final design, bidding, and construction and still meet PACTS deadline (2014 or 2015).
 - Con: Not enough time to meet with owners, work out details, and get public feedback.
- June 2013
 - Pro: Sufficient time to meet with owners, work out details, and get public feedback.
 - Con: Small risk of not meeting PACTS deadline (depending on pavement condition)

Proposed Next Steps

- September 2012: Complete Current Work with TY Lin
- Fall: Meet with Property Owners to work out traffic access details
- Fall: Fine-tune Concept Plan and cost estimate
- Winter 2013: Conduct meeting with Public to review overall plan
- Winter: Present Draft Plan to Council
- Spring: Prepare Referendum materials
- June 2013: Referendum Vote
- July: Prepare Bid Documents

Council Direction Requested

- 1. Do you like the direction of the Infrastructure Concept Plan?*
- 2. Do you want to include underground electric and/or bike lane components?*
- 3. Do you concur with timing of June 2013 Referendum?*
- 4. Are you willing to spend some up-front funds to fine-tune Concept Plan?*



Thank you