

FALMOUTH, MAINE

Route 100 Vision Plan

Developed by the Ad Hoc Route 100 Committee

May 2015



With assistance from

WRIGHT-PIERCE 
Engineering a Better Environment

Land Use
Planning and
Development

In association with:

TYLININTERNATIONAL



Acknowledgements

The Route 100 Vision Plan was developed by the Route 100 Committee, which included the following members:

Andrea Ferrante, *Committee Chair*
Joseph McDonnell, *Vice Chair*
Sarah Boudreau
Joe Cooper
Rebecca Grover
Lori Legere
Steve Melchiskey
Eydie Pryzant
Charlie McBrady, *Council Liaison*
Anne Theriault, *FEIC Liaison*
Jim Thibodeau, *LPAC Liaison*

Some committee members were only able to participate for a portion of the process. They were:

David Libby
Chuck Gerry

The committee was assisted by the following consultants and Town staff:

Jon Edgerton, *P.E., Vice President, Wright-Pierce*
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Tom Farmer, *Senior Landscape Architect and Land Use Planner, Wright-Pierce*

Theo Holtwijk, *Director of Long-Range Planning/Economic Development*
Nathan Poore, *Town Manager*

The committee wishes to express its heartfelt thanks to the citizens who participated in the public outreach efforts and for providing valuable input.



Ad Hoc Route 100 Committee

Date: May 8, 2015

To: Falmouth Town Council

Re: Route 100 Committee

Committee Members

Andrea Ferrante, Chair

Joseph McDonnell, Vice
Chair

Sarah Boudreau

Joe Cooper

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Council Liaison

Charlie McBrady

FEIC Liaison

Anne Theriault

LPAC Liaison

Jim Thibodeau

Dear members of Town Council,

As you know, a year ago, the Council pulled together a committee to create a vision for Route 100. I was honored to be chosen to participate in this effort along with an amazing and dedicated small group of residents that truly have a heart for considering what the people who live here want in order to make Falmouth a wonderful community to call home.

We dug in right out of the starting gate last summer and the members on the committee, along with tremendous support from consultants, staff, management, and residents worked hard to come up with the vision we are proud to present today. On behalf of the committee I want to give Theo Holtwijk and Nathan Poore credit and appreciation for their hard work and talent in guiding us as we navigated this process.

From what I witnessed each person on this committee, as well as many residents, gave all they could to the charge at hand and are dedicated to seeing this vision through to reality, for the whole of Falmouth. It is exciting to imagine the contribution it will make to the town and its residents if this vision is fulfilled.

As for myself personally, it has been a pleasure to serve the Town and to be reminded of why I have chosen to live here most of my life.

With gratitude and respect,

Andrea

Andrea N. Ferrante
Chair

Contents

- 1. Executive Summary 2

- 2. Project Overview 4
 - 2.1 Introduction 4
 - 2.2 Process Followed 4

- 3. Vision Plan 7
 - 3.1 Enhancing the West Falmouth Community 7
 - 3.2 Recommendations 8
 - 3.2.1 Traffic and Roadway Improvements 9
 - 3.2.2 Intersection Improvements 13
 - 3.2.3 Pedestrian Improvements 16
 - 3.2.4 Bicycle Improvements 16
 - 3.2.5 Libby Bridge Recommendations 17
 - 3.2.6 Streetscape Improvements 18
 - 3.2.7 Trails and Open Space Improvements 18
 - 3.2.8 Public Sewer Recommendations 19
 - 3.2.9 Land Use Recommendations 21

- 4. Implementation Plan 26
 - 4.1 Cost Estimate 26
 - 4.1 Funding Strategy 26
 - 4.2 Possible Schedule 29

Appendices

- A Vision Chart with Cost Estimates
 - B Existing Conditions Evaluation
 - C Traffic Analysis
 - D Outreach Results
-

1 Executive Summary

In 2014 the Town of Falmouth appointed an Ad Hoc Route 100 Committee and charged it with development of a Vision Plan for the Route 100 area. The scope of the work of the committee extended from the Portland City line to the Cumberland Town line. The study area was generally bordered by the Maine Turnpike (I-95) to the west and approximately 2000 feet east of Route 100. Total roadway length was approximately six miles.

To kick off its work, the committee toured the Route 100 area and conducted extensive public outreach. Consultants Wright-Pierce and T.Y. Lin International assessed existing conditions and performed a traffic analysis.

Based on this work, the committee developed broad recommendations which encompass a vision that enhances this area of Falmouth, maintains its long-time character and uniqueness, ensures sensible business development, and restores the sense of community to the businesses and residents.

The committee's recommendations fall in four general categories:

1. Traffic, roadway, and intersection improvements
2. Pedestrian and bicycle improvements
3. Public sewer improvements
4. Land use and development changes

The section on Route 100 from Leighton Road to the Libby Bridge (which is located north of Mountain Road) became the focus of many of the committee's recommendations. This segment falls in Maine Department of Transportation's ("MaineDOT") Urban Compact Zone and is part of the Town's Growth Area. It is a segment that most likely will experience future commercial and mixed use development.

The committee recommended for this particular area:

- traffic capacity and safety upgrades to two major intersections (Leighton Road and Mountain/Falmouth Road),
- road repair and safety upgrades,
- sidewalk and bicycle lane improvements,
- street and pedestrian scaled lighting,
- street trees,
- replacement of deteriorating stormwater infrastructure, and
- extension of public sewer.

Other improvements in the study area include continuation of 5 foot bike lanes on Route 100 north to Hurricane Road and extensions of missing sidewalk connections where sidewalks currently exist but are discontinuous, such as in the West Falmouth Crossing area, on Leighton Road, and on Falmouth Road.

Total estimated cost of the improvements is \$10.1M, with an additional \$2.3M for possible future improvements. A Vision Plan Cost chart was developed that outlines (a) each of the recommended improvements, (b) possible future improvements, (c) improvements that are expected to be covered by others, and (d) land use and zoning recommendations to help guide future development in a more traditional neighborhood style building pattern.

Local Tax Increment Financing (TIF) funds and MaineDOT funds are recommended to be the major financing tools. The project could be targeted for a Falmouth Voter Referendum in June 2016. If approved at that time, construction could start in spring 2017 and be potentially complete later that year.

2 Project Overview

2.1 INTRODUCTION

In 1987, the Town of Falmouth completed and implemented a study for Route 100. Since that time, the area has become an important mixed-use employment hub, home to TD Bank, the community's largest employer, and the West Falmouth Crossing development.

As a result, the role of Route 100 as a major regional traffic crossroads has further solidified. Today, almost 13,000 vehicles travel through Route 100 each day. This is expected to increase to 18,000 vehicles by 2023. However, despite deteriorating road conditions, a Maine Department of Transportation ("MaineDOT") repaving/sidewalk project from Leighton Road to the Libby Bridge, which has been a consideration since 2001, remains unfunded and unimplemented to this date.

The need to prepare an updated vision for Route 100 was identified in the 2013 Comprehensive Plan and appeared consistently in several recent annual Council Work Plans. The objective of the Vision Plan was to develop a creative concept plan for Town Council consideration that shapes the Route 100 area from the Portland City line to the Cumberland Town line into a well-planned area for the community, which considers traffic, infrastructure, and development issues with a planning horizon of approximately 25 years. A plan that is both visionary and realistic, so that it can, and will, be implemented in the near future.

2.2 PROCESS FOLLOWED

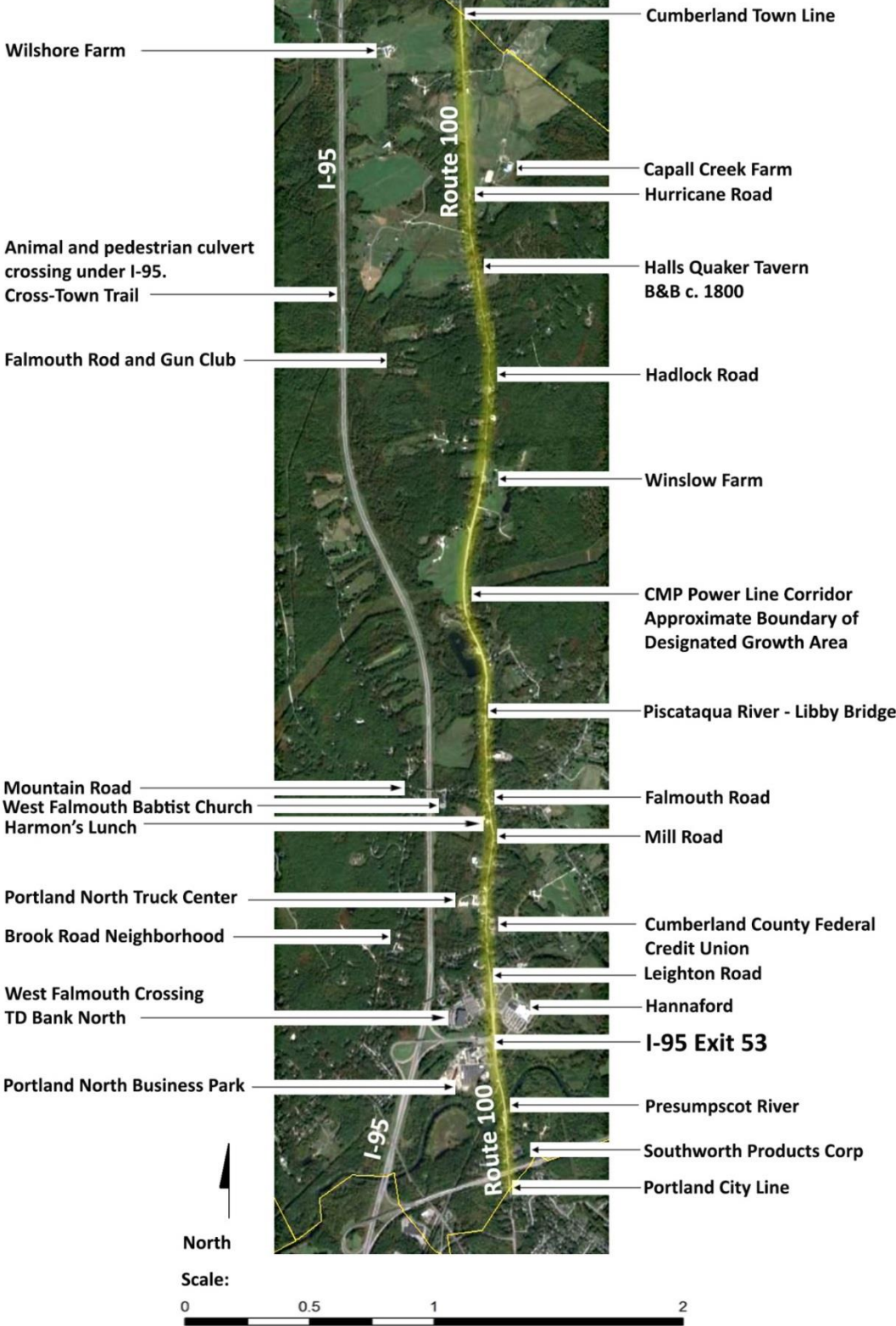
In 2014 the Town Council appointed an ad hoc Route 100 Vision committee. The committee started its work in July 2014. It conducted a bus tour of the Route 100 area to familiarize itself with the area and developed a Request for Proposals from consultants. The team of Wright-Pierce and T.Y. Lin was selected from five proposals that were received.

While the consultants prepared Existing Conditions and Traffic Analysis reports, the committee developed a 3-pronged outreach effort. The technical reports can be found in Appendices B and C.



Public meeting #1

STUDY AREA WITH COMMON LANDMARKS



The outreach consisted of (1) one-on-one neighbor discussions, (2) an on-line survey, and (3) an initial Public Forum. Approximately 40 people participated in the first forum and 90+ people completed on-line and paper survey responses. The community stated a need for traffic and intersection improvements, bicycle and pedestrian improvements, appropriate commercial development, and included a desire for public sewer expansion in the area. See Appendix D for the outreach results.

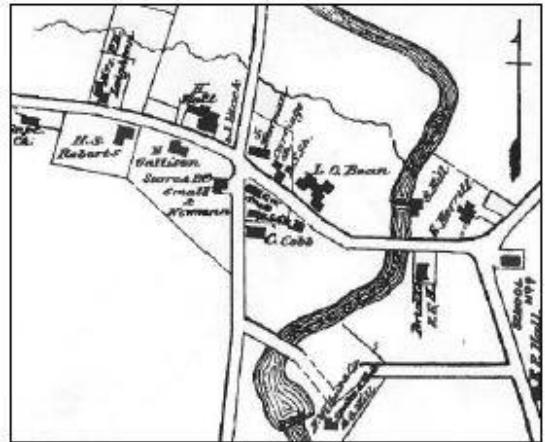
Based on this feedback and the technical data, the committee developed draft infrastructure options, including public sewer expansion possibilities, as well as draft land use considerations. Cost estimates were prepared for all infrastructure items and priorities were set. Possible financing options and implementation schedule were outlined.

The draft vision plan was reviewed with staff at the MaineDOT in March 2014, which gave it a favorable review. Favorable comments came also out of a second Public Forum that was held in April 2015. Based on this feedback, the committee finalized the recommendations that are contained in this report.

Vision Plan

3.1 ENHANCING THE WEST FALMOUTH COMMUNITY

For generations the west side of Falmouth was a tightly knit community with churches, local stores, and an elementary school anchoring neighborhoods and people to the area. As Falmouth grew, the school was consolidated to another side of town, Route 100 developed into a busy commuter route to Portland and south, and the sense of being a distinct neighborhood declined. Residents were no longer able to walk to visit other neighbors because of the busy road with no shoulders or sidewalks, the local store closed, and local residents were forced to shop and recreate in other parts of town.



Gray Road and Mountain/Falmouth Road intersection circa 1871.

The West Falmouth Crossing development and its related businesses, while a positive move for the area, remained just another shopping area to drive to; residents of West Falmouth have no safe way to walk, or bike to the stores, banks or medical offices of this development. West Falmouth Crossing was not integrated into the West Falmouth community and neighborhoods; it is another destination place among many to choose from for West Falmouth residents.

As noted, the committee began its work by touring and learning about the neighborhoods, farms, and businesses of this area. Committee members progressed by interviewing residents and completing in-person surveys with the people, who live, work, and commute and use this area. That information was compiled and used in a public forum to gather more information and opinions as to how to best improve the West Falmouth/Route 100 corridor. The message from this work has been very clear: the residents and businesses of the Route 100 corridor want to make changes to this area in order to recreate and enhance the West Falmouth community.

There are four key pieces that summarize the committee's vision. They can be summarized as follows:

- 1. Traffic and roadway improvements:**

The number one message from all sources is that the intersections and roadway of this area need to be changed and improved.

2. Sidewalks/Pedestrian amenities:

In the most populated and business-oriented area of West Falmouth sidewalks and landscaping that allow neighbors to visit neighbors and walk to stores and businesses is essential to the recreation of the West Falmouth community. From older residents to new arrivals with children, the message that people who live in this area want to be able to get around without their car was clear.

3. Bicycle access and safety:

The data the committee saw and the feedback from the discussions and forums make it clear that West Falmouth is at the heart of a vibrant and active bicycling community. Currently there is no safe way to traverse Route 100 which not only connects everything north of West Falmouth crossing to the rest of Falmouth and Portland, but also to the miles of beautiful trail infrastructure that has been developed in town and land trust owned properties in West Falmouth. Making improvements to allow safe bicycle traffic will substantially change this area to the positive.

4. Zoning and Development Changes:

Currently the Route 100 corridor is zoned for commercial development which will eventually occur. The committee listened to the residents and users of this area and has made broad recommendations to guide this development in a cohesive and managed way so that it fits the character of the area and will help recreate the West Falmouth community. These recommendations include traffic flow, the extension of public sewer and water, and the encouragement of sensible business development that stays in the character of the different parts of Route 100.

The committee's recommendations are broad and encompass a vision which enhances this area of Falmouth, maintains its long-time character and uniqueness, ensures sensible business development, and restores the sense of community to the businesses and residents.

3.2 RECOMMENDATIONS

The public outreach (see Appendix D) showed that the top concerns expressed by residents for the Route 100 area are:

1. Make road and intersection improvements,
2. Make bicycle and pedestrian improvements,
3. Provide public sewer expansion, and
4. Enable appropriate development.

Specific recommendations for each of these areas and others follow below.



3.2.1 TRAFFIC AND ROADWAY IMPROVEMENTS

The condition and width of the travelways and shoulders varies considerably along Route 100. The recommendation is to make the road more consistent throughout, with 11 foot wide travel lanes, 5 foot wide bike lanes, and consistent, good quality pavement conditions.

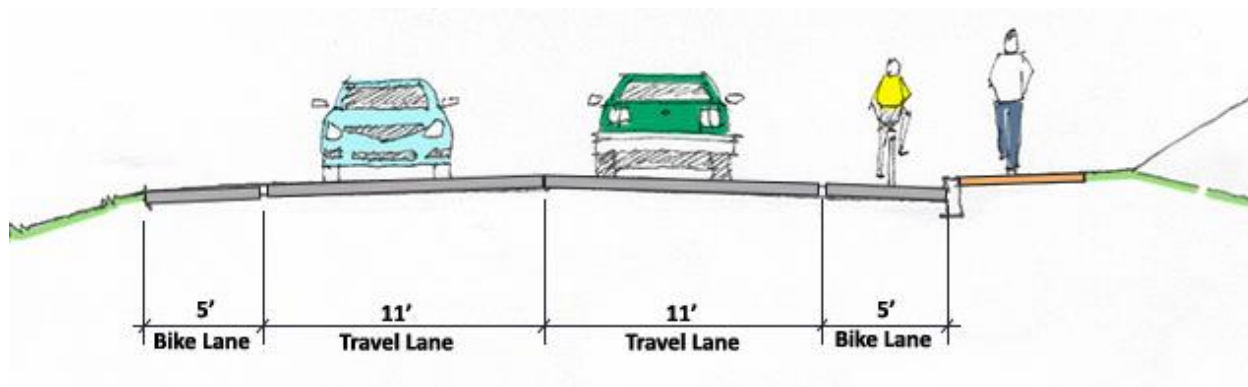
For the segment of Route 100 from Leighton Road to just beyond the Libby Bridge, the Committee is recommending:

- a complete rebuilt of the road, including drainage, gravel sub-bases,
- 5 foot wide bike lanes,
- 11 foot wide travel lanes,
- grass esplanade, and
- a 5 foot wide sidewalk.

Within this segment there is a desire to improve sightlines and safety of turning traffic at several high and low points of Route 100. The opportunity to lower or raise the current road profile should be further evaluated during the preliminary design phase.



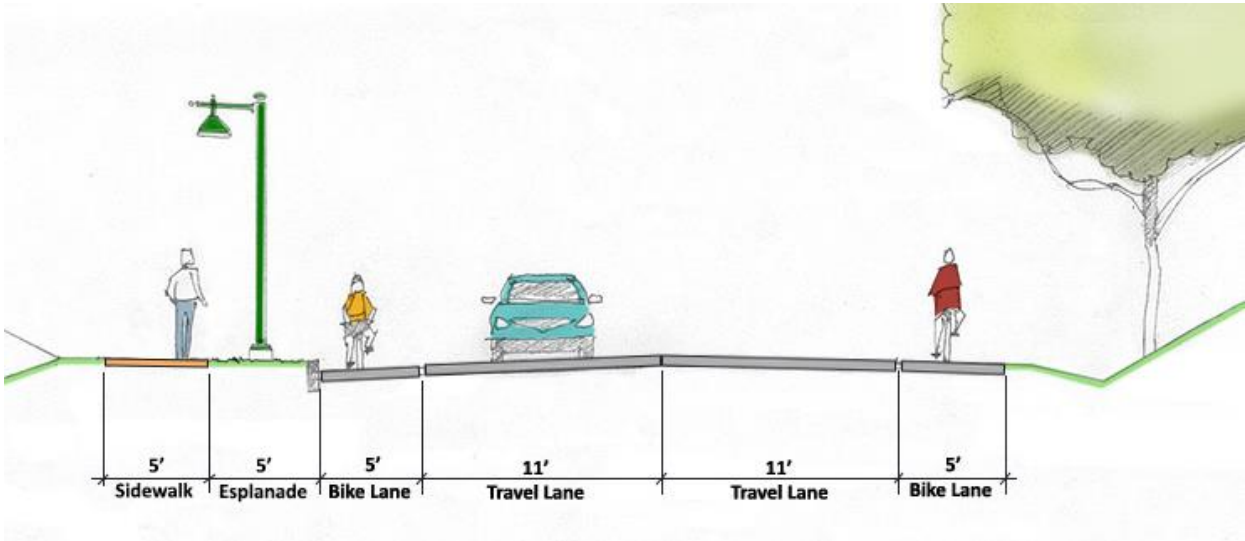
Existing View Looking north, approaching Presumpscot River Bridge



Proposed Typical Cross-Section looking north from Roberts Road to Leighton Road



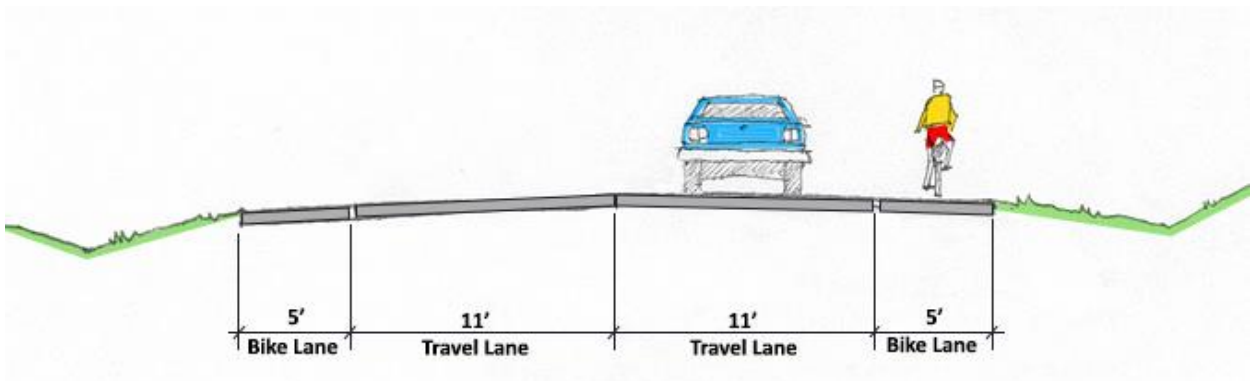
Existing View looking north, approaching Mill Road on right



Proposed Typical Cross-Section looking north from Leighton Road to Mountain/Falmouth Road



Existing View looking north, north of Winslow Farm



Proposed Typical Cross-Section looking north from Mountain/Falmouth Road to Hurricane Road

The plan recommends installation of traffic calming measures in one or more locations along Route 100. The locations for these measures are yet to be determined, but may include (1) the Cross-Town Trail near Kimball Way, (2) near the MaineDOT Urban Compact Line, and/or (3) near the intersection with Bella Way where the southbound speed limit changes from 45 to 35 mph. Two examples of possible improvements at these locations are shown below.



Example of possible traffic calming improvements showing the application of a raised concrete median island with vertical elements on both sides, e.g. posts, fences, lights and trees. Coloration of the median would help make it more visible for traffic.



Example of possible traffic calming improvements showing the application of raised, colored median islands with a crosswalk.

3.2.2 INTERSECTION IMPROVEMENTS

The Mountain Road/Falmouth Road and Leighton Road intersections have horizontal and vertical alignment deficiencies that complicate turn movements and contribute to safety issues. Additionally, the lack of turn lanes on Route 100 and on side roads may also contribute to crashes or unsafe conditions.

Both intersections currently have mast arm-supported signals, but no pedestrian crossing cycles. Along with the proposed crosswalks at Leighton Road and Mountain Road/Falmouth Road, new pedestrian signals are proposed. Additionally, timing coordination of the Leighton Road and Maine Turnpike Exit 53/West Falmouth Crossing traffic signals is recommended in order to allow for a smoother, more continuous flow of traffic through these intersections.

The recommendations at the two major intersections (Mountain/Falmouth Road intersection and Leighton Road intersection) include:

- dedicated turning lanes on all four approaches,
- safe design for the bicycle and pedestrian movements, e.g., bike lanes and crosswalks with pedestrian-actuated crossing buttons at the traffic signals.



Mountain Road - Falmouth Road intersection



Leighton Road intersection



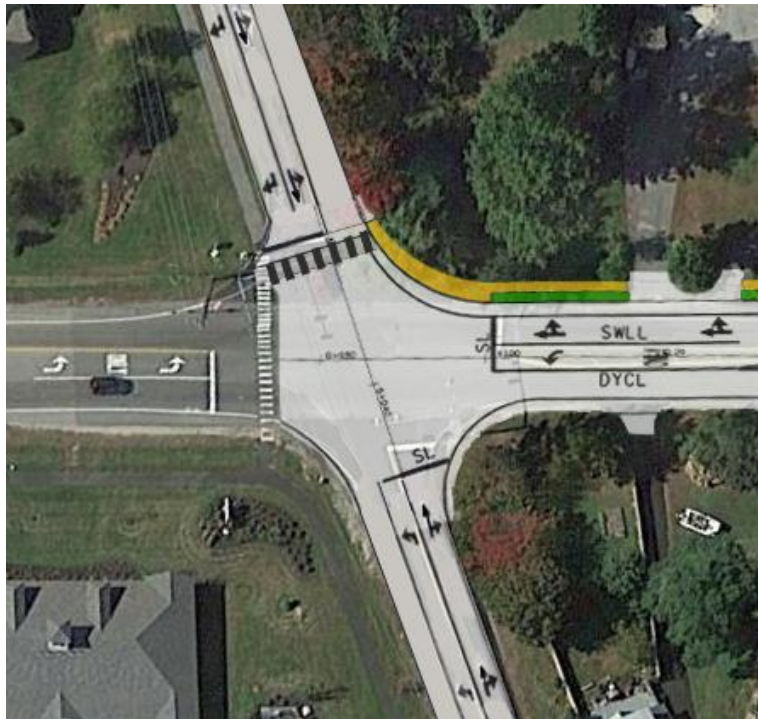
Existing Conditions at Mountain Road/Falmouth Road intersection.



Proposed turn lanes, sidewalks, and crosswalks at Mountain Road/Falmouth Road intersection.



Existing Conditions at Leighton Road intersection



Proposed turn lanes, sidewalks, and crosswalks at Leighton Road intersection.

3.2.3 SIDEWALK AND PEDESTRIAN IMPROVEMENTS

The only sidewalks that currently exist in the study area are in the southerly portion, namely in the West Falmouth Crossing area, on the new Presumpscot River Bridge, at Leighton Road/Route 100 intersection, on the Leighton Road and Mountain Road I-95 bridges, and at Piscataqua River bridge at Falmouth Road (see Figure 8 in Appendix B). These sidewalks are not continuous and are fragmented. It was seen as a high priority by the Committee to complete any missing sidewalk links in these areas.

Additionally, due to the potential for future growth along Route 100 from Leighton Road to Mountain Road, the committee felt it was a high priority to extend the sidewalk system in this portion of the study area.

The following specific recommendations are made for new sidewalks:

- Add missing sidewalk links from Roberts Road to Leighton Road on east side of Route 100,
- Add new sidewalk from Leighton to Mountain Road on west side of Route 100,
- Add missing sidewalk links on Leighton Road to Brook Road,
- Add new sidewalk from Mill Road to Falmouth Road, and
- Add missing sidewalk links on Falmouth Road to Winn Road.

3.2.4 BICYCLE ACCESS AND SAFETY IMPROVEMENTS

As noted before, West Falmouth is at the heart of a vibrant and active bicycling community. Currently there is no safe way to traverse Route 100, which not only connects everything north of West Falmouth Crossing to the rest of Falmouth and Portland, but also to the miles of trail infrastructure that has been developed on Town and Falmouth Land Trust owned properties in West Falmouth.

Providing safe bicycle facilities in the area is an important Committee goal. Although there are some paved shoulders along the southern and mid segment of Route 100, the high traffic speeds and volumes, absence of shoulders in other areas, combined with the use of any shoulders by vehicles passing left-turning traffic, create an unsafe bicycle and pedestrian environment.

The Committee recommends developing bicycle lanes where they would be most likely utilized. Bicycle lane improvements would include official signage and pavement markings where appropriate.



Specific recommendations include:

- Adding 5 feet wide bicycle lanes from Leighton Road to Libby Bridge on both sides of Route 100
- Adding 5 feet wide bicycle lanes from Winslow farm to Hurricane Road on both sides of Route 100

These improvements would result in continuous 5 foot wide bicycle lanes from Portland line to Hurricane Road on both sides of Route 100. When bicycle lanes are provided along Route 100 in Cumberland, a future extension from Hurricane Road to the Cumberland line should be considered.

3.2.5 LIBBY BRIDGE IMPROVEMENTS

The Libby Bridge was built in 1937 and is located where the Piscataqua River crosses Route 100. Every other year MaineDOT conducts inspections of the bridge. The last inspection was done in October 2014. The 2014 report noted some cracking and spalling of concrete structural members of the bridge, which will require rehabilitation at some point. The shoulders on the bridge deck are paved, but are degraded. Repair work was discussed with MaineDOT. The agency anticipates that any bridge repair work would be performed by the MaineDOT when the larger road project will occur.

The bridge width from guardrail to guardrail was also checked to make sure it can accommodate 5 foot wide bicycle lanes. This width varies slightly, but averages 35 feet which is sufficient for the proposed improvements.



3.2.6 STREETScape IMPROVEMENTS

This plan describes a vision not just for the roadway and infrastructure improvements, but also for the visual character, or how all users see and experience the roadway environment. It was important to the committee to provide a sense of neighborhood, a sense of place, and safety for all users.

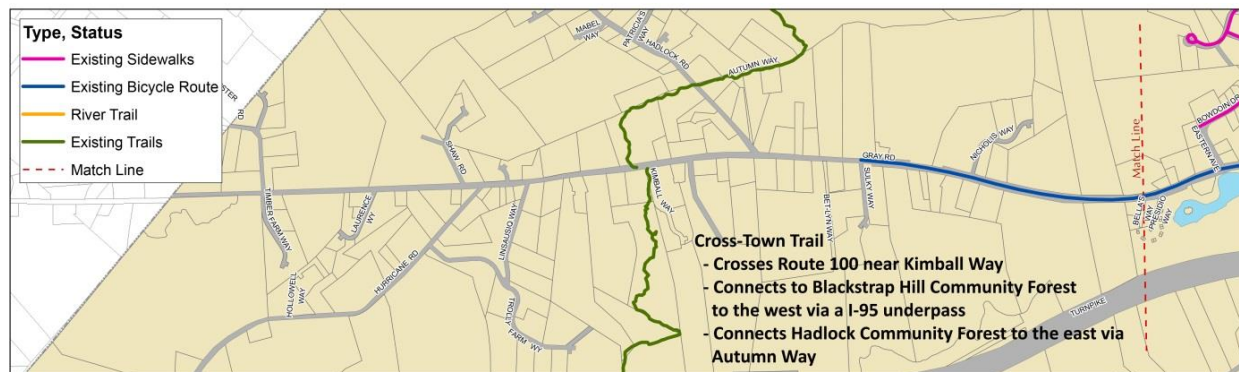
Specific recommendations include:

- Replacing all existing utility pole-mounted “cobra” head street light fixtures with light-emitting diode (LED) lighting,
- Installing new pedestrian scale LED lights along all existing and new sidewalks on Route 100, and
- Installing new street trees along Route 100 sidewalks.

No specific fixtures designs were investigated or recommended by the committee nor were street tree species identified.

3.2.7 TRAILS AND OPEN SPACE IMPROVEMENTS

The committee recognized that trails and open space are important features in the Route 100 area. It made two recommendations to enhance these facilities. First, where the Cross Town Trail crosses Route 100, a safer pedestrian crossing is envisioned. The committee did not consider a specific design, but felt that some physical improvements there may also serve as a traffic calming feature in this area. The map below shows the location of this trail.



Secondly, the committee recommended that a portion of the Town-owned property on Mill Road where the Parks and Community Programs garages are located that is along the Piscataqua River be improved as a modest public park with some benches and pathways. This area could become a valuable neighborhood asset with access to the river. No specific designs were developed by the committee.

3.2.8 PUBLIC SEWER IMPROVEMENTS

Limited access to public sewer exists in the southern portion of Route 100 (see below).



A separate West Falmouth Sewer Master Plan was developed by Wright-Pierce concurrently with this Route 100 study. That study is an assessment of sanitary sewer expansion west of Interstate 295 area and includes consideration of the existing wastewater treatment plant capacity as well as capacity of the collection system to the treatment plant.

Although the sewer study is not yet complete, the following was recommended by the committee:

- Public sewer extension through gravity flow in the area along Leighton Road from I-95 to Route 100 and north along Route 100 to the high point near the entrance to Cumberland County Credit Union, and up Marston Street. This scenario would require new sanitary sewer installed on Leighton Road (west), Marston Road, and portions of Route 100. There is limited land available for additional development in this area.
- Public sewer extension north of the Cumberland County Credit Union on Route 100. As there is a low point on Route 100 near the G.W. Bell Antiques and Rich Exterior Solutions businesses, serving this area would require a pump station to serve properties between the Cumberland County Credit Union and Mill Road. A new sanitary sewer in this area could serve 9 to 12 new parcels including 2 or 3 large parcels along Route 100.

The map below illustrates the approximate areas with red dashes that could be served by these two recommended sewer extensions



The committee investigated various other options, but did not recommend any of them at this time.

- The Portland North Business Park site could possibly be served with public sewer by extending the private gravity line the TD Bank, West Falmouth Crossing area, which could require a crossing of The I-95, Exit 53 ramp, or connecting to existing private line that serves the Hannaford complex across Route 100. If extension of the gravity sewer is not feasible, the Portland North area could be served by a single pump station. The committee recommends that this sewer extension only be pursued if private development warrants it.
- Extending public sanitary sewer north of Mountain and Falmouth Road may be feasible, but is not recommended as there is limited land available for development.
- Existing public sanitary sewer north of Libby Bridge on Route 100 may be feasible, but is not recommended as it is outside the Town's Growth Area.
- Extending sewer on Route 100 south of the Pan Am rail line and the Presumpscot River is not recommended due to the cost of that infrastructure and limited land for available development.

3.2.8 LAND USE RECOMMENDATIONS

The committee made various recommendations to help guide appropriate future development and land use in the Route 100 area. As noted, the committee's objective was to guide development in a cohesive and managed way, so that it fits the character of the area and will help recreate the West Falmouth community. The committee recommends the encouragement of sensible business development that stays in character with the different parts of Route 100.

In general, the committee envisions the southern section of Route 100 between the Portland line and Mountain Road for mixed use, commercial development. This section is currently already zoned for commercial use through three different districts: Mixed Use Cluster (MUC), West Falmouth Crossing Planned development District (WFCPDD), and Village Mixed Use (VMU).

The northern section between Mountain Road and the Cumberland line is envisioned by the committee for low to medium density residential, agricultural, and recreational uses. This area is currently zoned as Village Mixed Use (VMU) and Farm and Forest (F).

The specific land use recommendations fall in various categories.

Zoning Map

1. Some misalignment exists in VMU district north of Mountain/Falmouth Road where zoning boundaries traverse through individual properties rather than follow property boundaries. The committee recommends that this be corrected as it will allow for a more clear interpretation of zoning rules.

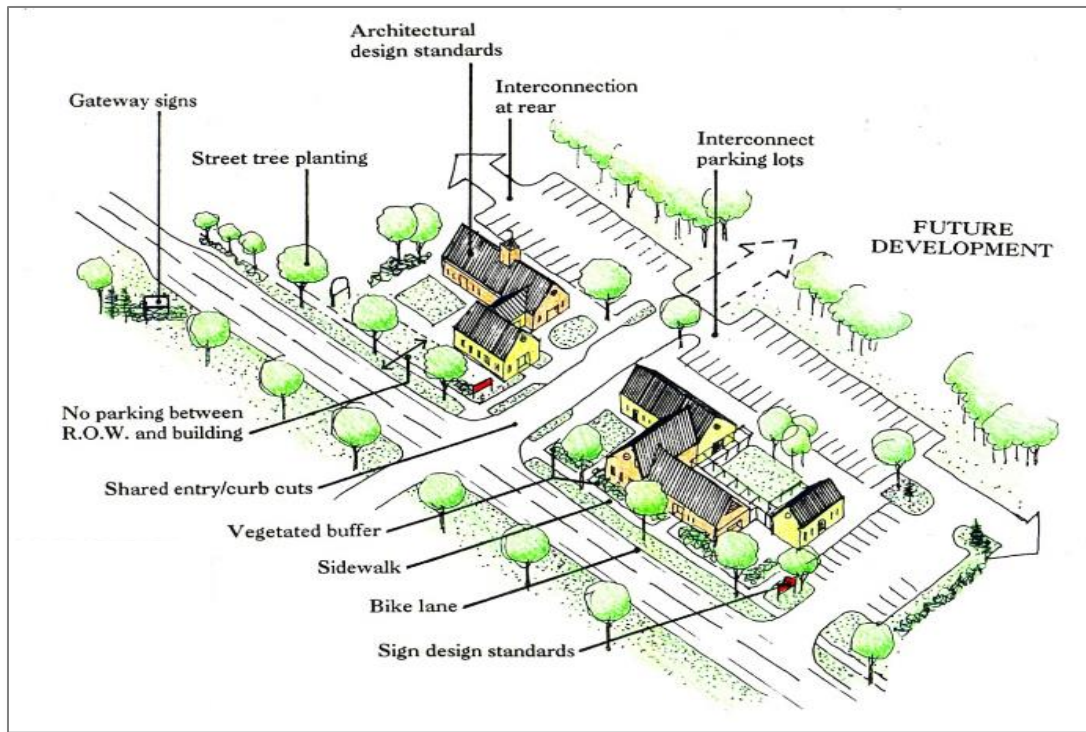
Permitted Uses

1. The committee felt that existing farms could be supported by expanding the list of permitted uses for existing primary and accessory structures in Farm and Forest (F) district. By example, the list could include studio, art gallery, event space, etc. As the Farm and Forest district covers a large portion of Falmouth and the committee did not want to overstep its bounds, the recommendation is limited to properties that have frontage on Route 100.
2. The committee felt there is an opportunity for hotel development in the area south of Leighton Road. However, such is not permitted currently. The committee recommends to list "hotels" as a permitted use in the MUC and WFCMPD districts.
3. The committee felt that the mixed use requirement in the MUC district was unnecessarily burdensome and may lead to some arbitrary mixing of uses on a site only to meet the letter of the law. The committee felt, instead, that the market should determine to what extent uses will be mixed and that the entire area should be seen as a mixed use area. It recommends that stand-alone retail businesses, multiplexes, and residential planned developments be permitted in the MUC district and that the mixed use development requirement be removed.

4. The committee does not seek a proliferation of drive-through windows in this area, but felt that walk-up windows for restaurants should be permitted in the VMU district.
5. The committee recommends that the Route 100 Overlay District requirements be reviewed in detail to make sure they are current.

Dimensional Standards

1. Currently, a single-use retail building of any size (commonly referred to as “big box”) can be built in the MUC district. The committee recommends setting a maximum footprint limit of 50,000 square feet on single-use retail buildings in the MUC district. This is similar to the requirements in the Village Center district along Route 1.
2. The committee recommends setting a maximum footprint size of 20,000 square feet and maximum height of three stories for hotels in the MUC and WFCMPD districts.
3. The committee recommends deleting the maximum 60 seat requirement for restaurants in the VMU district as long as they served by public sewer. Such a requirement may be appropriate for restaurants that are served by septic systems.
4. The committee recommends providing short-term parking setback flexibility for the Portland North Business Park property located in the MUC district. This was a specific request made by the owner of the Portland North Business Park property, Joe Cooper, who was also a member of the committee. In the case of future redevelopment of this property, the committee recommends zoning compliance with the building setback and parking standards that are discussed in (5) below.
5. Unless such is not feasible due to topographic or other limitations, the committee recommends discouraging parking between the front property line and any new building in the MUC district and the VMU district south of Mountain/Falmouth Road and setting the front building setback from the property line to a minimum of 0 and maximum of approximately 30 feet. This is a more traditional building pattern that is in keeping with many older buildings in the area, one that the committee feels helps to promote walkability in the area. This is illustrated in the sample graphic on the next page.
6. The committee recommends reducing the minimum lot width from 150 feet to 75 feet in the VMU district. This will help to promote more compact development.



Examples of measures to recreate the Route 100 neighborhood.

Design Guidelines

1. The committee recommends incorporating more flexibility for the reuse of existing structures in the application of site plan requirements and design guidelines.
2. The committee recommends a detailed review of the "Exit 10 Design Guidelines" to make sure they are current.

Access Management

1. The committee recommends updating the Town's access management rules to strive for (future) shared access driveways and lot interconnections where possible, unless such is not feasible due to topographic or other limitations.

Stormwater Management

1. The committee recommends updating the zoning ordinance to include the stormwater recommendations that are contained in the "Route 1 Commercial District Stormwater Management Report" by Woodard & Curran.

In conclusion, implementing all of the recommendations may result in a transformation of Route 100. Below is a photo simulation of what Route 100 could look like in the future.



Existing view of Route 100 looking north. Cumberland County Credit Union is located on right.



Potential future view looking north showing infrastructure improvements and hypothetical new infill development.



Roberts Road to Leighton Road

- Proposed improvements include new 5' sidewalk on east side from Roberts Road to Leighton Road, where missing and sidewalk lights and street trees along entire length.

Leighton Road to Mountain Road

- Major Focus Area**
- Designated growth zone.
- Complete reconstruction, 11' lanes, 5' shoulders, grass esplanade, 5' sidewalk, sidewalk lights, street trees, new municipal sewer, access management.
- Reconfiguration of Leighton Road and Mountain Road intersections.

Mountain Road to Libby Bridge

- Complete road reconstruction.
- 5' wide bike lanes.
- Drainage improvements.

From Portland Line to Libby Bridge



Libby Bridge to Winslow Farm

- MeDOT resurfacing project scheduled for 2015

Winslow Farm to Hurricane Road

- Proposed 5' wide paved bike lane and drainage improvements.
- Improve visibility of Cross-Town Trail crossing

Hurricane Road to Cumberland Line

- Install 5' bike lanes in the future. Coordinate with Cumberland.

From Libby Bridge to Cumberland Line

PLAN OF MAJOR IMPROVEMENTS

4 Implementation Plan

4.1 COST ESTIMATE

The committee developed, with assistance from its consultants, detailed, concept-level cost estimates for each of the improvements. These have been outlined item by item in appendix A.

The total cost estimate for the recommended improvements described in the previous chapter is approximately \$10.1M.

This amount breaks down as follows:

• Roadway/intersections	63%
• Public sanitary sewer expansion	18%
• Street/pedestrian lighting	8%
• Storm water drainage	5%
• Additional bicycle and pedestrian work	5%
• Landscaping	<u>1%</u>
	100%

Appendix A also explains the assumptions used by the consultants to arrive at this cost estimate. In addition, the chart lists other improvements (estimated at a cost of \$2.3M) as “future.” They were included for completeness sake, but are not recommended at this time. Improvements planned by other entities were also noted in the chart.

4.2 FUNDING STRATEGY

The committee recommends that the Town construct the entire project at the same time, and seek a variety of funding sources to accomplish this. This approach is similar to the current construction work on Route One South. Doing so would require the Town to issue a bond, and pay that back over the life of the bond. While this adds interest cost, the interest rates are currently favorable for the Town and significant cost efficiencies may be achieved by doing all construction all at once.

The following funding sources have been identified as the most likely for funding the proposed \$10M worth of improvements:

- Existing West Falmouth Crossing Tax Increment Financing (TIF) Balance
- MaineDOT and other outside sources
- Future West Falmouth Crossing TIF Funds.

Tax Increment Financing is a state and local financing mechanism in which economic development improvements are funded through the dedication of increased local property tax revenues resulting from private investment within a designated district. TIFs are further

supported by sheltering new property valuation within the district from a community's state valuation, so that the community avoids losses in state aid to education and state municipal revenues sharing as well as increases in its county tax. Revenues captured within a designated TIF district can be used to fund both local costs for infrastructure and economic development efforts as well as private costs for building construction and improvements as well as site related costs.

This proposes to use new taxes that have come from new commercial development in the West Falmouth Crossing TIF district that have been set aside in dedicated TIF fund. Due to the tax sheltering effects, these funds allow the Town to deploy them at three times the value if any Town general fund revenues were used. However, TIF funds can only be used for improvements and programs that are approved by the State of Maine. The proposed improvements are eligible TIF expenses. A key benefit of using tax increment financing funds is that there would be no tax rate impacts for Falmouth taxpayers.

By extending the term of the West Falmouth Crossing TIF district to a maximum of 30 years (current term is 25 years), the Town could raise the additional funds needed for this project to pay back a bond over the next 15 or so years.

MaineDOT is a critically-important funding partner for this project as a portion of Route 100 falls under a State of Maine maintenance responsibility. To date, Town staff has had favorable discussions with MaineDOT about this effort and possible financial support.

This funding strategy - using TIF and MaineDOT and possibly other funds - would allow the Town to take care of its Route 100 infrastructure needs now, rather than wait for the necessary funds to accumulate or become available, or scale the project's scope back, while the physical condition of the existing infrastructure deteriorates.

OTHER FUNDING SOURCES

As there is no single funding mechanism that provides a "silver bullet" in terms of covering all costs for implementation of the recommended improvements, this section outlines several other funding sources that are a good match for Falmouth and that have been successfully used in Maine communities for village and roadway improvements.

MaineDOT Quality Community Programs

MaineDOT has recently established a new Quality Community Program, a new name for existing programs many Maine communities are already familiar with, such as Transportation Enhancements, Safe Routes to School, and various other community programs. The Department has consolidated the former individual applications into a "common" Quality Community Program application to improve overall program and project delivery, as well as to simplify application processes.

MaineDOT's Quality Community Program includes federal and state funding opportunities to improve the quality community environment in Maine. This competitive program is intended to improve community transportation related facilities through bicycle and pedestrian

improvements, safety improvements, environmental improvements, scenic, historic, and other quality community improvements.

The following are the major funding programs that support the Quality Community Program:

Transportation Enhancement Program

The Transportation Enhancement Program is a Federal and State program (minimum 20% local match) offering a funding opportunity to help communities expand their transportation and quality community environments. This program supports pedestrian and bicycle facilities, historic and environmental projects, and downtown revitalization initiatives, as well as other investments that create an enhanced transportation system. Project proposals must show a relationship to surface transportation.

For more information visit: www.maine.gov/MaineDOT/community-programs/enhancement-program.php

Applications under the Quality Communities Program are due in June each year, to compete for funding available within the next two fiscal years. The Town should contact with MeDOT to coordinate on the potential timing of its application.

Project Canopy Grants

The Project Canopy Tree Planting and Maintenance grant program is a state funded program administered by the Maine Department of Conservation's (MaineDOC) Maine State Forest Service in cooperation with the Pine Tree State Arboretum. Communities applying for funds must provide a direct cash match of at least 50% of the total \$8,000 available grant. Applications and funds are available annually from the MaineDOC.

Details on this program are available at:

<http://www.maine.gov/doc/mfs/projectcanopy/>

4.3 POSSIBLE SCHEDULE

Preparing a Vision Plan is only the first step in the process for Route 100. Many other steps need to follow this one. The Committee envisions the following possible schedule for implementation of the Vision Plan. This schedule is subject to change.

May 27, 2015	Committee presents recommended vision plan as well as appropriation request for next phase, Preliminary Engineering, to the Council
Fall 2015:	Upon Council approval, Town staff develops a Request for Proposals (RFP) for Preliminary Engineering services. Once a consultant is hired and more detailed plans and cost estimates are developed, it is anticipated that Preliminary Engineering may be complete by December 2015 or January 2016. Regular consultations with the Ad Hoc Route 100 Committee, Community Development Committee (CDC), and the public are envisioned at key moments during this process. The final Preliminary Plan will be brought back to the Town Council for review. During this stage Town staff continues to explore funding support for the project from other parties, such as MaineDOT.
Winter 2016	Town staff seeks approval from the Maine Department of Economic and Community Development of an amendment of the West Falmouth Crossing Tax Increment Financing District, finalizes funding commitments from other parties, and develops a proposed funding plan.
Spring 2016	Council reviews and approves Preliminary Plan, Funding Plan, and Referendum Question. Note: All Town projects that cost more than \$1M require approval by Falmouth voters.
June 2016	Voter Referendum of Route 100 Appropriation Request
Fall 2016	Upon voter approval, Town staff develops a Request for Proposals (RFP) for Preparation of Construction Document services. Once a consultant is hired for this phase and construction plans and cost estimates are developed, it is anticipated that this work will be complete by December 2016. Regular consultations with the Ad Hoc Route 100 Committee, Community Development Committee (CDC), and the public are anticipated at key moments during this process. The final Plan will be brought back to the Town Council for review and approval.
Winter 2017	Upon Town Council authorization, the plans and specifications will be made available for Construction Bidding. Bids will be due in March 2017.
Spring 2017	Route 100 construction starts
Fall 2017	Route 100 construction completed

Appendices



A Vision Chart with Cost Estimates

B Existing Conditions Evaluation

C Traffic Analysis

D Outreach Results

Appendix A

ROUTE 100 VISION - Draft: April 27, 2015

RECOMMENDED IMPROVEMENTS

		Assumption	Order of Magnitude Cost	Subtotal costs	Percentage of total cost		
1	Roadway + Intersections	A Comply with the 2009 MaineDOT construction plans for complete rebuilt from Leighton Road to Libby Bridge (plus modifications). The Route 100 roadway segment improvements proposed by MaineDOT between Leighton Road and the Mountain Road/Falmouth Road will generally consist of providing one lane in each direction, a paved shoulder in each direction, and a sidewalk on the west side. North of Mountain Road/Falmouth Road the sidewalk is eliminated.	MeDOT estimate was \$3,700,000 in 2009. Adjusted to 2017.	\$ 5,360,000			
		B Construct improvements to Mountain/Falmouth intersection as planned by MaineDOT. At the Mountain Road/Falmouth Road intersection, the MaineDOT improvements will consist of widening the Route 100 and Mountain Road approaches to consist of a dedicated left-turn lane and a shared through/right lane and include some alignment corrections. Implementation of these improvements are expected to provide sufficient long-term intersection capacity. Additional capacity is not required.	Generally from Mill Road to 550' north of intersection:\$800,000 to \$1,000,000. Included in 1.A.	\$ -			
		C Construct improvements to Leighton Road intersection as planned by MaineDOT and make additional improvements. The MaineDOT improvement at the Leighton Road intersection consists of providing a dedicated left-turn lane on Route 100 in the southbound direction. This added capacity will not accommodate long-term future growth and therefore additional capacity enhancements will be required. Given that both Leighton Road approaches have single lane approaches, widening both approaches is a possible outcome. The Leighton Road westbound approach would be widened to a dedicated left-turn lane and a shared through/right lane and the eastbound approach would consist of a shared left/through lane and a dedicated right-turn lane. These improvements may require ROW acquisition.	Generally from Marston Street. Cost \$270,000 - included in 1.A. Cost to construct the Leighton Road approach improvements:\$250,000 - not included in 1.A.	\$ 250,000			
		D Miscellaneous traffic calming measures - design and locations TBD.	Place Holder, 3 locations @ \$90,000 each	\$ 270,000			
		E Sightline improvements - design and locations TBD.	\$50,000 Place Holder	\$ 50,000			
Subtotal for Roadway + Intersections				\$ 5,930,000	58.7%		
2	Bicycle Facilities	A Install 5' wide bike lanes both sides on Route 100 from Leighton Road to wide shoulders just north of Libby's Bridge.	Included in 1.A.	\$ -			
		B Install 5' wide paved shoulders/bike lanes both sides on Route 100 from Winslow Farm to Hurricane Road	\$320,000	\$ 320,000			
Subtotal for Bicycle Facilities				\$ 320,000	3.2%		
3	Sidewalks +	A Install missing sidewalk links between Robert's Road and Leighton Road along east side of Route 100.	2,300 LF one side of Rd. @ \$250/LF	\$ 575,000			
		B Install missing sidewalk links on Leighton Road between Route 100 and Brook Road.	700 LF @ \$100/LF + 1,200 LF @ \$150/LF	\$ 250,000			
		C Install missing sidewalk link on Falmouth Road to Winn Road intersection.	600 LF @ \$100/LF	\$ 60,000			
		D Install sidewalk on west side on Route 100 from Leighton Road to Mountain Road and sidewalk on east side from Mill Road to Falmouth Road.	Included in 1.A.	\$ -			
		E Install crosswalks per 2009 DOT plans.	Included in 1.A.	\$ -			
Subtotal for Sidewalks + Crosswalks				\$ 885,000	8.8%		
4	Access Management	Consolidate and narrow curb cuts as per 2009 MaineDOT construction plans and make additional improvements (locations/design, including property interconnections, TBD).	Included in 1.A.	\$ -			
Subtotal for Access Management				\$ -	0.0%		
5	Public Sanitary Sewer	A Install gravity sewer from existing point north of Leighton Road southerly towards Leighton Road area.	1,025 LF @ \$250/LF	\$ 256,000			
		B Install gravity sewer from existing point north of Leighton Road, northerly to Credit Union (Route 100 high point).	585 LF @ \$250/ LF	\$ 146,000			
		C Install sewer from Credit Union to Mill Road. Requires a pump station. (Install dry line before road construction. Install pump station and connection based on need with possible private contributions per sewer ordinance.)	1850 LF of 8-inch gravity sewer, a pump station at the low spot, and approximately 750 LF of force main to the existing sewer at the intersection of Mill Road.	\$ 1,300,000			
Subtotal for Sanitary Sewer				\$ 1,702,000	16.9%		
6	Lighting	Replace existing "cobra head" street light fixtures along Route 100 with LED fixtures.	23 @ \$500 EA	\$ 11,500			

	B	Install pedestrian scale lights along new Route 100 sidewalk: Roberts Road to Leighton Road	one side, 2,300 LF @ 85' OC = 27 lights @ \$9,500 EA	\$	256,500	
	C	Install pedestrian scale lights along new Route 100 sidewalk: Leighton Road to Mountain Road	one side, 3,800 LF @ 85' OC = 45 lights @ \$9,500 EA	\$	427,500	
			Subtotal for Lighting	\$	695,500	6.9%
7	Storm Drainage	A Replace culverts between Leighton Road and Hurricane Road. (Apply best practices for road-crossing structure replacement to promote aquatic ecosystem connectivity, where applicable.)	4 culverts included in 1.A. Approximately 5 additional @ \$50,000 EA.	\$	250,000	
	B	Remove and replace closed system from Falmouth/Mountain Road to Mill Road as per MaineDOT plan	Included in 1.A	\$	-	
			Subtotal for Storm Drainage	\$	250,000	2.5%
8	Storm Water Quality	A Update zoning ordinance to include stormwater recommendations from 2013 Woodard & Curran stormwater management report	\$10,000 for consultant	\$	10,000	
	B	Incorporate public-private partnerships for shared stormwater management.	Allowance	\$	200,000	
			Subtotal for Stormwater Management	\$	210,000	2.1%
9	Vegetation	A Plant street trees where sidewalks are installed (Route 100 only).	6,100 LF @ 120' OC = 52 trees @ \$950 EA	\$	50,000	
	B	Plant trees in additional select areas (locations TBD).	20 tree allowance @ \$950 EA	\$	20,000	
	C	Invasive plant management program	Conservation Commission estimate	\$	10,000	
			Subtotal for Vegetation	\$	80,000	0.8%
10	Open Space Development	Create riverfront pocket park at Community Programs facilities location on Mill Street.	Allowance	\$	25,000	
			Subtotal for Open Space Development	\$	25,000	0.2%
			GRAND TOTAL	\$	10,097,500	100.0%

RECOMMENDED FUTURE IMPROVEMENTS

1	Roadway + Intersections	A Capacity enhancements at Portland North Business Park/Route 100 intersection to support any significant increase in future development on this road.		\$	400,000	
	B	Capacity enhancements at Turnpike Exit 53/Route 100 intersection (improvements TBD).	\$300,000 to \$400,000	\$	400,000	
2	Bicycle Facilities	A Reduce 10' wide shoulders to 5' from Libby Bridge to Winslow Farm	\$120,000	\$	120,000	
	B	Install 5' wide paved shoulders/bike lanes both sides Route 100 from Hurricane Road to Cumberland line	3000 lf @ \$264,000	\$	264,000	
	C	Install 5' wide bike lanes on side roads - locations/scope TBD.	Allowance for 2,000 LF @ \$80/LF	\$	160,000	
3	Sidewalks + Crosswalks	A Install missing sidewalk link on Mountain Road to Brook Road. (may require ROW or easements)	1120 LF @ \$120/LF	\$	135,000	
5	Public Sanitary Sewer	A (1) Install gravity sewer for the Portland North Business Park. Tie into West Falmouth Crossing at TD Bank area or private sewer near Dunkin Donuts. (Do this only if development pushes the need with private contributions per sewer ordinance.)	500' ± LF @ \$240/LF to \$270/ LF	\$	125,000	
	B	(3) Install gravity sewer in Marston Street	1,200' LF @ 250	\$	300,000	
9	Electricity	A Extend 3-phase power north of Portland North Truck Center to Mountain Road. (Do this only if there is sufficient demand.)	Place Holder. Possibly paid for by User	\$	10,000	
			TOTAL FOR FUTURE ITEMS	\$	1,914,000	

\$ 12,011,500

IMPROVEMENTS BY OTHERS

1	Roadway	Scheduled MaineDOT Highway Preservation Paving Project (2015): Beginning 0.35 of a mile north of Mountain Road and extending northerly 1 mile.	Scheduled for 2015 by MaineDOT	\$	-	
2	Public Water	Replace 1200 lf water main north of Mountain/Falmouth Road (starting at 177 Gray Rd) to Libby Bridge (Project by Portland Water District).	Scheduled for 2015 by Portland Water District	\$	-	
3	Natural Gas	Install natural gas as part of roadway improvements (project by Summit Natural Gas)	By Summit Natural Gas	\$	-	
4	Communications	Advance discussions with broad band service provider for a high speed internet connection to TD Bank originating at Mountain Road Transmission Line allowing Route 100 to be served from Mountain Road to West Falmouth Crossing (project by broad band service provider).	By User	\$	-	
5	Libby Bridge	Libby Bridge rail and curb improvements and any future improvements. Pavement surfacing covered in 1.A	By MaineDOT	\$	-	

LAND USE/ZONING RECOMMENDATIONS TO GUIDE FUTURE DEVELOPMENT

1 Zoning Map	A Amend zoning boundary to follow property lines in VMU district north of Mountain/Falmouth Road	
2 Permitted Uses	<p>A Expand allowed uses in existing primary and accessory structures in Farm and Forest (F) district for properties with frontage on Route 100 to include studio, art gallery, event space, etc.</p> <p>B Allow hotels in MUC and WFCMPD districts</p> <p>C Allow stand alone retail businesses, multiplexes, and residential planned developments in MUC district (i.e. remove mixed use development requirement)</p> <p>D Allow walk-up (not drive-through) window for restaurants in VMU district</p> <p>E Review Route 100 Overlay District to make sure they are current</p>	
3 Dimensional Standards	<p>A Set max. 50,000 sf footprint limit on single-use retail buildings in MUC district</p> <p>B Set max. 20,000 sf footprint and max. 3 stories for hotels in MUC and WFCMPD districts</p> <p>C Delete max. 60 seat requirements for restaurants on public sewer in VMU district</p> <p>D Provide short-term parking setback flexibility for Portland North Business Park property, but seek zoning compliance per standard below when property is redeveloped.</p> <p>E Discourage parking between front property line and new building in VMU district south of Mountain/Falmouth Road and in MUC district and set the front building setback from the property line to a minimum of 0 and maximum of approximately 30 feet, unless such is not feasible due to topographic or other limitations.</p> <p>F Reduce min. lot width from 150 feet to 75 feet in VMU district</p>	
4 Design Guidelines	<p>A Incorporate more flexibility for the reuse of existing structures in application of site plan requirements and design guidelines</p> <p>B Review design guidelines in detail to make sure it is current</p>	
5 Access Management	A Update access management rules seeking (future) shared access driveways and lot interconnections where possible, unless such is not feasible due to topographic or other limitations.	
6 Stormwater Manager	A Update zoning ordinance to include stormwater recommendations from 2013 Woodard & Curran stormwater management report	\$10,000 for consultant

Notes to Appendix A:

1. Regarding item 1.A in the chart above (2009 MDOT construction plans for complete rebuilt from Leighton Road to Libby Bridge) and any associated items as noted, the unit prices for these improvements were based on the detailed item by item estimate that was performed in 2009 by MDOT consultant FST as part of that previous construction plan set that was designed, but not funded.
2. Because it has been 6 years since the 2009 estimate was prepared the Town's consultants projected the \$3.7 million estimate to 2017 dollars.
3. Using a regionally appropriate approach, the consultants obtained unit cost data that is maintained by New Hampshire Department of Transportation (NH DOT).
4. The change in the NH DOT construction cost index over the 2009-2017 period was a total cumulative increase of approximately 10.5 percent.
5. By using the NHDOT data, the estimated 2009 project cost increase to a 2014 figure of \$5 million. Looking into the future, and using a moderate 3% annual rate of inflation for 2015, 2016 and 2017 the consultants arrived at an adjusted total project cost of \$5,360,000.
6. As shown in Appendix A, this amount accounted for approximately half of the recommendations by the Committee.
7. Other standard cost considerations were applied across the improvement items.
8. Professional design services and construction administration services were included at 15% of each item's construction cost.
9. Contractor mobilization, traffic controls and construction administration were added at a combined 15% of each item's construction cost.
10. The estimate includes a contingency of 10%.
11. Costs for any right of way acquisitions were not included in the final estimate.

Appendix B

Falmouth Route 100 Vision Plan

EVALUATION OF EXISTING CONDITIONS



January 8, 2015
(rev. April 27, 2015)

TABLE OF CONTENTS

INTRODUCTION	2
EXECUTIVE SUMMARY	2
1.0 Roadway Condition	3
1.1 Additional Roadway Observations	4
2.0 Storm Drainage	6
3.0 Storm Water Quality	7
4.0 Sewer.....	8
5.0 Water.....	9
6.0 Natural Gas	10
7.0 Electricity	10
8.0 Roadway Lighting.....	10
9.0 Communications	10
10.0 Additional Items.....	10
10.1 Existing and Future Transportation Analysis	11
10.2 Libby Bridge Assessment.....	11

List of Figures (located in the Appendix)

Character Photos

Figure 1 Route 100 Existing Zoning Districts

Figure 2 Route 100 Road Segments

Figure 3 Route 100 Stormwater System

Figure 4 Route 100 Water System

Figure 5 Route 100 Sewer System

Figure 6 Route 100 Summit Natural Gas

Figure 7 Route 100 Roadway Lights and 3-Phase Power

Figure 8 Route 100 Existing Bike/Ped Routes

Figure 9 Route 100 Urbanized Area and Watershed Map

Figure 10 Route 100 Designated Growth Boundaries

INTRODUCTION

Wright-Pierce is the lead consultant for the Route 100 Vision Plan and has prepared this Technical Memorandum – Evaluation of Existing Conditions. T.Y. Lin International is a sub-consultant and is leading the transportation portion of the Route 100 Vision Plan with a report submitted under separate cover. The Study is to develop a long-range plan that creates a cohesive vision for the Route 100 area from the Portland City line to the Cumberland Town line. The Town is interested to have a plan that follows the direction set by the 2013 Comprehensive Plan and has a planning horizon of approximately 25 years.

Goals of the Vision Plan include:

- Articulate an up-to-date vision for the Route 100 area,
- Help guide, prioritize, and coordinate a range of future infrastructure investments (including road, streetscape, utilities) in this area (note: various projects have been identified in the West Falmouth Crossing TIF Development Program which need further evaluation),
- Identify amendments to land use and zoning regulations that are recommended to attain the vision (incl. permitted uses, development intensity, and design/performance standards), and
- Prioritize potential implementation steps.

This document serves as the first phase of the plan and contains documentation of existing roadway and infrastructure conditions to gain a better understanding of current issues. The evaluation included field observations and measurements, gathering of existing conditions information from Town and State GIS data files, and email and phone correspondence to utility agencies with regards to future upgrades and planned extensions.

Photographs of various roadway and infrastructure conditions were taken along the road to record and reference our observations. Refer to **Appendix A** for a series of character photographs.

EXECUTIVE SUMMARY

This summary outlines the major opportunities and limitations within the study area, how the conditions of the existing roads and infrastructure correspond the major recommendation from the 2013 Comprehensive Plan and where the priorities areas are that should be addressed sooner rather than later. Each segment of Route 100, as outlined in the next section, was reviewed in light of roadway conditions, storm drainage, sewer and water availability, and other utilities.

Based on the Comprehensive Plan and what was heard at the first public meeting and Committee meetings, the priority segment of the study area is the segment from Leighton Road to the Libby Bridge. This segment contains two major intersections (Leighton Road and Mountain/Falmouth Road) that are in need of significant traffic capacity and safety upgrades. The roadway, shoulders and stormwater infrastructure are in very poor condition. This segment falls in the MeDOT Urban Compact and the Designated Growth Boundaries of the Town’s Comprehensive Plan and is a segment that is most likely to be served by municipal sewer. Other segments of Route 100 on the whole, are not as high of a priority, in acceptable condition or slated to have surface upgrades in the near future.

1.0 Roadway Conditions:

The condition and width of the travelways and shoulders varies considerably along Route 100. We have prepared our road condition and infrastructure evaluation based on “segments” of Route 100, as outlined below. Once we have a better understanding of current issues, these segments can be refined to correspond to envisioned future growth projections and the development of recommendations.

- Segment 1. Portland line to Leighton Road.
- Segment 2. Leighton Road to Libby Bridge.
- Segment 3. Libby Bridge to Winslow Farm.
- Segment 4. Winslow Farm to Hadlock Road.
- Segment 5. Hadlock Road to Hurricane Road.
- Segment 6. Hurricane Road to Cumberland line.

The study also evaluated the major side roads that intersect with Route 100, including:

- Leighton Road from the I-95 overpass to the Piscataqua River crossing.
- Mountain Road from the I-95 overpass to Route 100.
- Falmouth Road from Route 100 to the Piscataqua River Crossing.
- Mill Road From Route 100 to the Piscataqua River Bridge.
- Hadlock Road from Route 100 to the end of the road.
- Hurricane Road from Route 100 to the I-95 overpass.

See **Figure 2** for the segment identifications used in the table.

Segment ID	Approx Length	ROW width (min)*	Lane Width	Shoulder Width	Shoulder Type	Pavement Condition	Maint. Respons.
1	4620'	60'	12	5-10'	Paved	Good	Town
2	5650'	60'	11	2	Gravel	Poor	Town
3	5640'		12	10	Paved	Good	T (2200') S (3030')
4	1530'	60'	11	5-10	Gravel	Poor	State
5	3500'	60'	11	2	Gravel	Good	State
6	4050'	60'	11	5	Gravel	Good	State
Leighton Rd.		50'	11	4	Paved	Good	Town
Mill Rd.		50'	10.5	none	-	Fair	Town
Mountain Rd.		50'	11	2	Paved	Good	Town
Falmouth Rd.		50'	11	1-3	Paved	Good	Town
Hadlock Rd.		50'	10.5	1-3	Grass/Gravel	Good	Town
Hurricane Rd.		50'	10.5	1-3	Grass/Gravel	Good	Town

*ROW width given above are the minimum widths found within each segment. The ROW widths vary throughout the corridor. Changes have been made over the years, particularly at intersections, e.g., Exit 53, Leighton Road and Mountain Road, where ROW is wider and non consistent. Wright-Pierce has plans that show all current ROW widths, which will be references as we move forward with alternative recommendations.

1.1 Additional Roadway Observations:

Segment 1. Portland line to Leighton Road

This segment of roadway contains the best physical conditions of the 6 segments. The pavement surface is in excellent condition with the exception of some minor cracking near the Leighton Road intersection. This segment has consistent 5' bike lanes including on the new bridge over the Presumpscot River. The bridge was built with a 5' sidewalk on the east side but no sidewalk connections leading from the bridge north or south. This segment contains 2 pedestrian crosswalks that generally serve to connect both sides of the West Falmouth Crossing development. Refer to **Figure 8** for sidewalk and bike lanes. Sewer and water exist in this segment and the storm drainage appears to be in adequate condition for the near future.

Leighton Road east and west are in adequate condition. West of Route 100, Leighton road has a sidewalk on the south side for approximately 310', then breaks for 150', and

then continues for another 180'. The Leighton Road Bridge over I-95 has a sidewalk on the east side.

Segment 2. Leighton Road to Libby Bridge.

This segment of roadway contains some of the worst physical conditions of the 6 segments. This segment does not have paved shoulders or sidewalks for bicycles or pedestrians. This segment has public water but limited municipal sewer service. Drainage culverts, structures and headwalls are all in poor condition and are in need of replacement. This entire segment is within the MeDOT Urban Compact Area. An Compact or Built-up sections means a section of the highway where structures are nearer than 200 feet apart for a distance of 1/4 of a mile, unless otherwise defined. Additionally, the town has maintenance responsibilities within the defined compact area.

A Maine DOT reconstruction/sidewalk project for this segment has been a consideration since 2001. Detailed construction documents were prepared in 2009, but the project was never funded or implemented. The 2009 MeDOT plans call for an increased ROW in many locations that would add an additional 3' to 10'. Some of this expanded ROW, around the intersection of Falmouth and Mountain Road, has been acquired. The 2009 plans were developed prior to MDOT's adoption of Practical Design Standards. The proposed 12.5' lane width in the MeDOT plans may be able to be reduced to 11' minimum as part of the Committee visioning process, which would reduce and may eliminate the need to acquire additional ROW. The 2009 MeDOT plans included left hand turning lanes north and south at the Leighton Road Intersection and left hand turning lanes in all directions at the Mountain/Falmouth Road intersection. The plans called for 5' wide paved shoulders (both sides), a 4' wide grass esplanade and a 5' wide sidewalk on the west side from Leighton Road to Mountain/Falmouth Road.

The plans stopped short of roadway improvements on Libby Bridge. See section 10.2 in this report for more information.

Mountain Road to the I-95 overpass is in adequate condition with good drainage structures, curbing and 2 to 3' paved shoulders. Falmouth Road, from Route 100 to the new bridge over the Piscataqua River was recently repaved and in good condition but with no shoulders.

Segment 3. Libby Bridge to Winslow Farm.

This segment of Route 100 is in adequate condition with 12' travel lanes and a generous 10' paved shoulder. We did not encounter any storm drainage or pavement issues. This segment of roadway contains open fields, farmland and views to Blackstrap Mountain. The MeDOT has funded a preservation repaving project (3/4" Overlay) for 2015 from

Libby Bridge north for 1 mile. This project abuts (to the north) a light capital paving completed in 2012. The Urban Compact line ends approximately 2,200 feet north of Libby Bridge, near the CMP transmission corridor.

Segment 4. Winslow Farm to Hadlock Road.

Just north of the Winslow Farm, the road segment goes back to 11' travel lanes with little (less than 1') to no paved shoulders. The gravel shoulder width ranges from 5' to 10' and are in stable condition. The pavement surface is in adequate condition. We did not observe any stormwater related issues. This segment was resurfaced in 2012.

Segment 5. Hadlock Road to Hurricane Road.

This road segment is similar to Segment 4 but with little to no shoulder width and roadside swale and ditches close to the road. The pavement surface is in adequate condition but in some locations starting to break up along the edge due to lack of a paved shoulder and unstable gravel shoulders. The stormwater culverts were in poor condition and in need of replacement.

Segment 6. Hurricane Road to Cumberland line.

This road segment also has 11' travel lanes with little (less than 1') to no paved shoulders. The gravel shoulder width becomes wider and ranges from 5' to 10' and is in stable condition. The pavement surface is in adequate condition. We did not observe any stormwater related issues. This segment of roadway contains open fields and farmland.

2.0 Storm Drainage:

The nature and condition of the storm drainage system varies through the study area. Generally, Route 100 does not have curbing so the vast majority of the road surface drainage is sheet flow to open ditches and culverts. Leighton Road from I-95 drains east to the Piscataqua River and contains a closed drainage system (consisting of catch basins and associated piping) that drains to the Piscataqua River. Mountain Road from I-95 drains east to the intersection of Route 100 then into ditches and culvert and eventually to the Piscataqua River. There is a short (820') closed drainage system that begins just south of the Falmouth/Mountain Road intersection and flows toward Mill Road to the Piscataqua River. This system has approximately 4 catch basin inlets in the grass shoulder on the east side of Route 100. While a detailed assessment of the piping associated with the closed drainage system would require the use of closed circuit television equipment and is beyond the scope of this assessment, our observations suggest that these components are generally in good condition. The 2009 MeDOT plans

call for the removal and replacement of the closed system from Falmouth/Mountain Road to Mill Road.

The more rural and less-intensely developed areas of Route 100 are typically served by open ditches and culverts. Our visual assessment of the culverts noted a number of deficiencies, some of which should receive attention within the near future. All of the existing culverts in Roadway Segments 2, 4 and 5 should be replaced prior to any roadway reconstruction or repaving operations. If a roadway segment is scheduled for pavement resurfacing, we recommend an assessment of the culverts and if they need to be replaced, then a box cut be performed, culvert replaced, road subbase replaced and compacted in lifts, pavement base be replaced and compacted prior to the new surfacing. See **Figure 3** for approximate locations and limits of storm drainage and culverts within the study area. Refer to Section 1.1 – Additional Roadway Observations, for additional information on culverts.

3.0 Storm Water Quality:

As per the Town of Falmouth’s Stormwater Program Management Plan, dated November 2013 by Wright-Pierce, the Route 100 corridor from the Portland city line north to the Cumberland town line is located both within the Presumpscot River and within the Piscataqua River watersheds. Only the portion of the Route 100 corridor from the Portland City line north to approximately the intersection with Mountain and Falmouth Road is considered an urban area included under the Maine Pollutant Discharge Elimination System (MEPDES) municipal separated storm sewer system (MS4) program. See **Figure 8 - Urbanized Area and Watershed Map**, that show the Piscataqua and Presumpscot River watersheds within our study area. The Piscataqua River is not considered an Urban Impaired Stream. The majority of the Piscataqua watershed is not in the urban (regulated) area for the MS4 program and is not identified as a priority in respect to the MS4 program.

The Piscataqua River is potentially impaired for aquatic life use because of an algae impairment, but additional sampling is needed, according to the 2012 Integrated Water Quality and Assessment Report. Since it is listed in Category 3 [rivers and streams with insufficient data or information to determine if designated uses are attained (one or more uses may be impaired)], the next round of sampling results could determine that it is impaired and require that a total maximum daily load (TMDL) be developed for the watershed. It is likely that the impairment is related to non-point source pollution, and one could suspect that runoff from impervious surfaces, such as from Route 100, is contributing to its impairment.

In the 2012 Report, the Piscataqua River was also listed in Category 2 for contact recreation because it attained bacteria standards as a result of total TMDL monitoring.

The East Branch Piscataqua River (main-stem enters Piscataqua River just upstream of the confluence with the Presumpscot River) is also listed in Category 3. Resampling is needed to confirm whether an aquatic life impairment exists. It is very likely that the sampling of the three rivers within the study area will take place in 2015 by the Water Quality Standards Division of the ME DEP.

4.0 Sewer:

Development in the southern end of the study area is served by sanitary sewer as shown in **Figure 5**. An assessment of sanitary sewer expansion within the study area includes consideration of both the existing wastewater treatment plant capacity, as well as the capacity of the collection system, which conveys flow from the study area to the treatment plant. Wright-Pierce is currently conducting a detailed assessment of the wastewater conveyance infrastructure serving areas of West Falmouth; however, the following conclusions appear sound.

Wright-Pierce has reviewed the capacity of the Town's wastewater treatment plant and finds that, on an average flow and loading basis, the treatment plant has capacity to handle a limited amount of sewer growth in the near term. The treatment plant can treat an additional 500 pounds per day of waste load under current maximum month and permitted flow conditions without the need for additional upgrades. However, peak flow conditions which occur during extreme wet weather events have the plant operating near its hydraulic capacity both from a treatment standpoint, and for the plant's permit limit. It may be necessary to eliminate infiltration and inflow (I/I) from the collection system to compensate for any added flow from new development or redevelopment. It should be noted that the estimated 500 pounds per day in additional capacity is shared town-wide as well as with the Town of Cumberland. All of Cumberland's wastewater is treated at the Falmouth wastewater treatment plant. Prioritizing development in the Route 100 corridor will help the Town plan the best use of the available capacity.

The wastewater conveyance system from the study area to the treatment plant includes some potential bottlenecks including the pump stations on Falmouth Road, Pinehurst Drive, Woodlands Clubhouse, and Lunt Road. There are additional bottlenecks in some sections of the gravity sewer between the Pinehurst Drive and Woodland Clubhouse Pump Stations, and the Woodland Clubhouse and Lunt Road Pump Stations. Based on earlier investigations, it appears that the Pinehurst Pump Station and Woodlands Clubhouse Pump Station are the most limiting infrastructure in the West Falmouth collection system. Addressing these limitations will be an important factor for growth in the Route 100 corridor.

Extending sanitary sewer north beyond Libby Bridge is not recommended due to the Town's growth boundaries defined in the 2013 comprehensive plan. Extending sewer south beyond the Pan Am rail line is not recommended due to the costly infrastructure

and limited land for development. Within these boundaries, there appear to be areas that can be served by the existing infrastructure via gravity flow, without the need for new pump stations, and areas that would require new pump stations. Gravity flow is possible in the area along Leighton Road from I-95 to Route 100 and north along Route 100 to the high point near the entrance to Cumberland County Credit Union, and up Marston Street. There is limited land available for additional development in this area. This scenario would require new sanitary sewer installed on Leighton Road, Marston Road, and portions of Route 100.

The Portland North area could possibly be served by extending the private gravity sewer serving the Hannaford plaza area, which could require a very deep crossing of Route 100. If extension of the gravity sewer is not feasible, the Portland North area could be served by a single pump station.

There are several opportunities and constraints for sewer extensions north of the Cumberland County Credit Union on Route 100. There is a low point on Route 100 near the G.W. Bell Antiques and Rich Exterior Solutions businesses. This low point would require a pump station to serve properties between the Cumberland County Credit Union and Mill Road. A new sanitary sewer in this area could serve 9 to 12 new parcels including 2 or 3 large parcels along Route 100.

In order to provide sewer to the properties north of the Mountain/Falmouth Road intersection, a pump station or low-pressure sewer system would likely be required. It may be possible to serve this area by gravity flow through private property easements to an existing main line located on Falmouth Road, but more detailed inspection would be needed to make this determination.

Further study is needed to determine which options are feasible and most cost effective, as well as what downstream upgrades would be required. More detail on these options will be outlined as part of the ongoing West Falmouth Sewer Master Plan, being prepared by Wright-Pierce.

5.0 Water:

The Portland Water District (PWD) water main currently extends from the Portland City Line north on Route 100 to Bellas Way, as shown in **Figure 4**. Initial discussions with the PWD suggest that the system is in good condition. The system is viewed as having adequate capacity for growth, although the PWD should be consulted in the event of any commercial or industrial development with significant water usage. The PWD is currently developing plans to replace the section of water main that begins on Route 100 at 177 Gray Road and goes north approximately 1,200 feet crossing the Piscataqua River. It is intended for construction in 2015.

As a non-contributing utility, PWD relies on developers or municipalities to pay for and construct main extensions.

6.0 Natural Gas:

Summit Natural Gas of Maine (Summit) has been working towards the installation of natural gas distribution system within Falmouth. The currently proposed phases of the natural gas distribution system are shown in **Figure 6**.

7.0 Electricity:

Three-phase electric power is generally available within the commercially developed area in the southern end of the study area and appears to end at the Portland North Truck Center. The current limits of three phase power are shown in **Figure 7**.

8.0 Roadway Lighting:

Roadway lighting along the Route 100 corridor exists in the form of utility pole mounted cobra head fixtures, mostly found at major intersections and driveways. The approximate locations of cobra head lights are shown in **Figure 7**.

Through discussions with CMP, we understand that the entire process and pricing format will change in the near future, based on 2013 legislation that will allow municipalities to own and maintain CMP pole mounted lights. The new method of ownership and maintenance will also allow more options for fixtures and controllers.

9.0 Communications:

The Study area is served by high-speed internet via Fairpoint Communication and Time Warner for local CATV. Both companies provide overhead and underground facilities, when required. Additionally, Oxford Networks is considering a high speed internet connection to TD Bank but currently have no timeframe for this expansion. The connection would originate at the transmission lines on Blackstrap Road, come down Mountain Road, along Route 100 and feed Leighton Road and the West Falmouth Crossing.

10.0 Additional Items:

10.1 Existing and Future Transportation Analysis Technical Memorandum.

Submitted separately is a traffic and transportation report prepared by T.Y. Lin International that covers the current and project traffic volumes, accident locations, level of service indicators and the following items:

- Sidewalks and Crosswalks
- Bicycle Facilities
- Street and Intersection Functionality
- Directional and Regulatory Signage
- Traffic Signals

10.2 Libby Bridge Evaluation

A *Structure Inventory and Appraisal Sheet* was obtained from the MeDOT Bureau of Bridges and Structures, Bridge Maintenance for the Libby Bridge. The last engineering inspection was in October of 2014 and that it was rated “fair” at that point, with “structure is in overall satisfactory condition”.

As noted, the inspection report acknowledges some cracking and spalling of concrete structural members and notes that rehabilitation will be due at some point. The original concrete railing has been resurfaced with a steel guardrail that continues onto the approaches of the bridge. The concrete curbing on the bridge is in poor condition with cracks and missing pieces.

The width of the surface from guardrail to guardrail varies slightly but averages 35’, with 11.5’ travel lanes and 5.5’ shoulders. The shoulders on the bridge deck are paved and in degrading condition. The shoulders on both side of the approaches to the bridge are gravel at 5’ wide.

Falmouth Route 100 Vision Plan Evaluation of Existing Conditions

SEGMENT 1 - CHARACTER PHOTOS



Presumpscot River Bridge



Bus Stop near Portland North Road



Exit 53 - Commuter Parking



Bus Stop TD Bank North



Looking west - Route 100/Leighton Road



Piscataqua River - Leighton Road

Falmouth Route 100 Vision Plan Evaluation of Existing Conditions

SEGMENT 2 - CHARACTER PHOTOS



Culvert under Route 100 near Marston St.



Harmons Hamburgers



Mill Road - Piscataqua River Bridge



Piscataqua River south of Libby Bridge



Libby Bridge



Old Portland-Lewiston Rail Bridge

Falmouth Route 100 Vision Plan Evaluation of Existing Conditions

SEGMENT 3 - CHARACTER PHOTOS



Just north of Libby Bridge



Looking north after Libby Bridge



Cemetery near power line



Looking north near Eastern Avenue



Winslow Farm



Looking South

Falmouth Route 100 Vision Plan Evaluation of Existing Conditions

SEGMENT 4 - CHARACTER PHOTOS



Typical road condition



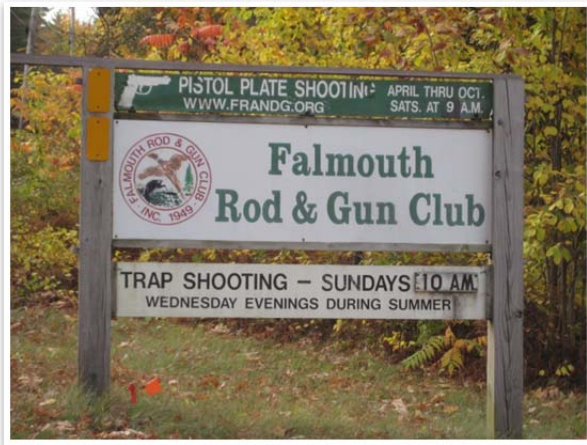
Snowmobile trail crossing



Jennz Petz Grooming near Hadlock Rd.

Falmouth Route 100 Vision Plan Evaluation of Existing Conditions

SEGMENT 5 - CHARACTER PHOTOS



West side of Route 100



Cross Town Trail, Crossing Route 100



Typical road condition



Cross Town Trail, Crossing Route 100

Falmouth Route 100 Vision Plan Evaluation of Existing Conditions

SEGMENT 6 - CHARACTER PHOTOS



Just north of Hurricane Road



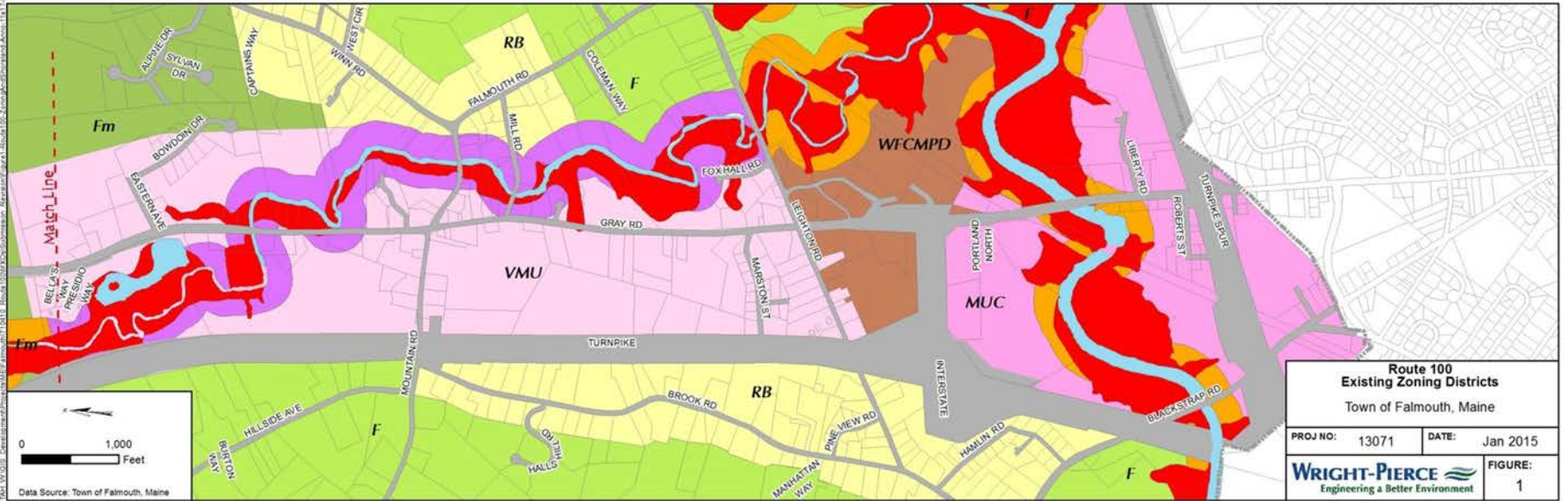
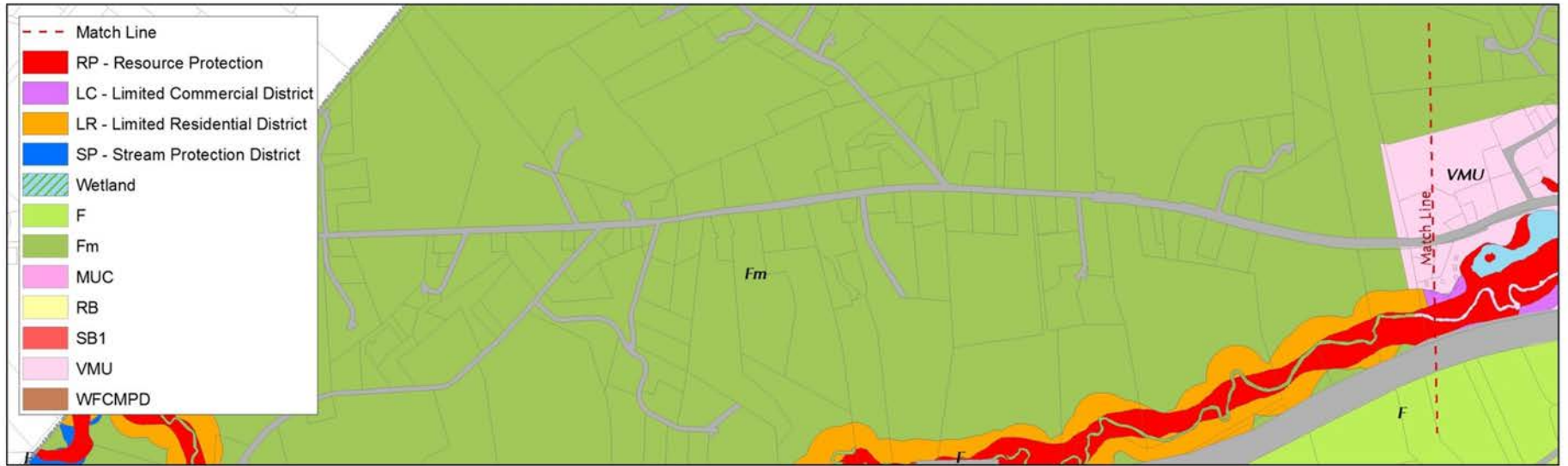
Recent bridge repairs near Cumberland Line - Piscataqua River Bridge



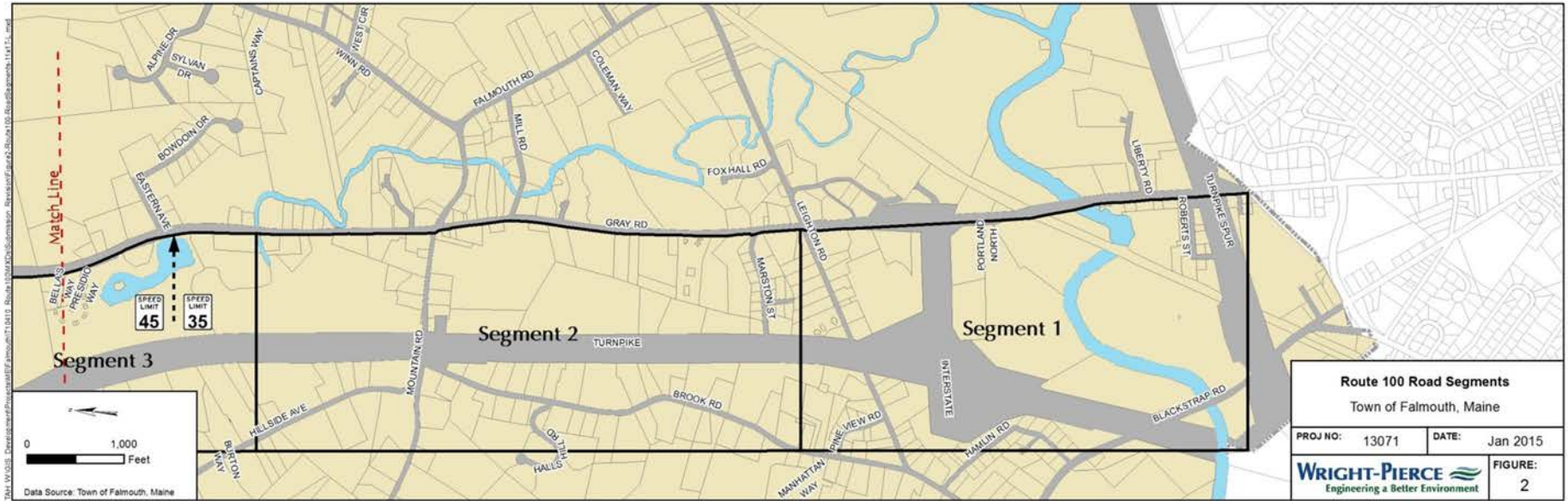
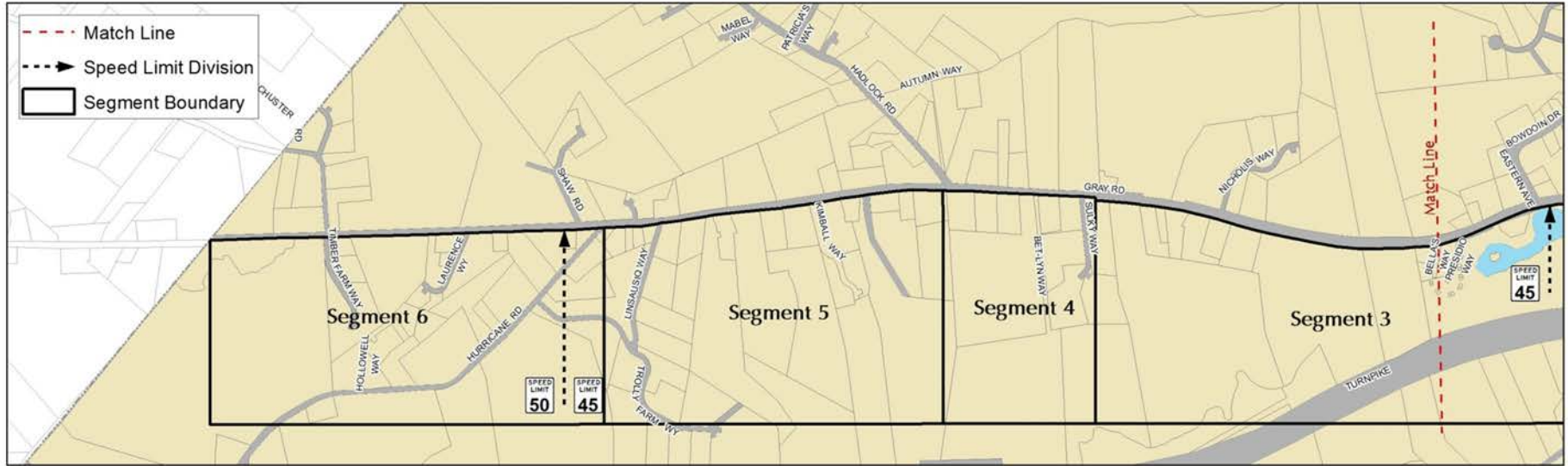
Recent bridge repairs near Cumberland Line – Piscataqua River Bridge



Typical road conditions



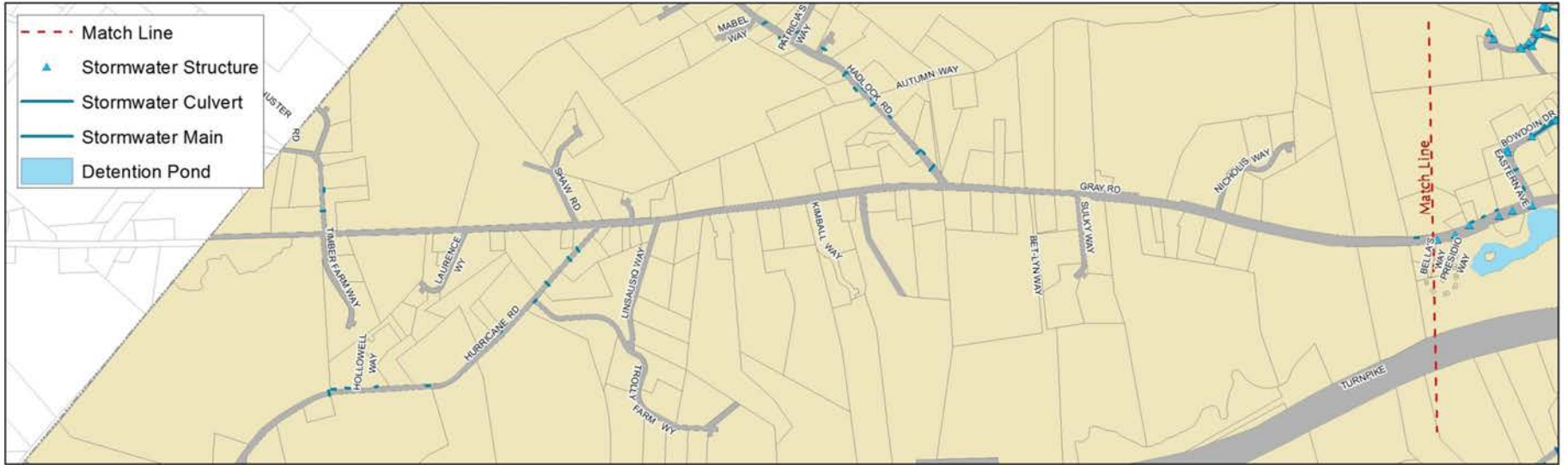
Data Source: Town of Falmouth, Maine



Route 100 Road Segments
Town of Falmouth, Maine

PROJ NO: 13071	DATE: Jan 2015
WRIGHT-PIERCE Engineering a Better Environment	
FIGURE: 2	

Data Source: Town of Falmouth, Maine
 Scale: 1 inch = 1,000 feet
 Date: Jan 2015



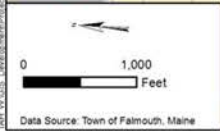
Route 100 Stormwater System
Town of Falmouth, Maine

PROJ NO: 13071	DATE: Jan 2015
WRIGHT-PIERCE Engineering a Better Environment	
FIGURE: 3	

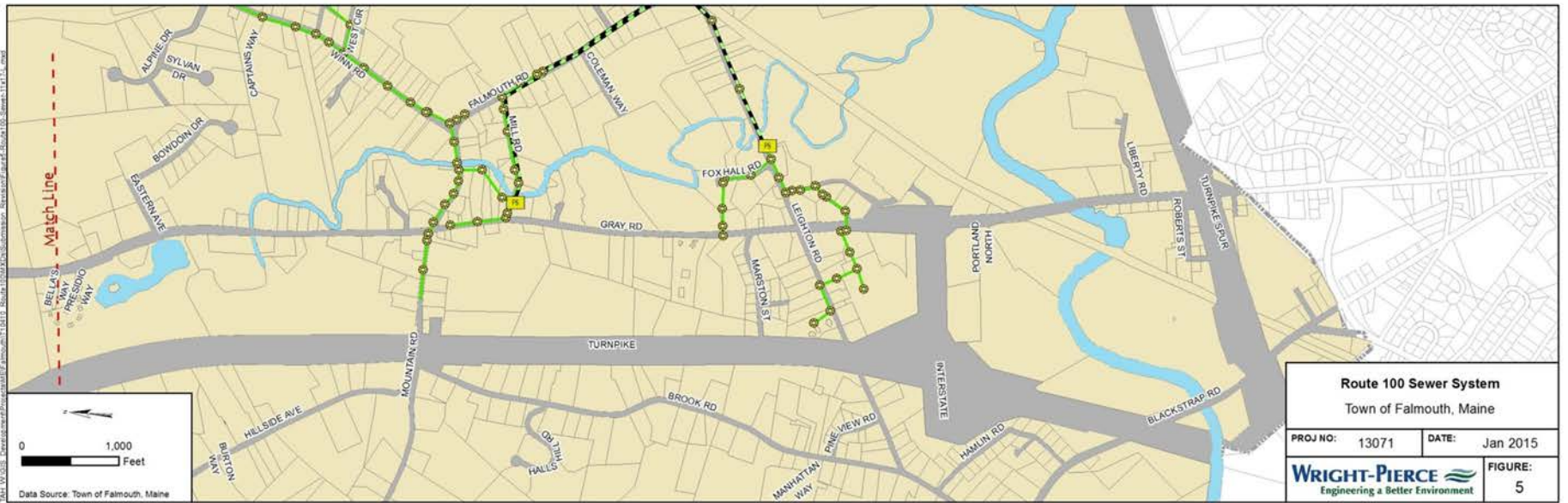
Data Source: Town of Falmouth, Maine

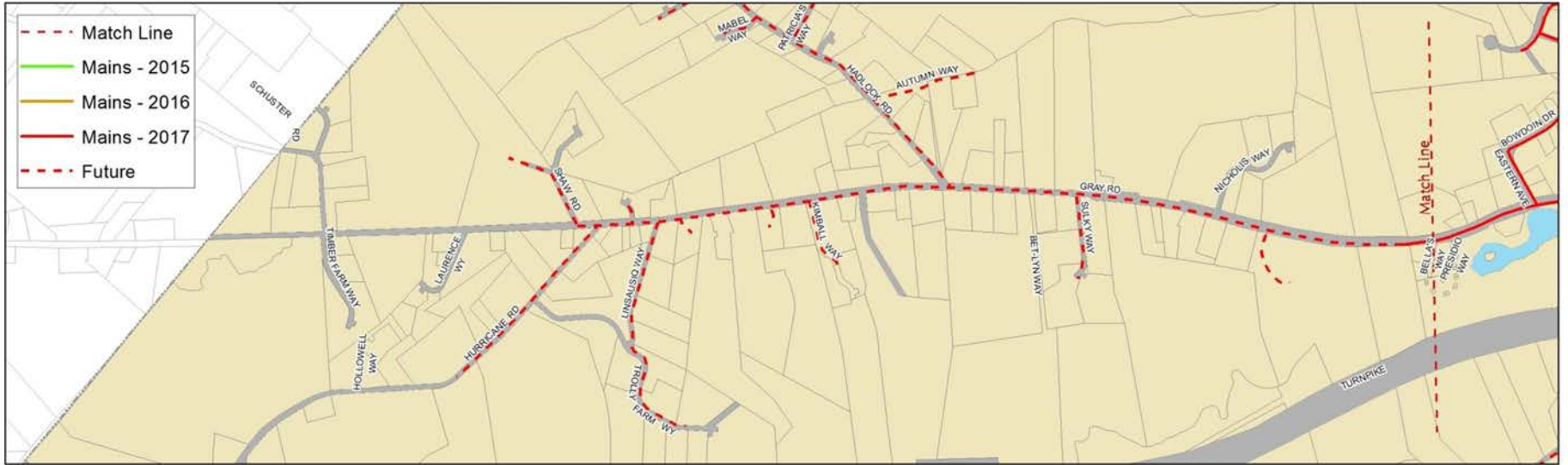


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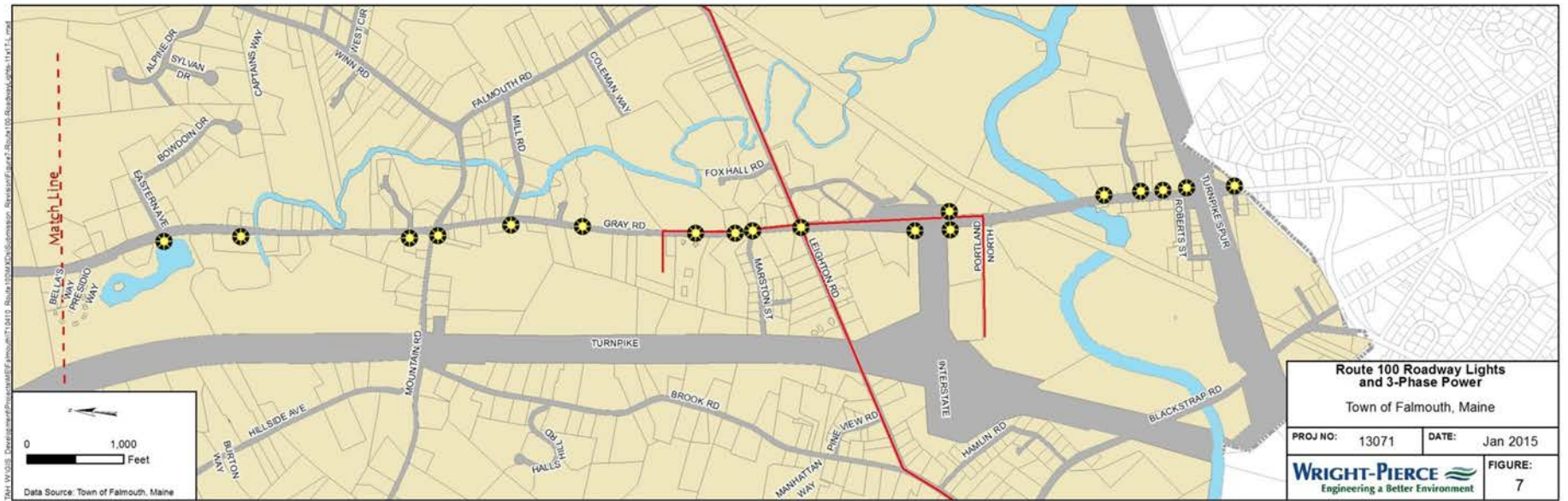
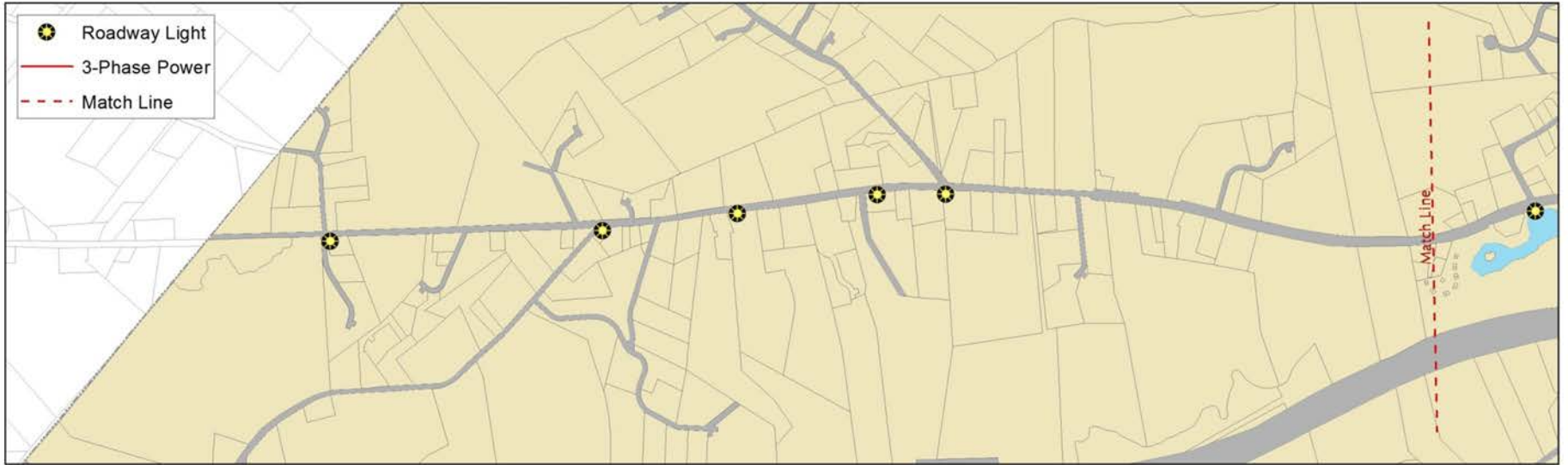
Route 100 Water System	
Town of Falmouth, Maine	
PROJ NO: 13071	DATE: Jan 2015
WRIGHT-PIERCE Engineering a Better Environment	
FIGURE: 4	





Route 100 Summit Natural Gas
 Town of Falmouth, Maine

PROJ NO: 13071	DATE: Jan 2015
WRIGHT-PIERCE Engineering a Better Environment	
FIGURE: 6	

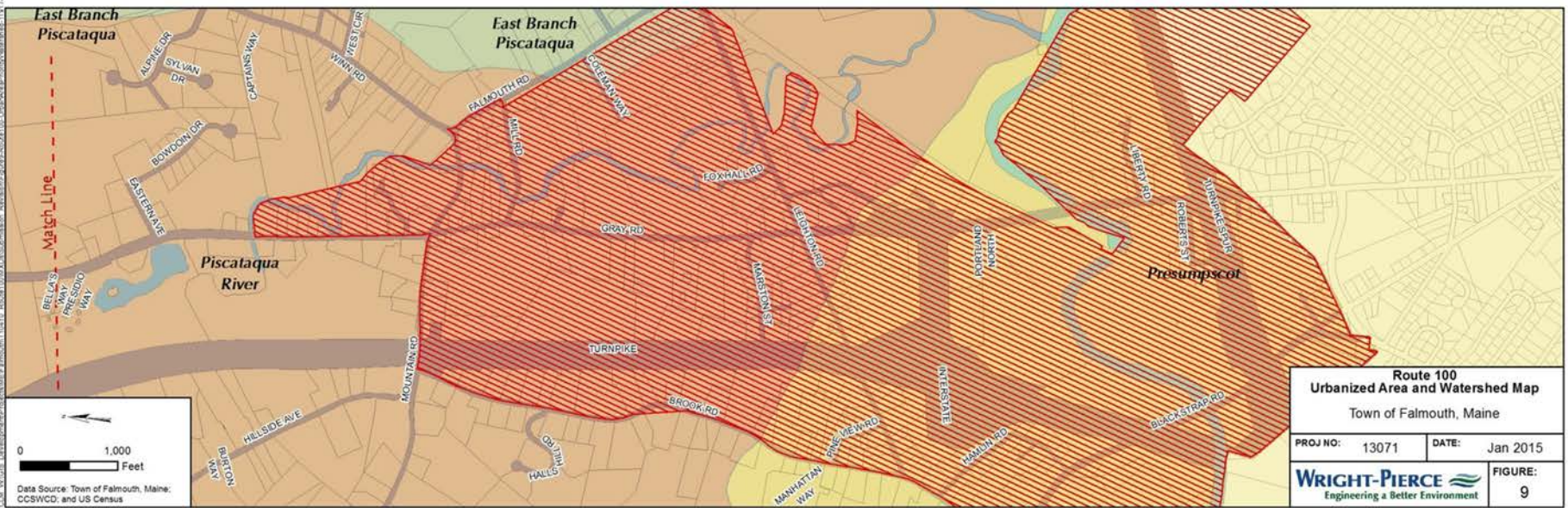
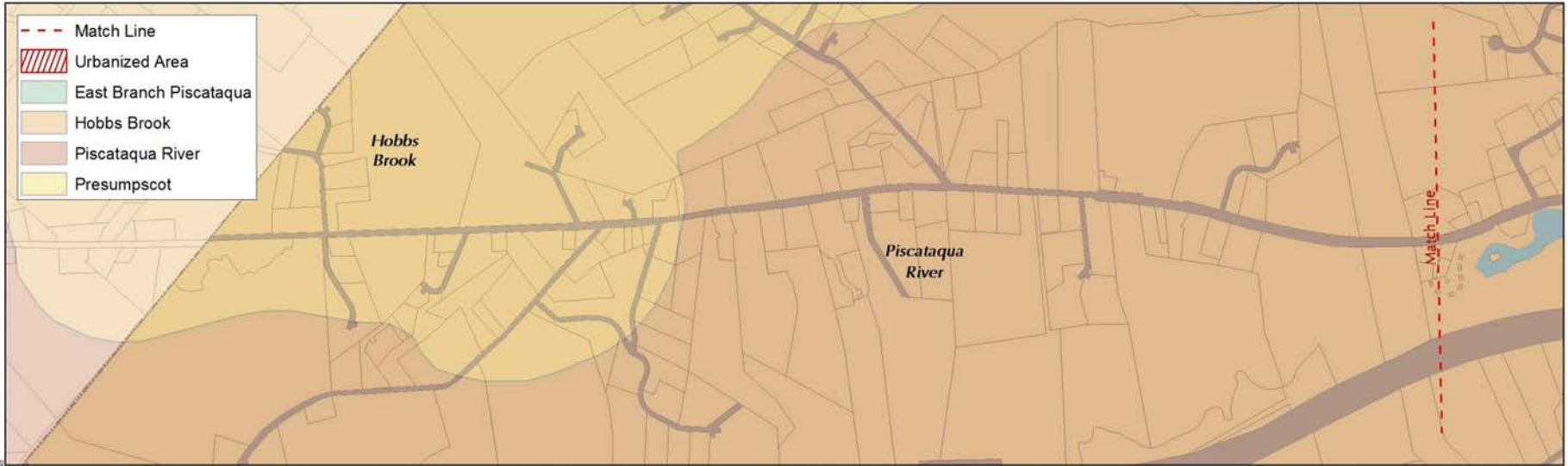




Route 100 Existing Bike/Ped Routes
Town of Falmouth, Maine

PROJ NO: 13071 DATE: Jan 2015

WRIGHT-PIERCE FIGURE: 8
Engineering a Better Environment





Appendix C

Falmouth Route 100 Vision Plan

Existing and Future Transportation Analysis Technical Memorandum

January 8, 2015

TABLE OF CONTENTS

1.0 EXISTING TRANSPORTATION INFRASTRUCTURE..... 5

1.1 Hourly Traffic Volume Variation..... 5

1.2 Turning Movement Counts 5

1.3 Daily Traffic Volumes 6

1.4 Vehicle Classification 6

1.5 Pedestrian Volumes..... 7

1.6 Historical Traffic Volumes..... 7

1.7 Crash History 7

1.8 Intersection Level of Service..... 9

1.9 Transportation Infrastructure Inventory12

1.9.1 Sidewalks.....12

1.9.2 Crosswalks.....12

1.9.3 Bicycle Facilities12

1.9.4 Regulatory Signage.....12

1.9.5 Geometry Details.....13

1.9.6 Traffic Signals16

1.9.7 Bus Stops17

1.9.8 Travel Time/Delay Survey17

1.9.9 Headway Survey.....18

2.0 2035 Future Transportation Traffic Operations.....19

APPENDIX

- Figure 1 2014 Existing AM and PM Peak Hour Traffic Volumes
- Figure 2 2035 AM and PM Peak Hour Traffic Volumes
- Hourly Traffic Volumes
- Roadway System Definitions

Transportation Infrastructure Summary Conclusions

PEDESTRIAN

General Conclusions

- Limited pedestrian activity was observed.
- Sidewalks are limited to Leighton Road.
- Two crosswalks are provided in the study area. A mid-block crosswalk at TD Bank/West Falmouth Crossing and on the south approach of the Leighton Road intersection. Pedestrian crossing signals are not provided at the Leighton Road crossing.
- Two different styles of crosswalks exist.

BICYCLE

General Conclusion

- No specific bicycle provisions are provided in the study corridor.
- In some sections paved shoulder space is provided.

TRAFFIC SIGNALS

General Conclusions

- Overall traffic signals are efficient from an isolated intersection perspective.
- Signals at MTA Exit 53/West Falmouth Crossing are span wired supported.
- Pedestrian crossing equipment is not provided at Leighton Road.

EXISTING INTERSECTION CAPACITY

- **ROUTE 100/MTA EXIT 53/WEST FALMOUTH CROSSING** – This intersection operates at an acceptable level of service with one movement approaching unacceptable levels – the Route 100 northbound left onto the Maine Turnpike. While vehicle delays are not significant, queues are long for some movements including the Route 100 southbound approach and movement exiting the Maine Turnpike.
- **ROUTE 100/LEIGHTON ROAD** – This intersection operates at an acceptable level of service with one movement, the Route 100 southbound left-turn, operating with the lowest rating. Vehicle queue lengths are relatively long on Route 100 approaches, with the longest queue length occurring in the commuter peak direction.
- **ROUTE 100/MOUNTAIN ROAD/FALMOUTH ROAD** – This location operates well and little problems were identified with the exception of queuing on Route 100 during the commuter peak direction.

Transportation Infrastructure Summary Conclusions

CRASH DATA

General Comments

- No locations within the study area are High Crash Locations per MaineDOT criteria.
- The Mountain Road/Falmouth Road and Leighton Road intersections have horizontal and vertical alignment deficiencies that complicate turn movements and contribute to safety issues. Additionally, the lack of turn lanes on Route 100 may also contribute to crashes.
- There was one bicycle crash in the study area at the TD Bank crosswalk.

2035 INTERSECTION CAPACITY

- **ROUTE 100/MTA EXIT 53/WEST FALMOUTH CROSSING** – This intersection is projected to operate at an overall acceptable level of service, although some movements are approaching capacity with long vehicle queues.
- **ROUTE 100/LEIGHTON ROAD** – While overall this intersection will operate reasonably well, several movements are projected to operate over capacity in 2035.
- **ROUTE 100/MOUNTAIN ROAD/FALMOUTH ROAD** – This location is projected to operate at an acceptable level of service with the Falmouth Road Left movement approaching capacity in 2035 during the AM peak hour.

2035 INTERSECTION CAPACITY WITH MAINEDOT IMPROVEMENTS

- **ROUTE 100/LEIGHTON ROAD** – With the addition of a left-turn lane on southbound Route 100, the intersection will improve, but some movements will continue to operate over capacity.
- **ROUTE 100/MOUNTAIN ROAD/FALMOUTH ROAD** – All movements are projected to operate at an acceptable level of service following the implementation of the MaineDOT improvements.

INTRODUCTION

T.Y. Lin International, as a sub-consultant to Wright-Pierce, is leading the transportation portion of the Route 100 Vision Plan. The Town of Falmouth's desire is to develop a creative plan for Town Council consideration that shapes the Route 100 area from the Portland City line to the Cumberland Town line into a well-planned area for the town. The Town is interested to have a plan that follows the direction set by the 2013 Comprehensive Plan and has a planning horizon of approximately 25 years. The plan should:

- Articulate an up-to-date vision for the Route 100 area,
- Help guide, prioritize, and coordinate a range of future infrastructure investments (including road, streetscape, utilities) in this area (note: various projects have been identified in the West Falmouth Crossing TIF Development Program which need further evaluation),
- Identify amendments to land use and zoning regulations that are recommended to attain the vision (incl. permitted uses, development intensity, and design/performance standards), and
- Prioritize implementation steps.

This document serves as the first phase of the plan and contains documentation of existing and future conditions for transportation elements.

1.0 EXISTING TRANSPORTATION INFRASTRUCTURE

1.1 *Hourly Traffic Volume Variation*

The Maine Department of Transportation (MaineDOT) collected traffic volumes throughout the study area using automatic traffic recorder counters between Tuesday, October 21, 2014 and Wednesday, October 22, 2014. A summary of the hourly volume distributions for key corridor locations is provided in the Appendix. In addition to getting a general sense of hourly traffic volume variation, we also reviewed peak hour traffic volumes to determine the most appropriate time period to evaluate roadway capacity adequacy. Traditionally, morning and evening time periods are used to assess capacity. Traffic volume characteristics on Route 100 follow the traditional morning and afternoon commuter peak traffic volume pattern and accordingly this study will evaluate those time periods.

1.2 *Turning Movement Counts*

Intersection turning movement counts were conducted at the following intersections between 6:00am and 6:00pm. The counts at the Route 100/Leighton Road and Route 100/Mountain Road/Falmouth Road intersections were conducted by MaineDOT on Wednesday October 22, 2014. TYLI conducted a video turning movement count at the Route 100/MTA Exit 53/West Falmouth Crossing intersection on Tuesday November 21, 2014. The following outlines the AM and PM peak hours times at each intersection.

- Route 100/MTA Exit 53/West Falmouth Crossing
 - AM Peak Hour: 7:15-8:15AM
 - PM Peak Hour: 4:30-5:30PM
- Route 100/Leighton Road
 - AM Peak Hour: 7:15-8:15AM
 - PM Peak Hour: 4:30-5:30PM

Falmouth Route 100 Vision Plan

- Route 100/Mountain Road/Falmouth Road
 - AM Peak Hour: 7:30-8:30AM
 - PM Peak Hour: 4:30-5:30PM

To estimate Design Hour Traffic volumes, the traffic volumes collected in October were increased by 8% and the volumes collected in November were increased by 15% according to MaineDOT Seasonal Factors. Figure 1 in the Appendix presents the AM and PM peak hour Design Hour volumes at the study intersections.

1.3 Daily Traffic Volumes

Average Annual Daily Traffic (AADT) volumes within the study area collected in October 2014 are presented in the following table. These volumes were based upon the automatic counts collected in October and factored by MaineDOT to estimate AADT conditions.

2014 AVERAGE ANNUAL DAILY TRAFFIC VOLUME	
Leighton Road east of Route 100	3,930
Route 100 north of Leighton Road	10,320
Route 100 south of Mountain Road/Falmouth Road	9,610
Falmouth Road east of Route 100	4,640
Route 100 north of Mountain Road/Falmouth Road	7,700
Route 100 south of Leighton Road	12,940
Leighton Road west of Route 100	4,100
Mountain Road west of Route 100	3,450

1.4 Vehicle Classification

Vehicle classification information was obtained from the traffic counts for each intersection approach. The following table presents the percent of heavy vehicles (defined as single-unit and tractor trailer) for each study intersections.

% TRUCKS BETWEEN 6:00AM – 6:00PM	
Route 100/MTA Exit 53/West Falmouth Crossing	
Route 100 Northbound	4.3%
Route 100 Southbound	4.2%
MTA Exit 53	3.2%
West Falmouth Crossing	4.5%
Route 100/Leighton Road	
Route 100 Northbound	3.2%
Route 100 Southbound	3.1%
Leighton Road Eastbound	2.2%
Leighton Road Westbound	4.0%
Route 100/Mountain Road/Falmouth Road	
Route 100 Northbound	3.0%
Route 100 Southbound	3.9%
Mountain Road	3.0%
Falmouth Road	5.8%

Falmouth Route 100 Vision Plan

1.5 Pedestrian Volumes

Pedestrian volume information was obtained from the traffic counts for each intersection approach. The following table presents the number of pedestrians for each study intersections collected during the 12-hour turning movement count. As noted, limited pedestrian activity exists in the corridor (it is likely that the 17 pedestrians recorded was a platoon of runners).

# OF PEDESTRIANS BETWEEN 6:00AM – 6:00PM	
Route 100/MTA Exit 53/West Falmouth Crossing	
Route 100 Northbound	0
Route 100 Southbound	0
MTA Exit 53	0
West Falmouth Crossing	0
Route 100/Leighton Road	
Route 100 Northbound	1
Route 100 Southbound	17
Leighton Road Eastbound	1
Leighton Road Westbound	0
Route 100/Mountain Road/Falmouth Road	
Route 100 Northbound	17
Route 100 Southbound	0
Mountain Road	0
Falmouth Road	0

1.6 Historical Traffic Volumes

Historical AADT information was obtained from MaineDOT for the study area between 2010 and 2014. The following presents the historical traffic volumes with growth patterns over the five year period. As noted traffic volumes have both increased and declined over the time periods noted.

HISTORICAL AVERAGE ANNUAL DAILY TRAFFIC VOLUMES			
Location	2014	2013	2010
Route 100 n/o Mountain Road	7,700	8,500	7,580
Route 100 n/o MTA Exit 53	11,200	N/A	12,620
Route 100 s/o MTA Exit 53	10,900	N/A	13,570
Route 100 s/o Hurricane Road	N/A	7,410	N/A
Route 100 n/o Marston Road	N/A	N/A	9,820
Leighton Road e/o Route 100	3,930	4,040	4,070
Falmouth Road e/o Route 100	4,640	5,230	5,320
Leighton Road w/o Route 100	4,100	N/A	3,460
Mountain Road w/o Route 100	3,450	N/A	3,650
MTA Exit 53 w/o Route 100	10,100	9,760	10,500

1.7 Crash History

Crash data was obtained from MaineDOT for the most recent available three-year period (2011-2013) for Route 100 between the Portland and Cumberland municipal boundaries. No locations (intersections or roadway segments) were identified as a High Crash Location (HCL) per MaineDOT criteria (8 or more crashes and a Critical Rate Factor greater than or equal to 1.0).

Falmouth Route 100 Vision Plan

The following table notes locations that had five or more crashes over the reported three-year period.

2011-2013 CRASH DATA			
Location	# of Crashes between 2011- 2013	Yearly Average	Critical Rate Factor (CRF)
Route 100/MTA Exit 53/West Falmouth Crossing	15	5.00	0.67
Route 100/Leighton Road	12	4.00	0.65
Route 100/Mountain Road/Falmouth Road	5	1.67	0.27
Route 100 between MTA Exit 53 and Leighton Road	7	2.33	0.59
Route 100 between Hadlock Road 0.95 miles south (near Bellas Way)	5	1.67	0.28
Route 100 between Hadlock Road and Hurricane Road	9	3.0	0.71

A review of collision diagrams for the above noted locations was performed and the following summarizes collision patterns.

Route 100/MTA Exit 53/West Falmouth Crossing

- Rear-end – Snow/Ice Related
- Failure to Stop at Signal at MTA Exit 53
- Rear-end at Yield coming off MTA Exit 53 - Five
- Rear-end on MTA Exit 53 approaching signal - Four
- Rear-end at Yield onto MTA Exit 53
- Rear-end on Route 100 at MTA Exit 53 - Two
- Rear-end on West Falmouth Crossing approach
- Turn Movement at intersection

Route 100/Leighton Road

- Rear-end on Route 100 – Nine
- Turn Movement – Three

Route 100/Mountain Road/Falmouth Road

- Rear-end on Route 100 – Four
- Rear-end on Falmouth Road
- Turn Movement - Four

Route 100 between MTA Exit 53 and Leighton Road

- Rear-end on Route 100 approaching Leighton Road - Three
- Bicyclists hit using TD Bank crosswalk
- Intersection movement at Irving Station - Two
- Head-on on Route 100

Falmouth Route 100 Vision Plan

Route 100 between Hadlock Road 0.95 miles south (near Bellas Way)

- Head-on (Snow)
- Rear-end on Route 100 SB
- Rear-end (Snow)
- Head-on (OUI)
- Hit Animal

Route 100 between Hadlock Road and Hurricane Road

- Hit Animal – three
- Run off Road (Snow) - two
- Rear-end (stop for animal)
- Run off Road (Avoid Animal)
- Rear-end (Avoid object in road)
- Rear-end from turn into driveway

1.8 Intersection Level of Service

The standard used to evaluate traffic operating conditions of the transportation system is referred to as the Level of Service (LOS). This is a qualitative assessment of the quantitative effect of factors such as speed, volume of traffic, geometric features, traffic interruptions, delays, and freedom to maneuver. LOS analysis was based upon procedures detailed in the 2000 Highway Capacity Manual, Transportation Research Board. One of the standard programs used in traffic modeling is Synchro. However, Synchro may not accurately model closely spaced intersections. As such, SimTraffic was used in place of Synchro based on the fact that it better assesses the implication of closely spaced intersections, which currently contribute to spillback issues along Route 100 in the study area (spillback is when vehicles queuing at one intersection extend to a point where it blocks an adjacent intersection). Gridlock is a common term used to define spillback).

Signalized intersection LOS is based on average stopping delay per vehicle. The following table summarizes LOS categories and their associated delay.

SIGNALIZED INTERSECTIONS		
Level of Service	Average Delay Per Vehicle (sec.)	General Description
A	≤ 10	Very low vehicle delays, free flow, signal progression extremely favorable, most vehicles arrive during given signal phase.
B	>10 and ≥ 20	Good signal progression, more vehicles stop and experience higher delays than for LOS A.
C	>20 and ≥ 35	Stable Flow (Acceptable Delays) Stable flow, fair signal progression, significant number of vehicles stop at signals.
D	>35 and ≥ 55	Approaching Unstable Flow (Tolerable Delay) Congestion noticeable, longer delays and unfavorable signal progression, many vehicles stop at signals.
E	>55 and ≥ 80	Unstable Flow (Intolerable Delay) Limit of acceptable delay, unstable flow, poor signal progression, traffic near roadway capacity,

Falmouth Route 100 Vision Plan

		frequent cycle failures.
F	>80	Unacceptable delays, extremely unstable flow and congestion, traffic exceeds roadway capacity, stop-and-go conditions.

The following tables summarize each intersection and movement - providing the delay (in seconds) followed by the Level of Service (A-F) for each movement. An overall Level of Service for each intersection is also provided. The analysis was conducted for both the weekday AM and PM peak hours. Additionally, 95th queues were estimated and provided in the following tables. The 95th queue is a queue length that is exceeded only 5% of the time and is commonly used for design purposes. It should be noted that the conclusions represent an optimized traffic signal timing plan with actuated conditions (detection adjusts signal phase time according to demand).

Key findings for each of the study intersections are summarized as follows.

ROUTE 100/MTA EXIT 53/WEST FALMOUTH CROSSING

Route 100/MTA Exit 53/West Falmouth Crossing			
2014 Existing Conditions			
xxx – AM Peak Hour/(xxx) – PM Peak Hour			
Movement	Level of Service	Delay (sec/veh)	95 th Queue (feet)
Route 100NB Left	D (C)	35 (20)	267 (208)
Route 100 NB Through	A (A)	8 (9)	159 (250)
Route 100 NB Right	A (A)	2 (3)	74 (132)
Route 100 SB Left	B (B)	14 (13)	88 (48)
Route 100 SB Through	B (C)	19 (20)	337 (160)
Route 100 SB Right	C (A)	25 (9)	502 (273)
MTA Exit 53 Left	C (B)	27 (29)	225 (361)
MTA Exit 53 Through	B (C)	19 (26)	218 (313)
MTA Exit 53 Right	A (B)	4 (10)	
West Falmouth Crossing Left	B (B)	13 (16)	87 (88)
West Falmouth Crossing Through	B (C)	18 (24)	146 (119)
West Falmouth Crossing Right	B (B)	13 (14)	
Overall	B (C)	19 (17)	N/A

Conclusion: This intersection operates at an acceptable level of service with one movement approaching unacceptable levels – the Route 100 northbound left onto the Maine Turnpike. While vehicle delays are not significant, queues are long for some movements including the Route 100 southbound approach and movements exiting the Maine Turnpike.

Falmouth Route 100 Vision Plan

ROUTE 100/LEIGHTON ROAD

ROUTE 100/LEIGHTON ROAD			
2014 Existing Conditions			
xxx – AM Peak Hour/(xxx) – PM Peak Hour			
Movement	Level of Service	Delay (sec/veh)	95 th % Queue (feet)
Route 100 NB Left	B (A)	11 (9)	59 (149)
Route 100 NB Through	A (A)	2 (8)	108 (393)
Route 100 NB Right	A (A)	3 (7)	
Route 100 SB Left	B (D)	12 (41)	
Route 100 SB Through	A (C)	10 (21)	334 (261)
Route 100 SB Right	A (B)	8 (16)	
Leighton Road EB Left	B (B)	17 (20)	
Leighton Road EB Through	B (B)	14 (17)	177 (141)
Leighton Road EB Right	B (B)	11 (11)	
Leighton Road WB Left	C (C)	22 (23)	
Leighton Road WB Through	B (C)	17 (20)	160 (169)
Leighton Road WB Right	B (B)	18 (16)	
Overall	A (B)	9 (13)	

Conclusion: This intersection operates at an acceptable level of service with one movement, the Route 100 southbound left-turn, operating with the lowest rating. Vehicle queue lengths are relatively long on Route 100 approaches, with the longest queue length occurring in the commuter peak direction.

ROUTE 100/MOUNTAIN ROAD/FALMOUTH ROAD

ROUTE 100/MOUNTAIN ROAD/FALMOUTH ROAD			
2014 Existing Conditions			
xxx – AM Peak Hour/(xxx) – PM Peak Hour			
Movement	Level of Service	Delay (sec/veh)	95 th % Queue (feet)
Route 100 NB Left	B (B)	18 (12)	118 (386)
Route 100 NB Through	A (B)	7 (11)	
Route 100 NB Right	A (B)	5 (10)	
Route 100 SB Left	B (C)	14 (24)	325 (136)
Route 100 SB Through	B (A)	12 (9)	
Route 100 SB Right	B (A)	10 (5)	
Mountain Road Left	C (C)	10 (21)	175 (102)
Mountain Road Through	A (B)	10 (13)	
Mountain Road Right	A (A)	9 (6)	
Falmouth Road Left	A (B)	23 (15)	94 (71)
Falmouth Road Through	A (B)	7 (13)	97 (151)
Falmouth Road Right	A (B)	4 (11)	
Overall	B (B)	11 (12)	N/A

Conclusion: This location operates well and little problems were identified with the exception of queuing on Route 100 during the commuter peak direction.

1.9 Transportation Infrastructure Inventory

A detailed inventory of existing transportation facilities along the corridor was performed and is summarized below.

1.9.1 Sidewalks

No sidewalks current exist along Route 100 with the exception of the east side of the Presumpscot River Bridge (it extends to the first driveway in Falmouth). A sidewalk connection to West Falmouth Crossing (Hannaford) and to the TD Bank office building is provided. A sidewalk is also provided on the south side of Leighton Road east and west of Route 100.

1.9.2 Crosswalks

One uncontrolled crosswalk on Route 100 between the TD Bank office building and West Falmouth Crossing is provided. The duratherm marked crosswalk has a mast arm support flashing beacon warning system. A second crosswalk is provided on the south side of the Leighton Road intersection. The marking is a “block” type layout.

1.9.3 Bicycle Facilities

No formal bicycle infrastructure is provided along Route 100. Varying roadway shoulder conditions are provided as noted in the following table. A paved shoulder of 5-feet in width is considered to be acceptable for bicycle travel.

Segment ID	Lane Width (feet)	Shoulder Width (feet)	Shoulder Type	Pavement Condition	Speed Limit (MPH)
Route 100 - 1	12	5	Paved	Good	35
Route 100 - 2	11	2	Gravel	Poor	35
Route 100 - 3	12	10	Paved	Good	45
Route 100 - 4	11	5-10	Gravel	Poor	45
Route 100 - 5	11	2	Gravel	Good	45
Route 100 - 6	11	5	Gravel	Good	50

1.9.4 Regulatory Signage

The following presents a summary of regulatory signs posted within the study area.

Route 100 Northbound Between Portland and Cumberland

- Overhead Lane Assignment signs at MTA Exit 53/West Falmouth Crossing Signal
- Pedestrian Crossing When Flashing Overhead Warning
- Right Lane Must Turn Right
- Signal Ahead Warning Sign at Leighton Road
- Left Turn Yield On Green Ball
- 35 MPH Speed Limit
- Mill Road Intersection Warning
- Signal Ahead Warning Sign at Mountain Road/Falmouth Road
- 35 MPH Speed Limit

Falmouth Route 100 Vision Plan

- Curve Warning
- 45 MPH Speed Limit
- Curve/Intersection Warning at Hadlock Road
- 50 MPH Speed Limit
- Intersection Warning at Schuster Road

Route 100 Southbound Between Cumberland and Portland

- Horse Crossing Warning
- Intersection Warning at Hurricane Road
- 45 MPH Speed Limit
- Curve/Intersection Warning at Hadlock Road
- Snowmobile Crossing Warning
- Curve Warning near Power Lines
- 35 MPH Speed Limit near Eastern Avenue
- Signal Ahead Warning sign at Mountain Road/Falmouth Road
- 35 MPH Speed Limit approaching Mountain Road/Falmouth Road
- Trucks Entering Warning
- Signal Ahead Warning sign approaching Leighton Road
- 35 MPH Speed Limit approaching TD Bank Driveway
- Left Lane Must Turn Left at TD Bank
- Pedestrian Crossing When Flashing Overhead Warning
- Post mounted lane assignment sign approaching MTA Exit 53
- Overhead Lane assignment signs at MTA Exit 53/West Falmouth Crossing Signal
- Lane Reduction Warning
- Do Not Pass sign

1.9.5 Geometry Details

1.9.5.1 *Intersection/Roadway Geometrics*

Route 100 generally has typical roadway geometrics in terms of horizontal and vertical geometry for a suburban arterial transitioning to a high speed rural arterial. The key geometric issues that exist are at the Leighton Road and Mountain Road/Falmouth Road intersections. Both intersections have grade and approach alignment deficiencies that complicate traffic operations and safety.

1.9.5.2 *Roadway Characteristics*

Between the Portland municipal boundary and Leighton Road, Route 100 has urban characteristics with commercial development with traffic signals controlling movements at intersections. The roadway is wider in this section, to allow for turn lanes to help process higher traffic volumes entering and exiting developments. Between Leighton Road and Mountain Road/Falmouth Road, Route 100 begins to transition from urban characteristics to rural. Speeds are low in this section with one lane in each direction. Passing is not permitted in this section of Route 100. North of Mountain Road/Falmouth Road, Route 100 has characteristics of a high speed rural highway, with low development density and passing opportunities provided for enhanced mobility. One traffic lane in each direction is provided.

1.9.5.3 Roadway System

Route 100 in the study area is classified as a Minor Arterial and is a MaineDOT Priority 3 Roadway. In simplistic terms, "functional classification" reflects a highway's balance between providing land access versus mobility. Functional classification is the process by which public streets and highways are grouped into classes according to the character of service they are intended to provide. Generally, highways fall into one of four broad categories-- principal arterial, minor arterials, collector roads, and local roads. Arterials provide longer through travel between major trip generators (larger cities, recreational areas, etc.); and collector roads collect traffic from the local roads and also connect smaller cities and towns with each other and to the arterials: local roads provide access to private property or low volume public facilities. The definition of a Minor Arterial is noted below and definitions of the all roadway classifications are noted in the Appendix.

Minor Arterial: A series of continuous routes that should be expected to provide for relatively high overall travel speeds with minimum interference to through movement, and are defined as two distinct types:

- Rural: Form a network of 1,039 miles in Maine, in conjunction with the rural principal arterial system, with service characteristics that:
 1. Link cities, large towns and other traffic generators (i.e., major resort areas) that are capable of attracting travel over long distances.
 2. Integrate interstate and inter-county service.
 3. Have spacing consistent with population density so all developed areas are within a reasonable distance from the arterial system.
 4. Provide service to corridors with trip lengths and travel densities greater than those served by rural collector or local systems.
- Urban: Within a Federally designated Urban Area, these roads interconnect with and augment the urban principal arterial system. They distribute travel to geographic areas smaller than those of higher systems.

1.9.5.4 Stopping Sight Distance

Stopping sight distance allows for motorists to see approaching vehicles when either exiting a driveway or traveling along Route 100 (seeing a vehicle stopped ahead). Between the Portland municipal boundary and Leighton Road, acceptable stopping sight distance is provided given the alignment of Route 100 (flat and straight). Between Leighton Road and Mountain Road/Falmouth Road, there are locations where sight distance is limited due to roadway curvature. North of Mountain Road/Falmouth Road, roadway conditions are such that stopping sight distance does not appear to be problematic. Portions of this section of Route 100 have been upgraded and therefore meet roadway design standards. The crash data did not identify any specific locations where sight distance was a contributing factor and therefore conditions are generally acceptable.

1.9.5.5 ADA Compliance

Title II of the Americans with Disabilities Act (ADA) requires state and local governments to make pedestrian crossings accessible to people with disabilities by providing curb ramps. To comply with ADA, the curb ramps provided must meet specific standards for width slope, cross slope, placement, and other features. Ramp design criteria include the following:

- Ramp slope must be 8.33% or less (1:12).
- Cross slope cannot exceed 2%.
- Ramp must be at least 3 feet wide, not including flared sides.
- Ramp must have detectable warnings (dome-shaped bumps) that extend the full width and depth of the ramp.
- Rise is the vertical change measured from the low point (base of curb) at the high point on the other side. Since sidewalks have a cross slope to direct water toward street, the rise of the curb ramp is often greater than the curb reveal height.
- Ramp run may have a running slope of up to 10% (1:10) if the rise is no more than 6 inches.
- Ramp run may have a running slope of up to 12.5 % (1:8) several of the existing sidewalk ramps have detectable warning panel surfaces.

The crosswalk at the Leighton Road intersection and the TD Bank crosswalk do not meet ADA standards due to the fact that detectible warning panels are not provided.

1.9.5.6 Driveway Characteristics and Access Management

An evaluation of property access was performed along the denser area between the Portland municipal boundary and Mountain Road/Falmouth Road. This assessment reviewed the number of driveways provided for each property, driveway width, and driveway separation and whether properties meet Town standards. The Town currently has the following standards:

- One driveway is permitted for properties with street frontages of 200 feet or less. For properties with street frontages greater than 200 feet, one driveway per 200 feet of street frontage is permitted.
- For commercial land uses, a one-way driveway may have a width of 15 to 30 feet and for two-way driveways 25 to 35 feet is permitted.
- For two-way driveways, 100 feet of separation is required. One-way drives require 75 feet of separation.
- Driveways require a 200 foot separation distance between curb cuts on the same lot or adjoining premises.

The following table summarizes the results of the evaluation and noted a number of driveways that do not meet standards. The crash data did not identify any specific locations where sub-standard driveway conditions were a contributing factor.

Falmouth Route 100 Vision Plan

Property	# of Driveways		Driveway Width		Driveway Separation	
	#	Meet Standard?	Width (feet)	Meet Standard?	Separation (feet)	Meet Standard?
Route 100 Northbound – East; Beginning at Portland TL						
Summit	1	Yes	30	Yes	380	Yes
West Falmouth Crossing	N/A	N/A	N/A	N/A	N/A	N/A
West Falmouth Crossing	N/A	N/A	65	No	190	Yes
West Falmouth Crossing/Irving Entry	N/A	N/A	13	Yes	190	Yes
Irving Right Entry	N/A	N/A	17	Yes	120	Yes
Irving Right Exit	N/A	N/A	16	Yes	120	Yes
Single-Family Driveway	1	Yes	10	Yes	70	No
#81 Single-Family Driveway	1	Yes	10	Yes	70	No
#85 Single-Family Driveway	1	Yes	11	Yes	60	No
#87 Single-Family Driveway	1	Yes	14	Yes	60	No
#101 Cumberland County	1	Yes	32	Yes	105	No
Utility Building	1	Yes	23	Yes	105	No
#115 Single-Family	1	Yes	26	Yes	450	Yes
Rich Interior Solutions	1	Yes	33	Yes	210	Yes
Single-Family Driveway	1	Yes	17	Yes	210	Yes
Titcomb Survey	1	Yes	21	Yes	110	No
Commercial	1	Yes	14	Yes	110	No
Single-Family	1	Yes	15	Yes	100	No
Single-Family	1	Yes	13	Yes	95	No
Single-Family	1	Yes	9	Yes	90	No
Single-Family	2	No	34	Yes	50	No
Commercial	1	Yes	23	Yes	45	No
Route 100 Southbound – West; Beginning at Mountain Road/Falmouth Road						
Commercial	2	No	43	No	20	No
AA Excavating #154	2	Yes	35	Yes	80	No
Commercial	1	Yes	17	Yes	20	No
Harmons Lunch	1	Yes	200+	No	20	No
#134 Single-Family	1	Yes	20	Yes	200+	Yes
GW Bell	1	Yes	22	Yes	200+	Yes
Single-Family	1	Yes	25	Yes	55	No
#114 Single-Family	1	Yes	11	Yes	55	No
Portland North Truck Center	2	Yes	60	No	50	No
Music & Arts	1	Yes	22	Yes	35	No
Single-Family	1	Yes	16	Yes	35	No
Commercial	2	Yes	20	Yes	130	No
Single-Family	1	Yes	10	Yes	200+	Yes
Single-Family/Commercial	1	Yes	40	No	200+	Yes
Medical Office	1	Yes	24	Yes	350	Yes
TD Bank	1	Yes	64	No	350	Yes
Portland North Office	1	Yes	35	Yes	300+	Yes

1.9.6 Traffic Signals

Three intersections within the study area are controlled by traffic signals (MTA Exit 53/West Falmouth Crossing, Leighton Road, and Mountain Road/Falmouth Road) with the following details:

Falmouth Route 100 Vision Plan

Route 100/MTA Exit 53/West Falmouth Crossing

- Span wire supported signal.
- Left-turn protected phase on northbound Route 100.
- Protected/Permissive Left-turn phasing for all other approaches
- No pedestrian signal equipment.

Route 100/Leighton Road

- Mast arm supported signal.
- Left-turn protected/permissive phase on northbound Route 100.
- No pedestrian signal equipment (A crosswalk does not have signal guidance).

Route 100/Mountain Road/Falmouth Road

- Mast arm supported signal.
- No pedestrian signal equipment.

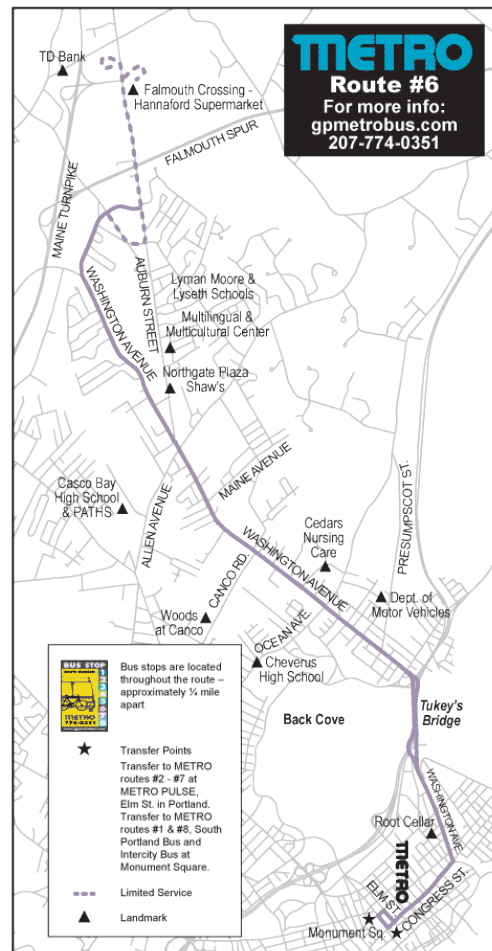
From a corridor system perspective, the three study traffic signals operate independently of each other. This type of system does not provide optimal system-wide efficiency. Coordination of the Leighton Road and MTA Exit 53/West Falmouth Crossing traffic signals should be considered as a recommendation.

1.9.7 Bus Stops

METRO's Route 6 travels into the Study corridor from Portland. As noted in the adjacent graphic, service circulates through the West Falmouth Crossing Shopping Center and the TD Bank Office Complex.

1.9.8 Travel Time/Delay Survey

A travel time and delay survey was conducted on Tuesday November 21, 2014 and the results are summarized in the following table. The general purpose of the survey is to identify areas that may be experiencing mobility restrictions and therefore have delay issues. As noted in the following table, travel speeds general match or exceed regulatory speed limits. It should be noted that in general vehicles travel at free-flow speed (with the exception of intersections) and travel delays were generally confined to the MTA Exit 53/West Falmouth Crossing intersection.



Falmouth Route 100 Vision Plan

Segment	Distance (Feet)	Average Travel Time		
		AM	Mid-Day	PM
Northbound				
Roberts Street (Portland) – MTA Exit 53	2640	0:00:49.87	0:00:51.30	0:00:52.07
MTA Exit 53 - Leighton Road	1385	0:00:32.08	0:00:33.30	0:00:36.51
Leighton Rd. - Mountain Rd./Falmouth Rd.	3805	0:01:07.27	0:01:06.22	0:01:12.61
Mountain Rd./Falmouth Rd. – Laurence Way	13940	0:03:13.04	0:03:24.75	0:03:38.61
Laurence Way - Range Road	4760	0:01:23.67	0:01:10.91	0:01:17.08
Total	26530			
Southbound				
Range Road - Laurence Way	4760	0:01:10.49	0:01:08.46	0:01:15.60
Laurence Way - Mountain Rd./Falmouth Rd	13940	0:03:35.56	0:03:25.02	0:03:29.02
Mountain Rd./Falmouth Rd. - Leighton Rd.	3805	0:01:12.63	0:01:08.86	0:01:13.03
Leighton Road – MTA Exit 53	1385	0:00:36.74	0:00:34.53	0:00:35.47
MTA Exit 53 - Roberts Street (Portland)	2640	0:00:45.94	0:00:45.70	0:01:04.18

Segment	Distance (Feet)	Posted Speed Limit	Average Speed (mph)		
			AM	Mid-Day	PM
Northbound					
Roberts Street (Portland) – MTA Exit 53	2640	35 MPH	36.09	35.09	34.57
MTA Exit 53 - Leighton Road	1385	35 MPH	29.44	28.36	25.86
Leighton Rd. - Mountain Rd./Falmouth Rd.	3805	35 MPH	38.57	39.18	35.73
Mountain Rd./Falmouth Rd. - Kimball Way	13940	45 MPH	49.24	46.42	43.48
Laurence Way - Range Road	4760	50 MPH	38.79	45.77	42.11
Total	26530				
Southbound					
Range Road - Laurence Way	4760	50 MPH	46.04	47.41	42.93
Kimball Way - Mountain Rd./Falmouth Rd.	13940	45 MPH	44.09	46.36	45.47
Mountain Rd./Falmouth Rd. - Leighton Rd.	3805	35 MPH	35.72	37.68	35.52
Leighton Road – MTA Exit 53	1385	35 MPH	25.70	27.35	26.62
MTA Exit 53 - Roberts Street (Portland)	2640	35 MPH	39.18	39.39	28.05

1.9.9 Headway Survey

Vehicle headway data provides a general sense of traffic platooning and the ability for vehicles on non-signalized side streets and driveways to enter Route 100. As noted in the following table, traffic in the peak commuter direction, southbound in the AM peak hour and northbound in the PM peak hour, does reduce available gaps for traffic turning onto Route 100. The headway survey information was collected on Tuesday November 21, 2014 between Leighton Road and Mountain Road/Falmouth Road. In general headways or gaps of greater than 6 seconds allows for side streets and driveways to safely enter the traffic stream. Gaps of less than 6 seconds represent conditions where entry movements can be difficult. As noted, southbound entry can be difficult in the morning and northbound entry can be difficult in afternoon.

Falmouth Route 100 Vision Plan

Average Headway		
Direction	(sec.)	Study Time
AM Northbound	22.82	7:26 AM - 7:56 AM
AM Southbound	5.17	7:26 AM - 7:56 AM
Midday Northbound	16.33	10:44 AM - 11:02 AM
Midday Southbound	18.07	10:44 AM - 11:02 AM
PM Northbound	7.25	3:48 PM - 4:01 PM
PM Southbound	18.04	3:48 PM - 4:01 PM

2.0 2035 Future Transportation Traffic Operations

Future traffic volumes at the study intersections were estimated according to growth assumptions contained in the Portland Area Comprehensive Transportation System (PACTS) travel demand model. According to the PACTS model the following growth rates are expected for two-way peak hour volumes. Figure 2 in the Appendix presents the 2035 AM and PM peak hour volumes.

- MTA Exit 53 – 24%
- Route 100
 - South of MTA Exit 53/West Falmouth Crossing – 15%
 - South of Leighton Road – 18%
 - South of Mountain Road/Falmouth Road – 16%
 - North of Mountain Road/Falmouth Road – 13%
- Leighton Road
 - West of Route 100 – 18%
 - East of Route 100 – 17%
- Mountain Road
 - West of Route 100 – 16%
- Falmouth Road
 - East of Route 100 – 19%

FUTURE CONDITIONS WITHOUT IMPROVEMENTS

The following tables summarize future 2035 AM and PM peak hour level of service, delay, and vehicle queue estimates. The analysis is based upon existing capacity conditions. Key findings for each of the study intersections are summarized as follows.

Falmouth Route 100 Vision Plan

ROUTE 100/MTA EXIT 53/WEST FALMOUTH CROSSING

Route 100/MTA Exit 53/West Falmouth Crossing			
2035 Future Conditions			
xxx – AM Peak Hour/(xxx) – PM Peak Hour			
Movement	Level of Service	Delay (sec/veh)	95 th % Queue (feet)
Route 100NB Left	D (D)	46 (39)	343 (379)
Route 100 NB Through	B (C)	11(23)	245 (430)
Route 100 NB Right	A (B)	3 (11)	108 (159)
Route 100 SB Left	C (C)	27 (30)	103 (66)
Route 100 SB Through	C (C)	33 (33)	589 (321)
Route 100 SB Right	E (C)	62 (28)	724 (450)
MTA Exit 53 Left	D (E)	37 (79)	353 (508)
MTA Exit 53 Through	C (D)	33 (43)	382 (529)
MTA Exit 53 Right	B (C)	12 (25)	
West Falmouth Crossing Left	C (B)	30 (20)	130 (105)
West Falmouth Crossing Through	D (C)	41 (32)	283 (148)
West Falmouth Crossing Right	C (C)	30 (26)	
Overall	C (D)	35 (37)	N/A

Conclusion: This intersection is projected to operate at an overall acceptable level of service, although some movements are approaching capacity with long vehicle queues.

ROUTE 100/LEIGHTON ROAD

ROUTE 100/LEIGHTON ROAD			
2035 Future Conditions			
xxx – AM Peak Hour/(xxx) – PM Peak Hour			
Movement	Level of Service	Delay (sec/veh)	95 th % Queue (feet)
Route 100 NB Left	C (C)	30 (24)	95 (161)
Route 100 NB Through	A(C)	5(22)	202 (721)
Route 100 NB Right	A (C)	8 (21)	
Route 100 SB Left	E(E)	79 (71)	1452 (546)
Route 100 SB Through	E(D)	68 (50)	
Route 100 SB Right	E (D)	76 (49)	
Leighton Road EB Left	D(C)	38 (33)	401(229)
Leighton Road EB Through	D (C)	36 (29)	
Leighton Road EB Right	C (C)	30 (22)	
Leighton Road WB Left	F (D)	108 (40)	399 (269)
Leighton Road WB Through	F (D)	104 (38)	
Leighton Road WB Right	F (D)	107 (37)	
Overall	D (C)	46 (30)	N/A

Conclusion: While overall this intersection will operate reasonably well, several movements are projected to operate over capacity in 2035.

Falmouth Route 100 Vision Plan

- ROUTE 100/MOUNTAIN ROAD/FALMOUTH ROAD**

ROUTE 100/MOUNTAIN ROAD/FALMOUTH ROAD			
2035 Future Conditions			
xxx – AM Peak Hour/(xxx) – PM Peak Hour			
Movement	Level of Service	Delay (sec/veh)	95 th % Queue (feet)
Route 100 NB Left	C (B)	23 (13)	203 (400)
Route 100 NB Through	B (B)	13 (12)	
Route 100 NB Right	B (B)	12 (11)	
Route 100 SB Left	C (C)	31 (27)	522 (206)
Route 100 SB Through	C (B)	32 (11)	
Route 100 SB Right	C (A)	30 (9)	
Mountain Road Left	B (D)	19 (40)	220 (168)
Mountain Road Through	B (C)	17 (33)	
Mountain Road Right	B (B)	15 (20)	
Falmouth Road Left	E (C)	67 (31)	120 (98)
Falmouth Road Through	C (C)	31 (26)	271 (231)
Falmouth Road Right	B (B)	18(20)	
Overall	C (B)	28 (12)	N/A

Conclusion: This location is projected to operate at an acceptable level of service with the Falmouth Road Left movement approaching capacity in 2035 during the AM peak hour.

FUTURE CONDITIONS WITH MAINEDOT IMPROVEMENTS

MaineDOT developed preliminary improvement plans for Route 100 between Leighton Road and Mountain Road/Falmouth Road. At the Leighton Road intersection the improvements included providing a dedicated left-turn lane on the Route 100 southbound approach. At the Mountain Road/Falmouth Road intersection the improvements consisted of providing dedicated left-turn lanes on Route 100 approaches and on the Mountain Road approach. The following tables summarize future 2035 AM and PM peak hour level of service, delay, and vehicle queue estimates with the improvements.

ROUTE 100/LEIGHTON ROAD

ROUTE 100/LEIGHTON ROAD			
2035 Future Conditions W/MaineDOT Improvements			
xxx – AM Peak Hour/(xxx) – PM Peak Hour			
Movement	Level of Service	Delay (sec/veh)	95 th % Queue (feet)
Route 100 NB Left	C (C)	27 (27)	96 (153)
Route 100 NB Through	A (C)	4 (25)	180 (739)
Route 100 NB Right	A (C)	8 (24)	
Route 100 SB Left	E (C)	76 (27)	86 (74)
Route 100 SB Through	E (A)	72 (10)	1486 (220)
Route 100 SB Right	E (A)	76 (9)	
Leighton Road EB Left	C (C)	34 (34)	387 (248)
Leighton Road EB Through	C (C)	33 (32)	

Falmouth Route 100 Vision Plan

Leighton Road EB Right	C (C)	27 (25)	
Leighton Road WB Left	F (D)	86 (46)	346 (292)
Leighton Road WB Through	F (D)	81 (43)	
Leighton Road WB Right	E (D)	67 (43)	
Overall	D (C)	45 (26)	N/A

Conclusions: With the addition of a left-turn lane on southbound Route 100, the intersection will see improvements, but some movements will continue to operate over capacity.

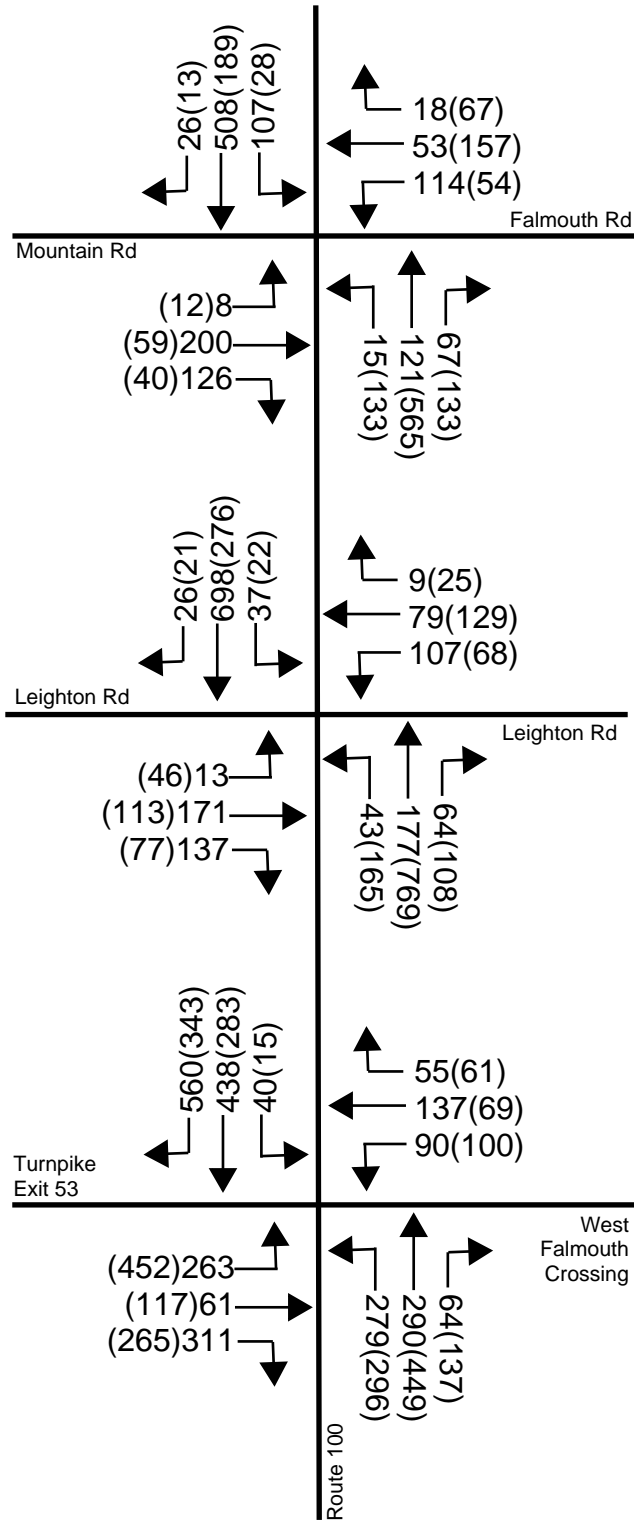
ROUTE 100/MOUNTAIN ROAD/FALMOUTH ROAD

ROUTE 100/MOUNTAIN ROAD/FALMOUTH ROAD			
2035 Future Conditions W/MaineDOT Improvements			
xxx – AM Peak Hour/(xxx) – PM Peak Hour			
Movement	Level of Service	Delay (sec/veh)	95 th % Queue (feet)
Route 100 NB Left	C (B)	26 (11)	51 (151)
Route 100 NB Through	C (A)	22 (10)	216 (392)
Route 100 NB Right	B (A)	13 (9)	
Route 100 SB Left	D (B)	37 (20)	155 (67)
Route 100 SB Through	D (B)	37 (13)	550 (172)
Route 100 SB Right	D (A)	36 (6)	
Mountain Road Left	B (B)	15 (18)	35 (37)
Mountain Road Through	B (B)	18 (12)	239 (102)
Mountain Road Right	B (A)	17 (7)	
Falmouth Road Left	B (B)	19 (19)	102 (89)
Falmouth Road Through	A (B)	10 (16)	95 (182)
Falmouth Road Right	A (B)	4 (13)	
Overall	C (B)	27 (12)	N/A

Conclusion: All movements are projected to operate at an acceptable level of service following the implementation of the MaineDOT improvements.

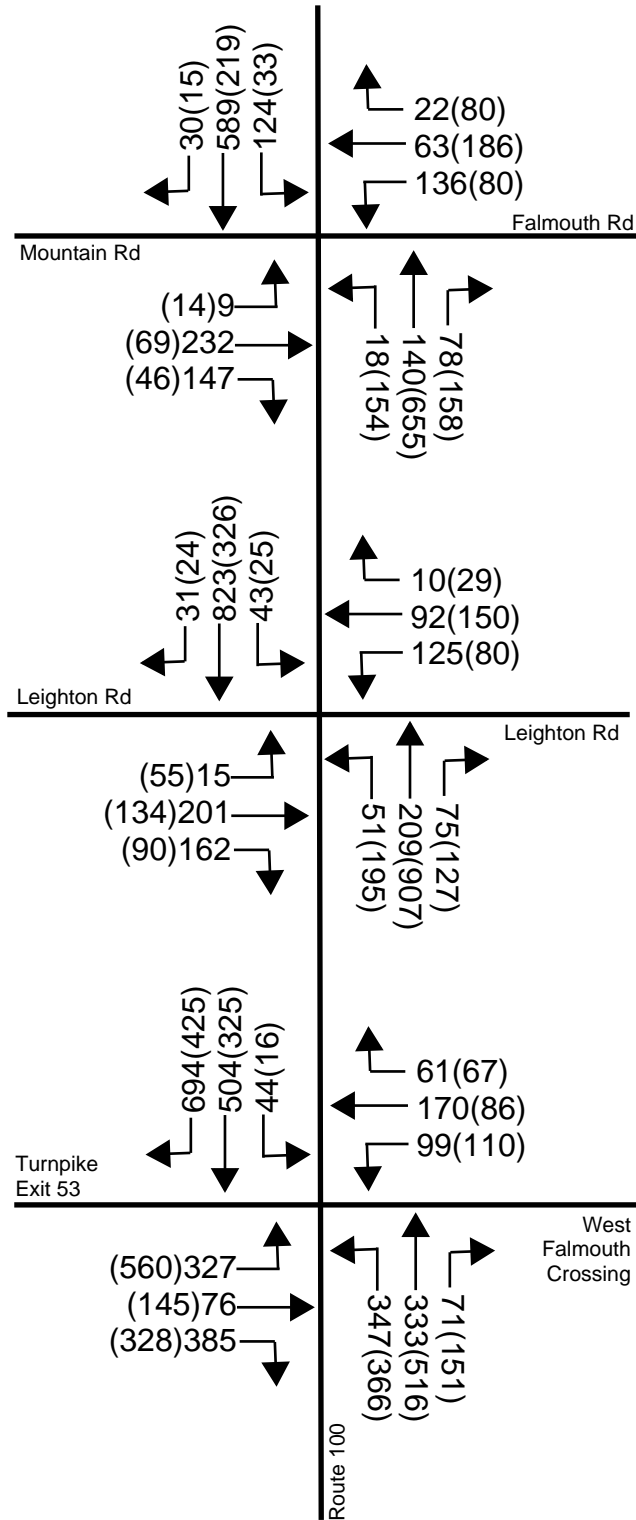
APPENDIX

Figure 1: 2014 Existing Vehicle Volume Map



AM (PM)

Figure 2: 2035 Projected Vehicle Volume Map



AM (PM)

Falmouth Route 100 Vision Plan

HOURLY TRAFFIC VOLUMES

Location **LEIGHTON RD E/O SR 26/100 (GRAY RD)**

Date	10/19/14	10/20/14	10/21/14	10/22/14	10/23/14	10/24/14	10/25/14	week day average
Time	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
0:00				11				11
1:00				6				6
2:00				4				4
3:00				5				5
4:00				18				18
5:00				52				52
6:00				150				150
7:00				452				452
8:00				363				363
9:00			252	209				231
10:00			231	186				209
11:00			240	178				209
12:00			245					245
13:00			263					263
14:00			290					290
15:00			355					355
16:00			376					376
17:00			387					387
18:00			203					203
19:00			114					114
20:00			79					79
21:00			67					67
22:00			30					30
23:00			15					15
Total	0	0	3147	1634	0	0	0	4134

Location **FALMOUTH RD SE/O SR 26/100 (GRAY RD)**

Date	10/19/14	10/20/14	10/21/14	10/22/14	10/23/14	10/24/14	10/25/14	week day average
Time	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
0:00				16				16
1:00				13				13
2:00				8				8
3:00				6				6
4:00				15				15
5:00				41				41
6:00				182				182
7:00				501				501
8:00				436				436
9:00				248				248
10:00			253	208				231
11:00			266	200				233
12:00			307					307
13:00			274					274
14:00			314					314
15:00			435					435
16:00			451					451
17:00			444					444
18:00			302					302
19:00			150					150
20:00			158					158
21:00			66					66
22:00			28					28
23:00			20					20
Total	0	0	3468	1874	0	0	0	4879

Falmouth Route 100 Vision Plan

Location **SR 26/100 (GRAY RD) S/O FALMOUTH RD**

Date	10/19/14	10/20/14	10/21/14	10/22/14	10/23/14	10/24/14	10/25/14	week day	
Time	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	average	
0:00				41				41	■
1:00				36				36	■
2:00				27				27	■
3:00				26				26	■
4:00				80				80	■
5:00				225				225	■
6:00				513				513	■
7:00				847				847	■
8:00				786				786	■
9:00				514				514	■
10:00			490	473				482	■
11:00			533	479				506	■
12:00			551					551	■
13:00			589					589	■
14:00			575					575	■
15:00			819					819	■
16:00			926					926	■
17:00			948					948	■
18:00			595					595	■
19:00			382					382	■
20:00			281					281	■
21:00			165					165	■
22:00			117					117	■
23:00			80					80	■
Total	0	0	7051	4047	0	0	0	10111	

Location **SR 26/100 (GRAY RD) N/O LEIGHTON RD**

Date	10/19/14	10/20/14	10/21/14	10/22/14	10/23/14	10/24/14	10/25/14	week day	
Time	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	average	
0:00				41				41	■
1:00				36				36	■
2:00				27				27	■
3:00				26				26	■
4:00				79				79	■
5:00				225				225	■
6:00				514				514	■
7:00				907				907	■
8:00				834				834	■
9:00			535	572				554	■
10:00			535	523				529	■
11:00			598	538				568	■
12:00			624					624	■
13:00			665					665	■
14:00			637					637	■
15:00			878					878	■
16:00			1021					1021	■
17:00			983					983	■
18:00			621					621	■
19:00			405					405	■
20:00			304					304	■
21:00			177					177	■
22:00			117					117	■
23:00			86					86	■
Total	0	0	8186	4322	0	0	0	10858	

Falmouth Route 100 Vision Plan

Location **SR 26/100 (GRAY RD) N/O MOUNTAIN RD**

Date	10/19/14	10/20/14	10/21/14	10/22/14	10/23/14	10/24/14	10/25/14	week day
Time	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	average
0:00				31				31
1:00				27				27
2:00				25				25
3:00				27				27
4:00				67				67
5:00				176				176
6:00				433				433
7:00				727				727
8:00				640				640
9:00				426				426
10:00			406	366				386
11:00			432	377				405
12:00			448					448
13:00			497					497
14:00			470					470
15:00			661					661
16:00			735					735
17:00			721					721
18:00			447					447
19:00			273					273
20:00			205					205
21:00			129					129
22:00			95					95
23:00			59					59
Total	0	0	5578	3322	0	0	0	8110

Location **SR 26/100 (GRAY RD) S/O LEIGHTON RD**

Date	10/19/14	10/20/14	10/21/14	10/22/14	10/23/14	10/24/14	10/25/14	week day
Time	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	average
0:00				51				51
1:00				38				38
2:00				30				30
3:00				34				34
4:00				84				84
5:00				261				261
6:00				622				622
7:00				1149				1149
8:00				1049				1049
9:00			730	733				732
10:00			694	702				698
11:00			717	657				687
12:00			793					793
13:00			834					834
14:00			825					825
15:00			1107					1107
16:00			1249					1249
17:00			1263					1263
18:00			788					788
19:00			493					493
20:00			360					360
21:00			234					234
22:00			137					137
23:00			102					102
Total	0	0	10326	5410	0	0	0	13620

Falmouth Route 100 Vision Plan

Location **LEIGHTON RD W/O SR 26/100 (GRAY RD)**

Date	10/19/14	10/20/14	10/21/14	10/22/14	10/23/14	10/24/14	10/25/14	week day
Time	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	average
0:00				9				9
1:00				6				6
2:00				7				7
3:00				9				9
4:00				18				18
5:00				54				54
6:00				153				153
7:00				416				416
8:00				348				348
9:00				237				237
10:00			197	236				217
11:00			228	214				221
12:00			324					324
13:00			267					267
14:00			260					260
15:00			350					350
16:00			414					414
17:00			447					447
18:00			209					209
19:00			143					143
20:00			96					96
21:00			67					67
22:00			26					26
23:00			13					13
Total	0	0	3041	1707	0	0	0	4311

Location **MOUNTAIN RD W/O SR 26/100 (GRAY RD)**

Date	10/19/14	10/20/14	10/21/14	10/22/14	10/23/14	10/24/14	10/25/14	week day
Time	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	average
0:00				7				7
1:00				8				8
2:00				4				4
3:00				4				4
4:00				16				16
5:00				52				52
6:00				158				158
7:00				387				387
8:00				355				355
9:00				169				169
10:00				158				158
11:00				151				151
12:00			197	175				186
13:00			222					222
14:00			217					217
15:00			288					288
16:00			365					365
17:00			336					336
18:00			212					212
19:00			115					115
20:00			108					108
21:00			67					67
22:00			31					31
23:00			13					13
Total	0	0	2171	1644	0	0	0	3629

ROADWAY SYSTEM DEFINITIONS

Principal Arterial - Interstate: A series of continuous routes that have trip lengths and volumes indicative of substantial statewide or interstate travel. This classification is for highways designated as interstate and include I-95, I-195, I-295 and I-395.

Principal Arterial - Other Freeways and Expressways: These roads must be divided highway with partial (freeway) or full (expressway) control-of-access. Primarily serve through traffic and major circulation movements within federally-defined Urban Areas.

Other Principal Arterial: Highways which provide long distance connections, but do not fit the two categories above.

- Rural: Corridor movement suitable for substantial statewide or interstate travel between larger population centers. (e.g., Route 3, Augusta to Belfast).
- Urban: Routes which carry through traffic and most of the trips entering/leaving a Federally-designated Urban Area. They provide continuity for all rural arterials that intercept the urban boundary. (e.g., Western Avenue in Augusta or Brighton Avenue in Portland).

Minor Arterial: A series of continuous routes that should be expected to provide for relatively high overall travel speeds with minimum interference to through movement, and are defined as two distinct types:

- Rural: Form a network of 1,039 miles in Maine, in conjunction with the rural principal arterial system, with service characteristics that:
 1. Link cities, large towns and other traffic generators (i.e., major resort areas) that are capable of attracting travel over long distances.
 2. Integrate interstate and inter-county service.
 3. Have spacing consistent with population density so all developed areas are within a reasonable distance from the arterial system.
 4. Provide service to corridors with trip lengths and travel densities greater than those served by rural collector or local systems. (e.g., Route. 27 from Farmington to Sugarloaf Mountain and to the intersection of Route 16 in Eustis or Route 3 between Ellsworth and Bar Harbor).
- Urban: Within a Federally designated Urban Area, these roads interconnect with and augment the urban principal arterial system. They distribute travel to geographic areas smaller than those of higher systems (e.g., Hogan Road in Bangor, or Stone Street in Augusta from the East side rotary to Eastern Avenue [Route 17]).

Collectors:

- Rural: Generally serve travel of primarily intra-county rather than statewide importance and travel distances are shorter than arterial routes.
 1. Major Collector Roads: (a) Serve county seats not on arterial routes, larger towns not directly served by higher systems (b) link nearby larger towns, or cities, or with route of higher classifications (c) serve more important intra-county travel corridors which could connect consolidated schools, shipping points, important agricultural areas, etc. (e.g., Route 9

Falmouth Route 100 Vision Plan

in Augusta from intersection of Route 17 to the intersection of Route 126 in Randolph)

2. Minor Collector Roads: Spaced consistent with population density to accommodate local roads within reasonable distance of collector roads. Provide service to smaller communities. Link locally important traffic generators with the arterial system. (e.g., Pond Road / Neck Road between Manchester and Litchfield)
- Urban: Provide both land access and traffic circulation within urban residential neighborhoods and commercial and industrial areas in federally designated Urban Areas. Route density is much higher than in rural areas. (e.g., Buck Street in Bangor next to the racetrack, or Hotel Road in Auburn from Route 122 near the Lewiston / Auburn airport to West Auburn Road).

Local Roads: Provide access to adjacent land and provide service to travel over relatively short distances as compared to the higher systems.

- Rural: All rural roads not classified as principal arterial, minor arterial, or collector roads (e.g., Caribou Lake Road between Washburn and Caribou, or Flag Pond Road in Saco from Route One west to Route 112).
- Urban: All urban streets in a federally designated Urban Area that are not in one of the other higher systems. They permit direct access to land, route density is higher than rural areas, and they connect to the higher systems. They also offer lower mobility and service and through-traffic movement is deliberately discouraged. (e.g., Purington Avenue in Augusta between North Belfast Avenue and South Belfast Avenue, or Longfellow Avenue in Brunswick from Route 123 to Maine Street).

Appendix D

Outreach Results

Early in its work the committee obtained feedback from the community on what matters most and where to focus its attention.

A survey was developed and placed on line. Neighbor discussions were held by individual committee members. An initial community forum was held on November 14, 2014. The complete results of this initial feedback are included in this appendix.

On April 8, 2015, a second community forum was held. The presentation that was provided at this forum is also included as well as comments and questions that were received.



Ad Hoc Route 100 Committee

October 16, 2014

Dear Interested Citizen,

Committee Members

Andrea Ferrante, Chair

Joseph McDonnell, Vice
Chair

Sarah Boudreau

Joe Cooper

Chuck Gerry

Rebecca Grover

Lori Legere

Dave Libby

Steve Melchiskey

Council Liaison

Charlie McBrady

FEIC Liaison

Anne Theriault

LPAC Liaison

Jim Thibodeau

This letter is to cordially invite you to attend a **Community Forum on Route 100 on Wednesday, November 12, 2014 from 6:00 to 7:30 PM in Town Hall Council Chambers, 271 Falmouth Road.**

The purpose of this meeting is hear what you like or dislike about the Route 100 area, what things you would like to see changed, and what advice you have for us.

The Ad Hoc Route 100 Committee, which I chair, was appointed by the Town Council in May 2014 with the charge of making recommendations for a vision for the Route 100 area from the Portland line to the Cumberland line. The last time the Town developed a plan for this area was in 1987.

Before the committee goes any further with its work, we want to hear from the community on what matters most and where to focus our attention. Target date for completion of the recommended vision is 2015.

Please help us by sharing this invitation with your neighbors and anyone who you think may have an interest in what changes our committee recommends to the town for the Route 100 area.

If you cannot come to the forum on November 12, we invite you to **complete a brief Route 100 survey** at <https://www.surveymonkey.com/s/Route100>. This survey will be available through November 14, 2014.

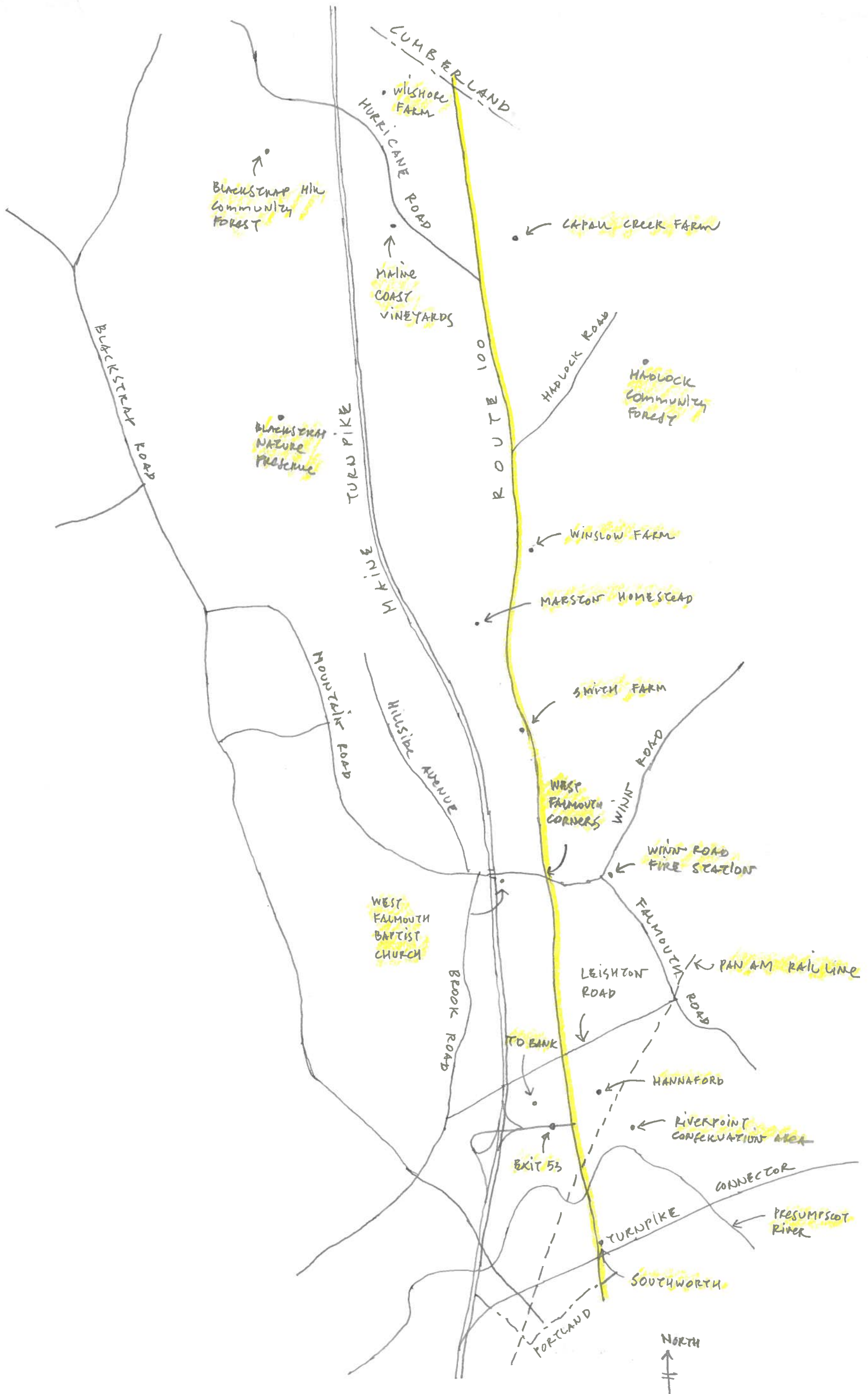
Please contact Theo Holtwijk, Director of Long-Range Planning at 699-5340 or tholtwijk@falmouthme.org if you would like more information on this project or would like to receive periodic project updates.

Thank you for your interest.

Sincerely,

Andrea

Andrea N. Ferrante
Chair



ROUTE 100 STUDY AREA



Ad Hoc Route 100 Committee

Community Forum #1

Wednesday, November 12, 2014

Committee Members

Andrea Ferrante, Chair

Joseph McDonnell, Vice
Chair

Sarah Boudreau

Joe Cooper

Chuck Gerry

Rebecca Grover

Lori Legere

Dave Libby

Steve Melchiskey

Council Liaison
Charlie McBrady

FEIC Liaison
Anne Theriault

LPAC Liaison
Jim Thibodeau

Program

Forum Purpose: Get a general sense of the concerns and interests of people in the community in order to help the committee create a recommended Route 100 area vision for the Town Council.

6:00 – 6:02 Welcome

6:02 - 6:05 Project overview

6:05 – 6:10 Initial Questions regarding the Project

6:10 – 6:40 Small group discussions: Three Things to Change in Route 100 Area

6:40 – 6:45 What About These Specific Ideas?
Thumbs Up or Down!

6:45 - 7:15 Voting on Master List of Ideas

7:15 - 7:25 Thoughts/Comments/Advice

7:25 – 7:30 Next steps/Don't Forget Sign-Up
Sheet/Thank you

Please contact Theo Holtwijk, Director of Long-Range Planning at 699-5340 or tholtwijk@falmouthme.org if you would like more information or would like to be added to the committee's distribution list.

Thank you.



Development of Vision for the Route 100 Area in Falmouth, Maine

November 12, 2014 www.falmouthme.org/route-100-vision-committee

The Town of Falmouth is interested to develop a vision for the Route 100 Area from Portland city line to Cumberland Town line. A volunteer committee has been appointed by the Town Council to develop recommendations. A consultant team, Wright-Pierce and T.Y. Lin, has been hired to assist with the effort

BACKGROUND - In 1987 the Town completed and implemented a study for Route 100. The Exit 53 area has since become a major regional traffic crossroads and mixed use employment hub, home to the largest employer TD Bank. In 2003, 12,860 vehicles traveled through the Route 100-Leighton Road intersection each day. This is expected to increase to 18,000 vehicles by 2023.

The 2013 Comprehensive Plan designates the southern portion of the Route 100 corridor as one of two “Commercial Growth Areas” of the town (the other being Route 1). The intent of this area is for a mix of commercial and other uses, including residential. The central portion of Route 100 has a mix of residential and commercial uses. The northern portion of Route 100 is part of the rural area of Falmouth and contains various agricultural and open space uses.

Since 1987, no updated vision or master plan exists for the area. A Maine DOT repaving/sidewalk project from Leighton Road to the Libby Bridge has been a consideration since 2001. Construction documents were prepared, but the project remains unfunded and unimplemented.

PROJECT OBJECTIVES - The Town is interested in a creative plan that follows the direction set by the 2013 Comprehensive Plan and has a planning horizon of approximately 25 years.

The plan should:

- articulate an up-to-date vision for the Route 100 area,
- help guide, prioritize, and coordinate a range of future infrastructure investments (incl. road, streetscape, utilities) in this area (note: various projects have been identified in the West Falmouth Crossing TIF Development Program which need further evaluation),
- identify amendments to land use and zoning regulations that are recommended to attain the vision (incl. permitted uses, development intensity, and design/performance standards), and
- prioritize implementation steps.

SCHEDULE

Task 1	Infrastructure Inventory/Condition Assessment	November 2014
Task 2	GIS Maps	December 2014
Task 3	Traffic Data Collection & Analysis	January 2015
Task 4	Public Forums	January, March, May
Task 5	Alternative Concepts/Draft Report	March 2015
Task 6	Zoning Recommendations	March 2015
Task 7	Prioritize Implementation Steps	March 2015
Task 8	Develop Preferred Final Vision Plan	May 2015

Top Things to Change in Route 100 Area	Dots	Group #
Intersections! Mountain Road, lanes, timing of lights	17	1
Wider shoulders for bike/ped - possible separate	17	1
Infrastructure - sewer and gas lines - needs to be addressed - how to pay for it	13	3
Increase variety of commercial businesses	12	2
Paved shoulder north of Leighton Road in lieu of sidewalks (easier maintenance)	11	3
Intersection on Route 100, Falmouth Road/Mountain Road, safety issues, sidewalks, shoulders	10	4
Water runoff/drainage issues	10	3
Access I-95 from West Cumberland end	9	2
Better bike-ped safety	9	2
Route 100 + Mountain Road intersection safe + Leighton Road intersection	9	2
Keep rural from Mountain Road North	8	2
No big box, but amenities such as Café, doctor's office	7	1
Portland north - retail good venue for it - restaurant, laundrymat, YMCA = more local jobs	7	1
Add to sewer incl. side roads	6	2
Increase business in Portland North area	5	2
Sidewalks, walking, crosswalk	5	3
Residential development	4	3
Speed too high - lower it	4	1
Use locations already available, such as empty storefronts @ West Falmouth Crossing	4	1
Change in business signage in Village Mixed Zone	3	4
Improve bike-ped on roadside	3	1
Improve safety of turning at Mountain Road intersection. Unclear right of way for left turning	3	3
Noise	3	1
Promote non-vehicular traffic	3	3
Sewer system/plan, stops at Leighton and CCFCU	3	4
Speed of traffic	3	3
As [area] develop[s], keep connectivity in mind (open space, trail, pedestrian, bike)	2	2
Park, concerts on river - use river(s) as focal points	2	2
Underground utilities (Commercial Route 100)	2	2
Access to rural places to walk (and bring pets)	1	2
Add turning lanes	1	2
Free passage on Turnpike - Address commuting	1	1
Traffic	1	3
Abandoned rights of way - Old County Way - What is the status? Could be trail?	0	1
Access from E/W roads	0	2
Cluster retail development	0	3
Commercial development creep up other roads	0	1
Groups of bikers in Area on Road and others like Mountain, Brook, Blackstrap	0	1
More development = more traffic	0	1
Reduction in truck traffic	0	1
Road improvements - safety, sidewalks, wider road	0	3
Still residential area - concerned about strip malls, development	0	1
Town get out of real estate business - too much land in trails, off tax roles	0	3
Will DOT project happen	0	1

Top Things to Change in Route 100 Area	Dots	Group #	Combined Dots
Bike-Ped Improvements			48
Wider shoulders for bike/ped - possible separate	17	1	
Paved shoulder north of Leighton Road in lieu of sidewalks (easier maintenance)	11	3	
Better bike-ped safety	9	2	
Sidewalks, walking, crosswalk	5	3	
Improve bike-ped on roadside	3	1	
Promote non-vehicular traffic	3	3	
Intersection Improvements			40
Intersections! Mountain Road, lanes, timing of lights	17	1	
Intersection on Route 100, Falmouth Road/Mountain Road, safety issues, sidewalks, shoulders	10	4	
Route 100 + Mountain Road intersection safe + Leighton Road intersection	9	2	
Improve safety of turning at Mountain Road intersection. Unclear right of way for left turning	3	3	
Add turning lanes	1	2	
Commercial Development			35
Increase variety of commercial businesses	12	2	
Portland north - retail good venue for it - restaurant, laundromat, YMCA = more local jobs	7	1	
No big box, but amenities such as café, doctor's office	7	1	
Increase business in Portland North area	5	2	
Use locations already available, such as empty storefronts @ West Falmouth Crossing	4	1	
Sewer Expansion			22
Infrastructure - sewer and gas lines - needs to be addressed - how to pay for it	13	3	
Add to sewer incl. side roads	6	2	
Sewer system/plan, stops at Leighton and CCFCU	3	4	
Other Noteworthy			
Water runoff/drainage issues	10	3	10
Access I-95 from West Cumberland end	9	2	9
Keep rural from Mountain Road North	8	2	8
Speed too high - lower it	4	1	7
Speed of traffic	3	3	
Remainder			
Residential development	4	3	
Noise	3	1	
Change in business signage in Village Mixed Zone	3	4	
Park, concerts on river - use river(s) as focal points	2	2	
Underground utilities (Commercial Route 100)	2	2	
As [area] develop[s], keep connectivity in mind (open space, trail, pedestrian, bike)	2	2	
Access to rural places to walk (and bring pets)	1	2	
Free passage on Turnpike - Address commuting	1	1	
Traffic	1	3	
Will DOT project happen	0	1	
Commercial development creep up other roads	0	1	
Abandoned rights of way - Old County Way - What is the status? Could be trail?	0	1	
Groups of bikers in Area on Road and others like Mountain, Brook, Blackstrap	0	1	
Reduction in truck traffic	0	1	
Still residential area - concerned about strip malls, development	0	1	
More development = more traffic	0	1	
Town get out of real estate business - too much land in trails, off tax roles	0	3	
Road improvements - safety, sidewalks, wider road	0	3	
Access from E/W roads	0	2	
Cluster retail development	0	3	

Top Things to Change in Route 100 Area	Dots	Group #
GROUP 1	63	
Intersections! Mountain Road, lanes, timing of lights	17	1
Wider shoulders for bike/ped - possible separate	17	1
No big box, but amenities such as Café, doctor's office	7	1
Portland north - retail good venue for it - restaurant, laundromat, YMCA = more local jobs	7	1
Speed too high - lower it	4	1
Use locations already available, such as empty storefronts @ West Falmouth Crossing	4	1
Improve bike-ped on roadside	3	1
Noise	3	1
Free passage on Turnpike - Address commuting	1	1
Abandoned rights of way - Old County Way - What is the status? Could be trail?	0	1
Commercial development creep up other roads	0	1
Groups of bikers in Area on Road and others like Mountain, Brook, Blackstrap	0	1
More development = more traffic	0	1
Reduction in truck traffic	0	1
Still residential area - concerned about strip malls, development	0	1
Will DOT project happen	0	1
GROUP 2	66	
Increase variety of commercial businesses	12	2
Access I-95 from West Cumberland end	9	2
Better bike-ped safety	9	2
Route 100 + Mountain Road intersection safe + Leighton Road intersection	9	2
Keep rural from Mountain Road North	8	2
Add to sewer incl. side roads	6	2
Increase business in Portland North area	5	2
As [area] develop[s], keep connectivity in mind (open space, trail, pedestrian, bike)	2	2
Park, concerts on river - use river(s) as focal points	2	2
Underground utilities (Commercial Route 100)	2	2
Access to rural places to walk (and bring pets)	1	2
Add turning lanes	1	2
Access from E/W roads	0	2
GROUP 3	53	
Infrastructure - sewer and gas lines - needs to be addressed - how to pay for it	13	3
Paved shoulder north of Leighton Road in lieu of sidewalks (easier maintenance)	11	3
Water runoff/drainage issues	10	3
Sidewalks, walking, crosswalk	5	3
Residential development	4	3
Improve safety of turning at Mountain Road intersection. Unclear right of way for left turning	3	3
Promote non-vehicular traffic	3	3
Speed of traffic	3	3
Traffic	1	3
Cluster retail development	0	3
Road improvements - safety, sidewalks, wider road	0	3
Town get out of real estate business - too much land in trails, off tax roles	0	3
GROUP 4	16	
Intersection on Route 100, Falmouth Road/Mountain Road, safety issues, sidewalks, shoulders	10	4
Change in business signage in Village Mixed Zone	3	4
Sewer system/plan, stops at Leighton and CCFCU	3	4

Route 100 Thumbs Up/Down Exercise

1. Farm-to-table restaurant with local food – 19 votes
2. Neighborhood market, such as Rosemont Market - 18
3. Small YMCA-type facility with pool - 15
4. Neighborhood park/open space - 13
5. Commuter park-and-ride lot - 6
6. Interpretative nature center/trail hub - 3
7. Chain-type restaurant/pub - 1
8. Big box store - 1
9. Indoor sports complex (for soccer and baseball) -0

Route 100 Survey Responses

The Route 100 Committee desired to have early input from the public the public to learn what issues this project should seek to address. A non-statistically valid survey was drafted to aid in that process. Also, a public forum was held on November 12, 2014 and is reported separately.

The survey was used in two ways. It was completed at informal conversations that individual committee members had with their friends and neighbors and anyone interested in Route 100, and it was available on-line through SurveyMonkey. Hand-written surveys were added to the on-line SurveyMonkey results by Town staff.

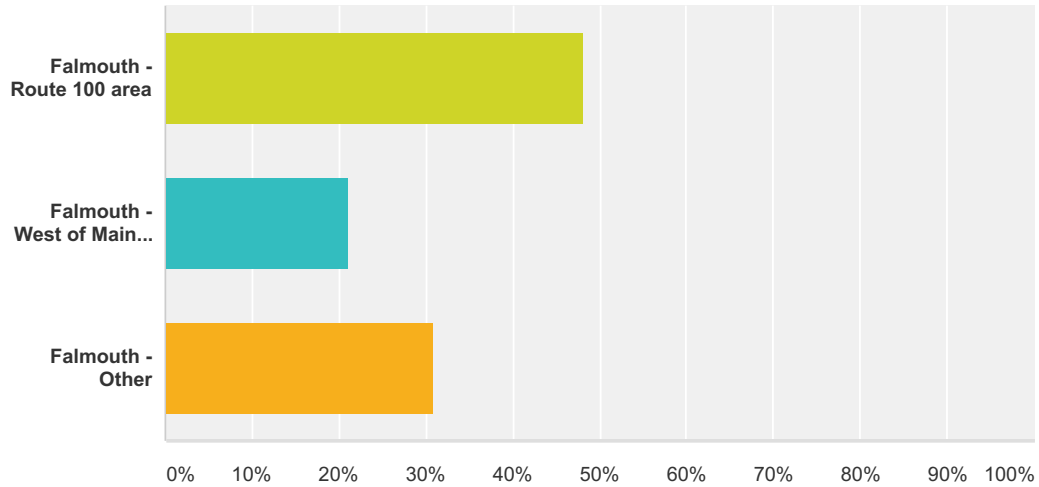
The survey was available between October 15 and November 14, 2014. A total of 91 surveys were completed in this period - 64 of these came in on-line and 27 surveys were hand-written.

The Town thanks all those who completed this survey! Thank you for your valuable input!

Falmouth Route 100 Survey

Q1 Where do you live?

Answered: 81 Skipped: 10



Answer Choices	Responses
Falmouth - Route 100 area	48.15% 39
Falmouth - West of Maine Turnpike	20.99% 17
Falmouth - Other	30.86% 25
Total	81

#	Other (please specify)	Date
1	Buxton (used to live in Falmouth)	11/18/2014 2:23 PM
2	Gorham	11/17/2014 2:42 PM
3	Gray	11/8/2014 1:26 PM
4	Middle Road	11/4/2014 12:35 PM
5	Off Route 100 in Cumberland	10/29/2014 10:38 AM
6	Cumberland, just over the Falmouth/Cumberland line.	10/27/2014 10:35 AM
7	Gray	10/26/2014 10:02 AM
8	Gray	10/25/2014 7:46 PM
9	Poland	10/24/2014 6:56 AM
10	West Cumberland	10/23/2014 7:07 PM
11	Flats	10/23/2014 10:07 AM
12	johnson rd	10/22/2014 2:07 PM
13	Windham	10/21/2014 1:23 PM
14	Windham	10/21/2014 8:39 AM
15	I work in Falmouth but live in Auburn	10/21/2014 8:01 AM
16	foreside	10/20/2014 11:47 AM

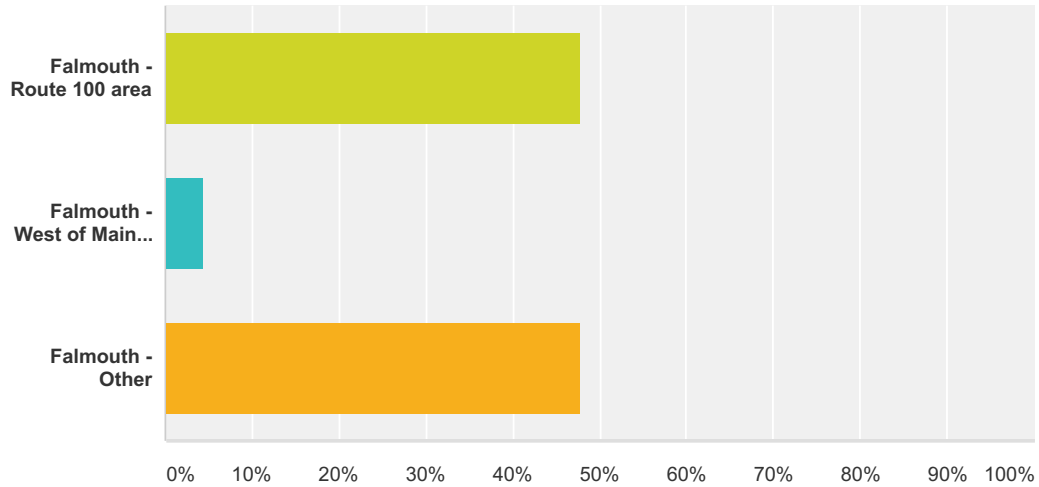
Falmouth Route 100 Survey

17	Kathy's Way - off Mountain Road.	10/19/2014 6:45 PM
18	Foreside - used to live at Babbidge & Blackstrap	10/19/2014 3:30 PM
19	Woodlands	10/17/2014 10:55 AM
20	Falmouth Foreside	10/16/2014 4:44 PM
21	Falmouth Flats...Mackworth Point area	10/16/2014 4:06 PM
22	Falmouth Flats	10/16/2014 11:31 AM
23	foreside road	10/16/2014 11:07 AM
24	409 Gray Road	10/16/2014 9:32 AM
25	Town Landing	10/16/2014 7:47 AM
26	Blackstrap Road	10/15/2014 6:05 PM

Falmouth Route 100 Survey

Q2 Where do you work?

Answered: 46 Skipped: 45



Answer Choices	Responses
Falmouth - Route 100 area	47.83% 22
Falmouth - West of Maine Turnpike	4.35% 2
Falmouth - Other	47.83% 22
Total	46

#	Other (please specify)	Date
1	Windham	11/18/2014 2:11 PM
2	Various	11/18/2014 2:00 PM
3	Portland, Falmouth	11/17/2014 2:53 PM
4	Portland, Falmouth	11/17/2014 2:47 PM
5	Portland	11/17/2014 2:42 PM
6	Cumberland, Falmouth, Yarmouth	11/17/2014 2:33 PM
7	home, Portland, other side of Falmouth	11/17/2014 2:31 PM
8	Portland	11/17/2014 2:23 PM
9	Portland	11/17/2014 2:15 PM
10	Brunswick, Portland, Lewiston	11/17/2014 2:10 PM
11	All areas of Souther Maine	11/13/2014 4:05 PM
12	retired	11/13/2014 9:35 AM
13	Portland	11/12/2014 9:26 PM
14	South Portland	11/9/2014 8:00 AM
15	Portland	11/8/2014 1:26 PM
16	south portland	11/6/2014 9:12 PM

Falmouth Route 100 Survey

17	retired	11/6/2014 8:26 AM
18	Portland	11/5/2014 12:18 PM
19	Gorham	11/4/2014 4:03 PM
20	Portland	11/2/2014 6:53 PM
21	Scarborough Office	10/31/2014 9:44 PM
22	Unum, Portland Maine	10/27/2014 10:35 AM
23	retired	10/25/2014 10:49 PM
24	Portland	10/25/2014 7:46 PM
25	auburn	10/24/2014 6:56 AM
26	Portland	10/23/2014 7:07 PM
27	Falmouth elementary	10/23/2014 12:48 PM
28	Flats	10/23/2014 10:07 AM
29	Portland - use Rout 100 to access Turnpike for cummute	10/23/2014 8:24 AM
30	Rt. 88	10/22/2014 3:28 PM
31	retired	10/21/2014 12:41 PM
32	South Portland	10/21/2014 10:21 AM
33	Windham	10/20/2014 2:22 PM
34	I work from home mostly - when not traveling	10/19/2014 6:45 PM
35	Kennebunk	10/19/2014 3:30 PM
36	Augusta	10/19/2014 1:34 PM
37	Downtown Portland	10/18/2014 3:28 PM
38	Woodlands	10/17/2014 10:55 AM
39	Portland	10/17/2014 10:52 AM
40	Retired	10/17/2014 9:45 AM
41	Westbrook	10/17/2014 6:29 AM
42	Home on Grist Mill Road.	10/16/2014 7:22 PM
43	westbrook	10/16/2014 5:15 PM
44	Home maker	10/16/2014 4:44 PM
45	south Portland	10/16/2014 4:43 PM
46	Portland	10/16/2014 4:06 PM
47	Portland	10/16/2014 2:08 PM
48	Retired	10/16/2014 1:30 PM
49	Portland	10/16/2014 1:11 PM
50	at home	10/16/2014 11:32 AM
51	Portland	10/16/2014 11:31 AM
52	out of town	10/16/2014 11:22 AM
53	freeport	10/16/2014 11:07 AM
54	Augusta	10/16/2014 10:54 AM

Falmouth Route 100 Survey

55	Idexx, Westbrook, ME	10/16/2014 9:32 AM
56	Route 1	10/16/2014 7:47 AM
57	Portland	10/16/2014 5:28 AM
58	Portland , South Portland, USM Student Portland/Gorham	10/15/2014 6:05 PM

Falmouth Route 100 Survey

Q3 How many people currently live in your household? How many of them commute and to where?

Answered: 91 Skipped: 0

#	Responses	Date
1	4, 0	11/18/2014 2:23 PM
2	2, West falmouth Crossing	11/18/2014 2:19 PM
3	1	11/18/2014 2:16 PM
4	3	11/18/2014 2:15 PM
5	5, 1, Auburn	11/18/2014 2:11 PM
6	4, 0	11/18/2014 2:00 PM
7	3, 0, We work at our farm	11/18/2014 11:46 AM
8	3, 0	11/17/2014 4:58 PM
9	4, 3, Falmouth Foreside and Portland	11/17/2014 2:53 PM
10	4, 4, Portland and Falmouth	11/17/2014 2:47 PM
11	2, 2, Portland downtown and Washington Avenue	11/17/2014 2:42 PM
12	1, 0	11/17/2014 2:38 PM
13	3, 2, various and to Portland	11/17/2014 2:33 PM
14	4, 2, Portland	11/17/2014 2:31 PM
15	4	11/17/2014 2:23 PM
16	4	11/17/2014 2:19 PM
17	3	11/17/2014 2:15 PM
18	1, 1	11/17/2014 2:10 PM
19	1, 0	11/17/2014 2:05 PM
20	5, 3, Portland and Route One from home	11/17/2014 2:02 PM
21	1	11/17/2014 1:56 PM
22	2 1 commutes to Portland	11/13/2014 5:07 PM
23	3; all commute to Portland	11/13/2014 4:05 PM
24	2	11/13/2014 9:35 AM
25	2	11/12/2014 9:26 PM
26	3 in household and 2 commute 1 in so Portland and 1 throughout New England	11/9/2014 8:00 AM
27	2 one to gray, one to portland	11/8/2014 1:26 PM
28	3	11/8/2014 8:09 AM
29	2	11/6/2014 9:12 PM
30	2 live, both retired	11/6/2014 8:26 AM
31	4, 1, Portland	11/5/2014 12:18 PM

Falmouth Route 100 Survey

32	2, 0	11/5/2014 12:15 PM
33	2 in household; both work from home so no commute	11/5/2014 10:45 AM
34	4, 2, to Falmouth schools	11/4/2014 4:14 PM
35	2, none	11/4/2014 4:07 PM
36	3, 2 Portland and Gorham	11/4/2014 4:03 PM
37	1	11/4/2014 3:56 PM
38	2. 1 Middle Rd to TD Bank at WFC	11/4/2014 12:35 PM
39	4, 2 in falmouth school, 2 working in Portland	11/2/2014 6:53 PM
40	4 people. Two to elementary school, 1 adult to Lewiston, 1 to Scarborough	10/31/2014 9:44 PM
41	4 and 1 commutes to Falmouth	10/29/2014 10:38 AM
42	4 in household, 2 commute to Unum	10/27/2014 10:35 AM
43	4 people 2 commute. One to Falmouth. One to various locations	10/26/2014 10:02 AM
44	1	10/25/2014 10:49 PM
45	4, 2, Westbrook & Portland	10/25/2014 7:46 PM
46	1	10/24/2014 6:56 AM
47	4, 2 portland	10/23/2014 7:07 PM
48	5. 3 commute down route 100 toward Westbrook and FES	10/23/2014 12:48 PM
49	5, 1	10/23/2014 11:28 AM
50	Two - one to Freeport	10/23/2014 10:07 AM
51	4 in Household. 2 commute. 1 using 295 to downtown Portland and 1 using Rt 100 to access the Turnpike	10/23/2014 8:24 AM
52	2, 1 to Rt.88 in Falmouth, 1 goes to Bridgton	10/22/2014 3:28 PM
53	2	10/22/2014 2:07 PM
54	2	10/21/2014 1:23 PM
55	2/0	10/21/2014 12:41 PM
56	3 live. 1 commutes to Portland. 1 commutes to South Portland.	10/21/2014 10:21 AM
57	1	10/21/2014 8:39 AM
58	3, commuting to Auburn, Bath and Falmouth	10/21/2014 8:01 AM
59	3 total (1 to falmouth schools, one to CCFCU, one to portland)	10/20/2014 4:33 PM
60	3 residents and one drives Route 100 to Portland for work	10/20/2014 2:22 PM
61	1 adults drive to Portland, 1 adult drives to Scarborough, 2 kids go to school.	10/20/2014 11:47 AM
62	4 total....2 adults and 2 children. My wife commutes to Portland.	10/19/2014 6:45 PM
63	3. 2 commute: one to Portland, one to Kennebunk	10/19/2014 3:30 PM
64	4, 2 commute, Augusta and Lewiston	10/19/2014 1:34 PM
65	3, 1 to South Portland	10/18/2014 7:51 PM
66	3, 1 to Saco, 1 to Ptid., 1 to Rte 1 in Falmouth	10/18/2014 3:28 PM
67	2 people; we don't commute	10/17/2014 10:55 AM
68	5 live, 2 commute - to downtown Portland and to Mall area	10/17/2014 10:52 AM
69	Three, Scarboro	10/17/2014 9:45 AM

Falmouth Route 100 Survey

70	2, both commute from West Falmouth to Westbrook	10/17/2014 6:29 AM
71	3	10/16/2014 7:22 PM
72	2 - we don't use route 100 to commute	10/16/2014 5:15 PM
73	3 residents. 1 commutes to Portland	10/16/2014 4:44 PM
74	3 residents. 2 commute to South Portland daily.	10/16/2014 4:43 PM
75	2, 1 commutes to portland	10/16/2014 4:11 PM
76	2	10/16/2014 4:06 PM
77	2	10/16/2014 2:08 PM
78	2, no one commutes	10/16/2014 1:52 PM
79	2	10/16/2014 1:33 PM
80	2 and we are retired	10/16/2014 1:30 PM
81	3, 2 commute both to Portland	10/16/2014 1:11 PM
82	2, 1 commutes to freeport	10/16/2014 11:32 AM
83	2 to Portland	10/16/2014 11:31 AM
84	5 total, 2 commute, one in town one out of town	10/16/2014 11:22 AM
85	3, 2 commute in and around greater portland	10/16/2014 11:07 AM
86	4	10/16/2014 10:54 AM
87	4	10/16/2014 9:32 AM
88	2, 1 commutes to Rt. 1.	10/16/2014 7:47 AM
89	4. 2 to portland	10/16/2014 5:28 AM
90	2 in household, 2 go to turnpike exit 53 or to Portland	10/15/2014 8:30 PM
91	4 and 4 commute to Portland, South Portland and Gorham	10/15/2014 6:05 PM

Falmouth Route 100 Survey

Q4 How many employees currently work at the location where you work? How many of them commute and from where?

Answered: 56 Skipped: 35

#	Responses	Date
1	200	11/17/2014 2:15 PM
2	1, OceanView, Flower Shop at Winslow Farm, Hallmark	11/17/2014 1:56 PM
3	1 works here...in home	11/13/2014 5:07 PM
4	0	11/13/2014 4:05 PM
5	0	11/13/2014 9:35 AM
6	4, from Portland and points north	11/12/2014 9:26 PM
7	700 plus - don't know	11/9/2014 8:00 AM
8	45 most cummute locally	11/8/2014 1:26 PM
9	30	11/8/2014 8:09 AM
10	75	11/6/2014 9:12 PM
11	N/A	11/5/2014 10:45 AM
12	0	11/4/2014 3:56 PM
13	650 at TD Bank. From all surrounding areas	11/4/2014 12:35 PM
14	20	11/2/2014 6:53 PM
15	8. All from SOuthern Maine	10/31/2014 9:44 PM
16	20 and all 20 commute from different areas	10/29/2014 10:38 AM
17	3,000 work at the Unum Portland campus. No idea how many commute or from where.	10/27/2014 10:35 AM
18	100 various locations	10/26/2014 10:02 AM
19	n/a	10/25/2014 10:49 PM
20	45	10/25/2014 7:46 PM
21	NA	10/23/2014 7:07 PM
22	1	10/23/2014 12:48 PM
23	6, 6	10/23/2014 11:28 AM
24	L. L. Bean, Freeport	10/23/2014 10:07 AM
25	100 ish - all commute from all directions	10/23/2014 8:24 AM
26	100- all over	10/22/2014 3:28 PM
27	8 all 8	10/22/2014 2:07 PM
28	32	10/21/2014 1:23 PM
29	0	10/21/2014 12:41 PM
30	0	10/21/2014 10:21 AM
31	21	10/21/2014 8:39 AM

Falmouth Route 100 Survey

32	approx 20 people, the majority commute. They come from everywhere from Saco to Casco to Auburn	10/21/2014 8:01 AM
33	20 plus...They all commute all over greater portland	10/20/2014 4:33 PM
34	n/a. I work from home	10/19/2014 6:45 PM
35	n/a	10/19/2014 3:30 PM
36	1, Falmouth	10/18/2014 7:51 PM
37	60, commute fromOOB up to Tosham into Ptld	10/18/2014 3:28 PM
38	1	10/17/2014 10:55 AM
39	2000+ at Westbrook location, all commute from Maine and NH	10/17/2014 6:29 AM
40	0	10/16/2014 7:22 PM
41	too many to count	10/16/2014 5:15 PM
42	none	10/16/2014 4:44 PM
43	n/a	10/16/2014 4:43 PM
44	35 form all over the general area	10/16/2014 4:11 PM
45	3..Buxton and Portland	10/16/2014 4:06 PM
46	4, york county	10/16/2014 2:08 PM
47	0	10/16/2014 1:52 PM
48	2. From home.	10/16/2014 1:33 PM
49	0	10/16/2014 1:30 PM
50	1	10/16/2014 11:32 AM
51	30 all commute ...all over southern Maine	10/16/2014 11:31 AM
52	-	10/16/2014 11:22 AM
53	NA	10/16/2014 10:54 AM
54	2	10/16/2014 9:32 AM
55	9, from Portland, Gray, Lewiston, Yarmouth, Cumberland	10/16/2014 7:47 AM
56	Many--several commute on Rte 100 or cross it daily	10/15/2014 8:30 PM

Falmouth Route 100 Survey

Q5 Do the members in the household or place of work walk, hike or bike, either in the area or elsewhere in Falmouth or Maine? Where?

Answered: 82 Skipped: 9

#	Responses	Date
1	Yes, Mackworth, Audubon, Town Landing	11/18/2014 2:23 PM
2	Yes, walk, hike, bike	11/18/2014 2:19 PM
3	Walk. Would walk more if Gray Road was wider.	11/18/2014 2:15 PM
4	Yes definitely would do on Route 100 if sidewalks and bike lane.	11/18/2014 2:00 PM
5	Mostly we walk/hike behind our property.	11/18/2014 11:46 AM
6	Yes, walk, hike various places. Forage for plants/mushrooms, ice skate, swim.	11/17/2014 4:58 PM
7	Periodically run along Route 100, otherwise no. Ride and run other places in Falmouth and Portland	11/17/2014 2:53 PM
8	Hike/walk in the area (Town land/nature preserves). Parts of Falmouth	11/17/2014 2:47 PM
9	Hike and bike road and mountain. All over evergreen, stroudwater, Portland trails	11/17/2014 2:42 PM
10	Snowmobile all over area. Walking trails and bike the area trails and roads	11/17/2014 2:38 PM
11	Snowmobile all over area	11/17/2014 2:33 PM
12	Yes, walk trails, bike road and trails. All over Maine and Greater Portland area	11/17/2014 2:31 PM
13	For recreation	11/17/2014 2:23 PM
14	For recreation	11/17/2014 2:19 PM
15	Bike- hadlock and trails. Run/walk - trails, Gray Road, Hurricane Road	11/17/2014 2:15 PM
16	Yes, Falmouth, Portland, Bar Harbor, Boothbay Harbor, wherever I travel outside of Maine	11/17/2014 2:10 PM
17	Extensively on cross-Falmouth trail. All over Maine - Baxter, Acadia	11/17/2014 2:05 PM
18	Yes, we all walk, hike, and bike on Falmouth trails	11/17/2014 2:02 PM
19	Cousins Island, Wolfe Neck, Pettingil Farm, Pineland Farms	11/17/2014 1:56 PM
20	NO, but would like to	11/13/2014 5:07 PM
21	In the area	11/13/2014 4:05 PM
22	walk at Mackworth Island	11/13/2014 9:35 AM
23	No	11/9/2014 8:00 AM
24	no	11/8/2014 1:26 PM
25	not on Rt 100, too dangerous. Drivers going 60 +MILES an hour	11/6/2014 9:12 PM
26	Yes, all over.	11/5/2014 12:18 PM
27	Walk along Falmouth Road, Riverpoint park, walk East End trail in Portland	11/5/2014 12:15 PM
28	1 drives to run 4 miles on Winn Rd, Woodville Rd., or Rt. 88 because Hurricane Rd. is too sloped and Gray Rd. traffic is too dangerous. Also drive to Winn Rd. to start bike rides through Falmouth and Cumberland. Walk on Hurricane Rd.	11/5/2014 10:45 AM
29	Yes, Hadlock community forest, Community Park, Blackstrap Preserve	11/4/2014 4:14 PM

Falmouth Route 100 Survey

30	No	11/4/2014 4:07 PM
31	Yes, in Falmouth and Portland - biking is dangerous in Falmouth - we need designated bike trails to and from Portland	11/4/2014 4:03 PM
32	Yes, everywhere	11/4/2014 3:56 PM
33	Falmouth Recreational Park and CumerlandTwinbrook to walk and bike with dog off leash. FANTASTIC RESOURCES!	11/4/2014 12:35 PM
34	Car to work, bus to school	11/2/2014 6:53 PM
35	Walk our property, neighborhood, Mackworth Island.	10/31/2014 9:44 PM
36	Run on Route 100, Mountain Rd, Leighton Rd & Falmouth Rd	10/29/2014 10:38 AM
37	Occasionally hike/bike in Falmouth and other places in Maine.	10/27/2014 10:35 AM
38	No	10/26/2014 10:02 AM
39	yes	10/25/2014 10:49 PM
40	No	10/25/2014 7:46 PM
41	yes	10/24/2014 6:56 AM
42	Yes, Haddlock Rd, Other areas in ME	10/23/2014 7:07 PM
43	Yes, run down Route 100 toward schools and connecting back roads. Kids want to bike but it is unsafe with no bike lanes or shoulders.	10/23/2014 12:48 PM
44	yes, community parks, Falmouth	10/23/2014 11:28 AM
45	n/a	10/23/2014 10:07 AM
46	Many of my co-workers walk, hike, & bike in Maine and New Hampshire. I personally walk in Falmouth.	10/23/2014 8:24 AM
47	yes- but for the most part we limit the amount of time that we walk or bike on Rt 100	10/22/2014 3:28 PM
48	yes, Foreside Nature Preserve W Falmouth Trails	10/22/2014 2:07 PM
49	Gray Rd	10/21/2014 1:23 PM
50	No	10/21/2014 12:41 PM
51	We walk in Falmouth, Portland, Cape Elizabeth, and Cumberland.	10/21/2014 10:21 AM
52	yes Route 100	10/21/2014 8:39 AM
53	Some employees run outdoors in the area near exit 53 on lunches.	10/21/2014 8:01 AM
54	Hike, Falmouth land trust areas and trails	10/20/2014 4:33 PM
55	Yes we hike and bike in the Hurricane Road area and live there as well.	10/20/2014 2:22 PM
56	bike to Portland, bike around Falmouth Kids bike to library and to route 1	10/20/2014 11:47 AM
57	Absolutely. We hike in the Blackstrap preserve, and walk up to Stoneridge from our house. We are also avid cyclists on the road, but fear for our kids to ride on the road since there are no sidewalks where we live.	10/19/2014 6:45 PM
58	All over Falmouth and southern Maine	10/19/2014 3:30 PM
59	Bike is falmouth	10/19/2014 1:34 PM
60	Yes, Falmouth and elsewhere	10/18/2014 7:51 PM
61	Household , 1 bikes in other areas such as Ptld, rte 88	10/18/2014 3:28 PM
62	walk, hike: community park, woods road, mackworth island, etc.	10/17/2014 10:55 AM
63	We all walk, hike, bike in Falmouth	10/17/2014 10:52 AM
64	No	10/17/2014 9:45 AM

Falmouth Route 100 Survey

65	In our household we walk and bicycle, and hike around the Rt 100 area, we bicycle almost everyday, hike the trails around Rt 100 with our dog (Community Park, River, etc). We also walk, hike and bicycle in the Rt 1 area of Falmouth	10/17/2014 6:29 AM
66	Yes. Running on Blackstrap Road.	10/16/2014 7:22 PM
67	Walk in Falmouth, all in the Blackstrap area.	10/16/2014 5:15 PM
68	none	10/16/2014 4:44 PM
69	We would like to walk, hike, and bike, but the speeds and driving habits of the drivers on rt. 100 make it too dangerous for us to do so. We usually will go out of Falmouth to do that recreation. It's unfortunate because we are big on buying local and supporting our community.	10/16/2014 4:43 PM
70	Yes...on 88 and also Suckfish Bog area	10/16/2014 4:06 PM
71	yes	10/16/2014 2:08 PM
72	No biking or hiking. Some trail walking in the Falmouth/Portland area.	10/16/2014 1:52 PM
73	Yes. All over. Ticks are disconcerting though.	10/16/2014 1:33 PM
74	no	10/16/2014 1:30 PM
75	Yes, bike from Falmouth to Stevens Ave, Portland, via Rte 1, new causeway, Payson Park	10/16/2014 1:11 PM
76	yes, around town and to neighboring towns	10/16/2014 11:32 AM
77	NO	10/16/2014 11:31 AM
78	2	10/16/2014 11:07 AM
79	We walk and bike in Falmouth	10/16/2014 10:54 AM
80	2-3	10/16/2014 9:32 AM
81	Household bikes throughout Falmouth, greater Portland, coastal Maine, and across the U.S.	10/16/2014 7:47 AM
82	Used to walk Rte 100 but too dangerous now.	10/15/2014 8:30 PM

Falmouth Route 100 Survey

Q6 How do you currently use the Route 100 area? E.g. commute, shop, exercise, hike, bike, get repairs, visit neighbors and friends?

Answered: 89 Skipped: 2

#	Responses	Date
1	Visit family and friends	11/18/2014 2:23 PM
2	Work, eat	11/18/2014 2:19 PM
3	hike	11/18/2014 2:16 PM
4	Commute, shop, visit	11/18/2014 2:15 PM
5	Community fields	11/18/2014 2:11 PM
6	All of the above except commute to work. Mostly Hannaford 4-6 times per week.	11/18/2014 11:46 AM
7	Don't bike much, but all other uses except commute.	11/17/2014 4:58 PM
8	Commute, exercise, visit friends, shop	11/17/2014 2:53 PM
9	Commute, shop, exercise, bike, visit neighbors	11/17/2014 2:47 PM
10	Commute to Gray a bit. Shops some Hannaford	11/17/2014 2:42 PM
11	All. Without Route 100 I'd be going nowhere.	11/17/2014 2:38 PM
12	All	11/17/2014 2:33 PM
13	All of the above	11/17/2014 2:31 PM
14	Commute, shop, bike, visit neighbors and friends, transporting children	11/17/2014 2:23 PM
15	Commute, shop, visit neighbors and friends, transporting children	11/17/2014 2:19 PM
16	For everything	11/17/2014 2:15 PM
17	Commute, purchase flowers	11/17/2014 2:10 PM
18	Live, work, bike, friends, commerce	11/17/2014 2:05 PM
19	Commute, shop, exercise, hike, bike, visit neighbors, friends - we live here.	11/17/2014 2:02 PM
20	Seasonal work, visit friends out that way, Skillins	11/17/2014 1:56 PM
21	Yes	11/13/2014 5:07 PM
22	Commute only	11/13/2014 4:05 PM
23	commute,shop	11/13/2014 9:35 AM
24	Shop	11/12/2014 9:26 PM
25	Commute and shop	11/9/2014 8:00 AM
26	Route 100 in my commute route	11/8/2014 1:26 PM
27	commute, ike	11/8/2014 8:09 AM
28	Live on Rt 100	11/6/2014 9:12 PM
29	traveling to Greater Portland and Falmouth	11/6/2014 8:26 AM
30	Yes	11/5/2014 12:18 PM

Falmouth Route 100 Survey

31	shop, visit friends	11/5/2014 12:15 PM
32	All of the above Drive to church on Falmouth Rd. and to Hannaford. Run - walk - hike in Blackstrap Woods - bike. Rt. 100 corridor is not conducive to neighborhood feel. We know only a few of our neighbors; don't even know our next door neighbors.	11/5/2014 10:45 AM
33	Commute, shop at Hannaford and Winslow Farm, bike, run	11/4/2014 4:14 PM
34	shop, visit	11/4/2014 4:07 PM
35	Vague question - simple answer, all of the above	11/4/2014 4:03 PM
36	shop, hike, get repairs, visit neighbors and friends	11/4/2014 3:56 PM
37	Commute and shop: Medical services, groceries, pharmacy, dogfood, vet and kennel, banking, bike shop, easy access to BJs, Salvation Army and Goodwill.	11/4/2014 12:35 PM
38	Yes.	11/2/2014 6:53 PM
39	commute, groceries, gasoline.	10/31/2014 9:44 PM
40	Commute, shop, exercise	10/29/2014 10:38 AM
41	Commute, shop and visit neighbors/friends.	10/27/2014 10:35 AM
42	Commute, visit friends	10/26/2014 10:02 AM
43	use turnpike entrance for Mall area shopping; northgate portland for shopping along with West Falmouth shopping center for food & gas.	10/25/2014 10:49 PM
44	Commute, visit family	10/25/2014 7:46 PM
45	weekends mostly, to visit family or go to Portland	10/24/2014 6:56 AM
46	Commute, Hannaford, visit neighbors and friends	10/23/2014 7:07 PM
47	Commute, exercise, running to get across town to pick up car from repair service.	10/23/2014 12:48 PM
48	commute, shop, hike, visit	10/23/2014 11:28 AM
49	Hannafords	10/23/2014 10:07 AM
50	commute and shop	10/23/2014 8:24 AM
51	For all travels out of our home- we live directly on Rt 100	10/22/2014 3:28 PM
52	Commute Shop	10/22/2014 2:07 PM
53	Work Commute and Shop	10/21/2014 1:23 PM
54	Shop	10/21/2014 12:41 PM
55	We commute. I shop in the Hannaford plaza, and at Winslow Farm.	10/21/2014 10:21 AM
56	commute	10/21/2014 8:39 AM
57	Commute.	10/21/2014 8:01 AM
58	All...I live on Mountain Road	10/20/2014 4:33 PM
59	All of the above.	10/20/2014 2:22 PM
60	grocery shop, getting on rt 90, driving kids to friends houses,	10/20/2014 11:47 AM
61	Commute. Grocery shopping at Hannaford. I cross over it on my bike rides, but rarely ride on Rte 100 itself.	10/19/2014 6:45 PM
62	Access to turnpike north. Shop at Hannafords. Shop at Music & Arts. Some friends in the area. Gas at Irving.	10/19/2014 3:30 PM
63	Commute, shop, bike, visit	10/19/2014 1:34 PM
64	shop	10/18/2014 7:51 PM
65	commute	10/18/2014 3:28 PM
66	yes.	10/17/2014 10:55 AM

Falmouth Route 100 Survey

67	Visit a few businesses, visit friends	10/17/2014 10:52 AM
68	Commute, Shop	10/17/2014 9:45 AM
69	Commute through everyday, shop, bicycle & exercise, get my nails done, walk our dog	10/17/2014 6:29 AM
70	Shop, visit neighbors and friends.	10/16/2014 5:15 PM
71	Shop. Visit friends	10/16/2014 4:44 PM
72	Just commute and travel elsewhere for recreation. See question 5.	10/16/2014 4:43 PM
73	yes	10/16/2014 4:11 PM
74	I bicycle all over town and occassionaly shop there also.	10/16/2014 4:06 PM
75	commute	10/16/2014 2:08 PM
76	Yes	10/16/2014 1:52 PM
77	All of the above, plus: church, host friends, picnic. There isn't enough room on road for bicycles. Would like this.	10/16/2014 1:33 PM
78	shop	10/16/2014 1:30 PM
79	Visit friends	10/16/2014 1:11 PM
80	shop	10/16/2014 11:32 AM
81	VISIT BUSINESSES	10/16/2014 11:31 AM
82	Commute, shop, daily travels	10/16/2014 11:22 AM
83	2 often	10/16/2014 11:07 AM
84	Get gas and shop at the Hanneford	10/16/2014 10:54 AM
85	Commute	10/16/2014 9:32 AM
86	Cycle though we dislike the road.	10/16/2014 7:47 AM
87	Commute, shop	10/16/2014 5:28 AM
88	commute, shop, get to Gray or Portland	10/15/2014 8:30 PM
89	4	10/15/2014 6:05 PM

Falmouth Route 100 Survey

Q7 What do you like the best about the Route 100 area?

Answered: 85 Skipped: 6

#	Responses	Date
1	Abuts the river, close to highway	11/18/2014 2:23 PM
2	Very scenic	11/18/2014 2:19 PM
3	Hannaford convenience. Direct route to Portland and Cumberland.	11/18/2014 2:11 PM
4	Very accessible. Creates a lot of ease/access north and south.	11/18/2014 2:00 PM
5	What I like best is that it still maintains some degree of farm land.	11/18/2014 11:46 AM
6	What I like best is the openness, the privacy, the feeling that people appreciate the land, the woods, the open spaces. There is also a sense of history here, and if you get off the road, a wonderful peacefulness and solitude that is difficult to find elsewhere. For the most part, the people are caring, nurturing, and lovers of the land. They appreciate the amount of work that goes into growing food, or anything else. If you happen to be lucky enough to be around any of the bodies of water, there is a quality of serenity from the sound of moving water, or the air moving the leaves, that makes you forget all the stupid stuff that we have to deal with most of the day. It's very calming.	11/17/2014 4:58 PM
7	Rural nature of north section, lower taxes than other parts of Falmouth, privacy	11/17/2014 2:53 PM
8	Rural nature, accessibility to Town land/nature preserves as well as Turnpike, proximity to Portland	11/17/2014 2:47 PM
9	Not a lot. High speed shot to Gray	11/17/2014 2:42 PM
10	Quick straight stretch, few lights	11/17/2014 2:38 PM
11	Place to get back and forth	11/17/2014 2:33 PM
12	It gets me where I need to go.	11/17/2014 2:31 PM
13	Wide shoulder for biking is great - need shoulder elsewhere	11/17/2014 2:23 PM
14	Scenery, farms, hills, Mountain Road to Cumberland line	11/17/2014 2:19 PM
15	Where it is wider, scenery	11/17/2014 2:15 PM
16	Farms, traffic flows	11/17/2014 2:10 PM
17	Winslow Farm!	11/17/2014 2:05 PM
18	Rural land, scenery	11/17/2014 2:02 PM
19	Beautiful area, nice drive to short cuts to Gray, Windham	11/17/2014 1:56 PM
20	Rural nature of the area	11/13/2014 5:07 PM
21	Access to Hannaford & Turnpike. Portland.	11/13/2014 4:05 PM
22	accessibility to Portland	11/13/2014 9:35 AM
23	variety—commercial, residential, rural	11/12/2014 9:26 PM
24	Hannaford plaza	11/9/2014 8:00 AM
25	rural area	11/8/2014 1:26 PM
26	dangerous	11/8/2014 8:09 AM
27	space/land	11/6/2014 9:12 PM
28	Not much has changed over the years	11/6/2014 8:26 AM
29	Rural nature and proximity to services and highway	11/5/2014 12:18 PM

Falmouth Route 100 Survey

30	Stores and bank at West Falmouth Crossing	11/5/2014 12:15 PM
31	Rural. Wide open fields across from our house. Turkeys, deer, fox. It's quiet, private. No noise from traffic, businesses, or neighbors.	11/5/2014 10:45 AM
32	It's a direct route home and to work, and still has a rural feeling that we love about this side of Falmouth.	11/4/2014 4:14 PM
33	Space	11/4/2014 4:07 PM
34	Rural nature with farms, gardeners and country feel	11/4/2014 4:03 PM
35	Closeness to Portland	11/4/2014 3:56 PM
36	The new bridge. The public bus to TD Bank at WFC. Shopping areas are clean and appealing. EZ Pass access to Rt. 95	11/4/2014 12:35 PM
37	Nothing really. Hannaford section is ok	11/2/2014 6:53 PM
38	Convenience to I95.	10/31/2014 9:44 PM
39	Convenient	10/29/2014 10:38 AM
40	Very nice rural area closer to Cumberland line. I like the high commercial area for shopping.	10/27/2014 10:35 AM
41	Rural feel. Traffic usually flows well.	10/26/2014 10:02 AM
42	convenience of amenities	10/25/2014 10:49 PM
43	Beautiful scenery	10/25/2014 7:46 PM
44	It's easy, not too many lights and traffic to navigate	10/24/2014 6:56 AM
45	The rural feel, The horse farm, the views of the hills	10/23/2014 7:07 PM
46	That it can connect neighboring towns.	10/23/2014 12:48 PM
47	wooded but convenient	10/23/2014 11:28 AM
48	neutral	10/23/2014 10:07 AM
49	Wide & well lit	10/23/2014 8:24 AM
50	beautiful area, gorgeous views, now appreciate having shopping restaurants nearby	10/22/2014 3:28 PM
51	Good visibility Great opportunity for growth business and residential	10/22/2014 2:07 PM
52	Rural character. No housing developments! Large house lots. Being n a state highway for quick snow plowing.n	10/21/2014 12:41 PM
53	I like best that it is rural in my neighborhood (towards Cumberland). I am proud of the working farms in my neighborhood and how I can be so close to Portland, yet still in a rural setting. I like the proximity of the Hannaford plaza from my house, and that businesses are centrally located there and not sprawled out along Rt 100.	10/21/2014 10:21 AM
54	easy commute to work	10/21/2014 8:39 AM
55	Its a pleasant commuting alternative to the highway	10/21/2014 8:01 AM
56	That it is still Rural.	10/20/2014 4:33 PM
57	Traffic is not crazy and the access on and off the Turnpike is great.	10/20/2014 2:22 PM
58	quality of road is good, nice big shoulders to bike on	10/20/2014 11:47 AM
59	West Falmouth Shopping Center, and the Little Hands Daycare.	10/19/2014 6:45 PM
60	The little nature area behind Hannafords.	10/19/2014 3:30 PM
61	Convenient, close to exit, shopping, would like more restaurants	10/19/2014 1:34 PM
62	Easy access	10/18/2014 7:51 PM
63	rural views	10/18/2014 3:28 PM
64	convenience of stores.	10/17/2014 10:55 AM

Falmouth Route 100 Survey

65	Not much right now	10/17/2014 10:52 AM
66	Access to Turnpike	10/17/2014 9:45 AM
67	Very convenient access to the turnpike, fast commuting. Hannaford and Saigon Nails, Greener Postures, all very convenient.	10/17/2014 6:29 AM
68	Not over commercialized.	10/16/2014 5:15 PM
69	Harmon's	10/16/2014 4:44 PM
70	How close it is to the turnpike and grocery store.	10/16/2014 4:43 PM
71	close to home	10/16/2014 4:11 PM
72	that it is undeveloped	10/16/2014 2:08 PM
73	Nothing, to be honest.	10/16/2014 1:52 PM
74	Close shopping mixed with urban and farms	10/16/2014 1:33 PM
75	It is not congested	10/16/2014 1:30 PM
76	Nice drive, not many traffic lights	10/16/2014 1:11 PM
77	minimal congestion	10/16/2014 11:32 AM
78	I LIKE THE MIXED USE OF THE AREA WITH A DEFINITE EMPHASIS ON RURAL AND SMALL BUSINESS (EXCEPT HANNAFORD AREA)	10/16/2014 11:31 AM
79	transition from Portland	10/16/2014 11:22 AM
80	rural character and nice amount of MU	10/16/2014 11:07 AM
81	The remoteness, wooded, quiet. Closeness to Portland and the coast.	10/16/2014 10:54 AM
82	Quick access to 95 and into Portland. Nice they repaved route 100 a year or 2 ago.	10/16/2014 9:32 AM
83	Gets you where we would like to go.	10/16/2014 7:47 AM
84	Not touch traffic	10/16/2014 5:28 AM
85	The shopping center at exit 53	10/15/2014 8:30 PM

Falmouth Route 100 Survey

Q8 What do you dislike about the Route 100 area?

Answered: 86 Skipped: 5

#	Responses	Date
1	The road condition, no sidewalks. No walking easy to get to with kids	11/18/2014 2:23 PM
2	Would like slower traffic	11/18/2014 2:19 PM
3	Slow traffic down and improve condition	11/18/2014 2:16 PM
4	The condition of the road	11/18/2014 2:15 PM
5	Trucks	11/18/2014 2:11 PM
6	It has no identity. Small retail center community based local stuff	11/18/2014 2:00 PM
7	Traffic, way too much, way too fast, too many trucks that are noisy. The noise is ear-piercing at times. I cannot talk to a person if I am standing by the road and traffic goes by. Trucks should get a pass for using the Turnpike - that road is made for heavy loads. Commuters should get a free pass. The Mountain Rd/Falmouth Rd/Gray Rd intersection is dangerous.	11/18/2014 11:46 AM
8	TRAFFIC - too fast. Too much. Drivers do not want to slow down, and it is dangerous for older drivers, bikers, and pedestrians. WATER RUNOFF - there are many places, especially in the denser areas, where the drainage is terrible, and it can be dangerous to drive on in bad weather, especially in winter. Erosion is a problem in many places - that is just running to the streams and rivers - not good. MTN RD INTERSECTION - bad, bad, bad. Dangerous, can't turn, cars have ruined the road by the brick house. THE CONDITION OF THE ROAD - has never been fixed properly (especially for the amount of traffic). Often, I feel shortchanged by the Town, that the Foreside gets all the improvements. AESTHETICS - old, ugly guardrails, no concern for viewsheds. (I realize that a lot of it is private property.)	11/17/2014 4:58 PM
9	Noisy, unsafe, perceived low priority from Town regarding services	11/17/2014 2:53 PM
10	Not pedestrian/bike friendly, poor road conditions, lack of shopping	11/17/2014 2:47 PM
11	High speed shot to Gray, no bike lanes, no sidewalks. Sucks getting around by bike.	11/17/2014 2:42 PM
12	Hates light at Moutian! Traffic volume wouldn't be bad if light worked.	11/17/2014 2:38 PM
13	The light	11/17/2014 2:33 PM
14	No shoulder for biking, the intersection at Mountain, lack of restaurants	11/17/2014 2:31 PM
15	Lack of bike shoulders	11/17/2014 2:23 PM
16	Intersection of Falmouth, Mountain and Gray Roads	11/17/2014 2:19 PM
17	Narrow, poor pavement, intersections (all)	11/17/2014 2:15 PM
18	The amount of fast fast traffic	11/17/2014 2:05 PM
19	Too much traffic, very loud, too busy, too many loud, large vehicles	11/17/2014 2:02 PM
20	People drive way too fast, road needs repiar in spots, more street lights would help too.	11/17/2014 1:56 PM
21	Traffic on Gray Rd. Inability to ride a bike or walk along 100.	11/13/2014 5:07 PM
22	Traffic on Rte 100 at intersection of Falmouth Road. Not safe. Commuters bottle neck the area.	11/13/2014 4:05 PM
23	traffic and especially noise from trucks, motorcycles and vehicles going too fast	11/13/2014 9:35 AM
24	poor traffic and road conditions, lack of safe bike and ped use	11/12/2014 9:26 PM
25	Would like to see another restaurant-similar to foreside tavern-bar and dining area	11/9/2014 8:00 AM
26	From just below smith farm to Leighton road intersection is almost impassable and dangerous	11/8/2014 1:26 PM

Falmouth Route 100 Survey

27	no break down lane or bicycle/walking lanes	11/8/2014 8:09 AM
28	traffic, noise, danger crossing road to get mail; intersection at Winn Rd, Rt 100, and Mountain Rd; pot holes, water pooling in storms	11/6/2014 9:12 PM
29	The intersection of Mountain Rd. It is dangerous if you need to make turn to Mountain Rd or Falmouth Road. This needs to be fixed	11/6/2014 8:26 AM
30	I like the area and don't really dislike anything about it.	11/5/2014 12:15 PM
31	Rt. 100 is dangerous to drive (no shoulders to speak of, frequent accidents from speeding) and the traffic is heavy except on Sundays. Lack of an ambulance in West Falmouth	11/5/2014 10:45 AM
32	The Winn Road/Route 100 intersection is dangerous, especially when turning left off of Route 100, the parts of Route 100 that are not properly graded and retain water during a rain storm.	11/4/2014 4:14 PM
33	Too much traffic, too much noise from traffic	11/4/2014 4:07 PM
34	Commercial development, heavy traffic and associated noise	11/4/2014 4:03 PM
35	Speed zones. Need 35 everywhere?	11/4/2014 3:56 PM
36	Light at Leighton and Rt. 100. Needs left turn lanes and signals. Dangerous without it. I do not like any kind of curbs as its dangerous for biking.	11/4/2014 12:35 PM
37	The Mountain rd/route 100 road and traffic light. Road need to be redone.	11/2/2014 6:53 PM
38	Lack of restaurants and services in "in town" area. Not aesthetically pleasing from Leighton Road to 1 mile north of Mountain Road, poor road condition.	10/31/2014 9:44 PM
39	Road condition, lack of bike/running path	10/29/2014 10:38 AM
40	I really dislike the misaligned intersection of Mountain Rd/Falmouth Rd and Route 100. Because this intersection is misaligned, it causes unnecessary traffic congestion and is a safety concern.	10/27/2014 10:35 AM
41	Winter conditions. The stop light near Mountain Road gets backed up.	10/26/2014 10:02 AM
42	narrow road; lack of shopping choices	10/25/2014 10:49 PM
43	Speed limits are a bit slow	10/25/2014 7:46 PM
44	can be some traffic headed north backed up at Blackstrap Rd	10/24/2014 6:56 AM
45	The run down commercial buildings, truck repair	10/23/2014 7:07 PM
46	Lack of shoulder or bike lane or any means of safe travel to connect residents to local town!	10/23/2014 12:48 PM
47	terrible light on mountain rd/100/falmouth road intersection!!!!	10/23/2014 11:28 AM
48	no identity	10/23/2014 10:07 AM
49	Not enough restaurants!! I do not like the intersection of Rt 100 and Mountain/Winn Rd	10/23/2014 8:24 AM
50	the Rt 100 intersection with Mountain Rd and Falmouth Rd is EXTREMELY dangerous	10/22/2014 3:28 PM
51	Intersection Rt 100, Mountain/Winn Rd	10/22/2014 2:07 PM
52	No Restaurants	10/21/2014 1:23 PM
53	Not pedestrian friendly - not able to do daily walks without driving somewhere. Too much truck traffic.	10/21/2014 12:41 PM
54	I do not feel safe walking on Rt. 100. Also, without a bike lane on our part of route 100 (nearest Cumberland) there is no way I will ever let my daughter ride a bike to school, or to visit friends.	10/21/2014 10:21 AM
55	congested	10/21/2014 8:39 AM
56	Severe congestion during commutes. The flow of traffic bottlenecks when approaching the Falmouth Rd/Gray Rd intersection and the bridge after the exit 53 ramp area towards Portland.	10/21/2014 8:01 AM
57	Junky houses with trash on their properties across from Credit union.	10/20/2014 4:33 PM
58	Condition of the road is poor however and site lines are not great. Turning at the Mountain Road intersection is hazardous. Also services seem limited based on zoning around West Falmouth Crossing.	10/20/2014 2:22 PM

Falmouth Route 100 Survey

59	Traffic at the Mtn Road lights at 5pm is sometimes heavy.	10/19/2014 6:45 PM
60	The feeling that you have to drive and drive to get anywhere.	10/19/2014 3:30 PM
61	Mountain rd light is very long	10/19/2014 1:34 PM
62	Lack of large stores	10/18/2014 7:51 PM
63	too many cars going too fast. can't ride my bike or walk on rte 100	10/18/2014 3:28 PM
64	nothing too bad about it.	10/17/2014 10:55 AM
65	Width of Roads, no standard or unified development	10/17/2014 10:52 AM
66	Road Conditions,26&100	10/17/2014 9:45 AM
67	Lack of sidewalks, lack of vehicle awareness of pedestrians & cyclists, Would love a nice restaurant (not McDonalds and something a bit higher end than what is currently next to Hannaford)	10/17/2014 6:29 AM
68	It still can support many more businesses if they are planned well and not too garish.	10/16/2014 5:15 PM
69	Cold. Ugly. Uninviting.	10/16/2014 4:44 PM
70	The poor traffic control. Speeds are way too fast for the corridor. Drivers are consistently passing others on a double line. All trucking from Yarmouth lumber is destroying the roadway and the town and d.o.t. don't fix it year after year. The road from the Cumberland line to the Leighton rd. Intersection is deplorable to say the least! The traffic light at mountain rd. And rt. 100 is a complete mess and dangerous with lack is proper curbing to keep traffic in line and not going around stopped vehicles waiting to turn on mountain rd.	10/16/2014 4:43 PM
71	it is not pretty, people drive too fast on Rte 100, not enough shopping options	10/16/2014 4:11 PM
72	I am sorry to see it lose its rural character	10/16/2014 4:06 PM
73	stop signs, unnecessary speed enforcement , lack of bike path off roadway	10/16/2014 2:08 PM
74	It's grimly commercial with a shopping center which is irrelevant to me aside from Hannaford's. It's also annoying to drive there because of the speed bumps by the schools, so I generally head to US 1.	10/16/2014 1:52 PM
75	Narrow roads. Poor intersection (Falmouth, Mountain, Gray Rd) planning and development and delayed funding to fix.	10/16/2014 1:33 PM
76	There is no turnpike entrance there to Rt 1295	10/16/2014 1:30 PM
77	Nothing	10/16/2014 1:11 PM
78	certainly not eye candy	10/16/2014 11:32 AM
79	REALLY NARROW ROADWAY BEYOND HANNAFORD CENTER WHICH DOES NOT ALLOW FOR BIKERS OR WALKERS.	10/16/2014 11:31 AM
80	access management, especially north of Leighton intersection. lack of sidewalks	10/16/2014 11:22 AM
81	tired commercial base with some of older buildings, no restuarnts , bad intersection gray road an mountain road	10/16/2014 11:07 AM
82	The noise from the Toll Road	10/16/2014 10:54 AM
83	No break down lane or shoulder to the road after Winslow Farm BUT many of the older homes are already too close to a busy road. I know as much as I would like to see a break down lane for bikers, runners etc, I wouldn't want to give up any more of my short front lawn.	10/16/2014 9:32 AM
84	Too fast, no bike shoulders.	10/16/2014 7:47 AM
85	Not many conveniencr	10/16/2014 5:28 AM
86	the deplorable condition of the road	10/15/2014 8:30 PM

Falmouth Route 100 Survey

Q9 How would you describe each part of the 6-mile Route 100 area from Cumberland to Portland borders?

Answered: 68 Skipped: 23

#	Responses	Date
1	Condense business from Portland to Libby Bridge. Add farm stands, gift stores, crafts from Libby Bridge north	11/18/2014 2:23 PM
2	From Portland to Mountain - commercial. Mountain to Smith Farm - light some business farm Smith to Cumberland - rural	11/18/2014 2:15 PM
3	Hannaford and Smith Farm develop. Road needs shoulders, bike lane/walking btween Hannaford and Smith Farm. Sidewalks. Safer road.	11/18/2014 2:11 PM
4	From the Mountain Rd/Falmouth Rd/Gray Rd intersection above the area should stay rural.	11/18/2014 11:46 AM
5	Beyond Smith Farm, the rural parts should stay rural. Let development happen from Hannaford to SF.	11/17/2014 4:58 PM
6	North of the bridge over Presumpscot - rural. South of that - commercial.	11/17/2014 2:53 PM
7	Portland to Mountain Road - business oriented/industrial Mountain Road north - More rural, pedestrian	11/17/2014 2:47 PM
8	No, unless count access to trails	11/17/2014 2:42 PM
9	In northern part need a restaurant and bar, Smith farm, Pet store. But needs rural and city feel and transition	11/17/2014 2:38 PM
10	Preserve rural area	11/17/2014 2:33 PM
11	Near Hannaford commercial area to southern border and up to Mountain Road	11/17/2014 2:31 PM
12	No problems	11/17/2014 2:10 PM
13	Route 100 is best further north. Gets more commercial further south.	11/17/2014 2:05 PM
14	Business, Light business, residential.	11/13/2014 5:07 PM
15	Portland to Leighton Road more urban/suburban appeal. Falmouth Road to Cumberland line more rural appeal. In between are single family homes and commerical uses that don't really blend very well.	11/13/2014 4:05 PM
16	Too much commercial development in area between Mountain Rd and Leighton Rd	11/13/2014 9:35 AM
17	From south to north, commercial, residential/mixed use, rural	11/12/2014 9:26 PM
18	Hannaford to mountain is the main area I use. Traffic is congested at commuting time. Need to have a passing lane and arrow at route 100 and mountain road. Surprising there aren't more accidents. The road surface is in poor shape between leighton road and mountain road. Would like to see it replaced.	11/9/2014 8:00 AM
19	Mostly well maintained until south of Smith Farm	11/8/2014 1:26 PM
20	old	11/8/2014 8:09 AM
21	narrow and very poor condition from Portland to Falmouth (Mountain Rd), Mountain Rd to Hadlock wide (cars go excessive speeds), Hadlock to Cumberland cars tractor trailers go down hills excessive speed, very dangerous to pull out of driveway.	11/6/2014 9:12 PM
22	Old and in need of an up date. The road past the garage that fixes the large trucks is terrible. We need 4 lanes from the shopping center past Mountain Rd.	11/6/2014 8:26 AM
23	I see Route 100 as commercial from exit 53 to West Falmouth Corners; residential to Smith Farm, and rural to Cumberland line.	11/5/2014 12:15 PM
24	Cumberland - Falmouth/Mountain Rds: farms, light residential. Falmouth/Mountain Rd - Leighton Rd.: mixed residential and light commercial Leighton Rd. - Portland: medium commercial, small business, corporate	11/5/2014 10:45 AM
25	Currently, I see it as a route to and from work, with stops for shopping etc. We also use it as a way to get to various areas where we can do activities, like hiking.	11/4/2014 4:14 PM

Falmouth Route 100 Survey

26	The road is a mess from Point A to Point B on map.	11/4/2014 4:07 PM
27	Some spots need "housing assistance"	11/4/2014 3:56 PM
28	Good road repair. Not good for walking or biking.	11/4/2014 12:35 PM
29	Just a insignificant road. nothing special. Some residential and farms, some small business.	11/2/2014 6:53 PM
30	In town (I95 ramp to 1 mile north of Mountain Road), rural (MT road to Cumberland).	10/31/2014 9:44 PM
31	from Portland to Falmouth is ok and beyond Mountain Rd to Cumberland is decent.	10/29/2014 10:38 AM
32	mixed use, narrow road, lack of sidewalks	10/25/2014 10:49 PM
33	Sometimes the road is not in the best condition, pot holes etc, it is pleasant and still has a rural feel to it	10/24/2014 6:56 AM
34	Good at Hannaford and Little Hands, Worse as between Leighton rd and Mountain rd	10/23/2014 7:07 PM
35	Cumberland into Falmouth abhorant! Portland ideal!	10/23/2014 12:48 PM
36	mostly uneventful except for intersection noted.	10/23/2014 11:28 AM
37	Farm to unidentified rural to shopping ctr	10/23/2014 10:07 AM
38	Largely residential, speed limit is too fast on northern end, appropriately sized business area focussed just off the highway, dangerous intersection at Mountain Rd.	10/22/2014 3:28 PM
39	waiting to be used	10/22/2014 2:07 PM
40	Each part? Don't understand the question.	10/21/2014 12:41 PM
41	From Cumberland to Portland: Picturesque and rural leading into a convenient commercial center after Mountain Rd. and easy access to the turnpike, and then into Portland.	10/21/2014 10:21 AM
42	busy area	10/21/2014 8:39 AM
43	It starts rural and becomes more suburban with a commercial section by the exit.	10/21/2014 8:01 AM
44	The road is in terrible shape. Traffic too fast and no bike lane.	10/20/2014 4:33 PM
45	The area goes from a high density residential and commercial area to a mixed use feel and then transitions to a rural residential area. The corridor is crisscrossed with flood zones and stream protection areas. Access points for any high use residential or mixed uses need to be looked at carefully based on the poor condition of Route 100.	10/20/2014 2:22 PM
46	seems ok	10/20/2014 11:47 AM
47	1. First part (from Portland heading North) is shopping and entry to 95. 2. From Leighton Road to Mtn Road is scattered businesses with no coherency to them. 3. From Mtn Road to Cumberland is more rural/farm. Beautiful.	10/19/2014 6:45 PM
48	From Portland: residential with a little commercial, down the hill and cross the bridge over the river, Hannafords shopping mall, set of lights leading to west Falmouth & Falmouth Road, hilly past lightly populated residential and some commercial (including some beautiful old houses), set of lights at Mountain/Falmouth/Winn, more lightly populated areas becoming even less dense and finally rural, still hilly, up the steep incline to Blanchard Road....	10/19/2014 3:30 PM
49	Zoning seems inconsistent and the development looks uneven and a few are untidy. I think Harmon's should have a walk up or drive thru window however.	10/19/2014 1:34 PM
50	a road that functions to get people from one place to another reasonably efficiently.	10/17/2014 10:55 AM
51	To Portland is more residential, and is enhanced by wider roads with bike paths and even sidewalks. To Cumberland is very unattractive with narrow/dangerous roads, no pedestrians, etc.	10/17/2014 10:52 AM
52	Good until the Falmouth line	10/17/2014 9:45 AM
53	A highway w/fast traffic, some shops, not pedestrian friendly, no bicycle lane	10/17/2014 6:29 AM
54	Rural with some businesses.	10/16/2014 5:15 PM
55	Utilitarian and unappealing from Portland. More rural after you pass the intersection with Hurricane Rd.	10/16/2014 4:44 PM
56	Dangerous and a rough ride!	10/16/2014 4:43 PM

Falmouth Route 100 Survey

57	it varies so, with the openness so of it to the ugliness of other parts..cars travel too fast	10/16/2014 4:11 PM
58	congested	10/16/2014 4:06 PM
59	I have not seen much of it. There are nice residential areas below Falmouth, but I am not sure if they are in Portland or Falmouth.	10/16/2014 1:52 PM
60	Spped increases to 45 mph too soon. Should stay at 35 throughout. Parallel Turnpike is underused, Gray Rd is abused.	10/16/2014 1:33 PM
61	Some residential, some shopping	10/16/2014 1:30 PM
62	unattractive south of Falmouth rd.	10/16/2014 11:32 AM
63	MIXED RURAL, HOMES, SMALL BUSINESS AND THEN BUSINESS DISTRICT TO PORTLAND	10/16/2014 11:31 AM
64	no side walks mixed but tired use..connector	10/16/2014 11:07 AM
65	???	10/16/2014 10:54 AM
66	I like the open road from Winslow Farm east to Falmouth/Mountain Rd	10/16/2014 9:32 AM
67	Portland to Woods road is fine. Woods to Cumberland needs the bike lanes.	10/16/2014 7:47 AM
68	Cumberland to where the road narrows at West Falmouth is good now, the rest to exit 53 is disgraceful	10/15/2014 8:30 PM

Falmouth Route 100 Survey

Q10 If you could change three things in the Route 100 area, what would they be?

Answered: 89 Skipped: 2

#	Responses	Date
1	1. More restaurnats 2. An open space with trails, picnic and play 3. Small YMCA with pool	11/18/2014 2:23 PM
2	1. Potholes 2. Upkeep 3. Intersections need to be safer. Leighton and Mountain	11/18/2014 2:19 PM
3	1. Add restaurants 2. Movie theater 3. Local YMCA or fitness center	11/18/2014 2:16 PM
4	1. Intersection Mountain Road 2. Repaved	11/18/2014 2:15 PM
5	1. More business retial!! 2. Restaurants - local flavor (between Mountain and Leighton) 3. Safer road with sidewalks, shoulders	11/18/2014 2:11 PM
6	1. Restaurant 2. Widen the road: shoulders with bike all the way past Mountain Road + turning lanes 3. Intersection Rt 100 and Mountain	11/18/2014 2:00 PM
7	1. Lower the speed limit 2. Reroute traffic to Turnpike 3. Add sidewalks to denser areas	11/18/2014 11:46 AM
8	1. Slow traffic, lower speed limit 2. Add sidewalks to dense areas 3. If 177 Gray Road ever came up for sale, make a park out of it. We could use some spaces that are intimate, serene, family-friendly.	11/17/2014 4:58 PM
9	1. Upgrade Mountain Road Intersection to safely allow left turns onto Falmouth Road 2. Widen the shoulders all the way to Cumberland line 3. Prevent river flooding in the low flat areas	11/17/2014 2:53 PM
10	1. Reduce speed limits 2. Widen road, put bike lanes in 3. Fix Route 100/Mountain Road intersection	11/17/2014 2:47 PM
11	1. Bike lane 2. Sidewalks 3. More trails, more connectivity	11/17/2014 2:42 PM
12	1. The light 2. Sidewalks/bike lanes. shoulders 3. Restuarnats/activities for kids	11/17/2014 2:38 PM
13	1. The light 2. Sidewalks/bike lanes/shoulders	11/17/2014 2:33 PM
14	1. Shoulders/sidewalks 2. The lights at Mountain Road 3. Restaurants and food stores (natural), coffee shop	11/17/2014 2:31 PM
15	1. Bike lanes from Smith Farm to Moutian Road first priority. Then Mountain to Leighton. 2. Turning left onto Falmouth Road - difficult 3. Access to Irving headed East is difficult	11/17/2014 2:23 PM
16	1. Narrow section Hadlock Road to Cumberland line 2. Bumpy section same area 3. Intersection at Mountain Road	11/17/2014 2:19 PM
17	1. Better alignment and sight distance at all intersections 2. Better ped-bike facilities especially Smith Farm to Falmouth Crossing	11/17/2014 2:15 PM
18	I would not spend money to change anything.	11/17/2014 2:10 PM
19	1. Less traffic 2. Less speed 3. Less development	11/17/2014 2:05 PM
20	1. Less traffic 2. Quieter	11/17/2014 2:02 PM
21	1. Speed traps 2. Lower speed limit 3. Street (road) lights	11/17/2014 1:56 PM
22	Try to reduce traffic on 100 Provide bike/walking lanes Keep development from creeping north	11/13/2014 5:07 PM
23	Speed limit at 50 at the Cumberland line to just past Winslow farm, too fast. The intersection at Falmouth Rd & rte 100 needs a better set up for people turning left. Mountain Road commuters turing right have the same issue.	11/13/2014 4:05 PM
24	Less noise Less traffic Less development	11/13/2014 9:35 AM
25	roadway infrastructure (road condition, traffic pattern enhancements, bike/ped improvements) clear plans and demarcations to enhance each of the three areas (commercial, mixed/residential, rural)	11/12/2014 9:26 PM
26	More shops (no large chain stores) wider road, and restaurant.	11/9/2014 8:00 AM
27	1 Fix that dangerous section of road south of Smith farm 2 Leave everything as it is	11/8/2014 1:26 PM

Falmouth Route 100 Survey

28	sidewalks, bike lanes, better lighting	11/8/2014 8:09 AM
29	Enforce a speed limit, fix intersection of Winn Rd, Mountain Rd and Rt 100, Fix the actual road so ice and water don't pool, make a safe place for people to walk or ride bike	11/6/2014 9:12 PM
30	Have more shopping, retail, food and small businesses	11/6/2014 8:26 AM
31	Ensure the rural nature is compromised by poorly regulated development	11/5/2014 12:18 PM
32	1. Preserve the West Branch of the Piscataqua river and Mill Pond 2. Preserve and protect the Presumpscot River and Riverpoint Park.	11/5/2014 12:15 PM
33	Bike lane on Rt. 100 Turning lane onto Hurricane Rd. Keep an ambulance at Winn Rd. firehouse	11/5/2014 10:45 AM
34	1. Improve Winn Road/Route 100 intersection for safer turning 2. Regrade and repave from Leighton Road to Capal Creek Farm 3. Include bike lanes on the entire 6 miles	11/4/2014 4:14 PM
35	1. Change speed limit 2. Repair road 3. Limit truck size	11/4/2014 4:07 PM
36	1. eliminate truck noise 2. hold commercial use to what it is now and not allow further commercial development 3. avoid housing permits that defeats the farm and forest zone of traditional 2.5 acre lots per house and no to cluster housing with public open space	11/4/2014 4:03 PM
37	Fix up crappy looking sites	11/4/2014 3:56 PM
38	Have a safe bike path. Left turn lane and signal at Leighton & Rt 100	11/4/2014 12:35 PM
39	- repave road and upgrade side of road. - keep it with not too many business and big boxes.	11/2/2014 6:53 PM
40	Add 2 non-chain casual/lunch /dinner /take out restaurants, a hardware store and make the road and existing buildings from Leighton Road to Mountain Road nicer.	10/31/2014 9:44 PM
41	Improve the road shoulders	10/29/2014 10:38 AM
42	Fix the intersection of Mountain Rd/Falmouth Rd and Route 100.	10/27/2014 10:35 AM
43	The intersections with Mountain road	10/26/2014 10:02 AM
44	widen road, add sidewalks and add sewer for more commercial use including apartments.	10/25/2014 10:49 PM
45	More food, gas, coffee options	10/25/2014 7:46 PM
46	less development, the more houses and businesses that get put up, the more traffic there will be, and then no one will want to go there!	10/24/2014 6:56 AM
47	The intersection of 100 and Mountain rd	10/23/2014 7:07 PM
48	Continue shoulder from The Flower Shop property up to Hurricane Road if not further. 2). Fix Mountain Road intersection, a tragic accident waiting to happen, 3) add shoulder on stretch from the Mountain Road light up to section that starts a shoulder by Eastern Ave.	10/23/2014 12:48 PM
49	terrible light on mountain rd/100/falmouth road intersection!!!! add a left signal only option please!! so many accidents and long wait lines also improving the road quality a little more often.	10/23/2014 11:28 AM
50	Give it character, provide Falmouth identity, widen narrow parts	10/23/2014 10:07 AM
51	Have a Green arrow on the light to turn left off Leighton Rd onto Rt 100. Getting across that intersection in the morning because of cars coming across down Leighton Rd is next to impossible.	10/23/2014 8:24 AM
52	Improve the intersection at Mountain/Falmouth Rd	10/22/2014 3:28 PM
53	Intersections Room to avoid bikes and walkers Control Speed	10/22/2014 2:07 PM
54	Add more food vendors for all the people that work around this area.	10/21/2014 1:23 PM
55	Toll-free turnpike for trucks. Walking/bike lanes. Extend public water.	10/21/2014 12:41 PM
56	#1 - more working farms. #2 - bike lane. #3 - less road damage.	10/21/2014 10:21 AM
57	better roads wider roads	10/21/2014 8:39 AM
58	Add an additional lane for turns at Falmouth Road.	10/21/2014 8:01 AM

Falmouth Route 100 Survey

59	More stores in Hannaford crossing. More restaurants. Fix the road and add side walk or bike lane.	10/20/2014 4:33 PM
60	Improve the road itself and improve the turning lanes at the Mountain Road intersection. Have a wider road with broader shoulders/ bike lanes.	10/20/2014 2:22 PM
61	areas that don't have big shoulders would like better shoulders from Falmouth into Portland	10/20/2014 11:47 AM
62	1. Sidewalk/bike access, especially from Mtn Road to Hannaford. 2. More coherency with the shops 3. Smoother pavement, especially after Leighton Road.	10/19/2014 6:45 PM
63	1. family restaurant(s). 2. bus service. 3. sidewalks.	10/19/2014 3:30 PM
64	More consistent property standards, add a turning lane.	10/19/2014 1:34 PM
65	Allow larger size stores,	10/18/2014 7:51 PM
66	reduce traffic, slow it down, make it safe for bikes, walking	10/18/2014 3:28 PM
67	I don't want to change anything.	10/17/2014 10:55 AM
68	1 - Wider roads with sidewalks and bike/pedestrian lanes 2 - Improved/modern ditches and culverts These two items alone would improve the overall look and feel of the area and would increase commercial growth and value.	10/17/2014 10:52 AM
69	Only one , improve road	10/17/2014 9:45 AM
70	Slow down the traffic, add sidewalks & Cycling lanes and near the turnpike entice a restaurant or 2 and more shops.	10/17/2014 6:29 AM
71	Realign the intersection at Falmouth / Mountain Roads and Gray Road. Or install left turn signals during rush hour.	10/16/2014 7:22 PM
72	A drug store in the west falmouth crossing area, and a lot more restaurants.	10/16/2014 5:15 PM
73	Improve intersection with Falmouth Rd. Line with trees/shrubbery to hide parking lots adjacent to road. Large but attractive signage.	10/16/2014 4:44 PM
74	Less speed. Re engineering the traffic lights and intersections. Re engineer the road way for long term fix. Not just fill in the huge holes that open each year. I mean for 4 years now it looks like a hot top factory is at the Kenniston motor sports. There is piles of tar that just keeps getting beat out of the road each year.	10/16/2014 4:43 PM
75	slow traffic. more attractive, side walks all the way !!	10/16/2014 4:11 PM
76	Less growth..more nature	10/16/2014 4:06 PM
77	I would install a bike/walking path and cut back the vegetation further	10/16/2014 2:08 PM
78	Add locally owned interesting shopping, add non-chain full-service restaurants.	10/16/2014 1:52 PM
79	Intersection of Gray and Falmouth and Mountain.	10/16/2014 1:33 PM
80	1. I 295 entrance 2. Finish bridge over RR tracks by Hannafords	10/16/2014 1:30 PM
81	improve rt 100 Falmouth rd intersection- more turn lanes	10/16/2014 11:32 AM
82	BEAUTIFY THE TURNPIKE ENTRANCE AND HANNAFORD CENTER; WIDEN ROAD TO ALLOW FOR BIKERS AND WALKERS	10/16/2014 11:31 AM
83	maintain rural character north of mountain Rd better shoulders to accommodate peds/bikes from Portland to Mountain Rd	10/16/2014 11:22 AM
84	encourage new development in older commercial buildings, encourage dense residential ie town houses/condos and sidewalks	10/16/2014 11:07 AM
85	I would halt the industrialization of the road.	10/16/2014 10:54 AM
86	Bike lanes, bike lanes, and bike lanes.	10/16/2014 7:47 AM
87	More restaurants, another gas station, pharmacy	10/16/2014 5:28 AM
88	the road from Leighton Rd to the old Smith Farm	10/15/2014 8:30 PM
89	Fix the intersection at Route 100/Mountain Road/Falmouth Road due to awkward turning angles	10/15/2014 6:05 PM

Falmouth Route 100 Survey

Q11 If the Town were to change the land use regulations in the Route 100 area, what would you most like to see expanded; e.g. restaurants, stores, services, repair shops, offices, banks, residential development, open space, agriculture, etc.?

Answered: 81 Skipped: 10

#	Responses	Date
1	More farm stands open to public. Add businesses small, local, all the way to Cumberland	11/18/2014 2:23 PM
2	Park would be nice.	11/18/2014 2:16 PM
3	More restaurants, more commercial from Portland to Mountain Road	11/18/2014 2:15 PM
4	Portland North: retail stores, local coffee shops, dry cleaner, restuarants, residential development	11/18/2014 2:11 PM
5	More retail stores. Residential.	11/18/2014 2:00 PM
6	Open space and agriculture	11/18/2014 11:46 AM
7	Don't know what changes Town would have to make, other than to limit development in rural areas somehow. What I've read of the allowed uses seems odd and arbitrary, in the sense that unless a use is permitted, you can't do it. Why not just disallow the things you don't want? How do we know what is going to be proposed int he future?	11/17/2014 4:58 PM
8	Open space and agroculture to be expanded (less emphasis on business). Doesn't want a repeat of Route 302 in Windham	11/17/2014 2:53 PM
9	South of bridge over Presumpscot River - all categories except open space and agriculture. North of bridge - open space and agriculture	11/17/2014 2:47 PM
10	Prefer it to be more community like.	11/17/2014 2:42 PM
11	No more offices or banks. More neighborhood amenities	11/17/2014 2:31 PM
12	Prefer more open and agricultural than other	11/17/2014 2:23 PM
13	Open space, parks, trails, recreational opportunities	11/17/2014 2:19 PM
14	From Portland to Smith Farm - small businesses, restaurants. From Smith Farm to Cumberland - keep rural feel.	11/17/2014 2:15 PM
15	I would keep the area zoned for commercial and expand as businesses, residents want to see it expand.	11/17/2014 2:10 PM
16	Agriculture and open spaces	11/17/2014 2:05 PM
17	Open space, agriculture (importnat!) also natural areas preserved	11/17/2014 2:02 PM
18	Open space, agriculture, a park, perhaps, repair shop, no restaurants	11/17/2014 1:56 PM
19	More Open Space, small restaurants We don't need more banks like Rt 1 with so many banks.	11/13/2014 5:07 PM
20	There is ample open space in Falmouth. It would be nice to see more smaller shops, restuarants, services, on this busy Road.	11/13/2014 4:05 PM
21	Open space agriculture residential development	11/13/2014 9:35 AM
22	Nice restaurants, Td bank branch, shoe repair store.	11/9/2014 8:00 AM
23	I would keep the commercial development to near the West Falmouth Crossing	11/8/2014 1:26 PM
24	open space	11/8/2014 8:09 AM
25	open space, restaurants only near current development	11/6/2014 9:12 PM

Falmouth Route 100 Survey

26	see above	11/6/2014 8:26 AM
27	Thoughtful development with balance of agendas	11/5/2014 12:18 PM
28	Open space and agriculture	11/5/2014 12:15 PM
29	Keep former Wilshore Farm property as open space. Do not develop those 300 acres.	11/5/2014 10:45 AM
30	We really wouldn't want to see more expansion - the rural nature of this part of Falmouth is what is what is most appealing and it - except for open space/park expansion.	11/4/2014 4:14 PM
31	No large housing developments as they did on Route 100 in Cumberland. Open space and agriculture would be fine.	11/4/2014 4:07 PM
32	Open space and agriculture and none of the others....	11/4/2014 4:03 PM
33	"Green" thinking!	11/4/2014 3:56 PM
34	BIKE PATH MAINTAIN OPEN SPACE LIKE RECREATION FIELDS AND OFF LEASH ACCESS	11/4/2014 12:35 PM
35	Residential, open space, agriculture	11/2/2014 6:53 PM
36	All of the above between the I95 ramp & 1 mile north, of Mountain Road, while promoting locally owned businesses, trying to avoid being filled with chain businesses and looking like "everywhere, USA." . Never big box stores. Agriculture north of Mountain Road.	10/31/2014 9:44 PM
37	stores, services, open space	10/29/2014 10:38 AM
38	Open space, agriculture	10/26/2014 10:02 AM
39	restaurants, services, stores, offices and residential use primarily apartment complexes	10/25/2014 10:49 PM
40	More food, gas, coffee options.	10/25/2014 7:46 PM
41	open spaces	10/24/2014 6:56 AM
42	In this order, Agriculture, open space, restaurants, stores	10/23/2014 7:07 PM
43	Keep it rural but allow open space and small businesses.	10/23/2014 12:48 PM
44	more restaurants, repair shops, agriculture	10/23/2014 11:28 AM
45	Maintain 'farm' towards Cumberland but spruce up route towards Hannaford,	10/23/2014 10:07 AM
46	Open space, restaurants/ small business Portland to Mountain Rd, residential north of Mountain- giving it almost a "Village feel" where the business expansion has already started.	10/22/2014 3:28 PM
47	a blending of Stores residential and agriculture	10/22/2014 2:07 PM
48	restaurants and stores	10/21/2014 1:23 PM
49	Agriculture. Residential development but keep it open and rural!	10/21/2014 12:41 PM
50	I would like to see agriculture expanded in West Falmouth. I appreciate the transition of some old farms into public space, but I much prefer to see it continued to be used by farmers (be it vegetable, animal, fruit, timber, etc.) I don't know what the town's part is in attracting potential farmers to the area, but there has to be something we can do. Losing farms in my neighborhood to residential or commercial development would be a big disappointment to me.	10/21/2014 10:21 AM
51	While I'd like to see agricultural use of the area north of the Falmouth road section, it would be difficult to make that cost effective for the farmer(s) given the expected tax rate in the area. Open spaces near the office developments by exit 53 would be very helpful to encourage healthy outdoors activities. No chain restaurants, but mixed use property that encourages pedestrian interaction would be a nice development.	10/21/2014 8:01 AM
52	Definitely a restaurant, Family oriented with a neighborhood bar, book store, frozen yogurt or ice cream store. NO more doctors offices. There is too many at Falmouth Crossing as it is.	10/20/2014 4:33 PM
53	All options however I believe the town has adequate open space in this area.	10/20/2014 2:22 PM
54	no big box stores (too many close by, not needed!) more locally owned stores, coffee shops, restaurants.	10/20/2014 11:47 AM
55	More rural/farms/agriculture after Mtn Road. More stores between the Portland Line and Mtn Road.	10/19/2014 6:45 PM

Falmouth Route 100 Survey

56	Open to all appropriate ideas.	10/19/2014 3:30 PM
57	It would be a good location for condos or an apartment complex, plus more restaurants and offices. Bank. It is incense burnt to have to drive to rte 1 to get to an ATM.	10/19/2014 1:34 PM
58	open space services	10/18/2014 3:28 PM
59	no need to change.	10/17/2014 10:55 AM
60	Commercial development. Why should it be limited - have restaurants, banks, shops, offices, etc. It's a major commercial corridor - let's maximize it's highest and best use, right?!	10/17/2014 10:52 AM
61	Residential	10/17/2014 9:45 AM
62	Open Space, Restaurants and shops, though not west of the turnpike,	10/17/2014 6:29 AM
63	Restaurants, repair shops, offices, fresh seafood and farm stands. No dollar stores!!	10/16/2014 5:15 PM
64	Mixed use. First floor commercial, higher floors residential.	10/16/2014 4:44 PM
65	More restaurants and shops where it fits near Hannaford.	10/16/2014 4:43 PM
66	all of the mentioned items	10/16/2014 4:11 PM
67	Open space	10/16/2014 4:06 PM
68	no development, or at least minimal, no strip malls, or at least clustered development off main road	10/16/2014 2:08 PM
69	Answered above. Please, no more banks!! There are almost no personal services or repair shops in Falmouth aside from hair salons and dry cleaners. Would be nice to have access to that.	10/16/2014 1:52 PM
70	Mixed balanced use of Farm, Urban, parking for trails, shopping, sidewalks.	10/16/2014 1:33 PM
71	no heavy industry	10/16/2014 1:30 PM
72	Open space, agriculture	10/16/2014 1:11 PM
73	agriculture, shops	10/16/2014 11:32 AM
74	SMALL BUSINESS INCLUDING RESTAURANTS WITH OPEN SPACES AND AGRICULTURE.	10/16/2014 11:31 AM
75	not retail- others ok. higher densities and mixed uses allowed from mountain rd to Portland- limit uses north of mountain rd	10/16/2014 11:22 AM
76	restaurants banks hardware shops retail	10/16/2014 11:07 AM
77	Open space and agriculture. I see this as a West Falmouth / Foreside issue. Based on the question above it comes across as Falmouth needs to expand it's industrial business base for tax purposes but we can't put it along route one so let's move it out to West Falmouth where there is plenty of land and we won't have to look at it. I fear it could be the same as the Vernal Pool discussions of earlier. Let's have strict rules about land use because vernal pools are good for the environment limiting what land owners could do. Of course all of the Vernal pools on the foreside side were destoryed years ago and to make up for it the foreside side had little issue directing what the land owners in West Falmouth could do with their land. This feels the same.	10/16/2014 10:54 AM
78	Famouth needs more comercial tax dollars to keep property taxes balanced and in check; I'd encourage any business to move in.	10/16/2014 9:32 AM
79	Residential development.	10/16/2014 7:47 AM
80	Restaurant, store, residential development	10/16/2014 5:28 AM
81	a good family restaurant would be nice	10/15/2014 8:30 PM

Falmouth Route 100 Survey

Q12 Which areas of Route 100 would you target for the uses you suggested in the previous question?

Answered: 57 Skipped: 34

#	Responses	Date
1	Condos, apartments	11/18/2014 2:11 PM
2	Small business from Hannaford to Cumberland	11/18/2014 2:00 PM
3	Areas north of Smith Farm	11/18/2014 11:46 AM
4	North of bridge over Presumscot	11/17/2014 2:53 PM
5	Maintain what we have	11/17/2014 2:23 PM
6	Anywhere possible	11/17/2014 2:19 PM
7	See above	11/17/2014 2:15 PM
8	Rt 100 for restaurants, west of 100 for Open space.	11/13/2014 5:07 PM
9	From the Leighton Road area to Hadlock Road. From there on it is more residential and the horse farm is there.	11/13/2014 4:05 PM
10	Any and all areas where there is open space	11/13/2014 9:35 AM
11	Between Portland line and mountain road. I would leave the area from mountain road and Cumberland line as primarily residential.	11/9/2014 8:00 AM
12	West Falmouth Crossing. North of Leighton Road intersection would be too costly to develop further.	11/8/2014 1:26 PM
13	Along Leighton Rd to Smith Farm	11/8/2014 8:09 AM
14	Near current business	11/6/2014 9:12 PM
15	Between Leighton and Mountain Rd.	11/6/2014 8:26 AM
16	From Hadlock Road to Cumberland line.	11/5/2014 12:15 PM
17	Keep commercial development to south of West Falmouth Corners.	11/5/2014 10:45 AM
18	ACCESS TO WEST FALMOUTH CROSSING	11/4/2014 12:35 PM
19	All of it, after the hannafor plaza	11/2/2014 6:53 PM
20	I95 ramp to 1 mile north of Mountain Road.	10/31/2014 9:44 PM
21	Turnpike area	10/29/2014 10:38 AM
22	area from West Falmouth Shopping Center to I mile north of Falmouth Rd intersection	10/25/2014 10:49 PM
23	where there currently are open spaces	10/24/2014 6:56 AM
24	Between Leighton & Mountain	10/23/2014 7:07 PM
25	None- I stated small businesses in existent homes.	10/23/2014 12:48 PM
26	from bridge in portland as far as mountain road mostly. I think the big farm/barn business near the pond would be a great spot for a restaurant.	10/23/2014 11:28 AM
27	Could consider affordable housing near the interstate exchange, capitalize on the trails/open spaces already in existence, the northern end could be more residential as noted above.	10/22/2014 3:28 PM
28	North of Mountain road	10/22/2014 2:07 PM
29	Area by Hannaford	10/21/2014 1:23 PM

Falmouth Route 100 Survey

30	Anywhere north of Leighton Road.	10/21/2014 12:41 PM
31	North of Mountain Rd.	10/21/2014 10:21 AM
32	see above	10/21/2014 8:01 AM
33	Just around Hannaford...Don't want to see too much more traffic on Route 100 at the corner of Mountain/ Falmouth and Gray.	10/20/2014 4:33 PM
34	coffee shops, small owned stores if relevant to my needs	10/20/2014 11:47 AM
35	See #11 above.	10/19/2014 6:45 PM
36	Not sure.	10/19/2014 3:30 PM
37	Cluster in the area between existing development and mountain rd	10/19/2014 1:34 PM
38	service in hannafor area and cumberland skill ins area	10/18/2014 3:28 PM
39	n/a	10/17/2014 10:55 AM
40	Portland line up to roughly 1/4 mile beyond Falmouth/Mountain Road.	10/17/2014 10:52 AM
41	Mountain Rd to Cumberland Line	10/17/2014 9:45 AM
42	Right near exit 53, from Portland line to Mountain Rd line.	10/17/2014 6:29 AM
43	Between Leighton and Mountain Roads.	10/16/2014 7:22 PM
44	The area from Portland line through WFC to Cumberland line.	10/16/2014 5:15 PM
45	Hannaford	10/16/2014 4:43 PM
46	Falmouth crossing	10/16/2014 4:11 PM
47	any thing that is not all already built on	10/16/2014 4:06 PM
48	Gray Rd, Mountain Rd, Falmouth Rd. Reduce speed to 35 to town line.	10/16/2014 1:33 PM
49	none	10/16/2014 1:30 PM
50	All	10/16/2014 1:11 PM
51	AGRICULTURE AND OPEN SPACE BEYOND HANNAFORD CENTER AND ALSO ON EITHER SIDE OF RIVER.	10/16/2014 11:31 AM
52	mountain rd south to portland	10/16/2014 11:22 AM
53	portland line to mountain road	10/16/2014 11:07 AM
54	My suggestion was for open space and agriculture so I would say all of it.	10/16/2014 10:54 AM
55	All, its a state route as well.	10/16/2014 9:32 AM
56	East of Woods Road	10/16/2014 7:47 AM
57	Leighton Rd area or where the old Smith Farm was located--that was a nice country setting	10/15/2014 8:30 PM

Falmouth Route 100 Survey

Q13 Do you have any other comments or advice for the Route 100 committee?

Answered: 54 Skipped: 37

#	Responses	Date
1	Widen the road - from Leighton to Libby Bridge. Fix Mountain Road intersection.	11/18/2014 2:23 PM
2	No more congestion.	11/18/2014 2:16 PM
3	I'd like to have area cared for and a much more neighborhood feel with local business.	11/18/2014 2:15 PM
4	Turning lanes. Falmouth/Mountain intersection	11/18/2014 2:11 PM
5	No Walmart or Box stores. Chain restaurants okay	11/18/2014 2:00 PM
6	I own property on both sides of the road and because I am blind, it is very difficult for me to cross the street. No one, and I mean no one, will slow down, even when I am using my white cane. I thought pedestrians had the right of way in Maine. Obviously not on Gray Road,	11/18/2014 11:46 AM
7	Really good that the Town is doing this, and I hope that the citizens' voices will be heard.	11/17/2014 4:58 PM
8	Please reach out and ask opinions often	11/17/2014 2:31 PM
9	Winter maintenance is excellent	11/17/2014 2:23 PM
10	Improvements to bike lanes	11/17/2014 2:19 PM
11	How about a commuter park and ride lot on Route 100 to allow carpoolers to meet on way to Portland.	11/17/2014 2:15 PM
12	Hard to know what this is being used for. Would have been helpful to have various views (more than one) presented as to objective of this group versus that group.	11/17/2014 2:10 PM
13	Seems good that intention is being put into design of area	11/17/2014 2:05 PM
14	Would it be possible to get access to the Tpkc at the Burger King area in Cumberland to reduce traffic?	11/13/2014 5:07 PM
15	Keep an open mind!	11/13/2014 4:05 PM
16	There is already too much commercial development ---especially south of Mountain Rd. NO MORE!	11/13/2014 9:35 AM
17	Are you aware of the amount of commuter traffic on this section of highway? Any development north of Leighton road would make that section even more dangerous.	11/8/2014 1:26 PM
18	This area is way over due for updates	11/8/2014 8:09 AM
19	This stretch of road is in very poor condition, its unsafe, limit commercial vehicles, decrease speed limit	11/6/2014 9:12 PM
20	Please fix the road and the Mountain Road intersection.	11/6/2014 8:26 AM
21	Thank you for seeking our input. Glad our neighbors are on this committee.	11/5/2014 10:45 AM
22	There are at least two, perhaps three Falmouth's - Having a country, agricultural aspect is a healthy and important feature of life in the 21st century. Reduce commercial development and let the strip malls of Route One serve the shopping and commercial purpose needed and allow our country-side or what we lovingly call Falmouth "poorside", remain as a symbol of the good life.	11/4/2014 4:03 PM
23	THANKS FOR ASKING!	11/4/2014 12:35 PM
24	Thank You.	10/31/2014 9:44 PM
25	No	10/29/2014 10:38 AM
26	Focus on adding sewer and changing zoning and development with follow; if you want to encourage commercial development, adding apts will provide housing for employees and respond to affordable housing needs.	10/25/2014 10:49 PM
27	When doing a survey, you should only ask one question at a time, some of these questions were difficult to follow/answer.	10/25/2014 7:46 PM

Falmouth Route 100 Survey

28	Do we really need more development? Look around...we could look just like MA in a few years, let's keep Maine the way life should be!	10/24/2014 6:56 AM
29	Work with the state to keep the rd in good condition, the pot holes are ridiculous	10/23/2014 7:07 PM
30	Please focus on connecting communities rather than urban sprawl and development.	10/23/2014 12:48 PM
31	add a left turn signal please!!!!	10/23/2014 11:28 AM
32	Any further development on Rt 100 without an improvement of the safety of the intersection at Mountain/Falmouth Rd will result in more accidents.	10/22/2014 3:28 PM
33	offset cost of improvements with the addition of tax roll, not tax increase	10/22/2014 2:07 PM
34	Please help protect open space and privacy.	10/21/2014 12:41 PM
35	I appreciate the surveys. I must say, I am paranoid about what this means because I know that my desires (more farms) does not directly create tax revenue to the town, so is not a likely outcome. I know that I can become more involved and exercise my voice, but absent of that, could you please provide minutes and resources over the website to keep us informed?	10/21/2014 10:21 AM
36	Expansion of rail in other parts of the state is an ongoing discussion (Brunswick). True passenger rail from places north (Lewiston-Auburn) through Falmouth into Portland might encourage growth and open up employment opportunities.	10/21/2014 8:01 AM
37	It would be nice to pretty it up with more gardens. Especially since Falmouth really doesn't have a "Main Street". Even if they are doing the work on the Route 1 side.	10/20/2014 4:33 PM
38	I would suggest a plan to allow for areas you want to keep open to farm or rural to sell density credits to developers. This will allow high density uses near public infrastructure and allow farm and rural areas to get paid for not developing their land.	10/20/2014 2:22 PM
39	Is there anyway to tie in a highway noise mitigation survey into this work, since Rte 100 parallels Rte 95?	10/19/2014 6:45 PM
40	Don't dictate to business what they can do. Let demand for business drive what happens in the area. Do not try to create a downtown or town center environment and hope residents will come.	10/18/2014 7:51 PM
41	Don't spend any taxpayer money.	10/17/2014 10:55 AM
42	Whether for development or safety or simply to modernize, any area, residential or commercial, is enhanced and more safe when the roads are wider and sidewalks are installed. This was done along Falmouth Road up by Lunt, why not the rest of the way and out to Route 100?!	10/17/2014 10:52 AM
43	Fix the road	10/17/2014 9:45 AM
44	It could be spruced up a bit, more curb side appeal.	10/17/2014 6:29 AM
45	Watch out for over-congestion. We don't want route 100 to look like route 302 in Windham.	10/16/2014 5:15 PM
46	Let your imagination guide you. Finances will always work to curb your enthusiasm. Look to the future and don't just limit yourselves to solving immediate issues	10/16/2014 4:44 PM
47	See above	10/16/2014 4:43 PM
48	slow the traffic, make it more user friendly, walkers,	10/16/2014 4:11 PM
49	I did part of my growing up in N.J. Where i lived once had the 3rd biggest apple orchard in the US. Now it is non stop business and houses. That is why I do not live there now. Do not let that happen to Falmouth.	10/16/2014 4:06 PM
50	Please don't table this again and start funding a different area of town again. Intersection is getting out of hand.	10/16/2014 1:33 PM
51	i LIKE THE SIMPLE MAINE LANDSCAPE OF MIXED USE. PLEASE NO MORE HUGE SHOPPING AREAS.	10/16/2014 11:31 AM
52	be careful to ensure access management is paramount in any changes. Also, concern that we don't let traffic engineers drive the design of the Leighton and Mountain Rd intersections. It is ok to have to wait one light cycle--any improvements should not solely rest on the shoulders the general tax payer responsibility but should be shared with development pressures	10/16/2014 11:22 AM
53	It is fine the way it is, particularly now that you have paved the intersection of route 100 and Mountain Road.	10/16/2014 10:54 AM
54	the state has been studying the road conditions of this route in W. Falmouth for 50 years that I know of, it is long overdue time to take action!	10/15/2014 8:30 PM



Ad Hoc Route 100 Committee

March 27, 2015

Dear Interested Citizen,

This letter is to cordially invite you to attend our second **Community Forum on Route 100 on Wednesday, April 8, 2015 from 7:00-8:30 PM in Town Hall Council Chambers, 271 Falmouth Road.**

Committee Members

Andrea Ferrante, Chair

Joseph McDonnell, Vice
Chair

Sarah Boudreau

Joe Cooper

Rebecca Grover

Lori Legere

Steve Melchiskey

Eydie Pryzant

Council Liaison

Charlie McBrady

FEIC Liaison

Anne Theriault

LPAC Liaison

Jim Thibodeau

As you may know, the Route 100 committee was appointed by the Town Council in May 2014 with the charge of making recommendations for a vision for the Route 100 area from the Portland line to the Cumberland line.

The committee held its first Forum on November 12, 2014, received many survey responses, and gathered a multitude of ideas. Since last November the committee has met eight times to consider this feedback. The target date for completing a recommended vision for the Town Council is spring/summer of 2015.

Based on the feedback we have received, in depth discussions and research regarding bicycle and pedestrian travel, public sewer, safety at intersections and traffic, as well as other issues, we have put together a brief presentation beginning at 7:00 PM on April 8th.

We would greatly appreciate your attendance at this community forum so that we can share the current draft of recommendations with you for Route 100 and hear your response to our proposal at this stage of the process.

Please help us by sharing this invitation with your colleagues, friends, neighbors, and anyone who you think may have an interest in the Route 100 area.

On behalf of the Rt. 100 committee- we all appreciate your support!

With gratitude,

Andrea

Andrea N. Ferrante
Chair

Please contact Theo Holtwijk, Director of Long-Range Planning at 699-5340 or tholtwijk@falmouthme.org if you would like more information on this project.



Route 100 Public Forum
Draft Recommended Vision
April 8, 2015

Committee Charge

- Make “vision” recommendations to Town Council for Route 100 area
- Topics include: traffic, road, intersections, sidewalks, sewer, and land use
- Scope: 6 miles – Portland City line to Cumberland Town line

Process to date

August 2014 - Committee site tour
November 2014 - Outreach:

- Individual discussions
- Public forum #1
- On-line survey

January 2015 - Two technical reports:

- Traffic analysis
- Existing conditions

Feb-March 2015 - Vision chart and cost estimates
March 2015 - Review draft vision with MDOT

Process to come

April 8, 2015 - Public Forum #2
May 2015 - Develop Final Vision Plan
May 2015 - Present Plan to Town Council

Outreach Results – What Rose to Top?

You said you needed/wanted:

1. Traffic and intersection improvements
2. Bicycle and pedestrian improvements
3. Appropriate commercial development
4. Public sewer expansion

+ other items

Suggested Vision for Route 100

“Enhance the West Falmouth Community”

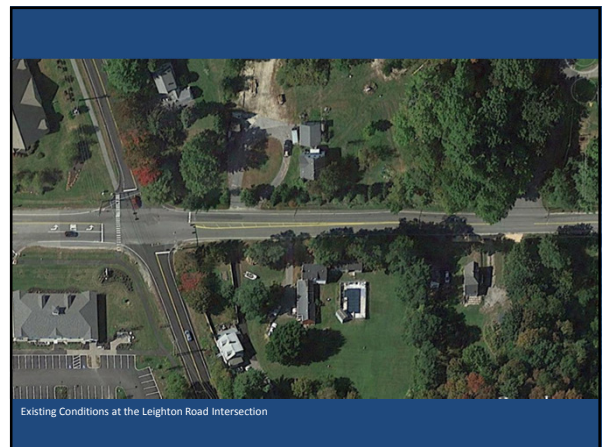
- Maintain its long-time character and uniqueness
- Ensure sensible business development
- Enhance the sense of community to the businesses and residents

Committee Recommendations

1. Traffic and roadway improvements
2. Sidewalks/pedestrian amenities
3. Bicycle access and safety improvements
4. Zoning and development changes

1. Traffic and roadway improvements

- Route 100
 - Complete rebuilt from Leighton to Mountain Road
 - Mountain/Falmouth Road intersection and Leighton Road intersection
 - Dedicated turning lanes on all four approaches
 - Upgrade traffic signals
 - Traffic calming measures – location(s) TBD
 - Sightline improvements - location(s) TBD
- Vision = maintain capacity, but make it safer





2. Sidewalks/pedestrian amenities

- Add missing Route 100 sidewalk links from Robert's Road to Leighton Road on east side
- New Route 100 sidewalk from Leighton to Mountain Road on west side
- New Route 100 sidewalk from Mill to Falmouth Road
- Add missing Leighton Road sidewalk links from Route 100 to Brook Road
- Add missing Falmouth Road sidewalk links from Route 100 to Winn Road

Vision = be able to walk along Route 100 from Portland line to Mountain Road, walk from Brook and Winn Roads to Route 100

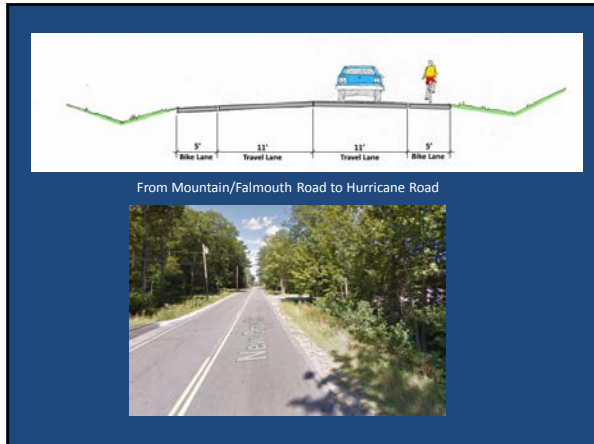
3. Bicycle access & safety improvements

- Add 5 ft. wide bicycle lanes from Leighton Road to Libby Bridge on both sides
- Add 5 ft. wide bicycle lanes from Winslow farm to Hurricane Road on both sides

Vision = be able to ride on continuous 5 ft. bicycle lanes from Portland line to Hurricane Road in both directions

From Robert's Road to Leighton Road

From Leighton Road to Mountain/Falmouth Road



Streetscape improvements

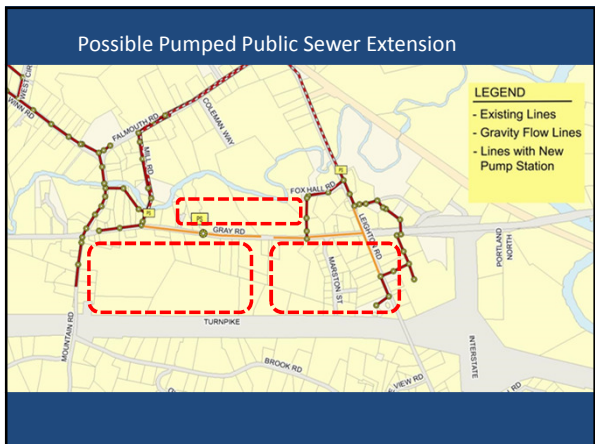
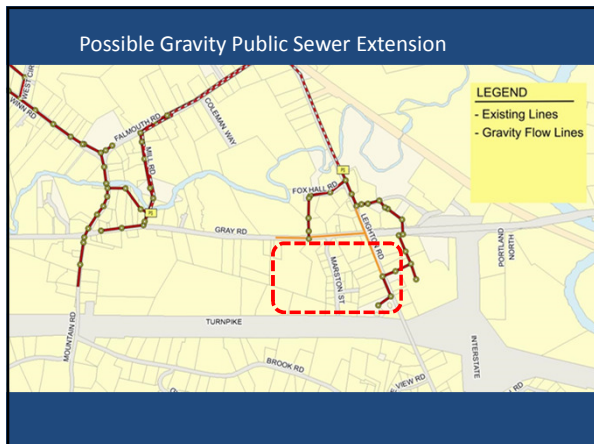
- Replace street lights with LED lighting

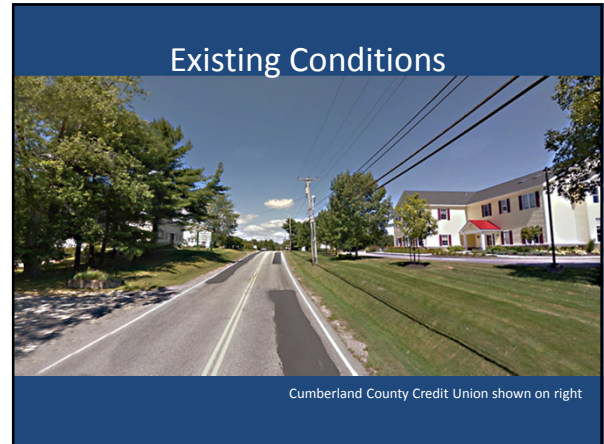
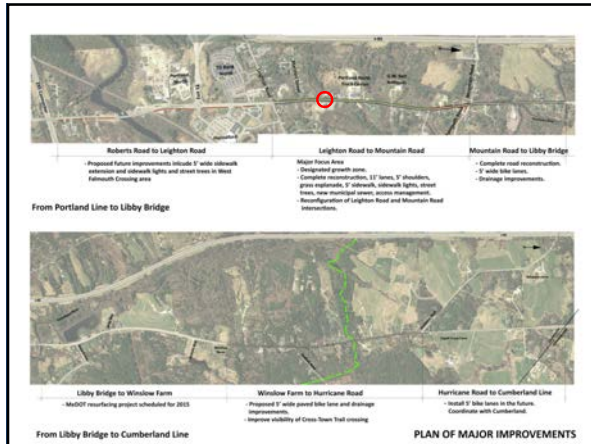
- Install new pedestrian scale lights and street trees where there are Route 100 sidewalks

Zoning & Development Recommendations

- Expand public sewer
 - between Leighton and Mountain Road
- Enable hotel development
 - South of Leighton Road
- Locate future buildings close to front property line with parking to side and rear
 - South of Mountain Road
- Provide safe traffic flow by seeking future shared access and interconnected lots
- Align zoning district boundary to follow property lines
 - North of Falmouth Road

Vision = sensible business development





Estimated cost: \$10M +/-

• Roadway/intersections	59%
• Public sanitary sewer expansion	16%
• Additional bicycle and pedestrian work	12%
• Street/pedestrian lighting	7%
• Storm water drainage	5%
• Landscaping	1%
TOTAL:	100%

Possible funding sources

- Existing West Falmouth Crossing Tax Increment Financing (TIF) Balance
- MDOT and other outside sources
- Future West Falmouth TIF Funds (pay back loan)

Goals = Take care of infrastructure needs now
 Pay loan back over next 15 years
 No tax rate impact for taxpayers

Possible Schedule

- April Incorporate feedback in final plan
- May Present vision + appropriation request to Council
- Fall 2015 Preliminary Engineering
- June 2016 Voter Referendum (>\$1M)
- Fall 2016 Construction Documents
- Winter 2017 Bidding
- Spring 2017 Construction Starts

We welcome your comments & questions
regarding this draft Vision to enhance the
West Falmouth Community!

After 4/8, please submit your comments to:
Theo Holtwijk
699-5340
tholtwijk@falmouthme.org

FMI, <http://www.falmouthme.org/route-100-vision-committee>

Thank you for coming tonight!

TO: Theo Holtwijk, Falmouth DATE: 4/29/2015
FROM: Tom Farmer, Wright-Pierce PROJECT NO.: 13071 Falmouth Route 100
SUBJECT: Meeting Minutes 4-8-15 Public Meeting

Q&A session:

- How long will construction take?
Theo - Hopefully one construction season (2017).
- No sewer in “gap” on Route 100?
Theo –Gap not intentional, just a bubble diagram. The gap in the line is because there’s a high point so sewer will flow either way. Should have drawn the lines closer together.
- Leo Saucie - Hadlock Road - Why do sewer upgrade? Can we do it in pieces if it is too costly?
Theo – People at Froum #1 wanted it. Makes the most sense in the locations we’ve shown for designated growth so no space is taken up by septic systems. Some systems are old and may need replacement.
- Pleased to see sidewalks proposed. What about adding bike lane on Mountain Road? Lots of bicyclists on Mountain Road.
*Theo - Some \$ in budget for side road upgrades, but committee focused primarily on Route 100.
Steve M. – Bike lane on Mountain Road is expensive, but the Committee considered it.*
- Is referendum for construction or just engineering?
Theo – There will be one referendum in June 2016 for construction once we know the final cost estimate. The request in May is for preliminary engineering, which the Council can decide.

John Winslow - Gray Road

- 11’ travel lane? Is that MDOT approvable?
- Can we do sewer now but not put in service lines?
- What about natural gas?
- Can the engineering that DOT has already been done be useful for the this plan?
*Theo – Yes, the sewer can be put in as a dry line with tie-ins to buildings done in the future.
Tom E. – Yes, we can do 11’ lane. Met with DOT and it is accepting of 11’ lanes.
Nathan – Summit Natural Gas is working with Town to stay ahead of construction and will be involved with the on-going construction plans for Route 100. Same was done on Route 1 with gas main installed ahead of time.
Theo- 2009 plans by DOT have been consulted by Wright-Pierce and have been very useful. Base information can be applied to the construction drawings.*

Sally Biton - Leighton Road

- Speed limit on Leighton is 35 mph, but people are going 45. Not a good place to make it a 55 mph zone. Can you reduce speed limit to 25? People live here.
- Sidewalks on east end of Leighton Road ? At least install sidewalks so people are safe.
- Will Leighton Road need to be widened at Route 100 intersection?
Theo - No proposal has been made to increase or decrease posted speed limits. MDOT controls posted speed limits, not Town. The road will need some widening as three lanes need to fit at the intersection. We are trying to keep the improvements as tight as possible.
Tom E. – Growth projections for next 20 years have been incorporated and it is not anticipated that speeds will increase on Leighton Road. DOT sets speed limits based on the actual speed that people are driving. In some cases where people have petitioned DOT for lower speed limits, DOT has actually raised them.

Paulette Gosselin

- Explain what “sensible business development” means.
- My house is close to the road on west side. Will I be right on the sidewalk?
- Are you proposing small or large businesses between Leighton and Mountain Roads?
Joe McD - We talk about small businesses there, meaning buildings less than 5000 s.f.
Steve M. – This area is zoned for commercial development now.
Theo – Improvements will be kept in the right of way and your front door should be private property. We will look more closely at this in the next stage of design.

Ted Asherman – Falmouth Land Trust

- No improvements beyond Hurricane Road?
- Acquiring horse farm pasture land and fences to preserve agricultural land and pastoral vistas. Taking donations. Please contact land trust on-line.
Improvements are not proposed at this time beyond Hurricane Road as ending bike lanes at Hurricane Road made more sense than at Cumberland Town line.

Todd Kelley

- Are the plans at Mountain Road intersection going to taper back to dip north of intersection on Rte 100? Traffic in this area sometimes backs up in winter.
- What will Harmon’s Lunch look like?
- Good time to borrow for the Town. Interest rates less than 2%?
Next stage of engineering will look more closely at taper possibilities.
Nathan: Interest rates are indeed low, but not much less than 3%. Town is helped by excellent credit rating.

Eydie P. – Are we improving the visibility at Leighton & Falmouth Road intersection? Hard to make a right turn onto Falmouth Road.

Theo – No, that intersection is outside the scope of the Route plan. It was looked at closely when Quiet Zone improvements were proposed, but the alignment can only be improved if property is acquired and the road relocated. That was not possible.

Sally Biton- What about installing a 3-way stop at Leighton & Falmouth Road intersection?

A 3 way stop is not practical with the railroad so close to the intersection.

Gerald Bell - Gray Road

- Where Ackerson has property near Mountain Road it’s too narrow to do improvements. Have you thought if any property needs to be acquired through eminent domain?
- Could a round-a-bout support traffic flows at the intersections?

Theo – All improvements are anticipated to be within the 60 feet right-of-way.

Tom E – Roundabouts were considered, but alignment at Mountain and Falmouth Roads made that especially hard. They take up a lot of space and are expensive. Not recommended for this area.

Karen Farber

- Tell me about the pocket park on Mill Road.

Sarah B. - Pocket Park @ Town-owned land that has river access. Reserved some money for future improvements. No design was done.

Theo - Could be lovely jewel in Falmouth's "necklace."

Sarah B.

- The aesthetics and the beauty of river between Libby Bridge at Mountain Road are remarkable and have not been talked about yet. River is very close to the road there.

Others

- Are you preserving Libby Bridge?

Jon E: Old trolley bridge is not being preserved.

- What is thought of for traffic calming measures ? Motorcycles are loud.

Tom F. – Not designed yet, but discussed traffic calming obstacles and opportunities. Possible Cross-Town Trail crossing location.

Mary O'Brien - Gray Road

- What about the postal delivery system? Cannot cross Gray Road to get to our mailbox.

Others

- What about current Libby Bridge. Will it need to be widened?

Jon E.: Libby Bridge will need some repair, but DOT was not proposing to replace it. Width will be checked.

Sarah B.:

- As citizens, is there anything we can do to facilitate things with DOT?

Theo: DOT seems very supportive and no additional actions, other than continued staff contact, is needed at this time.

Others:

- Current traffic that is using Route 100 uses it as a bypass. Let's make an interesting place, so people will stop.

- End -

Received after the Forum:

From Alice White:

I am so sorry I missed it. Got home from vacation on Monday Nite and did not get back into the swing of things till today!

Thanks for the forum program. I will watch it on line. (Don't do TV or Cable anything.)

From Gerald Bell:

My wife and I are impressed by your energy and efforts to bring to fruition the revitalization of Route 100. A great initial plan that obviously needs some tweaking, am worried that the committee might be asking for too much..... , and the plan might be too costly when the numbers get crunched . We have lived on the Gray road for 25 years and hope we are not disappointed with the project being rejected. It is imperative that all of Falmouth embrace the concept. As we all know there are two Falmouths , the Foreside ,and the Rest of us. I hope All of Falmouth will support it. The citizens of the Foreside need to be convinced its in their best interest to support the plan or it will go Thud in the Night and we will be disappointed again... Thanks for all your efforts , you are valued employee. Best Regards, Gerald Bell



April 10, 2015

To the Town of Falmouth
RE: Route 100 Plan Comments

On behalf of the Bicycle Coalition of Maine, I would like to offer the following comments for the record regarding the Route 100/26 Improvement Project.

- In general, we are favorably impressed with the attention to bicycle and pedestrian accommodation proposed for this corridor at this point in the process. We like 11 foot travel lanes with 5 foot shoulders; FHWA notes that speed reductions often follow lane width reductions.
- We have some concerns about the preliminary drawings that show “bike lanes” painted to the right of travel lanes where right turns are permitted. Such a placement puts through-riding bicyclists at greater risk for right hook crashes. At a minimum, we would suggest the inclusion of “Turning Vehicles Yield to Bicycles” signage at such locations. See Figure 1.
- We also have concerns about how the preliminary images show “bike lanes” painted as if they were shoulders (i.e. with wrap around lines at intersections, rather than with open ends to indicate that these are bike facilities with entrances and exits). These drawings suggest that the “bike lanes” are actually shoulders. Are bike lane stencils planned for these 5 ft lanes? See Figure 1.



Figure 1

- We endorse any traffic calming measures that can be safely engineered into the designs, especially at intersections and trail crossings, including Rapid Flashing Rectangular Beacons, traffic islands, and robust paint markings. FHWA notes that speed reductions



often follow lane width reductions, and MaineDOT has endorsed 10'6" travel lanes in some situations.

- While we applaud the inclusion of more sidewalks in the project area, we have concerns over (if we understand the plan correctly) the need to cross Rt. 100 at Leighton Road to maintain access to sidewalks northbound. We recommend robust crossing infrastructure, including a dedicated pedestrian signal.
- We have concerns over the roadway width passing over the Libby Bridge. It is not clear to us what the cross section width of the Libby Bridge is, and whether it would require the shoulder/bike lanes to be dropped in order to pass over the bridge. A sudden drop of space on the road's edge might require bicyclists to merge into the travel lane to cross the bridge, resulting in unexpected movements that might impact safety.

Thanks for the opportunity to provide comments.

Regards,

James Tassé
Assistant Director
Bicycle Coalition of Maine