



GPCOG
GREATER PORTLAND
COUNCIL OF GOVERNMENTS

TOOLE
DESIGN

Join us in Reimagining Route 1

Phase 1 | Virtual Public Meeting





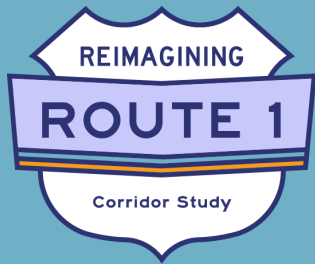
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Agenda

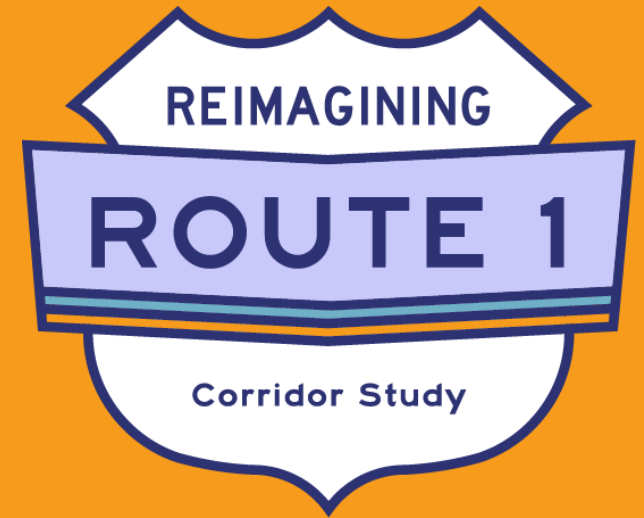
- Team Introductions
- The Role of GPCOG
- Reimagining Route 1
- Project Tasks
- Trade-Offs & Visioning
- Q&A
- Next Steps

How well do you know Route 1:



Part 1

The Role of GPCOG



Who is GPCOG?



- Regional planning agency serving 29 cities and towns in Cumberland and York Counties
- Guided by the region's municipal leaders
- Working to strengthen communities and connect the region to build a vibrant and resilient future



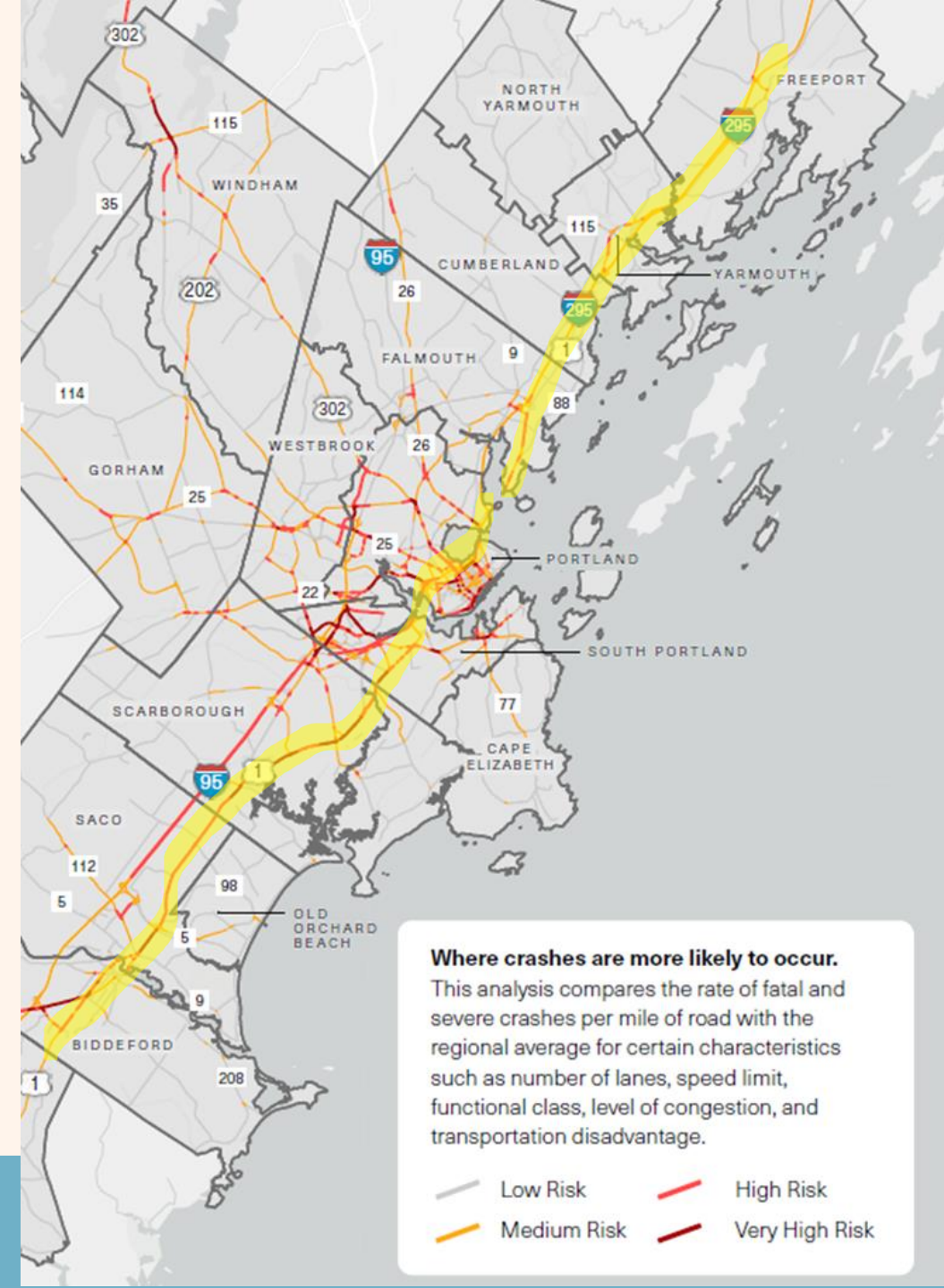
Why do we need to “Reimagine” Route 1?



Why are we doing this?



- Route 1 was identified as a critical safety corridor in the region's Vision Zero Action Plan.
- Identified as a potential corridor for rapid transit in region's "Transit Tomorrow" plan.



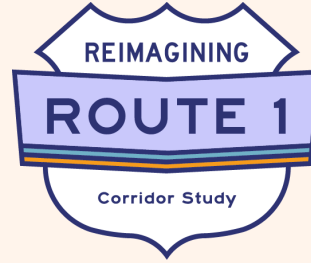


It would be nice if we could all work together so that separate plans for the road – including lane configurations and multi-use pathways – could be better aligned. **It would be great if we could basically reimagine Route 1 across all of our communities.**



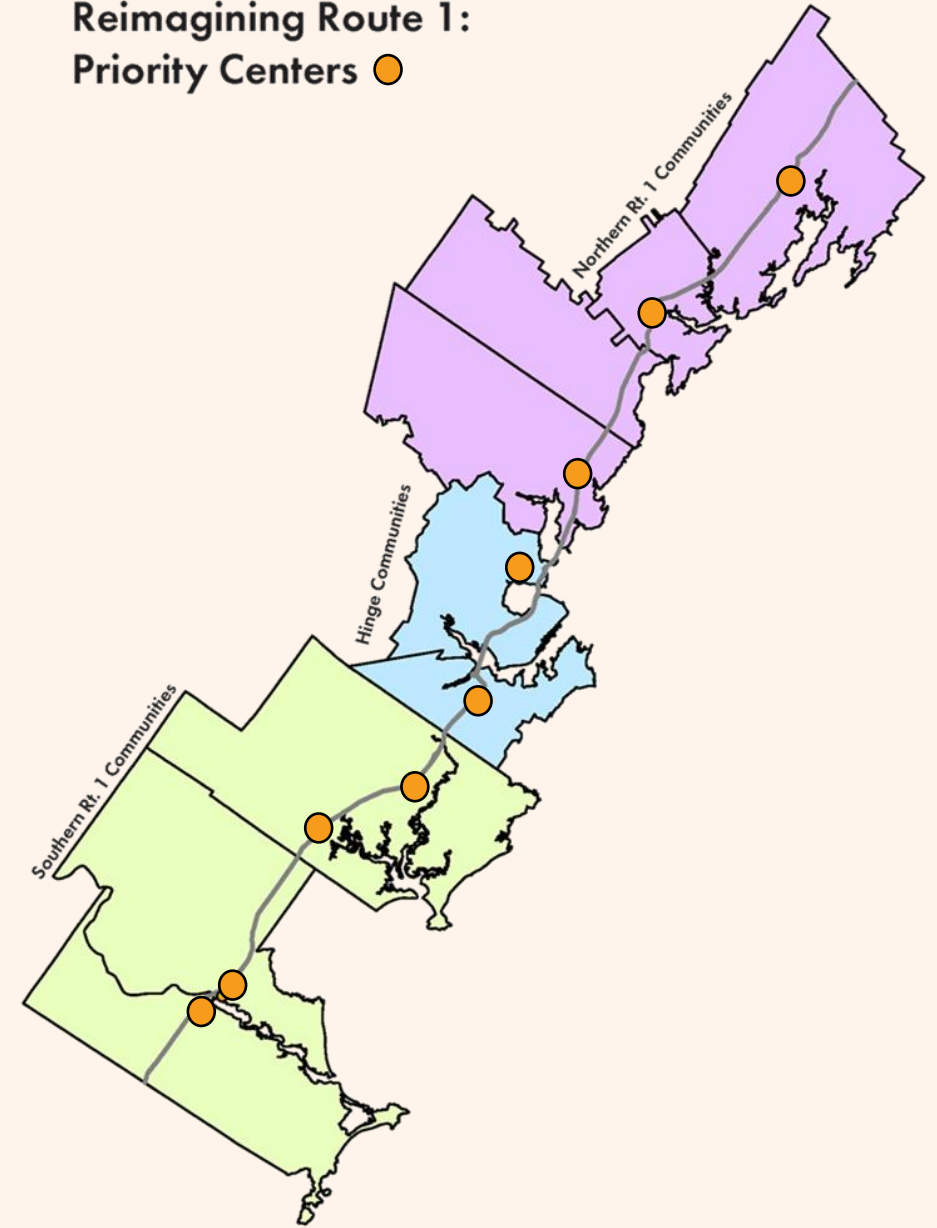
- Nathan Poore, Falmouth Town Manager

Our Study Area



- Route 1 travels through 9 communities, from Biddeford in the south to Freeport in the north
- We are looking at land use and transportation infrastructure on and along Route 1
- We will focus on 9 Priority Centers

Reimagining Route 1: Priority Centers ●



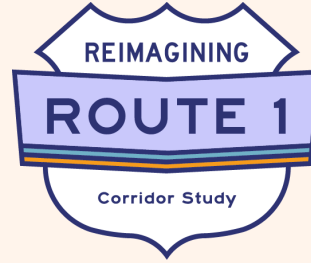
Our Charge



- Project initiation & management
- Data collection & analysis
- Coordination
- Recommendations
- Implementation assistance



Our Partners



- Biddeford, Saco, Scarborough, South Portland, Portland, Falmouth, Cumberland, Yarmouth, Freeport
- MaineDOT
- GP Metro, Biddeford-Saco-Old Orchard Beach Transit
- Others...



How well do you know Route 1:



Part 2

TIMELINE: Building a Vision for Next 100 Years of Route 1



Credit: Maine Memory Network

1926

Route 1 opens

The first federal route, Route 1 was built in the 1920s to provide a modern roadway to connect communities up the Maine coast.

During a time when travel by car was slower, and more of a recreational journey.

Being in close proximity to the ocean, Route 1 is comprised of many bridges, which served as gateways to communities, such as this one of Vaughn's bridge in Portland.



Credit: Ivin Senzani - Downeast Magazine

1939

The very first drive in theater built in Maine, opening in 1939, The Saco Drive-In on US Route 1 is one of the few left in the state.

1947

Maine Turnpike opens. Designated I-95 in 1950s

The Maine Turnpike was completed in 1947, originally connecting Maine to Route 1 in Kittery. The Maine Turnpike, whose length of 109 miles was later designated part of the federal interstate system at I-95 in the 1950s, diverted traffic from the slower Route 1.

Although it reduced congestion on Route 1, initially it had significant economic impacts to businesses along the coastal route.



In the urban areas of Route 1, intersections have been expanded to accommodate areas of significant traffic, such as this intersection near Biddeford's downtown.



The reconstructed U.S. Route 1 bridge over Main Street in Yarmouth created a park-like place beneath.



Credit: Principio Group

The recently completed Downtown Vision Plan for Freeport calls for the redesign of Main Street-Route 1 into a Universal Street, with slow-moving vehicles, outdoor dining, street trees, and wider sidewalks.

AUTO-ORIENTED CONSTRUCTION

Route 1 often served as a primary route for buses and local travel within towns, as well as an important connection to adjoining towns up and down the coast.

Propagated early "auto-oriented" business development catering to travelers, including gas stations, lodging in the form of motels and cabins, and restaurants.



Credit: Facebook

1920s

Initial plans



Credit: Freeport Historical Society

1960s

Route 1 is also a "main street" and connects downtowns or town centers in the study area, including in Freeport, Saco, and Biddeford.

EVOLVING IDENTITY



Some sections of Route 1 remain rural/suburban and still cater to drivers and automotive services, such as this photo with Moody's Collision Center.



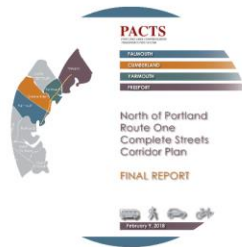
ROUTE 1 CONTEXT TODAY

Many Route 1 bridges have been replaced and in some instances modernized with separated multi-use path facilities, such as Martin's Point Bridge between Falmouth and Portland.



A recent development in Yarmouth has placed building massing near the Route 1 right-of-way creating a slower travel way context and sense of place.

TIMELINE: Building a Vision for Next 100 Years of Route 1



2017

Over the past 8 years, several plans have focused on Route 1

2018

North of Portland Route One Complete Streets Corridor Plan

Explores walk and bike improvements for Route 1 in Falmouth, Cumberland, Yarmouth and Freeport.

Includes concepts for roundabouts in Falmouth and Yarmouth, alongside connectivity for sidewalks, bike lanes, and other safety improvements in the towns.

2021

Transit Tomorrow

Transit Tomorrow is a 30-year strategic plan that prioritizes enhancing public transit across Southern Maine.

The plan identified sections of Route 1 as a key connection for transit friendly development.

This plan includes initiatives that will help improve transit services along Route 1, such as the expansion of frequent bus service, rapid transit options and developing transit hubs along this route.



2023

Vision Zero Greater Portland

Vision Zero Greater Portland aims to eliminate all traffic-related fatalities and serious injuries by 2045.

Crash analysis identified Route 1 as a Critical Safety Corridor.

This did not include specific projects for Route 1, but there is a toolbox that a Reimagined Route 1 could draw from, including – redesigning intersections, improving pedestrian and bicycle facilities, and slowing speeds.



2025

GPCOG kicks off this new plan

More concerted changes requires a regional vision.

While other plans have made recommendations for Route 1, this plan is focused on Route 1 exclusively. This plan seeks to weave together the separate visions of Route 1 into a comprehensive vision for the corridor.

NEED FOR CHANGE

2017

Falmouth Route 1 North Vision Plan (2017)

Focused land use and transportation vision for Route 1 from the Falmouth Turnpike Spur overpass to the Cumberland Town Line

Includes trail, sidewalk, bus stop, streetscape, and development recommendations.

2019

Scarborough/Saco Route 1 Corridor and Complete Streets Plan

Explores pedestrian and bicycle improvements for Route 1 in Scarborough and Saco.

Identified feasible concepts for new and revised bus stops, sidewalks, crosswalks, bike lanes, and other integral safety improvements.



2022

Route 1 Resiliency Project, Scarborough

Section of Route 1 through Scarborough between Southgate Road and Payne Road has been periodically closed due to flooding.

MaineDOT and the Town of Scarborough are considering different alignments and reconstruction of the roadway to help combat this flooding.

GPCOG/PACTS Connect 2045 Long-Range Transportation Plan

Connect 2045 is GPCOG's long-term regional transportation vision.

This plan includes strategies to enhance transit services and infrastructure along Route 1 to support better integration of land use and transportation planning, and support future growth.



Transit Together

Increased statewide coordination among public transit providers, including – improved connectivity, rider experiences, and route streamlining.

Route 1 to be a center of transit improvements in the region.

Route 1 would benefit from bus shelters, accessible paths to stops, unified scheduling, shared ticketing, and more coordination between bus and train.

WHY DO WE NEED TO "REIMAGINE" ROUTE 1 NOW?

This study will result in:

A regional community vision

Typologies for how different section of the corridor could change.

15-20 feasible, prioritized projects to ensure the region is ready to pursue funding opportunities to put the recommendations into action



How well do you know Route 1:

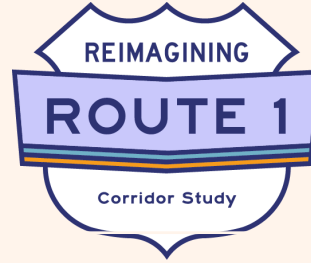


Part 3

Project Tasks



Priorities, Constraints & Objectives



Priorities

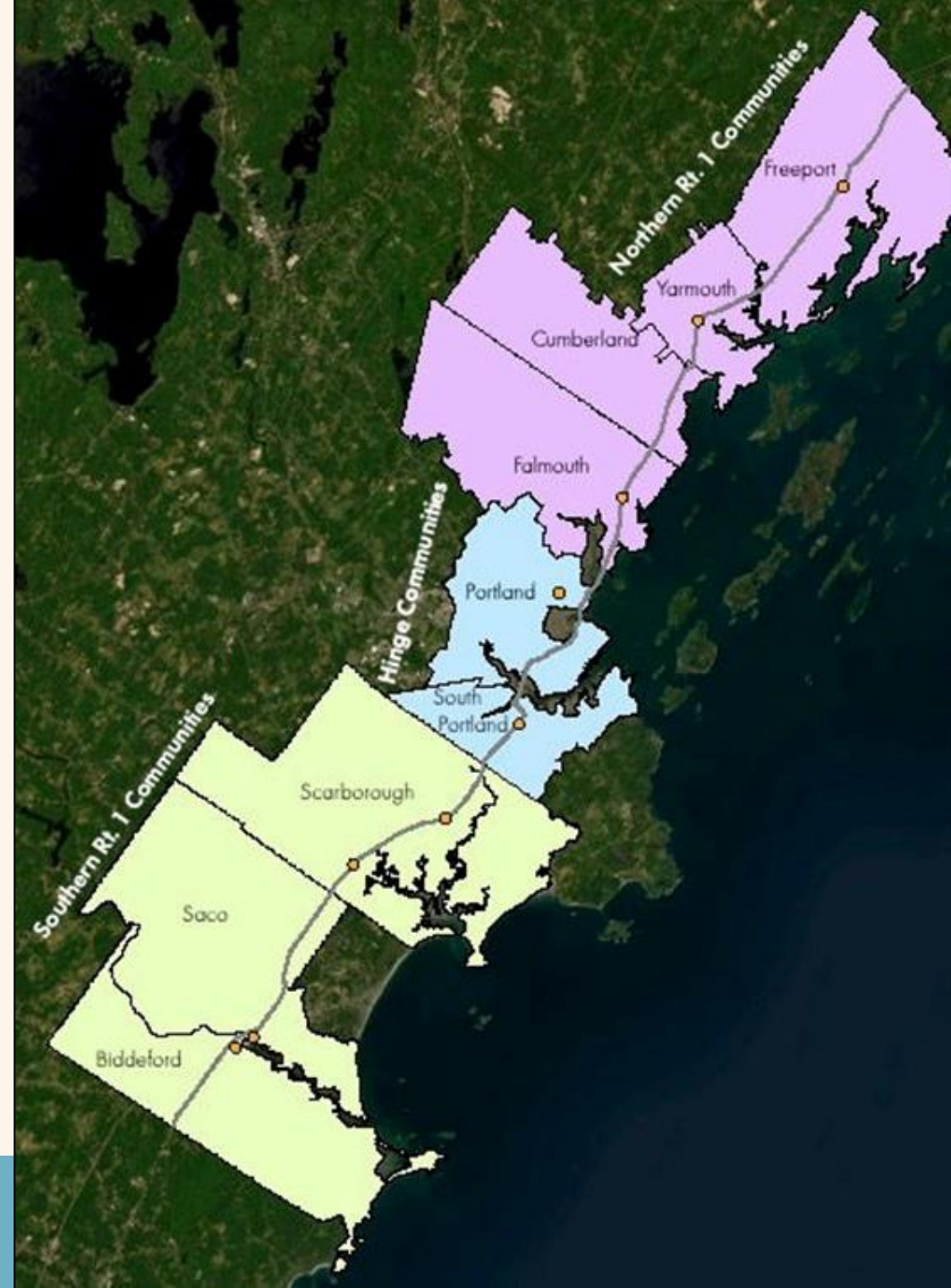
- A corridor that is more complete, multi-modal, & has improved safety
- Develop actionable outcomes
- Trade-offs: how to prioritize needs within the corridor

Constraints

- Built Environment,
- Mobility vs. Safety,
- Public Opinion

Objectives

- A comprehensive approach to Route 1
- Transit, housing & electrification opportunities



Project Tasks



Task 1: Project Management & Administration

- Project Kick-Off



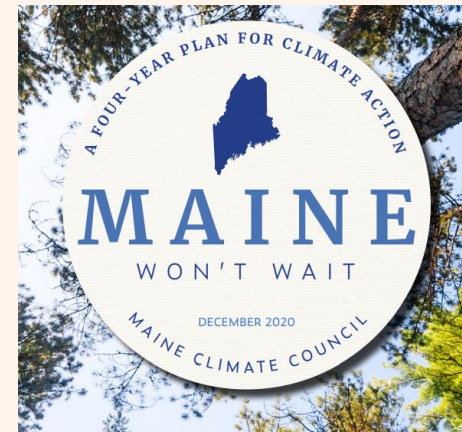
Task 2: Data Collection & Analysis

- Interactive Online Map
- Survey



Task 3: Compatibility with Local, Regional And State Plans

- Summary of Key Plans
- Catalog of Local Upcoming Projects



Project Tasks



Task 4: Vision Development & Community Engagement

- Engagement Process Summary
- Mapping of High Priority Sections, by Community
- Corridor Vision Development

We are here!

Task 5: Corridor Plan

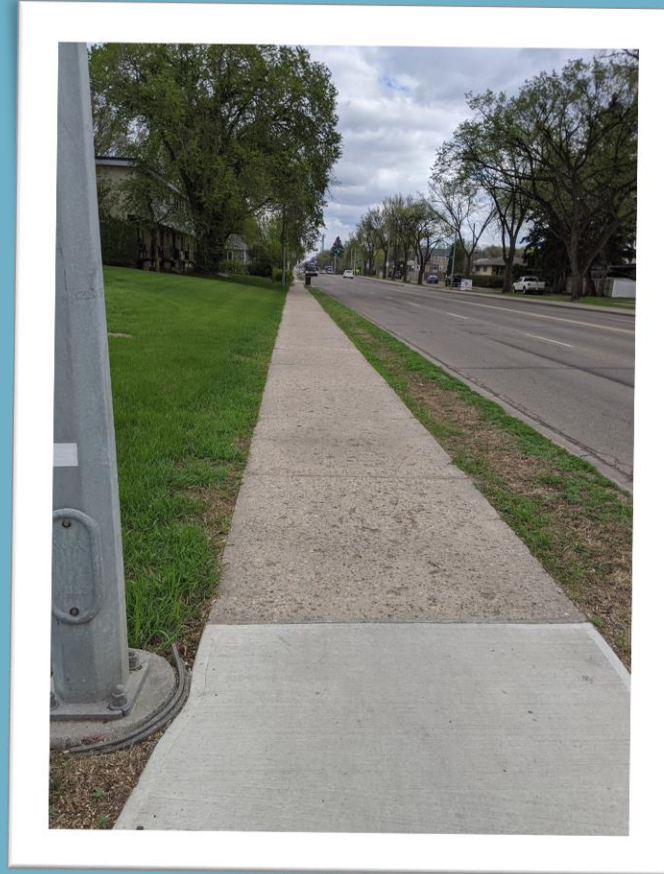
- Typology Development
- Improvement Templates

Task 6: Project Prioritization

- Summary of Prioritization Process
- List of All Projects
- Concept Plans for 15-20 High Priority Projects
- Final Report

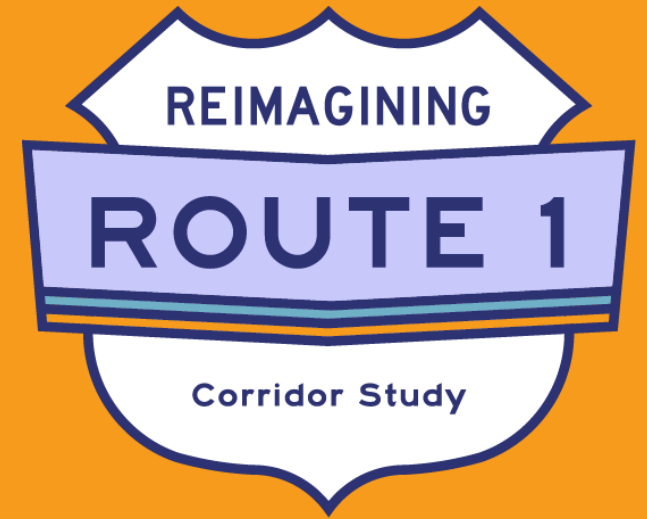


How well do you know Route 1:



Part 4

Lend us your imagination!



Lend us your imagination!



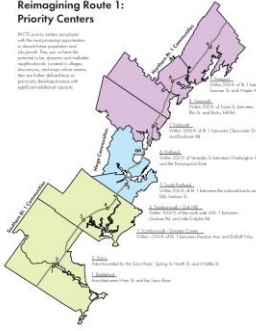
Help us understand your priorities

Share your vision


QUESTION: What Should New Development Look Like Along Route 1?

What is a Priority Center?
The region's long range transportation plan identifies 9 priority centers along Route 1. These are locations with the most promising opportunities to accommodate future population and job growth. Priority centers are, or have the potential to be, dynamic and walkable neighborhoods.

Reimagining Route 1: Priority Centers



Ideas for Priority Centers
This is an example of a site that might have room for development/re-development.



Here are some ideas for what could go in a priority center:

- HOUSING** (Image of a modern multi-story apartment building)
- ACTIVE STREETS** (Image of a street with people walking and cycling)
- CIVIC USES** (Image of a modern public building or library)
- MIXED USES** (Image of a street-level view showing a mix of retail, residential, and public space)

ACTIVITY: Visioning

QUESTION	TODAY	IN A BETTER FUTURE
What comes to mind when you think about... ...driving on Route 1?		
...walking on Route 1?		
...biking on Route 1?		
...going to destinations along Route 1?		

Lend us your imagination!



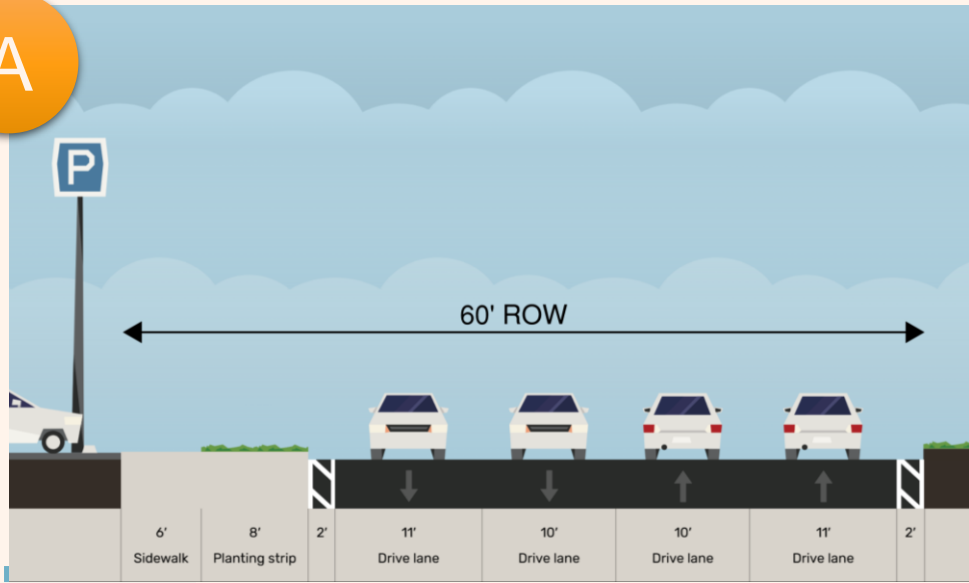
- Scan the QR or go to a web browser



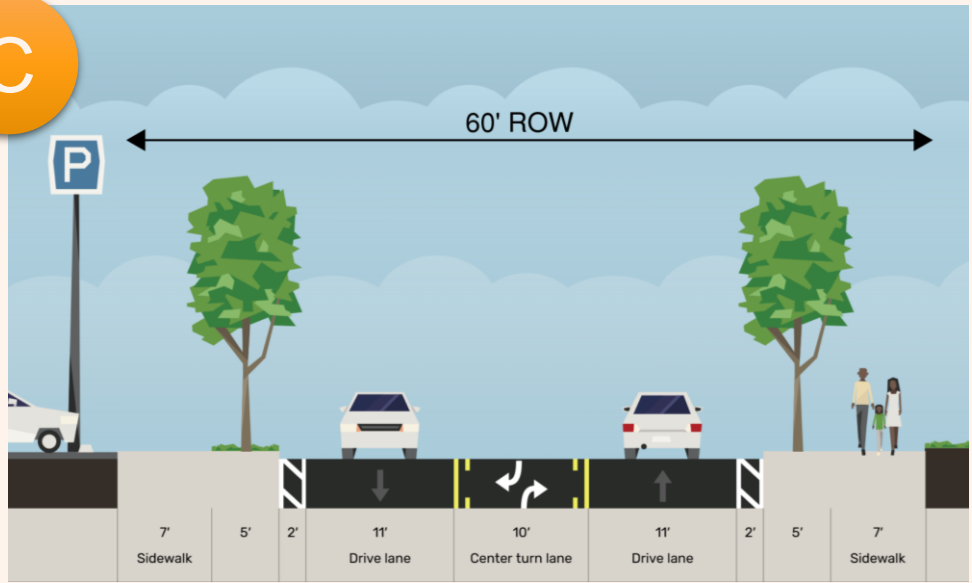
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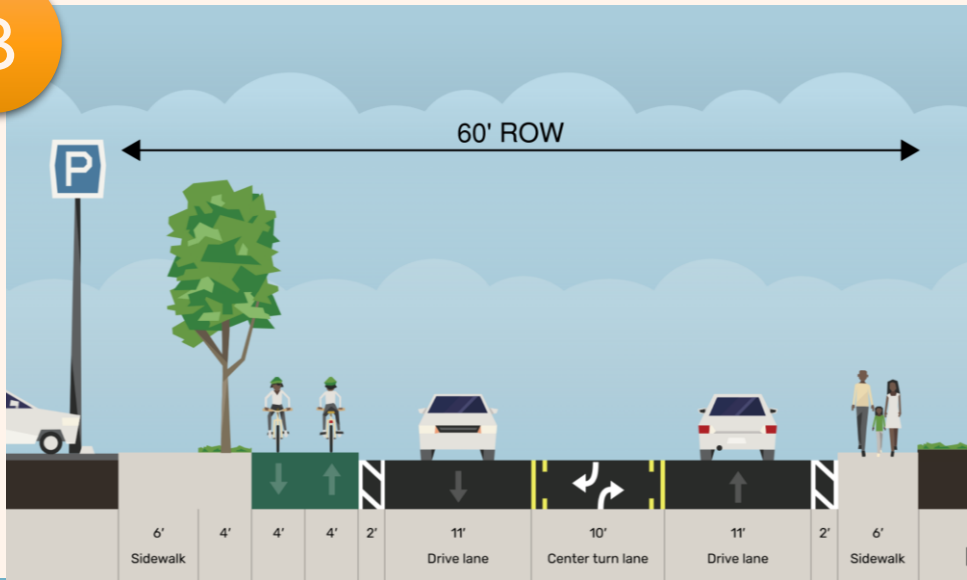
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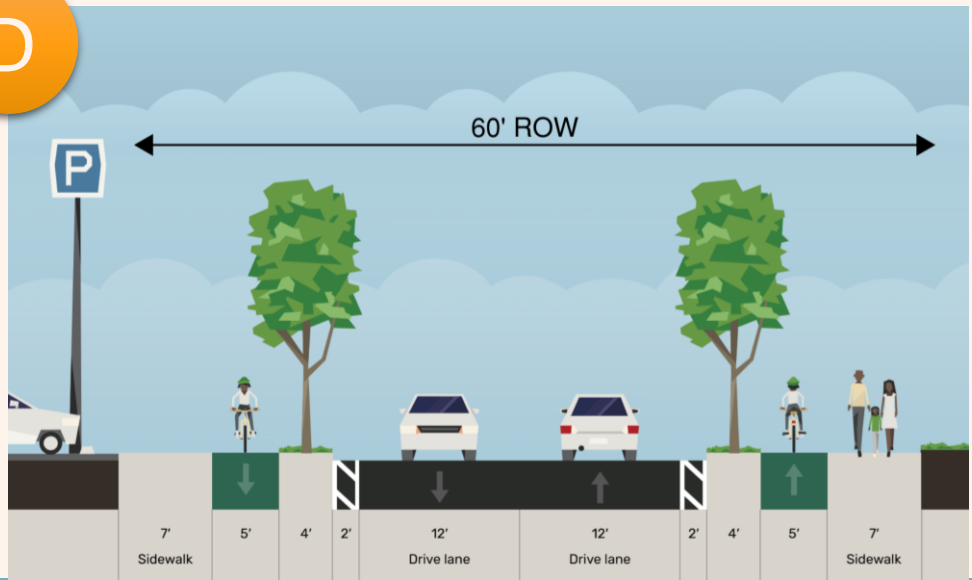
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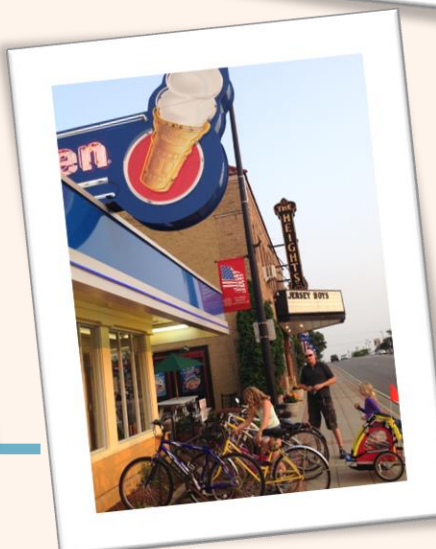


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ACTIVITY: Visioning

QUESTION	TODAY	IN A BETTER FUTURE
 ... driving on Route 1?		
 ... walking on Route 1?		
 ... biking on Route 1?		
  ... going to destinations along Route 1?  		

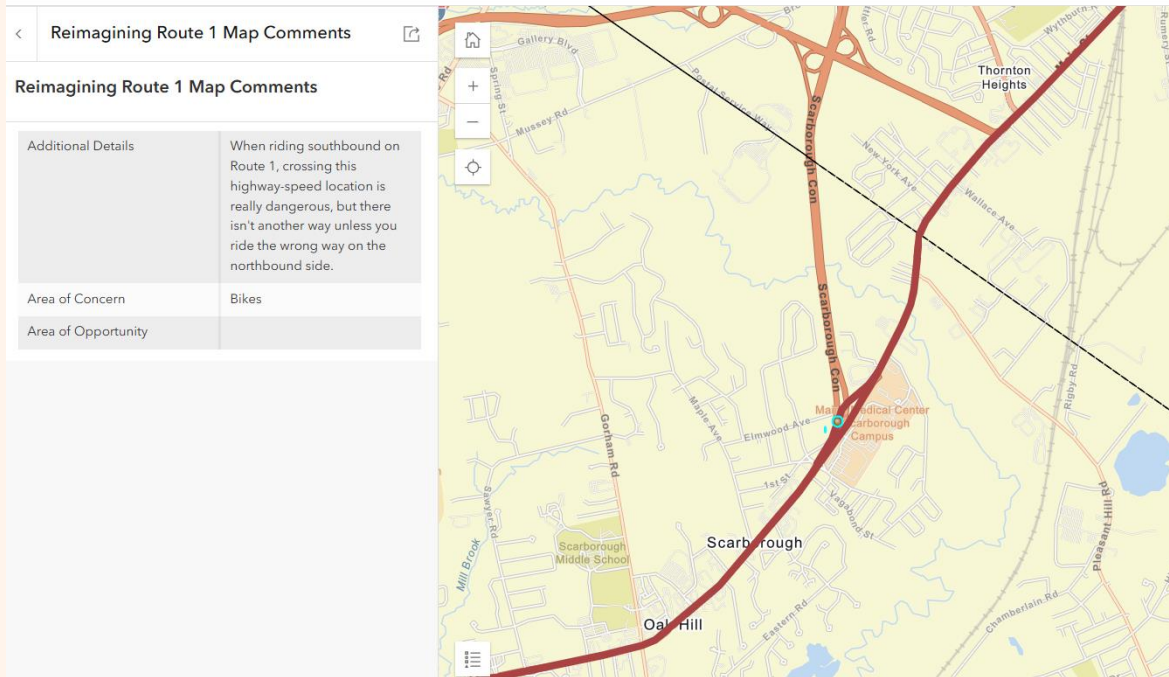
Questions & Answers



Let's keep the conversation going



Reimagining Route 1



Link to map:

<https://gpcog.maps.arcgis.com/apps/instant/reporter/index.html?appid=03e2a30c1d354ae09df9544379840730>

Reimagining Route 1 Survey

Feelings about Route 1

Something I like about Route 1 is:

Something that I don't think has worked well along Route 1 is:

Something I don't understand about Route 1 is:

In your ideal world, what are three words you would use to describe a better version of for Route 1 in the future:

Back

Next

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Link to survey:

<https://arcg.is/1PP0fT1>

Let's keep the conversation going



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Thank you



<https://www.reimaginingroute1.org>