

# Chapter 8 – Transportation and Circulation Policies and Strategies

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## Introduction

The Comprehensive Plan’s Transportation and Circulation Policies and Strategies describe goals, policies, standards and implementation strategies related to the transportation system in Wells. Many of the transportation related issues identified in 2005 (congestion, vehicle crashes, needed intersection upgrades, the need for more bicycle and pedestrian infrastructure, etc.) persist today and have become even more apparent as growth has continued. However, Wells is well served by transportation options such as the Downeaster, Shoreline Explorer, and the soon to be completed Eastern Trail which are all unique assets. Looking ahead, the transportation system in Wells is in need of a connected pedestrian and bicycle network to achieve its goals for an accessible multi-modal transportation network.

Access management and traffic calming measures along the major roadways in Wells will reduce congestion and will be more achievable through the adoption of a Complete and Green Streets Policy and the related design standards. This will ensure that all future roadway upgrades incorporate all modes of travel and incorporate green infrastructure improvements that address stormwater management, air quality, and other environmental concerns while also improving the travel experience for all modes. Wells must also consider the impact of sea level rise on its transportation infrastructure and address the initial six miles of roadway that are forecast to be impacted most severely.

The land use, housing, and economic objectives identified in this Plan must also be coordinated with the transportation and circulation needs identified here to ensure there is a positive relationship. With these changes in place the transportation system in Wells will compliment the land use objects and future vision articulated in this comprehensive plan.

## Goals

### State Goal:

Plan for, finance and develop an efficient system of public facilities and services to accommodate growth and economic development (~~Growth Management Act~~).

### Regional Goal:

~~Improve the efficiency and effectiveness of public service delivery through formal and informal means of inter-local cooperation and communication.~~

**No goal is available at the regional level.**

## Wells Goals:

1. Promote a safe and sustainable transportation system that is consistent with the character of ~~the each~~ neighborhood through which it passes.
2. Encourage and enhance alternative modes of travel including pedestrian and bicycle traffic along all major roadways in Wells, and in off-corridor locations when possible.
- ~~2.3.~~ Improve and enhance the transportation network through the coordination of state, regional and local planning.
- ~~3.4.~~ Plan for and Promote the management of the roadway network to better manage and resolve congested areas such as the Route 1 Corridor.
5. Promote the identified growth areas along the Route 1 Corridor ~~in the Wells Corner and Moody areas and the Route 109 Corridor in the Town Hall and High Pine areas and elsewhere~~ as “Main Streets” or “Village” development areas within the Town of Wells.
- ~~4.6.~~ Address the access management and traffic calming needs through a comprehensive corridor study.
- ~~5.7.~~ Encourage public/private cooperation in financing necessary improvements to the transportation system.
- ~~6.8.~~ Encourage the selective improvement of Route One to eliminate safety and operational problems while preserving-improving its role as the spine of the community as opposed to a major regional traffic artery.

## Policies

To achieve these goals, it is the policy of the Town of Wells to:

1. In cooperation with Maine Department of Transportation (DOT), ensure that planned transportation improvements and enhancements are safe, efficient, and appropriate for the reflect or enhance each particular area, result in the creation of “Complete and Green Streets”, and complement the effected neighborhoods.
2. ~~When practical,~~ Adopt a Complete Streets and Green Streets Policy to incorporate pedestrian sidewalks, walkways and bicycle lanes and vegetation into transportation project designs when local or state roadway improvements are being implemented. This is especially important on Routes 1, 109, and 9 to improve the transportation system for all modes of travel.
- ~~2.3.~~ Ensure that state, regional and local transportation planning officials are aware of the Town’s transportation deficiencies and needs by:

- a. Participating in the Region 6 Regional Needs Assessment process.
- b. Documenting the need for specific improvements.
- c. Establishing priorities for transportation improvements.
- d. Identifying the projects in the Town's Capital Improvement Program.
- e. ~~Continuing to participate in the~~ Initiating a new US Route 1 Corridor Study with MDOT.
- f. ~~Continuing to participate~~ Implementing the findings in the Route 109 corridor study, ~~with the Town of Sanford.~~

~~3.4.~~ While maximizing the efficiency of the state and local roadway network, ~~E~~ncourage local businesses, transportation users and civic organizations to financially participate in the cost of transportation enhancement and improvements.

5. Ensure that the Wells Transportation Center is truly an inter-modal passenger transportation center by ensuring the necessary infrastructure is available and then encouraging passenger rail, commuters, tourists, taxis, car shares, limousines, trolley service, walkers, scooters and bicyclists to use the facility. Explore opportunities for an e-bicycle share program and related infrastructure located at the Transportation Center.

~~4.6.~~ Ensure that the ~~central~~ Central area ~~Area~~ (Route 1/109 intersection and vicinity), the Route 1 Corridor, and the major roadways that connect to the coast provides opportunities for appropriate multi-modal linkages using sidewalks, trails and bicycle paths.

~~5.7.~~ Recognize the important impact that transportation decisions have on the Town's land use patterns, ensure that future transportation improvements are consistent with the Town's land use policies and give special consideration to maintaining or enhancing the character of established neighborhoods and historic villages.

~~6.8.~~ Encourage safe and appropriate access management techniques ~~for~~ are identified and implemented along both US Route 1 and Maine Route 109.

~~7.9.~~ New development and redevelopment along Route One and other major roads shall occur in a manner, which minimizes the cumulative impacts on the road network while providing safe access to these parcels.

~~8.10.~~ Strive to reduce the seasonal congestion on state and local roadways by:

- a. Identifying off-street parking opportunities adjacent to Route 1 and the identified "village" areas, and.
- b. Encouraging residents and tourists to use off street parking coordinated with the trolley system, the park and ride facility and rideshare programs.
- c. Creating incentives for the development of local public and private

transportation systems that reduce the need to use an automobile locally.

~~9.11.~~ Continue to investigate suitable methods for traffic calming, particularly in the summer months, in the more densely developed areas east of US Route 1.

~~10.12.~~ Encourage the planning and implementation of a pedestrian and bicycle infrastructure network bikeway facilities in as much of Wells as is practical.

~~11.13.~~ Consider alternatives to ease the traffic congestion on Route 1.

- a) Mile Road/College Drive extension
- b) Turnpike entrance between Moody and Ogunquit.
- c) Connector road between Moody and Exit 19 area

14 Encourage a reduction in traffic speed on Route 1, Route 109, and Chapel Road.

15 Ensure that any road accepted by the Town as a public roadway meets the Town standards and specifications for public roads.

16 Explore the creation of transportation links (e.g., ferry, bridges, etc.) between the Harbor, and Wells Beach. This should include conversations with the harbor committee and residents in the area to understand if they would like to see a ferry service in their neighborhood and if it a viable option.

## Standards

To achieve these policies, the following are Town of Wells' standards to guide development:

~~1.~~ See existing land use regulations including the requirements for Town Streets and Sidewalks, Land Use and Subdivision Ordinances.

~~1.~~ Amend standards to provide sufficient or additional right-of-way for raised sidewalks, bicycle paths and landscaping.

## Implementation Strategies

### Cooperation with the Maine DOT

~~1.~~ Continue to participate in the US Route 1 Corridor Study. US Route 1 is the backbone of the Town's Transportation network and the Town needs to ensure that the study addresses such issues as access management, capacity, mobility, safety, signage and provision for pedestrians and bicyclists.

1. Work closely with the MDOT on the implementation of the Route 109 Improvement Program between Exit 19 and the High Pine area through design and construction. The Town recently completed the Route 109/9 Corridor Study

that specifically recommended that this portion of the Corridor maintain its existing rural character. It will be necessary to cooperate with MDOT to ensure that the ~~final plans~~implementation is ~~are~~ consistent with the goals and recommendations of this corridor study. Some intersection improvements are needed at: Dodge Road, Route 9B, Willie Hill Road.

2. Work with MDOT to initiate a corridor study of Route 1 to identify infrastructure improvements, access management opportunities, and to coordinate the changes in local land use regulations needed to reinforce the future of this corridor and the integration of the identified growth areas.
3. Work cooperatively with the state to ensure that there is proper planning and implementation of projects that address key roadway locations, bridges that need attention and high accident locations throughout the community.
4. Maintain, enact or amend local land use ordinances as appropriate to address or avoid conflicts with:
  - a. Policy objectives of the Sensible Transportation Policy Act (23 M.R.S.A. §73);
  - b. State access management regulations pursuant to 23 M.R.S.A. §704; and
  - c. State traffic permitting regulations for large developments pursuant to 23 M.R.S.A. §704-A.
- 2.5. Advocate a land bridge over the Maine turnpike to provide both a wildlife corridor and an important pedestrian/bicycle connection between the west side of town and the coastal corridor. Such a facility could connect the Eastern Trail with the coastal community and provide an economic multiplier for local businesses that serve visitors.

### **Regional Transportation Planning**

1. Participate in the MDOT Regional Needs Assessment process in order to coordinate local transportation planning with the regional and State effort and to become aware of funding and program opportunities.
2. Continue to work with the Maine Turnpike Authority in the negotiation for a major bus company to provide Boston to Portland bus service with a stop at the Transportation Center and for bus service from the Center to link surrounding communities. **CPUC – Is this still a need?**
3. Support and coordinate with York County Community Action (YCCA) on regional transit solutions.
- 2.4. Identify locations in Wells and funding opportunities for establishing additional electric vehicle charging infrastructure.

- ~~3. Continue to work with the Town of Sanford on the Route 109 corridor study and implement its recommendations when complete.~~
5. Amend local regulations and standards to provide sufficient or additional right-of-way for raised sidewalks, bicycle paths, landscaping, access management, and other priority transportation issues.

### **Roadway Improvement Program**

1. Prepare and fund a roadway improvement program with priorities for inclusion in the Town's Capital Improvement Program (CIP). This process will provide formal notice to all concerned regarding the Town's intention for future roadway improvements.
2. Continue to study alternative routes to ease congestion on Route 1 such as the turnpike exit between Wells and Moody.
3. Build the connection between College Drive and Mile Road.
4. Continue the firm policy ensuring that all roads accepted as public Town roads be built and constructed to the Town's roadway standards, and foster transportation-efficient growth patterns that provide for future street and transit connections.
- ~~5. Consider establishing an impact fee for all roads accepted as public town roads appropriate for the impact of the development on Town services.~~
- ~~6.5.~~ Do not accept new Town roads in critical rural areas.  
**CPUC – The Fire Chief has concerns related to this as it may impact emergency services ability to respond if the roads fail or are not cleared.**
6. The Route 1 Corridor is in need of signal upgrades to improve pedestrian and bicycle safety.

### **Alternative and Multi-modal Transportation**

1. Adopt a municipal Complete and Green Streets Policy.
- ~~1.2.~~ Continue to participate in the Shoreline Coastal Explorer planning process to evaluate and improve trolley service to adequately meet the needs of the community and the region.
- ~~2.3.~~ Provide screened off street parking adjacent to Routes 1 and 109, and coordinate these parking facilities as part of the access management solutions for these corridors.

~~3.4.~~ Encourage residents and tourists to use the ~~trolley system~~ Shoreline Explorer in conjunction with the offstreet parking areas, the park n' ride facility, and rideshare programs.

~~4.5.~~ Consider the use of private mass transit.

~~5.6.~~ Establish a Trails and Pathways eCommittee to prepare a Development Plan and design standards for Pedestrian and Bicycle Ways-pathways and Trails-trails based on existing regional and local data, and plans ~~and also consider their relationship to sidewalks and other pedestrian ways~~. Said pedestrian /bicycle paths will be for non- motorized vehicles (~~—~~i.e., no ATV, 4 wheelers, minibikes, etc.)

~~7.~~ Have the Trails and Pathways Committee and the Planning Board review local or state roadway improvements to ensure compliance with the locally adopted Complete and Green Streets Policy, and where possible connect existing trails in Town and eventually connect with the Eastern Trail. As part of this planning, identify appropriate locations for pedestrian sidewalks, crosswalks, and signage to enhance pedestrian safety and traffic calming. This will enable better connection of the western side of town with the Route 1 corridor, and should also parallel the Route 1 corridor. This will provide an alternative, healthy means for residents in western Wells to shop and work while providing coastal residents with a means for reaching the conservation areas in the west.

~~6.8.~~ Request the Trails and Pathways Committee monitor and identify other ways Wells can improve connectivity, safety, and zero-carbon transit options.

~~7.9.~~ Continue to investigate and implement seasonal traffic calming measures in high density residential and commercial areas, especially adjacent to and east of; US Route 1.

~~8.~~ As part of this planning, identify appropriate locations for pedestrian sidewalks, crosswalks, and signage to enhance pedestrian safety and traffic calming.

### **Wells Transportation Center**

1. Encourage users of alternate transportation modes to use the Wells Transportation Center by providing them with the necessary infrastructure to access the Center, and amenities such as covered bicycle storage and charging facilities.
2. Plan for the expansion of the rideshare/vanpool facilities as the usage increases.
3. Work to implement ~~a~~ improved pedestrian and bicycle connections along Route 109 ~~to the central area of Wells to the Route 1 Corridor~~

- ~~4. Effectively utilize the new internal Transportation Center access road and the existing traffic signal at Route 109.~~

**Route 109 Corridor (East of Exit 19)**

1. As the central area of Town develops, plan for appropriate multi-modal linkages using sidewalks, trails and bicycle paths.
2. Develop a comprehensive sidewalk, bike land, and streetscape program that is specific to this corridor and reinforces the municipal Complete and Green Streets Policy.