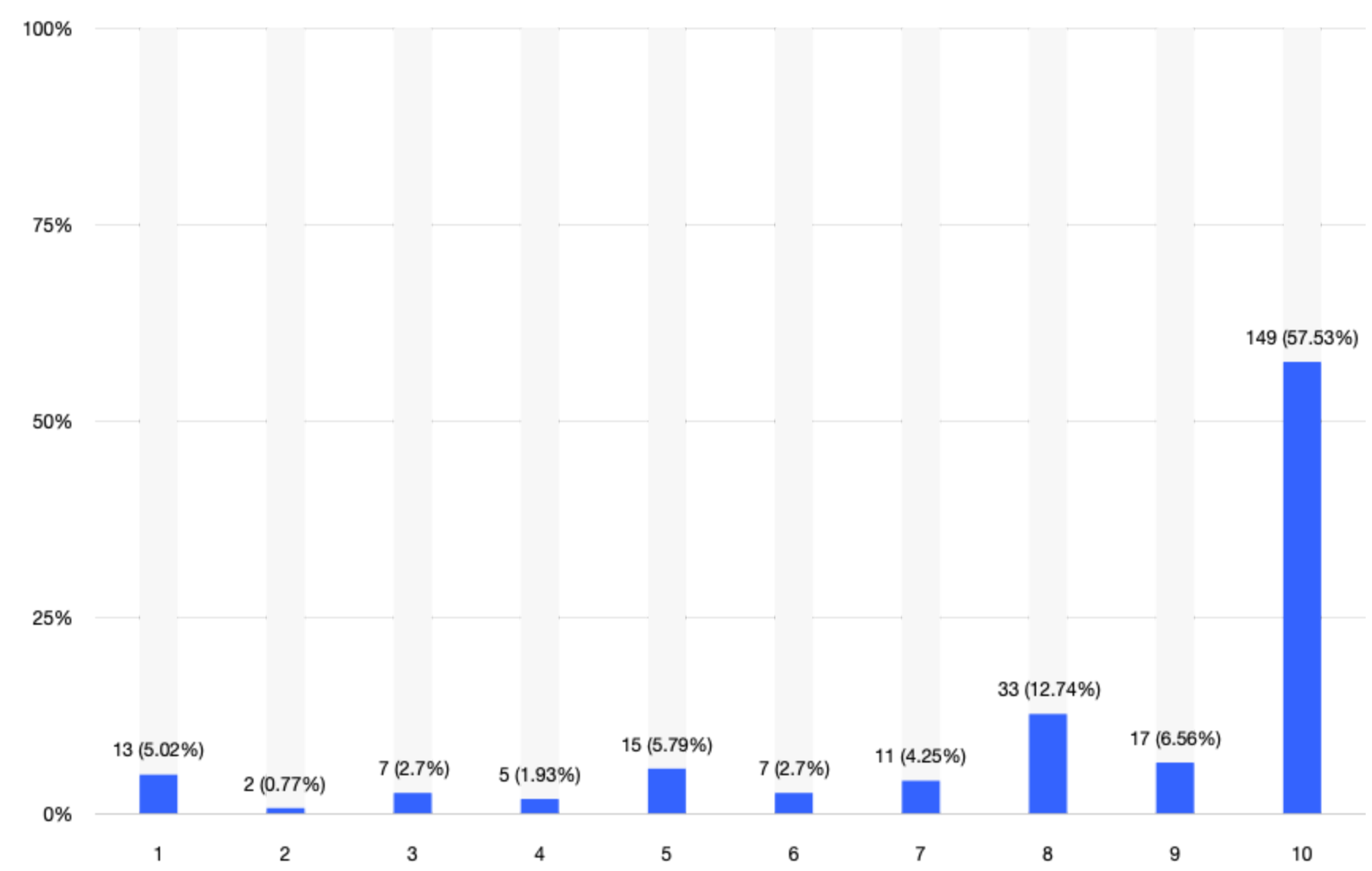
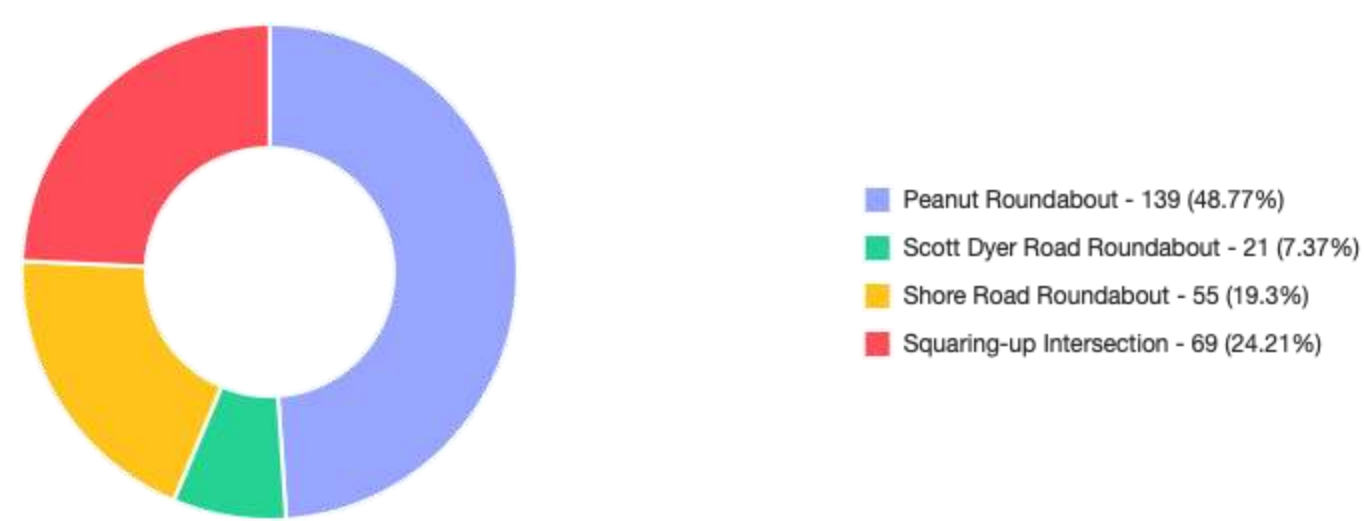


On a scale of 1-10, how supportive are you of the process to redesign the intersection?



Which of the following traffic patterns do you favor?



TOWN OF CAPE ELIZABETH PUBLIC WORKS DEPARTMENT

10 Cooper Drive
Cape Elizabeth, ME 04107



Jay Reynolds
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To: Cape Elizabeth Town Council
Michael McGovern, Interim Town Manager
From: Jay Reynolds, Public Works Director
Date: August 29, 2024
Re: Town Center Intersection Project

One of the Town Council's annual goals has been to develop engineering for safety improvements to the Town center intersection. Town staff have been working with Sebago Technics to develop a design to consider for implementation. Several options have been developed through the process. Town staff are seeking Council direction as to which specific design to move forward with.

Below and enclosed are additional resources with regards to the following:

- Public outreach and input,
 - Conceptual design options, including:
 - Vehicular, pedestrian, and right of way impacts
 - Estimated costs for each option
1. Link to March 11, 2024 Town Council Presentation, Discussion, and Public Comment:
<https://www.capeelizabeth.com/events/27002/>
 2. March 11, 2024 Town Council Presentation Materials (attached)
 3. May 21, 2024 Sebago Technics Inc. Technical Memo (attached)
 4. Link to July 8, 2024 Town Council Presentation, Discussion, and Public Comment:
<https://www.capeelizabeth.com/events/27006/>
 5. July 8, 2024 Town Council Presentation Materials (attached)
 6. August 21, 2024 Public Forum Notes
 7. Public Survey Results (as of August 29, 2024)

Funding Information

The original design, referred to as 'option 1', is fully funded by means of tax increment finance (TIF) funds in current year FY'25, along with a \$400,000 match through PACTS. Options 2, 3, and 4 do not have a financing plan in place as of yet.

Other financing notes:

- The \$400,000 PACTS funding requires that the project must be completed in calendar year 2025. These funds are not allowed to 'carry-forward' to future years.
- Any expenditure in excess of one million dollars requires voter approval through the referendum process.

refuge islands. Small right of way (ROW) temporary construction easements would be need from some properties, but MDOT would not consider these ROW acquisitions. This option is in very close proximity to the Shore Road building frontage and there is some potential for cueing to spill back to Shore Road.

Option 3: This option creates a roundabout on the Scott Dyer Road side of the intersection. Again, temporary ROW construction easements would be needed from some properties. The southerly Cumberland Farms access would be limited to right exit only and the northerly exit would be exit only. RRFBs for pedestrian crossings would again be included. For the left turn to Shore Road, there may be spill back.

Option 4: This option creates the dogbone or peanut roundabout and generally marries the first 2 roundabout options. It does remove the left turn conflict. All side streets are right turn only.

Mr. Reynolds shared option cost estimates.

Option 1	\$824,000
Option 2	2.4 million
Option 3	2.1 million
Option 4	2.6 million

The public forum opened to public comment.

Chris Lewski – He lives up north, is here during school season traveling to the middle school. Options 1-3 leave room for accidents. He is concerned with the conflict of turning left from Shore Rd and turning right from Scott Dyer Rd. There are near misses and kids. He prefers the roundabout and has read reports about the significant benefits for traffic flow and access. He asked if the collision and accident rate was quantified? He is no for 1, 2 and 3 have some benefit, likes 3 best. We have moderate funds for some benefit or huge funding needed for large benefit.

Ms. Conant said the safety benefit is calculated by MDOT and because of the intersection spacing there is no good data to quantify.

Mr. Harding shared that Option 1 is funded with \$400,000 from PACTS and the remainder from the TIFF fund. If the \$400,000 is not spent, it returns to PACTS.

John Voltz – How much time has been spent looking for funding? This is not an apples to apples comparison. We need to address design speeds and lower speed. You can go 90 mph on Route 77. What is the impact on accidents?

Ms. Conant said they had spoken with MDOT about funding and staff recommended the MPI (Municipal Partnership Initiative) program, which is the program providing the \$400,000. They