

# GORHAM CONNECTOR PROJECT



Gorham Connector: Community Input Session #1

March 25, 2024

*For Online Viewers: Please Stand By. The meeting will begin at approximately 6:00 PM*

# Welcome and Introductions



TOWN OF  
**SCARBOROUGH, MAINE**



CITY OF  
**SOUTH  
PORTLAND**



**MaineDOT**

# Gorham Connector Background

- **ACTION:** 2007 - Four-town Joint Resolution asking MTA and MaineDOT to Study New Connector
- **Result:** 2007 – LD1720 directing MTA and MaineDOT to study existing highway infrastructure in York and Cumberland counties
- **Result:** 2009 Gorham East-West Corridor Study begins
- **Result:** 2012 Gorham East-West Corridor Study completed with recommendations
- **Result:** 2013 to 2017 ongoing efforts
  - Local land use/transit initiatives by others
  - MTA coordination with USACE
- **ACTION:** 2017 – LD905 authorized MTA to assess a possible Gorham Connector
- **ACTION:** 2017 – Same four towns endorse LD905 in Joint Resolution
- **Result:** 2018 – MTA Board passes resolution allowing further study of Gorham Connector
- **Result:** 2019 – Gorham Connector Financial Feasibility presented to MTA Board, Board authorizes next steps
- **Result:** 2020-2024 – Ongoing Alternatives Analysis
- **ACTION:** 2022 – Same four towns endorse advancing Preferred Alternative which is the Gorham Connector

# Why is this important to us?

- Ability to advance new roadway, while at the same time create transit, bicycle, pedestrian, and land use opportunities
- Consistent with our local plans
- Improved accessibility promotes economic growth and housing opportunities
- Reduce “cut through” traffic on local roads
- Not become what other places have become with similar challenges



# Facts About the Project

## The Project Is Not

- A choice between transit and a road
- A recently advanced idea
- The MTA acting alone
- In opposition to municipal land use plans
- Inconsistent with ongoing Bus Rapid Transit Study or any other transit initiatives
- A short-term fix to a decades long problem
- Exacerbating sprawl

## The Project Is

- Requested by the Communities and Legislature
- An opportunity to advance land use, transit, and improve safety and mobility through new capacity
- Creating opportunities for housing and economic development
- A long-term solution
- A toll facility – paid for only by those who choose to use it
- Consistent with Maine Climate Action Plan Goals
- Actively working with landowners

# Community Input Session #1 -Goals

- Hear your concerns
- Answer your questions
- Provide information



[www.maineturnpike.com/gorhamconnector](http://www.maineturnpike.com/gorhamconnector)

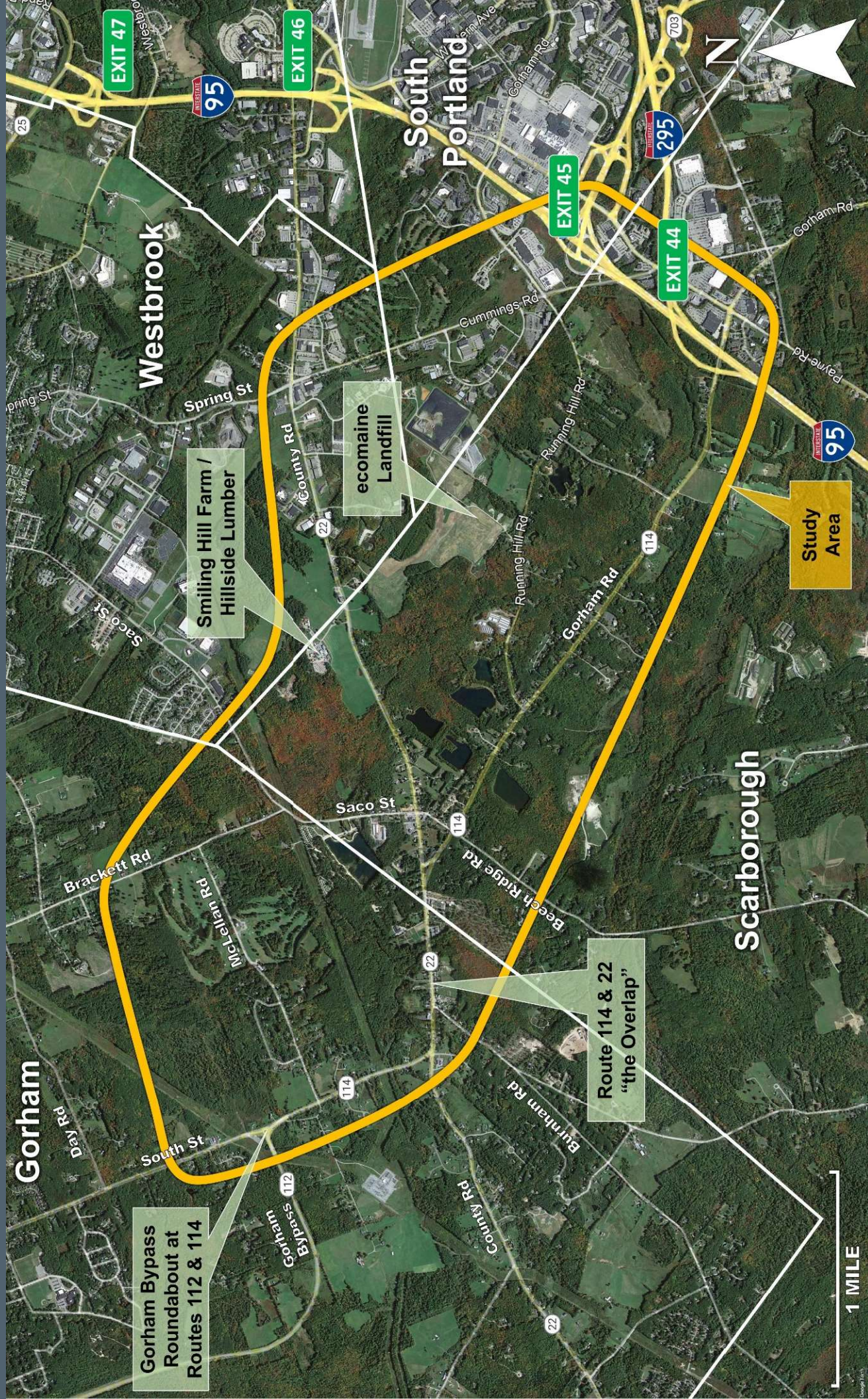


# Meeting Guidelines

- **Agenda**
  - Brief overview of project background and progress
  - Smiling Hill Farm
  - Your Input, Questions and Comments
- **Meeting is being recorded and streaming live**
  - Ensure remote audience can hear - Mics
  - Repeat questions if needed
- **Goal: Maximize your feedback**
  - Brevity!
  - Questions/follow up questions
  - Please state your name and town



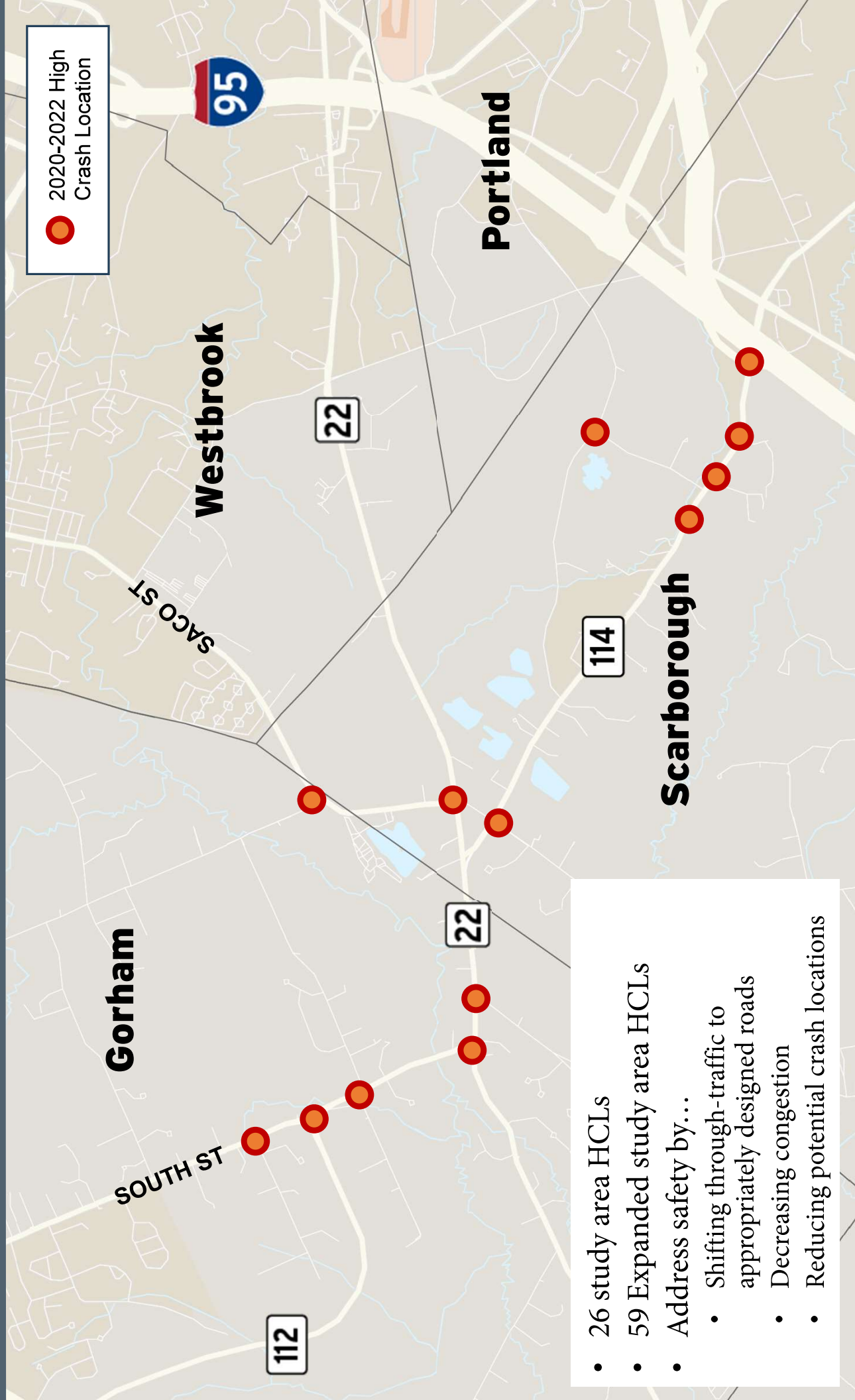
# Project Area





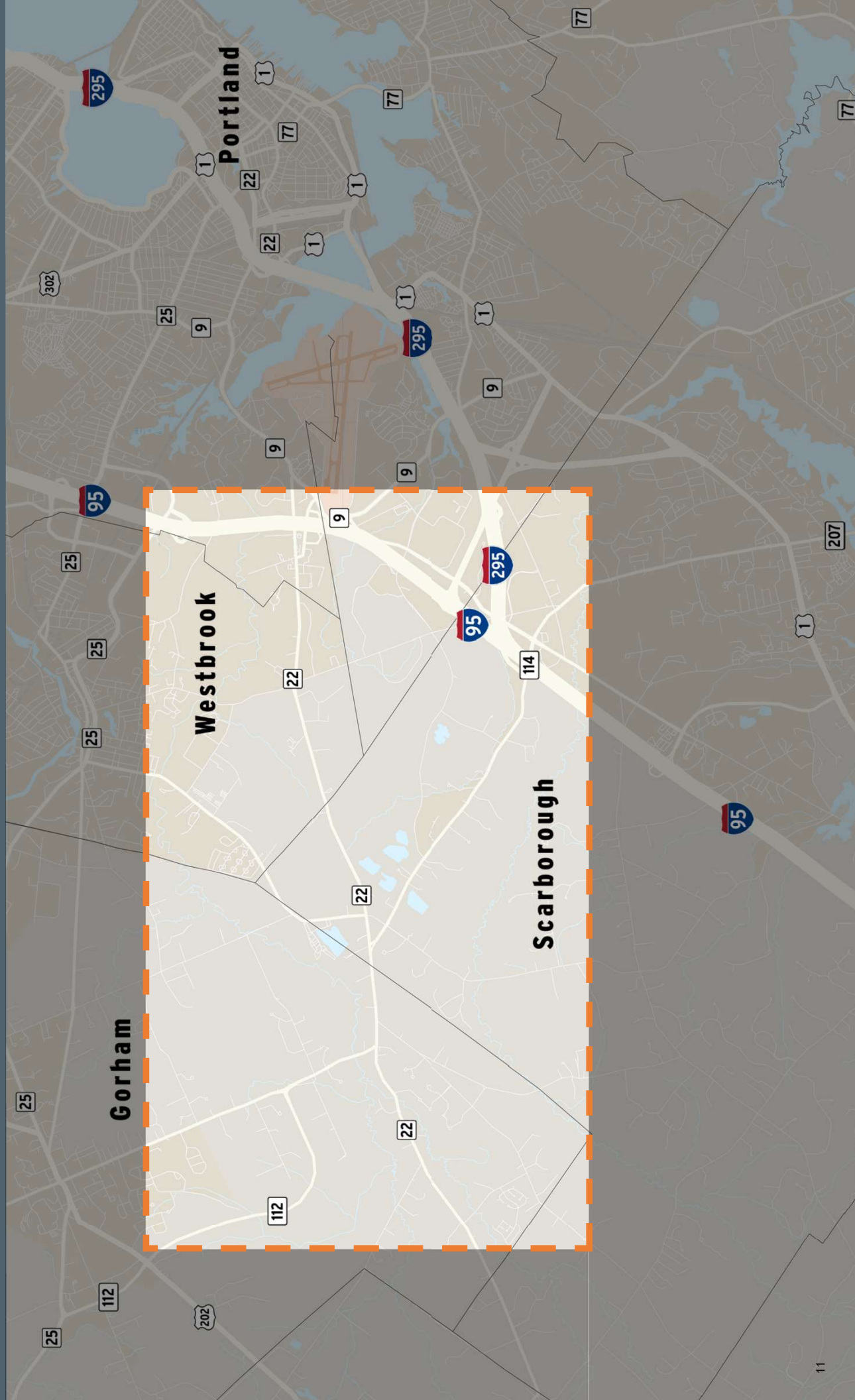


# Maximize Safety and Mobility



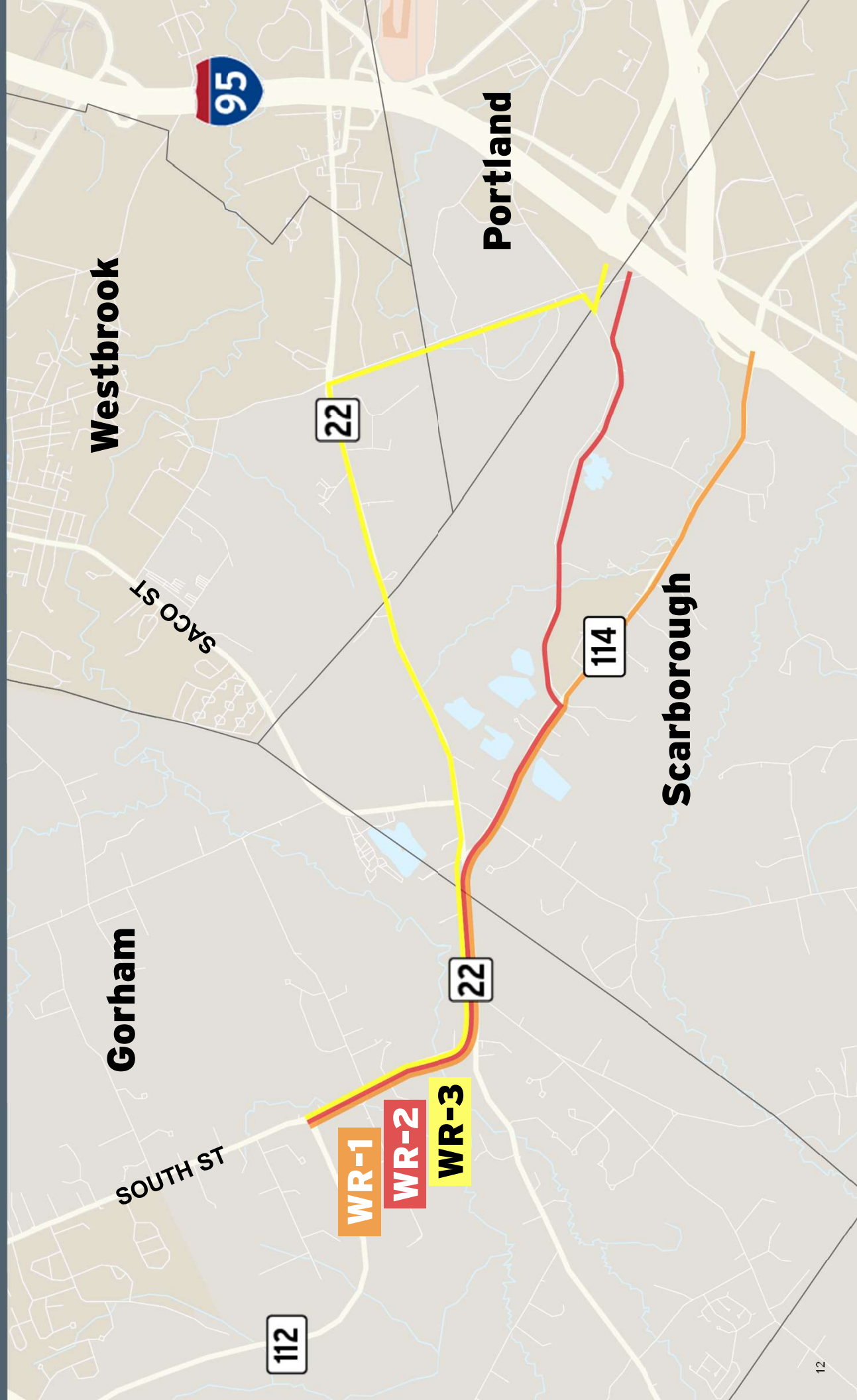


# New Capacity Alternatives Evaluated

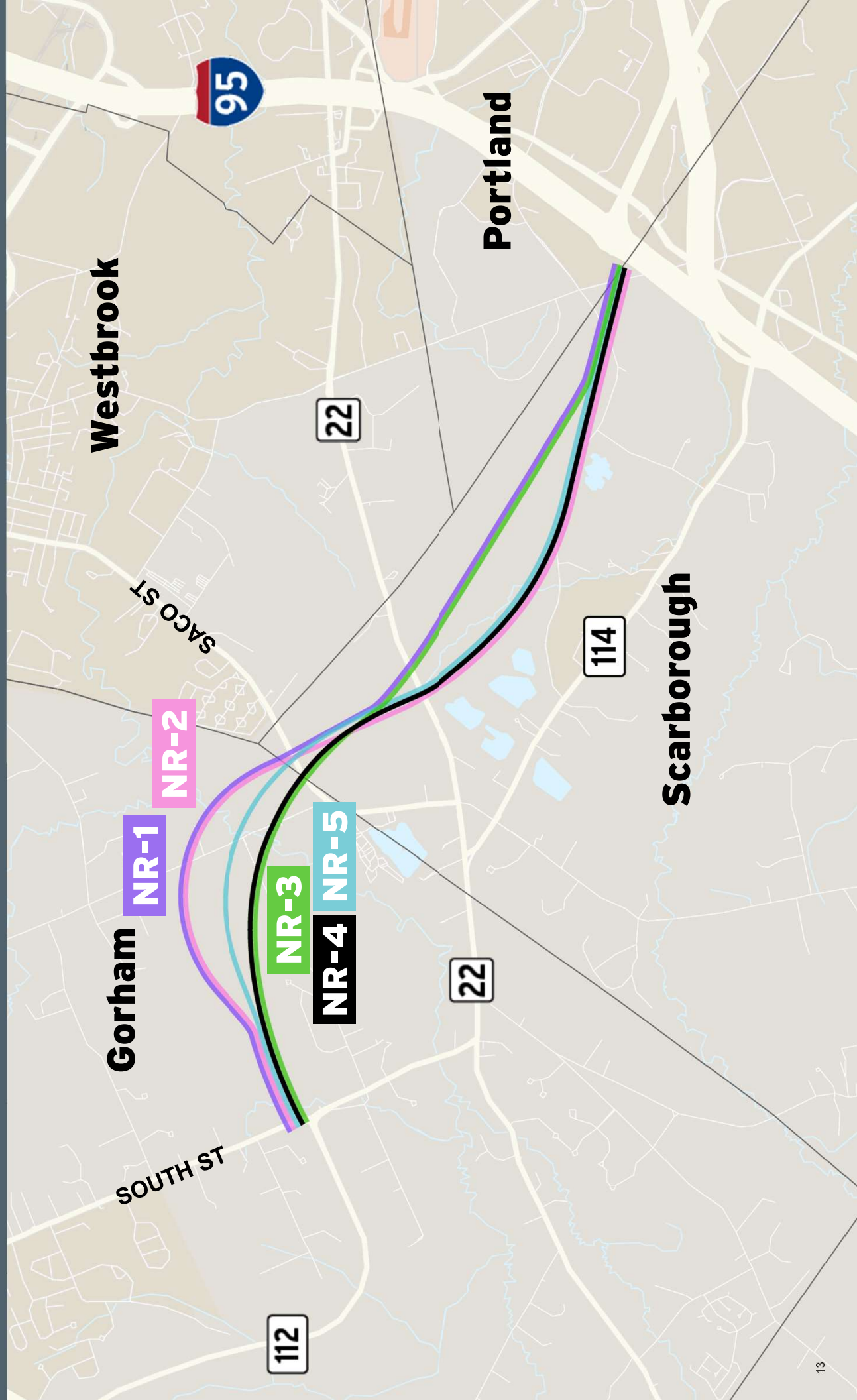




# New Capacity Alternatives Evaluated

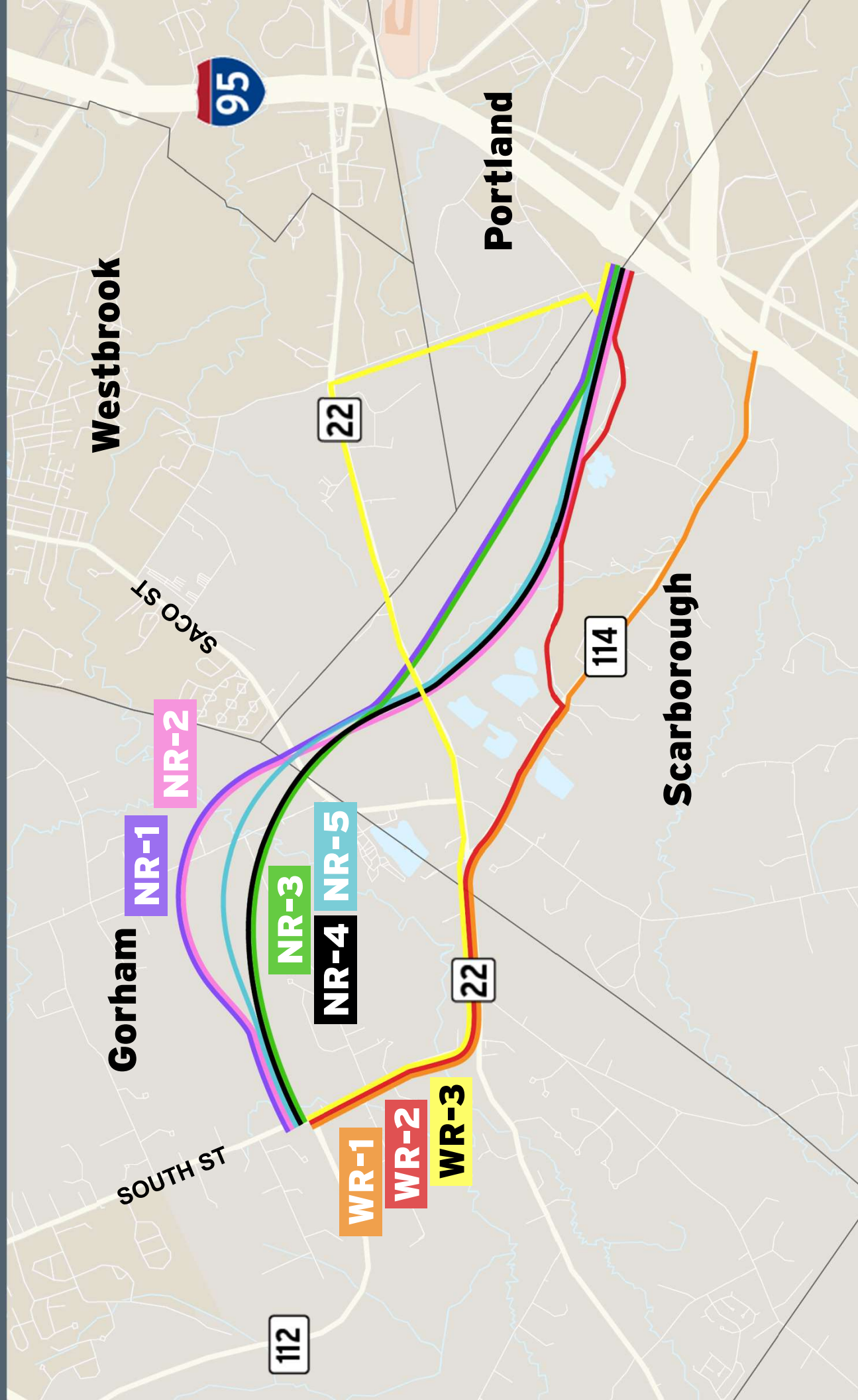


# New Capacity Alternatives Evaluated





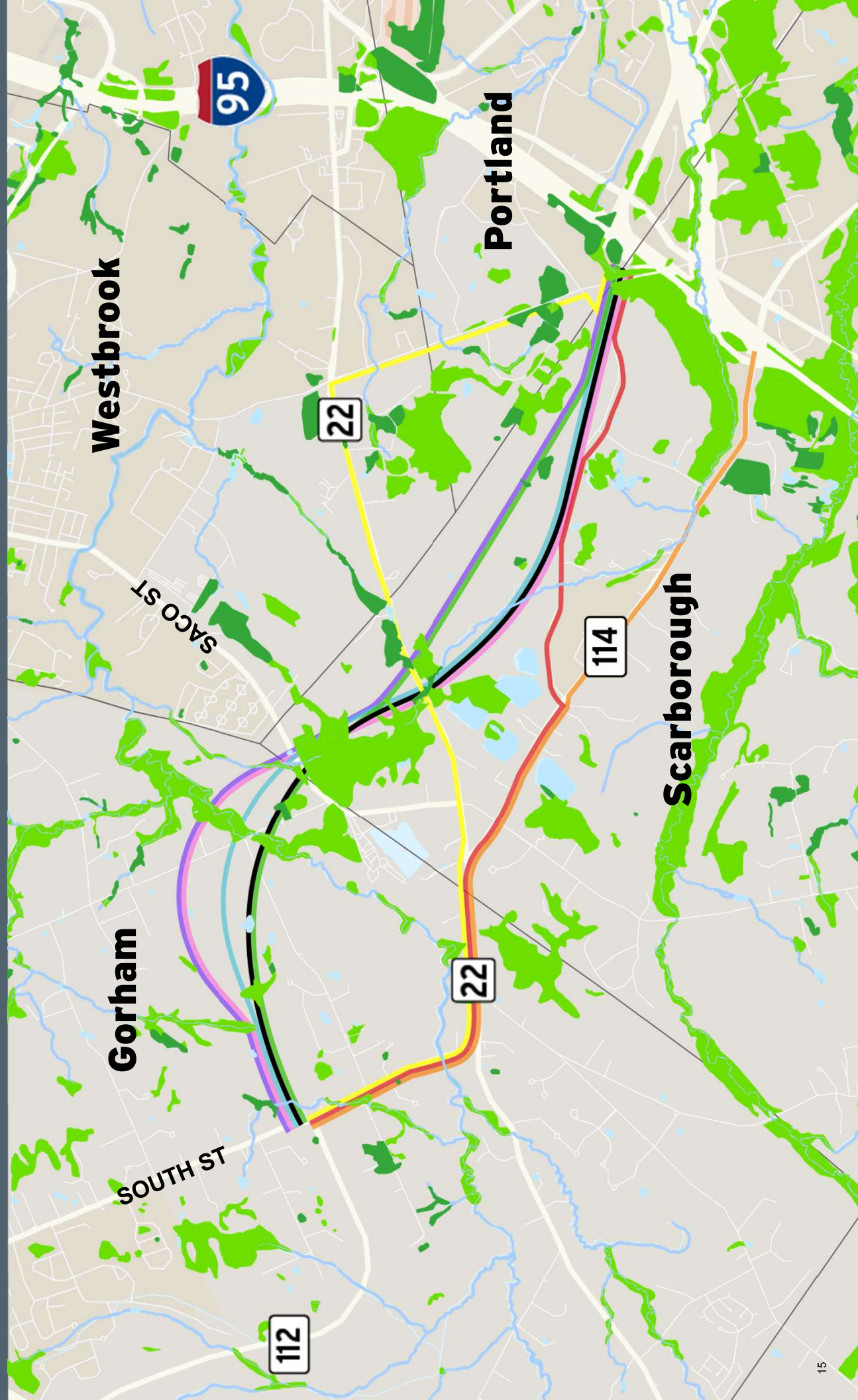
# New Capacity Alternatives Evaluated





# New Capacity Alternatives Evaluated

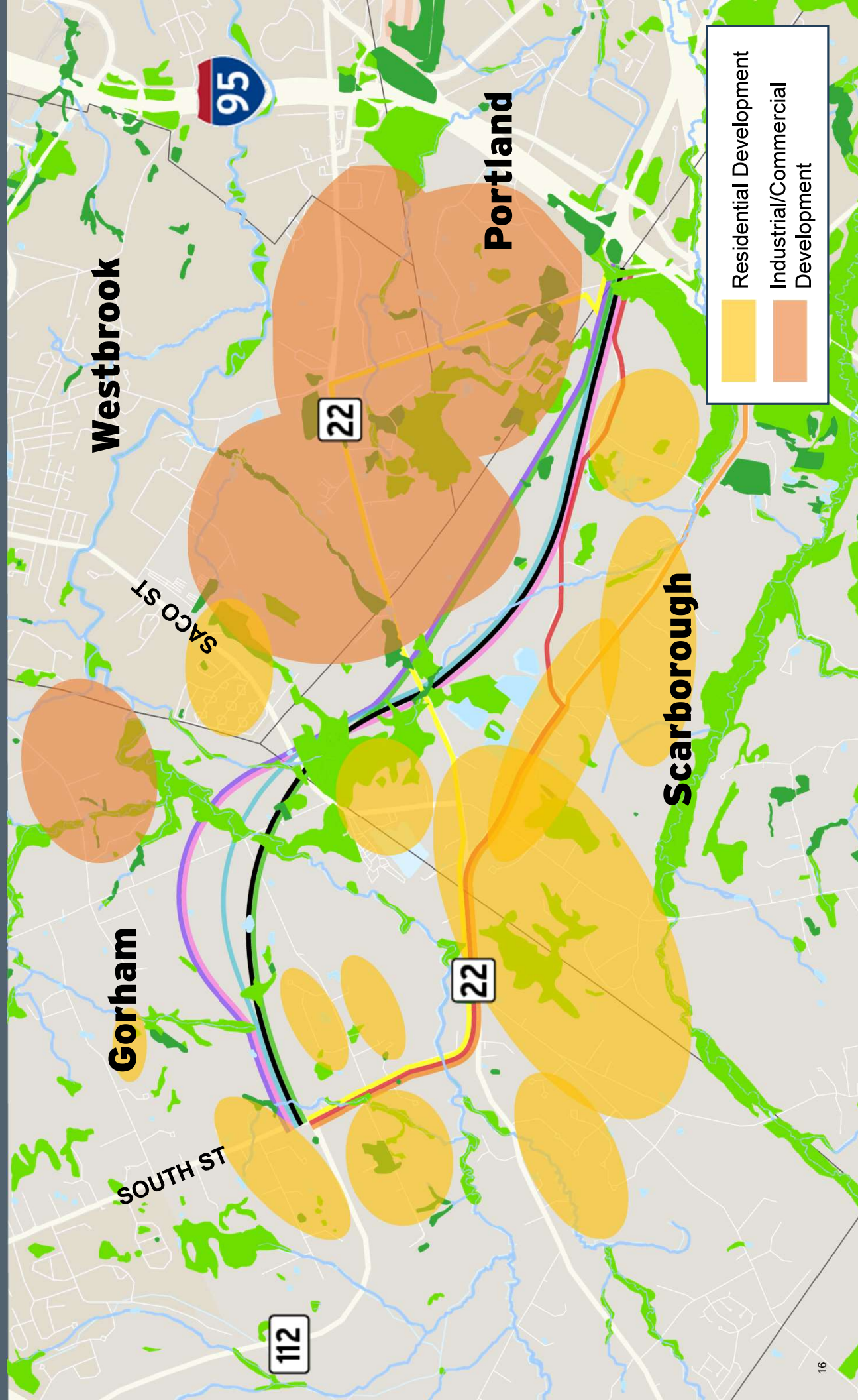
## Landscape Constraints





# New Capacity Alternatives Evaluated

## Landscape Constraints



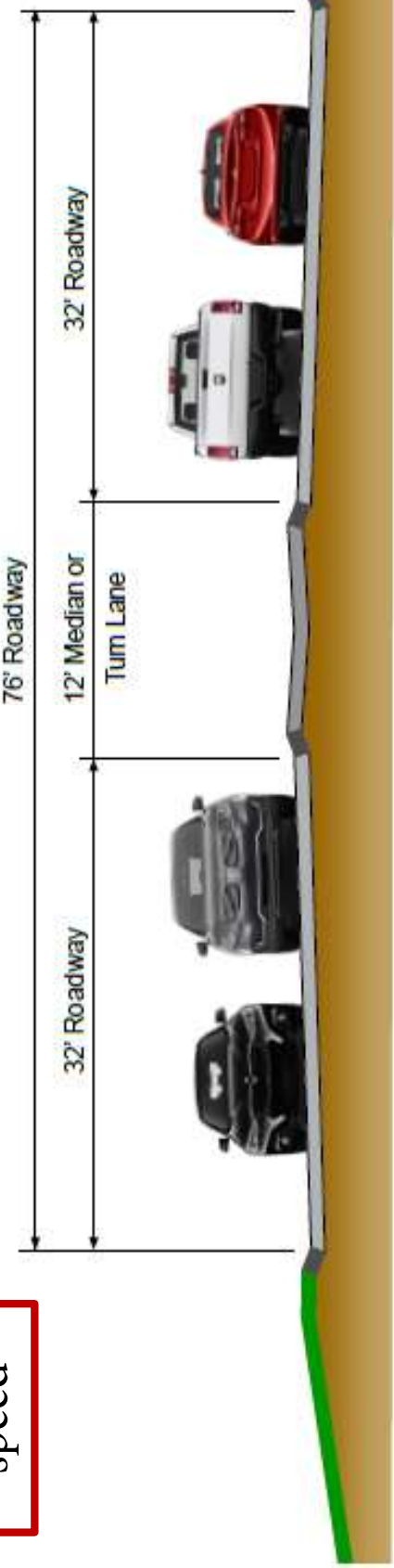
# New Capacity Alternatives Evaluated

## Typical Section – Existing Roadway vs. Widen Roadway

45 mph  
design  
speed



**Existing Section for Widen Roadway Alternatives**  
(Approximate section shown, actual conditions vary)

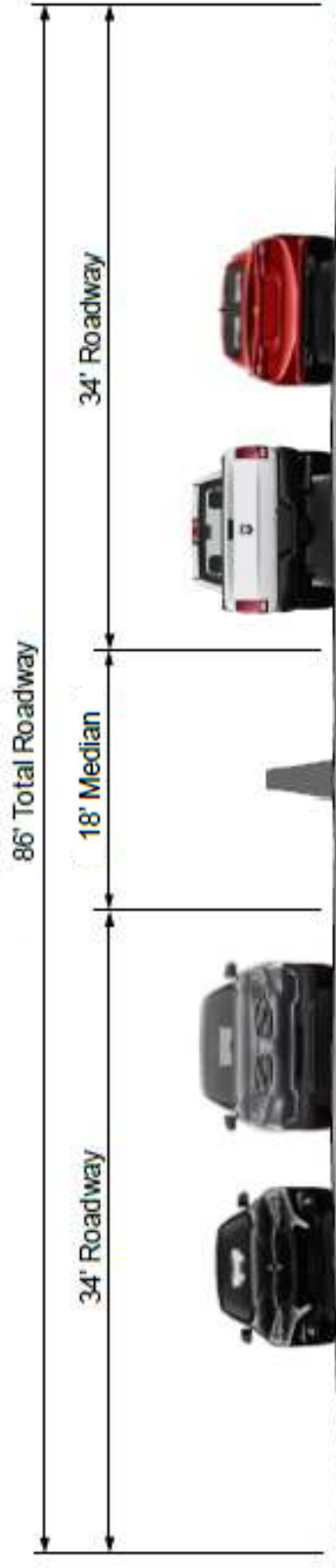


**Proposed Cross Section for Widen Roadway Alternatives**  
(Curbed roadway shown. Some areas will be ditched or have sidewalks.)

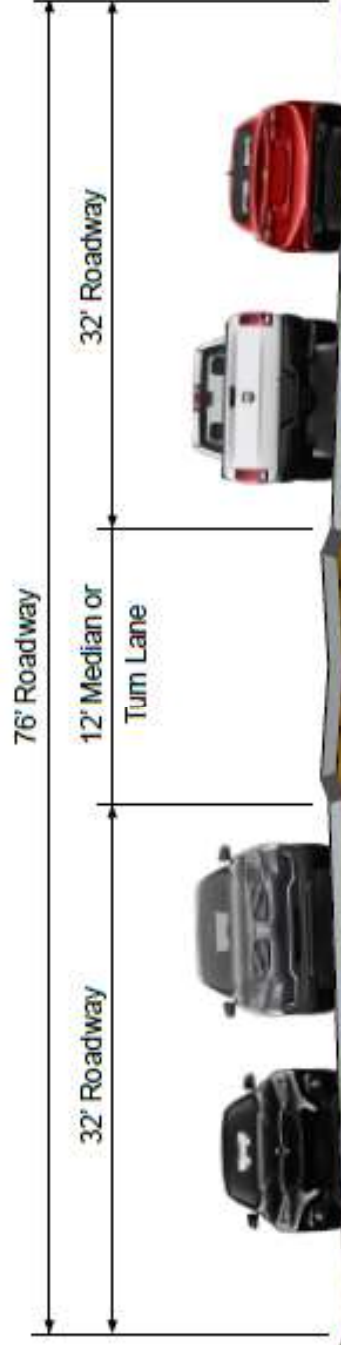


# New Capacity Alternatives Evaluated

## Typical Section - New Roadway vs. Widen Roadway



### Proposed Cross Section for New Roadway Alternatives



**Proposed Cross Section for Widen Roadway Alternatives**  
(Curbed roadway shown. Some areas will be ditched or have sidewalks.)

# No-Build

- Safety, mobility continue to decline
- Local street use continues to increase
- Not consistent with community “village” objectives
- Worsening congestion increases idling emissions



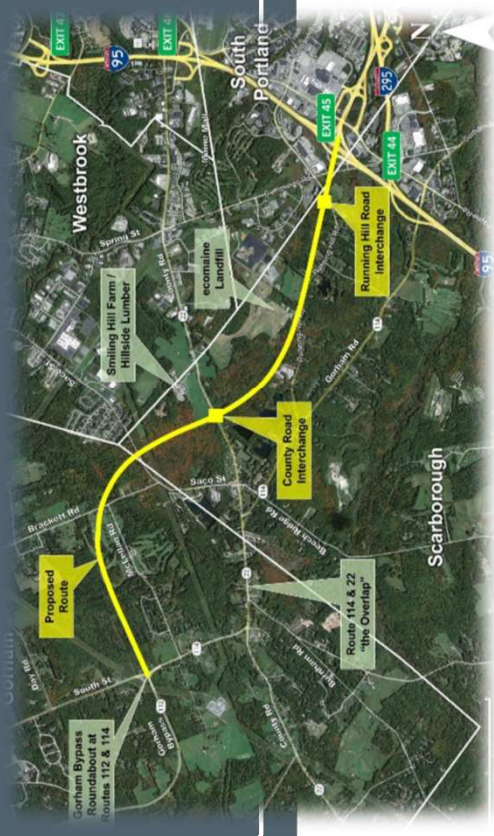


# Widen Roads

- Construction disrupts communities, economy for 5+ years
- By 2053 additional road capacity would be needed
- Not consistent with community “village” objectives
- 180+ parcels negatively affected, 20+ buildings eliminated
- More difficult to comply with Maine Climate Action Plan
- Paid for with DOT funds – taxpayer dollars



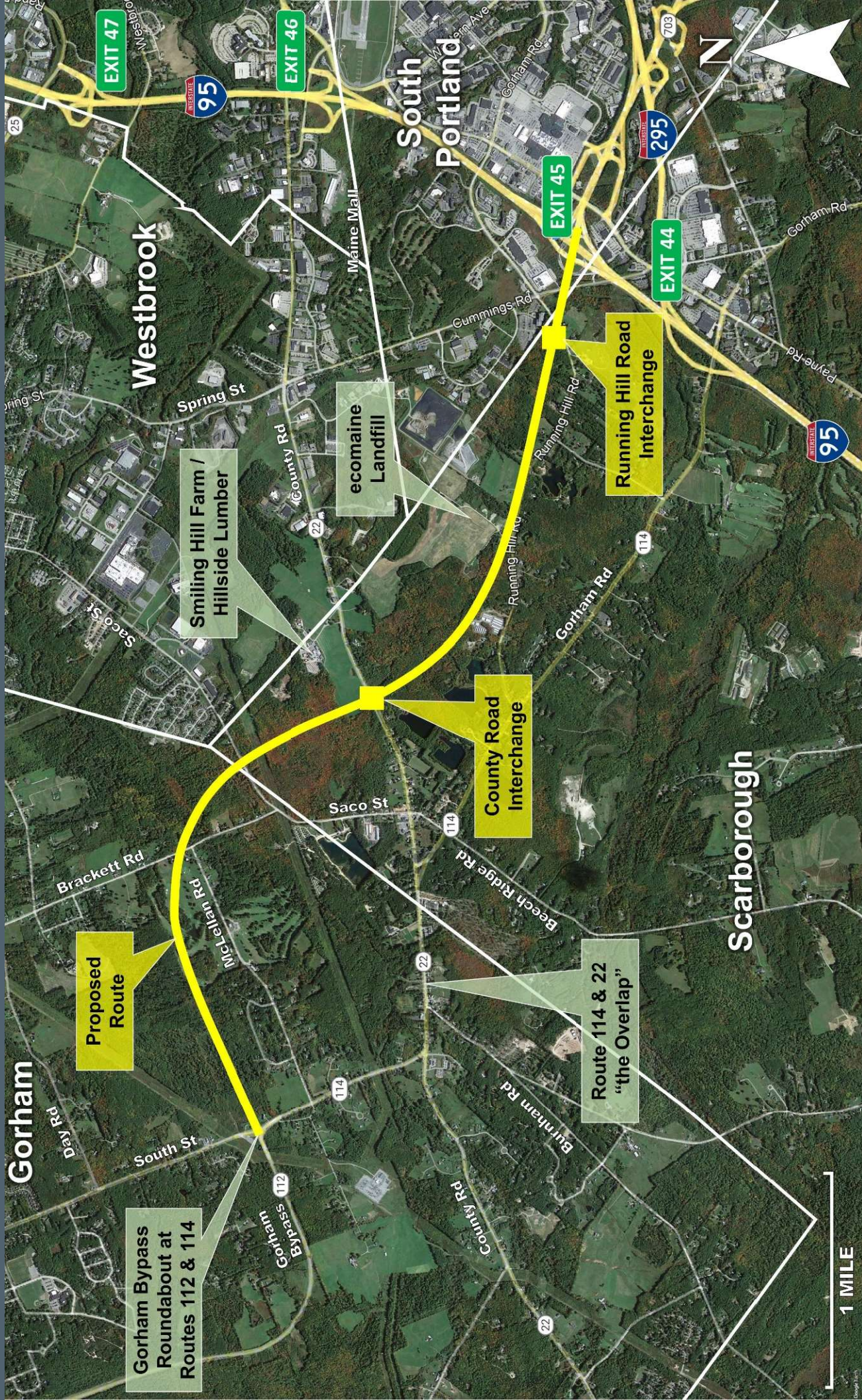
# New Road



- Financially & logistically feasible
- Maximizes safety and sustainable mobility
- Consistent with community “village” objectives
- 65-70% fewer parcels negatively affected – 50% fewer buildings
- Environmental impacts high but mitigation significant
- Opportunity to advance transit, trails, bike/ped, housing, village-centered design
- Paid for by those who use it – toll road

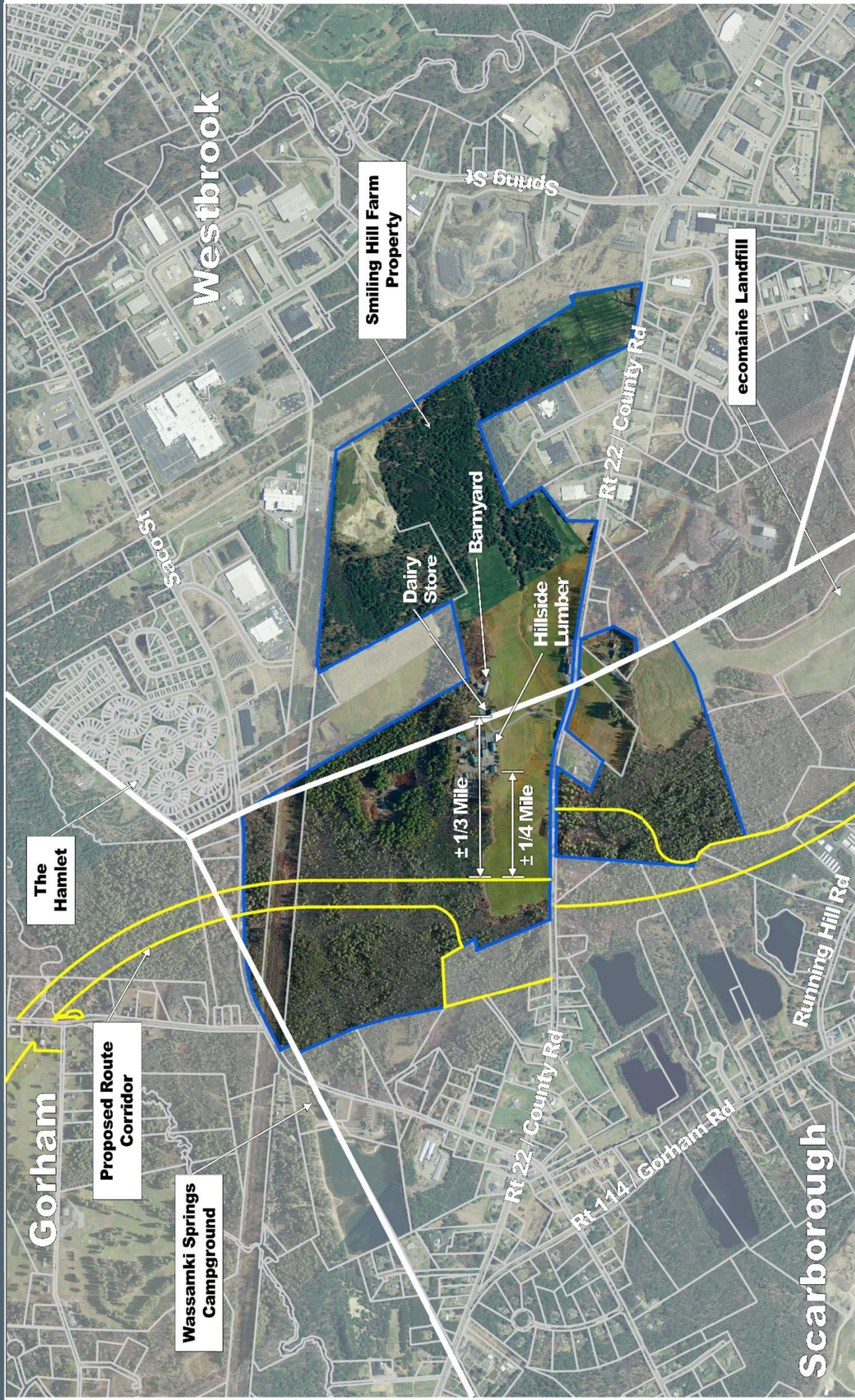


# Proposed Route





# Smiling Hill Farm





# Smiling Hill Farm

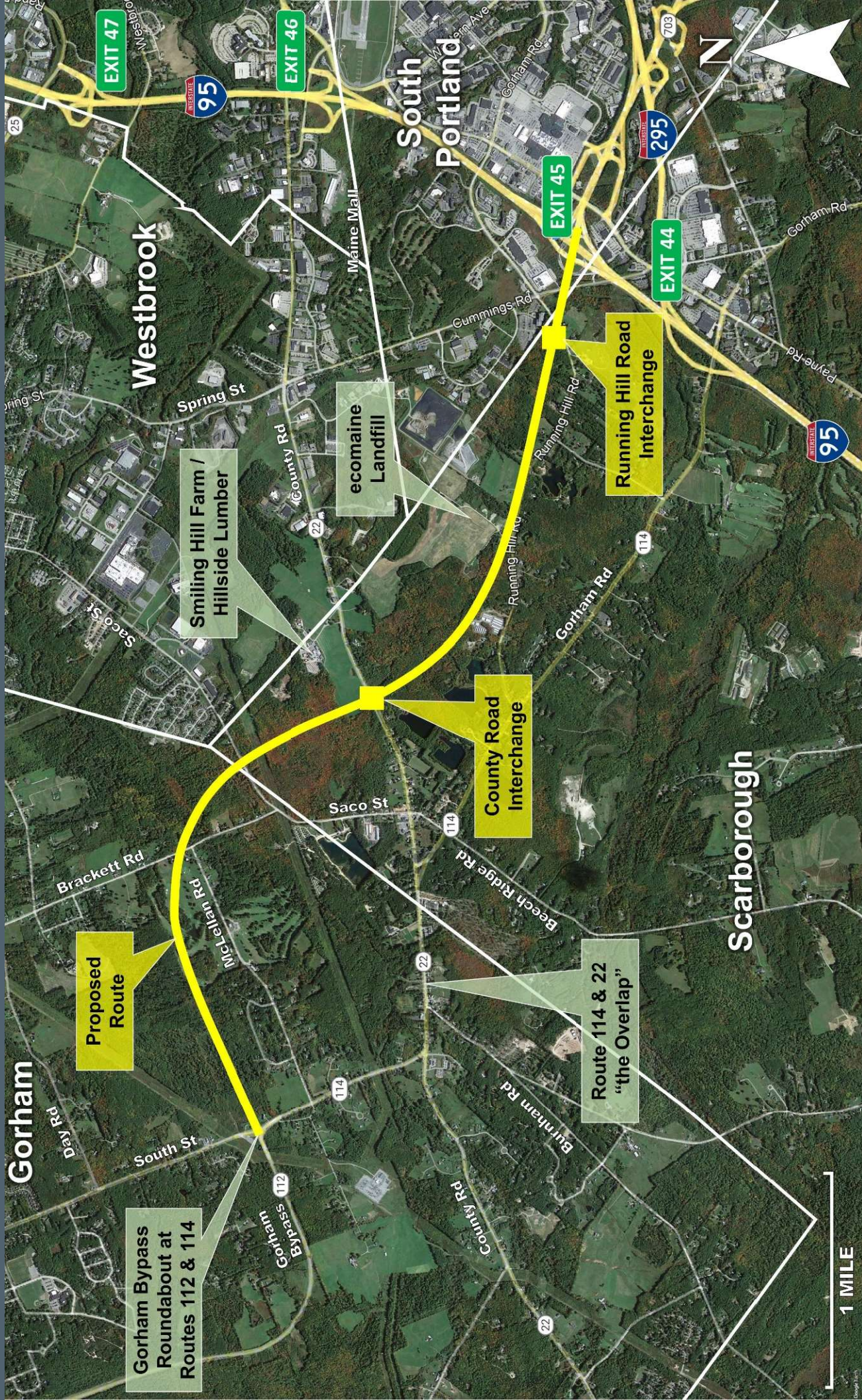
- Connector/interchange will be located at far west end of field
- Project requires 5 out of 78± acres of hayfield and 47 out of 500+ acres total land
- There will be no impact to any buildings or the barnyard, including:
  - *Dairy Store / Ice Cream Stand*
  - *Farm animal buildings / barnyard area*
  - *Hillside Lumber*

# Smiling Hill Farm

- The Turnpike is working to offset impacts to the property:
  - *Multiple meetings with Knight family, more to come*
  - *Possible land swap; equivalent acreage of contiguous woodland*
  - *Assisting the farm in creating replacement hayfield*
  - *Tunnel under new road providing off-road access to westerly land*
  - *Exploring partnerships to expand trail system connectivity*
  - *Additional accommodations requested by members of the family*
- **Alternative routes considered would go through Wassamki Springs, The Hamlet (housing), or more of the farmland at this location**

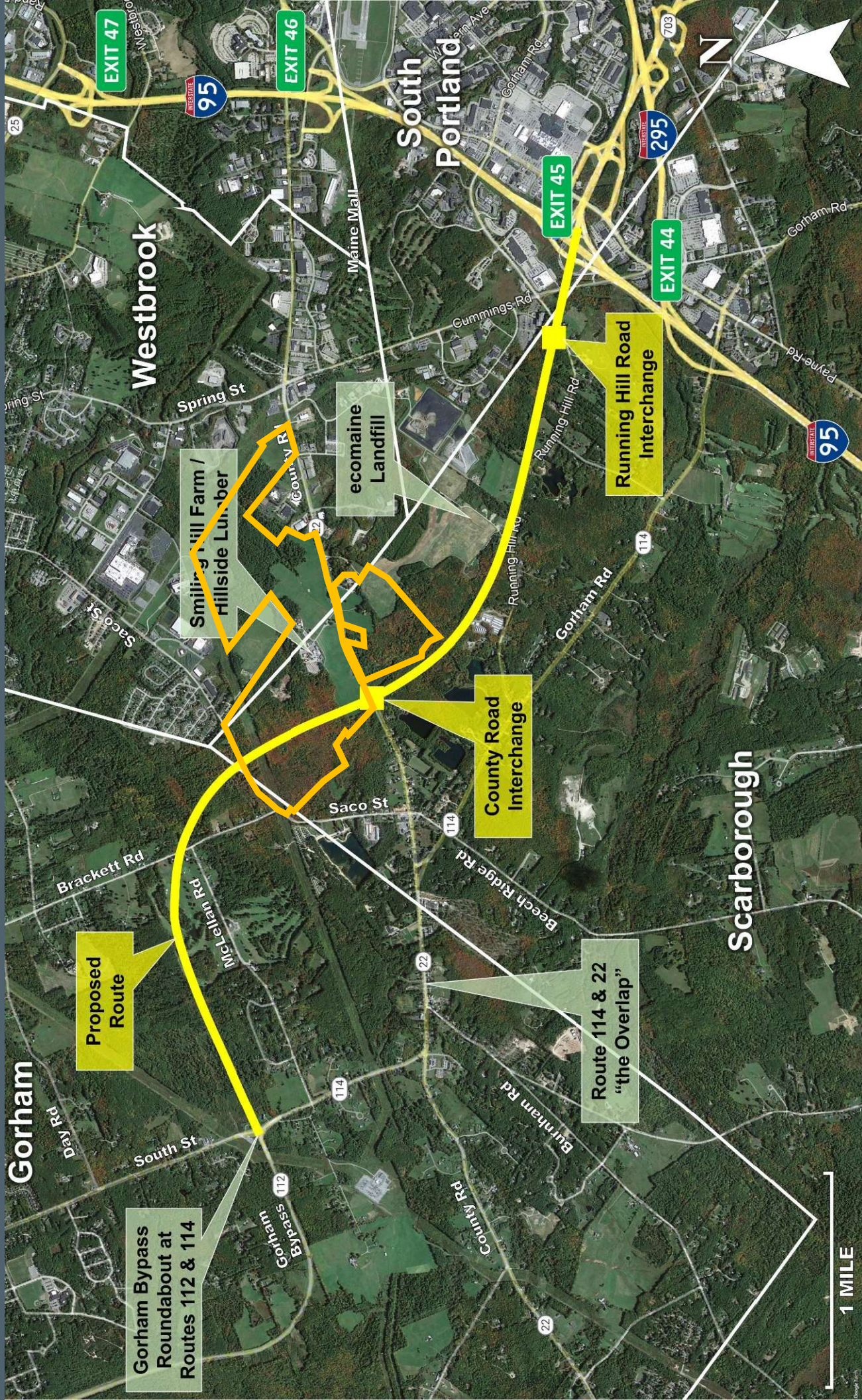


# A Straight Line



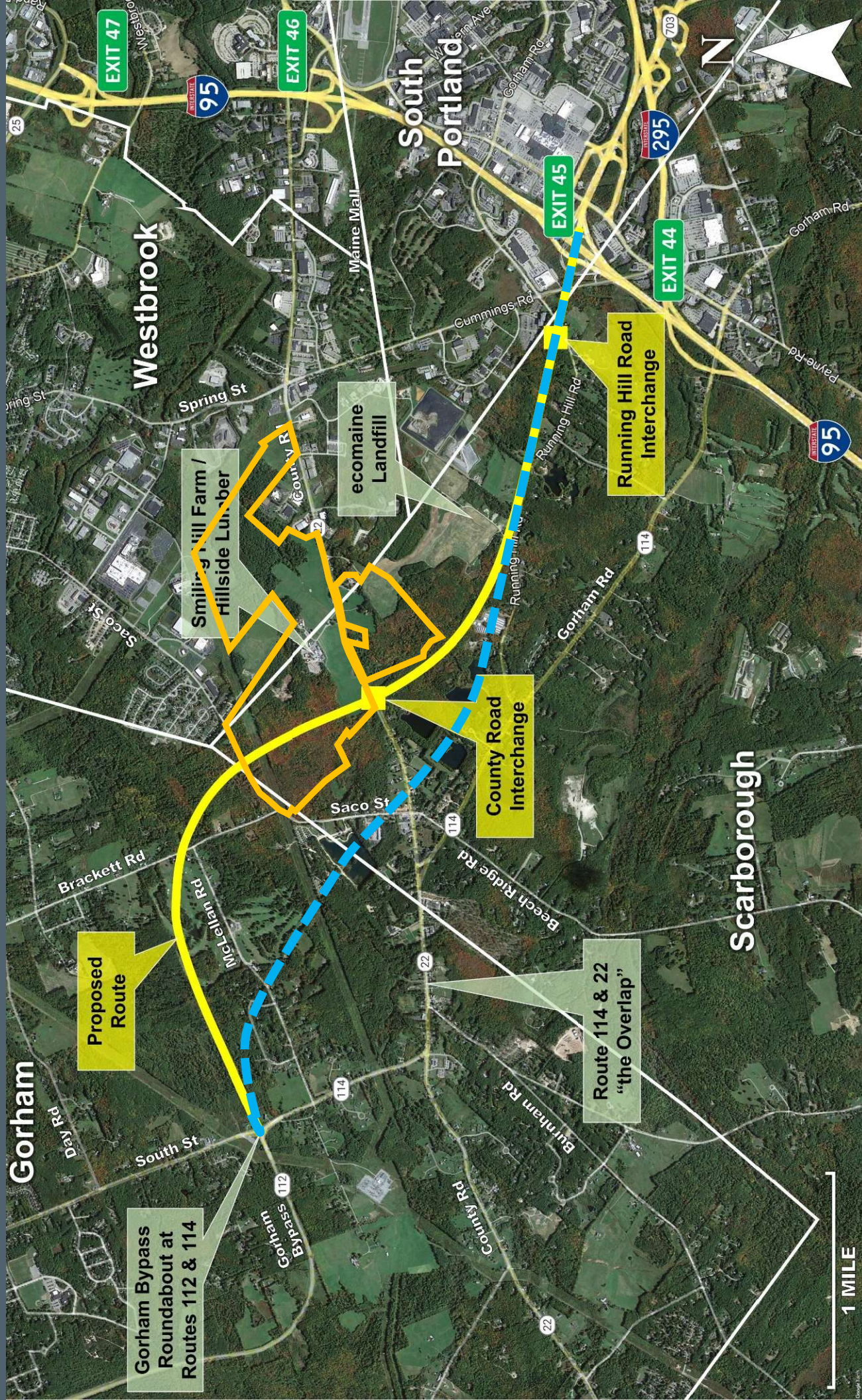


# A Straight Line



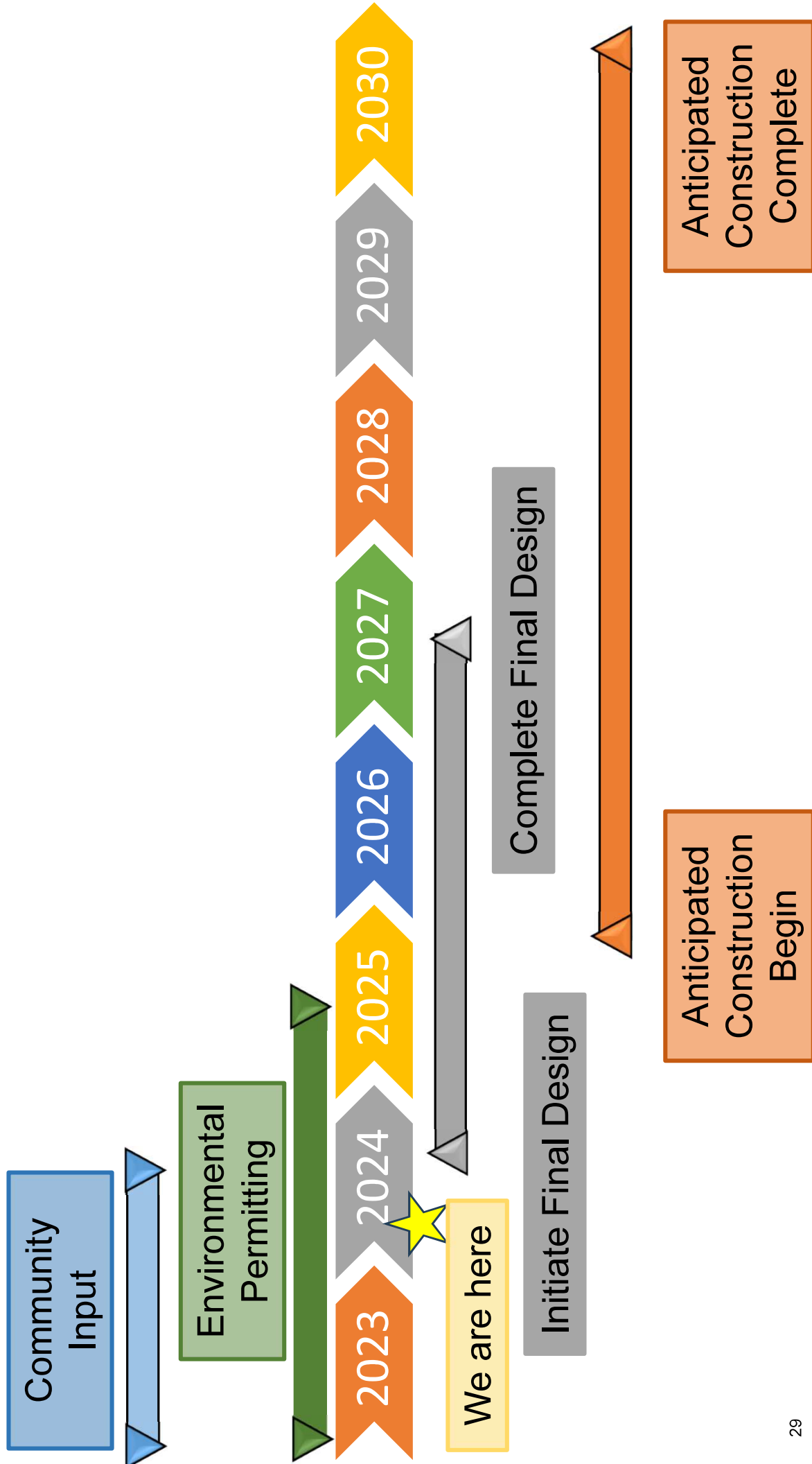


# A Straight Line





# Project Schedule





# Thank You!

- **Goal: Maximize your feedback**
  - Brevity!
  - Questions/follow up questions
  - Please state your name and town



TOWN OF  
**SCARBOROUGH, MAINE**



**MaineDOT**

