

# York Village Revitalization

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SCHEMATIC DESIGN / DESIGN DEVELOPMENT PHASE

PROJECT UPDATE TO VSC 12/03/15

## Project Work Plan

- Projected schedule
- Coordination with State/Fed reviews

## Roadway Design & Review

- Alignment review by MaineDOT
- Updated traffic modeling
- Comparison matrix
- Design overview

## Underground Utilities

- Considerations
- Design approach

## Materials Selection

- Overview

## Schematic Design (Time permitting)

- Design sections
- Comparison matrix
- Design overview

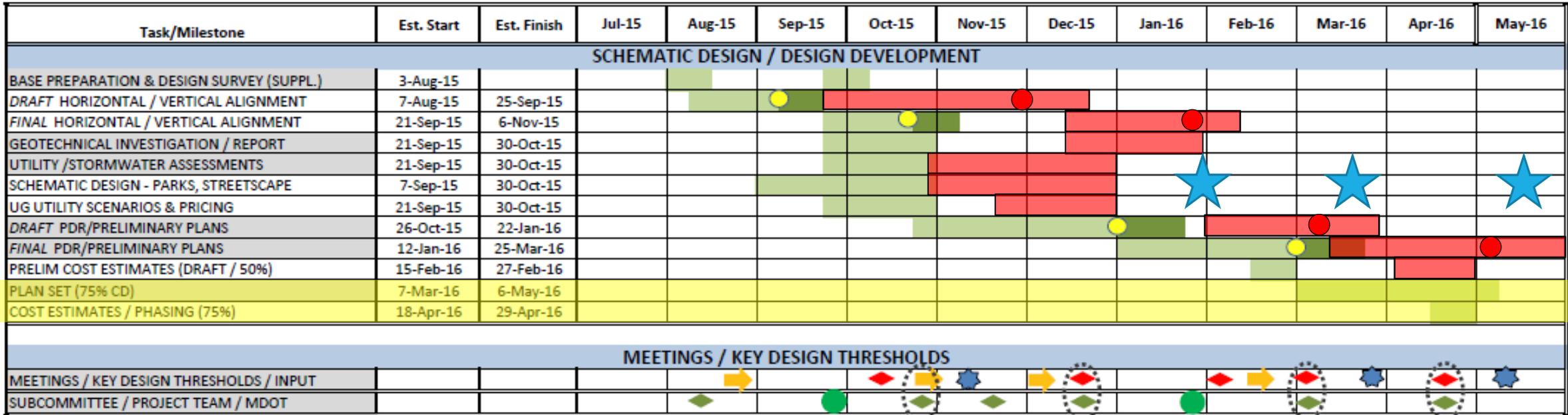
## Underground Utilities

- Considerations
- Streetscape phasing

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# MEETING AGENDA

# PROJECTED SCHEDULE

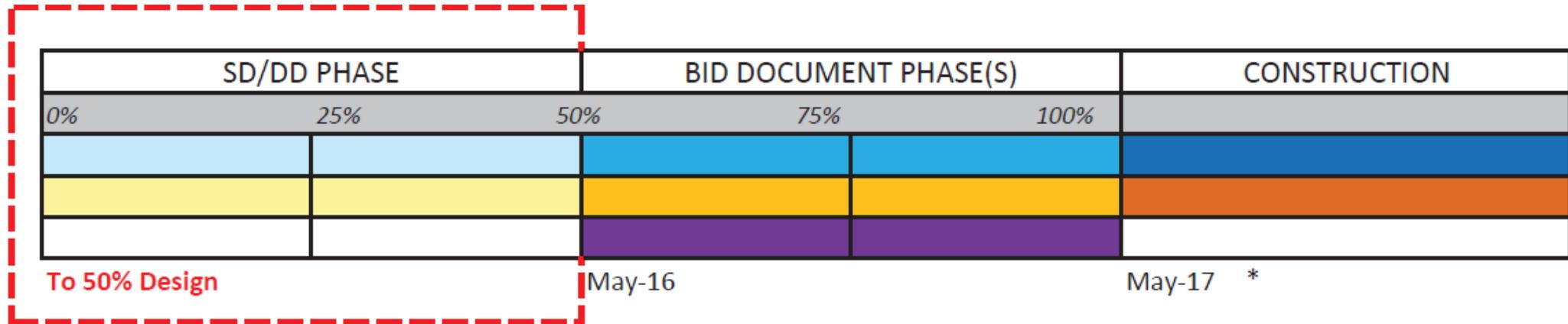


-  Public Meetings
-  Stakeholder Input (TBD)
-  MDOT Team meeting
-  Committee Meetings
-  Subcommittee Meetings (TBD)
-  Project progress
-  Maine DOT submission
-  Maine DOT review period

 UPDATED SCHEDULE

Committee meeting dates: 9/03/15, 10/29/15, 12/17/15, (2/06/16), 3/03/16, 4/21/16, 5/05/16  
 Public/BoS meetings: 11/16/15, 3/28/16, 5/9/16  
 Stakeholders:  
 Bicycle/Ped Committee (late August review draft alignment & mid October final)  
 Energy Steering Committee (early December review preliminary street lighting)  
 Business owners (mid-October review schematic design)  
 Sewer & Water Districts, Central Maine Power (Sept-Oct. assessments & as req.)  
 Maine DOT (early Aug. organizational mtg and late Sept, late Jan. LAP Team mtgs)

# COORDINATION *with State & Federal Reviews*



- SD/DD Phase: to 50% Design*
- Bid Document Phase(s): to 100% Design\* (\*Includes remaining DD)*
- Phased Construction (Included with Bid Document Phase(s))*
- MDOT LAP PHASE I PROCESS - to be completed in conjunction with this project*
- MDOT LAP PHASE II PROCESS - to be completed in conjunction with bid documents (future)*
- MDOT LAP PHASE III PROCESS - to be completed in conjunction with construction (future)*
- NEPA, Sections 106 & 4(b)*



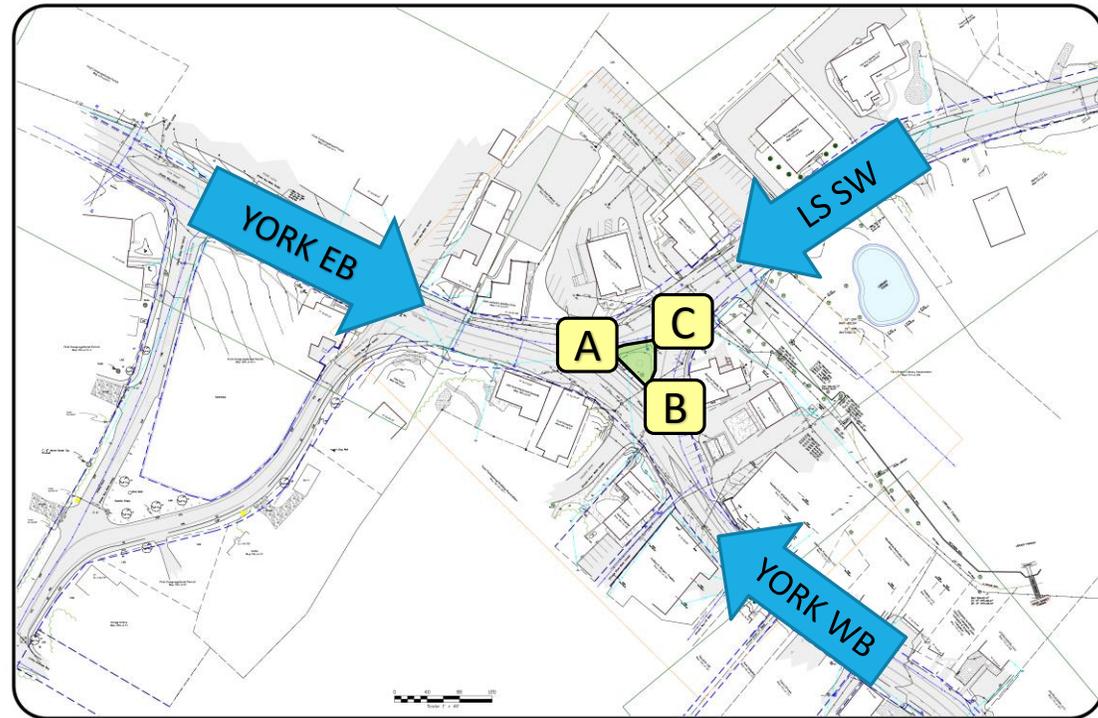
# Comparison of ALTERNATIVES

## SELECTED ALTERNATIVES

- NO BUILD (EXISTING)
- “Y” CONCEPT
- “TEE” CONCEPT

## UPDATED TRAFFIC MODELING

- NO BUILD (EXISTING)



A	OVERALL (Delay / LOS)	York St EB (Delay / LOS / Ave Q / 95th Q)	York St WB (Delay / LOS / Ave Q / 95th Q)	Long Sands Rd SW (Delay / LOS / Ave Q / 95th Q)
York St at Long Sands Rd	14s / B	20s / C / 201' / 438'	1s / A / 5' / 25'	22s / C / 125' / 184'

B	OVERALL (Delay / LOS)	York St EB (Delay / LOS / Ave Q / 95th Q)	York St WB (Delay / LOS / Ave Q / 95th Q)	Cut-Thru SB (Delay / LOS / Ave Q / 95th Q)
York at Hospital Dr and Cut-Thru	2s / A	1s / A / 2' / 16'	1s / A / 5' / 25'	16s / C / 26' / 55'

C	OVERALL (Delay / LOS)	Cut-Thru NB (Delay / LOS / Ave Q / 95th Q)	Long Sands NE (Delay / LOS / Ave Q / 95th Q)	Long Sands Rd SW (Delay / LOS / Ave Q / 95th Q)
Long Sands Rd at Cut-Thru	7s / A	2s / A / 17' / 41'	1s / A / 12' / 53'	12s / B / 82' / 227'

Overall Network Delay	18s / C			
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A SUB-INTERSECTION

\*Note: The Simtraffic model was calibrated to most accurately match existing Summer (August) summertime traffic operations

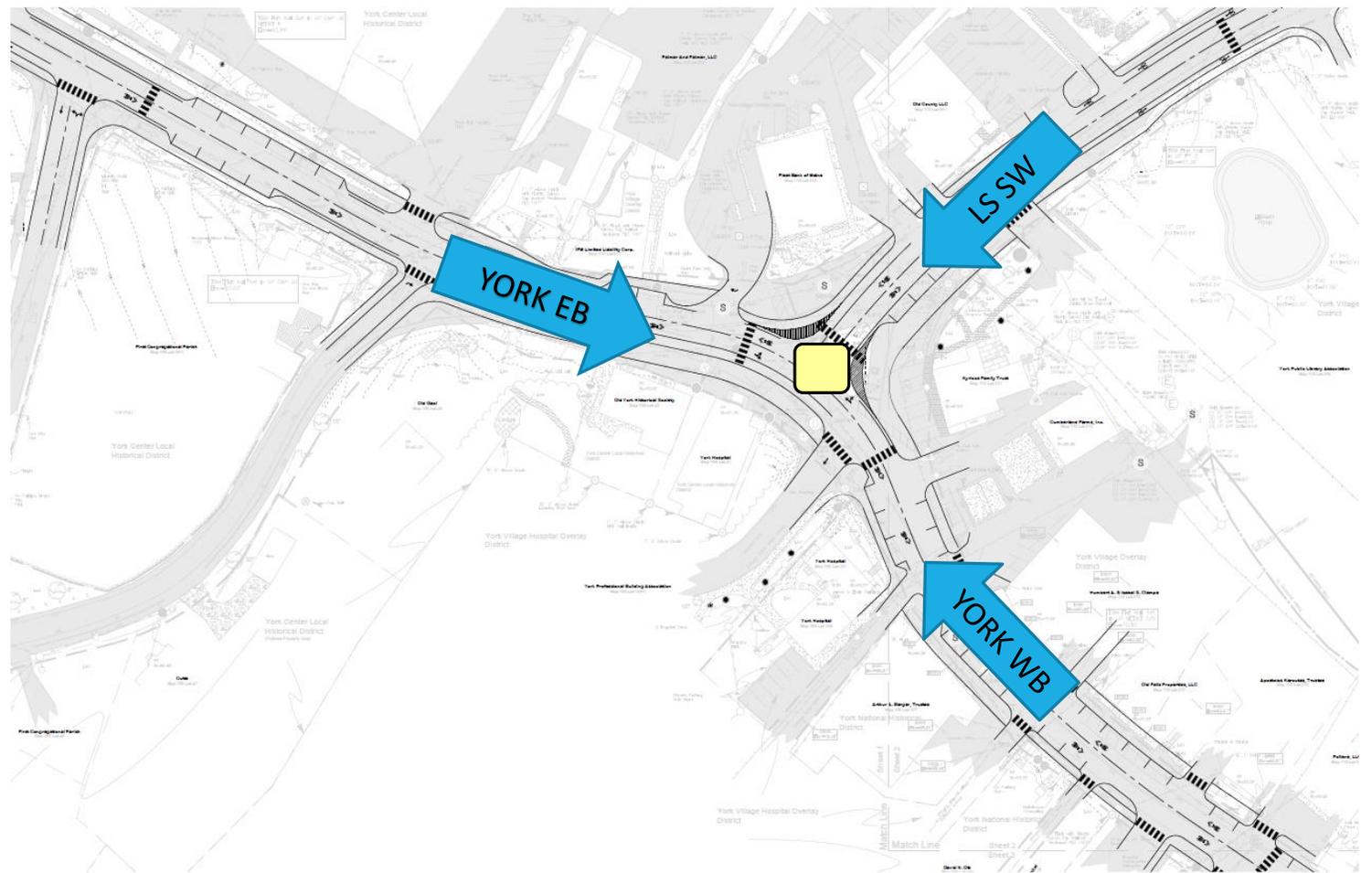
# Comparison of ALTERNATIVES

## SELECTED ALTERNATIVES

- NO BUILD (EXISTING)
- "Y" CONCEPT
- "TEE" CONCEPT

## UPDATED TRAFFIC MODELING

- ONE LANE APPROACHES
- BYPASS LANES
- TURNING LANES



(TABLE SHOWS DELAY/LOS/AVE Q/ 95th Q)

	"Y" Concept		YORK "Tee"	
	W/150' LT LANES	100' BYPASS	W/ 150' LT LANES	100' BYPASS
OVERALL	19.0 <b>C</b>	23 <b>C</b>	15.0 <b>B</b>	15.9 <b>C</b>
YORK EB	9.6/A/100'/190'	8.2/A/90'/155'	7.8/A/100'/170'	8.5/A/90'/180'
YORK WB	2.5/A/10'/30'	2.4/A/10'/20'	2.3/A/10'/30'	2.3/A/10'/30'
<b>LONG SANDS SB</b>	53.9/F/210'/410'	69.2/F/300'/600'	41.8/E/190'/370'	44.1/E/200'/390'

\*Q's ROUNDED TO NEAREST 10'

 INTERSECTION

# Comparison of ALTERNATIVES

## SELECTED ALTERNATIVES

- UNBUILT (EXISTING)
- "Y" CONCEPT
- "T" CONCEPT

## UPDATED TRAFFIC MODELING

- ONE LANE (NOT SHOWN)
- BYPASS LANES
- TURNING LANES

	25 POINTS (5 PTS./SUBCATEGORY)					CATEGORY SCORE
OPTIONS	TRAFFIC OPERATIONS					
	LEVEL OF SERVICE	INTERSECTION CLARITY	DRIVER EXPECTANCY	TRAFFIC CALMING	VEHICLE SAFETY	
EXISTING CONDITIONS	4	2	2	2	2	12
"Y" CONCEPT	3	4	4	3	3	17
"Y" CONCEPT W/ LEFT TURN LANE	3	4	4	2	4	17
YORK TEE	3	5	5	4	5	22
YORK TEE W/ LEFT TURN LANE	4	5	5	3	5	22

	CATEGORY SCORE	CATEGORY SCORE	CATEGORY SCORE	CATEGORY SCORE	
OPTIONS	25 POINTS	30 POINTS	30 POINTS	15 POINTS	SCORING
	TRAFFIC OPERATIONS	PEDESTRIAN CONSIDERATIONS	CONTEXT SENSITIVE CONSIDERATIONS	LEVEL OF SUPPORT	
EXISTING CONDITIONS	12	6	11	2	31
"Y" CONCEPT	17	26	28	12	83
"Y" CONCEPT W/ LEFT TURN LANE	17	19	18	6	60
YORK TEE	22	29	30	15	96
YORK TEE W/ LEFT TURN LANE	22	23	22	6	73

*Comparison of ALTERNATIVES*

# Final Evaluation Matrix

## ALIGNMENT OVERVIEW



Vehicle bypass lanes



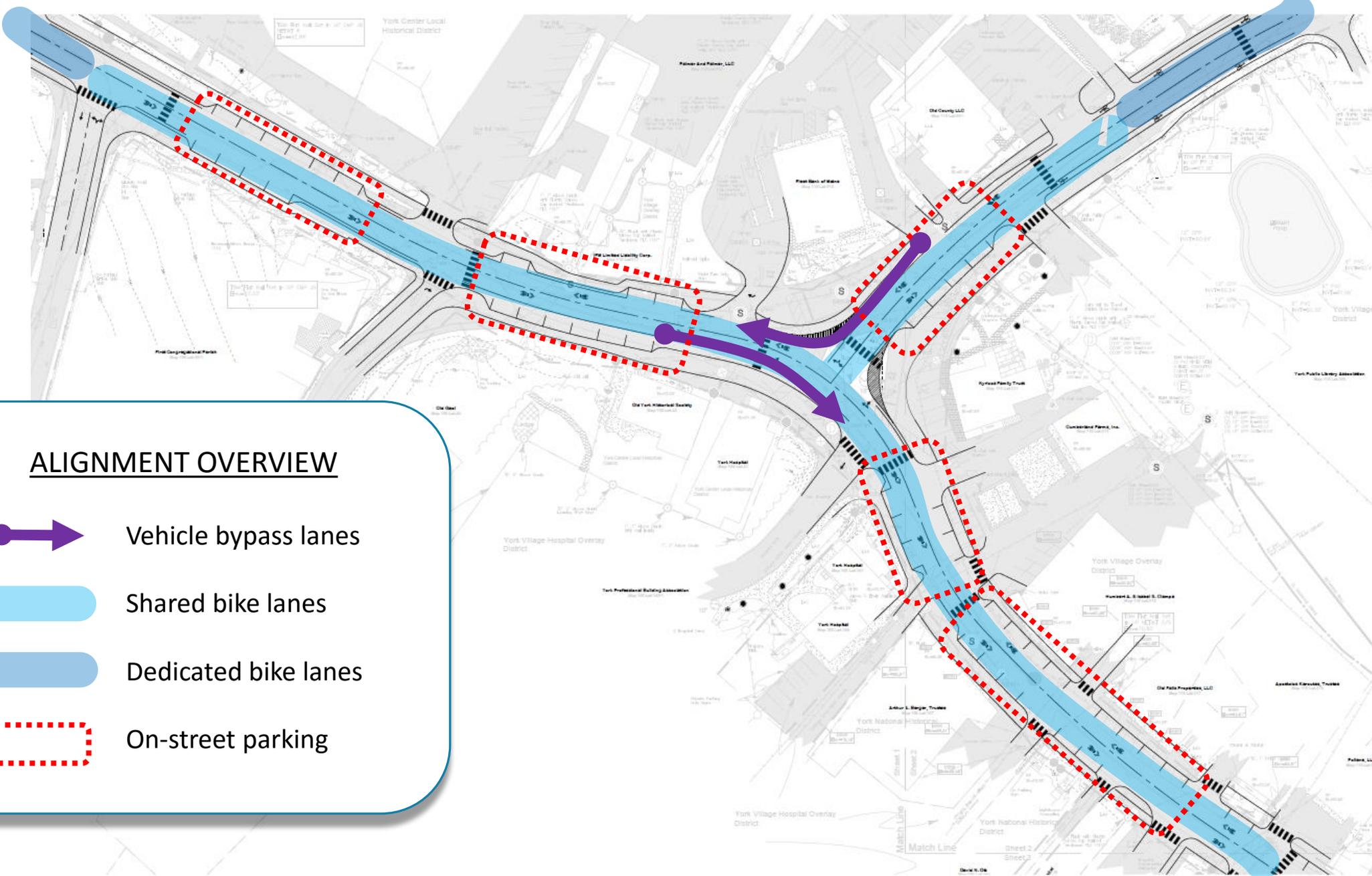
Shared bike lanes



Dedicated bike lanes



On-street parking



## ALIGNMENT OVERVIEW



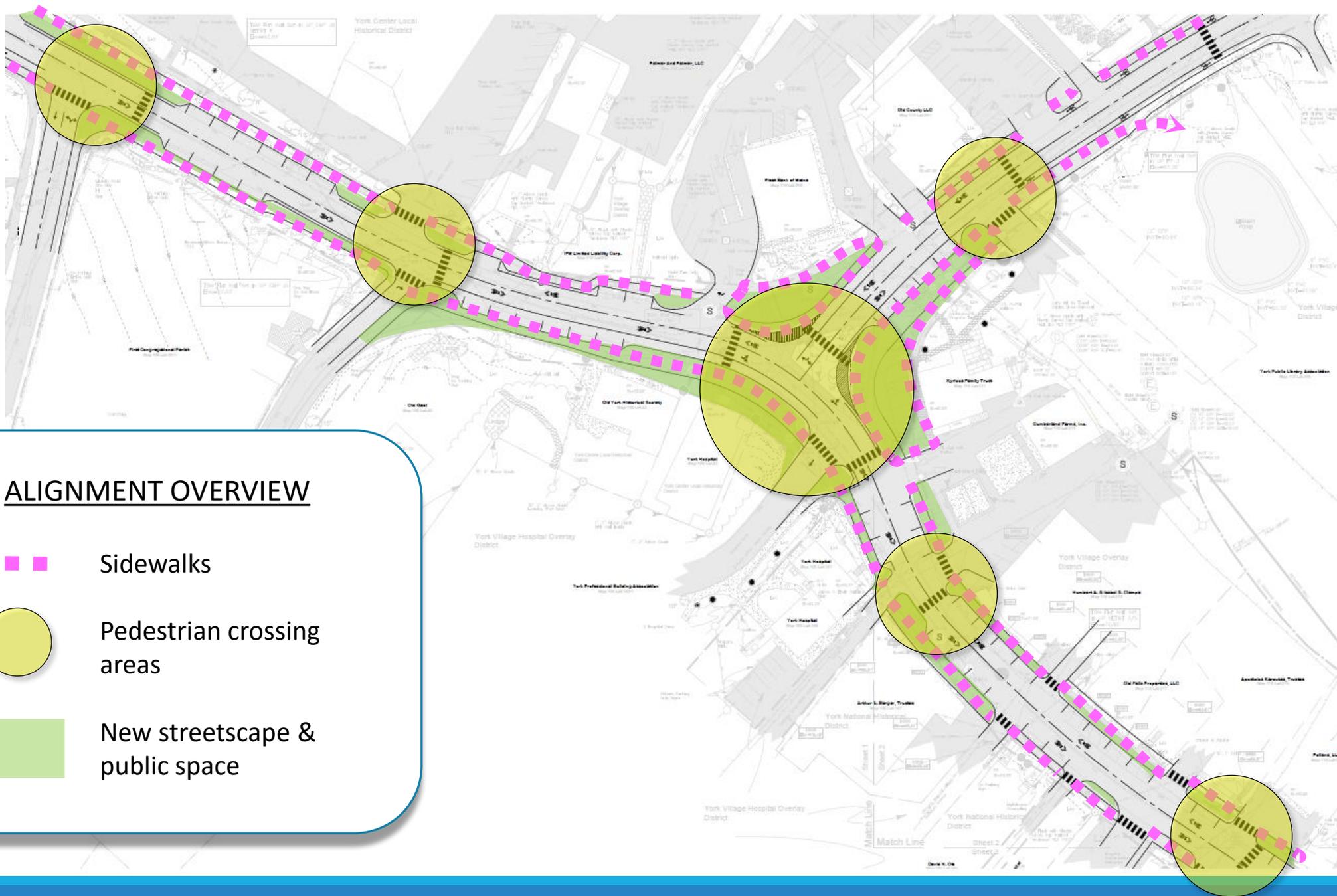
Sidewalks



Pedestrian crossing areas



New streetscape & public space



## VILLAGE PARKING – EXISTING CONDITIONS



CURBSIDE PARKING –  
SURVEY AREA



CURBSIDE PARKING – NON-  
SURVEY AREA



OFF-STREET PARKING  
AVAILABLE TO THE PUBLIC

### SUMMARY:

CURBSIDE: 63 SPACES

OFF-STREET: 89 WEEKDAYS,

273 WEEKENDS

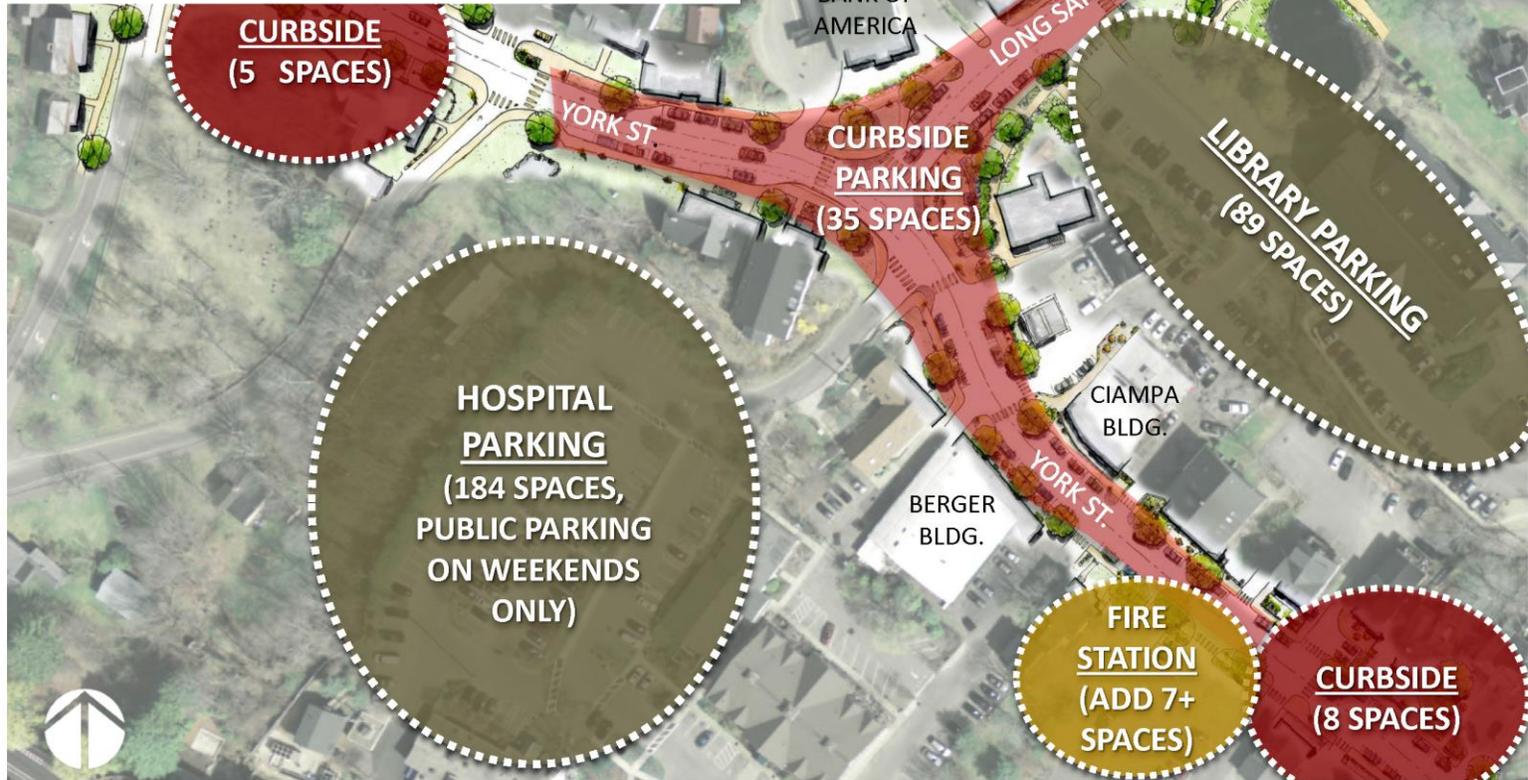


Above: Breakdown of parking spaces in the Village Center. The area of the parking survey is shown in red.

## VILLAGE PARKING – PH. 1 IMPROVEMENTS

- CURBSIDE PARKING – SURVEY AREA
- CURBSIDE PARKING – NON-SURVEY AREA
- OFF-STREET PARKING AVAILABLE TO THE PUBLIC
- PROPOSED ADDED OFF-STREET PARKING

**SUMMARY:**  
 CURBSIDE: NET LOSS 15  
 OFF-STREET: NET GAIN 40



Above: Breakdown of parking spaces in the Village Center. The area of the parking survey is shown in red.

## SUMMARY:

**CURBSIDE PARKING:**  
 MASTER PLAN: 48  
 CURRENT PLAN: 51\*  
 EXISTING: 63

**OFF-STREET PARKING:**  
 FIRE STATION: +7 SPACES

ANTICIPATED NET PARKING  
 ADJUSTMENTS (PHASE  
 ONE): NET LOSS 10 SPACES

WITH PURCHASE OF  
 HODGIN LOT: +33:  
 NET GAIN 23 SPACES

*NOTE:*  
 \*MaineDOT has recommended  
 22' long vs. 20' long parallel  
 parking spaces. Plan will need to  
 be adjusted accordingly.



*Putting the "village" back into York Village*

# Underground utilities

# UNDERGROUND UTILITIES – COST CONSIDERATIONS

## MASTER PLAN IMPROVEMENTS

Estimated cost: \$3.6m

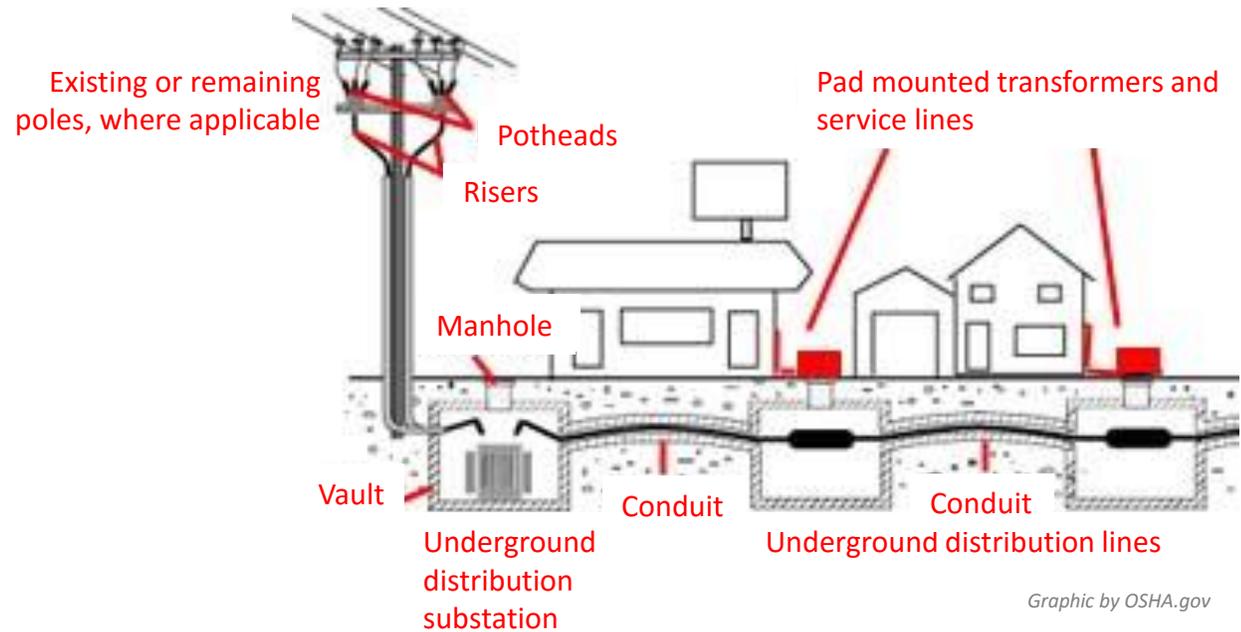
## MASTER PLAN – UNDERGROUND UTILITIES (UGU)

Estimated cost: \$7.9m

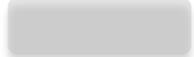


# CONSIDERATIONS FOR SD/DD PHASE

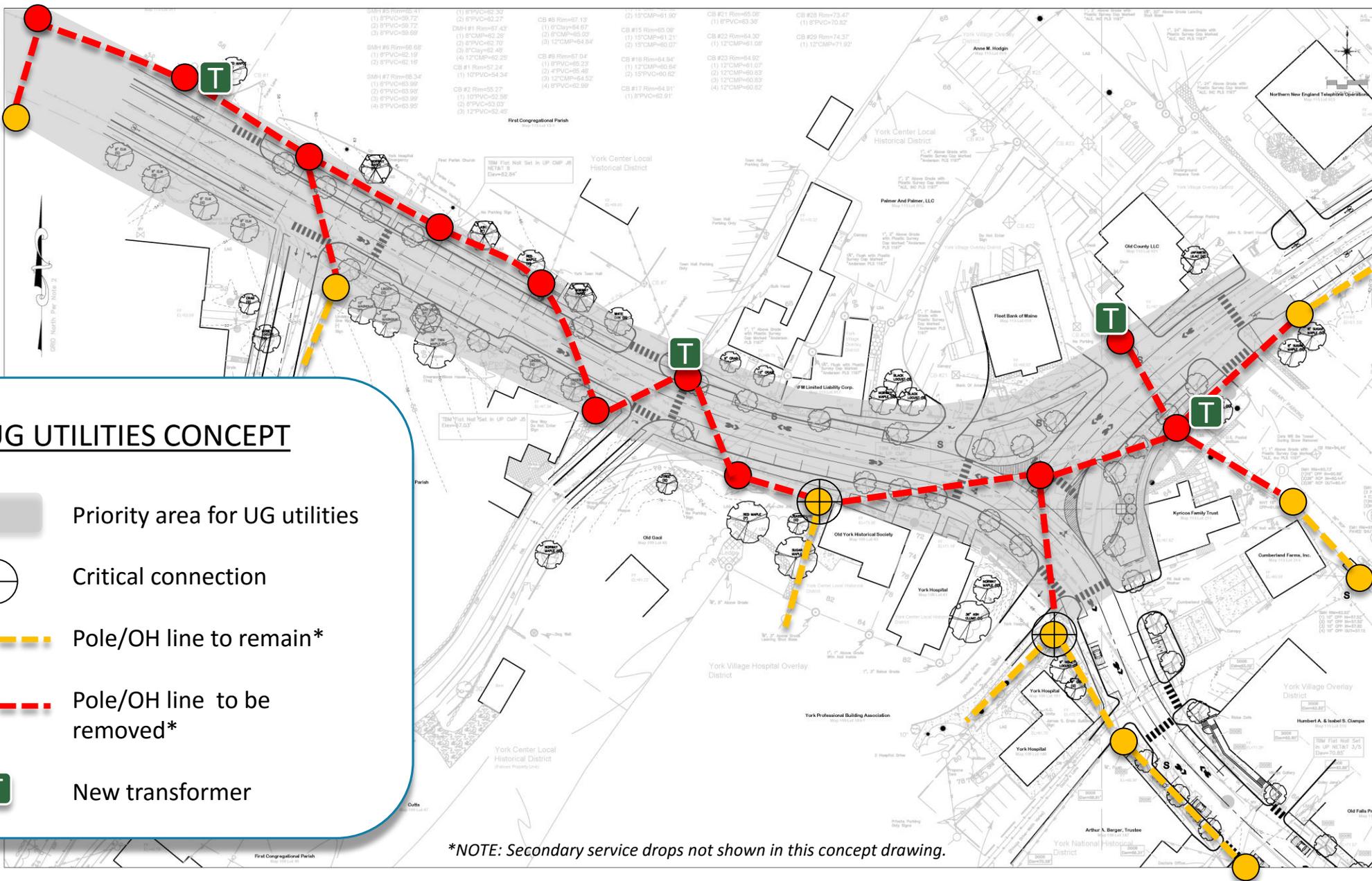
1. Reduce scope and costs for UGU
2. Prioritize areas of greatest impact
3. Utility easements / permissions
4. UGU above ground equipment:
  - a. Manholes (3 per removed pole for power, telephone, cable)
  - b. Transformers: 4x4x3
  - c. TV/Cable pedestals: 1x1x3 (2) per transformer location

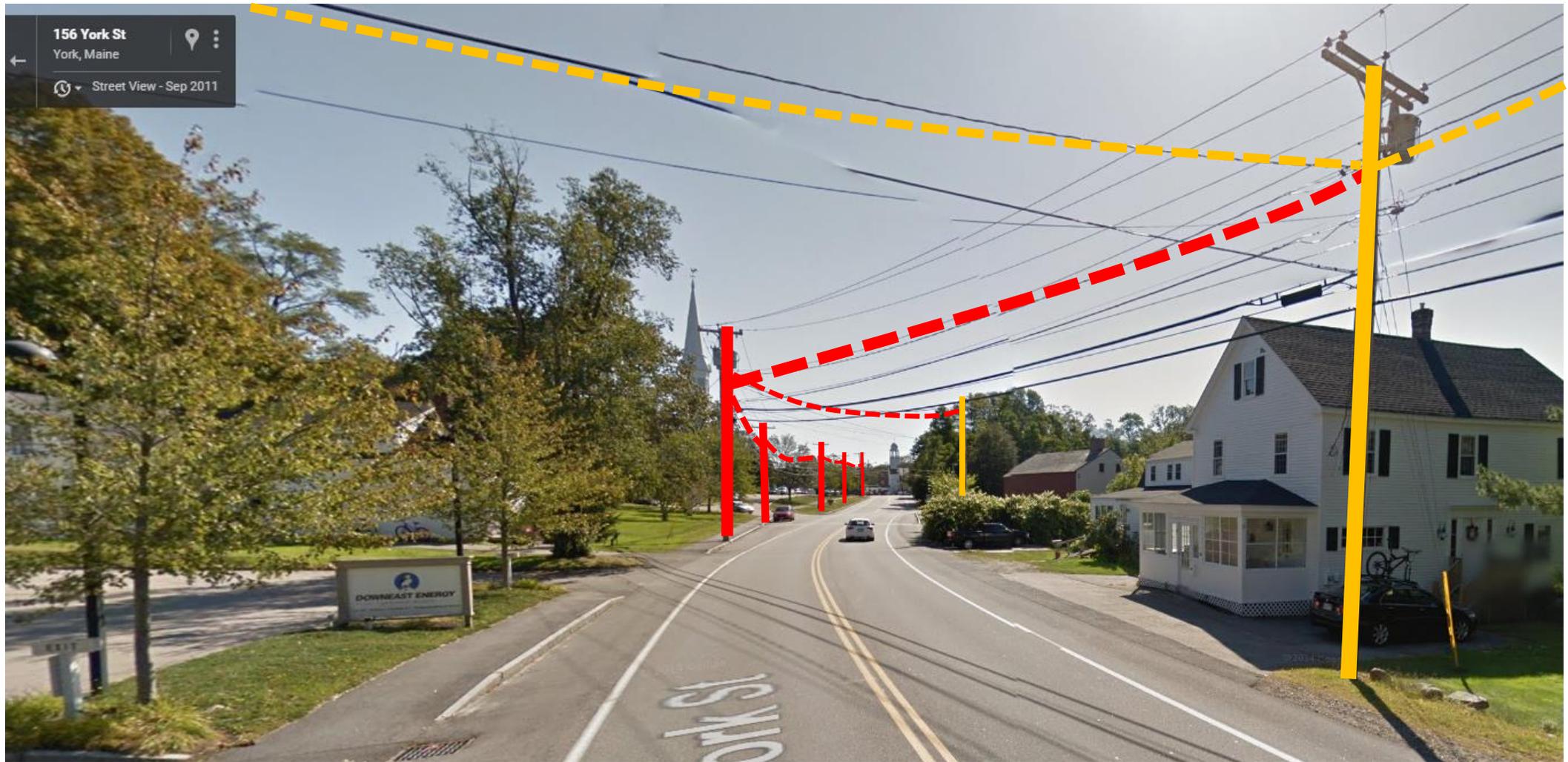


## UG UTILITIES CONCEPT

-  Priority area for UG utilities
-  Critical connection
-  Pole/OH line to remain\*
-  Pole/OH line to be removed\*
-  New transformer

\*NOTE: Secondary service drops not shown in this concept drawing.





Underground Utilities Concept

View 1. York Street



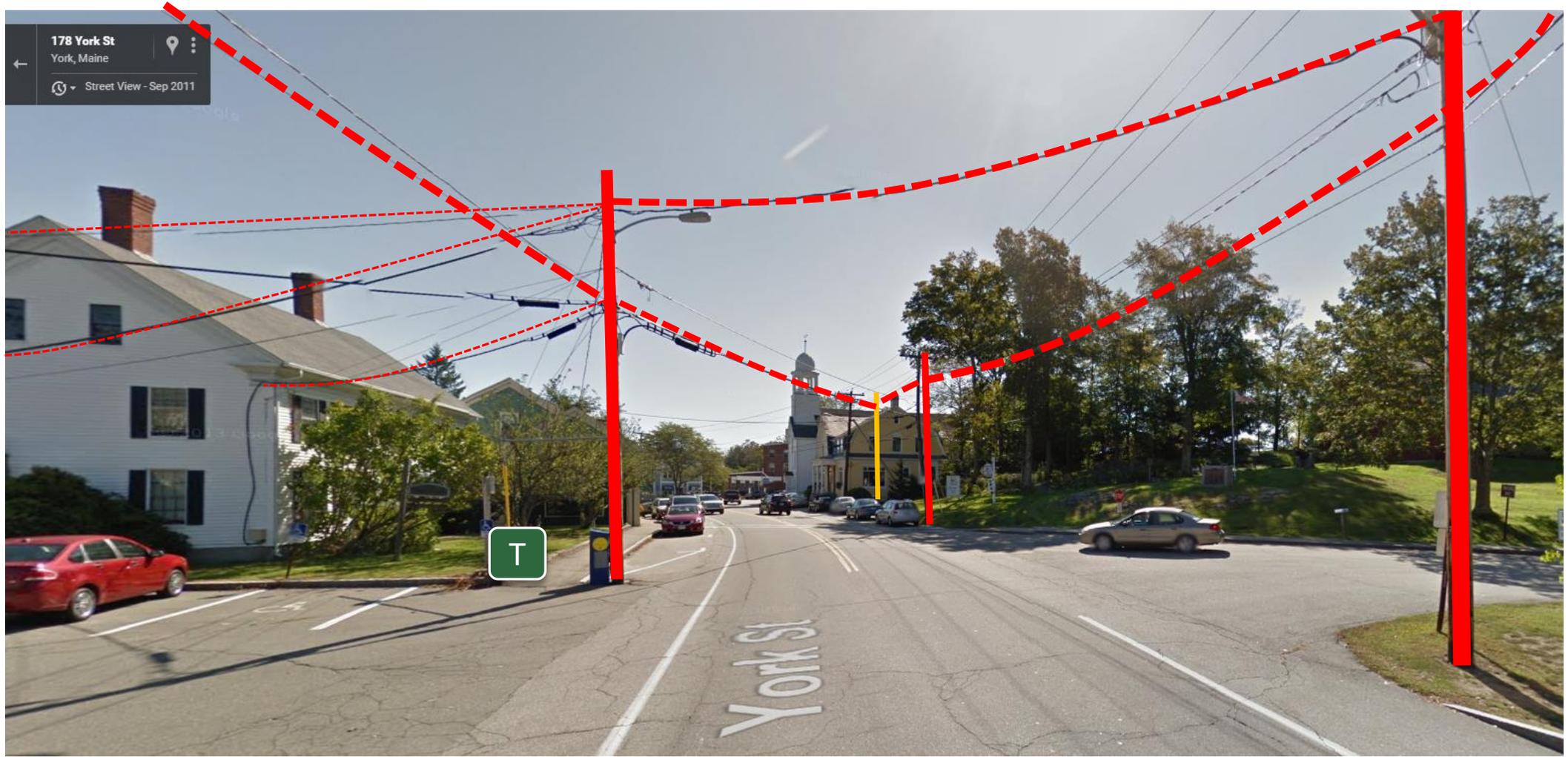
Underground Utilities Concept

View 2. York Street



Underground Utilities Concept

View 3. York Street



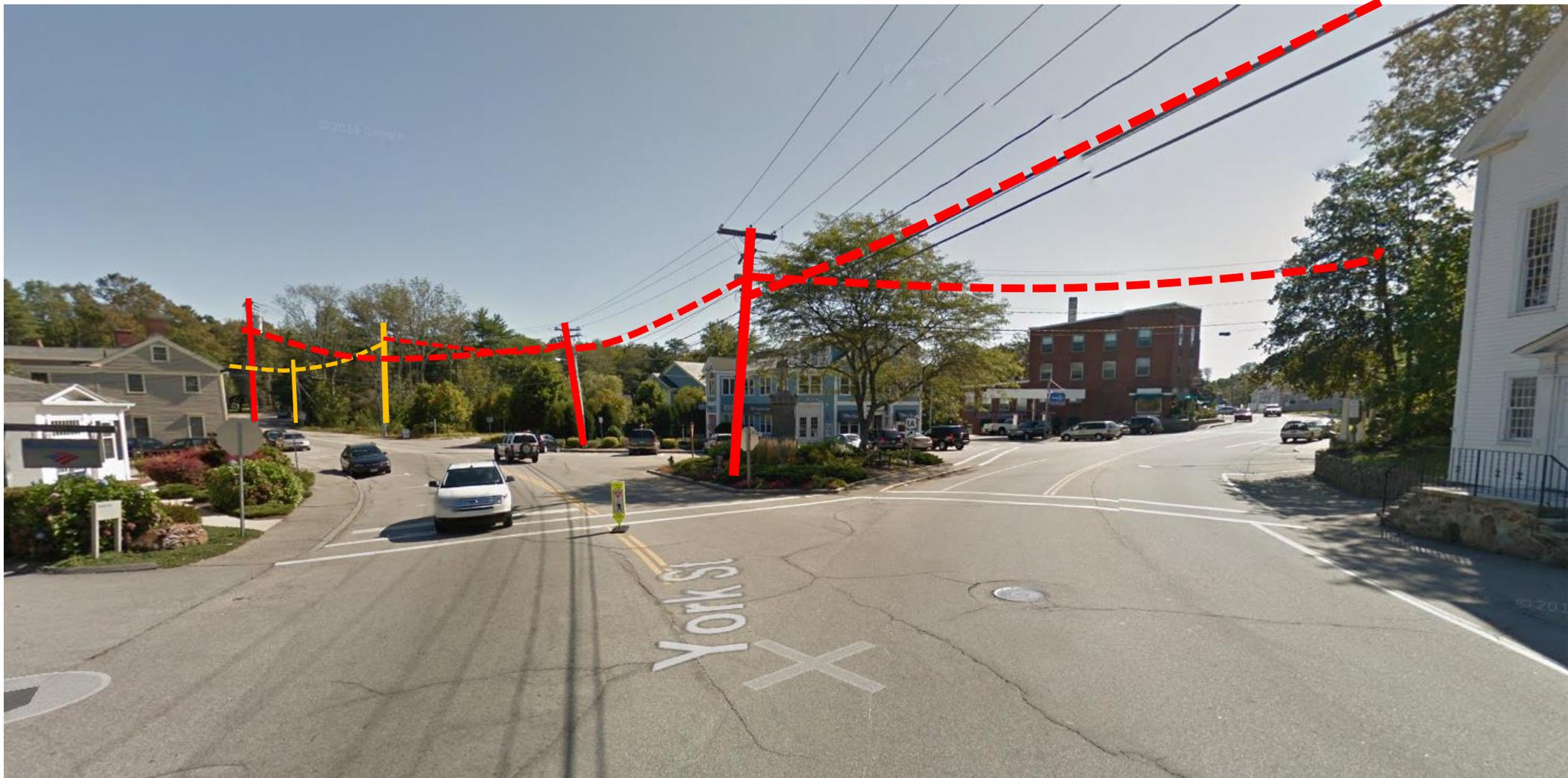
Underground Utilities Concept

View 4. York Street



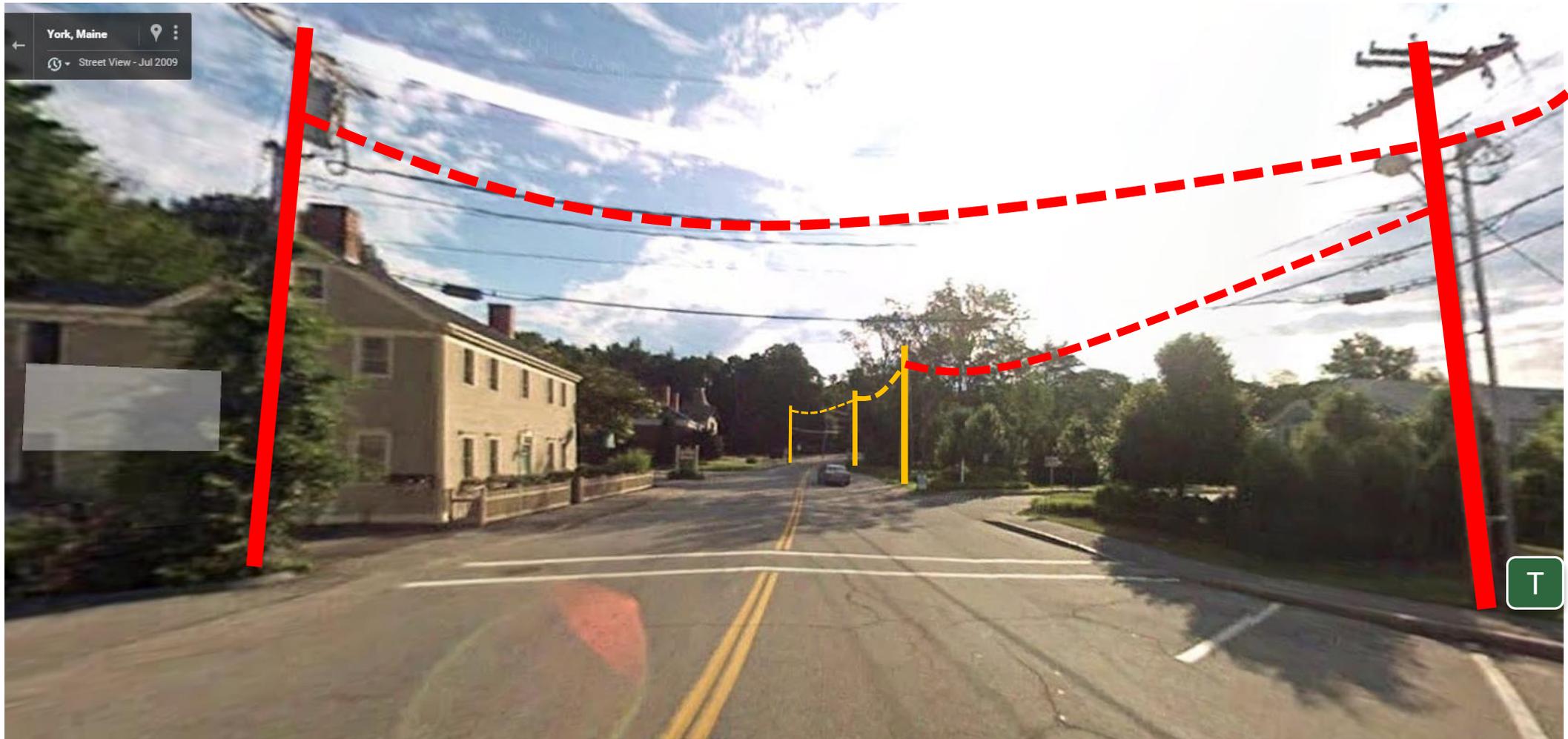
Underground Utilities Concept

View 5. York Street



Underground Utilities Concept

View 6. Village Center



Underground Utilities Concept

View 7. Long Sands Road



Underground Utilities Concept

View 8. York Street



Underground Utilities Concept

View 9. York Street



*Putting the "village" back into York Village*

# Materials selection

# STREETSCAPE TREATMENT

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## PROPOSED MATERIALS



STREET LIGHTING



PAVING MATERIALS



SITE FURNISHINGS



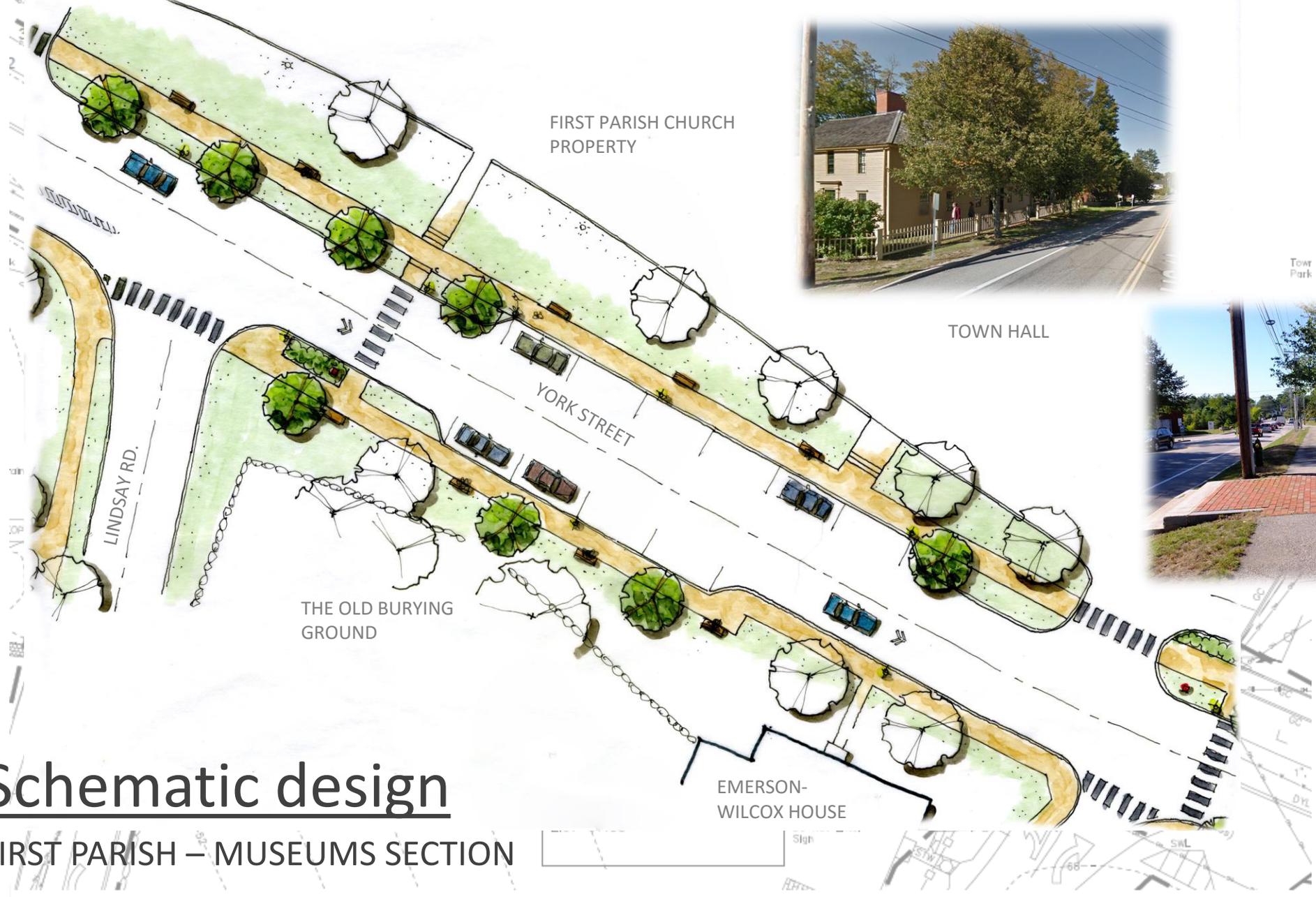
LANDSCAPE



*Putting the "village" back into York Village*

## Schematic design



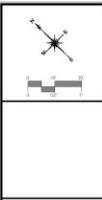
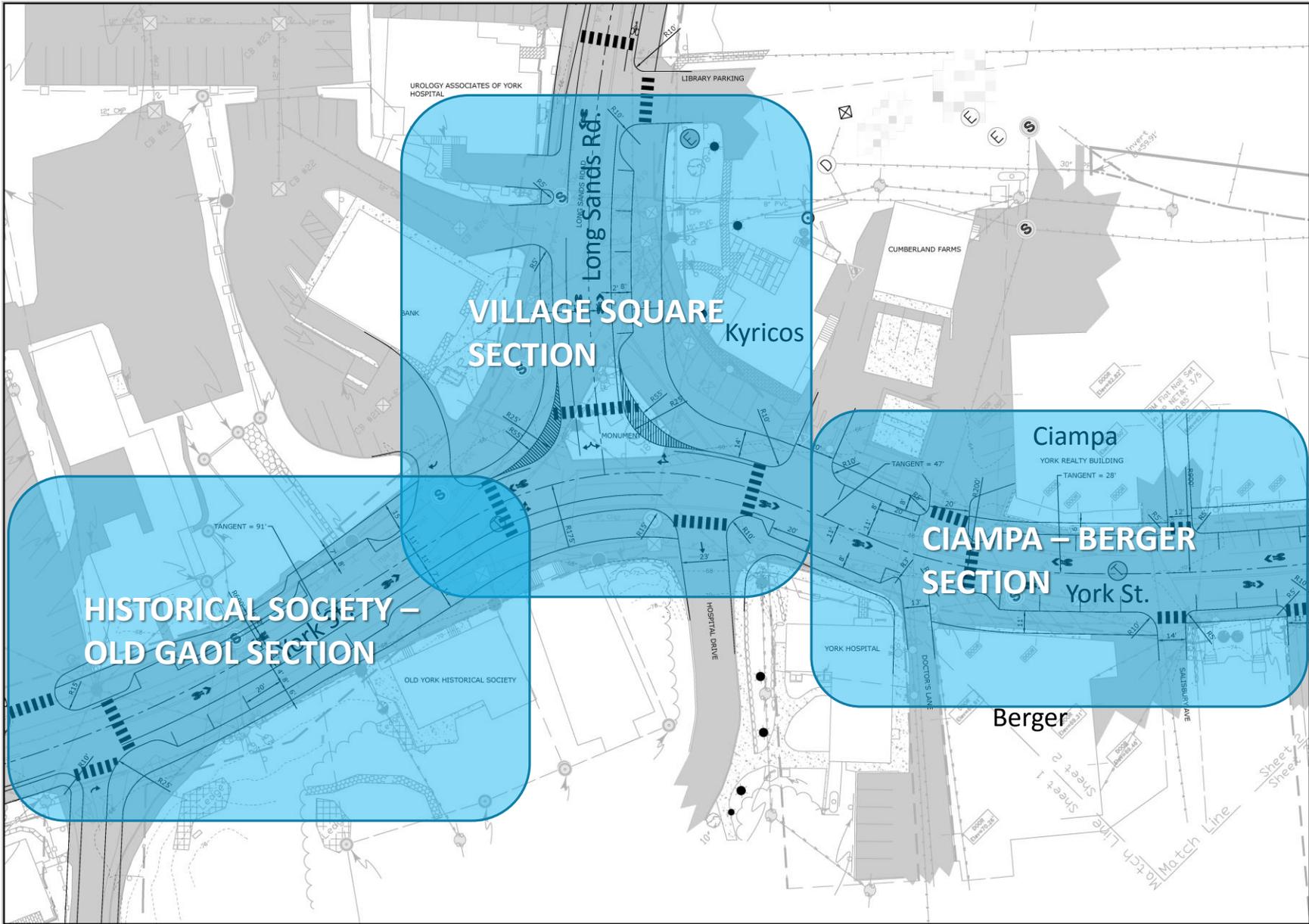


TOWN HALL



Town Park

**Schematic design**  
 FIRST PARISH – MUSEUMS SECTION



**MILONE & MACBROOM**  
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DESCRIPTION	DATE	BY

**ROADWAY LAYOUT**  
**DRAFT HORIZONTAL ALIGNMENT - REVIEW SET**  
 YORK STREET  
 YORK, ME

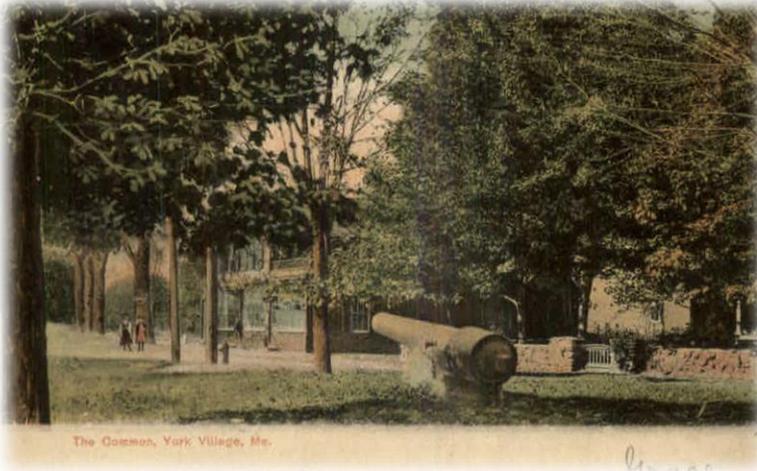
SMW	SMW	JQA
DESIGN	DESIGN	CHECK
1"=20'		
SEPTEMBER 15, 2015		
4606-04		
2 OF 5		
<b>PLN-2</b>		

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# Schematic design

HISTORICAL SOCIETY – OLD GAOL SECTION



The Common, York Village, Me.

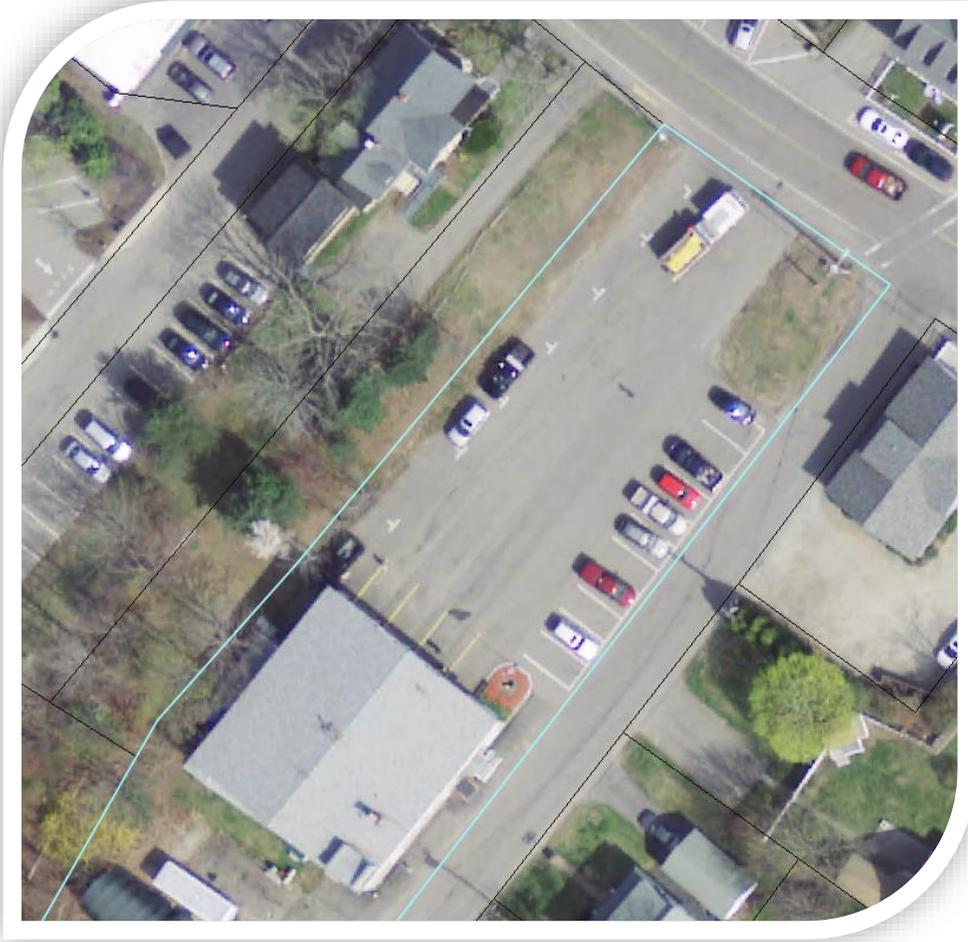
# Schematic design

## VILLAGE SQUARE SECTION









# Schematic design

FIRE STATION SECTION





# STREETSCAPE TREATMENT

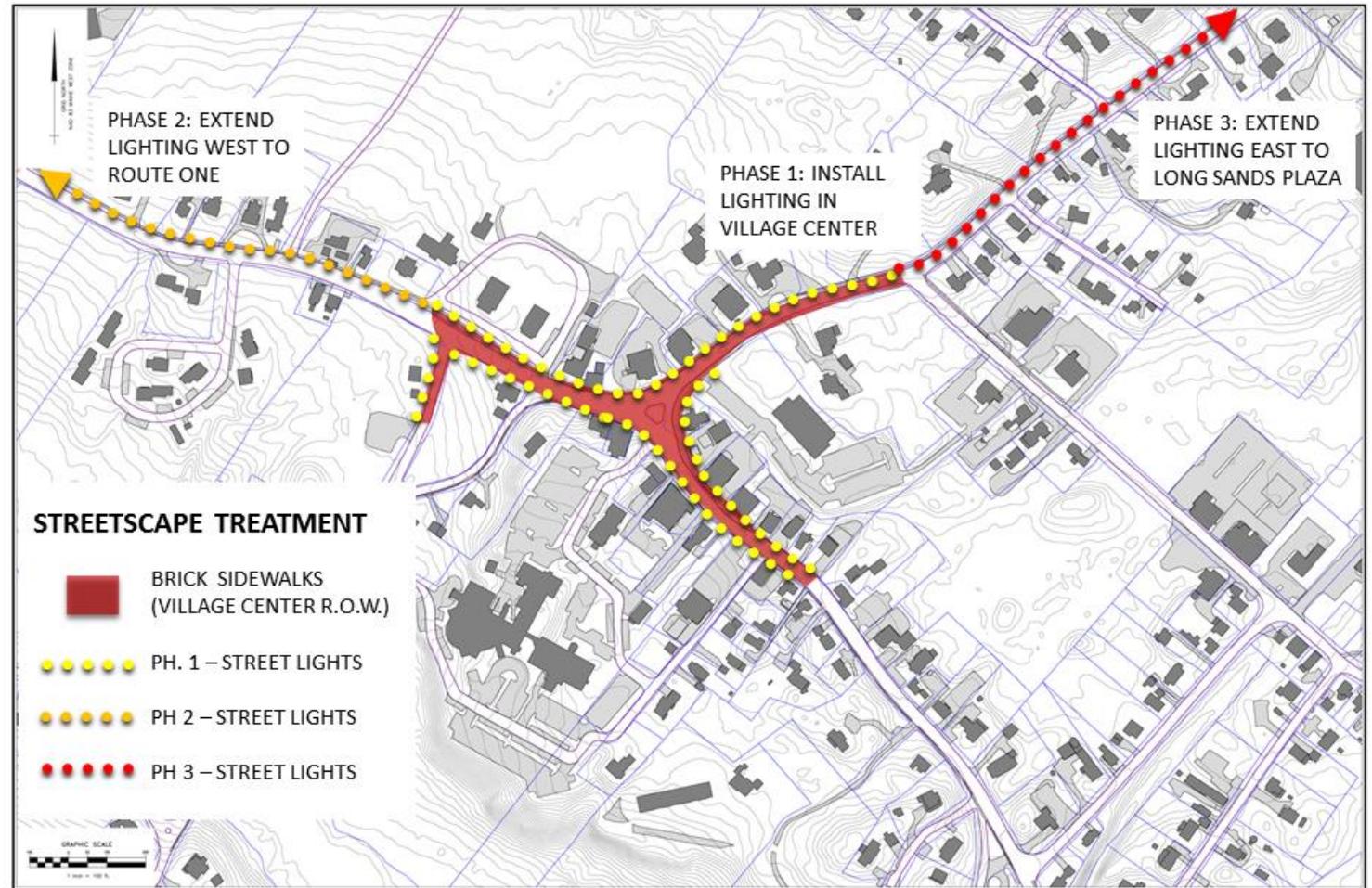
## HIGHLIGHTS:

Estimated Phase One: Village Core

Sidewalk treatment – for discussion

Street lighting extent – for discussion

Street lighting treatment – for discussion



*Above: Proposed sidewalk and street lighting treatment and phasing in York Village.*

# STREETSCAPE TREATMENT

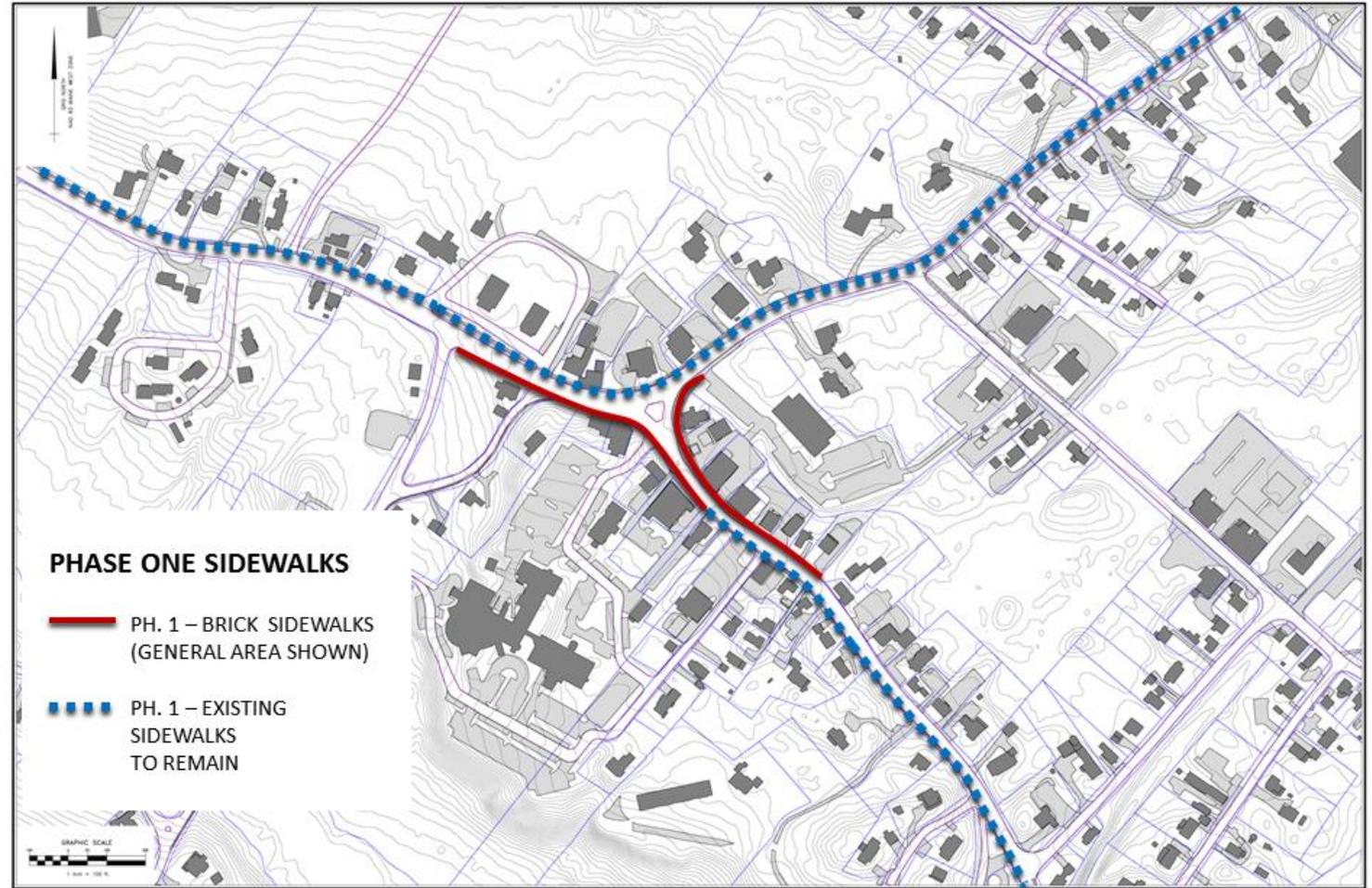
## SIDEWALKS:

Estimated Phase One: Village Core

Extent TBD at 50% design

Plaza improvements – future phase

Expanded sidewalk improvements –  
future phases



*Above: Summary of potential phasing for sidewalk improvements in York Village based upon the Master Plan recommendations.*



*Putting the “village” back into York Village*

## NEXT STEPS