



Interstate 95 (Maine Turnpike) and Interstate 295 (Maine DOT) Strategy #16 specifics:

1. MaineDOT should eliminate I-295 safety and operations problems between Scarborough and Brunswick by making interchange ramp improvements. These improvements should include but not be limited to:
 - improvements at Exit 11 (Falmouth Spur) northbound on-ramp
 - improvements at Exit 15 (Route 1) on-ramps northbound and southbound ramp extensions at Exits 17 (Route 1), Exit 20 (Desert Rd.), Exit 22 (Mallett Dr.) and Exit 24 (Route 1).
2. The Maine DOT should study and plan for the elimination of duplicate ramps in the vicinity of Exit 5 Regarding the Exit 5 interchange in Portland. Portland is looking at reconfiguring Park St. and Congress St., and consolidating ramps. This includes converting one-way street pairs back to two-way streets in the area (Libbytown).
3. MaineDOT should study ways to address the safety and operational concerns at the interchange of the Falmouth Spur and I-295 including access improvements and interchange reconfiguration.
4. MaineDOT should make at interchanges including reconfiguring the access and egress ramps on Forest Avenue so that vehicle speeds are safe and compatible with the slower speeds and bicyclists and pedestrians.
5. MaineDOT should continue to monitor safety, speeds, and motor vehicle congestion with the need for more bicycle and pedestrian capacity in the Tukey's Bridge area.
6. The MaineDOT should plan for and develop a service patrol program on I-295.
7. The Turnpike Authority and MaineDOT should continue to implement ITS (intelligent transportation systems) strategies to manage traffic flow.
8. The Turnpike Authority and the MaineDOT should continue to investigate tolling strategies in the Turnpike and I-295 corridors, including a regional toll system and an "open-road" tolling structure, to manage and improve interstate mobility. Strategies must address Turnpike Authority concerns, and the potential negative aspects of diversion of traffic onto local streets.
9. MaineDOT and the Maine Turnpike Authority should develop services at park-and-ride facilities . These park-and-rides facilities should be located and designed to accommodate walkable and bikeable communities, and to evolve into transit oriented developments..
10. The Maine DOT and Maine Turnpike Authority should study improvements to the Falmouth Spur and its connections to I-95 and I-295 that would effectively create a ring-road around Portland to reduce traffic along I-295 between I-95 Exit 44 and I-295 Exit 11 (Falmouth Spur). Changes in tolling location from the spur to I-295 should be included in the study and could incentive use of the ring road.