

Chapter 5: Recommendations and Strategies

Introduction

As PACTS members began to work on the *Destination Tomorrow* Plan, they realized that future decisions about transportation investments and policies must be considered in a larger context. In conjunction with this larger context, PACTS members concluded that their current approach to determining transportation system solutions could also be broadened and improved upon. This realization and conclusion was driven by the increasingly regional nature of travel, the economy and peoples’ choices of where to live. PACTS members believed that maintaining the status quo in transportation policy could: (1) further strain already limited transportation funds, (2) aid the continuing spread of development, (3) necessitate the building of new and costly roads, and (4) reduce the viability of passenger transportation.

Destination Tomorrow acknowledges the fiscal, political and social realities of life today in southern Maine. Within this context, the PACTS members created a plan that incrementally moves beyond the status quo to provide a framework and direction for a future transportation system that is safe, efficient and able to meet the demands of tomorrow while not neglecting the realities of today. Nine Guiding Policies, crafted early in the process of developing *Destination Tomorrow*, underpin the Plan’s recommendations and strategies.

The Nine Guiding Policies

Policy 1. Maintain the Existing Transportation System – Ensuring that an adequate and safe transportation system is maintained, preserved, and appropriately improved is critical to the region’s future economic vitality and quality of life. The Planning and Policy Committees have made maintaining and improving the existing transportation systems PACTS’ highest priority. Historically, approximately 60% of the transportation investments in the PACTS region have been for maintaining and improving the existing systems. Forecasts of required future investments to maintain the systems anticipate this same level of investment. Many of the Plan’s recommendations and strategies are focused on this policy and include:

- Roadway and bridge preservation.
- Improvements to locations that experience crashes at a higher than average rate.
- Improvements to congested locations including intersections and interchanges.
- Maintaining existing and extending new transit routes and services where appropriate.
- Replacing transit fleets in a timely manner.
- Employing travel demand strategies to reduce the overall demand on the system.
- Transportation system management projects to increase the efficiency of the existing infrastructure.

Policy 2. Focus Roadway Improvements on Critical Intersections – Another area of major emphasis is on improving the safety and efficiency of the region’s critical intersections by making geometric improvements and improving traffic signals. These intersection projects are a higher priority than widening roadway segments and other roadway capacity increasing projects. The Plan also calls for these projects to consider transit, bicycle and pedestrian environments, incorporating these elements where appropriate and feasible.

Policy 3. Strategically Expand the Transportation System – Where appropriate, this policy recommends capacity expansions to the transportation system that will enhance accessibility and mobility with better-coordinated land use policies. These expansions may include increased roadway capacity, new roadways, and new passenger transportation services and routes for buses, rail and bus rapid transit. Actions taken under this policy must also consider Policy 6.

Policy 4. Avoid Building New Highways – Constructing new highways is costly and often controversial. *Destination Tomorrow* contains a number of complementary recommendations that can be used to reduce traffic demand and increase the efficiency of the existing system. These recommendations will help to reduce the need for building new highways and conserve the limited available funding.

Policy 5. Maintain Safe and Efficient Interstate Highways – Enhance and reinforce the Maine Turnpike as the preferred interstate to serve regional through traffic and I-295 as the preferred interstate to serve intra-regional traffic. Actions to accomplish this and to delay the need to widen I-295 through the Portland area include a regional toll system, widening of the Turnpike and selected widening of short segments of I-295.

Policy 6. Strengthen the Link between Transportation Investments and Land Use Policies and Decisions – Strengthening the link between transportation and land use policies and decisions is one of the most complex and important public policy challenges facing local governments, PACTS members and the State. *Destination Tomorrow* includes 20 largely incentive-based recommendations designed to improve this connection, and, in particular, a policy statement adopted by the Policy Committee in February 2003. Ensuring that land development occurs in locations where it is supported by an adequate transportation system and preserving existing roadway capacities are two benefits that may be realized by this policy.

Policy 7. Implement Access Management Measures – Implementation of the full-range of appropriate access management measures is one of the most effective ways to preserve the capacity, traffic flow and safety of the arterial roadway network. Important actions include coordinating access control when roadways are widened or retrofitted and when new roads

are built. Another action related to access management to preserve the arterial network is increasing the connectivity of the street network principally by adding collector and local through streets concurrent with development.

Policy 8. Enhance Passenger Transportation – Enhance, maintain and, where appropriate, expand passenger transportation services to meet changing needs. Certain groups of individuals depend on public transportation to satisfy their needs for mobility and economic viability. For passenger transportation to further contribute to congestion relief, riders who do not depend on it but who choose to use it, need to be attracted to public transit.

Policy 9. Promote Community and Neighborhood Livability and Economic Redevelopment

Recommendations and strategies stemming from this policy are designed to create transportation facilities that are sensitive to community and neighborhood needs and integrity. These include bicycle and pedestrian-facility improvements, public transportation investments, investments to increase the efficiency of the arterials, and arterial retrofits to increase their compatibility with adjacent land uses.

Recommendations and Strategies to Advance *Destination Tomorrow's* Goals

Development of *Destination Tomorrow's* 86 strategies and recommendations was guided by the Vision Statement, the Six Goals and the Nine Guiding Policies. Existing studies and past PACTS regional transportation plans were also used. Subsequent to the public comment period, revisions were made to the strategies and recommendations as appropriate. Each recommendation and strategy includes a list of organizations responsible for its implementation, with the first organization often taking the lead. Timeframes have been established for some of the recommendations and strategies. Timeframes for the remaining recommendations and strategies will be completed during the process of updating *Destination Tomorrow* to incorporate the recently added communities. Prioritization of the recommendations and strategies will also be done during this process. The complete set of goals, objectives, recommendations, strategies and investments begins on page 5-10.

The **Recommendations and Strategies** primarily come in two forms: Priorities and Strategies that relate to the Plan's Goals and Objectives, and Transportation System Investments, specific high-priority project proposals.

1. The Priorities and Strategies evolved from the many Planning Committee discussions during the development of *Destination Tomorrow* related to transportation, land use, funding and regional collaboration and decision-making. The Priorities span the areas of investment priorities, integrated land use and transportation corridor planning, and integration of the Transportation Improvement Program with *Destination Tomorrow*.

The Strategies are actions directly related to attaining the goals and objectives presented in Chapter 2.

2. The Transportation System Investments are recommended specific courses of action based on a current understanding of the opportunities and challenges facing the region. The overall level of investment recognizes reasonably anticipated revenue sources, as required by federal law. The investments were developed from a needs-assessment based on current and forecasted transportation deficiencies and are grouped into six components. Each of these components is discussed below.

Component 1. Interstate System – The Maine Turnpike and Interstate 295 are the most important highways in our region, and are essential to the region’s economy and the mobility of its diverse users. The two interstates serve a mix of local and “through” travelers that include commuters, business, industry and vacationers. The Turnpike also serves as the region’s primary connection to southern New England and the northern part of Maine. Maintaining the safety and capacity of both I-295 and the Turnpike is crucial to the region. Future improvements to these highways must consider safety, road capacity, and local and through travelers.

Reinforcing the appropriate roles of the two interstates is one of the Plan’s Nine Guiding Policies. Extensive analysis of the two interstate highways led to the PACTS Policy Committee adopting 10 recommendations related to the region’s interstates (listed on page 5-5 and graphically described in Figure 5-1). These recommendations include added capacity to the Turnpike and operational improvements on I-295, and supplement the policy of maintaining the existing interstate highway and bridge system.

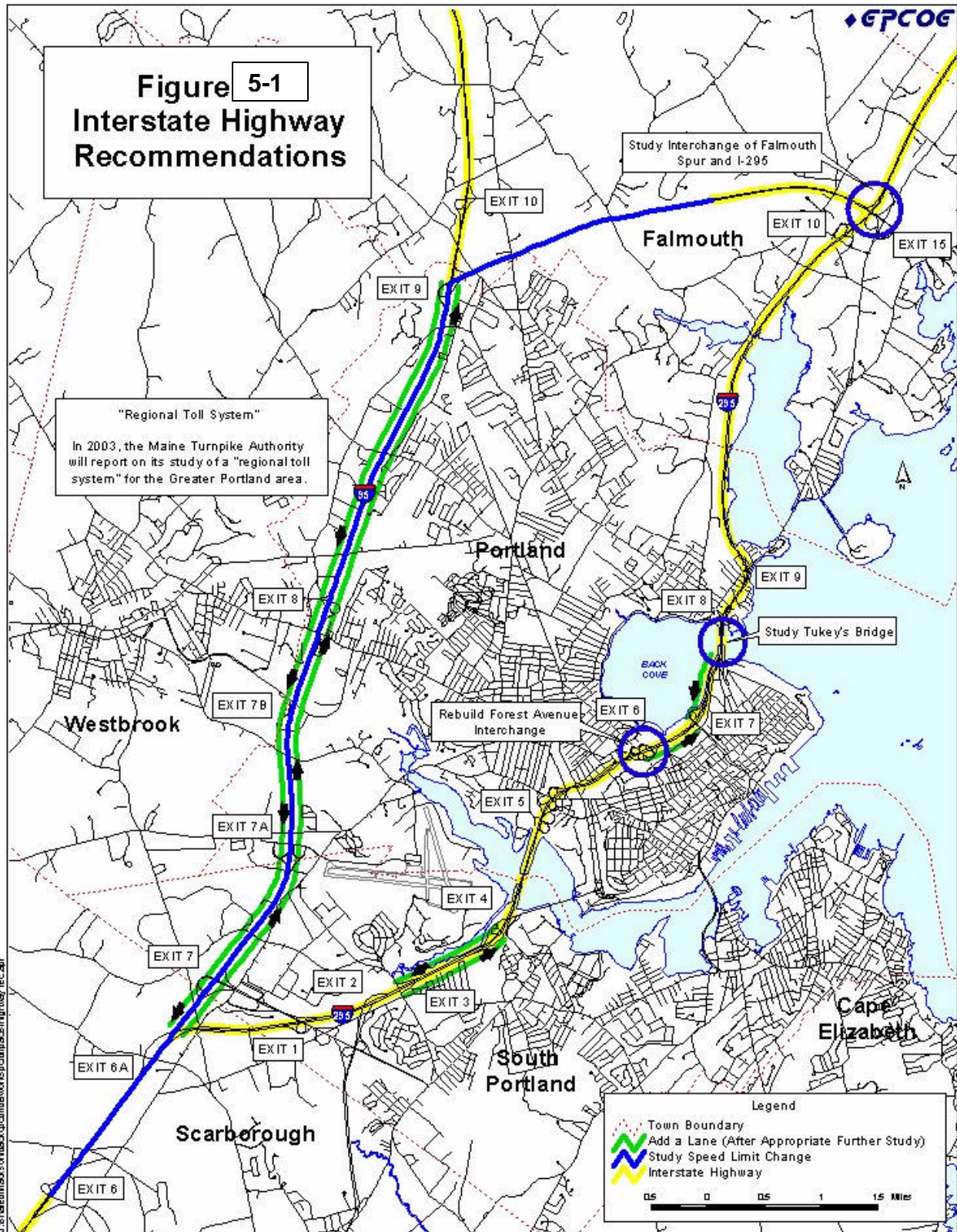
In early 2001, the Maine Department of Transportation (MaineDOT) published a report stating that the collective effect of several changes on the Turnpike (including speed limit changes, widening between Exits 6A and 9, and a regional toll system) would not attract enough traffic from I-295 to prevent I-295 from reaching its capacity limits. The study concluded that while these changes would alleviate conditions of congestion on I-295, they would not be sufficient to preclude the need for widening I-295 in the future.

During the development of *Destination Tomorrow* later in 2001, MaineDOT staff worked closely with PACTS engineers and planners to review several new assumptions and new data not available to MaineDOT a year earlier. The PACTS analysis shows that a significant diversion of I-295 traffic to the Turnpike may eliminate the need to widen I-295 in the next 20 years. Appendix I is a technical memo describing this analysis.

The following 10 interstate recommendations explicitly reinforce a PACTS policy that the Maine Turnpike should be the primary highway for traffic traveling through the Portland region, and that Interstate 295 should primarily serve intra-regional traffic, i.e., traffic that begins and/or ends within the Portland region.

Ten Recommendations for the Interstate System

1. The Turnpike Authority should do the necessary study to enable the Authority to widen the highway to six lanes between Exits 6A and 9. It is understood that this study will involve a consideration of widening I-295 along the Portland peninsula – and that the trade-off between impacts of a Turnpike widening on the natural and social/human environments in the Turnpike corridor and the impacts of an I-295 widening on the natural and social/human environments in the I-295 corridor will be an important component of that study.
2. The Authority/MaineDOT should consider increasing the Turnpike speed limit to 60 or 65 mph between Exits 6A and 9, and on the Falmouth Spur as part of the widening of the Turnpike.
3. The Authority should adopt a regional toll system if concerns over the location of a toll plaza, Turnpike Authority budgetary concerns, and the potential for diversion of traffic onto local streets can be adequately addressed.
4. MaineDOT should eliminate the I-295 safety and operations problems between Exits 3 and 4 in South Portland by adding an additional northbound and southbound lane.
5. MaineDOT should study as soon as possible the opportunities to address safety, congestion and capacity issues in the Tukey’s Bridge area.
6. MaineDOT should reconfigure the new I-295 Forest Avenue interchange to handle the future mainline width.
7. MaineDOT should add a northbound lane on I-295 between Forest Avenue (Exit 6) and Franklin Arterial (Exit 7) to eliminate safety and operational problems.
8. MaineDOT should extend the third Tukey’s Bridge I-295 southbound lane to the Franklin Arterial southbound off-ramp.
9. MaineDOT should limit the widening of I-295 in Portland to Items 5, 6, 7 and 8 above, if at all possible.
10. MaineDOT should study ways to address the safety and operational concerns at the interchange of the Falmouth Spur and I-295/I-95.



Component 2. Arterial Roadway System – Vital to the economy of the area, the region’s arterials – roads such as Route 25, Route 1 and Forest Avenue (Rt. 302)– carry the majority of intra-regional travel, and connect the region’s towns, villages, employment and commercial centers, and residential areas. The arterials are the workhorses of the region’s roads even though I-295 and the Maine Turnpike carry the heaviest traffic volumes.

Used by everyone, arterials serve two main travel functions. They provide mobility throughout the region, and they provide accessibility to destinations. Maintaining the balance between these two functions is an ongoing challenge because when an emphasis is placed on one function, e.g., improving mobility, there is often a detrimental effect on the other function, i.e., access to locations.

Recommendations and strategies for the arterial roadway system include:

- Maintain the existing arterial roadways and bridges.
- Improve critical intersections by making needed geometric changes and upgrading traffic signal equipment.
- Implement appropriate access management measures in major corridors.
- Implement an arterial investment/redevelopment program to make arterial roads operate more efficiently, be more compatible with surrounding land uses and neighborhoods, and accommodate other users such as bicyclists and pedestrians more safely and comfortably.
- Support the construction of Phase One and Phase Two of the Gorham Village bypass.
- Address long-term Route 25 corridor safety, mobility and accessibility issues through potential actions including road improvements, transit system extension and/or expansion and travel demand management actions.
- Address Route 22 corridor safety and congestion by studying potential actions such as widening Running Hill Road, sections of Cummings Road and Spring Street in South Portland/Scarborough/Westbrook, Route 22 from Hutchins Drive to Route 114, and building the Route 22/114 overlap bypass. Other actions include extension of Exit 7 of the Maine Turnpike westward to Running Hill Road, transit system extension and/or expansion, and travel demand management.
- Improve connectivity between arterials by the strategic construction of new collector roads.

Component 3. Public Transportation System (Bus, Passenger Rail and Ferry) –

Recommendations for the public transportation system will maintain existing transit services and facilities, and strategically extend and expand services and facilities where appropriate and feasible. Public transportation system recommendations include:

- Maintain the existing public transportation systems through operational improvements and timely fleet replacement.
- Capital improvements to inter-modal facilities.
- Adjust service frequency and service area on key bus routes to increase ridership.
- Maintain and expand the Portland Explorer.
- Improve passenger transportation terminals and facilities.
- Extend passenger rail service from Portland to Brunswick; and improve service between Portland and Boston.
- Extend public bus service to Gorham.
- Attract new riders to the system who are not dependent on public transportation but who choose to use it.
- Provide commuter bus service to North Windham as a first step toward extending service to the northwest.
- Provide bus rapid transit (BRT) service on key arterials through ITS technology and by making roadway operational improvements.

In response to public comment, *Destination Tomorrow* supports the call for increased attention to the potential benefits of increased public transportation services on and to the Portland Peninsula. In particular, the Plan supports three City of Portland initiatives: a proposal for a Peninsula Transit Study, a proposal to reexamine recent regional commuter bus and rail feasibility studies, and the City's focus on opportunities for public transportation through the Portland Transportation Committee.

Component 4. Bicycle and Pedestrian Systems – The bicycle and pedestrian system investments will continue to improve the safety and convenience of bicycling and walking for transportation purposes.

Recommended bicycle and pedestrian systems improvements include:

- Maintain the existing network of on-road bikeways, shared-use paths and sidewalks.
- Expand the network of on-road bikeways by retrofitting roadways.
- Incorporate bicycle accommodations and facilities into roadway improvements including selective roadway shoulder widenings.
- Expand the network of shared-use paths in the region
- Expand the network of sidewalks in the region by including sidewalks in roadway improvements, and constructing sidewalks to fill existing gaps (in addition to requiring that sidewalks be provided as part of residential and commercial development).

Component 5. Freight System – Freight system recommendations will continue to make improvements to freight facilities and improve access to these facilities.

Recommended freight system investments include:

- Improvements to port facilities.
- Improvements to intermodal facility access and port access.
- Additional rest stops on interstate highways.

Component 6. Travel Demand Management and Intelligent Transportation System – Travel Demand Management measures (TDM) seek to reduce the demand for travel, typically during the peak morning and afternoon periods by such actions as employee flex-time, staggered work hours, and incentives to use alternative modes of travel and high-occupant vehicles. Intelligent Transportation System measures (ITS) apply technology to make the transportation system more efficient and to provide traveler information to transportation system users.

Recommended TDM and ITS investments include:

- Expanding the existing GoMaine program that provides carpool matching, vanpool programs and integrated commuting information throughout Maine.
- Upgrading the region's system of traffic signals to better respond to traffic flows.
- Investing in transit and emergency vehicle signal preemption/priority systems.
- Investing in electronic transit communications and fare collection equipment.
- Maintaining existing and promoting new automatic traveler information systems.
- Linking the region's traveler information system to the 511 network. (Similar to 411, individuals may call 511 and receive automated traveler information.)

Goals, Objectives and Strategies

Economic Development	...page 5-11	...12 strategies
Mobility and Safety	...page 5-14	...23 strategies
Energy Conservation	...page 5-18	... 9 strategies
Land Use	...page 5-20	...20 strategies
Environment	...page 5-26	... 7 strategies
Regional Focus	...page 5-28	...13 strategies

Introduction

The Plan’s Vision Statement (see page 2-6) is the source from which the goals, objectives and strategies flow. Each of the following six sections is based on one of the Plan’s six goals. The objectives of each goal are followed by strategies, many of which were derived from recommendations in recent studies, from the 2002 PACTS Plan update and from the members’ experience in land use planning.

The strategies generally are in one or more of these three categories.

- Recommendations (15) for *TIP funding policy for transportation projects consistent with the objectives and strategies*, including several funding incentive recommendations such as favorable local match policies for projects that meet certain desired outcomes.
- Recommendations (36) regarding *standards and policies*, and to use PACTS and GPCOG planning funds for *studies and technical support*.
- Recommendations (35) for *actions by other organizations*.

Each strategy includes a list of the organizations responsible to implement it and a timeframe for implementation. The first organization listed is often expected to take the lead.

During the 2003 expansion of *Destination Tomorrow*, the members will review these goals, objective and strategies. To help facilitate this review, the original-draft strategy numbering has been maintained and reflects changes made during development of the Plan, e.g., there is a Strategy 8 and 8A, and a Strategy 48 and 48A.

Goal 1: Economic Development

To enhance regional prosperity through support for the economic vitality of existing business and for economic development opportunities encouraged by local and regional plans

Introduction

Our economic prosperity and future economic development are dependent, in part, on an adequate and efficient transportation system. When companies and corporations are deciding where to locate, an adequate and efficient transportation system is an important consideration.

People and goods both need to move easily within and through the region. Key components of the transportation system necessary to facilitate this movement include the roadway network, the rail and road freight systems, the passenger transportation system, air travel and the Port of Portland.

The economic goals, objectives and strategies of *Destination Tomorrow* maintain and improve the components of the transportation system necessary to sustain economic prosperity and development.

Objectives and Strategies

Objective 1. To provide gateway connectivity into the Portland region through highways, airports, seaports, rail, public transportation, bikeways and shared use paths.

Strategy 1. Portland Department of Transportation’s Plan

Review the relevant gateway components of the Portland Department of Transportation’s Strategic Action Plan, and develop an appropriate implementation plan.

Responsibility: Cities of Portland and South Portland; FACTS; GPCOG; Private Sector; MaineDOT.

Timeframe: FACTS to review and adopt during 2003. Implementation by various participants as outlined in that plan.

Strategy 2. Traffic on Appropriate Facilities

Implement signage, Intelligent Transportation System and regional toll strategies to direct traffic to appropriate transportation facilities to reach destinations within and outside the region.

Responsibility: Municipalities; FACTS; GPCOG; Maine Turnpike Authority; MaineDOT.

Timeframe: Ongoing.

Strategy 3. Rail/Trails and Eco-Tourism

Support implementation of regional path planning efforts including the Mountain Division, Eastern Trail and East Coast Greenway to promote regional links and eco-tourism.

Responsibility: MaineDOT; Municipalities; PACTS; GPCOG.

Timeframe: Ongoing.

Objective 2. To provide landside access to air, sea, and rail stations accounting for the needs of passengers, expedited freight, goods movement, and other demand.

Strategy 4. MaineDOT Truck Network

Review, and implement appropriately the MaineDOT Heavy Haul Truck network within municipal and regional plans to coordinate land use and roadway improvements in order to maintain access to important transportation centers.

Responsibility: MaineDOT; Municipalities; PACTS; GPCOG.

Timeframe: Ongoing.

Strategy 5. Seamless Transfers

Create and maintain inter-terminal transportation linkages to promote seamless passenger transfers between transportation stations to enhance tourism and transportation efficiency.

Responsibility: Transit operators; PACTS; GPCOG; MaineDOT.

Timeframe: Ongoing.

Objective 3. Preserve mobility and accessibility for all modes in corridors that feed regionally significant employment and activity centers.

Strategy 6. Arterial Program

Implement this Plan's proposed Arterial Investment/Redevelopment Program in order to promote redevelopment along these major arterial roadways.

Responsibility: Municipalities; PACTS; GPCOG; MaineDOT.

Timeframe: Ongoing.

Strategy 7. Access Management

Develop urban access management guidelines and implement them on the non-interstate federal aid highway system.

Responsibility: Municipalities, PACTS; GPCOG; MaineDOT.

Timeframe: Develop guidelines during first two years.

Objective 4. To provide transport linkages and modal alternatives to centers of employment, business and retail activity, and other traffic generators.

Strategy 8. Hubs and Services

Plan for, create and maintain inter-modal hubs and services at transportation centers, major activity centers and employment centers.

Responsibility: PACTS; GPCOG; MaineDOT.

Timeframe: Ongoing.

Strategy 8A: Inter-City Passenger Rail

Increase the desirability of passenger rail through the study of and, where appropriate, implementation of actions that would increase the speed, convenience or amenities of passenger rail travel.

Responsibility: NNEPRA, Amtrak, MaineDOT.

Timeframe: Ongoing.

Strategy 9. Freight Movement

Promote the efficiency and reliability of freight movements, and the greater use of rail to move freight within and through the region.

Responsibility: PACTS; GPCOG; Private sector; MaineDOT.

Timeframe: Ongoing.

Strategy 10. Accessible Alternatives

Increase the importance of regional accessibility by non-automobile modes within studies and their implementation programs.

Responsibility: PACTS; GPCOG; MaineDOT.

Timeframe: Ongoing.

Strategy 11. Freight Networking

Hold an annual “Freight Transportation Roundtable” to bring freight companies, regional shippers and receivers and public sector officials together to discuss changing freight transportation needs within the greater PACTS region.

Responsibility: PACTS; GPCOG; Chamber of Commerce; Private sector; MaineDOT.

Timeframe: Ongoing.

Strategy 12. Homeland Security

Develop transportation plans and programs responsive to the need for homeland security.

Responsibility: PACTS; GPCOG; MaineDOT.

Timeframe: Ongoing.

Goal II: Mobility, Safety and Accessibility

To improve the movement of goods and the mobility, accessibility and safety of people throughout the region

Introduction

Maintaining and improving the mobility, safety and accessibility are crucial to an efficient transportation system, to future growth and prosperity, and to our quality of life. The Plan contains five objectives and 23 strategies that address these subjects. Each of these subjects is addressed from the perspective of automobile and truck traffic, from the perspective of bicycle and pedestrian traffic, and from the perspective of individuals who use one of the many parts of the passenger transportation system.

Objectives and Strategies

Objective 1. To reduce congestion and delay on main travel arteries throughout the region.

Strategy 13. Intersections Policy

Establish a policy to focus on intersections as the major emphasis for congestion and safety management.

Responsibility: PACTS and MaineDOT.

Timeframe: Completion in 2003.

Strategy 14. Road Connections

Plan for and implement future collector and sub-collectors as residential and commercial development occurs to improve road network connectivity, and to better distribute traffic.

Responsibility: Municipalities, Private Sector, PACTS, GPCOG.

Timeframe: Develop local plans and ordinances during the next five years.

Strategy 15. Travel Demand Management

Plan for and implement travel demand management strategies in conjunction with all significant corridor capacity improvements in order to reduce demand and preserve corridor capacity.

Responsibility: Municipalities, PACTS; GPCOG; MaineDOT.

Timeframe: Ongoing.

Strategy 16. Intelligent Transportation Systems

Plan and implement appropriate ITS technology on interstate and non-interstate highways, and incident management programs on interstate highways per the 1998 Greater Portland Intelligent Transportation Systems Early Deployment Plan.

Responsibility: Municipalities; PACTS; GPCOG; MaineDOT.

Timeframe: Ongoing.

Objective 2. To improve highway safety by reducing the number and severity of accidents.

Strategy 17. Interchange Upgrades

Plan for and fund interchange improvements to the interstate highway system in order to address safety and operational conditions.

Responsibility: PACTS; MaineDOT.

Timeframe: Ongoing.

Strategy 18. High Crash Locations

Monitor MaineDOT high crash locations on an annual basis, identify causal factors, develop responsive strategies, and create a prioritized list of locations for implementation.

Responsibility: PACTS; Municipalities; MaineDOT.

Timeframe: An annual effort.

Objective 3. To expand accessibility in the region by non-automobile users.

Strategy 19. Increase Transit

Increase the availability of rail and bus transit throughout the PACTS region by prioritizing and then expanding transit, as appropriate, to major activity centers such as village/town centers and employment/commercial centers.

Responsibility: Municipalities; PACTS; GPCOG; MaineDOT.

Timeframe: Ongoing.

Strategy 20. Transit Oriented Development

Encourage municipalities to allow new development at densities and in patterns that support transit in appropriate locations.

Responsibility: Municipalities.

Timeframe: Ongoing.

Strategy 21. Sidewalks

Target funds for sidewalks connecting activity centers such as residential areas, shopping centers, schools, parks, and office complexes (as recommended in the Investment Plan section of this document).

Responsibility: MaineDOT, Municipalities and PACTS.

Timeframe: Ongoing.

Strategy 22. Model Ordinances

Produce model ordinances that require pedestrian and bicycle access through the site development process. Provide technical assistance to municipalities to revise land use standards so developers would provide sidewalks, bicycle racks, preferential parking for rideshare vehicles, bus shelters, and other alternative transportation facilities.

Responsibility: PACTS and GPCOG.

Timeframe: Ongoing

Strategy 23. Project Reviews

Support local planning staff and planning boards in reviewing pedestrian, bicycle, and transit access to and circulation within proposed development sites by funding training for those people.

Responsibility: Municipalities, PACTS and GPCOG

Timeframe: Ongoing

Strategy 24. Bicycle Racks/Lockers and Hubs

Plan and implement bicycle and pedestrian facilities and support facilities (bicycle parking, lockers) at transportation hubs and terminals – and promote bicycling as a commuting mode.

Responsibility: Municipalities; PACTS; GPCOG; MaineDOT.

Timeframe: Ongoing

Strategy 25. Pedestrian Activity Zones

Implement the Pedestrian Activity Zone concept in the 1995 PACTS Regional Bicycle and Interim Pedestrian Plan that calls for high quality pedestrian connections (sidewalks or paths) within and between the zones to increase pedestrian accessibility in the region.

Responsibility: Municipalities; PACTS; GPCOG; MaineDOT.

Timeframe: Ongoing.

Strategy 26. Bicycle Plans

Implement the goals of the PACTS plan where practical and feasible, in order to increase bicycle accessibility throughout the region (with an emphasis on well-designed bicycle and pedestrian facilities on upgraded roadway segments and intersections for safety purposes).

Responsibility: Municipalities; PACTS; GPCOG; MaineDOT.

Timeframe: Ongoing.

Objective 4. To direct through traffic to use higher functionally classified roadways.

Strategy 27. Regional Toll Strategy

Plan and implement a Maine Turnpike Authority regional toll strategy in order to direct traffic to interstate highways.

Responsibility: Maine Turnpike Authority; MaineDOT; Municipalities; PACTS.

Timeframe: During the next five years.

Strategy 28. Road Hierarchy

Establish a hierarchy of roads according to their functional classification (stressing safety and intercommunity routes in order to minimize distances traveled). Create and use official maps as the basis for the hierarchy.

Responsibility: Municipalities, PACTS and MaineDOT.

Timeframe: During the next five years.

Objective 5. To provide convenient, safe, and affordable seamless connections between modes.

Strategy 29. Hub Links

Plan, implement and maintain inter-terminal shuttles and trunk-line transit providing linkages to major intermodal transportation hubs and transfer points.

Responsibility: Municipalities, PACTS, GPCOG, MaineDOT.

Timeframe: Ongoing.

Strategy 30. Traveler Information

Implement appropriate ITS technology to provide real-time traveler information services to regional travelers.

Responsibility: PACTS, GPCOG, MaineDOT.

Timeframe: Ongoing.

Strategy 31. Increase Transit to Centers

Plan for and implement expanded bus transit services to major activity and employment centers.

Responsibility: Municipalities, PACTS, GPCOG, MaineDOT.

Timeframe: Ongoing.

Strategy 32. Transit Coordination

Continue the efforts of the Greater Portland Transit Working Group to coordinate transit service, fares and operations in the region.

Responsibility: Municipalities; PACTS; GPCOG; MaineDOT.

Timeframe: Ongoing.

Objective 6. To provide transportation alternatives for those with special needs – elderly, young, disabled, low-income, and others.

Strategy 33. ADA Para-Transit

Maintain ADA Para-transit system to complement the fixed route bus transit services.

Responsibility: RTP; Municipalities; PACTS; GPCOG; MaineDOT.

Timeframe: Ongoing.

Strategy 34. Transit Access Innovations

Continue to provide innovations in transit access such as RTP's Medicaid Pass program.

Responsibility: RTP; Municipalities; PACTS; GPCOG; MaineDOT.

Timeframe: Ongoing.

Strategy 35. ADA Accessibility

Continue implementation of ADA accessibility requirements.

Responsibility: Municipalities; PACTS; MaineDOT.

Timeframe: Ongoing.

Goal III: Energy Conservation

To conserve and efficiently use nonrenewable energy resources

Introduction

Transportation accounts for the largest share of U.S. dependence on petroleum, costs the country hundreds of millions of dollars a day, and is a major contributor to poor air quality. The number of vehicle miles of travel (VMT) has grown dramatically over the past twenty years and is expected to continue to grow. Congestion has also increased dramatically, and is expected to worsen. Increasing VMT and congestion add to the amount of energy (oil) needed to move people and goods.

Two strategies that can be successfully used to reduce energy consumption are a reduction in VMT and congestion, and the use of alternative fuels that includes propane, compressed natural gas, bio-diesel, ethanol and electricity. Significant air quality benefits are also derived from the use of alternative fuels and reductions in VMT and congestion.

The U.S. Department of Energy's Clean Cities Program focuses on fostering energy independence through the use of alternative fuels in public and private fleets. The goal of the program is to provide an alternative fueling infrastructure and create an adequate demand for alternative fuel in a coordinated, economically viable sequence. Maine Clean Communities (MC²), the local Clean Cities Coalition, works with public and private fleet operators to create partnerships to achieve this goal. PACTS supports the actions and efforts of the Clean Cities Program and Maine Clean Communities.

Reducing VMT and congestion requires that there are fewer vehicles on the road, and fewer vehicle trips, especially at peak times such as commuter hours. People can reduce their personal vehicle trips and energy consumption by carpooling and vanpooling, using passenger transportation, walking or bicycling, and by "chaining" trips together in a logical, efficient route.

Energy Facts from the U.S. Department of Energy

- The U.S. accounts for 26% of world oil consumption and 9% of world oil production, but has only 2% of world oil reserves.
- World oil resources are concentrated in OPEC nations where the share of world supply is projected to be 65% by 2020.
- Transportation is almost entirely dependent on oil, accounting for 67% of U.S. oil consumption.
- The U.S. spends over \$2 billion/week on imported oil.

Objectives and Strategies

Objective 1. To facilitate the availability and use of alternative fuels and alternative fuel vehicles, in general, and in public and private fleets in particular.

Strategy 36. Clean Cities Program

Continue to support the efforts of the Clean Cities Program to help develop Alternative Fuel infrastructure and promote the use of alternative fuel vehicles.

Responsibility: GPCOG, MaineDOT, PACTS and Municipal.

Timeframe: Ongoing.

Strategy 37. Fleet Assistance

Provide outreach technical assistance to municipalities for utilizing incentives, funding and potential mandates that encourage public and private fleets to utilize alternative fuels.

Responsibility: PACTS, GPCOG (Maine Clean Communities), MaineDOT.

Timeframe: Ongoing.

Strategy 38. Fuel Stations

Make STP and CMAQ funds available for construction of publicly accessible alternative fuel refueling infrastructure in strategic locations throughout the region.

Responsibility: PACTS, MaineDOT.

Timeframe: Ongoing.

Strategy 39. Transit Conversion

Continue funding through non-traditional and STP funds to support METRO, RTP and other transit providers in their use of alternative fuel vehicles and buses, and in their development of infrastructure.

Responsibility: PACTS, GPCOG, and MaineDOT.

Timeframe: Ongoing.

Strategy 40. Renewable Fuels

Support the use of renewable fuels such as ethanol, methanol and biodiesel, especially those that may be produced in state in the future.

Responsibility: PACTS, GPCOG (Maine Clean Communities), MaineDOT, SPO and DECD.

Timeframe: Ongoing.

Strategy 41. Anti-idling

Provide model ordinances for (and otherwise encourage) municipalities to develop and enforce anti-idling rules in highly concentrated population areas such as school areas, and other fleets.

Responsibility: PACTS, MaineDOT, GPCOG, SPO and Municipalities.

Timeframe: Ongoing.

Objective 2. To reduce the number of trips by single occupant vehicles and reduce overall energy consumption from transportation of goods and people.

Strategy 42. Support GO Maine Program

To promote awareness, increase demand, and facilitate the use of the ridesharing options – carpools and vanpools – through a coordinated public outreach and information program and a centralized ride matching computer system for delivery of transportation demand management (TDM) services and information.

Responsibility: MaineDOT, MTA, GPCOG (GOMaine Program), Private Sector, Municipalities.

Timeframe: Ongoing.

Strategy 43. Transit to Park and Ride Lots

Expand the regional park and ride network and increase transit connections to these lots.

Responsibility: Municipalities, Maine Turnpike Authority; PACTS, GPCOG, MaineDOT.

Timeframe: Ongoing.

Strategy 44. Signal Coordination

Optimize and maintain traffic signal coordination that manages traffic flow.

Responsibility: Municipalities, PACTS, GPCOG and MaineDOT.

Timeframe: Ongoing.

Goal IV: Land Use

To support land use plans and development patterns that promote efficient transportation services and systems.

Introduction

The subject of land use development in a transportation plan is critical and complex. Travel behavior in a region is very much a function of where people live, work, shop and do other activities. Conversely, our region's transportation system (the highway and street network, the price and availability of public transportation, and other attributes) contributes to where we choose to work and live. Many other factors that shape our transportation system and influence our choices and travel behavior – including fuel prices, federal housing policies, and our collective individuals decisions -- are beyond the influence of state and local officials.

In *Destination Tomorrow*, the members of PACTS strive to improve the connection between our land use and transportation decisions made at PACTS, at MaineDOT and in our city and town halls. In recognition of the complexities of this subject, the members of PACTS recognize the following regulatory and policy realities during the development of the land use objectives and strategies.

FACTS REGIONAL TRANSPORTATION PLAN

1. In addition to our federally mandated authority, FACTS has a responsibility to provide leadership for transportation investments in our region through the allocation of federal funds.
2. MaineDOT seeks to strengthen the financial viability of municipalities through appropriate transportation investments.
3. MaineDOT and the Legislature have established access management on major highways as a high priority.
4. Land use regulation authority resides primarily in our city and town halls.
5. Land use development plays an important role in how effectively transportation facilities work, and on the demand placed on them.
6. *Destination Tomorrow* supports the following State Planning Office's Smart Growth Principles.
 - To maintain our historic settlement pattern of compact villages and urban centers separated by rural countryside, and to sustain a unique sense of place in every community by respecting local cultural and natural features.
 - To target economic and residential growth to compact, mixed use centers in areas with existing or planned infrastructure and services at a scale appropriate for the community and region.
 - To preserve and create mixed use, pedestrian-friendly neighborhoods that incorporate open areas, landscaping and other amenities that enhance livability.
 - To provide choice in the mode of transportation and to ensure that transportation options are integrated and consistent with land use objectives.

Objectives and Strategies

Objective 1. To encourage the creation of, and conformance to, regional, sub-regional and local land use plans that recommend regional connectivity and mobility in support of land development patterns.

Strategy 45. Local Studies

Continue to perform municipal and sub-regional planning studies with a transportation focus.

Responsibility: FACTS.

Timeframe: Ongoing

Strategy 46. Regional Models

Create regional images meant to inspire municipalities and others to create and use regional, sub-regional and local plans. Examples include the case studies developed for this Plan, a regional map of existing zoning in the seven FACTS

municipalities, a regional map of existing land use in the PACTS municipalities, an aerial photograph composite of the entire PACTS region, and aerial photograph composites of each PACTS municipality and its neighbor municipalities.

Responsibility: PACTS and GPCOG.

Timeframe: Ongoing

Strategy 47. Growth Management Act Criteria

Support when appropriate the MaineDOT and SPO in their development of new transportation requirements for local comprehensive plans.

Responsibility: Municipalities, PACTS and GPCOG.

Timeframe: Ongoing.

Objective 2. To formulate a planning and design process that effectively coordinates land use and transportation decisions and spans jurisdictional boundaries.

Strategy 48. Local Assistance

Provide technical assistance, information and data to planning boards regarding the cumulative impacts of their decisions upon the level of mobility of the region's arterial highways.

Responsibility: PACTS and GPCOG.

Timeframe: Ongoing.

Strategy 48A. Land Use Mitigation Plans

Establish a policy and set of procedures whereby PACTS will require the implementation of a land use mitigation plan before programming federal funds for an arterial corridor roadway project that significantly reduces commuter travel times between an urbanized and non-urbanized area.

Responsibility: Municipalities, PACTS, State Planning Office, MaineDOT

Timeframe: In 2003 and 2004.

Strategy 49. Interchange Master Plans

Develop master plans for areas around proposed new highway interchanges, and existing ones that are going to be changed significantly.

Responsibility: Municipalities, MaineDOT and PACTS.

Timeframe: Ongoing.

Strategy 50. Case Studies

Do case studies of the growth potential of urban places where significant transportation investments are being made.

Responsibility: PACTS.

Timeframe: Ongoing.

Strategy 51. Station Location Implications

Study the land use implications of potential commuter rail stations, locations and corridors.

Responsibility: PACTS and GPCOG.

Timeframe: Ongoing.

Strategy 52. Jobs/Housing Studies

Incorporate the jobs/housing balance* into future major PACTS studies.

Responsibility: PACTS.

Timeframe: Ongoing.

* The jobs/housing balance refers to the ratio of the number of people who live and work in an activity center. The current imbalance in the ratio in many communities (particularly due to the lack of affordable housing in many centers) has led to longer daily commutes to affordable land and houses. Future participants in regional PACTS studies will incorporate this concept as a goal.

Objective 3. To foster compact development patterns that promote efficient transportation services and systems that reduce sprawl.

Strategy 53. Transportation Investment Areas

Identify “Transportation Investment Areas”* and other projects per the Investment Plan, and establish a reduced local match requirement policy for TIP projects in these areas.

Responsibility: Municipalities, MaineDOT and PACTS.

Timeframe: During the first year.

* A Transportation Investment Area would be a designation that targets transportation investments to areas that promote compact mixed-use growth. Areas eligible for such a designation would need to be a designated growth area, and promote compact development. This approach is used in Maryland where certain state spending, including transportation dollars, is spent only within and between identified growth areas.

Strategy 54. Flexible Level of Service Standards in Centers

Establish flexible MaineDOT and municipal thresholds for acceptable level-of-service for the off-site traffic impacts of proposed developments in “urban centers”. (It is understood that these would be used only with the consent of the affected municipality.) Factors supporting these thresholds are: (1) the realities of heavy traffic in urban places, (2) limited highway funding, (3) the value of preserving the character of existing urban streets, and (4) the availability of and increased attractiveness of transit due to traffic delays.

Responsibility: Municipalities and MaineDOT.

Timeframe: During the first two years.

Strategy 55. Technical Assistance

Provide technical assistance to municipalities in developing and refining smart growth ordinances and policies through the use of workshops, case studies and planning grants.

Responsibility: PACTS, GPCOG and State Planning Office.

Timeframe: Ongoing.

Objective 4. To promote site development and infrastructure that provides for and encourages access and on-site circulation by pedestrian, bicycle, and transit modes in order to reduce vehicle trips.

Strategy 56. Mixed Use Arterials

Support residential zoning along principal arterials throughout the PACTS region. (The intent is to preserve existing residential neighborhoods that are crossed by principal arterials, and to encourage higher density mixed use development where commercial development already exists.)

Responsibility: Municipalities, MaineDOT and PACTS.

Timeframe: Ongoing.

Strategy 57. Parking Policy Analysis

Study the potential applications of parking policies as incentives for vehicle trip reduction. Potential parking policies include “parking maximums” and “shared parking” provisions in zoning ordinances, and regional and sub-regional parking supply caps*.

Responsibility: Municipalities, PACTS and GPCOG.

Timeframe: Ongoing.

* Two possible studies are of: (1) the economic and transportation trade-offs between using more central business district land in the future for additional parking versus limiting the growth in parking supply, and (2) the potential increase in regional passenger rail and bus travel demand if future growth in parking supply in central business districts were purposefully limited.

Objective 5. To protect neighborhoods and community integrity by creating transportation facilities that are community sensitive.

Strategy 58. State School Location Criteria

Based on the transportation and other benefits of schools’ locating in activity centers, support efforts to revise the State’s site location requirements for new schools and for funding the construction/ rehabilitation of existing schools.

Responsibility: Municipalities, PACTS, MaineDOT and SPO.

Timeframe: Ongoing.

Strategy 59. Context Sensitive Design Principles

Employ principles during the design of arterial roadway improvements that balance the competing demands upon the roadway of vehicles, pedestrians and others.

Responsibility: Municipalities, FACTS, MaineDOT and SPO.

Timeframe: Ongoing.

Objective 6. To manage access along major arteries in order to reduce delay and crashes, while protecting the accessibility of adjoining property.

Strategy 60. Access Management for New Highways

Require an access management plan for any proposed new highway (and the links to the highway at both termini) as a prerequisite for the programming of federal funds for construction of a new highway.

Responsibility: FACTS and MaineDOT.

Timeframe: Develop during the first five years.

Strategy 61. Limited Access on New Arterials

Support the MaineDOT commitment to make all new arterial roads limited access in order to preserve the new road capacity, and encourage MaineDOT to preserve that limited access over the long term.

Responsibility: Municipalities and FACTS.

Timeframe: Ongoing.

Strategy 62. Purchase Access Rights

Support and authorize the purchase of corridor rights on arterials, when appropriate and feasible, in order to maintain the capacity of the arterials.

Responsibility: MaineDOT and FACTS.

Timeframe: Ongoing.

Objective 7. To balance the needs for increased network connectivity and reduced cut-through traffic on residential streets.

Strategy 63. Collectors vs. Arterials

Build future short connector roads as collectors rather than as arterials because they are less costly and would receive more public/political support.

Responsibility: MaineDOT.

Timeframe: Ongoing.

Strategy 64. Town Studies

Plan for and implement street interconnectivity studies in each community in order to identify collector and sub-collector street networks. These networks would form the basis for future residential and commercial development, where appropriate.

Responsibility: Municipalities, FACTS and MaineDOT.

Timeframe: Ongoing.

Goal V: Environmental Quality

Protect and improve the quality of life and the human and natural environments including natural and cultural resources, air quality and water quality.

Introduction

PACTS recognizes that transportation has many impacts on the environment and therefore attempts to prescribe projects and strategies that minimize those impacts. The most notable effect is probably on air quality. Vehicle emission levels have improved, but these gains are being outstripped by the rise in overall fuel consumption as a result of increased vehicle miles traveled and vehicle hours traveled (VMT and VHT) and stagnating fuel economy. While it is true that the PACTS planning region is located “at the end of the tailpipe” from both mobile and stationary sources in the Midwest, a significant contribution to poorer air quality is generated right here, mostly from automobiles.

Destination Tomorrow suggests reducing VMT and VHT through a series of travel demand management (TDM) measures that: (1) encourage the use of transit by shifting a portion of the cost to parking premiums; (2) promote increased bicycle and walking trips; and (3) support existing programs designed to minimize travel and emissions such as the following. Go Maine is the statewide carpooling and vanpooling program that helps commuters share rides to and from work, saving participants money and reducing emissions. The Kids and Transportation Program teaches children about transportation choices and their consequences on the environment. The Maine Clean Communities Coalition works with fleet operators to facilitate the use of alternative fuel vehicles and fuels that burn cleaner than gasoline and diesel.

Another, less obvious impact on the environment is in the form of increased impervious surface impacts to surface and ground water in the form of non-point source pollution. The combination of additional pavement and the substances that are deposited there in the form of hydrocarbons, metals, salt, etc., has a deleterious impact on adjacent surface waters, and on overall water quality and associated biological communities. The Plan seeks to identify and minimize these impacts through careful study of proposed projects.

Environmental aesthetics are addressed in the Plan through strategies to lessen potential increases in noise levels, and to promote human-powered travel to recreation and natural areas.

Objectives and Strategies

Objective 1. To minimize impact on environmental resources including wetlands, wildlife, habitat and water quality.

Strategy 65. Studies

Continue to place high importance in transportation planning studies on identification and minimization of potential environmental and social impacts of transportation infrastructure and services.

Responsibility: PACTS; GPCOG; MaineDOT.

Timeframe: Ongoing.

Objective 2. To reduce auto-related emissions by managing the overall growth in vehicle miles traveled and by implementing strategies to reduce traffic delay at congested locations.

Strategy 66. Travel Demand Strategies

Implement travel demand strategies such as strategies to increase the attractiveness of transit, limiting/charging for parking, alternating shift changes at places with high concentration of employment.

Responsibility: Municipalities, transit operators, private sector.

Timeframe: Ongoing.

Strategy 67. Federal Tax Law Incentives

Study the feasibility, implementing when appropriate, of using the federal tax law that provides incentive for replacing the cost of parking with a credit that may be used for transit or other non-SOV transportation to and from places of employment.

Responsibility: PACTS; GPCOG; MaineDOT.

Timeframe: Ongoing.

Objective 3. To minimize and avoid noise impacts on sensitive receptors.

Strategy 68. Noise Monitoring

Continue to monitor the noise impacts of highways, airports and rail lines in PACTS and MaineDOT transportation studies.

Responsibility: PACTS; MaineDOT.

Timeframe: Ongoing.

Strategy 69. Noise Mitigation

Implement, where appropriate, noise mitigation measures in order minimize noise impacts on neighborhoods.

Responsibility: PACTS; Maine Turnpike Authority; MaineDOT.

Timeframe: Ongoing.

Objective 4. To construct visually attractive transportation infrastructure that complements surrounding land uses and is contextually appropriate.

Strategy 70. Funding

Sufficiently fund projects to include high quality (even exemplary when appropriate) of design and materials.

Responsibility: PACTS; MaineDOT.

Timeframe: Ongoing.

Objective 5. To increase accessibility to recreation and natural areas through alternative modes of transportation.

Strategy 71. Linkages to Natural Areas

Increase implementation of bicycle and pedestrian linkages to recreation and natural areas in order to increase mobility, to promote healthy activities, to reduce reliance on automobiles and to decrease parking requirements in these areas.

Responsibility: Municipalities, MaineDOT

Timeframe: Ongoing.

Goal VI: Regional Focus

To reflect a regional approach to transportation and land use founded on effective communication and management of regional resources.

Introduction

This Plan is the key first step towards a more concerted effort at a regional decision-making process by PACTS members, who have made regionally oriented decisions since 1974. The members will use this Plan to redouble their efforts to make regionally oriented decisions, as will the MaineDOT, the Maine Turnpike Authority and the region's transit organizations, because all parties have shared in the development of the region's long-term priorities.

The 1999 PACTS survey of the region's residents supports PACTS undertaking of this challenge. The survey showed that 60 percent of our residents want regionally significant transportation problems addressed before local ones. Survey responses also reflected a clear trend by residents of traveling throughout the seven-community region on a regular basis for work, shopping and other purposes.

The 2002 expansion of PACTS – required by the federal government – will provide additional opportunities to increase the regional focus of transportation planning in our area. These

opportunities will unfold during the coming years and will continue to build on our many prior coordination and collaboration actions.

Objectives and Strategies

Objective 1. To establish priorities for implementation of transportation improvements which are tied to regional transportation need and funding availability.

Strategy 72. Implement the “Capital Investment Framework” for 2004-2009
Implement the “Investment Plan” recommendations of this Plan.
Responsibility: All participants in the PACTS process.
Timeframe: During first six years.

Strategy 73. The Plan-TIP Connection
Tighten the relationship between the development of studies and TIP proposals and the implementation of this Plan. The Policy Committee will raise the PACTS-Plan-consistency standard for eligibility of TIP proposals above the current “not-inconsistent-with-the-Plan” standard.
Responsibility: Municipalities, MaineDOT, and all other PACTS participants.
Timeframe: Completion in 2003.

Strategy 74. Impact Fees
Study ways to assess the adequacy of development fees in addressing the off-site impacts that they create. Develop strategies, if appropriate, to improve upon the existing systems for assessing the fees.
Responsibility: PACTS, municipalities and MaineDOT.
Timeframe: During first five years.

Strategy 75. TIP Priority Setting Process
Perform a wholesale revision of the PACTS TIP priority setting process. The centerpiece of the review will be this Plan. Another key reason for this revision is the addition of eight new municipal members to the Policy Committee in 2002. (The members will use the revised policies and procedures first in 2004 during the development of the 2006/2007 BTIP.)
Responsibility: PACTS, municipalities and MaineDOT.
Timeframe: Completion in 2003.

Following are several possible actions being considered.

- 1) Place more emphasis on preserving mobility on our existing principal arterials in order to avoid future costly roadway widening and bypasses, and to encourage through traffic to stay on principal arterials rather than divert to neighborhood streets. (The members will examine closely the

current MaineDOT regulation for rural areas that encourages the maintenance of existing speed limits on arterials.)

- 2) Develop procedures to implement the set asides listed in current draft “framework” – such as set aside \$1 million every four years to build new collector-design highways such as the Highland Avenue Connector and the Larrabee Road extension to Spring Street.
- 3) Require a 40 percent local match for all federally funded investments in the PACTS area on roadways with daily traffic volumes (AADT) below 5,000.
- 4) Consider removing the arterial or collector classification of all roadways with daily traffic volumes (AADT) below 5,000.
- 5) Require that all proposals (except resurfacing) for investments on existing principal arterials be from an analysis endorsed by the PACTS Policy Committee. The analysis must state how the proposal is consistent with this Plan. (Proposals that are not programmed with five years must be re-endorsed by the Policy Committee in order to assure that they are still regionally acceptable.)
- 6) Give priority to projects in existing or proposed compact growth areas through the Transportation Investment Area model. Compact growth areas shall be based on existing development patterns and current zoning for future growth.

Strategy 76. Plan Update

Perform a major update of this Plan within six years, and minor updates for MaineDOT and FHWA/FTA every three years, or as required.

Responsibility: PACTS.

Timeframe: Completion by 2009.

Strategy 77. State and Federal Officials

Continue to advise State and Federal legislators of the federal funding situation through correspondence, annual report distribution and meetings.

Responsibility: MaineDOT and PACTS.

Timeframe: Ongoing.

Strategy 78. Explore Funding

Continue to work closely with MaineDOT staff in order to be kept aware of new federal funding opportunities.

Responsibility: PACTS and municipalities.

Timeframe: Ongoing.

PACTS REGIONAL TRANSPORTATION PLAN

Objective 2: To monitor transportation system performance and plan implementation on a region-wide basis.

Strategy 79. Periodic TIP Process Reviews

Revisit the PACTS project selection procedures prior to each biennial TIP project selection process in order to reconsider the criteria and their related weights in the context of the need to maintain the existing highway network and public transportation systems.

Responsibility: PACTS.

Timeframe: Every two years.

Strategy 80. Data Collection

Increase transportation data collection for all modes, such as: spot speed recordings on principal arterials, travel times between pairs of regional destinations, daily roadway traffic volumes, bus and rail riders, intersection turning movement counts, vehicle classification counts, bicycle and pedestrian counts on paths, roads and sidewalks, and traffic generation from major developments.

Responsibility: PACTS, GPCOG and MaineDOT.

Timeframe: Ongoing.

Objective 3. To keep citizen involvement in regional transportation planning as a high priority at PACTS.

Strategy 81. Presentations

Advise the general public periodically of the federal and state funding situation through presentations to civic groups, newspaper editorial boards, chambers of commerce and others.

Responsibility: PACTS.

Timeframe: Periodic.

Strategy 82. Policy Briefings

Conduct biennial regional briefings for state and local elected officials.

Responsibility: PACTS.

Timeframe: Perform at least every two years.

Strategy 83. Town/City Contacts

Offer to make presentations (and/or send reports) to each City/Town Council and Planning Board at least once every three years regarding the PACTS process.

Responsibility: PACTS.

Timeframe: At least once every three years

Strategy 84. Outreach

Continue the following PACTS activities:

- Distribute a PACTS annual report every year.
- Maintain the PACTS Plan website (www.pactsplan.org) after completion of this Plan.
- Distribute news releases.
- PACTS staff continue to lead the public outreach components of most PACTS studies.
- Conduct “sandwich symposiums” on subjects of interest to the public and to regular PACTS participants at least twice a year.
- Continue to experiment with new public outreach efforts, such as visits to newspaper editorial boards, information videos and submission of “op ed” newspaper articles.

Responsibility: PACTS.

Timeframe: Periodic, and when needed.