

22

ESSENTIAL TRANSPORTATION INVESTMENTS

by '22

WITH THE POWER TO TRANSFORM OUR REGION

FACTS

Portland Area Comprehensive Transportation System



Officials of the 15 PACTS communities developed this March 2012 report with input from citizens and state leaders. As with other areas in Maine, Greater Portland will need more funding - \$664 million - to complete these system improvements.

THE GREATER PORTLAND REGION NEEDS TO BE READY WHEN THE ECONOMY KICKS INTO GEAR. We will need roads, bridges, rail, trails and transit systems that will serve our growing region and enable us to travel safely, efficiently and productively. We need to do better than just fill the potholes and keep the buses running.

THE PORTLAND AREA COMPREHENSIVE TRANSPORTATION SYSTEM (FACTS) has plans for a 21st century transportation system that will serve our communities in the times ahead.

CRITICAL TO THESE PLANS ARE 22 ESSENTIAL TRANSPORTATION INVESTMENTS. These are projects with the power to maintain and transform our transportation system. They range from much needed investments in paving and bridge repair to longer-term transportation infrastructure including the Route 1, I-295 and Maine Turnpike corridors.

TO MAKE THOSE PLANS HAPPEN WE WILL NEED TO INVEST \$851 MILLION OVER THE NEXT 10 YEARS, so our communities' growing and shifting population and economies can be linked together. To date, FACTS has identified funding for less than half of these projects - only \$227 million. That leaves a gap of \$624 million. If we are unable to fill that gap, we will have to make difficult choices that could put people's safety, jobs and the economic potential of the region at risk.

"22 BY '22" WAS DEVELOPED BY LEADERS OF THE COMMUNITIES IN THE FACTS REGION with the help of our elected officials, interested citizens and key government agencies including MaineDOT, the Maine Turnpike Authority and the Federal Highway Administration. It was developed through an exhaustive, region-wide review of infrastructure needs, economic development, land use and environmental considerations.

22 BY '22 REPORT HIGHLIGHTS

| | |
|----------------------------|---------|
| Total cost of projects: | \$851 m |
| Total available funding: | \$227 m |
| Additional funding needed: | \$624 m |

Projected 10-year impact in jobs: 11,063

Breakdown of recommended investments:

| | |
|----------------------------------|---------|
| Highway + bridge | \$608 m |
| Rail | \$36 m |
| Transit | \$168 m |
| Bike/pedestrian | \$25 m |
| Placemaking | \$9 m |
| Alternative fuels infrastructure | \$ 5 m |

THE YEAR 2022 IS RIGHT AROUND THE CORNER. FACTS challenges you to work with us to help make these 22 transportation investments happen during the next 10 years. For more information, please call the FACTS staff at 207-774-9891.

ABOUT FACTS: The Portland Area Comprehensive Transportation System (FACTS) is the metropolitan planning organization for the Greater Portland region and includes Biddeford, Cape Elizabeth, Cumberland, Falmouth, Freeport, Gorham, North Yarmouth, Old Orchard Beach, Portland, Saco, Scarborough, South Portland, Westbrook, Windham and Yarmouth. It was established to improve the coordination of transportation planning and investment decisions by state, municipal and public transportation organizations. FMI: www.factsplan.org.



Improvements to the region's streetscapes, like those recently completed on Bill Clark Drive in Westbrook, will help balance the needs of cars, pedestrians, cyclists and businesses.

THESE ESSENTIAL 22 PROJECTS WILL COST \$851 MILLION to implement over the next 10 years, of which only \$227 million has been identified. Whether we opt to fund these improvements through increased property taxes, user fees (e.g., tolls and fuel taxes) or other sources, successful completion will not only create jobs, but improve mobility throughout the region. All of the projects listed here are priorities for the region and have been organized alphabetically.

1 Alternative Fuel Infrastructure

Gasoline and diesel prices are at all-time sustained highs, and fleet operators and consumers alike are looking for alternatives. While major investments in alternative fuels and vehicles will come from the private sector, there are areas where public investment will be appropriate and necessary, e.g., public charging facilities for electric vehicles and facilities to dispense compressed natural gas, propane and biodiesel blends.

FMI: www.maineleancommunities.gpcog.info/

Estimated cost: \$5 million

2 Biddeford-Saco-Old Orchard Beach Transportation Plan

The three municipalities completed this joint plan in 2010. The plan recommends many actions including: build a parking garage in Biddeford; improve the Eastern Trail; expand a park-and-ride lot; improve traffic flow; and improve bus services.

FMI: <ftp://ftp.gpcog.org/PACTS/TriCommunityTranspPlan> (Enter "public" for user and "password" for password.)

Estimated cost: \$18 million

3 Bridge Projects (MaineDOT)

The MaineDOT is proposing to make capital improvements on approximately 85 aging bridges in the PACTS region in the next 10 years: to "preserve" 40 bridges, rehabilitate 35 and replace 10. MaineDOT has not yet identified funding for these important bridge projects.

Estimated cost: \$90 million

4 Downeaster

The Northern New England Passenger Rail Authority is seeking federal funding for the construction of a "wye" track in Portland and a passing siding in Yarmouth. The wye track would eliminate a time consuming back-up move for Downeaster trains that travel north of Portland; the siding would increase the line's capacity to five round-trips daily between Brunswick and Boston.

FMI: www.amtrakdowneaster.com

Estimated cost: \$16 million

5 Falmouth: Route 1 Transformation

Falmouth has worked for several decades on its Route 1 corridor to transform it to a more pedestrian-friendly village center. Current work focuses on a 1.5-mile corridor from the Route 88 intersection to the Turnpike Connector ramps. A parallel zoning effort would amend ordinances to allow buildings closer to the street with parking to the side and rear of buildings. This will help create an environment more conducive to walking.

FMI: www.town.falmouth.me.us/Pages/FalmouthME_BComm/RouteOneFolder/

Estimated cost: \$2 million (minimum)

6 Gorham East-West Corridor Study

This major transportation and land use study is for the corridor immediately west of the turnpike in the Portland region, including Gorham, Scarborough, South Portland and Westbrook. The key draft recommendation calls for measures including land use planning, public transportation and highway expansion. The cost estimate here is a combination of several possible investments – all of which are being further studied this year.

FMI: www.gorhamcorridor.org

Estimated cost: \$181 million

7 I-295 Corridor Studies (2006 and 2011)

With many of the 2006 study's highway recommendations complete, remaining highway improvements include: southbound ramp changes and a northbound ramp at Exit 15 (Yarmouth); off-ramp improvements at Exit 6 (Portland); and acceleration/deceleration ramp work (Falmouth to Freeport). The 2011 Portland North Study also recommends a Brunswick-Portland bus service to reduce traffic delays.

FMI: www.state.me.us/mdot/planningstudies/i295cs/index.htm or
www.maine.gov/mdot/portlandnorth/index.htm

Estimated cost: \$27 million

8 Maine Turnpike Corridor

Highlights for the next 10 years of the Turnpike Authority's 30-Year Capital Project Plan in Greater Portland include pavement rehabilitation, bridge projects (rehabilitation, painting and replacements), and modernizing/widening the highway between Exits 46 and 48. All projects are paid for with toll revenues.

FMI: www.mainturnpike.com/about/reports_and_studies.php

Estimated cost: \$97 million

9 Mountain Division Freight Rail and Trail

In 2011, MaineDOT unsuccessfully applied for federal funding to restore freight rail service between Baldwin and Portland. The proposed rail upgrade will serve numerous businesses with an economical and environmentally-friendly transportation mode. A possible complement to the project is the extension of a parallel multi-use trail. This project remains a high priority for our region.

FMI: www.maine.gov/mdot/tiger3/mdr.htm

Estimated cost: \$23 million

10 Portland: Forest Avenue Corridor

In 2011, the City of Portland adopted a plan for the Woodfords Corner to downtown portion of this major regional arterial. Similar to the “complete streets” plan for Franklin Street (No. 11, below), the Forest Avenue Corridor plan calls for improvements to more efficiently balance traffic, walking, bicycling, commerce, residential neighborhoods and transit, including the new Downeaster service to Brunswick.

FMI: www.portlandmaine.gov/forestave.htm

Estimated cost: \$2 million

11 Portland: Franklin Street Corridor Study (2010)

The City of Portland has a vision to transform this major arterial and its surrounding neighborhoods into a place that works well for all users, including pedestrians and bicyclists. Portland and MaineDOT are currently turning that vision into a design that balances the city’s placemaking goals with the street’s traffic and commerce purposes.

FMI: www.pactsplan.org/PortlandFranklinStreetArterial.php

Estimated cost: \$15 million

12 Portland: Peninsula Transit Study

In 2008, the Portland City Council adopted an innovative plan to greatly improve transit services to better serve downtown residents and businesses. Much has been done in just three years. As a result of the study, there has been a move to convert downtown Congress Street into a “bus priority corridor” and several other capital improvements have been proposed.

FMI: www.portlandmaine.gov/planning/finalpeninsulatransitstudy.pdf

Estimated cost: \$2 million

13 Region's Arterial Roads

The region has 140 miles of aging arterial roads connecting its cities and towns. These critical connectors, such as Broadway in South Portland and Routes 302 and 25, are crumbling due to decades of water erosion and aging drain pipes. Repairing them will be expensive: for example, recent repairs to a .4-mile section of Forest Avenue near Westbrook cost \$2.7 million.

Estimated cost: \$50 million

14 Regional Bicycle-Pedestrian Plan

The 2009 PACTS Regional Bicycle and Pedestrian Plan proposes infrastructure improvements to connect communities, trail systems and other transportation modes. Priorities include adoption of a region-wide wayfinding system; regional “share the road” signage and pavement markings; sidewalks; safe access to transit; and improvements to make community centers more bicycle- and pedestrian-friendly.

FMI: www.pactsplan.org/bike-ped-prelim-2009.php

Estimated cost: \$15 million

15 Region's Collector Roads

The 204 miles of collector roads in the PACTS region link local streets with major highways. While these roads should be “preservation paved” every 10 years, that effort has been hobbled by limited resources. A recent study estimated that \$180 million would be needed to pave and/or rehabilitate the region’s collector roads over the next decade. PACTS and its municipalities have budgeted only \$40 million.

FMI: www.pactsplan.org/viewall.php

Estimated cost: \$180 million

16 Regional Traffic Management System

A technological revolution in traffic signal coordination has the power to increase capacity and reduce congestion on local roadways with a minimal infrastructure investment. Six PACTS towns (Biddeford, Portland, Saco, Scarborough, South Portland and Westbrook) have collaborated on a regional traffic management system plan for signal coordination. One of the first projects to be implemented – \$400,000 in new signal technology installed in 2011 on Brighton Avenue – already has traffic rolling smoothly.

FMI: <ftp://ftp.gpcog.org/PACTS/>

(Enter “public” for user and “password” for password.)

Estimated cost: \$9 million



An artist's rendering of the Veteran's Memorial Bridge currently under construction. Transportation infrastructure connects communities – and is central to how people and goods move throughout the region. Eighty-five of the region's bridges are in need of replacement or repair over the next 10 years, and the funding for those projects has not yet been identified.



Investments are needed for the region's transit fleet, including a new ferry and buses to replace the aging fleet and a facility where vehicles can be stored and maintained.

17 Transit Facility/Maintenance

While transit ridership is expected to increase, the region's bus garages and the Casco Bay Lines ferry terminal are aging and have limited expansion potential. The 2011 Southern Maine Regional Transportation Coordination Study looked at the maintenance facility needs of South Portland Bus Service, RTP, ShuttleBus and York County Community Action Corporation and called for a new \$20 million facility to house three and provide maintenance for all four operations' vehicles. Similarly, the cost to replace the existing METRO garage would be an estimated \$20 million. A major upgrade of the Casco Bay Lines ferry terminal would cost approximately \$5 million.

FMI: www.gpcog.org/Transportation_and_Land_Use/Transit_Planning.php

Estimated cost: \$45 million

18 Replacement Buses and Ferries

The region's transit fleet is aging. The 2011 Southern Maine Regional Transit Coordination Study noted that 44 percent of the PACTS area fleet of 117 vehicles is at or exceeds 10 years of age and 73 percent will meet its useful life standard over the next two years. While some replacement buses are currently being deployed, another \$49 million is needed to upgrade the bus and ferry fleets over the next 10 years.

Estimated cost: \$49 million

19 Scarborough: Road and Pedestrian Plans

Two planning efforts are underway in Scarborough to improve traffic flow and pedestrian access and safety. The 2011 Running Hill Road Corridor Study called for construction of a new road near the Maine Mall growth area and improvements to nearby Running Hill Road. Scarborough also has completed the Oak Hill Pedestrian Plan that will transform that busy commercial area into a more pedestrian-friendly town center.

FMI: www.scarborough.me.us/planning/index.html

Estimated cost: \$10 million

20 Westbrook: Downtown

The heart of Westbrook is its historic downtown Main Street that includes a thriving mix of uses. Main Street is also Route 25 which serves as a major east-west commuter corridor to neighboring Portland. The Downtown Streetscape Plan recommends context sensitive solutions to enhance the pedestrian experience while facilitating east-west traffic. The plan includes improvements in the roadway, sidewalks and other public spaces.

FMI: www.westbrookmaine.com

Estimated cost: \$3 million

21 Windham: North Windham Transportation Plan

The Town of Windham is working on a plan to apply the "complete streets" philosophy to the future growth of its regional commercial center in north Windham. The "21st Century Downtown Plan" is a vision for creating a "sense of place" in today's suburban commercial center. The plan sets forth significant changes to the street network and development of pedestrian and bicycle infrastructure.

FMI: www.windhamweb.com

Estimated cost: \$2 million

22 Yarmouth: Route 1 Corridor (2011)

The Town of Yarmouth has developed a Route One improvement plan to improve traffic access and safety for most of its length through town. The recommendations are: to reconfigure the four-lane sections of Route 1 to two and three lanes; to expand bicycle and pedestrian connections; and to build roundabouts at Route 1 intersections with Portland Street, Forest Falls Drive, Hanaford Drive, East Main Street and Route 88.

FMI: www.yarmouth.me.us

Estimated cost: \$10 million



Projects in the PACTS 22 by '22 plan will create an estimated 11,063 jobs over the next 10 years, as well as improve safety, modernize infrastructure and increase the efficiency of the region's transportation system.