

PACTS

Portland Area Comprehensive Transportation Committee

Planning Committee Meeting Notice

February 1, 2007
9:00 a.m.

PACTS, 68 Marginal Way, Portland
There are surplus parking spaces available across Preble Street.

Agenda

1. **Call to order, and welcome new member, Gary Guerette**
2. **Minutes of January 4th meeting**
3. **Status Reports**
4. **PACTS Planning Priorities for the Next Two Years (Attachment)**

Development of a Planning Committee recommendation for use by the Policy Committee on February 15th

5. **Adjourn**

Next Meeting: March 1st at 9:00 a.m.

The Metropolitan Planning Organization for the Portland Urbanized Area
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Agenda Item 2: Minutes of January 4th meeting

Members Present: Donna Larson, Chair, Freeport; Dawn Emerson, Yarmouth; Deb Fossum, Gorham; Alex Jaegerman, Portland; Mike Laberge, Maine DOT; Jonathan Labonte, MTA; Jon McNulty, Public Transportation; Sandra Mowery, Old Orchard Beach; Peter Morelli, Saco; John Perry, FHWA; Tom Reinauer, SMRPC; Greg Tansley, Vice-Chair, Biddeford; David Willauer, GPCOG; Joe Ziepniewski, Scarborough.

Members Absent: Wayne Davis, TrainRiders; Tex Haeuser, South Portland; Brooks Moore, Westbrook; Carla Nixon, Cumberland; Maureen O'Meara, Cape Elizabeth; Amy Lamontagne, Falmouth.

Staff and Guests: Dan Bacon, Scarborough; Julia Dawson, PACTS; John Duncan, PACTS; Carey Kish, Go Maine; Sue McIntyre, GPCOG; Eric Ortman, PACTS; John Peverada, Portland.

1. **Call to Order.** Donna Larson, Chair called the meeting to order at 9:05 a.m.

2. **Minutes of November 13th, 2006 meeting**

Joseph Ziepniewski moved for approval of the December 1st, 2006 minutes, seconded by Mike Laberge.

All were in favor. The minutes were unanimously accepted.

3. **Go Maine** - Presentation by Carey Kish, GPCOG

Carey Kish, Manager of the Go Maine Program, provided a PowerPoint presentation and overview of the Go Maine Rideshare Program. Partners in the Go Maine Program include the Maine Department of Transportation, the Maine Turnpike Authority and pedestrian/bicycle coalitions. One of the goals of the program is to provide a network for carpool matching. Due to the increase in gas prices and also because of global warming, the database has increased to about 1,000 registered participants with 365 registered carpools. Mr. Kish indicated that they are hoping to grow the database to 5000 registered participants in the next year or so. Go Maine also works with other transit groups such as the Downeaster and the METRO. All transit options are listed on the website.

The vanpool program has been operating for 20 years and initially began as "Go Augusta". It then merged with the Rideshare Program in Portland and was renamed "Go Maine." Eleven new vehicles are currently being built to expand the vanpool routes that currently service areas such as Portland, Bath, Brunswick, Lewiston, Auburn and Augusta. Vanpool routes being considered include service from Bangor to Augusta, the mid-coast area to Augusta and from southern York County to Portland. Some of the new vehicles will be used as replacement vehicles.

The biggest benefit for commuters who register with the Go Maine Program is the Emergency Ride Home benefit. It allows a commuter to take a taxi ride home or the use of a rental car to get home in case of an emergency. It is an incentive for carpooling and is of no cost to the commuter. The "Emergency Ride Home" has a limit of eight per year.

Marketing for the program is done through such things as employers, highway signs and various events. The vans themselves have also proven to be a good marketing tool because of the logo and carpool information painted on the vans. A "Fuel Wise Campaign" was recently held in conjunction with the Governor's Office and the Maine Department of Transportation that promoted a variety of ways to drive and/or commute to save money and fuel. Carpooling was given as one option. This campaign produced 815 responses. Another primary marketing event of the Go Maine Program is the "Commute Another Way Day" that is held on an annual basis. Statewide partners in this event include the DEP, the Maine Transit Association, the bicycle coalitions, Healthy Maine, etc. On a local level, other partners include transit providers such as the BAT in Bangor, the METRO in Portland and AVCOG, to name a few.

Another incentive to carpool that was instituted is the preferential parking program that is currently available for State employees working in State-owned buildings. Go Maine is currently looking into instituting this benefit in the private sector. Carey also noted how carpooling provides the additional benefit of decreasing air pollutants by reducing the amount of vehicles on the road. An on-line matching system is now available to commuters and provides instant information for commuting options and carpooling. More information is available on the website: www.gomaine.org.

Discussion followed regarding the large amount of employees working on the Portland peninsula. Carey noted that if you review the data the critical mass is in the Portland area with many registered carpoolers. Other areas being marketed include the Lewiston-Auburn area, Augusta, Biddeford-Saco, etc. As part of the vanpool expansion, it is expected that there could be as many as four more vans coming to downtown Portland. The Portland peninsula is ripe for a Management Transportation Association. Employers could contribute for alternatives such as vanpools. It works in other areas of the country through direct employer involvement. Carey will be looking into it. Alex Jaegerman spoke of the upcoming Portland Peninsula Transit Study and added that when the City of Portland talks about alternative modes of transportation they will certainly include the Go Maine Program.

Donna thanked Carey for his presentation.

4. Access Management

Eric Ortman provided an overview of 12 items of importance that were discussed at the last meeting pertaining to access management and said he had divided these items into three groups as listed on page 6 of the meeting packet. He is looking for feedback on the items as written. He noted that there was no clear consensus from the Committee at the last meeting on how the Committee would like staff to proceed. Discussion followed pertaining to a condensed access management handbook that would include a toolbox, best management practices, and success stories of implemented actions/programs. The toolbox would include links to resource materials. It was noted that good general information is beneficial but every situation is different and that in some instances a professional review of an ordinance might be needed. A review of ordinances vs. a review of projects was discussed. Eric spoke of the advantages of looking at the whole corridor instead of a single location. It was suggested that Kathy Fuller be invited to make a presentation to the group pertaining to the Gateway One Project, a formal process that was utilized by the Maine DOT that involved 21 towns.

A clarification regarding funding as described in number 3 on page 7 of the meeting packet was given. Eric explained that monies would not be taken from funds that have already been allocated. The corridor approach was discussed further and options to the language described in number 3 and 4 of the meeting packet were discussed.

Alex Jaegerman made a motion to replace number 3 in the section “Proposed Scope of Work” as described on page 7 of the meeting packet, with a corridor approach, seconded by Dan Bacon.

Discussion followed pertaining to the scope of a corridor project in reference to the local ordinances and whether a scope would involve inventory, access points, interconnecting access as well as the public process. Eric said that one approach could be a physical analysis that might not involve individual ordinances and policies. He explained that staff could point out, for instance, that if certain improvements were made to a particular corridor that safety and congestion would likely improve.

Jonathan Labonte noted that in terms of staff time, Destination Tomorrow talks about regional mobility and limited resources. He spoke of the importance of communities to look at the regional aspect and felt that even if a survey of the ordinances within a corridor is done and shown how they deviate from each other that it could still provide some benefit and value. It was suggested that number 3 become number 4 and that number 4 as currently written in the meeting packet be omitted and that number 4 be replaced with the corridor approach. Further discussion followed on different aspects of the corridor approach as a regional approach. Several examples of existing corridors such as “hamburger alley” in Saco and Routes 302 and 25 were discussed. Donna asked if a revised scope on what a corridor study would look like would be needed for the next meeting.

Eric noted that the discussions were focused on numbers 3 and 4 and that there seemed to be a consensus that providing the Committee with a condensed manual would be of value. Staff could start working on the manual while the scope for numbers 3 and 4 continue to be worked on. Tom Reinauer recommended that if a town is not interested in assistance for their community that they should indicate that by a certain date. Eric requested that the group communicate with staff before the March meeting.

Donna noted that a motion was on the table to do a corridor approach rather than a municipal approach. The amendment would keep the local ordinance review but eliminate the opportunities for a case-by-case review. The group accepted the motion and amendment by consensus. Eric reiterated the motion saying that staff would start on numbers 1 and 2 and revise 3 and 4 with a corridor approach.

5. Public Participation and Title VI Plan

Julia Dawson provided an update to the group on the Public Participation and Title VI Plan. The plan has been available on the PACTS website for review and the 45-day comment period ended on December 25th with some comments from members but none from the public. It is anticipated that the Policy Committee will adopt the Plan in February. Julia has updated interested parties stating how the public will be notified.

6. Context Sensitive Solutions

USM’s Hannaford Hall has been reserved for the Context Sensitive Solutions evening forum. A tentative date of March 26th has been selected. Julia is waiting to hear a confirmation from the speakers and will be working on the publicity aspect next.

A location for the workshop and training session to be held on the following day would need to accommodate 60 to 70 participants. Ideally, the meeting site should be located near a place that could provide a good case study. The Dunstan School House Restaurant is one possibility. John noted that the facility would be able to accommodate the event for about \$18.50 per person. Sandra Mowery noted that Captain’s Galley Old Orchard could offer another potential location for the training session and accommodates up to 175 people. It is near the Smithwheel Road intersection. A discussion followed pertaining to which site would provide a better location and case study for the event.

Joseph Ziepniewski distributed a handout and provided a brief presentation on the intersection located near the Dunstan School Restaurant. He spoke of development plans for the area, Scarborough’s Comprehensive Plan and the town’s attempt to implement zoning changes with a “village” feel to that location. He felt this area would provide a good example for the training and workshop session and noted that the intersection is adjacent to the restaurant.

Sandra Mowery recommended the Smithwheel Road Project in Old Orchard as an alternative case study. She gave a brief history of the area’s congestion problems and spoke of Old Orchard’s 2003 Comprehensive Plan. The Plan called for a road that would go directly into their industrial district

avoiding the current use of neighborhood roads by industrial trucks. The new road would be coming off the interstate and would be able to go directly to the Industrial Park and back allowing for an increase in development for the Park. Utility power lines have been moved, the right of way purchased and the substation has been moved into the Industrial Park. She noted that a number of things have come out of this that meets Destination Tomorrow. The intersection is located about a quarter of a mile away and a shuttle would be used to get workshop participants to the location and to view the areas affected.

The group agreed that both locations provided compelling cases and that Scarborough's case study had more of a design pattern and Old Orchard's is only one intersection but is challenging because of the State Highway involved. Discussion followed.

Greg Tansley moved to accept the Dunstan Corner School House Restaurant for application for the Context Sensitive Solution workshop and training session location, seconded by Alex Jaegerman. Vote taken. All were in favor. Motion passed.

Greg Tansley, Dan Bacon and Joseph Ziepniewski volunteered to work as a core group on the curriculum for the workshop. Mike Laberge will get a representative from Maine DOT to join them. The group will be working with Sally Oldham.

7. Status Report

John Duncan provided a brief overview of the status report as described in the meeting packet attachment. (Refer to page 8.)

8. Adjourn

The meeting adjourned at 10:45 a.m.

Agenda Item 3: Status Report

We will distribute ***Destination Tomorrow summaries*** at your meeting. How many you would like to take away with you? We have printed only 200 so far, and will print more – perhaps many more – depending on demand.

MaineDOT and NNEPRA staff briefed the Policy Committee two weeks ago regarding **passenger rail planning and financing**. The members received the reports positively. Highlights include:

- The Downeaster service will need \$8 million annually in operating subsidy.
- The Governor's Passenger Task Force on Passenger Rail Funding recommends the use of some level of the State's General Fund for the service.
- Lewiston-Auburn leaders are working to get passenger rail to their region.
- MaineDOT will buy in March the 11 miles of St. Lawrence and Atlantic rail line between North Deering and Yarmouth Junction.

Julia Dawson and Donna Larson will brief you on the organizing for the **context sensitive solutions forum and workshop**.

Eric Ortman will give a status report today on work-in-progress on **access management**.

The City of Portland, GPCOG and others are organizing the scope of work for the long-awaited PACTS-funded **Portland Peninsula Transit Study**.

March 1st Draft Agenda

1. A presentation regarding access management “success stories” by Eric Ortman.
2. MaineDOT’s Kathy Fuller will brief us on their work to integrate land use planning into their future corridor studies, and give us a status report on their Gateway One planning process for the Mid-Coast area.

See the latest **GPCOG Quarterly Status Report** on the next page.

GPCOG 1st Quarter Status Report
October - December 2006

CDBG (Paras, Willauer)

- Cumberland County CDBG Entitlement Status planning
- CDBG Affordable Hsg Study begun
- Completed Gray Village Master Plan

Evacuation/ Haz Mat Planning (Willauer)

- Phase II Emergency Evacuation & Detour Plan proposed for Port
- Haz Mat Tracking Project with MaineDOT Office of Freight and Maine Emergency Mgmt Agency.

GO Maine Program (Kish, White)

- Fuel-Wise Outreach Campaign
- Vanpool program expansion
- TRIP Module implementation

Kids and Transportation (West, Cook)

- Class presentations on alternative fuels, bicycle and bus safety
- Statewide Exploremaine.org Map
- Safe Routes to Schools planning
- Rail Outreach to schools

Land Use Plans (Paras, Willauer, Gurney)

- Long Island Comp Plan survey
- Standish Village Master Plan proposal
- Regional Plan Inventory
- Technical assistance to municipalities

Maine Clean Communities Program (Linnell)

- 13 New METRO CNG Buses
- Special Energy Forums
- Hydrogen Energy Center project

Mapping (Gurney)

- Aerial sales, program maps, town requests
- Internet Mapping System (IMS) pilots

Corridor Planning (Willauer, Paras, Allen)

- Coastal Corridor: Strategic Investments
- Central Corridor: transportation project priorities, Gray Connector
- Lakes Region: transportation project priorities, proposed transit options
- MaineDOT 20-year Plan
- Metro Area Coalition Resolution
- Route 113 Study (CDBG Study)

Safe Kids Maine (Cook, Gilpatrick)

- Statewide Car Seat Checkup Events
- Monthly car seat fitting stations
- Monthly car seat voucher site, Portland
- CPS training, bus drivers, child care
- CPS - EMS transport in ambulances

Southern Maine Economic Development District – SMEDD (Paras, Allen, Willauer)

- Assisted Cumberland County CDBG application for Entitlement status
- EDA town eligibility assistance
- SMEDD restructuring concept
- Comprehensive Economic Development Strategies (CEDs)

Transit Planning (Linnell, Willauer)

- Regional Transit Coordination Study
- METRO Route Study
- METRO/SPBS On/Off Survey Report
- AVL/TIDS Pilot for USM Bus System
- Portland Explorer 2007 Planning
- Meetings with Hotels & Transportation Information Display System (TIDS) partners (15 locations)
- Peaks Island Parking Survey
- Gorham-Portland Transit Study
- Lakes Region Transit Concepts

Agenda Item 5: PACTS Planning Priorities for the Next Two Years

We are beginning to develop the next two-year work plan for PACTS planning and administration to be adopted in May. Two weeks from today the Policy Committee will conduct a brainstorming session designed to give direction on the development of the work plan.

Today's objective is for the Planning Committee to produce a short list of recommendations for use by the Policy Committee on the 15th. The recommendations may range from global to task specific. Staff recommends that the list be short and clear – user friendly for the Policy Committee.

We suggest the following approach:

- Each Planning Committee member, in turn, offers an idea for consideration. Members continue to offer ideas until no further ideas are offered. A staff member serves as a scribe using a flip chart. We use these guidelines:
 - The recommendations may range from global to task specific.
 - No criticisms or debate at this point.
 - The more ideas the better. Okay to build upon the ideas of others.
- After all the ideas have been offered, the members assign priority scores to each idea using colored dots. Each member gets three dots. The colors will signify high priority, medium priority, and low priority. Staff tallies the scores.
- The members develop a final recommendation, using the scores as a tool, but not exclusively.

We have an opportunity here to review the priorities of our collective PACTS work. Please think first in global terms as you prepare for the meeting, but also feel free to think of specific activities that you would recommend for our future work. You might want to consider these four questions:

- How regional should the work of PACTS be compared to what we do now?
- How much will we use *Destination Tomorrow* in our work? For instance, should we establish a policy to require that we only do studies that are consistent with or directly part of our new list of priorities?
- What shares of our staff's work will be on planning/policy development and implementing/administering/developing projects and programs?
- What will be priority activities for the standing committees?

Six Attachments

1. The PACTS Mission Statement
2. The PACTS Goals
3. The 8 Guiding Policies of *Destination Tomorrow*
4. The 6 Goals in *Destination Tomorrow*
5. The November status report on our 2005 “Tier One” Strategies
6. The 88 Strategies in *Destination Tomorrow* (11x17 sheet)

PACTS Mission Statement (as found in the bylaws)

The PACTS planning process is a cooperative effort of local, regional, State and Federal levels of government, reflective of and responsive to the needs and desires of local and regional agencies and the region's citizens, as well as the programs of the Maine Department of Transportation (MaineDOT). PACTS is a "metropolitan planning organization" as established in accordance with Federal rules described in 23 CFR Part 450.

The level of study within the PACTS area shall reflect the goals and objectives of the region that will be based on current and anticipated conditions and needs of the study area. Through representation of implementing agencies on the PACTS committees, a strong link between planning and implementation will be maintained. A continually updated database shall be maintained that can assist in validating the plans and which can be used in developing project priorities through the PACTS organization.

The priorities detailed in the Transportation Improvement Program shall be drawn from the Transportation Plan and shall be consistent with the overall development goals of the region. A key objective of the planning process shall be to coordinate the planning activities as provided for under Section 134, Title 23 U.S.C. (FHWA); Sections 1602, 1603, and 1604 under Title 49, U.S.C. (FTA).

PACTS Goals (as found in the bylaws)

1. To fulfill our role to set priorities with MaineDOT for federally funded local and regional transportation planning projects to deal with the region's transportation infrastructure.
2. To enhance our role in the overall development planning process in Cumberland and York Counties so that transportation and land use development decisions are better interlinked.
3. To enhance our role in the resource allocation process in order to generate more local, State, Federal and private investment in the region's transportation system.
4. To expand our role as an advocate of solutions for the region's transportation issues.
5. To enhance our planning role in our multi-modal transportation system by increasing our attention to passenger and freight issues related to transit, rail, rideshare, air and marine

transportation, as well as the relationships between transportation developments and economic growth, air and water quality, land use, natural resources, and quality of urban, suburban and rural life.

6. To enhance our role as an information-sharing resource for all transportation planning at the county, local, regional and State level for this region so that coordination and comprehensiveness can be better achieved in the study and development process.
7. To serve as a liaison to address interregional transportation issues, such as those shared by York and Cumberland Counties and the Southern Maine Corridor Committee.
8. To secure more money for transportation improvements.

Eight Guiding Policies of *Destination Tomorrow*

1. Maintain and preserve the existing transportation systems as the highest priority.
2. Make roadway improvements at critical intersections a higher priority than roadway capacity improvements.
3. Strategically expand the transportation system while continuing to meet current demands.
4. Avoid building major new highways, to the extent possible, with a preference for adding capacity to existing streets first, where feasible and appropriate.
5. Strengthen the link between transportation investments and land use policies, and decisions to preserve public investments and promote efficient land use patterns.
6. Implement access management measures to preserve access to land uses, to preserve arterial roadway capacity and to promote safety.
7. Enhance, maintain and, where appropriate, expand passenger transportation services to increase their accessibility and attractiveness to a larger number of people.
8. Promote community and neighborhood livability and economic redevelopment as a goal of transportation investments.

Destination Tomorrow Goals

1. Economic Development – Enhance regional prosperity through support for the economic vitality of existing business and for economic development opportunities encouraged by local and regional plans.
2. Mobility, Safety & Accessibility – Improve the mobility, safety and accessibility of people throughout the region, and the movement of goods.
3. Energy Conservation – Conserve and efficiently use non-renewable energy resources.
4. Land Use – Support land use plans and development patterns that promote efficient transportation services and systems.
5. Environmental Quality – Protect and improve quality of life and the human and natural environments including natural and cultural resources, air and water quality.
6. Regional Focus – Reflect a regional approach to transportation and land use planning and decision making founded on effective communication and management of regional resources.

November 2006 Status Report on Destination Tomorrow Strategies

In May 2005 the Policy Committee established the following Destination Tomorrow strategies as "Tier One" for action in the near future.

<u>D. T. Goal</u>	<u>Strategy</u>	<u>Status</u>	<u>Details</u>
Regional	Strategy 78. TIP Policies and Procedures	Done	A new TIP Process Committee will work in 2007.
Regional	Strategy 82. Explore Funding *	Underway	2009 High Priority Project list under development. Participating in Maine Transportation Funding Coalition
Regional	Strategy 81. State and Federal Officials (re-funding) *	Underway	Recent work regarding LD 1159 (\$ to growth areas) To hold December forum for state legislators. Met in October with MaineDOT Commissioner. Met with Senator Collins staff in October. MaineDOT's current work with Gov.'s Pass. Rail \$\$ Task Force
	* These two are closely linked.		
Regional	Strategy 77. The Plan TIP-Connection (strengthen it)	Done	The '03 and '05 TIP Process Committees did the job.
Energy	Strategy 48. Signal Coordination	Underway	Staff is organizing a study.
Mobility	Strategy 36. Transit Coordination	Underway	Draft final report is under review.
Mobility	Strategy 22. High Crash Locations	Done	MaineDOT is reviewing PACTS proposals for 08/09 funding.
Regional	Strategy 82. Data Collection (increase it)	Underway	Did bus survey, and traffic signals and collector paving histories.
Mobility	Strategy 14. Intersections Policy (re investments)	Done	This is a D. T. Guiding Policy, and a TIP Set Aside category.
Land Use	Strategy 60. Technical Assistance (re smart growth)	Underway	Working with Planning Committee on access mgt and CSS.
Land Use	Strategy 49. Local Studies (Land use section)	Underway	Land Use Subcommittee and others are still working on this.
Economy	Strategy 6. Arterial Program (promote redevelopment)	No action	Need to determine next steps on this.
Energy	Strategy 47. Transit to Park and Ride Lots	Done	See 2004 MDOT/MTA lots study.
Economy	Strategy 13. Incident Mgt. and Homeland Security	Done	GPCOG did Greater Ptd. Emergency Evacuation and Detour Plan
Enviro.	Strategy 75. Linkages to Natural Areas (bike/ped)	Underway	Mt. Division Trail. Saco sidewalks-to-beach funded. Beth Condon Trail extension. Many other examples.
Enviro.	Strategy 68. Studies (secondary impacts)	Underway	Land Use Subcommittee and others are still working on this.

