

# PACTS

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## Portland Area Comprehensive Transportation System

### Planning Committee Meeting Notice

February 5, 2009  
9:00 a.m. to 11:00 a.m.  
GPCOG, 68 Marginal Way, Portland

### Agenda

1. Call to order
2. Public Comments
3. Minutes of the October 2nd meeting
4. Update on the Land Use–Transportation-Transit effort,  
TOD Transit- Land Use Planning  
-Turnpike will start Gorham E-W in Feb and will use TPLUP
5. Long Range Plan 2010 – Updating *Destination Tomorrow*
6. Discussion on the Planning Committee scoring and ranking planning project proposals
7. Aerial Photo Flight Spring 2010
8. Status Reports
9. Updates on Other Topics
10. Next Meeting Date(s)
  - March 5, 2009
  - April 2, 2009
11. Adjourn

*The Metropolitan Planning Organization for the Portland Urbanized Area*

68 Marginal Way • Portland, Maine 04101

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### 3. Minutes of October 2<sup>nd</sup> Meeting

**PACTS Planning Committee Minutes  
October 2, 2008  
9:00 a.m.**

**Members Present:** Dan Bacon, Vice-Chair, Scarborough; Tex Haeuser, South Portland; Alex Jaegerman, Portland; Sara Devlin, MTA; Robert Kahn, Policy Com. Appt.; Mike Laberge, MaineDOT; Gary Lamb; Donna Larson, Freeport; Steve Linnell, GPCOG; Peter Morelli, Saco; Carla Nixon, Cumberland; Maureen O'Meara, Cape Elizabeth; Amanda Stearns, Falmouth

**Members Absent:** Dawn Emerson, Yarmouth; Deb Fossum, Gorham; Gary Guerette, South Portland; Molly Just, Westbrook; Deb Fossum, Gorham; Brooks More, Windham; Greg Tansley, Biddeford; Tom Reinauer, SMRPC

**Staff and Guests:** Maddy Adams, GPCOG; Molly Casto, Portland; Tony Donovan; John Duncan, PACTS; Kevin Donoghue, Portland; Carl Eppich, PACTS; Matti Gurney, GPCOG; Judy Harris, Public Transportation Rep.; Bruce Hyman, GrowSmart Maine; Rosemary Kulow, GPCOG; Paul Niehoff, PACTS

1. **Call to order.** Vice-Chair Dan Bacon called the meeting to order at 9:03 a.m. Introductions were made.
2. **Public Comments.** Tony Donovan distributed a handout about his thoughts regarding rail that he will be providing to the HPP Committee at this afternoon's meeting.
3. **Minutes of August 7<sup>th</sup> meeting.** *Donna Larson moved approval of the August 7<sup>th</sup> minutes, seconded by Mike Laberge. All were in favor.*
4. **Final recommendations to the Policy Committee on 2010/2011 funding for bike/ped projects.** Carl provided some background. PACTS is working with Portland on the Portland Trails Connector and the Tukey's Bridge project. Those two have come out of the bike/ped funding pot and are seeking other funding. Carl distributed a handout. Judy mentioned that the Falmouth Flyer will be traveling through Route 88 so you might want to talk about bus stops as part of the construction process.

The Transportation Center hasn't had EPS yet. Paul Niehoff explained the cost estimates. Communities will need to put in a contribution toward the projects. The cost estimates include a 25% contingency. Mike L. noted that the projects have not yet been scoped so the costs could be much higher than projected. The estimate for the OOB project is \$570,000. The #5 project is for \$120,750 which is less than requested.

*Alex Jaegerman moved approval of the bike/ped projects recommended by staff:*

- *OOB - Saco Avenue Sidewalk* *\$234,000*
- *Falmouth -Foreside Sidewalk* *\$ 81,000\**
- *Portland - Improved Trail and Transit Connections: I-295 Exit 5* *\$120,750\*\**

*\*Includes +25% contingency*

*\*\*Lower than amount requested - equal to the remainder after the first two projects are funded.*

*Maureen O'Meara seconded the motion.* John Duncan recommended getting a letter from the towns stating that they will take care of the balance that PACTS won't cover and that a deadline be set as to when the project will be started. There was discussion regarding how much time a town should be allowed to get their project started (one budget cycle or two budget cycles). Mike Laberge stated that a funding commitment is what MaineDOT would be looking for rather than locking into a construction deadline. If the project gets turned over to MaineDOT, it won't necessarily get done when the town wants it done.

*Peter Morelli made an amendment to the motion that the Planning Committee recommend to the Policy Committee that there be a funding commitment from the legislative body by October 30, 2009. The amendment to the motion passed, with one opposed (Alex Jaegerman).*

Amanda Stearns made another amendment to the main motion that the towns be proactive and draft a commitment letter to PACTS with a schedule for completion for their project. Tex Haeuser seconded the motion. Maureen mentioned that sometimes the delay isn't because of the town but sometimes it has to do with MaineDOT. We need a hold harmless for the towns if the delay is not their fault. Donna asked if bike/ped projects follow the same rules as road projects. Mike Laberge responded that if it is a locally administered project then there should be a timeframe on it. However, if it is an MaineDOT project, the same cannot be done. John D. mentioned that the Policy Committee created a new TIP Process Committee and this seems like a project item for that committee to work on. These minutes will be forwarded to the TIP Committee for their review. Amanda withdrew her amendment to the motion regarding setting a schedule for completion and Tex withdrew his second.

It was asked if connectivity of projects is considered in the prioritization process. Carl responded that it is considered under regional benefits. **All were in favor of endorsing the bike/ped projects as recommended by staff (listed above).**

- 5. Portland bicycle parking ordinance.** Alex Jaegerman provided some background on how the ordinance came about. The idea is that when projects are going through site plan review, bike parking (bike racks) be included as part of the project. Two handouts were provided: Ordinance language for bike parking provisions; and technical standards and guidelines. Language has been added to zoning and site plan review ordinances. The reaction to the ordinance has been positive and people thought it was long overdue.

Molly Casto from the City of Portland presented a PowerPoint describing how Portland's Bike Parking Ordinance works. The City worked with the bike/ped advisory committee. The Health and Recreation Committee initiated the bike parking ordinance to be made part of the development review regulations. Bicycles need to be accommodated just as cars are. The Council approved the zoning and site plan standards. Article V of the Site Plan Ordinance explains how many bike spaces are required (residential structures: two bike parking spaces for every five dwelling units; non-residential: 2 bike spaces for every 10 motor vehicle parking spaces for the first 100 required motor vehicle parking spaces, plus 1 bike parking space for every 20 motor vehicle parking spaces over 100). The site plan ordinance also addresses where bike parking should be located. The correct location of bike racks is important; placing the racks close to entrances is a good idea. The minimum bicycle space needed is 2' x 6'. Recently the Westgate Shopping Center came under site plan review because three new shops were moving in. It was determined that 37 bike spaces would be required. Bike racks should be secure, durable and should be able to be used with bike locks. The area should be illuminated if used at night. Storage lockers at parking garages can be used for long-term parking. The new Marginal Way dorm site has bicycle accommodations for 100 bikes. Even the color of the bike racks is spelled out in the site plan ordinance. The City is trying to keep the colors consistent with street lights and trash cans and go along with the streetscape for each district. For instance, in Bayside, there are two colors of gray. The bike racks are available in black, gray or green.

Tex liked the ordinance and said he would be using it for South Portland. Steve L. asked about bike racks put in after the fact. Alex said if you know the standards, then it would be good to follow them but we don't want to discourage businesses from putting in new racks. It was mentioned that at the new Marginal Way site the bike racks are in the landscaping, which is not a good idea. It was asked if there is such a thing as double-decker bike racks. Molly responded that they do exist; Europe has a design. They are mostly used for inside storage lockers.

Donna thanked Molly and Alex for all the work they've done on this and said she will be using the information in Freeport also. She asked about the cost. The cost of the circle bike rack which holds two bikes is \$150. It was asked if motorcycle/moped parking was considered. Alex responded that enforcement of the parking spaces is difficult. They have mapped various areas throughout the city for on-street motorcycle/moped parking. There is nothing regarding private development yet. It was asked if there is a state program on bike racks. Paul responded that MaineDOT has a program and they are trying to get it funded. Mike Laberge will look into it further.

**6. Transit-Land Use Planning – review map**

The idea for the map was to identify a couple of different geographic areas that make sense for TOD. Matti displayed the map – orange indicates future growth areas as identified by municipalities; yellow represents economic centers as identified in *Destination Tomorrow*; and compact land use zones are shown in red. The map also shows rail (existing or proposed) and proposed or possible bus rapid transit.

The other map displays place of employment for PACTS towns. Green indicates commuters that travel within their municipality; yellow indicates people who live in Portland and commuter to an adjacent community (Falmouth, Westbrook or South Portland). A worksheet was distributed. Staff are looking for more data from the communities to fill in the gaps on the map. They would also be interested in hearing about any TOD and TDM that communities are engaged in or thinking about doing. This information will be used to put together a report. COG has a map showing a comparison of mixed use and density that was done two years ago. A new zoning map might get done as part of the *Destination Tomorrow* update. There was further discussion about zoning and density. Bruce mentioned that a lot of work was done regarding TOD by the PACTS

Transportation/Land Use subcommittee several years ago. The Planning Committee was interested in seeing the report that was prepared by that group. When the report was presented to the Policy Committee in 2004, there wasn't much support for the plan; the timing may not have been right. The idea was to use it as criteria for a new project. John Duncan further explained that the idea wasn't killed; it is waiting for a case study to show how the mechanism can be used.

Tex distributed a handout on transit TIF's. The intention is to enable communities to put one or more roadway corridors in TOD TIF Districts such that a portion of the property taxes on any transit- or alternative modes-related portion of a development project could be rebated to the developer or owner through a credit enhancement agreement. Similar to Downtown TIF Districts, Transit TIF's would be exempt from the 5% caps on TIP districts' total area and taxable property value. Tex provided an example using South Portland's Broadway/Westbrook Street/Gorham Road/Running Hill Road as a TOD corridor. He further explained how it would work. There was further discussion as to how valuable a TIP is to a community. TIF's have been around for 10 years and no revenue has been raised from them. A TIF is something that a community volunteers to do; it is another tool in the toolbox. Tex explained that if a developer wants to build a taller building but cannot have the parking to go with it, then there needs to be transit available. It was mentioned that METRO is run by a Board but SPBS is not so they might have a better chance of doing a TIF. Peter mentioned that the 5% cap would probably be a tough battle in the Legislature and suggested a combination of the downtown TIF and state law. In state law attach this corridor TIF idea to the downtown section of the TIF law so we don't have to work on the 5% acreage limitation.

Maureen O'Meara made a motion to accept the TIF proposal, seconded by Donna Larson. Only six members were present for the vote. Alex asked that the Committee hold off on a vote so that Committee members could have a chance to study it more.

**7. High Priority Projects Survey – regional transportation projects attitudes, prioritization results discussion.** A frequent comment from the public participating in the HPP survey was for more public

transportation. Carl will provide a digital version of the survey results to the Committee. The survey results will be discussed further at the joint meeting of the Planning and Transit Committees next week.

8. **Status Reports.** Informational only.
9. **Next Meeting Date.** The next meeting will be a joint meeting with the Transit Committee on October 9<sup>th</sup> at 9:00 a.m. The next regular meeting of the Planning Committee is scheduled for November 6<sup>th</sup>.
10. **Adjourn.** The meeting adjourned at 11:30 a.m.

#### **Agenda Item 4.**

#### **Update on the Land Use–Transportation-Transit effort; TOD Transit- Land Use Planning**

This effort has been well received by both the Planning and Transit Committees, and staff is planning to continue the effort and share updates at appropriate intervals with the committees. Work plan at this time for your consideration -and input- consists of:

1. Staff will be reviewing LAND USE STRATEGIES and TRANSIT STRATEGIES of *Destination Tomorrow*.
  - The TPLUP (Transportation Project Land Use Policy) will be used (our case study?!) as a component of the Turnpike Authority's just *Gorham East-West Corridor Study* that is just beginning. This is conceived as a multi-modal study with a strong land use analysis component. [If anyone is interested we can get you the final scope soon]
2. Staff is developing a new goal oriented work plan on the Transit Oriented Development (TOD) effort which we will share with you in March.
3. Current plan is to continue land use and zoning data gathering from communities and extend the (TOD) analysis (employment centers, housing, proximity to existing and planned transit, etc.) to appropriate communities. Refine and replicate exercise for identified corridors from Portland, north, south, and west. Identify and map logical TOD areas.
4. Refine and extend the Commuter mapping effort, to further understand where people lived in 2000 and where they worked. Study and incorporate what we learn about these patterns into TOD analysis.

PACTS staff is open to suggestions and assistance (Bruce Hyman has been doing this) to continuously refine and improve this effort which will be ongoing.

→ Is the Committee comfortable with meeting *quarterly* with the Transit Committee?

Current schedule is to meet:

- On March 12<sup>th</sup> at 8:30 before the Transit meeting
- On June 4<sup>th</sup> at 10:30 after the Planning meeting
- On September 10<sup>th</sup> at 8:30 before the Transit meeting
- On December 3<sup>rd</sup> at 10:30 after the Planning meeting

## **Agenda Item 5 – Long Range Plan 2010 – Updating *Destination Tomorrow***

It's been nearly 3 years since the adoption of *Destination Tomorrow* in June of 2006. PACTS is required to update its long-range plan every four years which means we are required to adopt an update in 2010. As many of you are aware, that means we will be getting to work on an update this spring. From the Maine DOT "Administrative Guide to MPOs":

### **4.2 - FEDERAL REQUIREMENTS**

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MPO long-range plans and plan updates must, by federal regulation:

- Include projections of demand for transportation services over at least 20 years.
- List the existing and proposed facilities that work as an integrated transportation system. This listing – covering major roads, transit, freight, non-motorized transportation, and intermodal connections – should highlight regional facilities.
- Describe the strategies that an MPO will use to preserve and make the most efficient use of the existing transportation system. Strategies should strive to relieve congestion and maximize safety and mobility.
- Assess the capital investments and other measures needed to: (1) preserve the transportation system; and (2) provide for multimodal capacity increases based on regional priorities and needs. Long-range plans may consider projects and strategies that address corridors or areas where congestion threatens to hinder the operation of key elements of the MPO area's transportation system.
- Include design concept and scope descriptions of existing and proposed facilities in air quality non-attainment and maintenance areas. These descriptions must be detailed enough to allow air quality conformity determinations.
- Contain a financial plan that:
  - ✓ Demonstrates how the MPO long-range plan will be implemented;
  - ✓ Identifies revenues that are reasonably expected to be available;
  - ✓ Recommends additional strategies necessary to fund projects and programs identified in the long-range plan; and
  - ✓ Reflects year-of-expenditure cost estimates.
- Include facilities that accommodate bicycle and pedestrian transportation.

Discuss potential environmental mitigation activities, by program and/or major project. MPOs should consider ways to avoid, reduce or otherwise address any harmful effects that implementing a long-range plan might have on neighborhoods, businesses, cultural resources,

recreational areas, and the natural environment. The discussion may focus on overall policies, programs or strategies.

## ❑ MPOs and the STPA

MPOs are subject to the same STPA requirements as MaineDOT. In their long-range plans, MPOs should promote access management and address both highways and other modes of transportation – bicycling, walking, mass transit, and ride sharing. MPOs are strongly encouraged to consider municipal or multi-municipal land-use programs within their respective regions.

At a minimum, MPOs should evaluate existing land-use policies and document how they may affect the transportation system. MPO long-range plans may include transportation and land-use policies that guide MPO and MaineDOT capital investment decisions and planning processes. MPO long-range plans also may include recommendations to MaineDOT and MPO-area municipalities concerning land-use and transportation goals, policies, objectives and strategies that benefit the region’s transportation system over the long term.

When an MPO long-range plan includes recommendations for a project that adds new highway capacity, the plan should document existing land-use conditions in the area affected by the planned project and include land-use policy recommendations to municipalities to preserve the added capacity.

Additionally, MPOs – in cooperation with MaineDOT and their respective Regional Councils – must develop and maintain an inventory of existing and proposed transportation systems. This inventory, according to the STPA, must be comprehensive and include elements such as system usage, system characteristics and system condition.

### **Summary:**

MPO long-range plans must be consistent with MaineDOT’s long-range transportation plan and the Maine Turnpike Authority’s long-range plan, where applicable. MPOs should strive to make their long-range plans consistent with state and local planned growth and economic development patterns. Plans, for example, should consider:

- Projected demand for transportation services over 20 years.
- Policies, strategies, and projects for the future, especially ways in which to relieve congestion and maximize safety and mobility.
- Regional land use, development, housing, and employment goals and plans.
- Ways to preserve and to make efficient use of the existing transportation system.

MPO long-range plans must include a financial plan that estimates how much funding will be needed to implement recommended improvements, in order to preserve the existing system. This includes information on how the MPO reasonably expects to fund the projects in the plan, including anticipated revenues from federal, state, local, and private sources.

Additionally, MPOs should make special efforts to engage interested parties in the development of the plan, and should consult as appropriate with agencies responsible for land use management, environmental protection, natural resources conservation, and economic development.

Finally, in cases where an MPO area is a designated non-attainment or maintenance area for federal air-quality standards, the MPO long-range plan must conform to the statewide plan air quality, prepared by the Maine Department of Environmental Protection in cooperation with MaineDOT.

### **\*\*\*Staff Thoughts for your consideration**

The above will seem daunting to some of you. We will elaborate on how much of an effort we believe this is (we can do it!) and just how we can in about 9 months.

- Staff would do most of the staff work, e.g. write the document, utilize appropriate GPCOG staff, PACST modeling consultant, etc.
- Create a Plan Subcommittee of the Planning Committee. Invite Transit and Technical Committee members
- Start this spring and get it done for external comments by December-February 2010 Then get input from councils and the public in time for adoption at our 2010 June annual meeting? Conduct public forums early on in the process.

Here are some specifics on our current thought

#### Content Topics

1. Review, update, add/delete and revise the goals, objectives and strategies in the Plan. This could be a lot of work, BUT it is important. The goals and objectives review would take little work, but the strategies work could be a lot of work.

A first step would be to review the actions taken on each strategy since 2006. Carl completed some of this analysis last year.

Key strategy topics to emphasis:

- Add more on sustainability and climate change.
  - Add more on context sensitive solutions, and on flexible design guidelines.
  - Might have something to add per upcoming work on urban compact policies of MaineDOT if we work with John Melrose this year.
2. Similarly, we should review/revise the Guiding Policies. We may have too many. Additions/deletions might be in order.

→ We might want to review how the Guiding Policies have been used since 2003 and 2006 – and how we could use them in the future. We have used them in our TIP project selection process and in our study selection process.

4. Update the Plan’s recommendations on these and other yet identified (*suggestions please*) important regional projects:

- Major regional transit project recommendations, including Portland North
- The widening of the Turnpike in our region
- The Gorham East-West Corridor (kicking off)
- The long term I-295 recommendations for Scarborough to Freeport
- ???

We need to discuss how much technical analysis we would need to see and/or have done for this.

5. We’ll need to do new forecasts of 20-year revenues for transportation for the region, as well as 20-year estimates of funding needs – and the unmet need.

6. Do we want to add a “Six Year Plan” projects component to the Plan? Like MaineDOT’s Six Year Plan. Not necessarily needed, but might be worth discussing. (Or is this a task for our TIP Process Committee?)

→ We might bring in two or three other MPO’s to give us presentations on their Plans. Albany and Burlington come to mind.

## **Agenda Item 6**

### **Discussion on the Planning Committee scoring and ranking planning project proposals**

John D. has recommended that the Planning Committee, rather than the Technical Committee, work with staff on ranking planning study projects proposed by our members to be funded with FHWA funds. Staff recommends this change in order to increase the role of the Planning Committee in our work and to move us toward a greater focus on *regional* planning.

→ You will be doing this SOON –before either the March 5<sup>th</sup> or April 2<sup>nd</sup> Planning Committee meeting!

## Agenda Item 7 -- Aerial Flight Spring 2010

To: PACTS Planning Committee Members, Maine Department of Transportation, and Maine Turnpike Authority  
From: GPCOG Staff and PACTS Staff  
CC: PACTS Policy Committee and GPCOG Member Managers  
Date: February 4, 2009  
Re: Aerial Flight Spring 2010

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The last large scale aerial flight of the PACTS region was flown in 2001, as part of the Cumberland County aerial flight administered by GPCOG. Since 2001, municipalities in the region have either contracted for a single flight or have obtained the data after their area was flown. Aerial photography is similar to other large-scale purchasing projects; the cost per square mile for flights decreases as the total area increase.

John Duncan is proposing that PACTS contribute some PACTS planning funds to a 2010 flight.

As you know aerial photography is extremely useful at the municipal, regional, and state level. Numerous agencies including municipalities in Cumberland County, PACTS, GPCOG, Maine Dept. of Transportation, Maine Turnpike Authority, State Planning Office Coastal Program, Maine Dept. of Environmental Protection, Maine Dept. of Inland Fisheries and Wildlife, and the U.S. Geological Survey (USGS) would all find benefit from this data. For example a high priority activity for the USGS and *The National Map* is the collection and sharing of high resolution data, including digital orthophotography, covering the coastal areas of the eastern seaboard.

If administered correctly a partnership between these agencies has the opportunity to lower per unit cost while meeting the needs of each participating agency. GPCOG staff has obtained some rough estimates from USGS of large scale flights in the state and used those numbers for the following estimates:

PACTS Area (15 municipalities)  
6 inch ground sampling orthos  
~425 sq miles  
at \$500/sq mile  
**Totaling \$212,500**

Cumberland County (28 municipalities)  
6 inch ground sampling orthos  
~900 sq miles  
at \$300/sq mile  
**Totaling \$270,000**

Aerial photography (digital or film) will be acquired for the purpose of developing 1 foot ground resolution natural color digital orthoimagery. The orthoimagery will meet horizontal National Map Accuracy Standards for 1" = 100' mapping (1.5' RMSE). The aerial photography will be free from clouds and cloud shadows, smoke, haze, light streaks, snow, foliage, flooding, and excessive soil moisture, and will be acquired when the sun angle is greater than 30 degrees. The orthoimagery will be delivered in 1500 meter X 1500 meter tiles on DVDs in uncompressed TIFF and MrSID format and georeferenced to NAD83 and projected to UTM zone 19 meters. The vertical datum shall be the National American Vertical Datum of 1988 (NAVD). The orthoimagery files will be pre-referenced and ready for use with ArcView or similar ESRI software with a World file header. The TIFF image header projection tags will be complete and consistent. In addition to the TIFF and MRSID files, a "seamless mosaic" covering each town will be provided. The seamless mosaic will be compressed into one single archive using LizardTech MRSID image compression software @ 50:1 Project level metadata will be provided.

## **Agenda Item 8 Status Reports**

### **PACTS Committee Updates:**

- TIP Process Committee
  - Established a committee work plan
  - Discussed staff recommendation to change our Set Asides Policy percentages
  - Economic stimulus update
- Transit Committee
  - Much exchange of information on many topics, including progress with the State regarding bus procurement
  - Regional route study and regional map/timetable
  - More work on possible changes to our formula for sub-allocation of the annual \$2,500,000 in FTA 5307 funds
- Technical Committee
  - Discussed staff recommendation to TIP Process Committee to change our Set Asides Policy percentages
  - Economic stimulus update

### **Priorities for the coming year.**

- Review progress to implement our *Destination Tomorrow* Plan (2006).
- Organize an update of *Destination Tomorrow* in 2010, as required by our federal partners. *Transit as the organizing theme? “Transit-ioning Corridors” [for sustainable economic development -- Climate Change]???*
- Coordination of land use and transportation.
- Corridor zoning consistency.
- Land use and transit.
- Parking requirements (vehicle and bicycle)
- Transportation funding: Pursue certain aspects of the Eyerman/Melrose report.
- Participate in a discussion of PACTS sticking with our existing policy of funding a wide variety of projects throughout the region – rather than funding a very small number of projects that are determined to be very “regionally significant”.
- Participate, and/or get briefed on, some of the major regional studies listed at the end of this meeting packet.
- Get briefed on the MaineDOT’s current review of the Traffic Movement Permit process.

### **Agenda Item 9: Updates on Other Topics**

1. The Turnpike Authority is going to kickoff in February a major **Gorham East-West Corridor Study**. See **Transportation Studies** below
2. **The Governor has omitted state funding for the Downeaster** operation in his FY 2010 budget.
3. Six councils, three transit system boards and the Board of the Portland Regional Chamber have endorsed our **High Priority Project** three final candidates. Next steps are:
  - Scarborough Council action Wednesday 2/4 night.
  - John will present to the Portland City Council on February 16<sup>th</sup>.
  - Action by RTP Board, YCCAC Board and NNEPRA Board soon?
  - Action by Councils in Biddeford, Gorham, Windham, Old Orchard Beach, Cape Elizabeth, Westbrook and Cumberland soon?
  - *Policy Committee adoption of final list this spring for submission to our Congressional Delegation and MaineDOT.*
4. Recent and upcoming staff meetings:
  - On Tuesday February 2<sup>nd</sup>, John, Carl and Steve met with Steve Hinchman of the Conservation Law Foundation and Alison Vogt of the Bike Coalition of Maine regarding an LD entitled **The Climate Planning and Review Act**.
  - Carl at the Legislature with Tex Haeuser regarding the **TOD TIF legislation**.
  - Carl, Paul and MaineDOT staff hosted a workshop in the fast track planning of the reconstruction of the **Veterans Bridge** with a large stakeholders group.

- **Quarterly meeting in Augusta** with MaineDOT and the all the MPO's.
- With Turnpike, HNTB, MaineDOT and Kevin Hooper regarding **enhancements to the PACTS model.**
- Carl and Steve with FHWA, MaineDOT, EPA, DEP, ATRC and KACTS regarding quarterly meeting of Maine's Air Quality Conformity Group. They discussed their **recent scoring of CMAQ proposals.**
- John with Neal Allen and the Cumberland County Managers regarding TABOR II and the **excise tax cut referendum.**
- Paul with Gretl Varney regarding **Portland projects.**
- Paul and John with Steve Gunty and his staff in **Old Orchard Beach.**
- Paul and John with Tom Hall and his staff and Bill Bray regarding **Dunstan Corner.**
- John with **Judy Harris** regarding RTP METRO and other topics.
- Carl and John with Mike Bobinsky and others regarding our **regional traffic signals study.**

### **Transportation Studies Completed, Underway, About to Start or Proposed**

- PACTS Portland Peninsula Wayfinding Study **-COMPLETED**  
See report here: <http://www.portlandmaine.gov/planning/wayfindingreport.pdf>
- PACTS Regional Traffic Management System (signal Coordination/optimization) -- **CONTRACT SIGNED**

PACTS wishes to optimize the current roadway network through traffic signal management and provide direct access to and be able to manage the traffic signals in the PACTS region. PACTS goals for implementation of a Regional Traffic Management System are improved mobility and capacity along major corridors throughout Greater Portland

- Tri-Community – Biddeford, Saco OOB) Transportation Plan – **JUST BEGINNING**  
Gorrill-Palmer is leading a team that will provide services for the development of a regional “Tri-Community” Transportation Plan for the communities of Saco, Biddeford, and Old Orchard Beach. This plan will be a regional plan which will take into account current land use patterns and the transportation network, determine what changes to land use and the transportation system are required to sustain and enhance the viability of the communities, and come up with an action strategy, including funding mechanisms, to ensure that the Plan can be implemented. All of this work will be completed with the participation of the Public; as such a broad-based Plan cannot succeed without their support.
- Maine Turnpike Authority's Gorham East-West Corridor Study – **JUST BEGINNING**  
This Phase 1, Feasibility Study will assess existing and likely future growth pressures, and how those will effect transportation systems and services in the area between the recently constructed Gorham Bypass, the Maine Turnpike and the Cumberland County communities of Gorham, Westbrook, Scarborough and South Portland. This assessment will serve to identify and analyze prudent and feasible land use management strategies and transportation investments that will facilitate coordinated land use and transportation decisions, foster economic development and

community revitalization, and preserve sense of community and quality of life for study are cities and towns consistent with comprehensive plans and all applicable state and federal policies, laws and regulations.

- MaineDOT’s I-295 Corridor Study -ONGOING?

The purpose of the study is to evaluate the long-term needs of the I-295 Corridor between Scarborough and Brunswick and to identify a set of recommendations to provide safe and efficient transportation service through the year 2025. This study has never been formally concluded.

- MaineDOT’s “Portland North Small Starts” passenger rail study -ONGOING

The MaineDOT Office of Passenger Transportation began in the Spring of 2008 an FTA “Small Starts” planning process to include the cities and towns between Portland and Brunswick and between Portland and Auburn. This study has been stalled, BUT is starting up again:

Portland North Stakeholder Meeting

**February 11<sup>th</sup>**  
**9:00AM to 11:00AM**  
AVCOG Offices  
125 Manly Rd  
Auburn, ME 04210

Portland North Stakeholder Meeting

**February 11<sup>th</sup>**  
**1:00 PM to 3:00 PM**  
GPCOG Offices  
68 Marginal Way – 4<sup>th</sup> Floor  
Portland, ME 04101

Background:

In order to qualify for FTA “Small Start” funding, the total project cost must be less than \$250 million, with no greater than \$75 million in requested FTA Section 5309 Capital Investment Grant funding. This is a competitive funding process where Maine will compete with other projects nationwide. All funding will require a State and/or Local match of 50-20% of the project cost. In addition, the project must meet one of the following guideway criteria:

1. Be a fixed guideway for at least 50% of the project length in the peak period and/or
2. Be a corridor-based bus project with the following minimum elements:
  - Substantial Transit Stations
  - Signal Priority/Pre-emption (for Bus/LRT)
  - Low Floor / Level Boarding Vehicles
  - Special Branding of Service
  - Frequent Service - 10 min peak/15 min off peak
  - Service offered at least 14 hours per day

- PACTS Franklin Street Arterial Corridor Study – UNDERWAY

The Stakeholder and working Committee has been meeting since early December, about twice a month!

The study focuses on improving the safety of pedestrians, bicyclists and motorists on Franklin Arterial – from I-295 to the waterfront – while also considering the arterial’s urban context and potential future development along the corridor. This study will follow a Context Sensitive Solutions model, drawing upon flexible design standards responsive to the urban context of the corridor. These will address balancing the various functional requirements of the corridor,

including but not limited to: pedestrian and bicycle connectivity, multi-modal accessibility, land uses, mixed-use development, streetscapes, and public/open space. This process will examine the corridor in a holistic fashion, taking into account its complete context and the concerns of the surrounding community and other stakeholders. This process includes a strong public participatory component.

**Problem Statement:** Franklin Street Arterial does not accommodate safe bicycle and pedestrian travel. It lacks sidewalks, bicycle lanes and adequate pedestrian crossings. Instead of being a 'place,' Franklin Arterial now serves primarily as a pass-through for automobiles bound for other destinations. Additionally, the wide footprint of the four-lane arterial cuts through historic Lincoln Park, separates Portland's east end from the downtown, and creates unusable open space. Franklin Arterial's current configuration limits the potential for economic development such as housing, commercial and other places of employment along the corridor.

- **PACTS Cape Elizabeth Shore Road Path Study - ONGOING**

The Shore Road Path Committee has been charged by the Town Council with studying the potential for creating an off road path adjacent to Shore Road that should be designed with sensitivity to the character of Shore Road and in collaboration with property owners abutting Shore Road. At the conclusion of its collaborative process, the committee shall present to the Town Council a path plan that includes a recommended path layout, recommendations for path surface(s), recommendations for any mitigation needed and a cost estimate. The committee is focusing on a path along Shore Road extending from Pearl Street to the main entrance to Fort Williams (estimated length 12,300').

- **PACTS Yarmouth Route 1 Phase 2 Study- ONGOING**

In 2005 the Town of Yarmouth Gateway Committee completed a Route 1 Corridor Study of the segment from East Main Street Ramp to the Freeport Town Line (Phase I) that addressed traffic, access and safety deficiencies of this segment and made recommendations for improvement. The study was subsequently endorsed by the Town Planning Board and approved by the Town Council.

**Study Scope** This study of the next segment to the south (Phase II) addresses the same general traffic, access, and safety issues reviewed in Phase I, and will also be expected to address other topics, such as business access vs. corridor mobility; Corridor development, business access, and through traffic counts have increased over the years. Portions of the segment are divided with a median and portions are not. The divided highway and multiple access points are incompatible, leading to more accidents as volume increases.

- **PACTS Scarborough Running Hill Road Corridor Transportation Study - ONGOING**

A technical assistance study in conducting a transportation study of Running Hill Road, a major travel route connecting North Scarborough, Gorham, Buxton and other points west to the Maine Mall and points east as well as providing an indirect connection to the Maine Turnpike and I-295. Additionally, a portion of Running Hill Road is identified in the Town's Updated Comprehensive Plan as a new growth area slated for high-quality, compact mixed use development, warranting a strong land use-transportation connection.

- **PACTS Freeport School Street Extension Study - ONGOING**

In 2005, the Town of Freeport completed a Comprehensive Transportation Study which included a build-out scenario. Development in the northeast quadrant of Freeport uses Bow St to get to the village and to I-295. Extending School Street to connect with Bow St would significantly change the flow of traffic to the village and to the interstate.

The town has discussed for years the possibility of extending School St so that it crosses the gully and connects with nearby Bow St. The new section of road is approximately 400 feet long. If constructed, a substantial amount of traffic on Bow St. would be re-directed to School St. As such the scope of the project is the new road segment and the existing part of School St and Bow St.

A mixed use, high density zoning district was recently approved for this area. The intersection of Bow St. and School St would become a center for that district. The public discussion around the creation of the mixed use district was spirited and mixed. Since the district was approved, a park has been built in the gully and a new road could provide new access and enhancements to the park. All of these things need to be taken into consideration as improvements are designed and proposed.

- **PACTS Portland Peninsula Transit Study -CONCLUDING**

PACTS funded this study to provide the City with an evaluation of the potential, methods and benefits of expanding and optimizing a transportation system for the Portland Peninsula that emphasizes public and human powered transit as a preferred feasible alternative to single occupancy vehicles. The study will result in a plan for implementation based on established local and regional transportation policies. The study included transit route and infrastructure analysis, extensive parking policy analysis and recommendation, TDM options and policies, commuter options.

- **PACTS Collector Roads Assessment Study - CONCLUDING**

In December 2007 the PACTS Policy Committee voted to contract with a consultant to work with PACTS, our member towns and the MaineDOT to assess the data, rank the roadway conditions, and determine modern design standards deficiencies. A detailed report has been developed which includes current overall conditions, scope(s) of work and cost estimates to both maintain the collector road system, and to improve the deficient roads to meet current design standards. PACTS and the MaineDOT understands the importance of cost effectively maintaining existing road infrastructure assets while concurrently improving roadways which are in poor condition or are substandard in respect to modern design and safety requirements. To effectively manage the road system it is imperative to utilize accurate and comprehensive data to enable those decisions to be made. PACTS and the MaineDOT have embarked on a data sharing mission to compile existing data for the PACTS collector roads to meet that need.

- **MaineDOT et al review of Traffic Movement Permit process –ON HOLD**

The DOT is working with a stakeholder group to rework this permitting process for more efficient infrastructure improvements and a more equitable mechanism for allocating developments contributions to infrastructure (and *possibly* transit operations, etc.) improvements.

- **Turnpike Widening Alternatives Analysis – DELAYED TWO YEARS**

Faced with rising costs and shrinking revenues, the Maine Turnpike Authority has decided to push back a widening plan for the Portland area and move up by a year a planned toll increase. As a result of the economic factors, the 10-mile-long, \$150 million widening project will be delayed until 2016, although work on the bridges and abutments on that stretch of road would continue. The bridge and abutment part of the project would cost \$75 million.

**Agenda Item 10: Next Meeting Date(s)**

- **March 5, 2009**
- **April 2, 2009**

**Agenda Item 11: Adjourn**