

Portland Area Comprehensive Transportation System

2009 Annual Report

It's About Sustainability

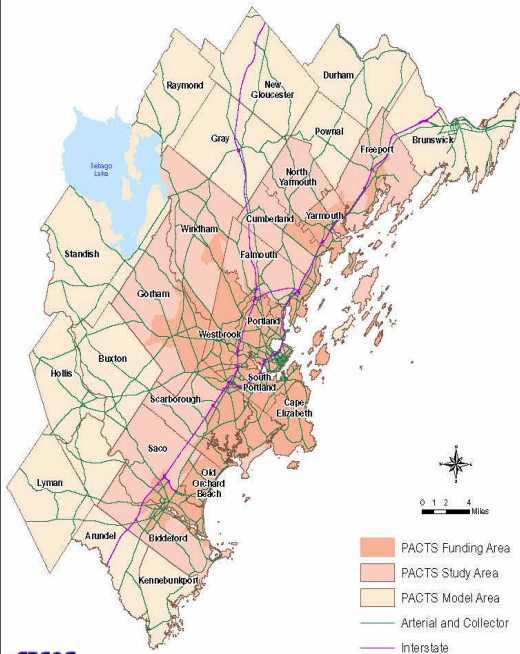
A lot has been going on here at PACTS since last June. Given the combination of dramatic increases in the price of gas, construction costs that went through the roof and an increase in awareness of “carbon footprints” and global warming, we have had renewed emphasis related to green energy and sustainability. The focus has been and will continue to be on researching ways to increase transportation choices, lessening energy costs and maintaining the transportation system.



Examples include coordinating with the Maine Department of Transportation on forming a stakeholders group to discuss the Veterans Bridge replacement, Travel Demand Management, the Franklin Street Study, the PACTS Collector Road Study, and an update of the PACTS Bike Pedestrian Plan. Numerous studies were started, are ongoing and/or completed. Additionally, GoMaine added 10 new mini-vans to their fleet.

Turn the page to read more about the multitude of studies and projects intended to broaden transportation choices and enhance the livability and sense of community in the greater Portland area.

PACTS Funding, Study and Model Areas



Produced by the Greater Portland Council of Governments - 2007

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Looking back over the year...

Collector Road Assessment

During the summer of 2008 PACTS contracted with Gorrill-Palmer Consulting Engineers, Inc. and partnered with the Maine Department of Transportation to conduct an in-depth condition assessment of the 204 miles of collector roads in the PACTS funding region. The study was the first of its kind for state roads for a metropolitan planning organization.



The report was instrumental in determining how to select projects for the PACTS collector paving program. The findings were also used to publicize in two broadly circulated documents, the extreme funding need for infrastructure management.

Utilizing MaineDOT pavement condition and traffic data and a device called the “Falling Weight Deflectometer” (which measures the structural integrity of the road base), Gorrill Palmer reviewed all data, met with each of PACTS’ fifteen towns to gather historical data and field “truthed” all 204 miles of roads, and proposed a project selection system for member towns.

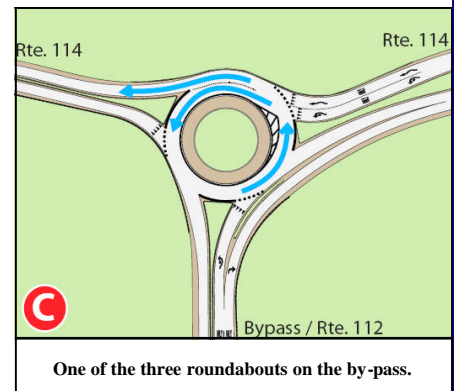
The full report for the entire PACTS region was completed in January 2009. The report also included individual reports for each of the 15 PACTS member towns. The general findings verified what most transportation and public works people suspected — there is not nearly enough funding to maintain and improve all of the roads. Funding of approximately \$229,000,000 is needed to manage all PACTS collector roads over the next 10 years and of course there is not nearly enough available.

Gorham By-Pass Opens!



Matthew Robinson, Town Council Chair, and David Cole, MaineDOT Commissioner

Phase One of the long-awaited Gorham Bypass opened in December 2008 after decades of study and pursuit of funding. The bypass is relieving traffic congestion in Gorham Village – which Greater Portland residents considered as the worst in the region in a 1999 PACTS survey. Earlier this year the Legislature named the new road for Bernard Rines, a Gorham resident instrumental in getting it built.



One of the three roundabouts on the by-pass.

Replacing Veteran’s Memorial Bridge – Linking Portland, South Portland and I-295

Late last summer, PACTS learned that one of its High Priority Project candidates, the replacement of Veteran’s Memorial Bridge, was to be funded with State resources and “fast-tracked” for construction in 2010. PACTS urged the MaineDOT to begin a stakeholder process as soon as possible, and convened a stakeholders group in November. One of the foremost issues with the current bridge is its lack of adequate safe bicyclist and pedestrian accommodations as well as lighting for such modes. The bridge is a gateway to Portland and its current “off-ramp” configuration with highway speeds from I-295 conflicts with the slower urban speeds of the peninsula. The stakeholders agreed that the bridge needs to convey to the motorist that “you have left the high-speed highway; you are now entering the City—a bike and pedestrian friendly place”. The stakeholder group sought to include consideration of future transit modes the new 100-year bridge would likely accommodate, such as fixed guideway transit systems and streetcars.

Groups represented in the stakeholder group included municipal officials, adjacent business owners such as Barber Foods, Mercy Hospital, Pan American Railways, and Sprague Energy, as well as community groups like the St. John's Neighborhood Association, Portland Trails, and The Bike Coalition of Maine. PACTS and the MaineDOT hired Pam Plumb to facilitate the stakeholder meetings and the group was provided input to the RFQ and RFP processes (Request for Qualifications & Proposals).

The bridge was built in the 1950s and is literally beginning to fall apart, as evidenced by a large hole that developed in the southbound lane last winter. Three competing Design-Build teams are currently working on proposals for the new bridge. Their proposals are due to the MaineDOT in late August. A team will be selected in the fall and construction is planned to start in early 2010.

Four Studies Completed During the Past Year

Portland Peninsula Transit Study

The *Portland Peninsula Transit Study*, “the Transit Study” was drafted last year to provide the City with options to develop effective alternative transportation solutions that will maintain and enhance the livability of the Portland Peninsula, the downtown, and beyond. The Portland City Council will take up the recommendations in the draft report. This study resulted from previous recommendations in the *Peninsula Traffic Study*, which foresaw major roadway expansion related to the projected automotive traffic growth, and generated significant concerns for many Portland citizens. Therefore the *Transit Study* was intended to mitigate this projected future traffic by developing alternative transportation solutions and options including:

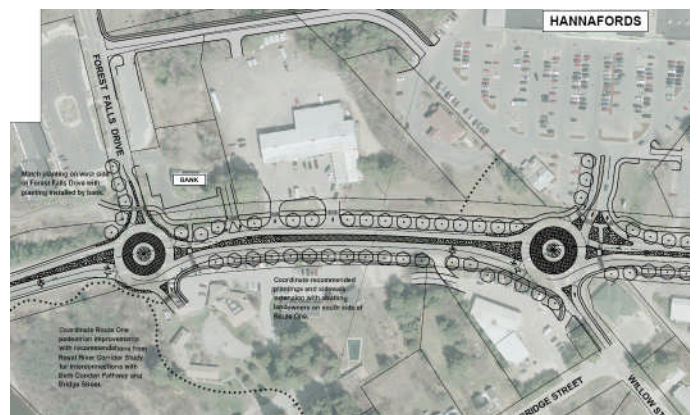
- * Public Transportation Improvements
- * Bicycle and Pedestrian Facilities Improvements
- * Transportation Demand Management Strategies
- * Transportation Pricing Strategies
- * Changes to land use and development requirements

The *Transit Study* included a needs assessment which included three public forums for gathering local knowledge and input on walking, biking, and transit needs, issues, problems, and potential solutions. Parking and transportation demand management strategies were developed. The key to this component was addressing the financial incentives given for driving. Without mitigating the current “subsidies” for driving, such as non-market priced parking, large reductions in future traffic projects will not be possible with increased biking and walking mode-share alone. The study includes an Action Plan with Immediate and Short-Term Actions. To see the entire report, see: <http://www.portlandmaine.gov/planning/finalpeninsulatransitstudy.pdf>

Yarmouth Route 1 Corridor Study Phase II

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

This study for “Phase II” included the next segment to the south, addresses the same issues reviewed in Phase I as well as other topics such as business access, corridor mobility, corridor development, business access, and through traffic counts which have increased over the years. The divided highway and multiple access points are incompatible, leading to more accidents as volume increases.



Ongoing PACTS Studies

Tri-Community Transportation Plan - Biddeford, Saco and Old Orchard Beach

In January 2009 this innovative study got underway with Biddeford, Saco and Old Orchard Beach jointly working with a consultant team led by Gorrill-Palmer. The three communities together form an urban service center at the southern end of the PACTS region. This ongoing study was created because:

- ◆ They all endure significant traffic congestion on a daily basis and/or seasonally.
- ◆ They jointly operate the local ShuttleBus-ZOOM transit system.
- ◆ They wish to collaborate in responding to rising fuel prices with actions related to land use planning and alternative modes of transportation.
- ◆ They wish to have a plan that complies with the MaineDOT's *Sensible Transportation Policy* Rule so they may compete for MaineDOT capital improvement financing incentives.

Plan development involves a public process with an advisory committee. The effort is assessing the current and future regional transportation demands along the key corridors in the study area. Primary goals include preserving mobility while improving safety for all modes, and include regional sustainability measures such as enhancing access to transit and improving bicycle and pedestrian accommodations. The study involves a major land use and access management component, traffic signal coordination considerations, and infrastructure improvements to these corridors as well as any other discrete locations that may yield substantial improvements.

While the three municipalities have completed studies of the portions of these corridors within their communities, they are teaming together in this effort in recognition that the best way to develop effective *long range* comprehensive solutions for these corridors is to consider them on a regional basis.

Portland Franklin Street Arterial Feasibility Study

Last year, PACTS funded a visioning study for the City of Portland to evaluate and consider concepts and strategies for improving the Franklin Street Arterial and addressing the safety of pedestrians, bicyclists and motorists from I-295 to the waterfront, while also considering the arterial's urban context and potential future development along the corridor. A Study Committee of key stakeholders was established and has been working with staff and a transportation/traffic consulting engineer to development alternatives concept for the Corridor.

This effort will be complete this summer and Portland has now requested and will receive funding to take the study to the feasibility and some preliminary engineering stage. This phase will be to develop a feasibility plan which reflects the cost and design opportunities with a preferred Corridor alternative, building on the current visioning work.

The Franklin Street Arterial Feasibility Study will feature a list of recommendations with action steps providing a clear path for implementation. An assessment of the current zoning along Franklin Street Corridor will be part of the work and be evaluated for consistency with policies for transit oriented development (TOD) along the corridor, including density, dimensional and design standards, and land use regulations. The study will aim to identify existing barriers along the corridor to TOD and methods for promoting it with incentives and regulatory mechanisms.

Other News

Preferred Alternative Mode of Transportation Group



During various PACTS committee meetings, public meetings and stakeholder group meetings, it became readily apparent a format was needed to combine efforts, common causes, similar causes and improve communication.

The first meeting was held fittingly on Green Streets Day on April 24th with over twenty people in attendance. The entire group of over fifty members is made up of City Planners, Portland Trails, the League of Young Voters, the Bicycle Coalition of Maine, the MaineDOT, METRO, Portland Green Streets, South Portland Bus Service and other transportation entities and energy sustainability interested parties.

As of May, two meetings have been held with excellent discussions across the board related to preferred alternative modes, safety, non-motorized options, transit, infrastructure improvements, education and encouragement. The group has positive energy, great ideas and will be integral to improvements at all levels improving transportation choices in the Greater Portland area.

PACTS Regional Bicycle & Pedestrian Plan Update

In May 2009, PACTS contracted with Bruce Hyman Planning, Inc. to conduct an update of the PACTS Bicycle and Pedestrian Plan. The last PACTS Bicycle Pedestrian Plan was published in 1995 for seven PACTS municipalities. In 2002 the PACTS area expanded to 15 municipalities. Many PACTS municipalities have since developed their own Bicycle Pedestrian plans and completed infrastructure improvements.



The update includes the following:

1. Gather information, plans, and priority areas or corridors and to inventory bicycle and pedestrian facilities;
2. Photo archive existing infrastructure and areas of deficiencies;
3. Map activity centers, schools, shopping centers and major employers;
4. Develop consistent bicycle and pedestrian design guidelines to meet AASHTO and ADA;
5. Map bicycle routes and determine gaps and deficiencies in network;
6. Determine the top ten most cost and time efficient areas of potential improvement(s);
7. Determine the top ten areas of most concern for needed improvement(s);
8. Compile and map all bicycle and pedestrian improvements in the PACTS region since 2000.



Don't let this happen here!

PACTS makes technology leap

This spring PACTS decided, as part of our public participation process, to make the move into the web based technology realm by using website based outreach tools such as a blog, RSS (really simple syndication) feeds and comment/feedback forms. These tools are being tested currently to assess their usefulness and will be used as an outreach tool.

As an important and integral part of the PACTS Regional Bicycle and Pedestrian Plan Update, the technology consists of a blog based website which can allow multiple authors to contribute ongoing updates to bicycle and pedestrian projects and plans within the 15 communities of the PACTS region. The public will be able to view and comment on these items. Select organizations or individuals directly related with the topic will be given the ability to post new articles including pictures, video, etc.



GO MAINE Commuter Connections

GO MAINE currently has 22 vanpools on the road, and is in the process of adding five more.

They added 10 new mini-vans to the program this year, as well as new routes, including Rockland to Augusta; Van Buren to the Loring Commerce Center in Limestone; Farmington to Augusta; Lewiston to Portland and Waterville to Augusta.

The GO MAINE fleet currently consists of fourteen 12 passenger vans; three 11+1 accessible vans and ten 7 passenger mini-vans (as well as three spare vans).

Five more 12 passenger vans are on their way in the fall. Three of those are replacement vans for our current fleet. This will replace the 11+1 vans that currently run from Portland to Lewiston and Lewiston to Augusta. The two 11+1 accessible vans will be moved to the Waterville to Augusta route.



Gas Prices, Economic Downtown Lead to Record Demand

GO MAINE commuter registrations and program activity levels have increased dramatically in the current climate of unstable gas prices and severe economic downturn. In 2008, 3,039 commuters registered for services; to date in 2009, an additional 397 commuters have signed on. There are now a total of 7,612 commuters in the database, a record high number. Registered carpools total 498. The GO MAINE website at www.gomaine.org has received more than 2,000,000 page views in the last 18 months.

Upcoming Studies ...

➤ Portland Forest Avenue Land Use and Transportation Plan

Portland will be working with PACTS to generate an “Action Plan” to transform Forest Avenue into a ‘Great Street’ by leveraging transportation and other public investments to stimulate private redevelopment and infill of underutilized properties. The project will integrate urban design, transportation, land use, housing and economic development planning resulting in a comprehensive analysis and strategy for the corridor.

Concentrating on the segment from I-295 through Woodfords Corner, the intended outcomes of the study are the establishment of desired residential density, business use mix, infrastructure improvements, transit service improvements, and pedestrian and bicycle amenities to promote vitality, mobility, safety and neighborhood livability along one of the City’s gateway corridors. An overarching goal of the process is to create a transit oriented development (TOD) which seems feasible given the corridor’s assets and the resulting strategies expected from this study.

The intersection of Woodfords Corner with Forest Avenue will also be evaluated for specific improvements that compliment the present and future land use, make intersections more pedestrian and bike friendly and improve the overall safety functions for vehicular traffic as well. Currently motorists avoid this intersection due to its inefficiency, which is a significant concern of the residents in the nearby neighborhoods because of the cut-through traffic on the neighborhood streets. A previous PACTS Traffic Study for Vannah Avenue concluded that improving this intersection was important in reducing the cut-through impacts in the Back Cove neighborhood.

➤ Regional Fixed Guideway Study

What is a “Fixed Guideway” when we are talking about transportation? As used here, “fixed-guideway” is intended to refer broadly to a range of transit vehicles running on fixed guidance systems, such as rail or tracks or on dedicated bus lanes. Variations include light-rail, streetcars, trams, and trolleys. The streetcar system in Portland, Oregon, is such a system with which many people are familiar. Generally these systems imply that there is some kind of *fixed* infrastructure which guides the transportation vehicles. The PACTS region had an extensive fixed-guideway system up until about 1940 which was comprised mostly of trolley street cars. They moved people all around the region before and could again – Portland, South Portland, Biddeford-Saco Old Orchard Beach, Westbrook, Falmouth and even Cape Elizabeth all had this type of a system before the automobile –they even moved between our major urban centers.

Modern fixed-guideway systems are light-rail or streetcars however, although some run “replica” vehicles which have the look of vintage vehicles, but they are actually powered by modern engines fueled by propane or bio-diesel, and have air conditioning systems. This study’s purpose is develop a vision plan for the feasibility of a new fixed-guideway type system linking Portland and South Portland and how it might extend into the Greater Portland region.

A fixed-guideway system in the core communities of Portland and South Portland would set this region apart from other New England urban competitors. Increased transit ridership would shorten auto trips, parking demand, traffic congestion, and reduce air pollution. Such a system may help to link our communities more closely together resulting in a variety of social, economic, environmental and other sustainability benefits.

➤ Windham Comprehensive Transportation Study

Anyone who has traveled Route 302 through the North Windham commercial corridor is familiar with the traffic issues between the intersections of Route 35/115 and White's Bridge Road. For the uninitiated, they include high crash locations, a total lack of access management, little or no provisions for through traffic or freight movement, and insufficient bicycle and pedestrian facilities.

The Town of Windham is seeking to build upon its previous efforts by undertaking a comprehensive study to redevelop the existing infrastructure and guide future transportation investments. In conjunction with PACTS, the Town plans to develop a transportation plan for the North Windham commercial corridor that recommends access management, bicycle and pedestrian amenities, improved landscaping, connections between retail center parking lots, parallel service roads and means to finance the recommendations. The plan is to incorporate concepts from the "Complete Street" movement, including access management, new bicycle and pedestrian amenities, and improved landscaping; to balance the dual function of Route 302 as both an inter-state travel corridor and a local commercial and industrial center; to integrate transportation systems that coordinate the use of parallel service roads and connections between retail center parking lots; and to identify funding sources and guide future public and private investments in transportation improvements.

Transit Planning

Intelligent Transportation Systems (ITS) Planning, Automatic Vehicle Location (AVL)

This project will assist PACTS' Transit Providers in developing and deploying *Intelligent Transportation Systems* that are as compatible with one another as possible, comply with state and local ITS architecture and efficiently utilize technology to improve transit operations, marketing and outreach. A specific area of assistance will be the assessment of existing and potential AVL technologies and their long term capability to aid users, from dispatchers to riders, in utilizing the system more efficiently with an eye to compatibility with future layers of ITS technologies.

Congress Street Bus Priority Study -Portland

One of the highest priority recommendations coming out of the Portland Peninsula Transit Study, this study will look at ways to reduce congestion on the "transit spine" of Congress Street where buses from METRO, South Portland Bus Service (SPBS), and the ShuttleBus/ZOOM currently get caught and fall behind their schedules. This will be a consultant led study, jointly administered by PACTS and GPCOG staff and the City of Portland. The purpose of the study is to conduct a corridor analysis and evaluation for implementing a proposed "Bus Priority Corridor" for a portion of Congress Street between State Street and Franklin Street Arterial which would improve the buses on-time performance.

Regional Bus Passenger Survey

Based on previous passenger surveys of individual systems, this survey will include all three fixed-route providers in the PACTS region - METRO, South Portland Bus Service (SPBS) and ShuttleBus/ZOOM. The primary purpose of the survey will be to assess the degree to which existing service fits the needs and expectations of the ridership. The survey will seek to identify perceived gaps in service, missing or difficult connections between systems, and desirable destinations that are currently not served. In addition, the survey will seek input on rider satisfaction and update the passenger profile.

Regional Transit Map and Schedule

The first priority from the Regional Transit Coordination Study is to prepare a joint publication that presents a regional map and timetable for multi-agency travel. The Transit Committee has selected one of three options presented by consultant Nelson Nygaard. A print ready final document will be delivered at the end of June. It is expected that the regional map will make its debut in September. GPCOG will have the capability of making route and schedule changes on a periodic basis.

Regional Transit Pass

Another recommendation of the Regional Transit Coordination Study is to develop a regional pass system that will allow riders to more easily use more than one service. METRO and South Portland Bus are the two primary agents of this initiative. Casco Bay Lines and ShuttleBus will offer discounts to holders of the regional pass. A fee structure and revenue sharing agreement has been reached. Fare media that is durable and counterfeit resistant is being researched.

Maine Clean Communities

High fuel prices of a year ago generated a lot more interest in alternative fuels. Last August, Maine Clean Communities and the Hydrogen Energy Center hosted the National kick-off of the Hydrogen Road Tour in Portland. The day before this cross country event, MC² and HEC organized a display of the hydrogen vehicles at Fort Williams Park where more than 800 people gathered to view the cars and learn about hydrogen.



In November, Maine Clean Communities partnered with the Granite State Clean Cities Coalition to co host the “Compelling Case for Natural Gas Vehicles” Workshop which was attended by more than 70 people, about a third of them from Maine. The full-day workshop was one of a continuing series put on around the country by the Clean Vehicle Education Foundation (CVEF) and was held at the New England Conference Center on the University of New Hampshire campus in Durham, NH. Presentation can be viewed on the GPCOG website at www.gpcog.org.

Due in large part to the workshop, there are ongoing discussions about building natural gas fueling infrastructure and switching fleets to CNG in the Portland, Lewiston/Auburn and Bangor areas. Though no CNG projects were “shovel ready” in time for Clean Cities ARRA funding, Maine did submit proposals for: four propane school buses and fueling for SAD #6, a medium duty propane truck for the Town of Scarborough, three hybrid school buses for the Portland School District and two hybrid bucket trucks for Lucas Tree. MC² joined forces with Clean Cities Coalitions in Vermont, New Hampshire, Rhode Island and Massachusetts to exceed the \$5 million/50% local match threshold. The due date for proposals was May 29. There is \$300 million available that will be awarded in August to approximately 30 applicants.

Other Studies and Items of Interest

Regional Traffic Management System “signals” study

This past winter representatives from PACTS communities began working with consultants on the first phase of a **Regional Traffic Management System** (RTMS) which involves a complete inventory of intersections and their signal systems in the region, and makes recommendations for mobility improvement, reduced travel times, improved fuel efficiency, and lowered emissions. This initial phase is focused on four primary and two secondary corridors into Portland, with portions in Scarborough and Westbrook. Future traffic congestion will lead to increased energy use and increased travel times throughout the region. Congestion also contributes to poor air quality and potentially negatively impacts health and the environment. This RTMS development will optimize the current roadway network by reducing travel vehicle delay and emissions with some of the most significant benefits for given investments. Already this study has enabled the allocation of \$315,000 in federal stimulus funds for improvements to the Brighton Avenue Corridor listed below.

Primary Corridors

- ◆ Washington Avenue (Route 26) from Northgate Center/Sanborn Street to Veranda Street in Portland (8 signals)
- ◆ Forest Avenue (Route 302) from Brook Road/Pride Street in Westbrook to Marginal Way in Portland (17 signals)
- ◆ Brighton Avenue (Route 25) from Forest Street in Westbrook to Falmouth Street/USM in Portland (13 signals)
- ◆ Congress Street (Route 22) from Spring Street in Westbrook to State Street in Portland (17 signals)

Secondary Corridors

- ◆ Riverside Street from Brighton Avenue to Warren Avenue in Portland (5 signals)
- ◆ Payne Road from Haigas Parkway in Scarborough to Holmes Road (3 signals)

Yarmouth Route One Corridor Study Phase III

The Town of Yarmouth in conjunction with PACTS will be developing its third and final phase for developing an “optimal” concept plan of the Route 1 corridor through Yarmouth. In 2005, the Town completed Phase I that was endorsed by the Town Planning Board and adopted by Town Council. Phase II was completed in the spring. This Phase III Study encompasses the last 1.3 mile segment of Route 1 and will tie the recommendations of the three studies into one cohesive implementation plan.

Connections to Tukey’s Bridge

The purpose of this study will be to examine alternative routes or improvements that could be accomplished to improve both the convenience and safety for bicyclists and pedestrians accessing Tukey’s Bridge. Some of the conceptual alternatives which the study will look at include installation of a roundabout or other intersection treatments at the intersection of the Eastern Promenade; widening sidewalk on the Washington Avenue on/off ramp into a multipurpose path; review the potential for a multipurpose path along the off ramp to Anderson Street to connect to the Bayside Trail and improvements to the crosswalk at the head of the Anderson Street off-ramp.

Portland Peninsula sidewalks

A MaineDOT funded study completed by GPCOG and PACTS. Field work by two excellent interns resulted in a very detailed inventory of sidewalks, crosswalks and well over 2,000 ADA ramps. The GIS aspect includes linked pictures to all ramps.

Payne Road Study

A study initiated and funded by the Town of Scarborough to determine options for decreasing the amount of traffic on Payne Road. The results of the study may drastically lessen the scope of the PACTS funded Dunstan Corner intersection project.



Transit-TOD-TIF Outreach website

An educational website is being developed under “MaineTransit.org” as a resource for new transit initiatives, information about the benefits of Transit Oriented Development (TOD), and how newly enacted Transit Oriented Development Tax Increment Financing legislation can be used by communities to develop transit and supporting bicycling and walking.

Cape Elizabeth Shore Road

A study to create a plan for a contextually sensitive pathway along Shore Road as recommended in the recently adopted Town comprehensive plan. To see the entire report, see: http://www.capeelizabeth.com/shoreroad_path/

Other Studies and Items of Interest

Regional High Priority Projects

In May, Congresswoman Pingree submitted a PACTS High Priority Project candidate for funding in the upcoming federal transportation reauthorization bill. The candidate, a proposal to purchase \$10 million in public transportation vehicles, was one of three PACTS applications – all of which included resolutions of support from thirteen (13) councils and boards from Saco to Freeport. Contact Carl Eppich for more info.

Gorham East West Corridor Study

John Duncan, the PACTS Director, is chairing the advisory committee for this important regional transportation and land use corridor study funded by the Maine Turnpike Authority and the MaineDOT. PACTS and GPCOG staff are also providing much data and analysis for study process. For more info, contact staff or go to www.gorhamcorridor.org.

Portland Libbytown

Portland and PACTS have been working with Portland Trails and Oak Engineering to study the feasibility for a multi-use trail from the vicinity of the Portland Transportation Center and the Fore River Parkway through the *Libbytown* neighborhood to Deering Oaks Park. This study is finishing up early this summer with a basis for engineering and construction documents, and work products to be used to make a decision about pursuing a rail/trail co-location option or a sidewalk trail with bike lane option.

Running Hill Road Corridor Transportation Planning Study

The Town of Scarborough adopted an update to its Comprehensive Plan that identified the northeasterly end of Running Hill Road in Scarborough as a new growth area that can capitalize on its proximity to the Maine Mall and the Maine Turnpike. The Plan's vision coupled with both the need to improve the existing condition of Running Hill Road and the Maine Turnpike Authority's visions for an east/west route to Gorham were the impetus for this study.

Freeport School Street

To perform a feasibility study for extending School Street to Bow Street, as recommended in the 2005 Town-wide Transportation Study financed by PACTS.

Westbrook Downtown Context Sensitive Solutions/Streetscape Study

The Westbrook Downtown Parking Study/Management Plan identified strategies to better serve parking needs downtown. This study takes the next step to better accommodate pedestrian movement in the downtown while improving the overall sense of place of its built environment.

Portland North Small Starts Study

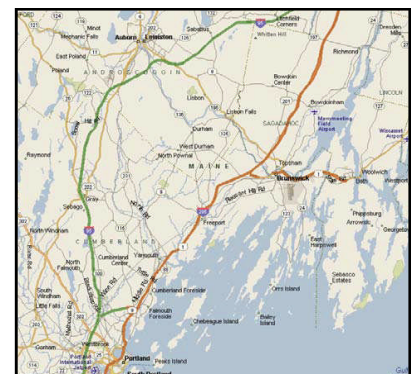
During the past year the MaineDOT has continued this major regional study of the demand for, cost, and feasibility of "bus rapid transit" or commuter rail service north of Portland. MaineDOT and their consulting team held a stakeholder coordination meeting at GPCOG in February. They expect to complete the study in early 2010. Contact Steve Linnell at GPCOG for more information.

Regional Transportation Plans and Priorities

In May, the PACTS Policy Committee adopted a two-year budget for transportation studies, regional priority setting, and PACTS administration. The budget will support the work of our five standing committees, the performance of 30 studies and programs, and other activities. Contact John Duncan for more info.

PACTS Regional Demand Model Upgrade

For decades PACTS has owned and maintained a regional computer model that simulates traffic flow and transit use. During that time PACTS, the MaineDOT and the Turnpike Authority have used it for many studies. The three organizations have just agreed to spend \$100,000 to upgrade it. The improved model will be a vital tool in the Gorham East West land use and transportation study. Contact Carl Eppich for more info.



Policy Committee

Neal Allen, GPCOG Executive Director
Genie Beaulieu, Freeport Town Councilor
Mike Bobinsky, Portland Public Services Director
Jerre Bryant, Westbrook City Administrator
John Bubier, Vice-Chair, Biddeford City Manager
David Cole, Gorham Town Manager
Catherine Debo, CBITD General Manager
Katherine Earley, Portland Engineering Manager
Kat Fuller, MaineDOT Chief Planner
Jim Gailey, South Portland City Manager
Joe Gray, Portland City Manager
Steve Gunty, Old Orchard Beach Town Manager
Tex Haeuser, South Portland Planning Director
Tom Hall, Scarborough Town Manager
Judy Harris, Portland Transportation Policy
Michael McGovern, Cape Elizabeth Town Manager
Tom Meyers, South Portland Trans. & Waterfront Mgr.
Rick Michaud, Saco City Administrator
Tony Plante, Windham Town Manager
Nathan Poore, Falmouth Town Manager
Tom Reinauer, Paul Schumacher, SMRPC
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Carla Nixon, Cumberland Town Planner
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Eric Dudley, Westbrook City Engineer
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Dave Redlefsen, Public Transp., METRO Gen. Mgr.
Jay Reynolds, Falmouth, Dir. of Parks & Public Works
Gretel Varney, City of Portland Project Engineer
Jim Wendel, Scarborough Town Engineer & Assistant Planner

Transit Committee

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John Bubier, Policy Committee Appt., Biddeford City Mgr.
Ed Clifford, Chair, ShuttleBus/ZOOM Executive Director
Catherine Debo, CBITD General Manager
Connie Garber, Vice-Chair, YCCAC Transportation Director
Tom Gorrill, Policy Comm. Appt., Consultant
Tom Meyers, South Portland Trans. & Waterfront. Mgr.
Patricia Quinn, NNEPRA Executive Director
David Redlefsen, METRO General Manager
Sara Trafton, RTP Executive Director
Conrad Welzel, MTA Government Relations Manager
Private Sector

Thank you to all Committee Members!

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