

PACTS

Portland Area Comprehensive Transportation Committee



Planning Committee Meeting Notice

Thursday, January 5, 2006
9:00 a.m.

PACTS, 68 Marginal Way, Portland
There are 50 parking spaces available across Marginal Way.

Agenda

1. **Call to order**
2. **Minutes of October 6th meeting**
3. **“Destination Tomorrow” Scores of 2008/2009 Roadway Proposals (Attachment)**
Review and action on “Destination Tomorrow” scores
4. **April Seminar on Land Use and Transportation**
Presentation and discussion of draft agenda for the day-long FHWA seminar here
5. **Status Reports**
6. **Other Business**
7. **Adjourn**

Next Meeting: February 2nd at 9:00 a.m.

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PACTS Planning Committee Minutes
October 6, 2005 Meeting
9:00 a.m.

Members Present: Peter Morelli, Chair, Saco; Dawn Emerson, Yarmouth; Deb Fossum, Gorham; Tex Haeuser, South Portland; Alex Jaegerman, Portland; Donna Larson, Freeport; Steve Linnell, GPCOG; Sandra Lie, Old Orchard Beach; Carla Nixon, Cumberland; Tom Reinauer, SMRPC; Duane Scott, MaineDOT; Greg Tansley, Biddeford

Members Absent: George Dycio, Windham; Wayne Davis, TrainRiders; Jon McNulty, Public Transportation; Maureen O'Meara, Cape Elizabeth; Brooks More, Westbrook; John Perry, FHWA; George Theborge, Falmouth; Joe Ziepniewski, Scarborough

Staff and Guests: Maddy Adams, GPCOG; John Duncan, PACTS; Ray Faucher, MaineDOT; Bruce Hyman, WSA; Peggy Kilmer; Eric Ortman, PACTS

1. **Call to Order.** Peter Morelli called the meeting to order at 9:03.
2. **Minutes of August 4th and September 9th meetings.** *Donna Larson made a motion to approve the minutes. Duane Scott seconded the motion and all were in favor.*
3. **The Gorham Bypass.** Ray Faucher of MaineDOT gave an update on the status of the Gorham Bypass project. The environmental assessment was completed in July '03. The draft permit application is currently being prepared. The southwest component will be cranked up in the near future. It will take a minimum of 2½ years to get through the right-of-way requirements, besides putting together a permit package for mitigation. Twenty acres of wetland are being impacted. It was asked what the EA says about what the Phase 1 bypass would do for traffic congestion in the area of 114/22? Ray responded that it isn't going to do anything to address that; this addresses the problems in downtown Gorham. Tex asked if there was enough room to also allow some space for light rail or dedicated bus in the right of way in the future. Ray responded that it is 240' wide right of way. Right now they are not looking at any other modes in that corridor. A public hearing will be held and that would be the time when that discussion could take place. Peggy asked about connectivity, especially with light rail. Ray said that would have to be considered. The southwesterly bypass will cost approximately \$18-20 million; and the northerly bypass would cost \$25-30 million. Right-of-way costs are about the same as construction costs. Federal funds in the amount of \$15.9 million are available. The southwesterly bypass is the first focus. MaineDOT wants to take a proactive approach regarding access management.

Tex asked if the southwesterly bypass could be a toll road. A feasibility study was done by MTA. It could connect or could be a part of it. They are talking about a two-lane highway but they will be taking enough land so that it could eventually be a four-lane highway.

4. **Land Use Subcommittee Report.** Tex Haeuser gave an update. The large land use policy document has been summarized in a five-page document. A meeting was held with Nat Tupper, David Cole and Ron Owens and the idea of mandatory implementation of land use regulations was not well received. They thought the objectives were worthwhile but found the document difficult to understand. A number of e-mails were sent back and forth and then a second meeting was held. The final suggestion was that the policy be voluntary for

the first few years and mandatory after that. In 2010 it would become mandatory; Nat and Ron agreed with this idea. The Land Use Subcommittee recently met.

Tex distributed an alternative draft motion regarding how to proceed with the Transportation Land Use Policy. It was asked how this process could get at what is good town planning. Tex suggested taking a hard look at development so that we get mixed use development. We need to take a closer look at projects. Physical planning would need to happen along the corridor. The outcome would be good growth policy; avoid sprawl. Greg stated that if you determine the type and density of development, then you can better plan for the growth. Look at the community for the long term and what development plans might be upcoming. Duane thought that having this PACTS planning process in place would allow MaineDOT to look at different ideas and have some flexibility. Alex thought that Tex's reworking was good. Carla agreed that Tex did a really good job and it is a really good idea. She asked if MaineDOT has looked at the extension of water and sewer for Portland Water District's master plan. Bruce responded that it is part of the planning checklist. Carla suggested tying into DECD for grant money. Greg also liked what Tex put together; he thought the checklist was important. Duane suggested that references to STPA be added.

Tex made a motion that the Planning Committee adopt this alternative wording with the two changes about STPA noted above to be presented to the Policy Committee. Alex Jaergerman seconded the motion. Greg suggested that the Land Use Subcommittee meet again to go over this new wording prior to it being submitted to the Policy Committee. ***All were in favor of the motion.***

- 5. Destination Tomorrow.** John asked the Committee what the 2006 Plan should say regarding the Gorham toll road concept. It was suggested that if the bypass were funded as part of a toll road, then you essentially would get the northern bypass for free. You get more potential in the future if you create this corridor. Some looked at it and could see sprawl in Hollis and Buxton, and said that the Gorham bypass and toll road are necessary evils. Some committee members saw a strong potential for economic development from adding a toll road. With the toll road, if we build it--they will come. We do have an opportunity, however; we need to think about what we want to happen around it beforehand, then we can serve the purpose of moving people around but also provide an economic development engine that works.

Peter asked what kind of land use could happen in the "primary" areas. We should study it and impose the land use policy on it. We should also look at the range of options. ***Alex moved that we not be silent on it and that it be studied proactively. The next draft of Destination Tomorrow should include the toll road idea as part of the plan, not as an appendix (as done in 2003). Use Tex's wording from page three of the memo. Notwithstanding the phase-in, make it explicit that the land use policy be used for the toll road. Remove the two paragraphs that are in the Appendix and add the new wording for #107 to supersede it.*** John Duncan suggested that the 8-mile new road would be a sprawl maker. While it is an opportunity to do some land use planning but he said he was surprised with the Committee's decision. Tex pointed out that we have a responsibility to build a good transportation system. Alex stated that growth doesn't necessarily equate with sprawl. If it is done well, it can be smart growth. It is a risk worth taking. Deb stated that it is a relief for congestion and a safety improvement. However, we do have to watch out for the "tertiary" area. There was discussion regarding the inclusion of alternative modes and whether or not we had the density to support alternative modes. These development nodes

could be served by transit and bus. Duane saw it as more of a study of a pay-as-you-go toll road or a user-fee based road. Tex suggested including the pay-as-you-go clause somewhere in Strategy 107. John suggested that if PACTS votes to study the toll road based on the conditions presented in Tex's memo, it will appear that we are endorsing it. Tom Reinauer said that he was not comfortable with the wording especially "South Portland to Gorham" toll road. He was not convinced that it would solve the problem. Deb was not comfortable with requiring the implementation without ever seeing the recommendations.

There were seven in favor of the motion and five opposed to approve the new wording of Strategy 107. Motion passed. It had been suggested that the "pay as you go" idea be included as part of the strategy but that was never actually approved.

Draft strategies 101 and 108 were not in the 2003 plan as strategies but we are reorganizing the plan to make it easier to understand. It was suggested that the words Phase 1 and Phase 2 be used wherever necessary.

Greg Tansley made a motion to approve strategy 101 as written. The motion was seconded by Tex and all were in favor.

Eric suggested leaving the strategies as they are but to add text to explain what we are trying to accomplish. Donna said that we need to be careful about how #108 is worded. Carla suggested that we continue to consider improvements or investment in the Route 22 and 25 corridors. Tom suggested dropping the second sentence. Greg suggested adding that consideration of such investments take into account progression of the toll road. Alex noted that the implications of Strategy #107 above be considered in the planning of this project. Staff was directed to rewrite the strategy and the Committee will vote on it.

6. **Status Reports.** No action.
7. **Other Business.** A handout was provided regarding the cuts in SAFETEA funding.
8. **Adjourn.** The meeting adjourned at 11:00 a.m.