

# PACTS

Portland Area Comprehensive Transportation System



## **May 1<sup>st</sup> Draft Submitted to MaineDOT**

**PORTLAND AREA**

**COMPREHENSIVE**

**TRANSPORTATION SYSTEM**

**FISCAL YEARS 2010 AND 2011**

**UNIFIED PLANNING WORK PROGRAM**

July 1, 2009 through June 30, 2011

**To be adopted on May 21, 2009**

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## **INTRODUCTION**

The Portland Area Comprehensive Transportation System (PACTS) is the Metropolitan Planning Organization responsible for transportation planning in the Greater Portland (Maine) region. PACTS was created in 1964 as a result of federal recognition that areas the size of Greater Portland need a continuing, cooperative, and comprehensive multimodal transportation planning program. The purpose of PACTS is to identify travel patterns in the area, to forecast future needs, and to develop plans for improvements necessary to maintain a transportation system that will provide for the safe and efficient movement of goods and people in the Greater Portland area.

The fifteen communities in the PACTS metropolitan area are Biddeford, Cape Elizabeth, Cumberland, Falmouth, Freeport, Gorham, North Yarmouth, Old Orchard Beach, Portland, Saco, Scarborough, South Portland, Westbrook, Windham and Yarmouth.

The PACTS Policy Committee has the responsibility of planning and prioritizing transportation improvement projects funded in part by the U.S. Department of Transportation (USDOT). The USDOT funds are provided through the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

This Unified Planning Work Program (UPWP) defines the transportation planning activities that will be performed during Fiscal Years 2010 and 2011. FHWA, FTA, state and local funds will support the majority of these tasks. The nine tasks described here reflect the eight metropolitan planning factors as stated in 23 CFR §450.316 and the FHWA/FTA Planning Emphasis Areas.

### *Destination Tomorrow Plan*

In 2006 the PACTS Policy Committee adopted a major update of the PACTS long range regional transportation plan, called *Destination Tomorrow*. Staff and the members of the PACTS Committees spent five years developing this plan which is the foundation for most of the work outlined in this UPWP. This UPWP includes a task to update the plan in order to comply with a FHWA/FTA requirement that we update it at least every four years.

### Table 1

The work outlined in this UPWP also is being done within the SAFETEA-LU Planning Factors developed by the FHWA and FTA. Table 1 shows how we are doing this on a task by task basis.

Table 1  
Matrix of SAFETEA-LU Planning Factors

Factors	<u>Task 1</u>	<u>Task 2</u>	<u>Task 3</u>	<u>Task 4</u>	<u>Task 5</u>	<u>Task 6</u>	<u>Task 7</u>	<u>Task 8</u>	<u>Task 9</u>
Support economic vitality of the urbanized area.	X	X	X		X		X	X	X
Increase safety of transportation system for motorized and non-motorized users.		X			X		X	X	
Increase security of transportation.			X		X		X		
Increase accessibility and mobility options for people and freight.		X		X	X		X	X	X
Protect and enhance the environment, promote energy conservation and improve quality of life.	X	X			X			X	X
Enhance integration and connectivity of transportation system, across modes, for people and freight.	X		X	X	X	X	X	X	X
Promote efficient system management and operation.	X	X			X	X	X	X	
Emphasize preservation of existing transportation system.	X	X			X		X		X

Tables 2, 3 and 4

Three additional tables in this UPWP provide important budget information. Table 2 in Task 5 lists the consultant studies to be funded with FHWA planning funds. Table 3 summarizes the budgets by task by year. Table 4 shows the amounts by funding source by task for the two-year period.

PACTS Member Organizations and Committees

Regional staff, MaineDOT, the region’s transit systems, other PACTS member organizations and all the PACTS standing committees collaborated in the development of this two-year planning work program and budget. The process began in January 2009 and was completed in May 2009 with the adoption of this document by the PACTS Policy Committee. Almost all of the consultant studies were proposed by our transit and municipal members. Contact PACTS or GPCOG staff for more information.

Public Input

Regional transportation planning and programming in Maine and throughout New England happens within a strong municipal government framework. As such, municipal elected and administrative leaders make many transportation (and land use) decisions that effect the current and future shape of their local – and our regional – transportation systems. The municipal government leaders work very

closely with many local committees composed of local constituents. The municipal leaders and their constituents play a major role in the shape of PACTS planning and programming work.

In addition to responding to direction from our municipal leaders in the development of this UPWP, we reached out to the general public in two specific ways. On February 3, 2009 the Portland Press Herald published a legal advertisement soliciting public comments for this UPWP. On February 11, 2009 PACTS staff sent an e-mail seeking public comment 150 people on our “interested parties list”.

Four members of the public responded to our solicitation. Here are their comments and our responses.

#### Comments from Bruce Hyman

1. Put a lot of effort into a “regional re-visioning” on economic, environmental, energy and transport topics as a first step in the update of Destination Tomorrow.

Response: The GPCOG Executive Committee is doing this. Also, the upcoming Gorham East-West Corridor study (being led by the Maine Turnpike Authority and the MaineDOT) will prompt people to think about this.

2. Do an “arterial investment/redevelopment planning” effort for one of the arterials in the region.

Response: This UPWP includes funding for two studies like this for sections of Forest Avenue and the Franklin Arterial in Portland.

3. Do a regional corridor land use transportation planning study.

Response: The Gorham East-West Corridor study, which began in March 2009, is a regional corridor land use transportation planning study which will use the PACTS Arterial Land Use Policy. That study’s Steering Committee, Advisory Committee and working groups will involve interested citizens, stakeholder organizations and many PACTS committee members and staff.

4. Do another PACTS travel diary survey similar to the one done in the early 1990’s – important now that we have had another decade of growth, changing travel patterns and now that we have had a taste of \$4.00 gas.

Response: We discussed this, but it is not in this UPWP. Note that our August 2008 \$20,000 regional telephone survey of residents included questions about changes in people’s travel behavior during the 2006 to 2008 dramatic gas price increases.

#### Comments from Steve Hewins

I think that the Portland International Jetport should be included in any regional transportation studies. This would be critically important, in my view, whether we are analyzing local people transiting to or from the airport; whether we are planning for visitors arriving and departing the state

and region via air; or whether we are considering multi-modal options to transfer from the airport to trains, buses, ferries, cruise ships or automobiles.

I took particular note that the Northern New England Passenger Rail Authority is included in your organization, and that the proposed extension of services to Brunswick was one of the top three initiatives of your organization. I sit on the public/private Jetport Expansion Committee and we are 'shovel-ready' to begin the new passenger terminal facility that will bring PWM up to standard befitting the need and status as Maine's primary gateway to the rest of the world. I think that this project has greater significance, and long range strategic applicability, than the rail extension, though I can understand why people would want the line extended.

PACTS and the Jetport should have a much tighter and better aligned relationship. Thanks.

Response: Two PACTS staff talked with this Steve (who actually works in our building). We were able to introduce him to the PACTS process, and to hear his ideas. We explained the Jetport has been involved in several regional transportation studies in recent years. We also noted that the Jetport (a department of the City of Portland) is well represented on the PACTS Policy Committee by the Portland City Manager and three other Portland staff leaders, and, to a lesser extent, on all PACTS standing committees. The PACTS Director has recently contacted the new Jetport Manager in order to introduce PACTS to him.

#### Comments from Robert Kahn (who serves on the PACTS Planning Committee)

It seems to me that it would be in the interest of this region – Biddeford/Saco, Portland, Brunswick/Bath and Lewiston/Auburn (B/B and L/A outside of PACTS) – to be focusing on future transportation needs at the Brunswick Naval Air Station. The realignment planning for the Navy Base will hopefully bring many jobs and economic growth. Commuting at this development should include public transit right from the start. In fact, public transit should be the focus, planned for and encouraged with incentives to this development. Otherwise, should this development be successful, we will have existing small roads with lots of traffic and a large parking lot in Brunswick. The Planning Office in Brunswick does not appear to be in good shape at this time. However, the planning is being done by the Mid-coast Regional Redevelopment Authority (MRRA); Steve Levesque is the Director. Substantial federal funding has been promised.

Response: PACTS staff discussed this idea with Robert by telephone. The MaineDOT's Portland North Small Starts Alternatives Analysis (and our collaboration with them) is an effective step in the direction suggested. Robert has also suggested this at Planning Committee meetings.

#### Comments from Markos Miller

PACTS staff also met with Markos, a Portland citizen, for an hour in December 2008 and discussed the PACTS process and development of this UPWP. He encouraged PACTS committee members and staff to act more regionally, and to fund more regional than local studies in this UPWP.

## Staff

The following people will provide the policy, technical and administrative support to accomplish the work outlined in this UPWP.

- Maddy Adams, Support Services Director
- Julia Dawson, SMRPC Senior Transportation Planner
- John Duncan, PACTS Director
- Carl Eppich, Transportation Planner
- Jennifer Geaumont, Support Services
- Ann Holland, GPCOG Transportation Planner
- Steven Linnell, GPCOG Senior Transportation Planner
- Sue McIntyre, Support Services
- Paul Niehoff, Senior Transportation Planner
- Caroline Paras, Economic & Community Planner
- Rebecca Schaffner, Planner/Cartographer
- Tom Reinauer, SMRPC Transportation Director
- *Erik West, title...*

## **TASK NO. 1: COORDINATION AND ADMINISTRATION**

### **OBJECTIVE**

To coordinate the work of the PACTS committees with other participants in the regional transportation planning process, to perform outreach activities and to provide administrative services

### **PREVIOUS WORK**

PACTS transportation planning work is a continuing, comprehensive and coordinated process. As such, many of our recent activities will continue into the 2010/2011 biennium. Here are some highlights of activities in the 2008/2009 biennium:

- Completion of an in-depth members review of the PACTS process five years after our 2002 expansion from seven to fifteen municipalities. The most visible result was the creation in 2008 of our Executive Committee.
- Collaboration with MaineDOT and many stakeholders in the Veterans Memorial Bridge replacement stakeholders' process.
- Participation in the 2008 Maine Turnpike toll equity policy process.
- Participation in the Portland's visioning effort for the Franklin Arterial (MaineDOT-funded), and in Portland's Peninsula Transit Study (PACTS-funded)
- Periodic informal gatherings designed to give the public opportunities to learn about and comment on transportation planning work underway in the PACTS region. We held five of these "sandwich symposia" in FY 2009.

### **ACTIVITIES**

1. Lead a regional education process related to the need for more transportation funding. This work will include communication with local and state elected officials, the news media and the general public, as well as collaboration with MaineDOT, the Maine Better Transportation Association, other Maine MPO's, our other state and federal partners, and our PACTS committee members.
2. Participate actively in studies and stakeholder processes led by MaineDOT and/or the Turnpike Authority:
  - The Portland North Small Starts Alternatives Analysis
  - The Gorham East-West Corridor study – PACTS committee members and staff will participate in the Steering Committee, Advisory Committee and working groups.
  - The Central York County Corridor Study.
  - Stakeholder processes regarding the design for the reconstruction of the Veterans Memorial Bridge between Portland and South Portland, and of the Martin's Point Bridge between Falmouth and Portland.

3. Organize, administer, coordinate and otherwise participate actively in the \_\_\_ studies listed in Task 5.
4. Collaborate with other Maine MPO's, the MaineDOT, the Maine DEP and other state and federal agencies in the following efforts:
  - Monitoring of the development of, and then response to, the new federal policies and requirements in the next multi-year Congressional authorization, and the anticipated federal transportation policy related to global climate change.
  - Preparation for and participation in quarterly Maine Air Quality Conformity Group meetings.
  - Ongoing review of air quality regulations, guidelines, and requirements to determine the impacts on the MPO transportation planning requirements.
  - Collaboration in a policy research and analysis on Maine urban transportation finance and jurisdictional responsibilities with the Service Center Coalition, Maine Municipal Association, Maine Better Transportation Association and other stakeholders.
  - Quarterly meetings of Maine's MPO's and MaineDOT.
  - Other state policy analysis such as improvements to the MaineDOT administration of state's site law.
5. Work with the Chairs of the Policy, Executive, Technical, Planning and Transit Committees to develop recommendations for consideration by the committees and otherwise support the work of the committees (including the preparation of memoranda and meeting minutes).
6. Reach out to the general public, our committee members and other stakeholders in local government in the following ways:
  - Collaborate with the staff and members of the Portland City Council's Transportation Committee.
  - Periodic news releases regarding transportation policies and studies.
  - Periodic informal gatherings designed to give the public opportunities to learn about and comment on transportation planning work underway in the PACTS region. We call these informal gatherings "sandwich symposia".
  - Public speaking to town and city councils, planning boards, service clubs, chambers of commerce and other interested groups.
  - Maintain the PACTS website ([www.pactsplan.org](http://www.pactsplan.org)) and our blog <http://pactsblog.org/blog/> in order to enhance public access to the work of PACTS and to expand communication using all of today's widely used technologies. *May 1<sup>st</sup> note: our blog will go live in June.*
  - Prepare and distribute annual reports each year on transportation issues facing the region and on the accomplishments of PACTS.
  - Participate on the Public Policy Committee of the Chamber of Commerce of the Greater Portland Region, and meet with other business groups that wish to learn about regional transportation issues.

In FY 2010 we will work with the general public and our committee members on a revision to our Public Participation Policies.

7. Perform these and other administrative functions:

- Monitor program expenses,
- Amend this UPWP when necessary,
- Submit quarterly performance reports to the FHWA and MaineDOT,
- Evaluate the PACTS planning process for the purposes of certification and for consistency with the State Implementation Plan for air quality.
- Develop a PACTS Unified Planning Work Program for the FY 2012/2013 biennium.

PRODUCTS

1. More awareness in our region of the need for more transportation funding.
2. Active participation in regional studies led by MaineDOT and the Turnpike Authority.
3. Administration of the studies listed in Task 5.
4. Collaboration with MaineDOT, Maine DEP, Maine’s MPO’s, our other federal and state partners, and others on several policy topics listed above.
5. Monthly PACTS committee meeting recommendations, agendas and minutes.
6. Public outreach as described above.
7. The UPWP administrative functions listed above.

AGENCY RESPONSIBILITY

PACTS

FUNDING

Estimated expenses for FY 2008 and 2009: \$670,000 \*  
Budget for FY 2008 and 2009: \$670,000 \*  
Estimated costs for FY 2010 and 2011: \$689,000

FUNDING SOURCES

FHWA and MaineDOT

\* Some of the activities listed in this FY 2010/2011 UPWP Task 1 were in the FY 2008/2009 UPWP under “Task 2: SAFETEA-LU and Air Quality”. We have consolidated these two tasks in this UPWP, so the \$670,000 above is for Tasks 1 and 2 in the FY 2008/2009 UPWP.

## **TASK NO. 2: TRANSPORTATION IMPROVEMENT PROGRAM**

### **OBJECTIVE**

To administer the various aspects of the Transportation Improvement Program process

### **PREVIOUS WORK**

As we have done since 1975, every odd numbered year we adopt a PACTS Transportation Improvement Program (as we did in 2007) for submission to the Federal Transit and Highway Administrations. Every even numbered year we create (as we did in 2008) a list of federally funded projects (with our so-called “MPO Allocation” funds) for the upcoming state biennium. In addition, the PACTS Policy Committee annually decides (as we did in March 2009) how much FTA 5307 funding will be allocated to the region’s transit organizations for capital, operations and planning purposes.

In response to changes in federal and state transportation policies and to changes in the membership of PACTS in 2002, a TIP Process Committee has been convened every two years during the past decade to recommend improvements to our TIP project priority setting, project scoping and project monitoring procedures and policies. The adopted changes have been written in our TIP Policies and Procedures document. The last committee completed its work in late 2007, and a new committee is at work in 2009.

In 2008 we completed a PACTS Region Collector Road Assessment Study and incorporated its recommendations for collector road project priority-setting and management processes into our TIP project selection process.

In late 2008 we submitted project proposals to MaineDOT for consideration for funding under the American Recovery and Reinvestment Act.

### **ACTIVITIES**

1. Continue to collaborate with MaineDOT, FTA and FHWA in the monitoring, amending and administration of projects already funded in the PACTS TIP and the MaineDOT STIP. Two new PACTS staff responsibilities will start in FY 2010:
  - The administration of 3-party project agreements – MaineDOT, PACTS and municipalities – for all projects funded through the PACTS MPO Allocation set of projects.
  - Attendance at kickoff and other public meetings held during the project development process for projects funded via the PACTS MPO Allocation funds.
2. Prepare an FY 2010 to FY 2013 PACTS Transportation Improvement Program during the summer of 2009 for submission to the Federal Highway and Transit Administrations.

3. Revise the PACTS TIP priority setting process with the TIP Process Committee based on changing circumstances experienced recently in the PACTS process, and the results of work on several of the topics below.
4. Collaborate with FHWA, MaineDOT and our municipal members in the application of MaineDOT's Chapter Fifteen, Flexible Design Practices and the design exemption process.
5. Coordinate the enhanced project scoping of project proposals for 2012/2013 MPO Allocation funding.
6. In 2010 staff and Committee members will also develop the PACTS MPO Allocation projects priority list for inclusion in the MaineDOT 2012/2013 Biennial Capital Work Plan scheduled for distribution in early 2011.
7. Develop proposals for the use of 2012/2013 FHWA Safety funds.

PRODUCTS

1. Continued monitoring and administration of funded PACTS MPO Allocation projects.
2. An FY 2010 to FY 2013 PACTS Transportation Improvement Program.
3. A revised PACTS TIP Policies and Procedures document.
4. Good understanding in the PACTS region of MaineDOT's flexible highway design practices.
5. A successful application of enhanced project scoping in 2010.
6. Prioritized project candidates for the 2012/2013 MaineDOT Biennial Capital Work Plan.
7. Submission to MaineDOT of applications for 2012/2013 FHWA Safety funds.

AGENCY RESPONSIBILITY

PACTS

FUNDING

Estimated expenses for FY 2008 and 2009:	\$250,000
Budget for FY 2008 and 2009:	\$250,000
Estimated costs for FY 2010 and 2011:	\$230,000

FUNDING SOURCES

FHWA and MaineDOT

## **TASK NO. 3: REGIONAL TRANSPORTATION PLAN**

### **OBJECTIVE**

To update the 2006 version of *Destination Tomorrow*, the PACTS regional transportation plan

### **PREVIOUS WORK**

In 2003 PACTS adopted the award winning *Destination Tomorrow*, the regional transportation plan for our seven-municipality region. In 2006 we adopted an *Update* for our 15-municipality region. Both Plans were major regional planning efforts done in collaboration with our region's public transportation systems, our regional planning organization partners, our federal and state partners, and other stakeholders. In early 2009 we began to prepare our *Update* for 2010 – four years after the adoption of our 2006 *Update* as required by federal transportation planning regulations.

### **ACTIVITIES**

The *Update* development process will include these components:

- An Update Committee
- An update of the goals, objectives and strategies in the existing plan
- A review of the current laws and policies at the local, state and federal levels which affect transportation and land use development in our region
- A update of trends and forecasts in regional travel demand, population and employment
- 20-year regional transportation cost and revenue forecasts
- Outreach to and collaboration with the PACTS committee members and their elected leaders, the general public and our federal and state partners
- Recommendations based on the analysis and collaboration described above
- Air quality conformity analysis of the recommendations in the *Update*

### **PRODUCTS**

An *Update* of the *Destination Tomorrow* regional transportation plan

### **AGENCY RESPONSIBILITY**

PACTS

### **FUNDING**

Estimated expenses for FY 2008 and 2009:	Not applicable
Budget for FY 2008 and 2009:	Not applicable
Estimated costs for FY 2010 and 2011:	\$50,000

### **FUNDING SOURCES**

FHWA and MaineDOT

## **TASK NO. 4: TRAVEL DEMAND MODEL**

### **OBJECTIVES**

1. To maintain, update and use the PACTS regional travel demand model.
2. To maintain socio-economic, demographic and land use data for updating the transportation plan and for use with the PACTS travel demand model in conjunction with studies.
3. To maintain travel data in a usable form for the purpose of monitoring changes in regional travel patterns.

### **PREVIOUS WORK**

MaineDOT, the Turnpike Authority, PACTS staff and consultants have used the PACTS model continuously during the past 25 years for many studies and other purposes, including air quality conformity analyses for the PACTS TIP and the PACTS regional transportation plan. In 2007 PACTS spent \$10,000 to provide the extensive analysis needed by MaineDOT to perform the air conformity analysis for *Destination Tomorrow* in conjunction with the air conformity analysis for the MaineDOT Twenty Year Plan. MaineDOT recently used the model extensively for the I-295 Corridor Study, the Portland North Small Starts analysis and the Gorham Bypass Environmental Assessment. During the past biennium we used the model for the Scarborough Transportation Plan, the Payne Road relocation study, the Yarmouth Route One Study, and for a component of the scoring of municipal proposals for funding under the FY 2010 and 2011 PACTS MPO Allocation program.

MaineDOT, the Turnpike Authority and PACTS recently worked with a consulting team to upgrade the model, particularly for use in the Gorham East West Corridor Study and in the 2010 *Update of Destination Tomorrow*.

GPCOG has continuously provided Census and socio-economic data, GIS files and land use information for use by PACTS. In 2008 GPCOG did a regional population forecast for PACTS for an analysis of the likelihood that PACTS will become a TMA in 2012. In 2009 GPCOG, SMRPC and PACTS

### **ACTIVITIES**

1. Collaborate with our model consultant and stakeholders for the studies and planning processes listed in this work program.
2. Assist the MaineDOT in performing the air conformity analysis for the PACTS FY 2010 to FY 2013 Transportation Improvement Program during the summer of 2009 in conjunction with their air conformity analysis for the MaineDOT STIP.
3. PACTS staff will learn the reading and interpretation of PACTS model output.
4. GPCOG, SMRPC and PACTS staff will use ArcView and GIS software.
5. Use of socio-economic, demographic, Census and land use data.

6. Conduct regional traffic counts.
7. Learn and then use new software for transportation alternatives visualization and analysis relevant to PACTS studies.

### PRODUCTS

1. Use the model for various studies and planning processes
2. Contribution to the air conformity analysis for the PACTS FY 2010 to FY 2013 Transportation Improvement Program
3. Reading and interpretation of PACTS model output.
4. Applications of GIS technology in PACTS studies.
5. Use of socio-economic, demographic, Census and land use data.
6. Conduct regional traffic counts.
7. Transportation alternatives visualization and analysis in PACTS studies.

### AGENCY RESPONSIBILITY

#### PACTS

### FUNDING

Estimated expenses for FY 2008 and 2009:	\$20,000
Budget for FY 2008 and 2009:	\$20,000
Estimated costs for FY 2010 and 2011:	\$20,000

### FUNDING SOURCES

FHWA and MaineDOT

## **TASK 5: CONSULTANT ACTIVITIES**

### **OBJECTIVE**

Perform most of the technical analysis associated with the studies listed in this task.

### **PREVIOUS WORK**

During the past two years PACTS consultants completed the following studies:

- Regional Collector Road Assessment Study
- Regional Priorities Telephone Survey
- PACTS Model applications for several studies listed in Task 4
- Facilitation of Veterans Bridge Replacement Stakeholders Process
- Local studies in Yarmouth, Westbrook, Windham, Freeport, Cape Elizabeth, Scarborough and Portland
- Regional Traffic Signal Coordination (finish in FY 2010)
- Tri-Community Transportation Plan (finish in FY 2010)

### **ACTIVITIES**

See Table 2 below for a summary list the activities and their 2010/2011 UPWP budgets, and the Appendix for study purpose and need information.

The first four activities are carried over from the 2008/2009 UPWP.

1. **Regional Traffic Signal Coordination**  
To develop a detailed plan for the coordination of 63 traffic signals in Portland, Scarborough and Westbrook.
2. **Transit Bus Route Study**  
To conduct a comprehensive analysis and redesign of the region's public transit service fixed routes, including coordination with other public and private systems and modes.
3. **Tri-Community Transportation Plan**  
To develop a comprehensive transportation plan for the major corridors in Biddeford, Old Orchard Beach and Saco
4. **Westbrook Downtown Context Sensitive Solutions/Streetscape Study**  
To develop a plan to use context sensitive solutions and streetscape design practices to improve the Main Street/Bridge Street corridor in downtown Westbrook.
5. **Maine Clean Communities**  
To continue to finance the Maine Clean Communities Coordinator's work to promote and implement clean domestically produced alternative fuels and petroleum reduction strategies for fleets throughout the State. This work is also funded with FTA funds.

6. SMRPC Planning Services  
To assist in staffing the PACTS Transit Committee, to serve on PACTS committees, to provide transportation planning services to PACTS staff, and to assist in the update of *Destination Tomorrow*. The first two functions are partially funded with other resources.
7. GPCOG Planning Services  
To collaborate with PACTS staff in bike/ped system and facility planning, land-use-transportation planning and other activities as requested.
8. PACTS Model Consultant  
To use the PACTS model for several of the PACTS and MaineDOT studies mentioned in this work plan.
9. Regional Aerial Photo Flight  
To contribute to the financing of a regional aerial photo flight during this biennium
10. Regional Traffic Signal Study II  
To develop a detailed plan for the coordination of more traffic signals in our region
11. Regional Collector Study II  
To update the January 2009 PACTS Area Collector Road Assessment report.
12. Destination Tomorrow Update  
To provide technical assistance during the development of the 2010 Update of the Destination Tomorrow regional transportation plan
13. Regional Enhanced Project Scoping  
To provide the necessary technical assistance to produce project proposals adequately scoped for consideration for PACTS funding with 2012/2013 MPO Allocation funds.
14. Maine Urban Finance Study  
To do policy research and analysis on Maine urban transportation finance and jurisdictional responsibilities
15. Forest Avenue Land Use and Transportation Plan  
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.
16. Franklin Street Arterial Feasibility Study  
To perform a feasibility study of the options generated during the 2008/2009 corridor study
17. Portland-South Portland Fixed Guideway Study  
To develop a vision plan for a fixed guideway system linking Portland and South Portland

18. CBITD Multi-Modal Transit Hub

To perform a feasibility study for a transit hub to be located in the vicinity of the Maine State Pier in Portland

19. Yarmouth Route One Corridor Study Phase III

To perform a corridor study for the final section of Route 1 in Yarmouth.

PRODUCTS

Reports that summarize the analysis and recommendations generated as a result of the activities described above.

AGENCY RESPONSIBILITIES

PACTS and GPCOG

FUNDING

Estimated expenses for FY 2008 and 2009: \$less than ...815,000...final UPWP will be exact

Budget for FY 2008 and 2009: \$815,000

Estimated costs for FY 2010 and 2011: \$581,459...plus the carryovers...see final UPWP

FUNDING SOURCES

FHWA, MaineDOT, regional and municipal funds

See Table 2 budget details on the next page.

**Table 2**

**Task 5 Budget Summary**

<b><u>Line Items</u></b>	<b><u>Total Budget</u></b>	<b><u>FHWA PL \$\$</u></b>	<b><u>Match</u></b>	<b><u>Sources Of Match</u></b>
<u>Carryover from 2008/2009 UPWP</u>				
Regional Traffic Signal Study I		To be determined		Municipalities
Transit Bus Route Study	TBD	TBD	TBD	
Tri-Community Transportation Plan	TBD	TBD	TBD	Municipalities
Westbrook Downtown Streetscape	<u>TBD</u>	<u>TBD</u>	<u>TBD</u>	Westbrook
Carryover Subtotal	TBD	TBD	TBD	
<u>New consultant studies</u>				
Maine Clean Communities	\$30,000	\$24,000	\$6,000	GPCOG
SMRPC Planning Services	\$30,000	\$24,000	\$6,000	SMRPC
GPCOG Planning Services	\$20,000	\$16,000	\$4,000	GPCOG
PACTS Model Consultant	\$50,000	\$40,000	\$10,000	MaineDOT + Muni's
Regional Aerial Photo Flight	\$20,000	\$16,000	\$4,000	Municipalities
Regional Traffic Signal Study II	\$25,000	\$20,000	\$5,000	Municipalities
Regional Collector Study II	\$20,000	\$16,000	\$4,000	PACTS Assessment
Regional Dest. Tomorrow Update	\$25,000	\$20,000	\$5,000	MaineDOT
Regional Enhanced Project Scoping	\$25,000	\$20,000	\$5,000	Municipalities
Regional Urban Finance Study	\$10,000	\$8,000	\$2,000	MaineDOT
Portland Forest Avenue	\$100,000	\$80,000	\$20,000	Portland
Portland Franklin Arterial	\$100,000	\$80,000	\$20,000	Portland
South Portland Fixed Guideway	\$40,000	\$32,000	\$8,000	South Portland
CBITD Multi-modal Transit Hub	\$35,000	\$28,000	\$7,000	CBITD
Yarmouth Route One Phase III	<u>\$40,000</u>	<u>\$32,000</u>	<u>\$8,000</u>	Yarmouth
New Studies Subtotal	\$570,000	\$456,000	\$114,000	
Total		To be determined		

***May 1st note: The Policy Committee has not yet endorsed this list.***

***Also, the final amount for new studies will be \$571,000...not \$570,000.***

## **TASK 6: GPCOG PROGRAM SUPPORT AND ADMINISTRATION**

GPCOG subcontracts with SMRPC for some transit planning tasks in this work plan, particularly projects in the York County PACTS municipalities including Biddeford, Saco and Old Orchard Beach. Both agencies provide staff support to the PACTS Transit Committee and serve on other PACTS Committees.

### **OBJECTIVE**

To provide coordination and consideration of transit and travel demand management measures within the SAFETEA-LU planning process and to ensure effectiveness and accountability in FTA planning activities. To participate in PACTS, MDOT, FHWA and FTA planning programs; and to respond to other local, state, and federal agencies - and to concerned citizens - on mobility issues.

### **PREVIOUS WORK**

GPCOG is extensively involved in the SAFETEA-LU multi-modal transportation planning process. GPCOG serves as a member on the Policy, Technical, Transit and Planning Committees, provides staff support as needed to the PACTS process and develops the transit and travel demand management elements of the PACTS Unified Planning Work Program (UPWP). GPCOG staff attends PACTS, GPCOG, METRO, RTP, CBITD, Chamber of Commerce, Convention and Visitor's Bureau and Maine Transit Association meetings pertinent to public and private transportation and travel demand management in Greater Portland. In FY 2008 and 2009, GPCOG staff served as members of the Maine Transit Association, GO Maine Advisory Committee, the Maine Clean Communities Steering Committee, Portland Transportation Committee and the Greater Portland ADA Complementary Paratransit Advisory Committee. GPCOG staff also chaired the Governor's Pre-Emergency Energy Task Force, Passenger Transportation Subcommittee. Staff also worked closely Maine DEP and other stakeholders on two subcommittees with goals to reduce VMT for improvements in climate change emissions and air toxics. GPCOG is currently a member of the Governor's Hydrogen Fuel Cell Partnership. GPCOG transportation planning is functionally integrated with PACTS by means of a joint work plan, joint staff meetings, GPCOG/PACTS project teams, shared office space, and continuous informal communication.

### **PROPOSED FY 2010-2011 ACTIVITIES**

- Provide staff support to PACTS Committees.
- Prepare the **FY 2012-2013 Public Transportation Planning Work Statement** for incorporation into the multi-modal PACTS Unified Planning Work Program.
- Participate in PACTS Policy, Technical, Planning, and Transit Committee meetings and assist the PACTS Director, transit operators, and communities with transit, travel demand management, and related transportation planning projects.
- Prepare invoices and status reports as appropriate.

Participate in meetings and related activities of the following:

- ◇ Maine Transit Association
- ◇ GO Maine Advisory Committee

- ◇ Portland Transportation Committee
- ◇ Maine Clean Communities Steering Committee
- ◇ Gorham East-West Corridor Study
- ◇ Portland North, Small Starts Study
- ◇ MDOT and USDOT conferences, and workshops
- ◇ Greater Portland ADA Complementary Paratransit Advisory Committee
- ◇ Professional development activities sponsored by FTA, FHWA, ITS America, and others

Give presentations on transportation planning topics to associations, committees, community groups, educators, and students, upon request and time permitting.

PRODUCTS/OUTCOMES

**FY 2012-2013 Planning Work Statement**

**Coordinated mobility policy** with USDOT, Maine DOT, Maine Turnpike Authority, PACTS, Human Service Agencies, MaineDEP, FTA, FHWA, and public and private transportation providers

**Inter-agency coordination, research, and analysis** (e.g. work with Transportation Providers, MaineDOT and Maine Turnpike Authority staff on issues of mutual concern, such as travel demand management and public transportation), as needed.

**Annual, Quarterly, and Monthly Status Reports**

AGENCY RESPONSIBILITY

GPCOG

**FUNDING**

Estimated expenses for FY 2008 and 2009:	\$
Budget for FY 2008 and 2009:	\$80,000
Estimated costs for FY 2010 and 2011:	\$90,000

FUNDING SOURCES

FTA and municipal funds

## **TASK 7: GPCOG SHORT RANGE TRANSPORTATION PLANNING**

### **BACKGROUND**

Short Range planning includes specific projects for transit providers (5307 funds) and regional short-range pilot projects (5303 funds). In 2002, the PACTS MPO Area changed from seven to 15 municipalities, bringing two additional transit operators and a rail authority into the MPO. The trend continues for most of the Transit Providers to use FTA 5307 funds for operations. METRO identified one individual planning task for 2010-2011 using 5307 funds.

### **PREVIOUS WORK**

GPCOG and SMRPC have provided a variety of technical assistance to public and private transportation operators and communities. Examples of work included:

- Traveler Information – Travel Planner, O+D routes across modes, TIDS
- On/Off Passenger Survey for the Greater Portland Transit District (METRO) and the South Portland Bus Service (SPBS).
- CBITD passenger and freight surveys
- METRO Fixed Route Study
- RTP Fixed Route Interface Project

### **PROPOSED FY 2008-2009 ACTIVITIES regional transit projects (5303 Funds)**

**PRODUCTS/OUTCOMES:** Regional Bus Sign and Shelter Project, On-line Travel Planner, TIDS screens at selected hotels, transportation terminals and other locations,

### **AGENCY RESPONSIBILITY**

GPCOG

### **FUNDING**

Estimated expenses for FY 2008 and 2009:	\$
Budget for FY 2008 and 2009:	\$ 99,360
Estimated costs for FY 2010 and 2011:	\$138,000

### **FUNDING SOURCES**

FTA and municipal funds

## **TASK 8: GPCOG LONG RANGE TRANSPORTATION PLANNING**

### **OBJECTIVE:**

GPCOG to assess the overall mobility environment in the Greater Portland area; analyze the long-term strengths and weaknesses of the existing transit and travel demand management services and facilities; identify and evaluate options or alternatives; recommend appropriate actions; and create a timetable to implement programs and plans.

### **PREVIOUS WORK:**

- 2000 *Greater Portland ITS Regional Architecture Report* (June 00), *Inter-terminal Shuttle* (Dec '00),
- 2001 *Windham Commuter Bus Technical Memorandum* (June 01), *Greater Portland ITS Architecture* (June 01), *Greater Portland Job Access Plan* (June 01), *Bus Rapid Transit Competition* (May 01),
- 2002 *Greater Portland ITS Project Architecture*, METRO route planning, West Falmouth METRO Extension, Portland Transportation Website [www.transportme.org](http://www.transportme.org).
- 2003 *Maine Mall Transit Center implementation and METRO Downtown Transit Center planning*
- 2004 *Bus Rapid Transit/Light Rail Transit Study*, installed 2 TIDS screens at the CVB and Marriott
- 2005 *AVL Pilot for the Portland Explorer*, and assisted MaineDOT with the *Statewide ITS Architecture*
- 2006 *TIDS screens at USM (3) Sheraton Hotel, USM AVL Pilot, 13 new CNG Buses, Fueling Station*
- 2007 *Lakes Region Transit Study, USM Gorham Bus Study, TIDS screen at METRO DTC., PACTS Regional Transit Coordination Study.*
- 2008 *Regional Transit Coordination Study Implementation*
- 2009 *Regional Fare Card, Regional Map and Timetable, Hydrogen Tour Kick-off.*

### **PROPOSED FY 2008-2009 ACTIVITIES (Long Range System) FTA 5303 Funds:**

Continue Transit Coordination Study implementation

### **PRODUCTS/OUTCOMES:**

Regional Fare Card, Regional Map and Timetable, Regional Bus Signs and Shelters, Corridor Transit Plans, meeting materials for Maine Clean Communities Meetings, continue to promote and deploy vehicle and fuel technologies that reduce dependence on petroleum, Regional Bus Passenger Survey.

### **AGENCY RESPONSIBILITY**

GPCOG

### **FUNDING**

Estimated expenses for FY 2008 and 2009: \$  
Budget for FY 2008 and 2009: \$188,000  
Estimated costs for FY 2010 and 2011: \$307,885

### **FUNDING SOURCES**

FTA and municipal funds

## **TASK 9: GPCOG TECHNOLOGY SUPPORT AND MAPPING**

### **OBJECTIVE**

To construct and maintain databases, websites, utilize changing technology, and develop maps.

### **PREVIOUS WORK**

- 2000 GPCOG developed coverages of the METRO and SPBS bus stops in GIS for more accurate data purposes; launched a commuter Website through the RideShare Program; and assisted METRO with information for the installation of two Smart Kiosks.
- 2001 GPCOG developed a Maine/New Hampshire Rail Network map, Route 302 Corridor map database, and developed ITS Architecture using Turbo Architecture Software.
- 2002 GPCOG worked with Portland Officials to develop the TIDS system with interconnected computer monitors, secured ITS funding through MaineDOT for the first TIDS installments.
- 2003 Assisted PACTS with Destination Tomorrow planning efforts involving mapping and forecasting, and developed comprehensive transportation databases.
- 2004 GPCOG provided corridor analysis for 1990 and 2000 Journey to Work Data, developed maps
- 2005 Continued implementing the TIDS Program, and continued work updating the ITS Architecture.
- 2006 Trained RTP dispatchers in GIS using Arc Explorer, digitized fixed route bus stops
- 2007 Trained METRO dispatchers in GIS and TID for DTC start up.
- 2008 Continued implementation of Geographic Information System (GIS) applications and TIDS.
- 2009 Assisted Transit Providers in developing mapping based technologies such as Automatic Vehicle Location (AVL),

### **PROPOSED FY 2008-2009 ACTIVITIES**

- Continue analysis and use of Journey to Work and other demographic data from the 2000 Census
- Continued implementation of Geographic Information System (GIS) applications.
- Developing the transition of Portland Transportation Information Display System (TIDS)
- Acquisition and use of various transit and transportation planning software packages.
- Assist PACTS with Destination Tomorrow planning efforts involving mapping and forecasting, and developed comprehensive transportation databases.
- Maintain Transportation pages for GPCOG, PACTS, GO Maine & Transportme Websites.

### **PRODUCTS/OUTCOMES**

GPCOG and PACTS web sites and pages, Contribution to Transportation Information Display System GIS Maps, technology advances, updated databases.

### **AGENCY RESPONSIBILITY**

GPCOG

### **FUNDING**

Estimated expenses for FY 2008 and 2009: \$  
Budget for FY 2008 and 2009: \$65,347  
Estimated costs for FY 2010 and 2011: \$80,000

FUNDING SOURCES

FTA and municipal funds

**Table 3****Funding Summaries for FY 2010 and FY 2011**

Tasks	FY 2010						FY 2011			
	2-Year Budget	Fed. Fund	Task Budget	FY 2010 Funding Sources			Task Budget	FY 2011 Funding Sources		
			Federal	MDOT	Local*		Federal	MDOT	Local*	
1 Coordination/Admin.	\$689,000	PL	\$340,000	\$272,000	\$68,000	\$0	\$349,000	\$279,200	\$69,800	\$0
2 T.I.P.	\$230,000	PL	\$100,000	\$80,000	\$20,000	\$0	\$130,000	\$104,000	\$26,000	\$0
3 Regional T. Plan	\$50,000	PL	\$40,000	\$32,000	\$8,000	\$0	\$10,000	\$8,000	\$2,000	\$0
4 Travel Demand Model	\$20,000	PL	\$10,000	\$8,000	\$2,000	\$0	\$10,000	\$8,000	\$2,000	\$0
5 Consultant (new)	\$581,459	PL	\$290,730	\$232,584	\$7,106	\$51,040	\$290,730	\$232,584	\$7,106	\$51,040
5 Consultant (carryover)	<u>TBD</u>	PL	<u>TBD</u>	<u>TBD</u>	<u>TBD</u>	<u>TBD</u>	<u>TBD</u>	<u>TBD</u>	<u>TBD</u>	<u>TBD</u>
<i>PL-related subtotals</i>	\$1,570,459		\$780,730	\$624,584	\$105,106	\$51,040	\$789,730	\$631,784	\$106,906	\$51,040
6 Program Support	\$90,000	5303	\$45,000	\$36,000	\$0	\$9,000	\$45,000	\$36,000	\$0	\$9,000
7 Short Range Planning	\$120,000	5303	\$60,000	\$48,000	\$0	\$12,000	\$60,000	\$48,000	\$0	\$12,000
7 Short Range Planning	\$18,000	5307	\$18,000	\$14,400	\$0	\$3,600	\$0	\$0	\$0	\$0
8 Long Range Planning	\$157,885	5303	\$79,000	\$63,200	\$0	\$15,800	\$78,885	\$63,108	\$0	\$15,777
8 Long Range Planning	\$150,000	5303	\$105,000	\$84,000	\$0	\$21,000	\$45,000	\$36,000	\$0	\$9,000
9 Mapping & Technology	<u>\$80,000</u>	5303	<u>\$40,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$8,000</u>	<u>\$40,000</u>	<u>\$32,000</u>	<u>\$0</u>	<u>\$8,000</u>
<i>FTA-related subtotals</i>	\$615,885		\$347,000	\$245,600	\$0	\$69,400	\$268,885	\$215,108	\$0	\$53,777
Total	\$2,186,344		\$1,127,730	\$870,184	\$105,106	\$120,440	\$1,058,615	\$846,892	\$106,906	\$104,817

\* Local sources are municipalities, MTA, SMRPC, GPCOG and public transportation organizations.

**Note: This draft also does not include FHWA and FTA carryover amounts. We will include in final UPWP.**

**Table 4**

**PACTS Unified Planning Work Program**

**FY 2010/2011 Two-Year Funding Summary Table**

<u>Tasks</u>	<u>FHWA "PL"</u>	<u>FTA 5307</u>	<u>FTA 5303</u>	<u>MDOT</u>	<u>GPCOG</u>	<u>In Kind</u>	<u>Local</u>	<u>Total</u>	<u>Staff</u>	<u>Consultant</u>	<u>Total</u>
1 Coordination/Admin.	\$551,200	\$0	\$0	\$137,800	\$0	\$0	\$27,800	\$689,000	\$689,000	\$0	\$689,000
2 T.I.P.	\$184,000	\$0	\$0	\$46,000	\$0	\$0	\$46,000	\$230,000	\$230,000	\$0	\$230,000
3 Regional Transpo Plan	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$10,000	\$50,000	\$50,000	\$0	\$50,000
4 Travel Demand Model	\$16,000	\$0	\$0	\$4,000	\$0	\$0	\$4,000	\$20,000	\$20,000	\$0	\$20,000
5 Consultant Activities (new)	\$465,167	\$0	\$0	\$14,212	\$12,000	\$6,000	\$84,080	\$581,459	\$0	\$581,459	\$581,459
5 Consultants (carryover)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6 Program Support	\$0	\$0	\$72,000	\$0	\$18,000	\$0	\$0	\$90,000	\$90,000	\$0	\$90,000
7 Short Range Planning	\$0	\$14,400	\$96,000	\$0	\$20,000	\$4,000	\$3,600	\$138,000	\$138,000	\$0	\$138,000
8 Long Range Planning	\$0	\$0	\$246,308	\$0	\$61,577	\$0	\$0	\$307,885	\$257,885	\$50,000	\$307,885
9 Mapping & Technology	<u>\$0</u>	<u>\$0</u>	<u>\$64,000</u>	<u>\$0</u>	<u>\$16,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$80,000</u>	<u>\$80,000</u>	<u>\$0</u>	<u>\$80,000</u>
Total	\$1,256,367	\$14,400	\$478,308	\$212,012	\$127,577	\$10,000	\$175,480	\$2,186,344	\$1,554,885	\$631,459	\$2,186,344

**Note: This draft does not include FHWA and FTA carryover funds. The final version will.**

## **Appendix of Consultant Activities**

### **For the PACTS FY 2010/2011 Unified Planning Work Program**

The following 19 studies are listed in Task 5. Include the 5303 funded Congress Street study from Task 8 (see last page)?

Mike...I have included details for only some of the proposed studies in this draft. *I will add later. Let's discuss.* Thanks. John

1. Regional Traffic Signal Coordination  
To develop a detailed plan for the coordination of 63 traffic signals in Portland, Scarborough and Westbrook.
2. Transit Bus Route Study  
To conduct a comprehensive analysis and redesign of the region's public transit service fixed routes, including coordination with other public and private systems and modes.
3. Tri-Community Transportation Plan  
To develop a comprehensive transportation plan for the major corridors in Biddeford, Old Orchard Beach and Saco
4. Westbrook Downtown Context Sensitive Solutions/Streetscape Study  
To develop a plan to use context sensitive solutions and streetscape design practices to improve the Main Street/Bridge Street corridor in downtown Westbrook.
5. Maine Clean Communities  
To continue to finance the Maine Clean Communities Coordinator's work to promote and implement clean domestically produced alternative fuels and petroleum reduction strategies for fleets throughout the State. This work is also funded with FTA funds.
6. SMRPC Planning Services  
To assist in staffing the PACTS Transit Committee, to serve on PACTS committees, to provide transportation planning services to PACTS staff, and to assist in the update of *Destination Tomorrow*. The first two functions are partially funded with other resources.
7. GPCOG Planning Services  
To collaborate with PACTS staff in bike/ped system and facility planning, land-use-transportation planning and other activities as requested.
8. PACTS Model Consultant  
To use the PACTS model for several of the PACTS and MaineDOT studies mentioned in this work plan.

9. Regional Aerial Photo Flight  
To contribute to the financing of a regional aerial photo flight during this biennium
10. Regional Traffic Signal Study II  
To develop a detailed plan for the coordination of more traffic signals in our region
11. Regional Collector Study II  
To update the January 2009 PACTS Area Collector Road Assessment report.
12. Destination Tomorrow Update  
To provide technical assistance during the development of the 2010 Update of the Destination Tomorrow regional transportation plan
13. Regional Enhanced Project Scoping  
To provide the necessary technical assistance to produce project proposals adequately scoped for consideration for PACTS funding with 2012/2013 MPO Allocation funds.
14. Maine Urban Finance Study  
To do policy research and analysis on Maine urban transportation finance and jurisdictional responsibilities
15. Forest Avenue Land Use and Transportation Plan

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.

**Purpose:**

The Planning Division proposes 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 Rt. I-295 to Woodford’s Corner, the outcomes of the study are to establish the 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 the City’s key gateway corridor. An overarching goal of the process is to create a transit oriented development which seems entirely feasible given corridors assets and the resulting strategies that will arise from this study.

The intersection of Woodford’s Corner with Forest Avenue will also be evaluated for specific improvements that complement the present and future land use, make 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; this is of significant concern due to the cut-through traffic on nearby neighborhood streets. A previous PACTS Traffic Study for Vannah Avenue concluded that improving this intersection was key to reducing the cut-through impacts in the Back Cove neighborhood.

The study will feature a list of recommendations with action steps providing a clear path for implementation. Current zoning along the subject corridor will be evaluated for consistency with policies for transit oriented corridor development, including density, dimensional and design standards, and use regulations. While the predominant B-2 and B-2b zones currently allow multi-family and mixed use development, any remaining barriers to transit oriented development will be identified and methods to promote such development through incentives and regulatory mechanisms will be generated as part of the study recommendations.

Although the focus of this study is on Forest Avenue we believe it can serve as a pilot project for other major corridors in the city because they seem to have similar challenges and comparable circumstances.

#### 16. Franklin Street Arterial Feasibility Study

To perform a feasibility study of the options generated during the 2008/2009 corridor study

**Purpose:**

The Corridor Study primarily serves to develop concepts and strategies for creating a welcoming gateway to the heart of the city that improves the safety of pedestrians, bicyclists and motorists, and creates economic development opportunities. The recommendations of the Franklin Arterial Corridor Study and future MDOT funded improvements at I-295 Exit 7 and a future related preliminary design for the Franklin Arterial intersections with Marginal Way, Somerset and Fox streets will mutually inform and reinforce each other. A feasibility study is needed to take the conceptual plans gained from the Corridor Study to a stage where preliminary engineering can be initiated.

Further, the Feasibility and Preliminary Engineering Plan shall:

1. Assess opportunities and challenges along and across the corridor from a land-use and multi-modal transportation perspective.
2. Educate stakeholders, officials, and the public in flexible design models and benefits of Context Sensitive Solutions planning models.
3. Develop broad-based participation and engagement through consensus based decision making.
4. Evaluate conceptual alternatives to Franklin's current design and assess them in relation to evaluation criteria. These criteria may include: capacity, economic development opportunities such as housing and places of commerce and employment, safety, harmonious and respectful relationships to surrounding community and urban context, connectivity, environmental, engineering, right of way, and fiscal constraints and opportunities.
5. Recommend overall design development alternatives while recognizing Franklin's role as a major traffic Gateway onto the peninsula.
6. Assess development implications including connectivity, parcels, potential scale, and massing, with the preferred Corridor design alternative.
7. Feasibility report will articulate tangible short-, medium- and long-term goals for improving the functioning of Franklin Arterial for all users.

## 17. Portland-South Portland Fixed Guideway Study

To develop a vision plan for a fixed guideway system linking Portland and South Portland

### **Problem Statement and Purpose**

The rise in oil prices this past summer demonstrated the potential for energy costs to increase dramatically with serious impacts on transportation. It became evident very quickly that low gas mileage automobiles and extended commutes were more expensive than average households could afford on a continuing basis. While the race is on for automobile manufacturers to develop hybrids, electric cars, and other fuel efficient or alternative energy vehicles, a bell was loudly and clearly rung last summer announcing the need to accommodate more of the population with in-town housing and employment options and with expanded and more affordable transportation choices.

In addition to bicycling and walking, public transit by bus needs to be a priority for short-term investments in so-called alternative modes of transportation. There are many opportunities for improving the region's bus systems, including adding buses to reduce headways, intelligent transportation systems to provide real-time bus locations and ETA's, and improved bus stop facilities. In the long-term, however, there is a case to be made for adding fixed-guideway transit systems to the public transit mix.

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. Variations include light-rail, streetcars, trams, and trolleys. The streetcar system in Portland, Oregon, is a fixed-guideway approach with which many people are familiar.

It should be noted that the *Portland Peninsula Transit Study* calls for a streetcar system on Commercial Street as a long range recommendation, and there are long-range light rail recommendations as well.

## 18. CBITD Multi-Modal Transit Hub

To perform a feasibility study for a transit hub to be located in the vicinity of the Maine State Pier in Portland

### **Purpose:**

Our purpose is to advance to the UPWP level a feasibility study of the creation of such inter-modal facilities that would offer the afore-mentioned benefits. Additionally, there are present opportunities and additional benefits possible within the scope of this UPWP Feasibility Study to follow up on the potential for "time-sharing" of rails by commuter and excursion rail services – as raised in the *Portland North Corridor "Small Starts" Study*.

Currently the MNGRR operates, by lease with the State of Maine on a track located along the former Grand Trunk railroad ROW north/south along the eastern waterfront in close proximity to the Maine State Pier. According to preliminary analysis in the Small Starts study, there may be an opportunity for shared use of the ROW for a Portland to Yarmouth commuter rail operation using the State of Maine owned St. Lawrence & Atlantic (SLR) rail line serving the communities between Portland and Yarmouth and by MNGRR using a three-rail approach – i.e. narrow and standard gauge rail within the City of Portland part of that corridor, as well as potential for extension of the track down Commercial Street – for transit

and excursion purposes. An inter-modal facility in the vicinity of the Maine State Pier offers the potential for providing covered shelter and other amenities to passengers from a variety of transit modes, including rail. Such intermodal facilities would greatly enhance the prospects for development of the Maine State Pier, further development of the Ocean Gate passenger cruise facilities, enhance the commercial vitality of Commercial Street in Downtown Portland, and stimulate vitality for a renewed and renovated Franklin Street corridor. The feasibility study also offers an opportunity to address potential connections to AMTRAK and Inter-City Bus Service at the Portland Transportation Center.

19. Yarmouth Route One Corridor Study Phase III

To perform a corridor study for the final section of Route 1 in Yarmouth.

**Purpose:** The Town of Yarmouth hereby requests that PACTS assist with the next phase for developing an “optimal” concept plan of the Route 1 corridor through Yarmouth. In 2005, the Town completed Phase 1 that was endorsed by the Town Planning Board and adopted by Town Council. Phase II is in progress but should be ready for Planning Board and Council action this spring. Phase III proposed there is the last 1.3 mile segment of Route 1 in Yarmouth.

INSERT?

**STUDY: Congress Street Bus Priority Corridor – Feasibility and Pilot Project**

**Study Request**

The City of Portland requests a PACTS funded study to conduct a corridor analysis for implementing a proposed “Bus Priority Corridor” for a portion of Congress Street between State Street and Franklin Street Arterial. The requested study would evaluate and set the stage for implementation of a signature recommendation of the recently completed Portland Peninsula Transit Study.

**Study Goals and Approach**

The goal of the study is to convert a key central portion of Congress Street to a “bus priority corridor” with the primary purpose of improving bus headway speeds. Secondary benefits that should be incorporated into the study are improved bicycle accommodation and increased on street parking.

The Peninsula Transit Study identifies Congress Street as a corridor with potential for alleviating bus and vehicle congestion by making infrastructure adjustments, turn restrictions, signalization changes, and bus operator coordination. (Recommendation 6.9, page 6-13, Action Plan Item 17, page 8-21)

The basic concept has two major components: (1) bus stops relocated to existing or modified curb extensions, thus keeping the bus in the travel lanes, and (2) left hand turn restrictions (for all motor vehicles except busses) onto and from Congress Street. The combination of the above changes would establish busses as the primary mode of travel on the corridor. With busses staying in the travel lanes for boardings and de-boardings, all traffic moves at the speed of the bus. The left turn restrictions allow the busses to move a greater speed, potentially reducing travel time for all.