



Portland Area Mainline Needs Assessment Study

PAC Meeting #1

June 28, 2017

Housekeeping

- Why a Public Advisory Committee
- PAC Role and Responsibilities
- Pizza!
- Keeping the Meeting on Track
- Notebooks

PAC Meeting Agenda

- Schedule and Process
- Regional Transportation Systems
- Regional Economic Systems
- BREAK for food
- How the Road Works Now
- Next Steps
- Public Comment



Portland Area Mainline Needs Assessment

Study Schedule and Tasks

June 28, 2017

| Task | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | |
|--|-------------|-------------|-----------------------|-------------|-------------|-------------|-------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------|
| Data Collection | Dark Green | Dark Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green |
| PAC Assembly | Red | Red | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green |
| Existing Conditions Analysis | Blue | Blue | Blue | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green |
| PAC Meeting #1 | Light Green | Light Green | Light Green with Star | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green |
| Future Conditions Analysis/ID Alternatives | Light Green | Light Green | Light Green | Dark Blue | Dark Blue | Dark Blue | Dark Blue | Dark Blue | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green |
| PAC Meeting #2 | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green with Star | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green |
| Alternatives Analysis | Light Green | Light Green | Light Green | Light Green | Light Green | Yellow | Yellow | Yellow | Yellow | Yellow | Yellow | Light Green | Light Green | Light Green |
| PAC Meeting #3 | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green with Star | Light Green | Light Green | Light Green |
| Draft/Final Report | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green with Star | Light Green with Star | Light Green with Star | Light Green with Star | Light Green with Star | Light Green with Star | Light Green |
| PAC Meeting #4 | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green with Star | Light Green |
| Recommendations | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green with Star | Light Green with Star | Light Green with Star | Light Green |



Regional Transportation Systems

The Study in Context

June 28, 2017

Context: History of Maine Turnpike

- 1947: Kittery to Portland
Pre-Federal Interstate System
- Relieve Route 1 Gridlock
- Provide safe and speedy access to Maine towns
- “economic and social well-being of Maine citizens”... safe, efficient, modern 23 MRSA
- Tourism and regional traffic always the focus
- “Safe - Swift - Scenic”



Context: Purposes of the Federal Interstate System

- Federal Aid Highway Act of 1956
- Original: Safe and efficient “movement of military and civilian equipment, freight and personnel over long distances”
- Access to town and state roads
- Current: Includes “intermodal connectivity, economic development, commuter traffic, and environmental concerns”

- FHWA Interstate Access Guide - 2010



Context: Personal Mobility Is Here to Stay

- Jobs, housing costs, and lifestyle choices drive demand for regional mobility
- Electric cars, shared vehicles, etc. likely mean that sustainable, on-demand, personal mobility is here to stay
- Land use and transit are important, but highway capacity likely needed too.
- Our choice on capacity: Reactive highway spot fixes or planned, proactive sustainable regional solutions



Importance of Highways Serving Regional Traffic

- 87% of freight moved by truck
- 85% of visitors come by car
- 75% commute by auto alone
- Most Maine alternatives - car pooling and transit – need highways
- With regional traffic focused on some highways, villages and city centers can thrive



click here to support

MaineDOT's STATEWIDE COMPLETE STREETS POLICY

A photograph of a street with a bicycle lane. A white bicycle symbol is painted on the pavement. In the background, there are buildings and trees.

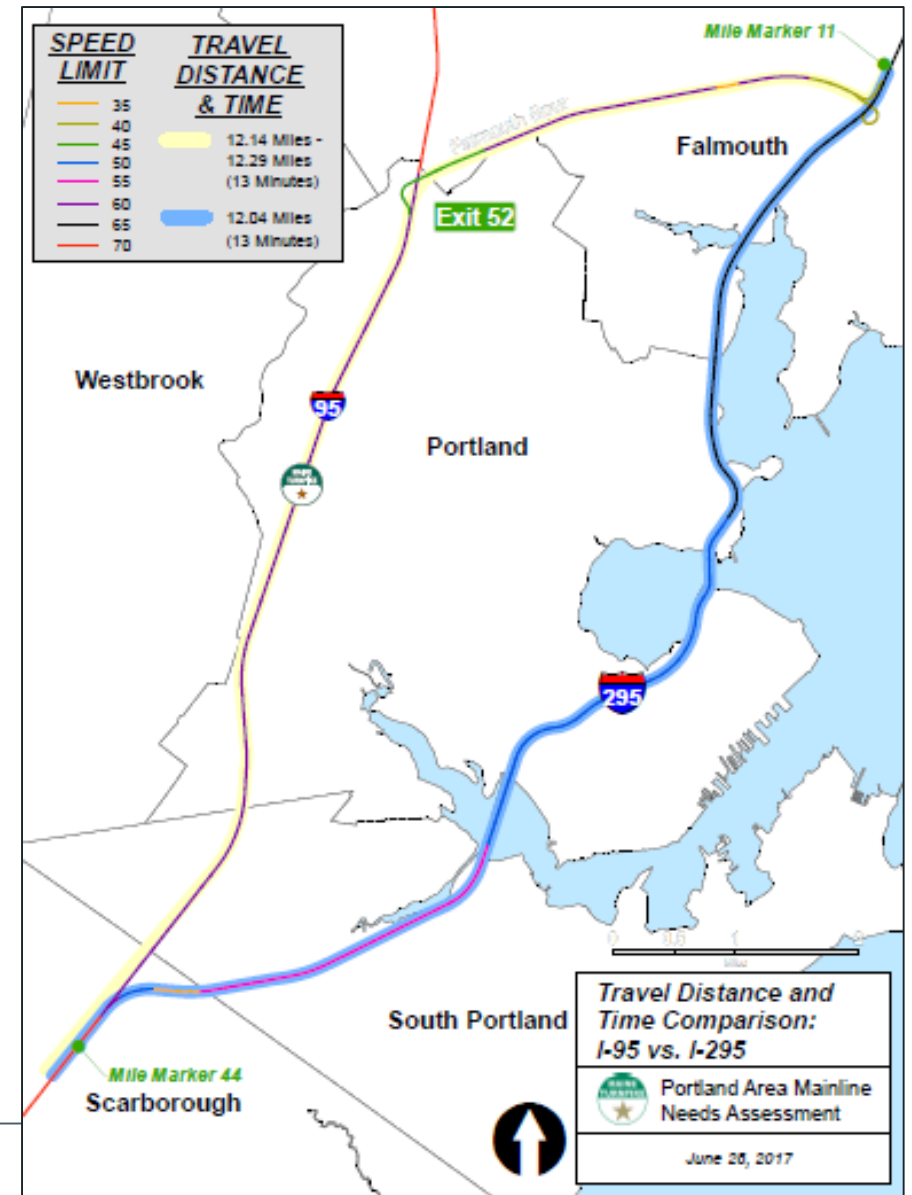
System Context: The Maine Turnpike

- I-95 from Kittery to Augusta
- Limited Access Interstate Highway
- MaineDOT Highway Corridor Priority #1
- Only 1% of miles
- Almost 10% of statewide traffic
- 55% of interstate truck freight uses Turnpike in Kittery
- Maine's Most Important Highway?



System Context: Compare I-95 & I-295

- Distance from Exit 44 to Falmouth
 - Via I-295 through Portland: 12 miles
 - Via Turnpike and Falmouth Spur: 12 miles
- I-295: Access to downtown Portland, intra-city traffic, more exits, more local traffic
- I-95: Regional and through traffic, regional access
- If you're heading Thru - Use 52



I-95 and I-295: Livability Implications

FIND JOBS AND CLASSIFIED LISTINGS INSIDE
 MAINE BUSINESS WEEK IN REVIEW PAGE D5
INSIGHT
 Editorials/D2
 Letters/D3
 Sunday, October 16, 2016
 Maine Sunday Telegram
 SECTION D

COMMENTARY
Growing Portland: Not whether, but how
 As the city looks to the future, it faces twin challenges: workforce development and housing. Careful urban design can address both issues by creating vibrant mixed-use neighborhood centers and reducing traffic congestion.

Portland will grow in the coming years as more people flock to cities, driven by well-established and worldwide trends. Cities today attract the young, the empty-nesters and the globally displaced, plus service- and knowledge-based businesses. The northward spread of economic activity from Boston and the warming effects of climate change will bring even more.

The question is not whether Portland will grow, but how well it will manage the growth that is now certain to come. Will the growth be managed, or will it be driven by market forces and the desire for profit? Or will it be managed by market forces and the desire for profit? Or will it be managed by market forces and the desire for profit?

ABOUT THE AUTHORS
RICHARD BARRINGER, Executive Director, the Muskie School of Public Service.
JOSEPH MCCONNELL, Muskie School of Public Service.
JOHN DOBBER, Formerly with the University Center on Workforce Education and the Center for Business & Economic Research.
RYAN WALLACE, Maine Center for Business & Economic Research.

PHOTO BY PORTLAND, TOP 54

- Growing Portland Vision – Fall 2016
- Calls for elimination of I-295 through Portland
- Calls for Turnpike (I-95) to handle thru traffic capacity needs
- Unlikely, but highlights the need to think about the essential purposes of I-95 and I-295 at a system level

Maine Sunday Telegram
 Oct. 16, 2016



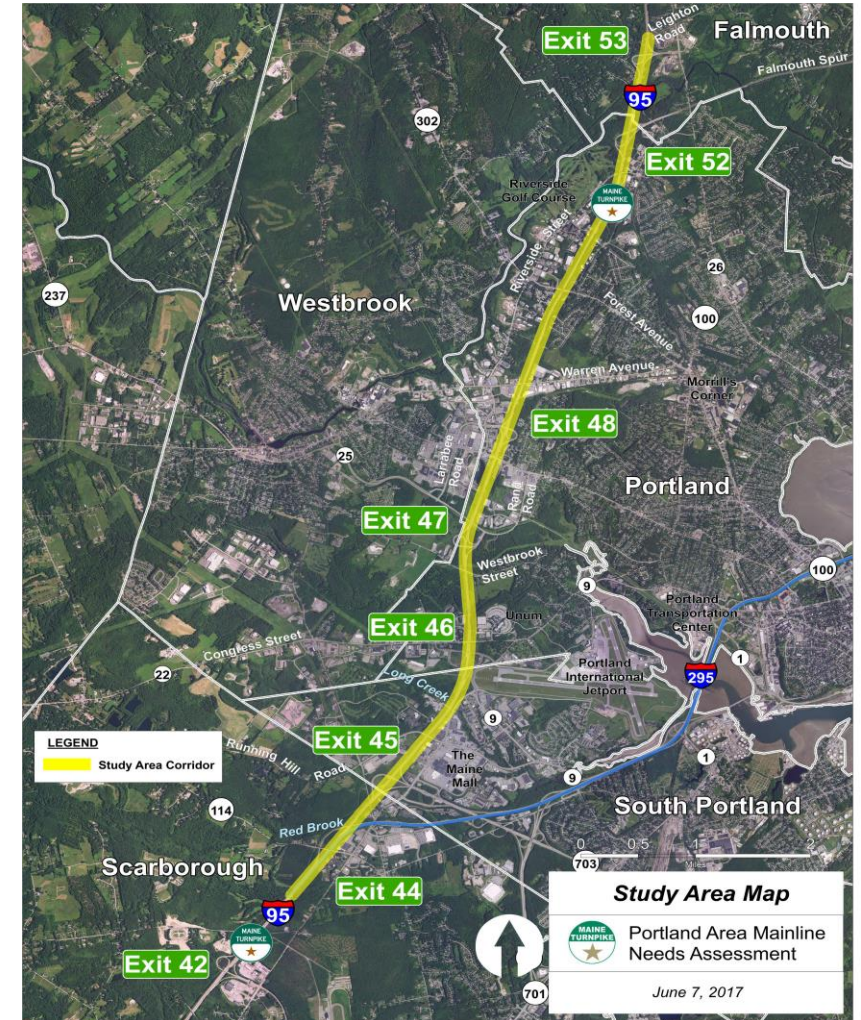
System Context: Turnpike is a Traffic Workhorse

- Traffic volumes high and increasing
- Electronic tolling much easier. Set it and forget it.
- MTA E-ZPass Volume Discount program very popular – up to 50% off
- Travelers have adjusted to “new” interchanges - Exit 46 and 47
- Trip lengths shrinking
- An “easier” alternative to I-295



Portland Area Mainline (PAM)

- Scarborough to Falmouth (Mile 44 to 53)
- Primary access to Westbrook, Gray, Western Lakes/Mountains and Lewiston/Auburn
- Services Greater Portland region – Maine’s economic engine
- Access to Jetport, Maine Mall, UNUM, other area businesses
- PAM focus is the Turnpike’s trunk line.
- What about a Gorham Connector? A sturdy trunk is necessary for a possible Gorham branch, so its impact on the mainline will be considered.



MTA Mission

To promote the economic and social well-being
of Maine citizens
by responsibly providing our customers

**a safe, efficient and high quality
toll highway travel experience**

and by

facilitating other prudent transportation
improvements.



MTA Mission & Approach

- “safe, efficient and high quality” includes not sitting in traffic
- Maine’s definition of “congestion”
- Mobility is part of the Maine brand. Distinguishes Portland from Boston, etc.
- Turnpike customers pay tolls and expect a high level of service
- MTA’s goal is to meet these expectations before challenges reach a crisis point
- Long-term, proactive approach
- 30 and 4 year plans

