

Chapter 1: Executive Summary

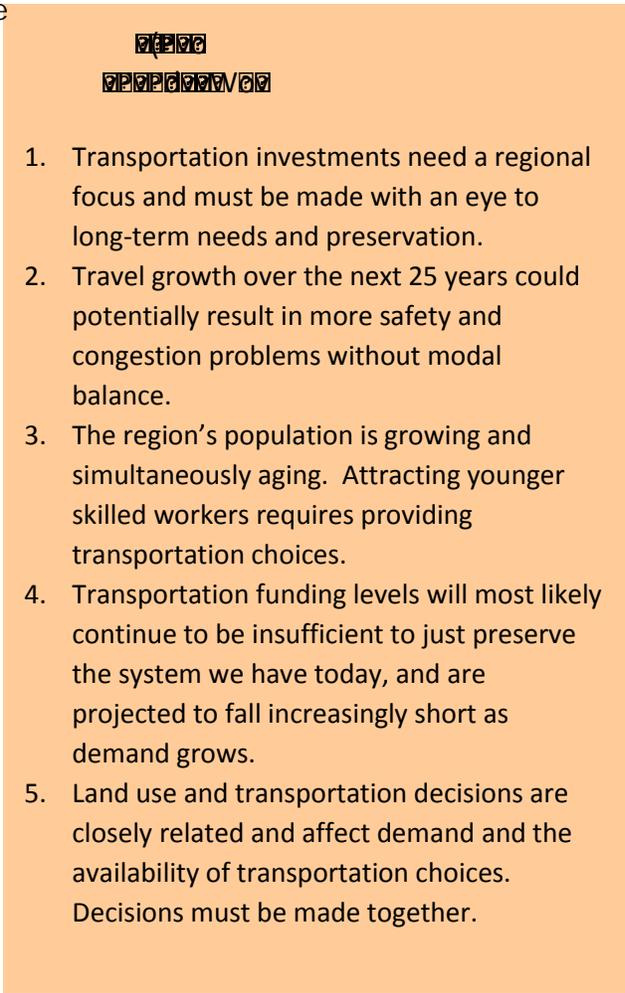
This Destination 2040 Plan is the regional transportation plan for the Greater Portland Metropolitan Area and is the responsibility of the Portland Area Comprehensive Transportation System (PACTS), the congressionally designated metropolitan planning organization for our region. This 2016 plan update provides a vision for preserving and transforming our transportation systems through the year 2040.

Like many regions in the US and worldwide, the way in which we live and move around Greater Portland is changing at the beginning of the 21st Century. While innovations in information technology are driving much of it, in reality the change is compounded by changing demographics. Portland and the surrounding towns are growing while much of the rest of the state is settling older. The metro Portland area is simultaneously getting older, while another large, younger population comes of age and begins to settle down. As the majority of our population ages and our younger citizens' preferences diverge from those of their parents and grandparents, there are different demands on the transportation system.

As the PACTS leadership began to develop this Plan they set a new strategic direction on how to move the PACTS region forward to success in the future. They decided that we should:

- Consider a bold project or projects regarding public transportation, transit and land use, capital projects, funding and regional development.
- Blend long-range planning with how PACTS programs our region's future federal and state funds.
- Engage the public more than we have in the past.

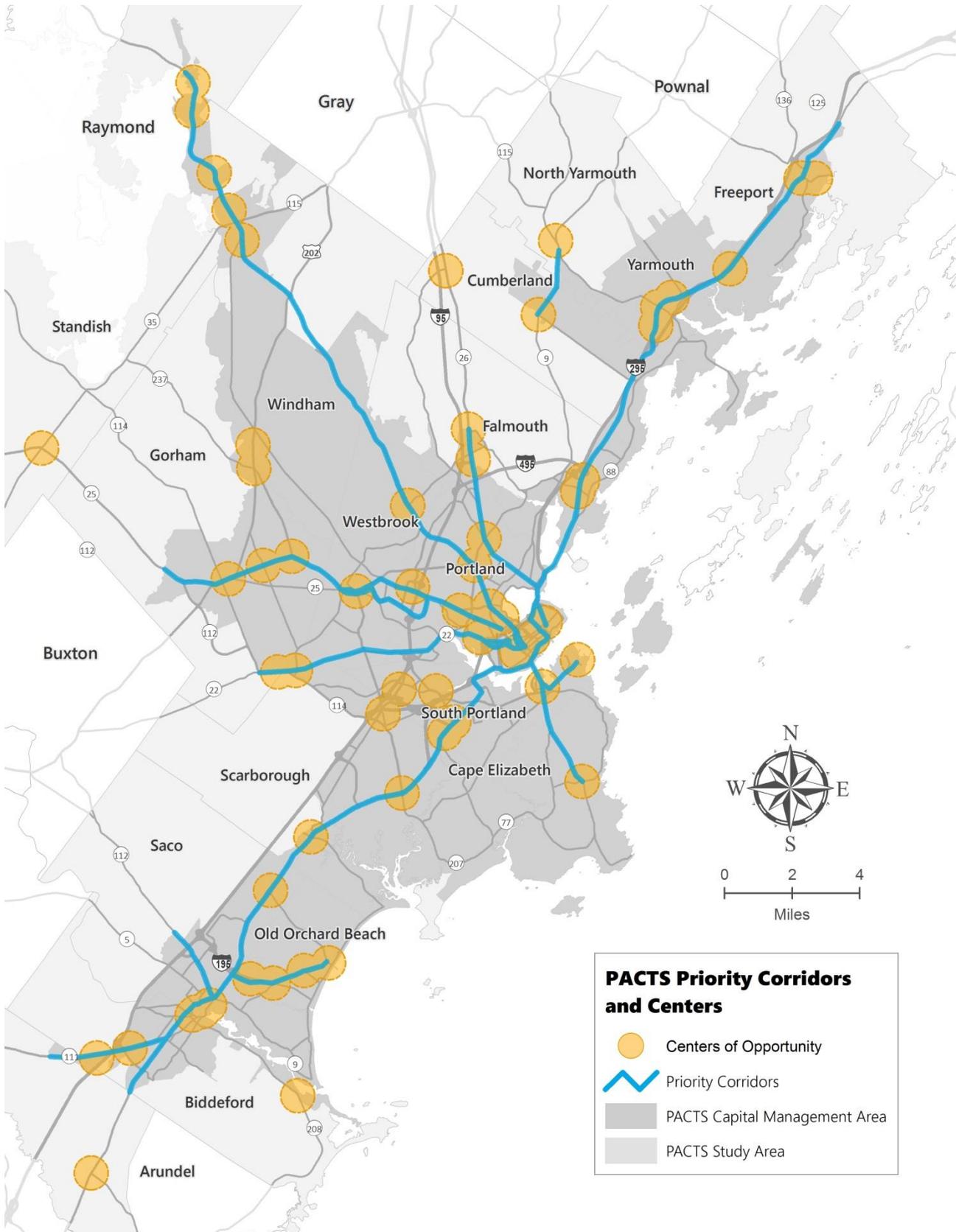
Working regionally through PACTS, our members have the ability to leverage local resources to secure state and federal resources. By strategically focusing regional resources as a *metropolitan region* into growing our most productive existing and emerging centers and connecting corridors, PACTS can deliver on a new regional approach to maximize returns on transportation investments. Through the extensive multi-year process that led to the adoption of **Destination 2040**, PACTS has developed a comprehensive approach by coordinating transportation and land use planning, focusing funding resources in the most promising corridors and centers through project prioritization, and embedding the goals and priorities of the Plan into PACTS' policy and project decision-making. The centerpiece graphic for this approach is the map of Priority Corridors and Centers in Figure 1-1 on the next page. See Chapter 3 for more details.



Key Points:

1. Transportation investments need a regional focus and must be made with an eye to long-term needs and preservation.
2. Travel growth over the next 25 years could potentially result in more safety and congestion problems without modal balance.
3. The region's population is growing and simultaneously aging. Attracting younger skilled workers requires providing transportation choices.
4. Transportation funding levels will most likely continue to be insufficient to just preserve the system we have today, and are projected to fall increasingly short as demand grows.
5. Land use and transportation decisions are closely related and affect demand and the availability of transportation choices. Decisions must be made together.

Figure 1 – 1: Priority Corridors and Centers in the PACTS Region



Vision Statement and Goals

The Vision Statement provides the foundation for the **Destination 2040** Goals, Objectives and Strategies, although for the most part they reaffirm the direction of the goals, objectives and strategies from earlier PACTS plans. The Goals and Objectives underpinned the development of the Plan's Strategies and the Recommendations. The **Destination 2040** Vision statement is shown in the box below and is then followed by the Plan's six goals. Chapter 4 presents a series of objectives and strategies associated with each goal.

Vision for the Region in 2040

The Destination 2040 vision for the PACTS regional transportation system is to provide a safe, fully developed, and well maintained multi-modal means of travel for all people and goods as efficiently and cost effectively as possible. The transportation system will be coordinated with land-use decisions promoting compact livable development that preserves community character while retaining open and natural spaces, which enhance the natural and human environments.

Goal 1. Regional Focus: PACTS will plan for, fund, and maintain a transportation system that reflects a regional approach to transportation and land use planning, project prioritization, and decision-making founded on effective communication, data analysis and management of regional resources.

Goal 2. Economic Development: PACTS will plan for, fund, and maintain a transportation system that enhances regional prosperity through support for the economic vitality of existing businesses in centers and for economic development opportunities encouraged by local and regional plans.

Goal 3. Mobility, Safety & Accessibility: PACTS will plan for, fund, and maintain a transportation system that improves the mobility, safety and accessibility of people and goods throughout the region.

Goal 4. Energy Conservation: PACTS will plan for, fund, and maintain a transportation system that conserves and efficiently uses energy resources.

Goal 5. Land Use: PACTS will plan for, fund, and maintain a transportation system that supports land use plans and development that furthers the Urban to Rural land use pattern, that promote livable places that support walkability, bikeability and transit-oriented development in Centers of Opportunity and other areas emphasizing all modes.

Goal 6. Environmental Quality: PACTS will plan for, fund, and maintain a transportation system that protects and improves the human and natural environments and quality of life.

In order to achieve the Objectives associated with the Goals we include a comprehensive set of 41 strategies that are the most prudent and practical response to the transportation challenges facing the PACTS region. Many of the Plan's strategies are recommendations for action to be coordinated through PACTS with member municipalities, transit providers, and transportation agencies.

Analysis of Present Condition

Several key findings emerged from the analysis of present conditions related to transportation and land use, as well as their past and future trends, as shown in the box on the right. In conjunction with the Vision Statement and Goals, these findings helped to guide the development of the Plan's recommendations and strategies.

Identifying the Major Changes Affecting the Greater Portland Region

The Plan also identifies a number of Areas of Concern in addition to national and regional Trends that had potential implications for the future of the PACTS regional transportation system. These topics are taken up in detail in Chapter 3.

Key Findings

- Significant traffic congestion and safety problems currently exists, including incompatible, insufficient, infrastructure to accommodate all modes (transit, bicyclist, pedestrian, motor vehicle). Congestion and modal conflicts will worsen if current development patterns and practices, and historic investment trends continue.
- Transportation issues are regional in nature and require a concerted and coordinated multi-jurisdictional response to resolve.
- The gap between transportation needs and available funding resources is large and will continue to widen.
- There is significant support for expanded transit service throughout the region, and especially among younger and older residents. Ridership is increasing on local fixed route bus service, inter-city bus and rail, demand-response bus and air transportation services. Passenger transportation and transit still accounts for a relatively small percentage of all trips in the region, but is increasing. While bus routes have recently expanded north and up the coast, many areas in PACTS are not accessible by transit. Increasing jobs and residential options in Centers is key to transit expansion.
- The Gorham East-West Corridor Feasibility Study demonstrated that through the coordinated planning of land use, transit, and roadway improvements, economic growth can be managed while providing improved mobility and increased transportation choice for all modes while protecting neighborhoods and the attractiveness of our communities.



The Port of Portland. Portland on the left and South Portland on the right

Destination 2040: PACTS' Long-Range Transportation Plan

Financial Planning

As found in Chapter 6, an assessment of the region's transportation funding needs over the next 20 years was conducted through a collaborative effort of PACTS, MaineDOT and the Maine Turnpike Authority staff. The assessment targeted the following three areas:

- Preserving the existing transportation system;
- Making appropriate improvements to the existing system; and
- Making necessary strategic expansions to the existing system to complete multimodal infrastructure to help relieve existing automotive congestion, improve safety, and accommodate increasing transportation demand.

Chapter 6 gives policy makers and the public an overview of the cost to implement the Plan, the anticipated revenues available and suggestions for how to increase transportation funding. Securing the funds needed to meet the region's identified transportation needs may be the biggest challenge facing local, regional, state and federal decision-makers as *Destination 2040* is implemented.



Yarmouth harbor abutting I-295.

Destination 2040: PACTS' Long-Range Transportation Plan

Plan Implementation

The box below highlights key components of the *Destination 2040's* Plan Implementation and Recommendations outlined in Chapter 7. Many of these components, as well as many of the Plan's Goals, Objectives and Strategies, overlap each other reflecting the close relationships that exist between transportation, land use and economic development. Continued efforts are needed to reduce capital costs related to maintaining existing infrastructure. Adapting existing infrastructure for all modes and technological improvements, and improving safety will be the biggest challenges in the coming decades.

Implementation Plan Highlights:

2017-2022

1. Implement key plan recommendations and strategies that:
 - Prioritize improvements of Priority Corridors - roadways that benefit the most modes, and include transit, bicyclist, and pedestrians, and in Priority Centers
 - Expand the frequency, geographic reach and use of the public transit system, including bus and rail services.
 - Focus on intersection improvements that improve the overall efficiency of the system, including improved signalization and integration of bicyclists, pedestrians and transit.
 - Foster inter-municipality coordination and cooperation of transportation investments with land uses that preserve those capacity investments.
 - Continue development and refinement of multi- municipal land use and transportation planning; via efforts similar to the 2012 Gorham East-West Corridor Feasibility Project, the 2014 Biddeford-Saco Downtowns Traffic Study, and the 2015 PACTS Land Use and Transit Technical Assistance planning process.
2. Work with the MaineDOT, the Maine Turnpike Authority, the Congressional Delegation, the Maine Legislature, public transportation agencies and municipal officials to secure additional transportation funding for the region.
3. Continue support of MaineDOT and Maine Turnpike Authority efforts to:
 - Make necessary investments to provide safe and efficient transportation service on the interstates through the year 2040; and
 - Maintain I-295 as the primary route for intra-regional traffic and the Maine Turnpike as the major route for traffic traveling through the region.

Destination 2040: PACTS' Long-Range Transportation Plan

Summary

The *Destination 2040* Plan serves as a policy guide for maintaining the best of the existing transportation system while providing focus in areas where the current system is deficient and the transformative steps that must be taken to develop a sustainable transportation system. While ambitious between the needs of maintaining the current system and strategically expanding and transforming the system for the future, the plan lays out broad, long-range, and fiscally constrained strategies for fulfilling the region's transportation needs and preserving the places unique to the Portland metropolitan area.

Over the coming decade, PACTS members will continue to improve the region's infrastructure for bicyclists, pedestrians, and transit-riders, while acknowledging that the automobile will still be the dominate mode of mobility in the decades to come. The PACTS members firmly believe that the holistic approach recommended in *Destination 2040* Plan provides a foundation and route necessary to create the transportation system of tomorrow and to enhance the region's economic prosperity, character, quality of life and livability, and health of the environment.



Street Fair on Main Street in Saco