

# Portland Area Comprehensive Transportation System (PACTS)

## Annual Report to our Members

October 2014

We are pleased to present this second annual Report to Our Members in hopes that you find it informative, share it with your constituents and offer your comments. The theme of this report is that the PACTS process leads to capital projects that improve our region's transportation systems. A copy is posted on [our website](#).

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### Outputs and Outcomes

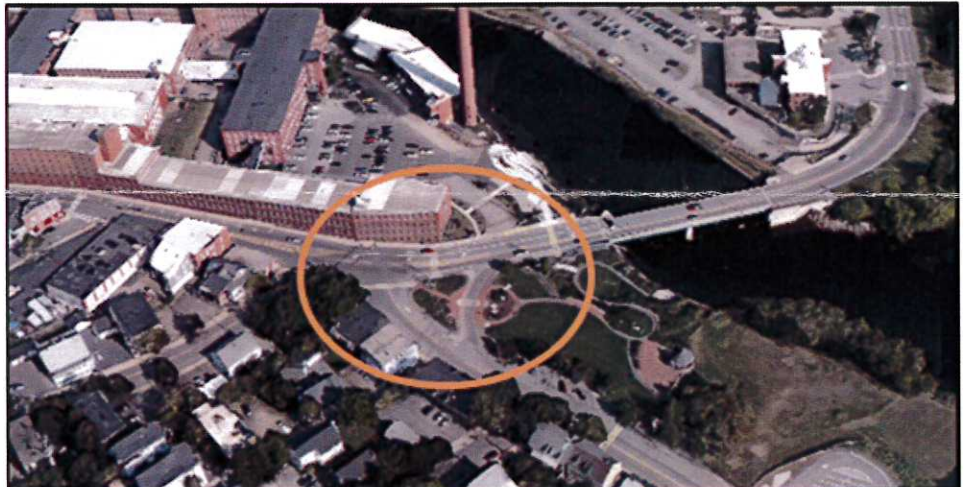
As a federally-designated planning process, we at PACTS are gearing up to measure the results of our work more rigorously in the future in response to requirements in the 2012 federal transportation authorization law. A key first step was adoption last year of our Congestion Management Process Plan. MaineDOT is also working to address state-level requirements, and has shared some of their preliminary work.

We will be required to set some transportation system and planning performance goals in 2016. How would you measure progress from what PACTS does, whether it's to meet a federal requirement or not? Do you think that our customers are the general public, or our member organizations, or both? How do we measure the outcomes of our outputs? Would you measure the PACTS process by:

- the quality and number of studies that we do?
- the strength of consensus around our PACTS regional transportation plan?
- the travel behavior of our region's citizens?
- trends in accident statistics?
- the number of PACTS capital projects done within budget and on schedule?

Surely there are many ways to measure results. One example is our list of funded capital projects (page 3) recommended in our planning studies, such as our recently funded improvement (construction in 2016) at the intersection of Water, Hill and Main Streets near the mills in Biddeford.

As we address this performance measurement task next year, we will need to refer to our mission statement. Here it is, as seen in our bylaws:



Water/Hill/Main Intersection in Biddeford

***PACTS is a "Metropolitan Planning Organization" established pursuant to Federal statute and rules. As such, PACTS is a collaborative effort of municipal, regional, State and Federal representatives responding to the transportation related goals and objectives of the greater Portland region and its citizens. PACTS develops plans, programs and funding priorities that seek to improve the safety, mobility, productivity, environmental quality and energy conservation of our region's transportation facilities, systems and services.***

## 2014 PACTS Public Opinion Survey

In 1999, 2008 and 2014 as we updated our regional transportation plans, we began with public opinion surveys and thereby learned a lot about how people travel and their opinions on a variety of transportation and land development topics. While we asked an array of questions, the themes of each survey were different. We focused on people's thoughts about "sprawl" in 1999, their preferences about major regional transportation proposals and the effect of high gas prices in 2008, and their satisfaction with the current transportation system and preferences on public transportation topics in 2014.



Survey Presentation

This year's survey told us that we are doing some things right! Here are four highlights:

- By a 3 to 2 margin respondents told us that they were very or somewhat satisfied with our major road conditions, bicycle lanes/paths, sidewalks availability and bus services versus those who were dissatisfied.
- They also told us by a 2 to 1 margin that government should increase funding for transportation – a measure of people's passion for high levels of mobility.
- They are walking and bicycling (not for recreation) significantly more in 2014 than in 2008.
- By nearly a 2 to 1 margin more people expect to live in the next five to ten years where the houses are smaller and closer together than where houses are larger and farther apart.



2013 Transportation Plan Forum

MaineDOT does an annual statewide transportation users satisfaction survey. I suggest that we do the same, or perhaps every two years, and that we ask the same questions each time so that we can track progress regarding public satisfaction and trends in travel behavior. We do not have a budget for a 2015 survey, but we could budget for one in 2016 when we develop our next 2-year PACTS planning budget next year.



Downtown Freeport

# Capital Projects from PACTS and GPCOG Studies

People pay a lot of attention to the PACTS process because we have money for studies, and capital money to implement what we and our members study. As the construction of projects is an outcome of the PACTS planning process, it is important to take stock of those outcomes periodically. Here is a list of PACTS studies which have produced projects in recent years (\$27 million).

<b>PACTS/GPCOG Studies and Recent Capital Projects</b>			
Most, but not all, are PACTS capital projects.			
<b>PACTS/GPCOG Study</b>	<b>Capital Project</b>	<b>Capital Cost (in millions)</b>	<b>City/Town</b>
2012 Regional Collector Assessment	11 miles of paving in past 2 years	\$7.8	Many
Downtown Traffic and Parking	Water/Hill/Main intersection	\$1.4	Biddeford
Traffic Signal Coordination 2011	Upgrades of 11 signals	\$1.3	Biddeford/Saco
North Portland Bike/Pedestrian Study	Various bike/pedestrian items	\$0.1	Falmouth, No. Yarmouth, Yarmouth, Freeport & Cumberland
Shore Road Path	Shore Road Path	\$0.9	Cape Elizabeth
School Street Extension	School Street Extension	\$0.5	Freeport
Regional Bicycling Wayfinding	PACTS Bicycle Signs Program	\$0.15	PACTS region
Ptld. Transportation Ctr. Neighborhood Byway	Multi-use path, crosswalk	\$0.4	Portland
Tukey's Bridge Bike/Pedestrian	Reconfigured crossings	\$0.3	Portland
Forest Avenue Corridor	Woodford's Corner 2015	\$1.5	Portland
USM Intersections	Two roundabouts	\$3.0	Portland
Downtown Pedestrian Wayfinding	Pedestrian Wayfinding signs	\$0.04	Portland
Oak Hill Pedestrian Plan	Pedestrian flashers, sidewalks, etc.	\$1.5	Scarborough
Complete Streets concept Plan	Main Street Complete Streets	\$1.0	South Portland
Regional Bike/Pedestrian contract	Lincoln/Billy Vachon mixed-use path and street rehabilitation	\$1.2	South Portland
East Broadway Complete Street	Restriping done in 2013	\$0.1	South Portland
Traffic Signal Coordination 2009	Upgrades of 31 signals	\$1.3	Scarborough, South Portland, Westbrook and Portland
Automatic Vehicle Location	AVL equipment and technology	\$0.9	Transit
Regional Needs Analysis	Bus shelters and signs	\$1.7	Transit
Cumberland Mills Triangle	Four intersections	\$1.8	Westbrook
Route One Concept Plans	Traffic signal and pathway extension	\$0.4	Yarmouth



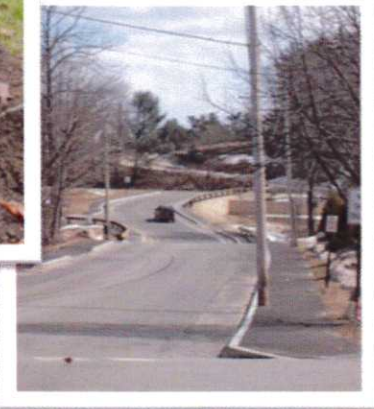
Woodford's Corner



Tukey's Bridge Bike/Ped



Shore Road Path



Freeport School Street Ext.

## Complete Streets and Destination 2040



This report highlights some work of PACTS and GPCOG during the past year and documents the positive results toward achieving our core mission of excellence in leading our region to better transportation systems for our citizens and our economy. On this page I highlight two opportunities for us this year.

The first opportunity relates to the nationwide “complete streets” movement which seeks to make our streets more than just places for cars. For years now, PACTS staff and members have been actively involved in this initiative. Here are a few examples of the complete streets movement in our region.

- PACTS has promoted complete streets in our regional transportation plan, in our studies and in our capital improvement projects. Our 2014 Regional Bicycle and Pedestrian Facility Design Guidance is a great tool in this respect.
- The City of Portland adopted a complete streets ordinance in 2012, and has been implementing it energetically since then throughout the city. One high profile example was their successful Outer Congress Street road diet experiment with MaineDOT. (The Yarmouth Council will act on a draft ordinance shortly.)
- MaineDOT adopted a complete streets policy this year – an action consistent with their many recent examples of flexible design of roadway, trail and bridge projects.
- Yarmouth and MaineDOT recently completed a Route One road diet test designed to enhance travel by pedestrians and bicyclists. The successful test led to a permanent narrowing of the motorized travel way built this fall.
- PACTS funded a complete streets study for Main Street in South Portland in 2012, and we helped fund implementation with a \$950,000 federal contribution this year.

Let’s keep up the momentum for more complete streets in our region!

A second opportunity is to create a bold and inspiring regional transportation plan. The Policy Committee said “be bold” last year as we began to develop what we are now calling our “Destination 2040” plan update. For instance, this fall we will draft a multi-modal corridor priority framework designed to help us organize and pay for major regional transportation projects in our priority corridors. We will also take direction from our recent public opinion survey. We will share a Draft Destination 2040 plan with the membership and the public this coming winter with adequate time and outreach to develop a strong consensus around the bold recommendations. We look forward to working with you on it!



Downtown Gorham

Our effective member engagement and excellent PACTS and GPCOG staff work have produced many innovations during the past year. I look forward to more of the same this year!

Respectfully submitted,

*John Duman*