

## BANGOR AREA COMPREHENSIVE TRANSPORTATION SYSTEM

### *Maine DOT Chooses ARRA Projects*

The American Recovery and Reinvestment Act of 2009 was signed by President Obama on February 17. The \$787 billion federal stimulus, or recovery, package contains formula funding of \$26.8 billion for highway and bridges, \$6.7 billion for transit, \$1.1 billion for aviation, and \$9.7 billion of competitive funding for ferry systems, removal of navigable waterway obstructions, surface transportation projects (highway, rail, etc.) of national, regional, and metropolitan significance, and high speed/intercity passenger rail.

Maine can expect to receive about \$162 million in formula funding. It is estimated that there is \$130.7 million

for highway and bridges, \$13.2 million for public transportation, and \$18 to \$20 million for aviation.

Four highway resurfacing projects were selected for funding in the BACTS area. Two projects on Broadway in Bangor, the first from the I-95 northbound ramps to the I-95 southbound ramps and the second from the I-95 southbound ramps to Grandview Avenue. The third project is on Hogan Road from State Street just north of Sylvan Road and the last project is on Route 202 in Hampden from Western Avenue to the I-395 eastbound ramps.

The BAT Community Connector will also receive funding for four replacement buses.

### *BACTS Looks at Urban Transportation Finance and Jurisdictional Responsibilities*

BACTS has asked Maine Tomorrow to respond to a request for a policy research and analysis project on current urban transportation finance and jurisdictional responsibilities within the urban areas of Maine.

It has been over 50 years since the urban compacts were created in statute. Responsibilities were developed for the municipalities and the State, relative to the maintenance and improvement of state aid and state highways within an urban compact. Since the initial enactment of the urban compact law, numerous amendments have been enacted to this statute. In addition, four MPOs have been created, and the relationships between Maine's more urban communities and MaineDOT can be rather complex due to Maine's larger municipality's staffing capabilities, their tendency to coordinate capital projects with MaineDOT, including opting for Locally Administered Projects, and they may swap winter maintenance duties to realize more efficient snow plow routes. There is also likely to be higher levels of dialogue and coordinated decision-making in the urban area relating to MaineDOT's traffic movement permits process.

A review of these relationships to identify opportunities for improvement and modernization has not been attempted in decades in any sort of comprehensive manner. This project involves the research and analysis of existing policies and practices pertaining to urban transportation finance and jurisdictional responsibilities relative to operations and capital improvements. This work is scheduled to be completed by the end of June.

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## Walk-Ability Studies

BACTS is currently conducting two walk-ability assessments. The first study includes the Old Capehart neighborhood in Bangor. BACTS will undertake the assessment to determine the status of existing pedestrian facilities. This evaluation will identify gaps where sidewalks do not exist and potential connections to educational and recreational facilities, as well as the Airport Mall. BACTS will provide a written report describing pedestrian safety concerns, recommendations and strategies for solutions.

The second study includes the Four Mile Square (FMS) in Hampden. The assessment will identify potential pedestrian and trail connections to proposed community facilities. BACTS will verify existing conditions and overlay resulting data on a base map of the study area. BACTS will also identify recommendations and strategies for pedestrian facilities with possible connections to the adjacent area.

Public input is requested on both studies, and a series of public meetings will be held during the month of February. The study is anticipated to be completed by June 30, 2009.

## BACTS Long Range Plan Update

BACTS is required by the Federal Highway Administration, Federal Transit Administration and Maine DOT to update their Long Range Plan every five years. BACTS will be updating the current *FY2004-2025 BACTS Long Range Transportation Plan* this year.

This plan is the long-range transportation planning document for the Bangor metropolitan area. This long-range transportation plan will be used to select transportation areas to study and guide investments in the transportation system over the next twenty years.

The plan will also include other modes, and public input is encouraged. BACTS will be holding public meetings throughout the spring and summer in order to have the Update approved by the BACTS Policy Committee in November of this year.

If you have any questions or would like to be kept informed of meetings and status of this project, please contact Rob Kenerson at [rkenerson@emdc.org](mailto:rkenerson@emdc.org).

## BAT Update

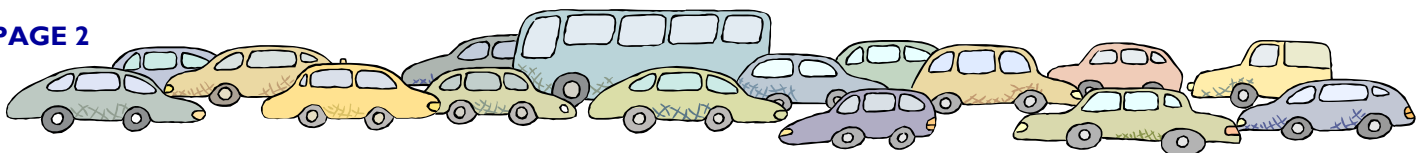


## PUBLIC TRANSIT CORNER

By Don Cooper

BAT continues to make great strides in levels of ridership. In FY08, year ending June 30, 2008, BAT provided 814,643 rides. If the trend in ridership since then (July 1 through December 31) continues, BAT will provide 913,000 by next July. Much will depend on the strength of the local economy and the price of gasoline.

BAT, BACTS, the Town of Orono, and the University of Maine are exploring the possibility of providing more BAT service during the academic year, connecting downtown Orono and the UMaine campus. Preliminary routing and costs have been determined. The enhancement to the current service would be provided by an additional bus operating at 30 minute headways. Tentative schedules show the additional bus running into the evenings on Thursdays, Fridays, and Saturdays. Funding would be provided by the Town of Orono, the University of Maine, and a three-year grant from the Federal Transit Administration.



## *BACTS Selects Consultant to Perform Pedestrian Study and Bicycle Study Update*

The BACTS Policy Committee selected Broadreach Planning & Design, in conjunction with Stantec Consulting Services, Inc, to perform the update of the bicycle and pedestrian sections of the 2004 BACTS Long Range Plan. BACTS received proposals from seven consultants.

Broadreach is a firm out of Charlotte, Vermont. Jim Donovan is the principal and founder of the firm and has vast experience on similar projects, including development of a new Vermont Pedestrian & Bicycle Policy Plan for the Vermont Agency of Transportation and a regional Bicycle & Pedestrian Plan Update for the Chittenden County MPO. Stantec is a nationally-known multi-disciplinary firm with many ties to Maine after recently acquiring such Maine firms as Land Use Consultants, Woodlot Alternatives, Dufresne-Henry, and Neill and Gunter.

The update is scheduled to finish by the end of June, and there are several opportunities for public input during the study update process. If you have any questions or would like to be kept informed of meetings and status of this project, please contact Rob Kenerson at [rkenerson@emdc.org](mailto:rkenerson@emdc.org).



## *Searsport to Bangor Corridor Management Plan*

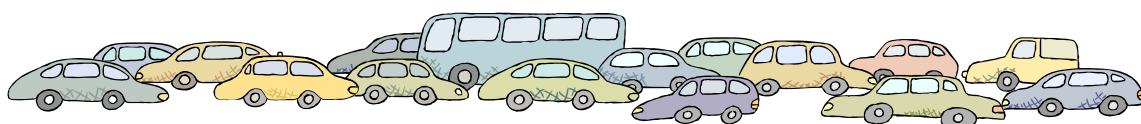
*by John Noll*

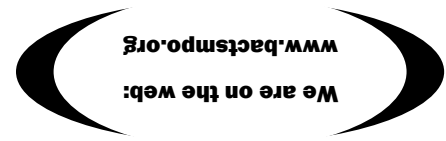
BACTS will be working with their regional planning partner, PVCOG, to develop a corridor plan for the Searsport to Bangor transportation corridor. Maine's regional planning commissions such as PVCOG have collaborated with MaineDOT to identify all of the state's transportation corridors of regional and economic significance. This effort is part of MaineDOT's new emphasis on corridor planning as a way of dealing with declining revenue at a time when our infrastructure needs are increasing. Transportation corridors include all modes of transportation, not just roads. PVCOG, with assistance from MaineDOT, will develop a corridor plan for the Searsport to Bangor corridor. When completed, the plan will be a key regional link to the MaineDOT's *Connecting Maine* report, the state's long-range transportation plan. *Connecting Maine* identifies statewide and regional issues and opportunities through the year 2030, establishes goals and performance-based strategies to reach those goals, and identifies the funding shortfalls that must be addressed to keep Maine competitive and to meet the transportation and socio-economic needs of those who live, work and play in Maine. This corridor will be the first corridor plan in PVCOG's region because of its importance to all of central and eastern Maine.

This corridor includes all modes such as US Routes 1 and 1A, the Pan AM rail line and the Penobscot River. This corridor is also unique because of its importance to central, eastern and northern Maine and the intermodal opportunities that exist at each end. Mack Point, Sears Island, double stack rail capability, a two-lane highway, and the river are all linked (or nearly so) to the interstate highway system, northern Maine Junction, BGR, the east-west highway, and Cianbro's new facility. The Bangor area may also prove to be an appropriate locale for developing an "inland port" facility that could capitalize on these transportation assets.

PVCOG and MaineDOT will hold four or five meetings in the corridor over the next few months with representatives from Searsport, Stockton Springs, Prospect, Frankfort, Winterport, Hampden, Hermon and Bangor, as well as other interested stakeholders such as BACTS, trucking, rail, port, and Bangor International Airport representatives.

If you have any questions on this plan, please contact John Noll at 942-6389 or [jnoll@emdc.org](mailto:jnoll@emdc.org).





Phone: 207-942-6389  
Fax: 207-942-3548  
Email: [bacts@cmdc.org](mailto:bacts@cmdc.org)

40 HARLOW STREET  
BANGOR, MAINE 04401

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# BACTS

## Expanded BACTS Traffic Signal Study Complete

J. W. Sewall Company completed the expanded traffic signal study to include studying all the signals in the BACTS area. The results and recommendations were submitted for American Recovery and Reinvestment Act funding but were denied. The total costs of recommendations for the 130 signal system in the BACTS area was \$4.4 million

The study recommendations will now be prioritized for possible submission for future funding requests as the opportunities arise.

## BACTS Staff to Develop Access Management Municipal Ordinances

BACTS and PVCOC staff will develop a variety of sample access management municipal ordinance language and sample plans (drawings) for the BACTS area. It is expected that these samples can be used by each municipality to pick and choose the language and drawings that would best fit their municipality's unique needs.

Access management is the careful planning of the location, design, and operation of driveways, median openings, interchanges, and street connections. The purpose of access management is to provide access to land development in a manner that preserves the safety and efficiency of the transportation system.

- BACTS STAFF**
- Director:**  
Rob Kenerson
  - Transit Planner:**  
Don Cooper
  - Transportation Technician:**  
Dianne Rice
  - Bike/Ped Coordinator:**  
John Noll
  - Administrative Assistant:**  
Rebecca Grzesik
  - Newsletter Editor:**  
Cindy Meservey