

## 14.0 Recommendations

### 2.0 Demographics

- Increase transportation alternatives for senior populations
- Implement strategies to attract in-migration of non-native residents to the area
- Increase the availability, reliability and accessibility of public transportation

### 4.0 Public Transportation

- Provide evening and weekend bus service system-wide.
- Ensure bus fleet is in a state of good repair and able in order to minimize disruptions of service because of breakdown and failures.
- Encourage Community Connector to develop a transit asset management plan that promotes timely and planned replacement of vehicles prior
- Work with Community Connector to develop a long-range capital plan
- Develop commuter Park and Ride lots with a designated transit stop to reduce traffic congestion.
- Using technology to provide additional service and service coordination (real-time apps, shared ride services, links between other public and private transit providers to make services more accessible).
- Coordinating with transit providers outside of the Greater Bangor area for more efficient and convenient connections.
- Addressing sprawl issues where development is geographically challenging to provision of transit service. The trend is that Millennials are moving into urban areas, but Seniors are aging in place.
- Protecting the environment by ensuring newly acquired transit vehicles are environmentally friendly and equipped with accessible features (i.e., low-floor, lifts, etc.)
- Coordinating between the transit operator and municipal planning staff/decision-makers to include public transit factors as part of the application and approvals process for new and proposed developments.
- Connecting services [for students] to regional transit hubs (e.g., Boston, New York) for travel from school to home easily. Non-Maine residents are entering post-secondary schools in this area at a large rate.
- Exploring train service in the area.
- Separating right of way or otherwise creating bus way alternatives.
- Providing convenient and reliable transit service for telecommuting workers employed by organizations in larger cities (outside of the area) who occasionally travel to and from the employer's office.
- Linking transit in the area to other systems further north of Bangor and into Canada through a coordinated system.
- Coordinating transit services from Brewer to Bar Harbor/Acadia National Park to eliminate congestion through Route 1A from Brewer into Bar Harbor and into ANP.
- Organizing services and marketing between other regional and inter-city transit providers coming into and out of the Bangor area so travelers make seamless transitions from one service to the next without too much layover time.
- Partnering with the local business community to fund additional transit service geared toward enhancing customer/client base experiences (i.e., EMMC – parking issues, several employees, patients and visitors each day).
- Partnering with businesses to institute promotional programs (e.g., a paid transfer program with retail establishments where the retailers would provide customers with free transfer vouchers to ride the bus from their store).

- Creating more frequent and closer to door access for high traffic medical facilities and complexes in the area.
- Creating a system that meets the need of, and supports, the level of importance placed on transit, by making it more accessible, available, convenient, frequent and connected to non-motorized/active transportation infrastructure.
- Determining impacts and role of autonomous/self-driving vehicles to public transportation services.
- Making bus services easier to use by clarifying where or when the bus is coming, providing route maps that are explicit and clear, as well as available where riders are (i.e., bus stop locations) and providing real time information on where the bus is and where it will be.
- Utilizing GPS/GIS technology integration for bus route maps.
- Ensuring transit can accommodate the different types of active transportation that are also used by bus riders to ensure easy transition from one mode to another (e.g., BBOE route occasionally cannot accommodate all the bike space required for riders).
- Changing the perception of transit use by providing assistance to those needing extra guidance on how to use the bus as well as increasing marketing and outreach efforts to explain bus services.
- Explore non-conventional and private funding sources to expand services.
- Reduce headways/increase frequency of service to 30 minutes, particularly Old Town route.
- Provide/improve passenger amenities – benches, shelters, landscaping, lighting, walkways, signage, etc.
- Improve marketing through local TV, radio, local access channel, and city channel.
- Examine cost effective options for providing ADA Complementary Paratransit service, as use of the service increases.
- Investigate partnerships with potential large ridership generators, such as colleges, hospitals, and employers.
- Implement an ITS-based – traveler information system – next bus arrival, etc.
- Implement transit priority at signalized intersections.
- Ensure that sidewalks are provided along all bus routes.
- Coordinating the public transportation services in the BACTS area, including the siting of an intermodal passenger facility.
- Better integration of taxi service with other transportation options in the Bangor area.
- Improve routes and schedules to ensure ease of understanding and identification of different routes by color, unique name and/or symbol.
- Implement fixed bus stop locations.
- ADA automated audible internal and external announcement of bus route, next stop, etc.
- Update maps and real-time visual route service stops showing landmarks and previous and next stops.
- App and/or visual board at bus stop/hub showing real-time bus status
- Medical facility transit service more frequent and closer to entrance.
- VOOT Route configuration and schedule is overly complicated and confusing and 60-minute headway is not sufficient to meet rider needs.
- Employer/local business programs to subsidize shuttle services for clients/employees

### *5.0 Highway Transportation*

#### Performance Measures and Targets:

- Work with the Maine DOT to produce highway performance measures and set targets.

### Traffic Volume:

- Advocate for the recommended improvements to the I-95 corridor in the 2011 I-95 study and continue to monitor and advocate for improvements for the traffic operations at ramp intersections with area arterials.
- Continue to review and provide input on the design and reconstruction of the Stillwater Avenue bridges over the Stillwater River in Old Town.
- Study intersections listed in the Critical Problem Areas section of this Chapter.
- Continue to review and provide input on the design and improvements to Route 1A in Hampden southerly to Route 9.
- Continue to review and provide input on the design and construction of the proposed Diverging Diamond Interchange at Exit 187 at Hogan Road in Bangor.
- BACTS should hire a consultant to produce a “Road Pavement Analysis and Recommended Action Plan” that will include an inspection of the BACTS road system network and collecting pavement-related data.
- Implement recommendations outlined in completed corridor studies as funds become available and as appropriate.
- Work to improve cross-town connector roads between major inbound/outbound routes in Bangor such as Burleigh Road and Griffin Road.

### Traffic Signals:

- BACTS should continue to study signal coordination, phasing/timings along all major corridors in the region.
- Continue to provide input and monitor the findings of the Maine DOT Traffic Mobility Working Group.
- BACTS should update the signal equipment inventory, review standardization of this equipment and work with the Maine DOT and municipalities to implement a maintenance plan for all signals within the region.
- BACTS should continue to monitor technology improvements that could be implemented in the BACTS area.

### *6.0 Active Transportation*

Develop a stand-alone Regional Active Transportation Bike/Ped Plan which, when complete, will complement the Metropolitan Transportation Plan. The Plan will inventory current on-street and off-street pedestrian and bicycle facilities and identify potential improvements to pathways, trails, roadway infrastructure, utility and drainage easements, open spaces and parks. The plan will outline strategies for developing an interconnected transportation network with access to neighborhoods, parks, activity centers, employment centers, parking facilities, bus stops, schools, places of interest, and connectivity to the trails and pathway systems. It will serve as a guide for planning, prioritizing, and for constructing bicycle and pedestrian network improvements in the region.

### *7.0 Air Transportation*

- BGR lacks passenger intermodal connectivity to many of the region's tourist attractions. Direct transportation connections at BGR, via rail or bus, to tourist destinations such as Acadia, Sugarloaf, the Moosehead area, and Baxter State Park would make BGR much more marketable, thus attracting additional air service providers. Passenger rail service to Bangor, restoration of the Calais Branch with a connection at BGR, and regional bus service at BGR would allow tourists to fly into BGR and immediately board a bus or train to their favorite destination.

- Promote and support the construction of a major conference center in Bangor which will make BGR more attractive to air service providers.
- Explore the feasibility of developing a containerized inland port, or intermodal facility, near BGR or Northern Maine Junction and supported by future port expansion at Searsport.
- Conduct a study to determine the feasibility of developing air cargo services at BGR for niche markets such as Maine lobster.

### *8.0 Rail Transportation*

- Encourage efforts to increase intermodal freight traffic through improved highway-rail and water-rail intermodal connectivity.
- Support efforts to increase passenger mobility options and access to intercity rail service via other transit modes through the proximity of new stations and/or system expansions.
- Encourage improved coordination among freight and intercity passenger systems with other modes of transportation among the railroads, Federal Government, Canada and other states in the New England region.
- Explore potential for incremental passenger rail improvements such as new stations, passing sidings, new and/or expanded services.
- Encourage linking rail transportation and land use planning in regional and statewide development practices.
- Support enhancements to the quality of service and market served by the Downeaster intercity passenger rail service to provide alternatives to medium and long distance highway and air travel.
- Support the State's efforts to conduct reviews with municipalities for redundant crossing locations and alternative traffic pattern opportunities to improve efficiency of the rail systems;
- Support the State's efforts to develop policies to increase and improve intermodal freight transportation, including improving data collection;

### *9.0 Marine Transportation*

Maine's seaports are in good condition with more than \$80 million in State and Federal funds invested over the last eight years. Projected growth will require an additional \$120 million for necessary investments in areas of industrial infrastructure, intermodal connections, cruise ship terminals, and municipal fishing and recreational facilities. The Federal Maritime Commission projects an annual rate of growth around 5 percent for containerized shipments to East Coast ports; the marine route from Portland to New York/New Jersey was included in America's Marine Highway Program; and cruise ship calls increased 6% in 2016.

- Encourage improved mobility and safety on U.S. Route 1A (from the Port of Searsport to the greater Bangor area) and Route 15 (from Brewer to Bucksport) including access management, constructing passing lanes, reducing level grade crossings and improving road shoulders to facilitate more efficient movement of goods and people.
- Promote and support efforts to encourage deep draft vessel traffic and channel improvements on the Penobscot River, such as dredging the Penobscot River.
- Encourage MDOT to perform a feasibility study on the potential for an intermodal facility at the Bangor/Brewer waterfront.
- Support investment in Maine's industrial ports with emphasis on waterfront infrastructure, intermodal connections, rail connectivity, upland storage facilities, and short sea shipping.

### *10.0 Economic Development and Tourism*

A diverse, efficient and safe transportation network is vital in connecting people locally, regionally and globally. The economy is dependent on facilitating the import and export of goods and people. With the aging population stagnating and the resulting potential workforce shortage facing the Greater Bangor area, attracting new and innovative enterprises and developing strategies to in-migrate a skilled and active workforce is essential.

- Investigate opportunities for more frequent and inter-connected public transit services which allow individuals outside of the urban area to more easily access employment, retail and healthcare services in the urban area.
- Encourage the development of transportation options and intermodal connectors for passengers, specifically from Bangor International Airport to the most popular tourist destinations in the Acadia and Maine Highlands areas.
- Encourage the development of intermodal connector facilities for movement of freight into and out of the area.
- Investigate non-traditional funding sources to supplement the area's transportation system maintenance needs.
- Support the Greater Bangor Region Chamber of Commerce and the Greater Bangor Convention and Visitors Bureau efforts in attracting economic development and tourist activity in the area.

### *11.0 Land Use, Livability, Sustainability, and Environment*

- To achieve regional transportation goals, BACTS must work with local governments, agencies and other local-level stakeholders to encourage better coordination of transportation and land use.
- Encourage municipalities to adopt and implement Complete Streets policies
- Participate in local livable communities programs
- Encourage future development policies that preserve key natural features and the small town/rural character of most of the corridor while promoting economic prosperity;
- Develop checklist and urge municipal planners and leaders to integrate consideration of public transit needs, complete street design and stormwater mitigation requirements early in project development and prior to the approval process to avoid project delays, inefficient or inaccessible developments, and additional project implementation costs
- Promote measures that remove or minimize major traffic bottlenecks and safety hazards in the region's service centers;
- Encourage municipal coordination with adjacent municipalities to recognize the important link between land use transportation mobility.
- Integrate Complete Streets considerations more thoroughly into project selection evaluation and funding, to ensure that prioritized projects are those that do the most to meet a comprehensive set of regional goals that include safety, public health and equity.
- Promote alternative modes; transit, van pool, carpool, walk, and bike.
- Promote land use policies that are supportive of alternative modes such as Transit Oriented Developments, higher density developments, and mixed use developments.
- Assist with the Bangor region Incident Management group.
- Survey weather related vulnerabilities of existing infrastructure.
- Develop projects and policies to reduce weather vulnerabilities.

- Incorporate climate vulnerability criteria into project selection, design, specifications.
- Monitor climate effects on infrastructure.

### *13.0 Financial Issues*

- Seek increased funding for transportation projects in the BACTS area from all possible funding sources including MaineDOT, FHWA, FTA, Federal TIGER grants, research funding sources and grant sources.
- Analyze the BACTS roadway pavement conditions and develop a plan that recommends improvements that are most cost effective.
- Continue to optimize capacity in the existing transportation system, where prudent, through increased efficiency and effectiveness of traffic signal systems and Complete Street designs.
- Investigate ways to leverage federal dollars using an equitable mix of state and local funds.
- Work with MaineDOT to seek innovative techniques for transportation projects to extend project life.