




BANGOR AREA COMPREHENSIVE
BACTS
TRANSPORTATION SYSTEM

Draft Metropolitan Transportation Plan 2018-2038

Public Meeting
City of Bangor Council Chambers
73 Harlow Street
Bangor, Maine

December 1, 2017
December 6, 2017



“ To provide for the safe, economical, efficient, and convenient movement of people and goods over a balanced multimodal transportation system compatible with the socio-economic and environmental characteristics of the region. ”

BACTS Mission Statement

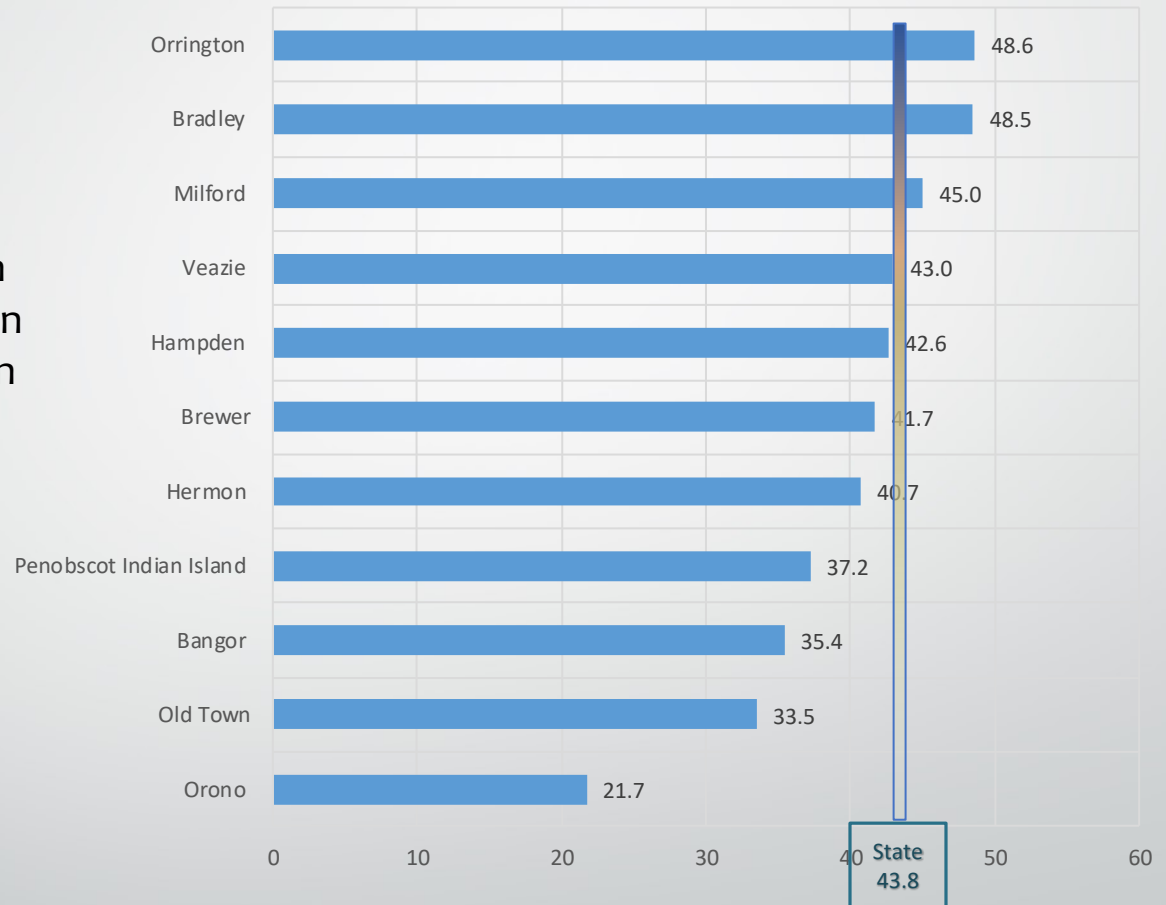
BACTS Area Demographics

- Third largest urban center in the State
- Regional Service Center providing employment, healthcare, government, social and retail services to nearly half of the State
- 11 Municipalities over 318 square miles
- Urbanized area covers slightly more than $\frac{1}{8}$ of the total land area and includes nearly $\frac{3}{4}$ of the total population

Aging Population

Although the BACTS region population is younger than that of the State as a whole, the region's population is still aging. The median age in the BACTS region increased from 36.8 in 2000 to 41.7 in 2015.

2015 Median Age



In 2016, the U.S. Census Bureau reported Maine is the oldest state in the Nation with a median age of 44.6 years.

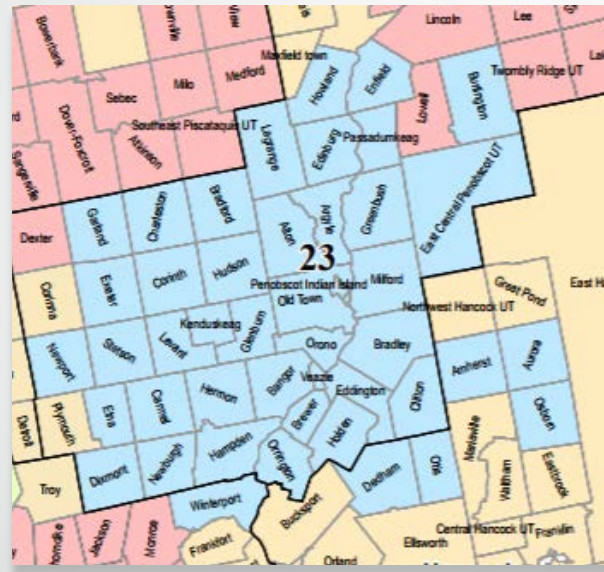
Population Forecast to 2040

BACTS Area Population Forecast to 2040							
	1980	1990	2000	2010	2020	2030	2040
Bangor	31,643	33,181	31,473	33,039	32,735	33,008	33,281
Bradley	1,149	1,136	1,242	1,492	1,573	1,691	1,810
Brewer	9,017	9,021	8,987	9,482	9,529	9,676	9,822
Hampden	5,250	5,974	6,327	7,257	7,828	8,472	9,116
Hermon	3,170	3,755	4,437	5,416	6,101	6,850	7,600
Milford	2,160	2,884	2,950	3,070	3,381	3,653	3,924
Old Town	8,422	8,317	8,130	7,840	7,670	7,473	7,276
Orono	10,578	10,573	9,112	10,362	9,881	9,707	9,532
Orrington	3,244	3,309	3,526	3,733	3,894	4,064	4,234
Penobscot Indian Island	458	476	562	610	662	713	763
Veazie	1,610	1,633	1,744	1,919	2,006	2,113	2,219
Total	76,701	80,259	78,490	84,220	85,259	87,419	89,579

Population Summary

Population Analysis Summary 2015								
	Count			2015				
	2010 Decennial	2015 Estimated	2010- 2015 Change	Density (sq. mi.)	Median Age	Dependent Population	Senior Dependency Ratio	Out of State In-Migration
Bangor	33,039	32,695	(344)	965.2	35.4	33.80%	4.3	3.66%
Bradley	1,492	1,471	(21)	29.5	48.5	35.76%	3.3	0.75%
Brewer	9,482	9,341	(141)	622.6	41.7	35.85%	3.9	2.10%
Hampden	7,257	7,329	72	190.5	42.6	36.73%	4.4	0.75%
Hermon	5,416	5,664	248	147.3	40.7	33.72%	6.1	3.85%
Milford	3,070	3,043	(27)	66.6	45.0	30.83%	5.3	0.53%
Old Town	7,840	7,726	(114)	175.0	33.5	30.51%	4.9	2.20%
Orono	10,362	10,617	255	529.2	21.7	20.76%	6.4	8.68%
Orrington	3,733	3,714	(19)	141.5	48.6	35.35%	4.0	0.54%
Penobscot Indian Island	610	789	179	217.1	37.2	37.01%	5.4	0.77%
Veazie	1,919	2,045	126	613.1	43.0	39.56%	3.5	1.58%
Total	84,220	84,434	214	1,440.2	41.7	32.50%	4.6	3.37%
Penobscot County	153,923	153,437	(486)	45.3	41.3	38.50%	3.8	2.66%
Maine	1,328,361	1,329,100	739	43.1	43.8	40.00%	3.8	2.83%

Workforce and Labor Market Area



The Bangor Metropolitan Labor Market Area (LMA) includes the 11 BACTS municipalities as well as 35 additional municipalities from Penobscot, Hancock and Waldo Counties.

BACTS REGION CIVILIAN LABOR FORCE

	BACTS	LMA	County	Maine	LMA	County	Maine
1990	42,322	63,220	74,551	633,069	66.94%	56.77%	6.69%
2000	42,578	66,426	75,494	678,164	64.10%	56.40%	6.28%
2010	45,091	70,944	79,052	695,182	63.56%	57.04%	6.49%
2011	45,506	71,590	79,570	699,281	63.56%	57.19%	6.51%
2012	45,852	72,143	79,865	702,636	63.56%	57.41%	6.53%
2013	46,180	72,639	80,294	707,368	63.57%	57.51%	6.53%
2014	45,567	71,695	78,962	696,593	63.56%	57.71%	6.54%
2015	44,575	70,088	76,761	682,701	63.60%	58.07%	6.53%
2016	44,910	70,570	76,955	690,624	63.64%	58.36%	6.50%

With unemployment rates at a 15-year low and the baby-boomer generation retiring, employers are reporting difficulty in finding an adequate workforce to fill new and vacated positions.

BANGOR LMA FORECASTED LABOR FORCE

	Civilian Labor Force	Employed	Unemployed	Unemployment Rate
2020	71,865	68,768	3,096	4.3%
2025	73,868	70,396	3,472	4.7%
2030	75,514	71,581	3,933	5.2%
2035	77,160	72,766	4,394	5.7%
2040	78,806	73,951	4,855	6.2%

The Bangor Metropolitan LMA total civilian workforce is forecasted to increase by just under 12% from 2016 to 2040

2016 Annual Average Civilian Labor Force

	Labor Force	Employment	Unemployment Rate
Bangor	16,827	16,207	3.7
Bradley	779	741	4.9
Brewer	5,062	4,894	3.3
Hampden	4,398	4,276	2.8
Hermon	3,415	3,310	3.1
Milford	1,640	1,557	5.1
Old Town	4,226	4,075	3.6
Orono	5,220	5,079	2.7
Orrington	2,127	2,060	3.1
Penobscot Indian Island	255	242	5.1
Veazie	961	929	3.3
Bangor LMA	70,570	67,890	3.8
Penobscot County	76,955	73,593	4.4
Maine	690,624	664,010	3.9

**Highest Paying Occupations
in the Bangor Metropolitan LMA**

Management Occupations

Computer and Mathematical Occupations

Healthcare Practitioners and Technical
Occupations

*Economists predict the fastest
growing industries in the state to
be Healthcare and Social
Assistance, Professional and
Business Services, Educational
Services, Leisure and Hospitality,
and Service-Providing Industries.*

The largest percentage of jobs in Penobscot County are in
Healthcare, Retail, and Education

2016

25 Largest Employers in Penobscot County

1	EASTERN MAINE MEDICAL CENTER
2	ST JOSEPH HOSPITAL INC
3	WAL MART / SAM'S CLUB
4	HANNAFORD BROS CO
5	EMHS
6	PENOBSCOT COMMUNITY HEALTH CARE
7	HUSSON UNIVERSITY
8	ACADIA HOSPITAL CORP
9	BANGOR SAVINGS BANK
10	GENERAL ELECTRIC CO
11	HC BANGOR LLC
12	PENQUIS C.A.P., INC.
13	EMERA MAINE
14	OHI
15	DYSARTS SERVICE INC
16	GLOBAL SPECTRUM LP
17	COMMUNITY HEALTH AND COUNSELING SVC
18	SARGENT CORPORATION
19	DARLINGS
20	JOHN T CYR AND SON INC
21	LOWES HOME CENTERS LLC
22	UPS SOLUTIONS
23	VERIZON WIRELESS
24	MICRODYNE OUTSOURCING INC
25	MILLINOCKET REGIONAL HOSPITAL

Commuting to Work

Means of Transportation to Work (2015)

	Total Workers 16 years+	Car, Truck or Van			Using Alternate Transportation					Work from Home
		Percent of Total	SOV	Carpool	Percent of Total	Public Transit	Walk	Bicycle	Taxi, motorcycle or other	
BACTS Municipalities	40,804	87.7%	88.6%	11.4%	8.2%	10.7%	59.0%	6.1%	24.2%	4.2%
Penobscot County	70,797	89.6%	89.1%	10.9%	6.3%	9.5%	61.9%	4.8%	23.8%	4.1%
Maine	635,475	88.3%	88.3%	11.7%	6.2%	9.7%	64.5%	6.5%	19.4%	5.4%

MEAN TRAVEL TIME TO WORK (in minutes)			
	2010	2015	Change
Bangor	15.20	14.70	-0.50
Bradley	22.70	23.70	1.00
Brewer	16.70	18.40	1.70
Hampden	20.00	20.40	0.40
Hermon	20.40	19.70	-0.70
Milford	29.50	23.30	-6.20
Old Town	18.90	19.90	1.00
Orono	16.40	15.30	-1.10
Orrington	20.00	20.70	0.70
Penobscot Indian Island	14.80	17.40	2.60
Veazie	20.10	19.00	-1.10
BACTS Municipalities (Average)	19.52	19.32	-0.20
Penobscot County	21.50	22.30	0.80
Maine	22.80	23.60	0.80

41,191 individuals travel into and within the BACTS region on a daily basis for employment. Although, not necessarily in the same community of their residence, 88% of BACTS area residents are also employed within the BACTS region.

	Worker Population	Resident	In Flow
Bangor	35,165	10,014	25,151
Bradley	286	93	193
Brewer	6,621	1,478	5,143
Hampden	2,241	540	1,701
Hermon	2,415	645	1,770
Milford	460	176	284
Old Town	2,905	1,056	1,849
Orono	7,048	2,535	4,513
Orrington	508	232	276
Penobscot Indian Island	221	139	82
Veazie	299	70	229
Total	58,169	16,978	41,191

Challenges and Opportunities for the BACTS Region with the Changing Demographics

Challenges

- Aging Population
- Modest population growth - decline in some areas
- Large segment of workforce retiring creating potential for workforce shortages
- Attracting in-migration of young, skilled workers to settle in the region
- A greater proportion of trips on the urban system originate outside the urban area creating most impact on the radial routes serving the urban area

Strengths and Opportunities

- Proximity to I-95
- Established public transportation system
- Younger median age and higher worker to senior population ratio
- Regional Service Center – serving nearly half the State's land area
- Poised to be attractive area for economic and business development



PUBLIC TRANSPORTATION

Public transit is an essential part of the region's transportation system. While the majority of travel in the BACTS region is accomplished by automobile, a significant and growing segment of the population relies on public transit as their primary mode of transportation.

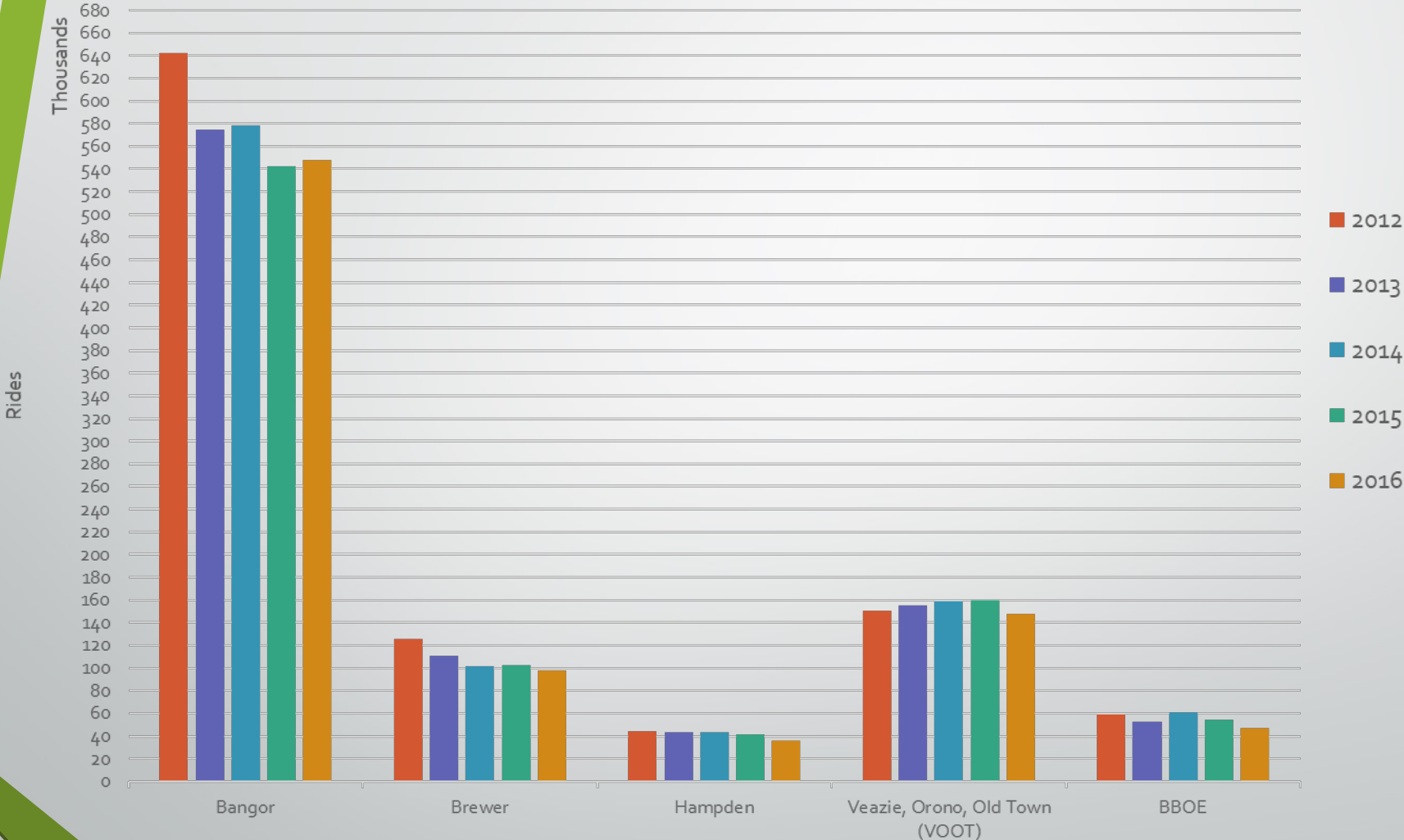
Community Connector Unlinked Trips 1997-2015



Total system ridership peaked at 1,016,068 reported trips in 2013. Decreases in ridership since can be attributed to several factors including fuel prices, increased fares, discontinued service and changes in MaineCare transportation program policies.

Community Connector Ridership by Route

2012-2016



Fixed-Route Bus Fleet

COMMUNITY CONNECTOR BUS FLEET AS OF JULY 1, 2017												
Rolling Stock		Fleet			Age of Fleet				Assets that Meet or Exceed ULB			
Sub-Category	Class	Total	Additions	Disposals	Average	Median	Newest	Oldest	ULB	Total	FY 17 Performance	FY 18 Target
Bus (BU)	(S) Standard	12	3	6	10.75	13.0	1.0	16.0	14	6	73.33%	50.00%
Bus (BU)	(E) Extended Life	6	2	0	12.33	15.0	7.0	15.0	18	0	0.00%	0.00%
BU Subcategory Total		18	5	6	11.28	14.5	1.0	16.0		6	57.89%	33.33%
Cutaway Bus (CU)		4	0	1	10.5	11.0	9.0	11.0	10	3	80.00%	75.00%
Total		22	5	7	11.14	11.5	1.0	16.0		9	62.50%	40.91%

In fiscal year 2017, 15 out of 24 buses in the fleet met or exceeded the useful life benchmark set by Community Connector.

To attain the goal of operating a reliable and convenient fixed-route bus system with a fleet that is efficient and cost-effective to maintain, newly acquired buses will replace those with advancing age and deteriorating conditions. ***A Transit Asset Management Plan will be completed by October 1, 2018 which identifies and prioritizes capital purchases and replacement of assets.***

Upgrading the Fleet

- Fall of 2017 - two new buses added to the fleet
- Through Fiscal Year 2022 - five new buses will be added to the fleet incrementally

Demand for Additional Service

Types of additional service requested:

- Areas not currently served
- Decreased headways
- Extended evening and weekend hours
- More frequent and at-door service to healthcare facilities
- Designated stops
- Increased signage
- Streamlined schedules
- Real-time data
- Connected bike and pedestrian facilities

Considerations:

- Capital investment in vehicles and equipment
- Additional operating and maintenance cost
- Review and restructuring of current routes
- Physical limitations of infrastructure and site design
- Increase in reporting and data collection
- Equitable accessibility and enhancements to assist those with limited mobility or other needs

Public Transportation Goals

- Develop and Implement Transit Asset Management Plan and Long-range Capital Plan to plan for and promote timely replacement of vehicles
- Implement technology means to enhance communication and coordination of service
- Develop a process for municipal planning staff and engineers to consult and coordinate with public transportation providers to ensure accessibility and public transit needs are considered in the planning stages of development design and approval
- Develop partnerships with the business community to provide enhanced transportation options and programs for employees and customers
- Expand marketing and outreach to promote and encourage public transportation use for all individuals as an alternative to automobile
- Collaborate with the medical community to analyze, develop plans/programs, and seek out innovate and unique funding sources in an effort to eliminate lack of transportation as a barrier to healthcare
- Investigate feasibility of coordinating service with other public transportation providers coming into the BACTS region, and other modes of transportation, to provide convenient and easily accessible transportation beyond the region and State



HIGHWAY TRANSPORTATION

Federal Functional Centerline (Lane) Mileage

Municipality	Major Urban Collector	Minor Collector	Minor Arterial	Other Principal Arterial	Principal Arterial Interstate	Total Mileage
Bangor	35.32 (74.39)	1.30 (2.60)	19.52 (47.22)	6.97 (18.41)	30.36 (50.53)	93.47 (193.15)
Bradley	2.70 (5.40)	0	0	0	0	2.70 (5.40)
Brewer	4.16 (8.40)	0	2.40 (4.97)	10.54 (25.87)	10.08 (16.47)	27.18 (55.71)
Hampden	1.87 (3.63)	0	3.61 (7.30)	7.72 (16.38)	2.48 (4.40)	15.68 (31.71)
Hermon	.77 (1.53)	0	0	0	1.93 (3.71)	2.7 (5.24)
Milford	1.22 (2.44)	3.56 (7.23)	0	0	0	4.78 (9.67)
Old Town	11.71 (23.25)	0.2 (0.4)	6.31 (14.58)	0	.01 (.01)	18.23 (38.24)
Orono	1.73 (3.41)	1.09 (2.18)	7.57 (16.24)	0	.59 (.59)	10.98 (22.42)
Orrington	.01 (.04)	3.28 (6.58)	0	0	0	3.29 (6.62)
Veazie	.31 (.56)	0	1.91 (3.81)	0	2.15 (4.29)	4.37 (8.66)
Total	59.80 (123.05)	9.43 (18.99)	41.32 (94.12)	25.23 (60.66)	47.60 (80.00)	183.38 (376.82)

Historic Traffic Volumes

Town	Location	AADT 2003	AADT 2008	AADT 2014	%Growth 2008- 2014	% Growth 2003-2014
Bangor	Joshua Chamberlain Bridge@ Brewer TL	16770	16280	13830	-15%	-18%
Bangor	Penobscot Bridge @ Brewer TL	21930	22970	23610	3%	8%
Bangor	Broadway SE/O Kenduskeag	11120	11180	11180	0%	1%
Bangor	Hammond@ Bangor/Hermon TL	9960	10320	11180	8%	12%
Bangor	Hogan N/O I95	25020	25710	22270	-13%	-11%
Bangor	State NE/O Hogan Rd	4930	5170	4590	-11%	-7%
Bangor	Stillwater N/E of Hogan	6420	5340	7797	46%	21%
Bangor	Union NW/O Davis	8070	9010	8290	-8%	3%
Bangor	Union NW/O Vermont	19170	19730	19153	-3%	0%
Bangor	Washington SW/O Exchange	11810	10840	9479	-13%	-20%
Bre-Orr	Rt.15@ Brewer /Orrington TL	11410	9140	10210	12%	-11%

Historic Traffic Volumes (cont.)

Town	Location	AADT 2003	AADT 2008	AADT 2014	%Growth 2008-2014	% Growth 2003-2014
Brewer	S. Main St. NO Industrial PKWY Entrance	16580	13200	13060	-1%	-21%
Brewer	SR9/178 N Main St. NE/O Chamberlain St.	15490	12530	11620	-7%	-25%
Brewer	US1A Wilson St. @ Holden TL	23330	20290	21660	7%	-7%
Bradley	SR 178 @ Eddington TL	3410	3470	3020	-13%	-11%
Hampden	US1A S/O Kennebec	8670	8720	8630	-1%	0%
Hampden	Western Ave E/O US 202	11040	10880	9880	-9%	-11%
Hampden	Western W/O Mayo	4530	4740	3660	-23%	-19%
Hermon	Coldbrook SE Odlin	N/A	10760	10770	0%	N/A
Milford	SR178 SO US2	6800	6220	5720	-8%	-16%
Milford	US2 SW/O SR 178	15810	13820	12960	-6%	-18%
Milford	US2 NO County Rd	9220	7780	6920	-11%	-25%

Historic Traffic Volumes (cont.)

Town	Location	AADT 2003	AADT 2008	AADT 2014	%Growth 2008-2014	% Growth 2003-2014
Old Town	Center W/O US 2/43	13300	11720	10040	-14%	-25%
Old Town	Rt. 43 SE/O Bennoch	5030	4530	4620	2%	-8%
Old Town	Stillwater @ Stillwater River	20070	17990	16640	-8%	-17%
Orono	Park St. NE/O Rangeley Rd.	10970	10020	13390	34%	22%
Orono	College@ Orono/Old Town TL	7160	6160	8720	42%	22%
Orrington	Rt. 15 SW/O Snows Corner	7940	6590	7140	8%	-10%
Veazie	Chase Rd NO O Rt. 2 State St.	1860	1750	1710	-2%	-8%
Veazie	Rt. 2 State St NEO School	7290	5870	5200	-11%	-29%

High Crash Locations 2014-2016

Intersection Location	Town	CRF	No. of Accidents
Exit 182: I 395 EB weave at I 95 SB off ramp and I 95 NB on ramp	Bangor	4.88	28
Broadway, Earle Av, and Center St slip lane	Bangor	4.69	33
Exit 182: End of I 95 SB off ramp at I 395 WB	Bangor	4.64	18
Longview Dr and Springer Dr	Bangor	4.30	9
Exit 182: I 95 SB weave at I 95 SB on ramp and I 395 WB off ramp	Bangor	3.55	25
Essex St and Grandview Av	Bangor	3.41	11
Exit 184: I 95 SB cross of Union St off ramp with Ohio St on ramp	Bangor	3.21	9
Broadway, Burleigh Rd, and Griffin Rd	Bangor	1.72	45
Griffin Rd and Ohio St	Bangor	1.64	44
Stillwater Av at end of I 95 NB off ramp and Kohl's parking lot entrance	Bangor	1.36	48
Hancock St, Otis St, and State St	Bangor	1.27	32
Bangor Mall Blvd, Hogan Rd, and Springer Dr	Bangor	1.21	41
Griffin Rd and Union St	Bangor	1.13	33
Parkway South and Wilson St	Brewer	1.13	30
Main St and Wilson St	Brewer	1.11	32

Critical Areas

Bangor

- I-95 – I-395 Exit 182 Interchange;
- I-95 Exit 187 Interchange;
- Broadway at I-95 NB ramps and Earle Street;
- Hammond Street at I-95 ramps;
- Union Street from I-95 to Griffin Road;
- Broadway – Pushaw Road intersection;
- Maine Avenue from Griffin Avenue to Hammond Street;
- Cross-town connector roads between major inbound/outbound routes; e.g., Burleigh Road, Griffin Road

Critical Areas (cont.)

Brewer

- WB I-395 ramps at Main Street;
- State Street - Wilson Street intersection;
- State Street - North Main Street intersection;
- South Main Street –Pendleton Street intersection;

Hampden

- Route 1A – Route 9 intersection;

Critical Areas (cont.)

Old Town/Orono

- Stillwater Avenue, Old Town – College Avenue intersection and corridor to the Orono line;
- Route 2 – intersections at Main Street and Water Street;
- Stillwater Avenue Bridges in Old Town;
- Route 16 (Bennoch Rd.) in Orono/Old Town Route 2 to Stillwater Avenue; Orono
- Park Street corridor from College Avenue to Old Town line.

Recommendations

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.

Recommendations (cont.)

Traffic Volume (cont.):

- Study intersections listed in the Critical Areas
- 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.

Recommendations (cont.)

Traffic Volume (cont.):

- 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.

Recommendations (cont.)

Traffic Signals (cont.):

- 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.



BICYCLE AND PEDESTRIAN TRANSPORTATION

Bicycle and pedestrian networks are integral components of an efficient transportation system.

BACTS is committed to fostering the development a multi-modal transportation system, including well-used, safe, and accessible facilities for pedestrians and bicyclists of all ages and abilities that contribute to the region's economic vitality, health, and quality of life.

An expanding network of sidewalks, bikeways and accommodating roadways provide users with a wide array of safe and secure transportation choices to any destination.

Active Transportation Modes as Primary Means of Commuting to Work

	Total Workers (16 years +)	Percent of Workers		
		Bus	Walk	Bike
Bangor	14,942	1.50%	5.20%	0.20%
Bradley	726	-	1.90%	-
Brewer	4,941	0.50%	0.90%	0.10%
Hampden	4,009	-	0.60%	-
Hermon	3,040	-	-	-
Milford	1,620	-	0.70%	-
Old Town	3,758	0.90%	2.60%	2.30%
Orono	4,617	1.00%	20.60%	1.80%
Orrington	1,887	-	0.90%	-
Penobscot Indian Island	330	0.90%	7.60%	-
Veazie	934	2.60%	0.70%	-
BACTS Total	40,804	0.87%	4.82%	0.50%
Penobscot County	70,797	0.60%	3.90%	0.30%
Maine	635,475	0.60%	4.00%	0.40%

BACTS area residents use active transportation as their primary means of commuting to and from work at a higher rate than the County or State as a whole.

Orono is one of the fastest growing towns in the State, has the lowest median age population and the highest rate of residents using active transportation as a means of commuting to work in the BACTS region, second to only one other town in the State.

Bicycle and Pedestrian Crashes

Pedestrian

	2012		2013		2014		2015		2016		5-Year Total		5-Year Average	
	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities
Bangor	26	2	16	1	14	0	21	2	28	0	105	5	15.00	0.71
Brewer	2	0	4	0	4	1	2	0	5	1	17	2	2.43	0.29
Hampden	0	0	0	0	0	0	1	0	1	0	2	0	0.29	0
Milford	0	0	0	0	2	0	1	0	0	0	3	0	0.43	0
Old Town	3	0	1	0	2	1	2	0	1	0	9	1	1.29	0.14
Orono	5	0	3	1	1	0	2	0	4	0	15	1	2.14	0.14
Total	36	2	24	2	23	2	29	2	39	1	151	9	30.20	1.80

Pedestrian and Bicycle fatalities are increasing as a share of total traffic deaths at a rate that is alarming both locally and at the State level. Analysis of crash data does not provide an identifiable single common factor contributing to these crashes, making it difficult to identify priorities for focusing efforts and implementing effective mitigation strategies which produce immediate tangible results.

MaineDOT “Heads Up” initiative is a tiered program designed to increase awareness and engage municipal leaders and the public to work together to identify hazards and potential improvements, develop strategies and action plans, educate the general public and empower law enforcement.

Bicycle

	2012	2013	2014	2015	2016	5-Year Total	5-Year Average
Bangor	9	12	2	9	9	41	5.86
Brewer	2	3	3	4	1	13	1.86
Milford	0	0	1	0	0	1	0.14
Old Town	2	1	5	1	1	10	1.43
Orono	0	1	4	5	0	10	1.43
Total	13	17	15	19	11	75	15.00

Active Transportation Goals

- Support, encourage and participate in safety related programs and initiatives designed to prevent bicycle and pedestrian crashes and diminish serious injuries and fatalities
- Support the integration of bicycle and pedestrian accommodations early in planning and design stages, as well as in the implementation in all transportation facilities, whenever possible
- Encourage municipalities to review maintenance policies and include provisions in local budgets for bicycle/pedestrian system preservation and routine maintenance
- Inventory current active transportation facilities and identify gaps and potential improvements
- Develop a comprehensive Regional Active Transportation Plan which, when completed and approved, will serve as guidance for short-term and long-term planning and be incorporated into this MTP by reference
- Outline strategies for developing an interconnected transportation network with access to public transit, neighborhoods, employment, education, services and connectivity to recreational trails and pathways
- Develop criteria for prioritizing, planning, and constructing active transportation network improvements in the region
- Investigate and maximize available funding sources to enhance and expand networks and facilities

Funding

Capital Work Plan Year	# of projects submitted by BACTS municipalities for consideration	Value of these submitted projects	# of BACTS Projects accepted in that year's CWP	Value of BACTS STP/NHS projects accepted in CWP
2006-2007	42	\$15,989,479	12	\$5,426,000
2008-2009	33	\$7,106,000	12	\$3,212,438
2010-2011	38	\$17,361,538	11	\$4,940,300
2012-2013	42	\$12,658,363	21	\$4,940,300*

Climate Change

- There are two ways of looking at the links between transportation and climate change: how transportation systems affect the climate, and how climate change is likely to influence the various modes of our transportation system.
- There will be a strong trend in Maine toward warmer and generally wetter conditions in all four seasons over the 21st century with the exception of summer precipitation.
- Projected increases in both temperature and precipitation tend to be greatest in the north, and least along the coast.
- These warming trends imply a significant shift in the regional hydrology, from a snowmelt-dominated regime to one that shows significant runoff during winter. This shift, coupled with projected precipitation increases in winter, will likely pose challenges for flood mitigation.



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