



# Portland Area Mainline Study

Presentation to Town of Falmouth

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June 18, 2018

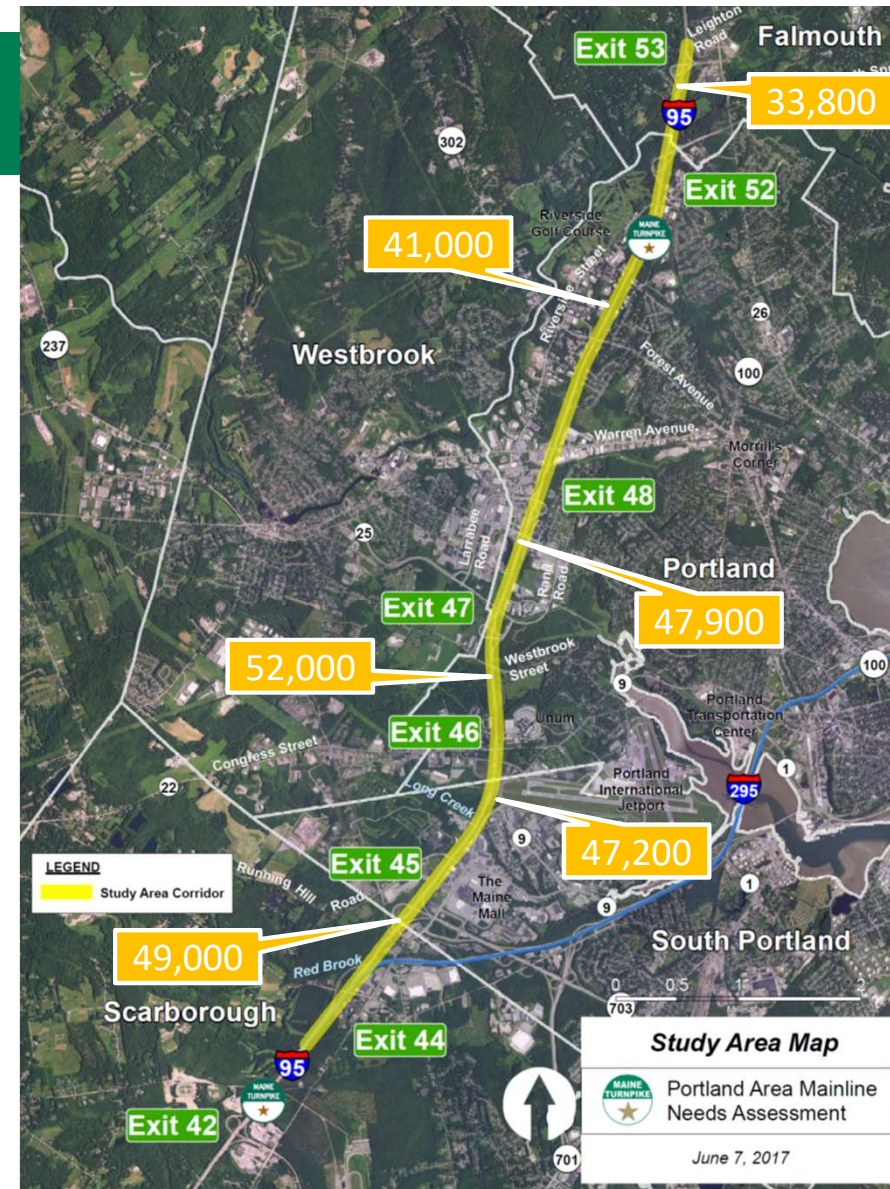
# Portland Area Mainline (PAM)

- Scarborough to Falmouth (Mile 44 to 53)
- Primary access to Gray, Western Lakes/Mountains, Lewiston/Auburn, and Downeast
- Services Greater Portland region – Maine’s economic engine
- Access to Jetport, Maine Mall, UNUM, other area businesses
- PAM is the Turnpike’s trunk line.
- What about a Gorham Connector? A sturdy trunk is necessary for a possible Gorham branch, so its impact on the mainline will be considered.



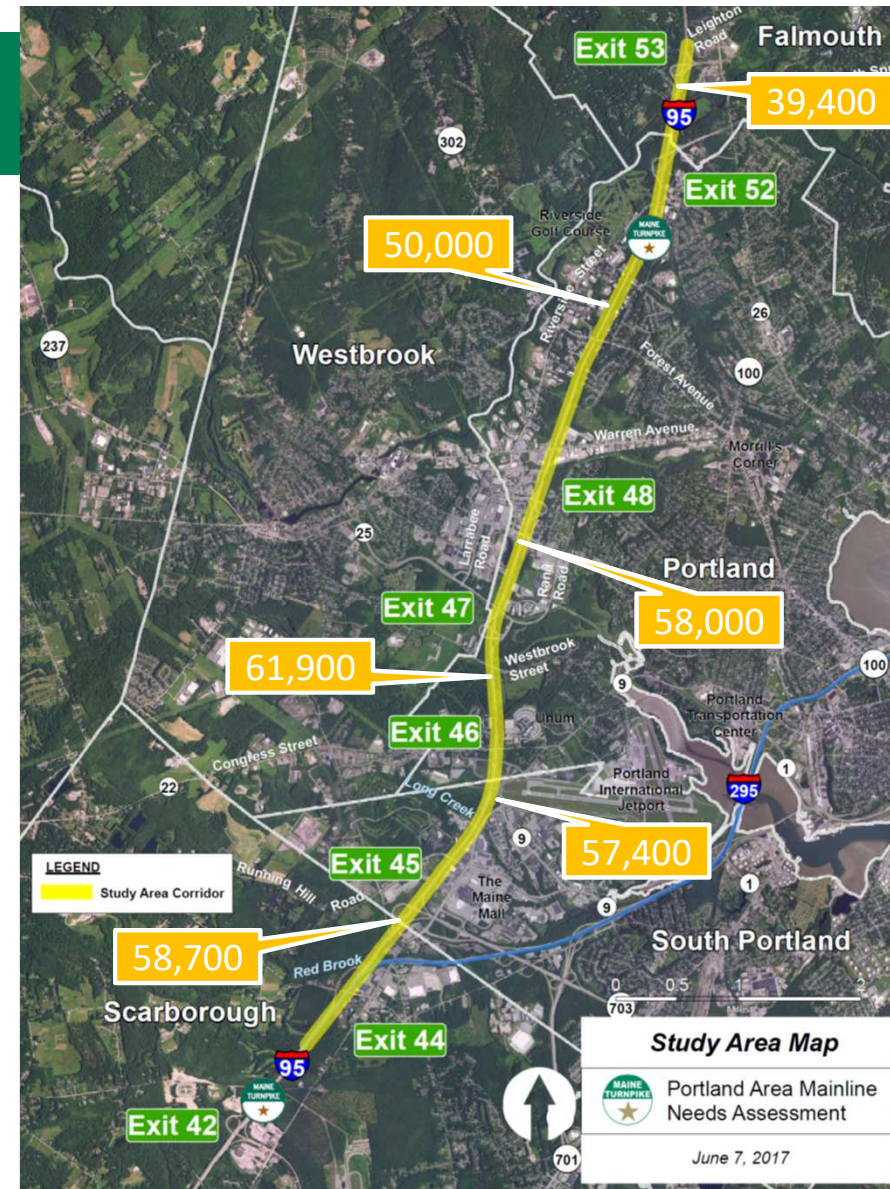
# “The Problem”

- Safety and Mobility concerns
- Traffic is growing (3+% annually)
- Crash rate on 2-lane sections higher than 3-lane sections
- Road nearing capacity – causes slow downs, crashes
- Average Annual Daily Traffic Volumes (2-way): 34,000 to 52,000 vehicles



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- Average Annual Daily Traffic Volumes (2-way): 34,000 to 52,000 vehicles
- Summer Traffic Volumes (August 2-way): 39,000 to 62,000 vehicles



# Existing and Future No-Build Conditions

		Northbound – PM Design Hour Volume – Summer Weekday								
		2016			2025			2040		
Location	Capacity	Volume	v/c	LOS	Volume	v/c	LOS	Volume	v/c	LOS
42 to 44 ML	5,400	3,634	0.67	C	4,155	0.77	D	5,195	0.96	E
44 to 45 ML	3,600	2,402	0.67	C	2,746	0.76	D	3,434	0.95	E
45 to 46 ML	3,600	2,776	0.77	D	3,174	0.88	E	3,969	1.10	F
46 to 47 ML	3,600	3,440	0.96	E	3,934	1.09	F	4,919	1.37	F
47 to 48 ML	3,600	3,209	0.89	E	3,670	1.02	F	4,588	1.27	F
48 to 52 ML	3,600	2,901	0.81	D	3,317	0.92	E	4,147	1.15	F
52 to 53 ML	3,600	2,411	0.67	C	2,756	0.77	D	3,446	0.96	E

- LOS A – C: Ok
- LOS D: Marginal
- LOS E/F: Undesirable



# Existing and Future No-Build Conditions

		Southbound – AM Design Hour Volume – Fall Weekday								
		2016			2025			2040		
Location	Capacity	Volume	v/c	LOS	Volume	v/c	LOS	Volume	v/c	LOS
52 to 53 ML	3,600	2,436	0.68	C	2,785	0.77	D	3,482	0.97	E
48 to 52 ML	3,600	2,751	0.76	D	3,145	0.87	E	3,932	1.09	F
47 to 48 ML	3,600	2,951	0.82	D	3,375	0.94	E	4,219	1.17	F
46 to 47 ML	3,600	3,194	0.89	E	3,653	1.01	F	4,566	1.27	F
45 to 46 ML	3,600	2,253	0.63	C	2,577	0.72	D	3,222	0.90	E
44 to 45 ML	3,600	1,651	0.46	B	1,889	0.52	C	2,363	0.66	C
42 to 44 ML	5,400	2,466	0.46	B	2,821	0.52	B	3,529	0.65	C

- LOS A – C: Ok
- LOS D: Marginal
- LOS E/F: Undesirable



# Future No-Build Conditions - Conclusions

- Data shows significant problems by 2025
- Need to begin identifying and planning for solutions now
- Some solutions identified would take years to implement
- Mainline road sections that reach capacity will have negative affect on previous road sections



# Overview of Public Process

- Public Advisory Committee (PAC) created to provide input to MTA and Study Team
- Four PAC meetings to date:
  - June 2017, October 2017, January 2018, April 2018
  - Additional PAC meeting scheduled for June 2018
- Public invited to speak at end of each PAC Meeting
- Municipal meetings scheduled for May/June with Study Area communities
  - Scarborough, South Portland, Portland, Westbrook, Falmouth
- Public Open House scheduled for June 7th at the Maine Mall from 4:30 – 6:30 pm
- MTA will take feedback from PAC, Municipalities, and Public in making a final decision





# Alternatives Evaluated

- STPA requires evaluation of reasonable alternatives
- Reasonable alternatives are those that address identified need, cost effective, and can be implemented in a reasonable time
- Study Team initially identified nine alternatives to evaluate
- Additional ten alternatives added and evaluated based on PAC input



# Alternatives Evaluated

## TDM

- Expanded TDM/Rideshare
- Congestion Pricing
- Improved Interstate Bus
- Improved Regional Bus
- New and Improved Local Bus
- New I-95 Regional Corridor Bus\*
- New and Improved Commuter Rail
- New Local Commuter Rail\*
- Freight Transportation
- Land Use

## TSM

- Ramp Metering
- HOV/HOT Lanes
- Reversible Lane

## Capacity Alternatives

- Widen I-295 from MT to Exit 11
- Widen I-295 with tolls from MT to Exit 11
- Widen I-95 from Exit 44 to 53

## Combined Alternatives

- TDM, Interstate, Local, Regional bus with and without I-95 widening\*

\* - *currently being evaluated*



# Findings to Date

- Two alternatives fully meet Study Purpose (Widen I-95, HOV/HOT lanes)
- 11 alternatives partially meeting Study Purpose, but need additional action
- Of 11, several show promise to improve regional transportation system
- Of 11, many would require additional support/action from regional partners
  
- Of the alternatives that fully meet Study Purpose
  - One can be readily implemented (Widen I-95)
  - One has unknown or long implementation period (HOV/HOT lanes)
  - Both are cost effective



# TOWN COUNCIL COMMENT

Comments or Questions?



# Next Steps

- Remaining Municipal Board/Council Presentations in June
- Public Open House in June
- PAC Meeting on June 19<sup>th</sup> – Additional Analysis and Recommendations
- Final Report likely in July

