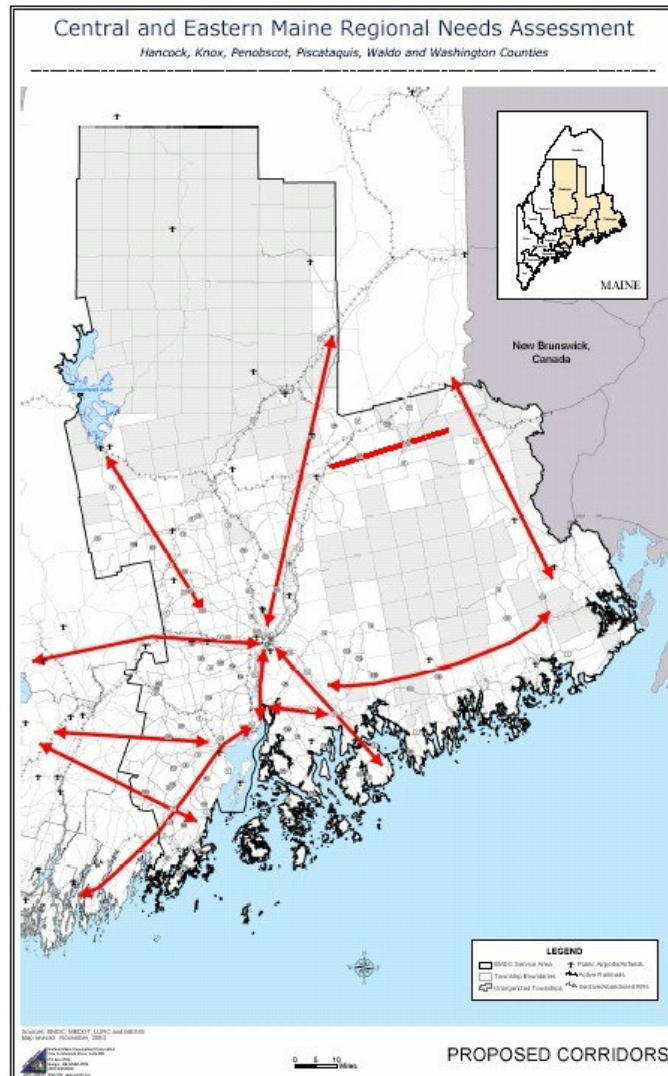


Region Four Transportation Assessment

Prepared for the Eastern Maine Economic Development Division

Comprehensive Economic Development Strategy

Revised: May 19, 2005



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Table of Contents

Introduction.....	3
Background.....	3
Purpose.....	3
Public Involvement.....	4
Methodology.....	4
Survey Findings.....	4
CEDS Transportation Committee.....	8
Corridor Prioritization.....	9
Corridor Priorities: Maine Department of Transportation Statewide Criteria.....	9
Corridor Priorities: Eastern Maine Criteria.....	10
Corridor Priorities: Broad Themes.....	11
Inter-Corridor Prioritization.....	12
Corridor Identification, Needs and Objectives.....	14
Midcoast US Route 1 Corridor (Warren to Prospect): Overview.....	14
Midcoast State Route 3 Corridor (Belfast to Palermo): Overview.....	18
Midcoast State Route 17 Corridor (Rockland to Washington): Overview.....	22
East-West Corridor (Newport to Bangor): Overview.....	26
Sebasticook Valley Corridor (Newport and Bangor to Dover-Foxcroft and Greenville): Overview.....	30
Penobscot Valley Corridor (Bangor to Medway): Overview.....	34
State Route 6 Corridor (Lincoln to Vanceboro): Overview.....	39
Coastal Canadian Corridor (Eastport to Danforth): Overview.....	43
Penobscot River Corridor (Searsport to Bangor): Overview.....	47
Acadia Express Corridor (Holden to Bar Harbor): Overview.....	51
Downeast Coastal Corridor (Bangor and Ellsworth to Calais): Overview.....	55
Appendices.....	60
Project Methodology.....	60
Transportation Needs Survey 2004 – 2005.....	63
Corridor Maps.....	Available on CD and at www.hpcme.org/transportation/needs/

Introduction

Background

This report summarizes research carried out in 2004 and 2005 to inventory transportation, land use and economic issues along twelve primary transportation corridors in northeastern Maine.

The report overview includes an overview of the methodology and public involvement. The main body of the report traverses the priority corridors, presenting summary findings and thematic maps for each of the corridors. Priority rankings were calculated for each of the corridors based upon public input across a range of economic, transportation and land use criteria. The appendices include detailed tables, inventories and analyses, survey documentation and methodological notes.

Purpose

This study was designed to inventory and assess regional transportation and land use along major transportation corridors within the economic development district (EDD) comprising the six county service area of the Eastern Maine Development Corporation (EMDC). The EDD consists of Hancock, Knox, Penobscot, Piscataquis, Waldo, and Washington Counties. Prioritization of the corridors according to transportation, economic and land use needs supports efficient use of limited public resources for transportation infrastructure.

The project team, consisting of EMDC (representing PVMCOG, WCCOG, and MCRPC) and Hancock County Planning Commission (HCPC), collaborated with the Comprehensive Economic Development Strategy (CEDS) for eastern Maine to coordinate transportation and economic project planning. This analysis reflects MaineDOT's new approach to regional transportation planning which emphasizes the connection between economic development, land use, and mobility.

Public Involvement

Methodology

Public involvement included a combination of internet surveys, mail surveys, individual interviews (telephone or in-person), and meetings with community organizations, committees, and other stakeholder groups. The purpose of the public input process was to introduce the transportation assessment project to the general public, special interest groups, CEDS, community and multi-community organizations and to gather initial feedback on: 1) refining the proposed corridors; 2) identifying significant land use, economic and transportation variables to be incorporated in our inventory; 3) identifying local and regional concerns related to the major corridors and 4) identifying significant constituencies such as freight carriers, transit riders, business and tourism. Public participation was conducted in compliance with the Maine Sensible Transportation Policy Act (STPA) soliciting input from individuals or groups representing planners, environmentalists, business and commerce, different transportation modes, historic preservation, the elderly, the disabled, and other diverse interests.

Public participants, including the CEDS Steering Committee, towns and/or groups of towns within each corridor, and interest groups helped to define priorities for their corridors and for eastern Maine as a whole.

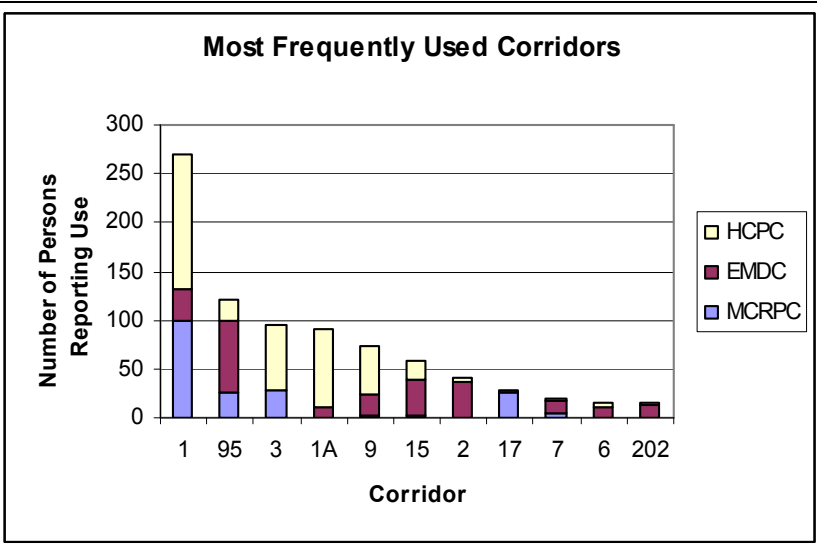
Survey Findings

A public opinion survey was launched throughout the six county region. Midcoast respondents in Knox and Waldo County responses were primarily persons who attended one of several public transportation meetings. Hancock County emphasized a web-based format. Piscataquis, Penobscot and Washington Counties used a postal survey format. In all cases the questions were the same and each strategy produced more than 100 responses for a total of 362 valid responses.

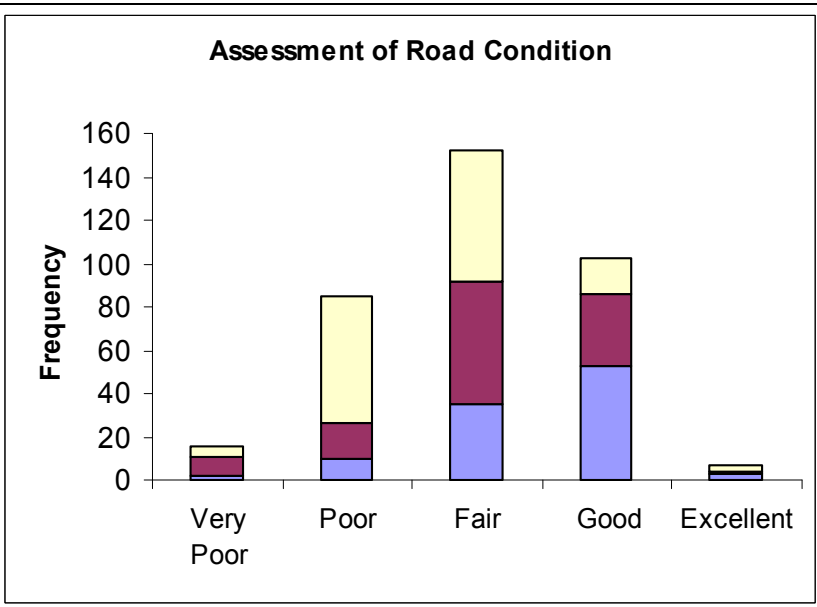
The following three pages describe some of the survey findings. The results indicate broad agreement across this six county region.

- Northeastern Maine roads were given a grade of “C” by almost half of all respondents while others were about equally split between a “D” and a “B”.
- Throughout the region private automobiles supply nearly all transportation needs. Walking and carpooling have smaller followings.
- The data suggests respondent willingness to increase walking, carpooling and buses in the future.
- Major concerns picked by respondents include safety, speeding, congestion and road design.
- Respondents from the more densely settled midcoast were more likely to support investments in transportation alternatives while respondents in rural areas were more likely to consider rural highway maintenance to be the highest priority.

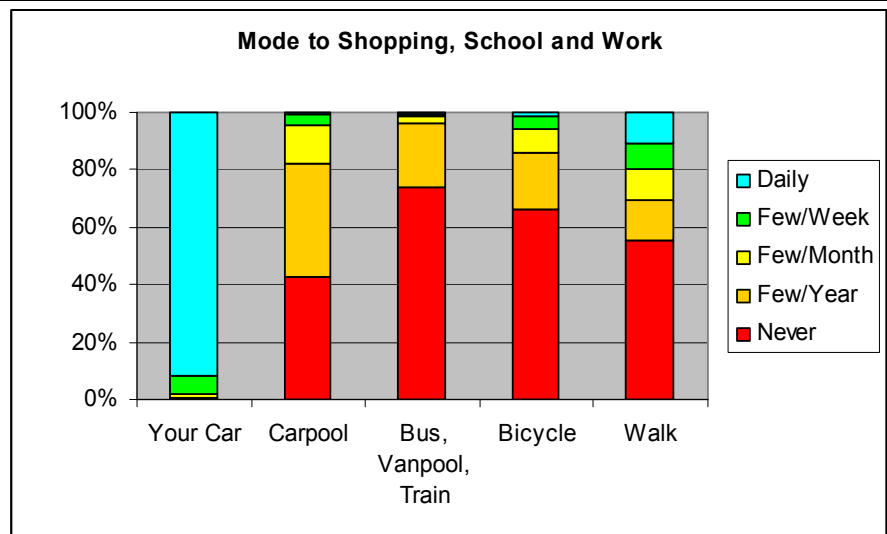
- The respondents are drawn almost equally from the three planning sub-regions.
- Route 1 traverses all three regions and is most often noted by respondents.
- Route 95 (including 295 and 395) is particularly important for residents in Penobscot and Piscataquis counties.



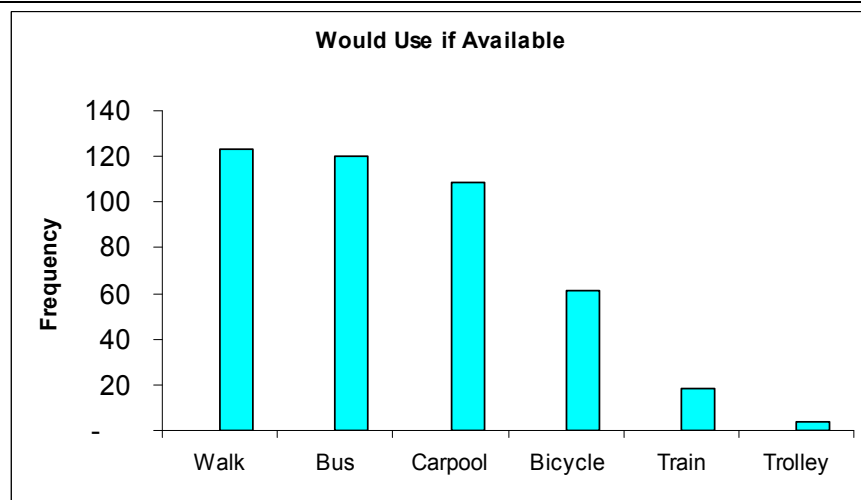
- There is general agreement that the roads are somewhere between poor and good.
- Midcoast respondents had the most positive responses.
- Hancock County respondents were most critical of the roads.



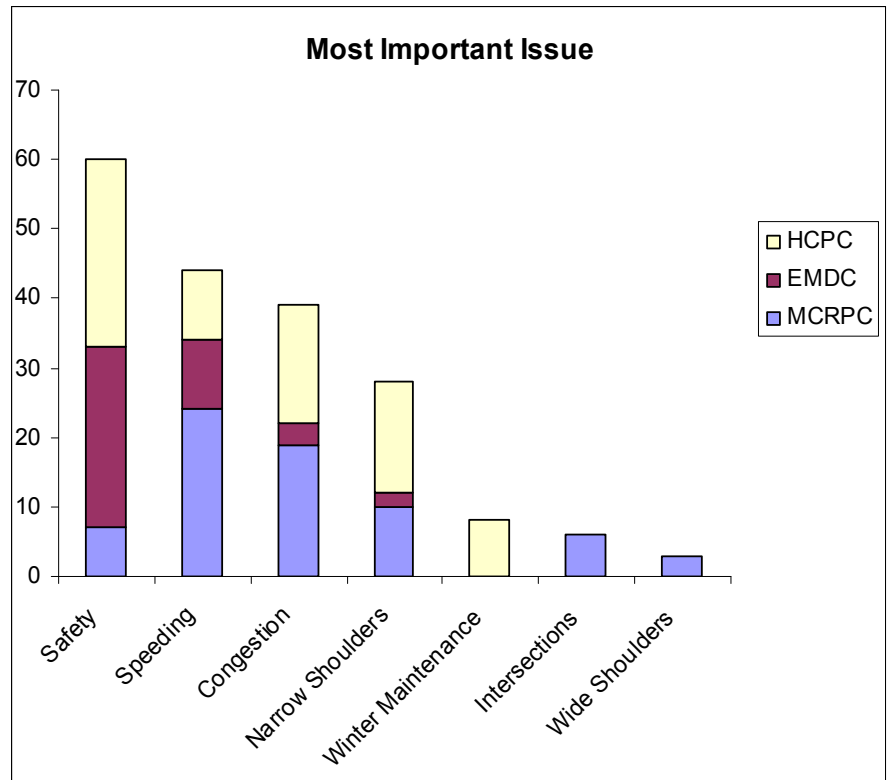
- Daily use of personal automobiles dominates.
- Carpooling has a significant number of responses, but is opportunistic rather than routine.
- Walking is the only other category with measurable daily use.



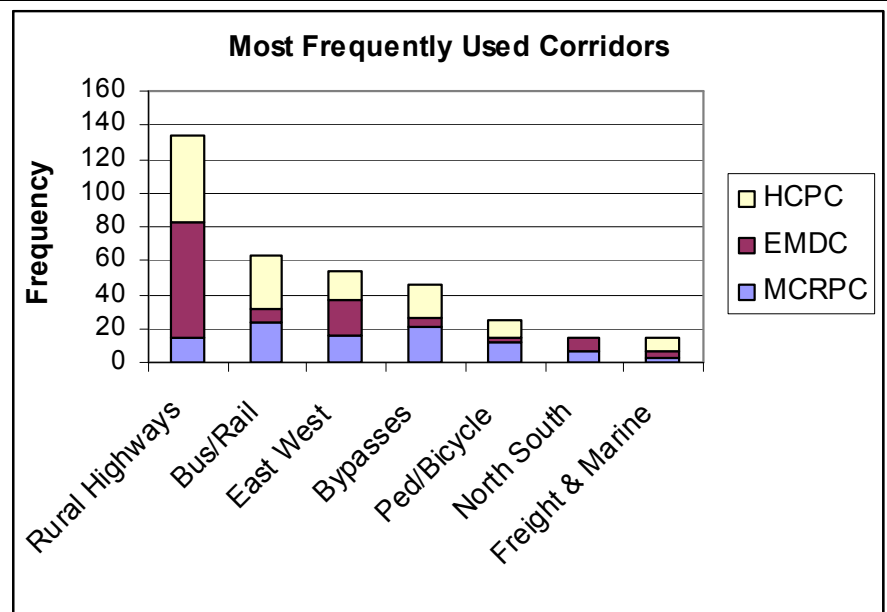
- Significant numbers of respondents state that they would walk, ride buses or carpool if these modes were available and convenient.
- Additional research into barriers to using these modes may be warranted.



- Two closely related issues, safety and speeding, were considered to be the most important issues by respondents.
- Congestion was noted as important in the midcoast and Hancock County.
- Road design and maintenance were also considered to be significant concerns.



- Respondents in the four northeastern counties stressed the importance of maintaining rural highways.
- Midcoast and Hancock County respondents emphasized improving access to alternative modes of transportation.
- Improving east-west connections was supported in all three sub-regions.



CEDS Transportation Committee

The CEDS Transportation sub-committee was formed to provide oversight with broad geographic and substantive representation in accordance with criteria of the Sensible Transportation Policy Act (STPA). Two representatives were selected for each of the six eastern Maine counties. Several of the representatives were prior members of Regional Transportation Planning Committees and had a track record of interest in transportation and related policies.

The Committee met four times progressing from defining the corridors and major issues to reviewing the final report. Personnel from MaineDOT and the project team organized the meetings providing successive drafts of the Regional Needs Analysis. Documents and maps were posted continually on the internet for intermediate meetings, and the penultimate draft was printed and mailed to members in advance of the final meeting. Committee members were also encouraged to attend meetings of the CEDS Committee. Staff from this project also attended CEDS meetings and reported back to the Transportation Committee.

Member	Organization	Sensible Transportation Policy Act Public Involvement Categories						
		County	Local Officials	General Public	Planner, Land use, Environment	Business Commerce	Transport Mode	Historic Cultural Elderly Disabled
Paul Smith	Lincoln Co. Hospital/BCM	Penobscot					X	
Scott Leach	Lane Construction	Penobscot				X		
Judy Doore	Town of Monson	Piscataquis	X					
Sharon Eaton	Penquis CAP – Retired	Piscataquis					X	X
Robert Chase	Route 1 Corridor Committee	Washington		X				
Gary Edwards	DERC&D	Washington			X			X
Judy East	Washington County COG	Washington			X			
Francis Folino	Folino Art Gallery, Former RTAC	Hancock				X		X
Rod Franzius	Town of Hancock, Former RTAC	Hancock	X		X			
Jane B. LaFleur	Friends of Midcoast Maine	Knox			X			
Anne Beebe-Center	Knox County Commissioner	Knox	X					
Dana Rae Warren	Moody Mountain Films	Waldo		X				X
Galen Larrabee	Former RTAC, Former Selectmen	Waldo		X		X		

Corridor Prioritization

Corridor Priorities: Maine Department of Transportation Statewide Criteria

The second and third meetings of the Transportation Committee were devoted to identifying priorities both along specific corridors as well as among the corridors. Three sets of criteria were provided to committee members who ranked the options with each set. Their rankings and the calculated scores were considered subsequently by staff for identifying corridor objectives.

In the first set, committee members were asked to rank seven MaineDOT criteria with “1” being their highest priority and “7” being their lowest. Committee members were only asked to rank these priorities for corridors that they traveled regularly. Rank scores were then averaged by corridor. The average of ranks across all 11 corridors is presented in the column labeled “ALL.” Following this methodology, the Penobscot Valley Corridor received a highest priority score for Improvements to Existing Rural Highways and lowest score for Alleviating Congestion. The average rank score for All corridors indicates a distinct prioritization of Improvements to existing rural highways over all other criteria with a score of 1.8, with much smaller differences among the other six criteria.

A. MaineDOT Criteria	PVC	E-WC	Moose-head	Mid Coast 1	SR 17	East Rte 1	Rte 3	Rte 1A/3	East Rte 9	Pen. River	North Rte 1	ALL
East-West transportation connection improvements	4.5	1.0	6.0	4.5	3.5	3.7	3.0	6.5	3.5	2.0	5.0	3.9
North-South transportation connection improvements	3.5	7.0	4.0	5.0	3.5	4.3	2.0	3.5	1.0	3.0	3.0	3.5
Alleviating congestion in town and city centers by building bypasses	6.0	6.0	3.0	4.5	5.0	3.3	4.0	2.5	4.0	5.0	6.0	4.3
Community amenities such as pedestrian and bicycle path improvements	5.0	5.0	5.0	4.0	6.0	4.3	7.0	6.0	5.0	6.0	4.0	5.0
Passenger transportation, e.g. local bus system, passenger rail improvements	5.0	3.0	2.0	1.5	3.5	4.7	5.0	2.5	7.0	7.0	7.0	4.9
Improvements to existing rural highways	1.0	2.0	1.0	5.5	3.5	1.7	1.0	2.5	2.5	4.0	2.0	1.8
Improvements in freight trains and marine shipping facilities	3.0	4.0	7.0	3.0	3.0	6.0	6.0	4.5	5.0	1.0	1.0	4.5

Corridor Priorities: Eastern Maine Criteria

Following the methodology described above, Transportation Committee members were asked to rank six issues that have emerged in public meetings and survey research during this study. These ranks were averaged by corridor and then across all corridors. Following the PVC example, the highest priority is split between protecting safety for travelers and providing adequate winter maintenance.

Overall, safety ranked highest, followed by winter maintenance and alleviating traffic congestions. The criteria of speeding on corridors ranked last, a finding somewhat at odds with comments received at local meetings and in surveys. One explanation for this discrepancy is a difference in perspective between responses that are highly local and those that are broadly regional. In public meetings, most concerns about speeding concentrate on roads passing in front of respondent’s homes or public places such as schools attended by their children. At a regional level higher travel speeds may be considered a benefit in terms of economic efficiency provided safety is not overly compromised.

B. Eastern Maine Regional Criteria	PVC	E-WC	Moose-head	Mid Coast 1	SR 17	East Rte 1	Rte 3	Rte 1A/3	East Rte 9	Pen. River	North Rte 1	ALL
Traffic congestion	4.0	5.0	3.0	3.5	3.5	3.0	3.5	1.0	5.5	5.0	6.0	3.6
Safety	1.5	3.0	5.0	3.5	3.5	2.3	2.0	4.0	1.0	1.0	2.0	2.2
Speeding	4.0	4.0	4.0	3.5	3.5	5.7	3.5	6.0	2.0	4.0	3.0	4.5
Access Management (curb cuts – entrances/exits)	5.5	6.0	6.0	1.5	1.5	3.0	2.5	2.0	4.5	3.0	5.0	4.0
Winter maintenance/plowing	1.5	1.0	1.0	6.0	6.0	3.3	5.0	4.5	3.0	2.0	1.0	2.6
Public Transportation options, seasonal/year-round, local/regional	4.5	2.0	2.0	3.0	3.0	3.7	4.5	3.5	5.0	6.0	4.0	4.1

Corridor Priorities: Broad Themes¹

The Regional Transportation Assessment process was crafted with examples from several other statewide studies throughout the United States. The Pennsylvania Regional Assessment provided examples of broad themes that should be considered when working with transportation in conjunction with land use and economic development. A rank of 1 indicated highest priority while a rank of 7 indicated lowest priority. As before, scores were averaged by corridor and across all corridors.

Economy emerged as the highest priority overall, followed by closely related themes of Efficiency and Mobility.

C. Broad Themes	PVC	E-WC	Moose-head	Mid Coast 1	SR 17	East Rte 1	Rte 3	Rte 1A/3	East Rte 9	Pen. River	North Rte 1	ALL
MOBILITY Maintaining posted speeds, reducing congestion	5.5	7.0	7.0	4.0	4.5	2.3	1.0	1.0	4.5	1.0	4.0	3.5
OPTIONS Public transportation and alternate modes	5.5	3.0	3.0	3.5	4.0	4.3	5.5	4.0	7.0	8.0	8.0	5.3
VOICES Public involvement, the voices of constituencies, must be a major focus of transportation planning	4.5	4.0	4.0	2.0	2.0	5.0	5.0	5.5	5.0	5.0	6.0	5.1
EFFICIENCY Transportation systems must generate the most benefits per resources expended	2.0	1.0	1.0	6.0	6.0	4.3	5.0	2.0	3.5	2.0	3.0	2.9
ENVIRONMENT Transportation should have minimal negative effects on the environment	7.0	8.0	8.0	4.0	3.5	6.3	5.0	7.0	5.0	6.0	5.0	6.5
EQUITY Transportation should not give disproportionate advantages or disadvantages to any group	6.5	6.0	6.0	7.5	7.5	6.7	6.5	7.0	7.0	7.0	7.0	6.6
ECONOMY Transportation must maintain and promote economic development	1.5	2.0	2.0	4.5	3.5	2.3	5.0	4.0	1.5	3.0	1.0	2.2
SAFETY Transportation systems should be designed to maximize safety	3.5	5.0	5.0	4.5	5.0	4.7	3.0	5.5	2.5	4.0	2.0	3.9

¹ Adapted from the Pennsylvania Transportation Assessment

Inter-Corridor Prioritization

The final prioritization process involved two steps closely modeled on a process used in prior six year plans. Transportation Committee members were asked to distribute one hundred tokens across six corridor criteria such as Recreation/Tourism and Commuter Importance. With one hundred tokens and seven criteria, an average of 14.3 points would be expected for each criterion. Despite significant differences among the committee members, all but one of the criteria received between 11 and 14 points. CEDS goals emerged well above the pack, indicating the committee's particular concern about the lagging economy of much of eastern Maine.

Regional Transportation Analysis staff worked as a team to assign scores from 1 to 10 to each of the corridors according to these criteria. The scores were assigned based upon public input, committee input and technical analyses. For instance, a score of 9 was given to the Midcoast US Route 1 corridor for Recreation and Tourism reflecting the high importance of these activities for that regions economy and the impact that tourism traffic has on corridor traffic volumes.

The next step was to calculate weighted scores for each of the corridors. The formula for these scores is:

$$\text{Weighted Score} = (S_1 * W_1) + (S_2 * W_2) + \dots + (S_7 * W_7)$$

$$\text{Midcoast 1} = (9 * 13) + (8 * 11) + \dots + (6 * 24)$$

$$\text{Midcoast 1} = 739$$

Finally, the corridors were sorted from highest to lowest weighted score. The process went through several iterations where results were calculated, corridors sorted and results were considered against findings from our committee input, public meetings and survey data. A final round of scoring was conducted following the May statewide meeting of regional planners where our results were compared with those in other parts of the state.

Caution is recommended in interpreting the results of this scoring procedure. The scores are an attempt to assign cardinal values to general concepts. These scores do not reflect the physical condition of these corridors. Questions about the quality of paving, width of shoulders, drainage and other physical characteristics of the corridors are left to MaineDOT analysts. As such, these scores are a reflection of the roles that these corridors play rather than their physical condition.

Corridors Ranked by Sum of Weighted Scores - Weights assigned by transportation committee - Scores assigned by planning staff	Criteria							
	<u>Recreation/Tourism</u>	<u>Commuter Importance</u>	<u>Freight Patterns</u>	<u>General Commerce</u>	<u>Local Planning Relationships</u>	<u>Transportation Linkages</u>	<u>CEDS Goals</u>	Weighted Score
<u>Weight</u>	13	11	14	14	12	13	24	100
Midcoast US Route 1 (Warren to Prospect)	9	8	7	8	8	7	6	739
Acadia Express (Holden to Bar Harbor)	10	8	5	7	8	9	6	737
Downeast Coastal (Bangor & Ellsworth to Calais)	9	7	9	5	6	8	7	728
Penobscot River (Searsport to Bangor)	4	8	9	4	5	9	7	662
East-West (Newport to Bangor)	6	8	10	6	4	8	5	657
Penobscot Valley (Bangor to Medway)	7	6	9	4	5	8	5	618
Sebasticook Valley (Newport & Bangor to Dover-Foxcroft & Greenville)	7	6	7	5	4	3	8	599
Midcoast State Route 3 (Belfast to Palermo)	7	7	7	6	4	4	5	565
Coastal Canadian (Eastport to Danforth)	5	4	7	4	5	7	6	553
Midcoast State Route 17 (Rockland to Washington)	4	8	7	5	4	4	6	547
State Route 6 (Lincoln to Vanceboro)	5	3	6	4	4	5	5	466
<u>Recreation Tourism</u>	Is the route a scenic byway, a major tourist corridor, or serve recreation-related businesses?							
<u>Commuter Importance</u>	To what extent does the corridor serve commuter traffic relative to other routes? Would improvements contribute to sprawl?							
<u>Freight Patterns</u>	To what extent does the corridor serve local or through-traffic carrying freight, including gravel or wood products?							
<u>General Commerce</u>	To what extent does the corridor service commercial development, including retail and service businesses?							
<u>Local Planning Relation</u>	How would improvements to the corridor complement or detract from local comprehensive plans, access management plans, downtown revitalization, or other plans?							
<u>Transportation Linkages</u>	How important is the corridor in relation to other elements of the transportation system, including air, rail, port, or bike/pedestrian facilities?							
<u>CEDS Goals</u>	How important is this corridor for achieving CEDS Goals?							
	1. Workforce Development – lifelong education and training							
	2. Supporting Traditional Industries							
	3. Healthy Economic Climate – supporting retention, growth & attraction							
	4. Balanced Growth and Community Development							

Corridor Identification, Needs and Objectives

Midcoast US Route 1 Corridor (Warren to Prospect): Overview

The Midcoast US Route 1 Corridor centers on Principal Arterial US Route 1, a two-lane highway for nearly all of its length in the corridor, and includes the municipalities of Warren, Thomaston, Rockland, Rockport and Camden in Knox County, and Lincolnville, Northport, Belfast, Searsport, and Stockton Springs in Waldo County. US Route 1 is an economic lifeline for the Midcoast. It serves local and long distance traffic, year-round commuters, truckers, and tourists.

All of the communities, except Stockton Springs, have adopted a comprehensive plan. Each of the communities, except Northport and Searsport, has adopted land use ordinances creating zones or districts beyond mandated shoreland zoning.

The highest concentrations of population are found in downtown Belfast and Rockland, with lower densities found along US Route 1 and in traditional village areas. More than 51% of the Knox County and Waldo County population lived in the US Route 1 Corridor in 1990. In 2000, that figure decreased to slightly more than 49%.

More and more people are choosing to live outside service center communities, preferring areas where land prices and property taxes tend to be more affordable. Accordingly, these outlying areas are growing at a significantly faster rate percent wise than seen in Rockland and Belfast. Since major employers have remained in the service centers, commute times and congestion have been increasing. Combined, Belfast and Rockland residents comprised more than 37% of the total US Route 1 Corridor labor force in 2000, down from almost 40% in 1990. Each of the other towns contributes from about 3.5% (Northport) to 14% (Camden) of the total corridor workforce in 2000.

MBNA employs the most people in Waldo County and in the corridor as a whole. Back office banking service functions and telemarketing comprise the bulk of its operations in Maine. Health care occupations provide the second largest number of jobs in Waldo County. Consumers Maine Water Company and health care occupations provide the largest number of jobs in Knox County. Hospitality occupations provide significant, although low wage employment, especially during the summer season. Traditional industries including construction, food processing, and related occupations remain strong sectors, although they employ fewer people today than they once did.

The highest traffic volumes on US Route 1 occur in Rockland near the State Route 17 intersection: 21,144 FAADT. Belfast had the second highest volumes: 13,752 FAADT. There is no alternate highway in the Midcoast for most of the traffic US Route 1 carries. Most employment and economic activity occurs on or very near US Route 1, especially in the service centers. Yet US Route 1 also continues to function as a scenic asset that affords magnificent views of the coast and mountains. Seasonal tourism and year-round commuting as well as trucking activity continue to increase at a greater rate than the increase in the region's population, leading to increased traffic congestion, which is exacerbated by the lack of adequate public transportation.

Midcoast US Route 1 Corridor (Warren to Prospect): Transportation

The map titled *Regional Needs Assessment: Midcoast US Route 1 Corridor Transportation* shows the factored annual average daily traffic (FADDT) for 2002 at key points along US Route 1, as well as the percent of heavy trucks contributing to the total volume. Airports, railways, and ferry terminals are shown on this map. Also shown are HCLs where eight or more crashes have occurred over a three-year period, and the roadway level of service, which is a measure of congestion.

Some of the highest volumes on US Route 1 occur in Rockland near the State Route 17 intersection: 21,144 FAADT. Belfast had the second highest volumes seen along US Route 1: 13,752 FAADT in East Belfast. More than half of these volumes in Rockland and Belfast encompass local trips within each city. The lowest volumes along US Route 1 are found in Stockton Springs northwest of the US Route 1A intersection: 7,542 FAADT. This figure largely reflects the volume of through-traffic. At the southwestern edge of the corridor, the volume in Warren was 11,690 FADDT. Congestion on most of US Route 1 is evident, especially in the summer tourist season and in the service centers year-round. Most HCLs along US Route 1 were in Rockland, Belfast, and Camden. Within the corridor outside of US Route 1, HCLs are found along State Routes 3, 17, and 90, and in the downtown areas of Rockland and Belfast. It is likely that traffic volumes will continue to increase faster than historic rates seen. Perhaps these rates will be closer to the accelerated rates recently observed, especially northeast of Belfast on US Route 1 because of the opening of the new bridge in Augusta that connects I-95 with State Route 3 and US Route 1/3, offering an improved route Downeast. There is no alternate highway in the Midcoast region for the bulk of traffic carried on US Route 1, which is a two-lane roadway for most of its length through the region. With inadequate public transportation, most people must use private vehicles, which exacerbates traffic congestion.

Objectives

- Prioritize needed intersection and shoulder improvements using context-sensitive design (turning lanes, traffic signalization, signage, reconfiguration, etc.) to alleviate congestion at current and emerging high traffic locations along US Route 1.
- Improve the quality of collector roads accessing US Route 1 for inland and peninsular communities.
- Support the use and rehabilitation of train stations, ferry terminals, commuter parking lots, and assist in developing efficient commuter and tourist bus and rail options.
- Support and invest in bicycle and pedestrian trail facilities (on road and off) to link schools with residential and recreational areas and to help facilitate non-vehicular tourism options, with emphasis on coastal village areas.

Midcoast US Route 1 Corridor (Warren to Prospect): Land Use

The maps titled *Regional Needs Assessment: Midcoast US Route 1 Corridor Land Use Districts (North and South)* show municipally-defined districts, as well as shoreland zones, within a 1,000 foot wide area along US Route 1, and a summary of minimum frontage and lot size requirements in each community. For the location of driveways and entrances, state access regulations supersede municipal ordinances outside of the Belfast and Rockland urban area boundaries.

Most of US Route 1 is zoned for mixed use and general purpose, i.e., commercial and residential uses. Belfast and Thomaston have industrial uses zoned along the roadway as well. Rockland has primarily commercial and plaza uses designated. Northport and Searsport have no zoning along US Route 1, with the exception of Bayside in Northport. Although only small portions are designated resource protection, much of the roadway is scenic, with distant views of Penobscot Bay and the mountains. In sum, much of US Route 1 is zoned for the development that is currently located along it and the probable new development likely to occur in this established market area. Protection of natural and scenic resources is limited to select areas.

Objectives

- Encourage implementation of local comprehensive plan land use elements.
- Provide funding opportunities for Route 1 municipalities to develop consistent and effective access management provisions and context-sensitive roadway design ordinance standards for village and urban compact areas.
- Promote municipal and citizen participation in the Gateway US Route 1 Corridor Strategic Preservation Planning Process.

Midcoast US Route 1 Corridor (Warren to Prospect): Economic Development

The map titled *Regional Needs Assessment: Midcoast US Route 1 Corridor Employment and Housing* shows the location and relative size of major employers in the corridor and the density of housing at the census block level for 2000, which indicates where most people live within the corridor. Also shown are the percent and number of residents who work in the community in which they live.

Major employers are located on US Route 1, including MBNA, Waldo County General Hospital, and Penobscot Bay Medical Center. Most retailers, both large-scale and small, serving the year-round and seasonal populations, are located on US Route 1. The largest employer, MBNA, provides back office banking service functions and telemarketing. Health care occupations provide the second largest number of jobs. Hospitality occupations provide significant although low wage employment, especially during the summer season. Traditional industries including construction, food processing, and related occupations remain strong sectors, although they employ fewer people today than they once did. By a substantial amount, most economic activity, as reflected in total taxable sales, continues to occur in the service centers of Rockland and Belfast. Camden, Rockport, and Thomaston serve as secondary, specialized service centers.

Concentrations of housing are found in Rockland and Camden, along US Route 1, in traditional village areas, and in shoreland areas, which have higher numbers of seasonal homes. Newer housing tends to be spread in outlying communities at lower densities. Accordingly, while most employment has remained in the service centers, average commute times and the total vehicle miles traveled within the region have increased as more people choose to live further away from their workplace in areas that often lack public transportation.

Given the current focus of economic activity with major employers and retail facilities along the roadway, especially in service centers, similar type development is likely to continue to locate on US Route 1. As the principal arterial for most of the region's local and through traffic, and with no parallel highways or adequate public transportation, increased congestion will result from new development on US Route 1.

Objectives

- Improve access to employment opportunities in service centers through road improvements and commuting facilities.
- Develop strategies to work with service center communities and major employers (100 or more employees) to help support commuter bus and van options.
- Work with municipalities and businesses to develop an impact fee schedule for major projects (like shopping centers) in lieu of burdensome increases in local property taxes, in order to fund the improvements needed to maintain corridors while allowing for continued economic development.
- Support coastal communities needing infrastructure for working waterfronts and tourism through Small Harbor Improvement Program (SHIP) and similar funding opportunities.

Midcoast State Route 3 Corridor (Belfast to Palermo): Overview

The Midcoast State Route 3 Corridor links Belfast and US Route 1 with points west toward Augusta. The corridor centers on Rural Principal Arterial State Route 3 and includes the municipalities of Belfast, Belmont, Liberty, Montville, Morrill, Palermo, and Searsmont, all in Waldo County. State Route 3 is a two-lane highway for nearly all of its length in the corridor, and closely passes several lakes, scenic vistas, and farms.

Each of the corridor communities, except Liberty and Montville, has adopted a comprehensive plan. Belfast, Belmont and Searsmont have adopted land use ordinances creating zones or districts beyond mandated shoreland zoning.

The highest concentrations of population are found in downtown Belfast, with lower densities found along State Route 3, and the lowest densities located further away from State Route 3 and from shoreland areas. Slightly more than 34% of the Waldo County population lived in the State Route 3 Corridor in 1990. In 2000, that figure decreased to slightly less than 34%.

More and more people are choosing to live outside service center communities, preferring areas where land prices and property taxes tend to be more affordable. Accordingly, these outlying areas are growing at a significantly faster rate than seen in Belfast. Since major employers have remained in the service center, commute times have been increasing. Belfast residents comprise about half of the total corridor labor force, down from previous years, with each of the other towns contributing from almost 7% (Belmont) to slightly more than 10% (Searsmont) of the total workforce in 2000.

MBNA employs by far the most people in the corridor and in Waldo County as a whole. Back office banking service functions and telemarketing comprise the bulk of its operations in Maine. Health care occupations provide the second largest number of jobs. Hospitality occupations provide significant, although low wage employment, especially during the summer season. Traditional industries including construction, food processing, and related occupations remain strong sectors, although they employ fewer people today than they once did. Most employment opportunities are found in the service center, Belfast, near US Route 1 and State Route 3.

The highest traffic volumes on State Route 3 occur in Belfast near the US Route 1 intersection: 10,663 FAADT in 2002. State Route 3 will become increasingly attractive for long distance travel once more people become familiar with the new bridge in Augusta. Vehicles that currently use I-95, I-395, US Route 1A to head to or return from Ellsworth, Bar Harbor and Downeast will be more inclined to use I-95, State Route 3 to US Route 1/3. Seasonal tourism traffic and year-round commuting between Augusta and Belfast, as well as trucking activity, continue to increase at a greater rate than the increase in the region's population, leading to increased intermittent traffic congestion within the corridor. This congestion is exacerbated by the lack of adequate public transportation.

Midcoast State Route 3 Corridor (Belfast to Palermo): Transportation

The map titled *Regional Needs Assessment: Midcoast State Route 3 Corridor Transportation* shows the factored annual average daily traffic (FAADT) for 2002 at key points along State Route 3, as well as the percent of heavy trucks contributing to the total volume. Airports, railways, and ferry terminals are shown on this map. Also shown are HCLs, where eight or more crashes have occurred over a three-year period, and the roadway level of service, which is a measure of congestion.

Some of the highest traffic volumes on State Route 3 occur in Belfast near the US Route 1 intersection: 10,663 FAADT. More than half of this volume encompasses local trips, in which the origins and destinations of trips are within Belfast. The lowest volume along State Route 3 is found midway in the corridor in Searsmont: 4,588 FAADT. This figure largely reflects the volume of through-traffic. At the western end of the corridor, the volume in Palermo is 5,503 FADDT. Little congestion occurs on most of State Route 3, with the exception of the eastern portion within Belfast. Since much of the roadway is two lanes; however, site-specific congestion during commute times and in the summer tourist season does arise. Most crashes on State Route 3 occur in Belfast where traffic volumes are highest; however, most fatalities occur in the central and eastern portions, where posted speeds are higher. It is likely that traffic volumes will continue to increase faster than historic rates seen, perhaps closer to the accelerated rates recently observed. Without adequate public transportation, most people must use private vehicles, which exacerbates traffic congestion. State Route 3 will become increasingly attractive for long distance travel as more people become familiar with and use the new bridge in Augusta. Vehicles that currently use I-95, I-395, and US Route 1A to head to or return from Ellsworth, Bar Harbor, and Downeast will be more inclined to use I-95, State Route 3, and US Route 1.

Objectives

- Prioritize needed intersection and shoulder improvements using context-sensitive design (turning lanes, traffic signalization, signage, reconfiguration, etc.) to improve safety at current and emerging high traffic locations along State Route 3.
- Improve the quality of collector roads accessing State Route 3.
- Support and invest in bicycle and pedestrian trail facilities (on road and off) to link schools with residential and recreational areas and to help facilitate non-vehicular tourism options, with emphasis on village areas.

Midcoast State Route 3 Corridor (Belfast to Palermo): Land Use

The map titled *Regional Needs Assessment: Midcoast State Route 3 Corridor Land Use Districts* shows municipally-defined districts, as well as shoreland zones, within a 1,000 foot wide area along State Route 3, and a summary of minimum frontage and lot size requirements in each community. For the location of driveways and entrances, state access regulations supersede municipal ordinances outside of the Belfast urban area boundary.

The western portion of State Route 3 is not zoned, with the exception of shoreland areas. The eastern portion to the Belfast urban area boundary is largely rural mixed use, including low density residential and agriculture. The roadway is zoned office park and commercial around and within Belfast's urban area boundary, and has seen a recent increase in the location of retail facilities. In sum, much of State Route 3 is zoned for the development that is currently concentrated along it and the probable new development likely to occur in and near Belfast. Towns with no zoning or inadequate provisions, especially in the western portion of the corridor, will be unable to control the types of development proposed along the roadway.

Objectives

- Encourage drafting, adoption, and implementation of local comprehensive plan land use elements.
- Provide funding opportunities for corridor municipalities to develop consistent and effective subdivision and context-sensitive roadway design ordinance standards.

Midcoast State Route 3 Corridor (Belfast to Palermo): Economic Development

The map titled *Regional Needs Assessment: Midcoast State Route 3 Corridor Employment and Housing* shows the location and relative size of major employers in the corridor and the density of housing at the census block level for 2000, which indicates where most people live within the corridor. Also shown are the percent and number of residents who work in the community in which they live.

Major employers in the corridor are located on State Route 3, including MBNA at the US Route 1 and State Route 3 intersection. Most retailers, both large-scale and small, serving the year-round and seasonal populations, are located on US Route 1; however, fast-food restaurants, service stations, and the like have begun locating on State Route 3 around Belfast's urban area boundary. The largest employer, MBNA, provides back office banking service functions and telemarketing. Health care occupations provide the second largest number of jobs in Waldo County. Hospitality occupations provide significant although low wage employment, especially during the summer season. Traditional industries including construction, food processing, and related occupations remain strong sectors, although they employ fewer people today than they once did. By a substantial amount, most economic activity, as reflected in total taxable sales, continues to occur in the service center of Belfast.

Concentrations of housing are found in Belfast, east of US Route 1, and to a lesser extent in traditional villages and shoreland areas throughout the corridor. Shoreland areas have higher numbers of seasonal homes. Newer housing tends to be spread in outlying communities at lower densities. Accordingly, while most employment has remained in the service center, average commute times and the total vehicle miles traveled within the region have increased as more people choose to live further away from their workplace and often lack public transportation options.

Given the current focus of economic activity, with major employers and retail centers in Belfast, similar type development is likely to locate near the intersection of US Route 1 and State Route 3. State Route 3 is becoming more attractive for development, and may provide an alternative shopping venue for those traveling to and through Belfast from Augusta and points west.

Objectives

- Improve access to employment opportunities in service centers through road improvements and commuting facilities.
- Develop strategies to work with service center communities and major employers (100 or more employees) to help support commuter bus and van options.
- Work with municipalities and businesses to develop an impact fee schedule for major projects (like shopping centers) in lieu of burdensome increases in local property taxes, in order to fund the improvements needed to maintain corridors while allowing for continued economic development.

Midcoast State Route 17 Corridor (Rockland to Washington): Overview

The Midcoast State Route 17 Corridor links Rockland with points west toward Augusta. The corridor centers on the Minor Arterial State Route 17 and includes the municipalities of Rockland, Rockport, Hope, Union, and Washington. State Route 17 is a two-lane highway for nearly all of its length in the corridor, and closely passes several lakes, scenic vistas, and farms.

Each of the corridor communities, except Union, has adopted a comprehensive plan. All of the communities have adopted land use ordinances creating zones or districts beyond shoreland zoning.

The highest concentrations of population are found in downtown Rockland, with lower densities found along State Route 17 and in traditional village areas. Slightly more than 41% of the Knox County population lived in the corridor in 1990. In 2000, that figure decreased to slightly less than 40%.

More and more people are choosing to live outside the service center community of Rockland, preferring areas where land prices and property taxes tend to be more affordable. Accordingly, these outlying areas are growing at a significantly faster rate than seen in Rockland. Since major employers have remained in the service center, commute times have been increasing. Most economic activity occurs in the service centers of Rockland and, secondarily, Rockport. Rockland residents comprise more than 47% of the total corridor labor force, markedly down from previous years, with each of the other towns contributing from more than 8% (Washington) to 21% (Rockport) of the total workforce.

Consumers Maine Water Company and Penobscot Bay Medical Center are the two largest employers. Hospitality occupations provide significant, although low wage employment, especially during the summer season. Traditional industries including construction, food processing, and related occupations remain strong sectors, although they employ fewer people today than they once did.

The highest traffic volumes on State Route 17 occur in Rockport near State Route 90: 10,170 FAADT in 2002. Seasonal tourism and year-round commuting between Augusta and Rockland, as well as trucking activity, continue to increase at a greater rate than the increase in the region's population, leading to increased intermittent congestion within the corridor. This congestion is exacerbated by the lack of adequate public transportation.

Midcoast State Route 17 Corridor (Rockland to Washington): Transportation

The map titled *Regional Needs Assessment: Midcoast State Route 17 Corridor Transportation* shows the factored annual average daily traffic (FAADT) for 2002 at key points along State Route 17, as well as the percent of heavy trucks contributing to the total volume. Airports, railways, and ferry terminals are shown on this map. Also shown are HCLs, where eight or more crashes have occurred over a three-year period, and the roadway level of service, which is a measure of congestion.

Some of the highest volumes on State Route 17 occur in Rockport near State Route 90: 10,170 FAADT and in Rockland near the North Main Street intersection: 10,000 FAADT. More than half of this volume in Rockland encompasses local trips, in which the origins and destinations of trips are within this service center. The lowest volume along State Route 17 in the corridor is found in Washington: 5,040 FAADT. This figure largely reflects the volume of through-traffic. The western portion of State Route 3 has little congestion. The central portion has modest congestion. The eastern portion through Rockport and Rockland has modest to moderate congestion. Since most of the roadway is two lanes, however, site-specific congestion during commute times and in the summer tourist season does occur, especially at the intersections of other collector roadways. Most crashes on State Route 17 occur in Rockland where traffic volumes are highest; however, most fatalities occur in the central portion where posted speeds are higher. Corridor wide, it is likely that traffic volumes will continue to increase faster than historic rates seen, perhaps closer to the accelerated rates recently observed. More people are choosing to take I-95 to State Route 17 in Augusta, in order to avoid US Route 1 congestion between Brunswick and Rockland, especially in the Bath and Wiscasset areas. Without adequate public transportation, most people must use private vehicles, which exacerbates traffic congestion.

Objectives

- Prioritize needed intersection and shoulder improvements using context-sensitive design (turning lanes, traffic signalization, signage, reconfiguration, etc.) to improve safety at current and emerging high traffic locations along State Route 17.
- Improve the quality of collector roads accessing State Route 17.
- Support and invest in bicycle and pedestrian trail facilities (on road and off) to link schools with residential and recreational areas and to help facilitate non-vehicular tourism options, with emphasis on village areas.

Midcoast State Route 17 Corridor (Rockland to Washington): Land Use

The map titled *Regional Needs Assessment: Midcoast State Route 17 Corridor Land Use Districts* shows municipally-defined districts, as well as shoreland zones, within a 1,000 foot wide area along State Route 17, and a summary of minimum frontage and lot size requirements in each community. For the location of driveways and entrances, state access regulations supersede municipal ordinances outside of the Rockland urban area boundary.

The western portion of State Route 17 is zoned rural commercial, allowing for mixed uses. The central portion is zoned rural and rural residential, permitting low density housing development and agriculture. A portion of the roadway through Rockport is zoned resource conservation, protecting adjacent lakes and hillsides from intensive development. A mixture of commercial, village, conservation, and residential zones are found in the eastern portion. The roadway is zoned plaza and commercial within the Rockland urban area boundary. Near the US Route 1 intersection, State Route 17 has large-scale retail activity. In sum, much of State Route 17 is zoned for the development that is currently located along it and the probable new development that is most likely to occur in and near Rockland and West Rockport. Towns with no zoning or inadequate provisions, especially in the western portion of the corridor, will be less able to control the types of development proposed along the roadway.

Objectives

- Encourage drafting, adoption, and implementation of local comprehensive plan land use elements.
- Provide funding opportunities for corridor municipalities to develop consistent and effective subdivision and context-sensitive roadway design ordinance standards.

Midcoast State Route 17 Corridor (Rockland to Washington): Economic Development

The map titled *Regional Needs Assessment: Midcoast State Route 17 Corridor Employment and Housing* shows the location and relative size of major employers in the corridor and the density of housing at the census block level for 2000, which indicates where most people live within the corridor. Also shown are the proportion of residents who work in their home community.

Within the corridor, the two largest employers are located in Rockport, Consumers Maine Water Company and Penobscot Bay Medical Center. Most employers are found in the service center, Rockland, along US Route 1 and State Route 17. Retailers by and large, both large-scale and small, are located on US Route 1. Consumers Maine Water Company and Penobscot Bay Medical Center provide the largest number of jobs. Hospitality occupations provide significant, although low wage, employment especially during the summer season. Traditional industries including construction, food processing, and related occupations remain strong sectors, although they employ fewer people today than they once did. Most economic activity, as reflected in total taxable sales, continues to occur in Rockland, with a 20% increase in sales seen over the past five years. The next most active was Rockport, with one-fourth the sales activity of Rockland.

Concentrations of housing in the corridor are found in Rockland, east of Old County Road, in traditional villages (West Rockport, Union, and Washington) and shoreland areas. Shoreland areas have higher numbers of seasonal homes. Newer housing tends to be spread in outlying communities at lower densities. Accordingly, while most employment has remained in the service centers of Rockland and Rockport, average commute times and the total vehicle miles traveled have increased as more people choose to live further away from their workplace in areas that often lack public transportation.

Given the current focus of economic activity, with major employers and retail centers in Rockland and Rockport, similar type development is likely to continue to locate near the State Route 17 intersections of US Route 1 and State Route 90. With increasing congestion along US Route 1, State Route 17 may become more attractive for larger scale development, and to provide an alternative shopping venue for those traveling to and through Rockland from Augusta and points west.

Objectives

- Improve access to employment opportunities in service centers through road improvements and commuting facilities.
- Develop strategies to work with service center communities and major employers (100 or more employees) to help support commuter bus and van options.
- Work with municipalities and businesses to develop an impact fee schedule for major projects (like shopping centers) in lieu of burdensome increases in local property taxes, in order to fund the improvements needed to maintain corridors while allowing for continued economic development.

East-West Corridor (Newport to Bangor): Overview

The corridor is served by three major and parallel roadways and a railroad that facilitate east-west traffic movements: I-95 extending from I-395 in Bangor to Newport; US Route 2 from Bangor to Newport; and US Route 202 from Bangor to Dixmont. I-95 is a four lane limited access highway, State Route 202 in Hampden is a two-lane limited access highway, and US Route 2 and portions of US Route 202 are two-lane rural highway.

The State Route 9 Corridor is a major economic link connecting the greater Bangor area with southern New England with northern and eastern Maine and the Canadian Maritimes provinces. These corridor highways form an all-purpose network providing the access and mobility needs of the commercial, industrial and natural resource based trucking industry, local and through-tourism traffic, and commuting motorists living on or near the corridor. The roads are not congested, except for short durations at peak times in specific locations, especially where more urban conditions are encountered. Due to the weight restrictions on the interstate, US Routes 2 and 202 operates as a de facto truck route for trucks bound for the Bangor area from the west.

The corridor is traversed by active railroads. From east to west, a line operated by Guilford Transportation connects the Bangor area to the rest of the rail network in Maine.

Newport, Hermon, Hampden, and Bangor are the only communities that have adopted both a comprehensive plan and a zoning ordinance that regulates land use beyond state mandated shoreland zoning. MaineDOT's access management regulations apply to US Routes 2 and 202.

The highest densities of population are found in the Bangor urban area. Elsewhere, there are pockets of medium density scattered along the corridor in village centers, notably in Newport. Between 1990 and 2003, there were increases in population in all towns, though the fastest growth, relative to their size, was experienced in Hermon and Carmel.

Not only has the population increased along the corridor, but the percentage of the population that forms the workforce has also increased. In addition, most of the employment in the corridor is concentrated in the Bangor urban area. The result of this labor force-employment pattern is to produce an increased number of longer commuting trips. The predominant mode of travel is "drove alone". No public transportation systems serve any of the highways in this corridor.

The highest traffic volumes in the corridor occur on I-95; ranging from 14,410 FAADT at the Bangor end to 9,530 FAADT at Newport. These volumes are not approached by any other road except US Route 2 in Hermon (9,245 FAADT), and highway in the Bangor urban area.

There are many HCLs in Bangor. However, outside the urban area, there is only on HCL node: in Newburgh, and 6 lengths of highway that are considered HCLs: 2 of them on I-95.

East-West Corridor (Newport to Bangor): Transportation

The map titled *Eastern Maine Needs Assessment: East-West Highway Corridor: Transportation* shows the factored average annual daily traffic (FAADT) for 2002 at key points along I-95 and Routes 2 and 202 along with the percent of heavy trucks contributing to the total traffic volume. Airports and railroads, HCLs where eight or more crashes have occurred over a three year period, and the roadway Level of Service (LOS), a measure of congestion, are also shown on this map.

The highest traffic volumes on the corridor are occurring in Bangor with 14,410 FAADT on I-95 and 17,152 FAADT on Route 2. The lowest volumes are occurring along Route 202 in Dixmont with 1,729 FAADT. Corridor highways are not congested, except for short durations at peak times in specific locations, especially where more urban conditions are encountered. The corridor carries significant flows of truck traffic with trucks comprising 6% to 9% of the total volumes.

Numerous HCLs can be found in Bangor where traffic volumes are highest while there is one HCL each in Hermon, Hampden, and Newburgh. HCL links, or lengths of roadway with an above average crash rate, are located on I-95 in Etna and Hampden.

The majority of the corridor operates at a LOS of B or C indicating traffic is flowing freely. I-95 operates at a lower LOS.

Objectives

- Increase vehicle weight limits on I-95 to reduce heavy truck impacts to nearby state roads.
- MaineDOT should study crash pattern at HCLs on I-95 and develop a mitigation strategy.
- Improve cross-corridor linkages such as Routes 7, 69, and 143.
- Develop additional park-and-ride facilities at key points on I-95.

East-West Corridor (Newport to Bangor): Land Use

The map titled *Eastern Maine Needs Assessment: East-West Highway Corridor Land Use Districts* shows municipally-defined districts, where they exist, as well as shoreland zones, within a 1,000 foot wide area along corridor highways. The corridor is served by three major and parallel roadways and a railroad that facilitate east-west traffic movements: I-95 extending from I-395 in Bangor to Newport; US Route 2 from Bangor to Newport; and US Route 202 from Bangor to Dixmont. I-95 is a four lane limited access highway, State Route 202 in Hampden is a two-lane limited access highway, and US Route 2 and portions of US Route 202 are a two-lane rural highway.

Land use in the corridor is a mix of low density residential with commercial and retail development concentrated at each end of the corridor in Bangor, Hermon, and Newport. The three highways serving this corridor are important routes for commuters accessing employment centers on both ends of the corridor and trucks that exceed the I-95's 80,000 lb. vehicle weight limit. Towns that have adopted comprehensive plans and local zoning, such as Bangor, Hampden, Hermon, and Newport, generally encourage residential and commercial development on the roadway by creating a mix of zones that permit such development within 1,000 feet of the highway.

Towns with no zoning or inadequate provisions will be unable to control the type of development that may be proposed for the corridor. None of the corridor communities have access management regulations that exceed the MaineDOT's access management standards.

Objectives

- Assist corridor towns to develop consistent comprehensive plans and land use ordinances to discourage inappropriate roadside development.
- MaineDOT should work with corridor communities and RPCs to implement consistent corridor-wide access management standards.

East-West Corridor (Newport to Bangor): Economic Development

The map titled *Eastern Maine Needs Assessment: East-West Corridor Major Employers and Housing* shows the location and relative size of major employers in the corridor and the density of housing at the census block level for 2000, which indicates where most people live within the corridor. Also shown are the percent and number of residents who work in the community in which they live.

Major employers in the corridor are located at the easterly end of the corridor in Bangor, Hermon, and Hampden. Most retail development, both large-scale and small, are located in Bangor and Newport. The largest corridor employers in Bangor include Eastern Maine Healthcare, Bangor Mental Health, General Electric, and Acadia Hospital. Other large employers in the corridor include Dysart's Transportation in Hermon and Harold MacQuinn, Inc. and Vescom Corp in Hampden.

The map indicates housing is dispersed throughout the corridor with heavier concentrations near the urbanized areas of Bangor, Newport, Hermon, and Hampden. All of the corridor communities, with the exception of Bangor, have at least 82 percent of their total commuters whose place of work is located in another town.

Objectives

- Facilitate the location of regional business parks in the most appropriate location.
- Support the emerging tourism industry by providing adequate visitor facilities in the corridor.
- Encourage the establishment of employment clusters so as to reduce commuting.

Sebasticook Valley Corridor (Newport and Bangor to Dover-Foxcroft and Greenville): Overview

The corridor is served by several highways including: State Route 15 from Bangor extending through Dover–Foxcroft to Greenville; State Route 7 from I-95 in Newport extending through Dexter to Dover-Foxcroft; and State Route 23 in Dexter extending to Guilford. These roads are two-lane rural highways. Much of the arterial mileage in the corridor has been improved. However, where unimproved, there are some narrower sections – notably where the road passes through village areas, and some curves have tight turning radii.

The corridor connects the commercial, business (including tourism), and residential activities of the communities north of Bangor to Bangor: the largest urban center in Eastern and Northern Maine, and beyond. The roads form an all-purpose route catering to the access and mobility needs of abutters and longer distance travelers as well. The State Route 7/15/23 portion of the corridor from Newport to Greenville is a significant year-round route for tourists as they access the Greenville and Millinocket areas from southern Maine and beyond. The corridor is also the primary access to the interstate system via State Route 7 in Newport south of Bangor and State Route 15 in Bangor. The route is not congested, except for short durations at peak times in specific locations, especially where more urban conditions are encountered. The corridor carries significant flows of truck traffic. The percentage of the traffic flow made up of heavy trucks ranges from 6% to 9%.

Newport, Corinna, Dexter, Bangor, Glenburn, Monson, and Greenville are the only corridor communities that have adopted both a comprehensive plan and a zoning ordinance that regulates land use beyond state mandated shoreland zoning.

The highest densities of population are found in the Bangor urban area. Elsewhere, there are pockets of high and medium density scattered along the corridor in village centers. Between 1990 and 2003, the population of the corridor declined, with decreases in the Bangor urban area and in most corridor towns. There have been increases in population in Glenburn, Corinth, and Charleston.

Most of the employment in the corridor is concentrated in the Bangor area, with lesser concentrations in Greenville, Monson, Guilford, and Dover-Foxcroft.. The workforce in the corridor declined between 1990 and 2000, with the largest decreases in Bangor, Dexter, Monson, and Greenville. The workforce increased in Glenburn and Corinth, which are becoming commuter communities for the Bangor area. Throughout the corridor, commuters are driving further to work. The predominant mode of travel is “drove alone”.

The highest traffic volume in the corridor occurs on State Route 15 in Bangor: 17,424 FAADT. Elsewhere in the corridor, traffic volumes range from 11,848 FAADT in Newport to 1,947 FAADT in Sangerville.

Within the Bangor urban area there are numerous HCLs. However, in the rest of the corridor there are only two HCLs nodes and 12 lengths of highway that are HCLs.

Sebasticook Valley Corridor (Newport and Bangor to Dover-Foxcroft and Greenville): Transportation

The map titled *Eastern Maine Needs Assessment: Sebasticook Valley Corridor Transportation* shows the factored average annual daily traffic (FAADT) for 2002 at key points along State Routes 7, 15, and 23 along with the percent of heavy trucks contributing to the total traffic volume. Airports and railroads, HCLs where eight or more crashes have occurred over a three year period, and the roadway Level of Service (LOS), a measure of congestion, are also shown on this map.

The highest traffic volumes on the corridor are occurring in Bangor with 17,424 FAADT followed by Newport with 11,848 FAADT. The lowest volumes are occurring along State Route 23 in Sangerville with 1,947 FAADT and State Route 15 in Shirley with 2,147 FAADT. Corridor highways are not congested, except for short durations at peak times in specific locations, especially where more urban conditions are encountered. The corridor carries significant flows of truck traffic with trucks comprising 6% to 9% of the total volumes.

Numerous HCLs can be found in Bangor where traffic volumes are highest while there is one HCL each in Newport and Dover-Foxcroft. HCL links, or lengths of roadway with an above average crash rate, are located on State Routes 7, 15, and 23.

The majority of the corridor operates at a LOS of B indicating traffic is flowing freely. The sections of the corridor from Newport to Dexter and Bangor to Corinth are functioning at a LOS of C or D indicating that traffic flow, while still flowing freely, is somewhat restrained by the volume of traffic present on the highway.

Objectives

- MaineDOT should improve safety by studying crash patterns on State Routes 7, 15, and 23.
- Reconstruct section of unimproved State Route 15 between Dover-Foxcroft and Guilford.

Sebasticook Valley Corridor (Newport and Bangor to Dover-Foxcroft and Greenville): Land Use

The map titled *Eastern Maine Needs Assessment: Sebasticook Valley Corridor Land Use Districts* shows municipally-defined districts, as well as shoreland zones, within a 1,000 foot wide area along State Routes 7/15/23. MaineDOT has the authority to regulate the location and number of new driveways and entrances along the corridor.

The corridor is a mix of residential commercial, retail, and undeveloped land such as forested or agricultural uses. The portion of the corridor from Newport to Greenville is an important route for commuters and tourists on their way to Greenville and the north woods, and the trucking industry. Commercial-retail development is concentrated in Newport near I-95, Dexter, and Guilford, to accommodate the many motorists and residents using the corridor. Towns with zoning along this section of the corridor generally encourage residential and commercial development on the roadway by creating a mix of zones that permit such development within 1,000 feet of the highway. Over half of the westerly portion of the corridor has adopted comprehensive plans and zoning ordinances including Newport, Corinna, Dexter, Monson, and Greenville.

The easterly portion of the corridor from Bangor to Guilford via State Route 15 consists largely of a mix of residential and undeveloped lands. Commercial-retail uses are concentrated in Bangor and Guilford. State Route 15 is also an important route for commuters, trucking, and tourists. About half of the towns on this corridor have adopted comprehensive plans and zoning ordinances including Bangor, Glenburn, and Dover-Foxcroft. Towns with no zoning or inadequate provisions will be unable to control the type of development that may be proposed for the corridor. None of the corridor communities have access management regulations that exceed the MaineDOT's access management standards.

Objectives

- Assist corridor towns to develop current comprehensive plans throughout the corridor.
- Work with corridor communities to develop land use standards that compliment MaineDOT's access management regulations particularly along portions of the corridor that have been designated Retrograde.

Sebasticook Valley Corridor (Newport and Bangor to Dover-Foxcroft and Greenville): Economic Development

The map titled *Eastern Maine Needs Assessment: Sebasticook Valley Corridor Major Employers and Housing* shows the location and relative size of major employers in the corridor and the density of housing at the census block level for 2000, which indicates where most people live within the corridor. Also shown are the percent and number of residents who work in the community in which they live.

Major employers in the corridor are located in Bangor, Guilford, Monson, and Dover-Foxcroft. Most retail development, both large-scale and small, are located on outer Broadway in Bangor, Newport, Dover-Foxcroft, and Dexter. The largest corridor employers in Bangor include Eastern Maine Healthcare, Bangor Mental Health, General Electric, and Acadia Hospital. Other large employers in the corridor include Hibbard Nursing Home and Mayo Regional Hospital in Dover-Foxcroft, Interface Fabrics Group in Guilford, and Moosehead Manufacturing in Monson. Corridor communities, mirroring national trends, have lost a significant number of manufacturing jobs in recent years. However, woods products manufacturing remains an important employer in the area. Tourism is a growing industry for corridor communities particularly for Greenville as a year-round tourist destination.

The map indicates housing is dispersed throughout the corridor with heavier concentrations near the urbanized areas of Bangor, Dover-Foxcroft, Newport, Corinna, Dexter, Guilford, and Greenville. Glenburn, Kenduskeag, and Corinth are rural areas gradually converting into low density suburban bedroom communities of the greater Bangor area.

Objectives

- Support the emerging tourism industry by providing adequate visitor facilities in the corridor.
- Reconstruct section of unimproved Route 15 between Dover-Foxcroft and Guilford.
- Improve corridor highway ride quality so as to reduce damage to products in transit.
- Improve corridor linkages so as to support business park development in Greenville, Dover-Foxcroft, and Milo.

Penobscot Valley Corridor (Bangor to Medway): Overview

This corridor is served by highways and railroads that link Bangor and all points south to northern Maine and the Canadian Maritime provinces. Highways in this corridor include I-95 in Bangor extending to Medway, US Route 2 in Bangor extending to Mattawamkeag, State Route 157 in Mattawamkeag extending to Millinocket, State Route 11 in Medway extending to Stacyville, and State Route 116 in Old Town extending to Medway.

These roads, with the exception of I-95, are two-lane rural highways. Characteristic of this type of highway, there are some narrower sections – notably where the road passes through village areas, and some curves have tight turning radii.

This corridor is a major economic link connecting the greater Bangor area with northern Maine, the lakes region in northern Washington County via State Route 6, and the Canadian Maritime provinces via I-95 and State Route 6. The Penobscot Valley corridor highways form an all-purpose network providing the access and mobility needs of the commercial, industrial, and natural resource based trucking industry, local and through-tourism traffic, and commuting motorists living on or near the corridor. Interstate 95 is the primary route for tourists accessing Millinocket, Baxter State Park, and the Lincoln area for year-round recreational activities. The corridor is the primary access to Aroostook County, with international traffic using I-95 via Houlton. The route is not congested, except for short durations at peak times in specific locations, especially where more urban conditions are encountered. These include locations in the Bangor urban area, Lincoln, Medway, and East Millinocket. The corridor carries significant flows of truck traffic. The percentage of traffic flow on I-95 that are heavy trucks ranges from 8% in Bangor to 20% in Chester. In Mattawamkeag on State Route 157, the heavy truck percentage is 13%.

Both sides of the corridor are served by active railroads. On the west side, the paper mills in Millinocket and East Millinocket are connected to the national rail system via MMA, and on the east, paper mills in Old Town and Lincoln, are served by Guilford Transportation.

Bangor, Orono, Old Town, Milford, Lincoln, and Millinocket are the only corridor towns that have adopted both a comprehensive plan and a zoning ordinance that regulates land use beyond state mandated shoreland zoning.

The highest densities of population are found in the Bangor urban area. Elsewhere, there are pockets of high and medium density scattered along the corridor in village centers. Between 1990 and 2003, the population of the corridor declined, with major decreases in the Bangor urban area and in the Millinocket and Lincoln areas. There have been some small increases in population in some of the small towns in the corridor.

Most of the employment in the corridor is concentrated in the Bangor area, with lesser concentrations in Millinocket and Lincoln. The workforce in the corridor declined between 1990 and 2000, with the largest decreases concentrated at the northern end of the corridor.

Throughout the corridor, commuters are driving further to work. The predominant mode of travel is “drove alone”.

The highest traffic volumes in the corridor occur on I-95: ranging from 15,200 FAADT in Bangor to 2,360 FAADT in Herseytown. Traffic volumes on US Route 2 by contrast, range from 17,787 FAADT in Bangor to 3,356 FAADT in Mattawamkeag. On State Route 11 in East Millinocket, a volume of 7,554 FAADT is attained.

Within the Bangor urban area there are numerous HCLs. However, in the rest of the corridor there are only two HCLs nodes and six lengths of highway that are HCLs (4 of them on I95).

Penobscot Valley Corridor (Bangor to Medway): Transportation

The map titled *Eastern Maine Needs Assessment: Penobscot Valley Corridor Transportation* shows the factored average annual daily traffic (FAADT) for 2002 at key points along I-95 and US Route 2 and State Route 157 along with the percent of heavy trucks contributing to the total traffic volume. Airports and railroads, HCLs where eight or more crashes have occurred over a three year period, and the roadway Level of Service (LOS), a measure of congestion, are also shown on this map.

The highest traffic volumes on the corridor are occurring in Bangor with 15,200 FAADT on I-95 and 17,787 FAADT on US Route 2 in Bangor. The lowest volumes occurring on I-95 are located in Herseytown Township at the northern most end of the corridor with 2,360 FAADT. The lowest volume on US Route 2 is 3,536 FAADT in Mattawamkeag while the lowest volume on State Route 157 is also in Mattawamkeag with 1,500 FAADT.

Corridor highways are not congested, except for short durations at peak times in specific locations, especially where the more urban conditions are encountered in Bangor and surrounding areas. The corridor carries significant flows of truck traffic with trucks comprising up to 20% of the total volumes on I-95 and up to 13 % on US Route 2.

Numerous HCLs can be found in Bangor where traffic volumes are highest while there are a limited number of HCLs in Old Town, Orono, Milford, Enfield, and Lincoln. HCL links, or lengths of roadway with an above average crash rate, are located at several locations throughout I-95.

The majority of the highways in this corridor operate at a LOS of B or C indicating traffic is flowing freely.

Objectives

- Increase vehicle weight limits on I-95 to reduce heavy truck impacts to nearby state roads.
- Develop additional park-and-ride facilities at key points on I-95.
- MaineDOT should study crash patterns at HCLs on I-95 and develop a mitigation strategy.
- Improve cross-corridor linkages such as State Routes 116, 11, 157.

Penobscot Valley Corridor (Bangor to Medway): Land Use

The map titled *Eastern Maine Needs Assessment: Penobscot Valley Corridor Land Use Districts* shows municipally-defined districts, where they exist within a 1,000 foot wide area along corridor highways. The corridor is served by two major and parallel roadways and a railroad that facilitate east-west traffic movements: I-95 extending from Bangor to the Aroostook County line, US Route 2 from Bangor to Mattawamkeag, and State Route 157 from Mattawamkeag to Millinocket. I-95 is a four lane limited access highway and US Route 2 and State Route 157 are two-lane rural highways.

Land use in the corridor is a mix of low density residential with commercial and retail development concentrated at the southerly end of the corridor in Bangor, Orono, Veazie, and Old Town. US Route 2 passes through the urbanized area of Milford, a growing Bangor area bedroom community, and State Route 157 serves the industrial urban communities of Millinocket and East Millinocket. Interstate 95 passes through several unorganized townships with interchanges becoming spaced further apart as the highway progresses northward. The three highways serving this corridor are important routes for commuters accessing employment centers at both ends of the corridor. US Route 2 is a de facto truck route for heavy vehicles exceeding I-95's 80,000 lb. vehicle weight limit. Towns that have adopted comprehensive plans and local zoning, such as Bangor, Veazie, Orono, Old Town, Milford, Lincoln, and East Millinocket, generally encourage residential and commercial development on US Route 2 by creating a mix of zones that permit such development within 1,000 feet of the highway. Roadside development along I-95 is limited to roads at interchanges.

Towns with no zoning or inadequate provisions will be unable to control the type of development that may be proposed for the corridor. None of the corridor communities have access management regulations that exceed the MaineDOT's access management standards.

Objectives

- Assist corridor towns to develop consistent comprehensive plans and land use ordinances to discourage inappropriate roadside development.
- MaineDOT should work with corridor communities and RPCs to implement consistent corridor-wide access management standards especially in Millinocket, East Millinocket, and Medway.

Penobscot Valley Corridor (Bangor to Medway): Economic Development

The map titled *Eastern Maine Needs Assessment: Penobscot Valley Corridor Major Employers and Housing* shows the location and relative size of major employers in the corridor and the density of housing at the census block level for 2000, which indicates where most people live within the corridor. Also shown are the percent and number of residents who work in the community in which they live.

Major employers in the corridor are located in Bangor, Veazie, Old Town, Orono, Lincoln, East Millinocket, and Millinocket. Most retail development, both large-scale and small, are located at the southerly end of the corridor in Bangor, Veazie, Old Town, and Orono. The largest corridor employers in the Bangor area include Eastern Maine Healthcare, Bangor Mental Health, University of Maine, and Georgia Pacific. The paper mills in Lincoln, East Millinocket, and Millinocket have traditionally been the largest employers in those communities but have scaled back the number of employees over the past few years.

The map indicates housing is dispersed throughout the corridor with heavier concentrations near the urbanized areas surrounding Bangor and in the towns of Lincoln, Medway, East Millinocket, and Millinocket. Bangor has the highest percentage of residents that live and work in the same town.

Objectives

- Support bicycle, pedestrian and other infrastructure improvements that would encourage recreational and tourism opportunities in the Millinocket and Lincoln areas.
- Improve highway, rail, air, and other international connections so as to support traditional industries and international trade.

State Route 6 Corridor (Lincoln to Vanceboro): Overview

State Route 6 is an important corridor connecting Lincoln and northern Washington County communities with the Canadian Maritime provinces and, via I-95, the greater Bangor area. The corridor extends from I-95 in Lincoln and to Vanceboro on the US-Canadian border. This road is a two-lane rural highway. Much of the mileage has not been significantly improved. There are some narrower sections and some curves have tight turning radii.

State Route 6 forms an all-purpose network providing the access and mobility needs of the commercial, industrial and natural resource based trucking industry, local and through-tourism traffic, and commuting motorists living on or near the corridor. The highway provides access to a large expanse of woods and lakes in northern Penobscot and Washington Counties. The region supplies wood fiber to area mills and is home to a growing tourism and recreational industry. The corridor is the primary access to the interstate system via Lincoln, and serves an international border crossing in Vanceboro. There are significant truck volumes in the corridor with percentages ranging from 20% to 6% (Data from 1994).

Lincoln is the only community that has adopted a comprehensive plan and zoning ordinance that regulates land use beyond state mandated shoreland zoning.

The highest densities of population are found in Lincoln. Elsewhere, there are pockets of medium density scattered along the corridor in village centers. Between 1990 and 2003, the population of the corridor declined, with the largest decrease in Lincoln.

Most of the employment in the corridor is concentrated in Lincoln. The size of the workforce in the corridor remained essentially unchanged from 1990 to 2000. Throughout the corridor, commuters are driving further to work to access what employment opportunities do exist. The predominant mode of travel is “drove alone”.

The traffic volumes in the corridor range from 3,371 FAADT in Lincoln to 476 FAADT in Vanceboro.

There is a High Crash Location in Lincoln.

State Route 6 Corridor (Lincoln to Vanceboro: Transportation

The map titled *Eastern Maine Needs Assessment: Downeast State Route 6 Corridor Transportation* shows the factored average annual daily traffic (FAADT) for 2002 at key points on State Route 6 along with the percent of heavy trucks contributing to the total traffic volume. Airports and railroads, HCLs where eight or more crashes have occurred over a three year period, and the roadway Level of Service (LOS), a measure of congestion, are also shown on this map.

The highest traffic volumes on the corridor occur in Lincoln with 3,371 FAADT while the lowest traffic volume is in Lambert Lake Township with 663 FAADT.

Corridor highways are not congested, except for short durations at peak times in specific locations, such as downtown Lincoln. The corridor carries significant flows of truck traffic ranging from 12 % to 21%. There is one HCL located in Lincoln. The majority of the highways in this corridor operate at a LOS of A or B indicating traffic is flowing freely.

Objectives

- Address basic geometry and grade deficiencies of the highway.
- Pave shoulders when the road is improved.

State Route 6 Corridor (Lincoln to Vanceboro): Land Use

The map titled *Eastern Maine Needs Assessment: Downeast State Route 6 Corridor Land Use Districts* shows municipally-defined districts, where they exist, within a 1,000 foot wide area along corridor highways. The corridor is served primarily by State Route 6. A railroad extends northerly from Lincoln to Danforth and then southerly entering Canada via Vanceboro.

Land use in the corridor is a mix of low density rural residential with commercial and industrial development concentrated in the urbanized areas of Calais. Lincoln is the only corridor town with an adopted comprehensive plan and zoning ordinance. The remainder of the corridor is under low development pressures. Towns with no zoning or inadequate provisions will be unable to control the type of development that may be proposed for the corridor. None of the corridor communities have access management regulations that exceed the MaineDOT's access management standards.

Objectives

- Assist corridor towns to participate in the comprehensive planning process.

State Route 6 Corridor (Lincoln to Vanceboro): Economic Development

The map titled *Eastern Maine Needs Assessment: Downeast State Route 6 Corridor Major Employers and Housing* shows the location and relative size of major employers in the corridor and the density of housing at the census block level for 2000, which indicates where most people live within the corridor. Also shown are the percent and number of residents who work in the community in which they live.

Lincoln is the employment center of the corridor with the Penobscot Valley Hospital as the corridor's largest employer. Many other jobs are in the woods products industry as the nearby forests provide wood fiber for the paper mill in Lincoln. The vast forests and lakes in this region have fostered a growing tourism industry. The map indicates housing is dispersed throughout the corridor with the heaviest concentrations in Lincoln.

Objectives

- Support bicycle and pedestrian facilities that would encourage recreational and tourism opportunities in the Lincoln area.
- Work with Maine Office of Tourism and other regional tourism agencies and service providers to identify infrastructure needs and deficiencies that would support nature based tourism opportunities served by State Route 6.
- Improve highway and other international connections so as to support traditional industries and international trade.

Coastal Canadian Corridor (Eastport to Danforth): Overview

This corridor connects southern Aroostook County and northern and coastal Washington County: US Route 1 in Danforth extending to State Route 190 in Perry extending to the port at Eastport.

This corridor forms an all-purpose network providing for the access and mobility needs of the commercial, industrial, and natural resource based trucking industry, local and through-tourism traffic, and commuting motorists living on or near the corridor. Specifically, the lower portion of the corridor connects the downeast coastal communities on US Route 1 and State Route 190 to Calais, and the port of Eastport to its major customer in Baileyville. The upper section of the corridor from Baileyville to Danforth provides a connection to Calais from Aroostook County. The only congestion encountered on the corridor is a stretch of US Route 1 from Calais to State Route 9 in Baileyville.

There is one High Crash Location in the corridor located in Calais.

Eastport, Calais, Baileyville, and Indian Township are the only corridor towns to have adopted both a comprehensive plan and a zoning ordinance that regulates land use beyond state mandated shoreland zoning.

The highest densities of population are found in the centers of Calais, Eastport, and Baileyville. Elsewhere, there are pockets of medium density scattered along the corridor in village centers. Between 1990 and 2003, the overall population of the corridor declined. Eastport, Calais, Baileyville, and Danforth were particularly affected. Though the population has declined, the number of people in the labor force has remained essentially static. This indicates net out migration from the area, with any job creation in the area and residents working out of the area, just balancing the losses at the Woodland forest products mills, and other employers in the area. The result of this labor force-employment pattern is to produce an increased number of longer commuting trips. The predominant mode of travel is “drove alone”.

The highest traffic volume in the corridor occurs on US Route 1, Baring 8,600 FAADT. Away from this section of highway, in the lower part of the corridor traffic volumes are in the 2,000 to 3,700 FAADT range, while in the upper part of the corridor traffic volumes ranges from 800 to 5,300 FAADT.

Coastal Canadian Corridor (Eastport to Danforth): Transportation

The map titled *Eastern Maine Needs Assessment: Coastal Canadian Corridor Transportation* shows the factored average annual daily traffic (FAADT) for 2002 at key points on US Route 1 along with the percent of heavy trucks contributing to the total traffic volume. Airports, ports and railroads, HCLs where eight or more crashes have occurred over a three year period, and the roadway Level of Service (LOS), a measure of congestion, are also shown on this map.

The highest traffic volumes on the corridor are occurring in Baring Plantation with 8,600 FAADT on US Route 1 and State Route 9. The FAADT reflects the high truck and passenger vehicle traffic traveling between State Route 9 and the international border crossing in Calais.

The lowest volumes occurring on US Route 1 are located in Brookton Township at the northerly end of the corridor with 882 FAADT.

Corridor highways are not congested, except for short durations at peak times in specific locations, such as downtown Calais. The corridor carries significant flows of truck traffic particularly between State Route 9 and the international border crossing in Calais. Delays at the border crossing are common. A new international customs facility proposed in Calais will help reduce the time it takes vehicles to cross the border.

There is only one HCL located in Calais.

The majority of the highways in this corridor operate at a LOS of B or C indicating traffic is flowing freely.

Objectives

- Continue to improve highways in this region with shoulders, drainage, and foundations.
- Pave shoulders when road is improved.
- Improve rail and truck access to the Eastport Marine facility.

Coastal Canadian Corridor (Eastport to Danforth): Land Use

The map titled *Eastern Maine Needs Assessment: Coastal Canadian Corridor Land Use Districts* shows municipally-defined districts, where they exist, within a 1,000 foot wide area along corridor highways. The corridor is served primarily by US Route 1 except at the southerly end where local roads such as State Routes 191 and 214 serve as alternatives to US Route 1. All corridor roads are rural two-lane highways. A railroad serves part of corridor entering the United States for a few miles at Calais. A marine port located in Eastport ships woods products for the mill at Baileyville.

Land use in the corridor is a mix of low density residential with commercial and retail development concentrated in the urbanized areas of Calais, Baileyville, and Eastport. Towns that have adopted comprehensive plans and local zoning, such as Calais, Baileyville, and Eastport, generally encourage residential and commercial development on US Route 1 by creating a mix of zones that permit such development within 1,000 feet of the highway. The remainder of the corridor is under low development pressures. Towns with no zoning or inadequate provisions will be unable to control the type of development that may be proposed for the corridor. None of the corridor communities have access management regulations that exceed the MaineDOT's access management standards.

Objectives

- Improve identification and interpretation of the watersheds, rivers, bays, ocean inlets and historical sites.
- Encourage retention of forestry and other economic resource-based land-uses.

Coastal Canadian Corridor (Eastport to Danforth): Economic Development

The map titled *Eastern Maine Needs Assessment: Coastal Canadian Corridor Major Employers and Housing* shows the location and relative size of major employers in the corridor and the density of housing at the census block level for 2000, which indicates where most people live within the corridor. Also shown are the percent and number of residents who work in the community in which they live.

Major employers in the corridor are located in Baileyville, Calais, and Eastport while most retail development is limited to Calais. The largest employers in the corridor include Domtar mill in Baileyville, Calais Regional Hospital, and Connors Aquaculture in Eastport. Domtar is the largest user of the port at Eastport shipping woods products via truck over US Route 1. As is the case elsewhere in Maine, manufacturing jobs have declined in the corridor while service sector jobs have increased.

The map indicates housing is dispersed throughout the corridor with heavier concentrations in the urbanized areas in Calais, Baileyville, Baring Plantation, and Eastport.

Objectives

- Promote tourism along this corridor, including the Grand Lakes and the Million Dollar View Scenic Byway.
- Facilitate cross-border trade with the Canadian Maritime Provinces.
- Need rest stops with rest rooms in throughout Washington County.

Penobscot River Corridor (Searsport to Bangor): Overview

The corridor is served by arterial roads, the Penobscot River, and railroads. The highways include US Route 1A in Bangor extending to Stockton Springs, US Route 202 in Bangor extending (and parallel to US Route 1A) to US Route 1A in Hampden, US Route 1 in Searsport extending to Bucksport, and State Route 15 in Bangor extending to Bucksport. These roads are all two-lane rural highways except for US Route 202 in Hampden which is a two-lane limited access highway and functions as a bypass around Hampden for cars and trucks. Characteristic of this type of highway, there are some narrower sections – notably where the road passes through village areas, and some curves have tight turning radii.

The corridor connects the commercial, business (including tourism), and residential activities of the coastal communities east of Belfast, to Bangor: the largest urban center in Eastern and Northern Maine. The roads form an all-purpose route catering to the access and mobility needs of abutters and longer distance travelers as well. The route is not congested, except for short durations at peak times in specific locations, especially where more urban conditions are encountered. There is also seasonal congestion on the coastal US Route 1 section of the corridor. State Route 15, on the east side of the river operates at a better level of service than the US Route 1/1A component of the corridor, while carrying a significant level of heavy trucks (10%). Part of the truck traffic on this road is associated with the paper mill in Bucksport, and the PERC waste-to-energy facility in Orrington.

Both sides of the corridor are served by active railroads. On the west side, the port at Searsport (Mack Point) is connected via MMA, and on the east, the International Paper mill in Bucksport is served by Guilford Transportation. In addition, there is some movement of goods and people on the Penobscot River. The ongoing rejuvenation of the waterfronts in Bangor and Brewer will increase passenger marine activities along the corridor.

Hampden, Orrington, Bucksport, and Verona Island are the only communities that have adopted both a comprehensive plan and a zoning ordinance that regulate land use beyond state mandated shoreland zoning.

The highest densities of population are found in the Bangor urban area. Elsewhere, there are pockets of medium density scattered along the corridor in village centers. Between 1990 and 2003, there were increases in population in all towns, though the fastest growth, relative to their size, was experienced in Winterport and Prospect. Not only has the population increased along the corridor, but the percentage of the population that forms the workforce has also increased. In addition, most of the employment in the corridor is concentrated in Bucksport at International Paper, and in Bangor. The result of this labor force-employment pattern is to produce an increased number of longer commuting trips. The predominant mode of travel is “drove alone”.

The highest traffic volumes in the corridor occur on US Route 1 Searsport: 11,974 FAADT. Away from this section of highway, there are more choices of routes and traffic volumes remain in the 4,000 to 7,000 FAADT range, except in the Bangor urban area. Outside the Bangor urban area, there is one High Crash Location, and six lengths of highway that are HCLs.

Penobscot River Corridor: Transportation

This corridor engages every mode of transportation, bounded to the north by Bangor International Airport, active rail lines on the east and west banks of the Penobscot River, increasing use of the river for excursion passenger transportation and parallel highways that are experiencing rising levels of commuters, freight and tourism.

Bucksport traffic counters indicate higher traffic volumes of trucks on Route 15 than on Route 1 (four years ago). The increase in use has probably accelerated since grade level crossings were bypassed. Bridge projects in Augusta and Penobscot Narrows are likely to increase traffic volumes as tourism increases.

Objectives

- Improve safety standards for access to Route 15 and Route 1A.
- Improve public transportation to serve the aging population, disabled and limited income populations, including expanded shuttle bus service, bus service from Bucksport to Bangor, volunteer driver and taxi services to reach dispersed rural residences.
- Increase parking at Fort Knox, Verona Island and Bucksport if tourism increases significantly.
- Weight limits on I95 should be in line with state highways.

Penobscot River Corridor: Land Use

Route 1 to the east and Route 15 to the west are both classified as arterial highways. Both corridors are seeing increasing numbers of driveways and entrances for small business and residential uses. Increasing development on these corridors presents economic opportunities for towns, but also slows transportation times and increases the challenge of providing adequate municipal services.

The impact of expanding rural residential development is already being felt by transportation and social service providers in this region. Aging in place in relatively remote rural homes requires creative solutions for transit and para-transit services to a highly dispersed elderly and disabled population.

Low density residential development is displacing traditional open space, agricultural and timber lands in this corridor. The loss of farms and forests reduces the local production of food and wood products and increases municipal service costs. Towns benefit from somewhat higher property valuations and tax revenues, but will need to consider whether they value local agriculture and whether to take steps to preserve it.

Objectives

- Encourage residential and commercial investment in service centers
- Encourage retention of farmland, forestry and other resource-based land-uses.
- Encourage safe design and location of driveways and entrances to highways to retain mobility along the arterial corridors.

Penobscot River Corridor: Economic Development

The Penobscot River Corridor is bounded to the north by the Bangor metropolitan area and to the south by the Bucksport service center. These two centers formed early on to take advantage of the power and navigability of the Penobscot River. The river still plays an important role in these two economic centers, but that role is shifting from industrial corridor to tourism and local recreational use. The loss of some paper mills along the Penobscot River has created severe economic distress, but has also opened the scenic waterfronts to new uses. Historic Fort Knox in the town of Prospect has seen rising levels of visitation and is now a popular venue for historic re-enactments and social events. The new Waldo-Hancock cable-stay bridge is expected to draw additional interest among tourists to the region.

This corridor continues to support significant industrial activity, particularly the International Paper Mill in Bucksport and the PERC waste to energy plant in Orrington. Consequently, the volume of freight along the corridor is quite high, demanding hardened roads and increased attention to safety in design and maintenance.

Objectives

- Support traditional industries with high quality transportation and communications infrastructure.
- Improve efficiency of rail service to promote expanded use for freight.
- Expand access to the Penobscot River for recreational and passenger excursions. Make the Penobscot River and Bucksport Bay a tourism destination.
- Develop trails, bikeways and other alternative corridors connecting communities, schools and venues for tourism.
- Promote school-town collaboration in providing community transit services.

Acadia Express Corridor (Holden to Bar Harbor): Overview

The US Route 1A/State Route 3 Corridor crosses Holden in Penobscot County, and Dedham, Ellsworth, Trenton and Bar Harbor in Hancock County. This corridor is the primary arterial for Hancock County, carrying millions of visitors to Acadia National Park, commuters, truck freight, and local traffic. The economic corridor's regional economic importance cannot be understated.

The axiom that "form follows function" is clearly demonstrated along the US Route 1A/State Route 3 Corridor as it changes function and design over its 41 mile length. In Holden and northern Hancock County, the corridor is posted at 55 miles per hour and has a very limited number of access points. As the corridor presses south, its design and character shifts dramatically with a particularly urban section through Ellsworth and the village of Bar Harbor.

Population growth along the corridor has been brisk. During the 1990s, when Maine grew by 4 percent, growth in the corridor towns ranged between 8.1 percent in Ellsworth and 29.2 percent in Trenton. Since 2000, growth has continued though estimates seem at odds with past trends, showing faster growth in Ellsworth and a minor reversal in Holden.

All five of the corridor communities have adopted comprehensive plans that are consistent with Maine's Growth Management legislation. Each community has also adopted a zoning ordinance that regulates land use beyond the shoreland zoning.

Economic transformation along the US Route 1A/State Route 3 Corridor is evident in many sectors. Changes in Census data between 1990 and 2000 and projections into the future all indicate that traditional, resource extraction industries are employing fewer workers while the service sector, tourism, and technology-based enterprises have dominated job growth. Annual average unemployment rates mask dramatic seasonal fluctuation in unemployment. Seasonality impacts other regional systems including housing, retail activity, and transportation. Seasonal fluctuations in the greater Bangor area are far less than the most seasonally affected towns like Bar Harbor.

Employment in Hancock and Penobscot Counties is dominated by small business, but the medium to larger establishments play a particularly important role in generating demand for secondary economic activity, transportation infrastructure, and housing. The largest employers located along the corridor include Jackson Laboratory in Bar Harbor and Maine Coast Memorial Hospital in Ellsworth. Eastern Maine Healthcare in Bangor and International Paper in Bucksport are two of the largest employers located adjacent to the corridor.

Traffic congestion along the southern-end of the corridor is fed by seasonal tourism. Congestion increasingly results from daily commuting throughout the year. Safety remains a significant concern with high crash rates along several sections of the corridor, with high speed accidents in Holden, Dedham and northern Ellsworth, and numerous low speed accidents in congested sections such as High Street in Ellsworth.

Acadia Express Corridor (Holden to Bar Harbor): Transportation

The map titled *Bangor to Bar Harbor Corridor (US Route 1A & State Route 3) Transportation* depicts existing transportation assets such as airports, ferries, rail corridors, and adjacent roadways. The map also indicates where US Route 1A and adjacent roads are classified as Mobility or Retrograde Corridors, Level of Service (LOS), factored annual average daily traffic (FAADT) for 2002 at key locations along the roadway, the percentage of heavy trucks contributing to the total traffic volume, and HCLs .

The map indicates US Route 1A from Holden to Ellsworth where US Route 1 and State Route 3 diverge is classified as a Mobility arterial.² US Route 1A in Holden, Dedham, and Trenton is classified as a Retrograde arterial.³ Holden, portions of Dedham, downtown Ellsworth, and Trenton operate at Level of Service of E while the remainder operates at LOS of D.⁴

The highest volumes (30,978 FAADT⁵) occurred on High Street in the City of Ellsworth reflecting the City's importance as a regional service center. The second highest volume (18,558 FAADT) is located at the intersection of US Route 1A and I-395 in Holden. This portion of US Route 1A is part of the east-west highway connecting the Canadian Maritimes with the Bangor area and points south. Traffic congestion continues to be a problem in Ellsworth and Trenton throughout the tourist season of Memorial Day through Labor Day. Congestion appears to peak during the afternoon commute, exacerbated in part, by expansions of the area's largest employers, Jackson Lab and Hinckley Boats.

HCLs are located along several sections of the corridor, with high speed crashes in Holden, Dedham, and north Ellsworth, and many more slow speed crashes in congested areas such as High Street in Ellsworth.

Objectives

- Reduce congestion delays on US Route 1A and State Route 3, particularly in the Ellsworth business district and the Thompson Island Bridge. Alternative strategies include road widening, better access management, and construction of a bypass. Use context sensitive design.
- Construct additional bike paths and sidewalks in Ellsworth, Trenton, and Bar Harbor.

² Mobility arterials are important highways that carry at least 5,000 vehicles per day between service centers or urban compact areas.

³ Retrograde arterials are arterial highways that have a higher access related crash-per-mile rate than the 1999 statewide average for arterials with the same posted speed limit.

⁴ Level of Service describes the operational conditions along a highway with "A" being optimal (free flowing traffic with unimpeded maneuverability) to "F" (at or over capacity, forced flow with some stoppages).

⁵ FAADT is the Factored Average Annual Daily Traffic. This is estimated using data from fixed and temporary traffic counters and adjusted by season.

Acadia Express Corridor (Holden to Bar Harbor): Land Use

Two forces are creating increasing pressures on land use along this corridor; year-round economic growth in unaffordable locations and competition for retail visibility.

Economic growth and transportation volumes are increasingly concentrated along US Route 1A and State Route 3. Job growth in export industries and tourism are concentrated on Mount Desert Island. At the same time, the high cost of land along the coast is pushing housing growth into the interior parts of Hancock County. Holden, Dedham, and towns located east and west from them are seeing growth of housing that serves labor markets in Bangor, Ellsworth, and Bar Harbor. As housing sprawls into these more affordable rural areas, commuters are experiencing longer travel distances and still long travel times.

The increasing volume of commuters along the corridor combined with more than 3 million tourists traveling to Acadia National Park each year have stimulated commercial growth along the corridor. This growth was originally concentrated along a four block section of High Street in Ellsworth, but in recent years has spread both south through Trenton and north along US Route 1A. Large tracks of land are currently for sale north along US Route 1A.

The towns have generally encouraged commercial and retail growth on the corridor by creating a variety of zones that permit commercial development within 1,000 feet of the highway.

- Holden has created a variety of zones including commercial, institutional, and village all of which will permit non-residential establishments.
- Dedham has large sections that permit commercial development, with a major exception in Lucerne-in-Maine which is residential and open space.
- Ellsworth recently completed a new future land use map that designates large sections of north Ellsworth as rural residential and resource protection.
- Trenton uses a variety of zones including gateway commercial, rural commercial, airport industrial, business park, and village that regulate commercial development.
- Bar Harbor has a large number of specific zones such as Salisbury Cove Corridor and Bar Harbor Historic. Commercial development is permitted along State Route 3 attracting significant number of hotels, restaurants, campgrounds, and other non-residential uses.

All of the towns on this corridor are grappling with the benefits and costs of commercial development. Property taxes, employment opportunities, and retail convenience are among the benefits, while traffic congestion and rising costs of providing services present challenges.

Objectives

- Increase access management to improve highway efficiency.
- Resolve congestion along Route 1A through Ellsworth and Trenton.
- Construct additional passing lanes in North Ellsworth.
- Protect scenic vistas and other historic resources.

Acadia Express Corridor (Holden to Bar Harbor): Economic Development

The map titled *Bangor to Bar Harbor Corridor (US Route 1A & State Route 3) Employment and Housing* indicates the location and relative size of major employers in the corridor and the density of housing at the census block level for 2000, which indicates where most people live within the corridor. Also shown are the percent and number of residents who work in their home town.

Employment in Hancock and Penobscot Counties is dominated by small business, but the medium to larger establishments play a particularly important role in generating demand for secondary economic activity, transportation infrastructure, and housing. Some of the major employers have become partners in helping to solve transportation challenges. Jackson Lab, the corridor's largest employer with over 1,200 employees, now supports workforce buses traveling from Cherryfield, Franklin, and Bangor. Other employers encourage carpooling and ridesharing.

Sales activities along the corridor have increased significantly over time. Like unemployment rates, there are dramatic differences among the towns. Coastal communities, like Bar Harbor and Trenton experience the majority of their taxable sales during the summer and early autumn. Many businesses close during the winter months, generating no economic activity during the off-season. Ellsworth, in the middle of the corridor, experiences two important seasons for taxable sales, the summer and the holiday shopping season in November and December. While the latter is not of particular concern for transportation, the summer peak in retail activities is concurrent with some of the heaviest periods of traffic congestion. High levels of traffic congestion can act to discourage discretionary trips into retail centers.

The map indicates areas of relative housing density and dispersion along the US Route 1A/State Route 3 Corridor. Recent trends in this region are leading to more dispersed housing patterns, with rural areas converting into low density suburbs. Dispersed settlement is putting additional pressures on un-signalized intersections up and down the corridor. In some instances the newly established residents are calling for additional traffic signals and lowered speed limits to improve their access to the corridor.

Objectives

- Promote car-free tourism with expanded bus, ferry, and bicycle infrastructure.
- Encourage job creation that is year-round to mitigate the impact of this highly seasonal economy.
- Consider extending the Acadia Scenic Byway further into Trenton in coordination with intermodal planning.

Downeast Coastal Corridor (Bangor and Ellsworth to Calais): Overview

The Downeast Coastal Corridor includes the major east-west connections crossing Hancock and Washington Counties as a group. Included in this broad corridor are US Route 1 from Bucksport to Machias and on to Calais, State Route 9 from Bangor to Calais, the Calais Branch Rail alignment from Bangor to Calais as well as several major collector highways that serve as connectors and short-cuts.

US Route 1 and State Route 9 carry different mixes of passenger and freight traffic, provide users with different driving experiences and with planning should prove to be compliments rather than competitors.

US Route 1 crosses through the most populated towns in Hancock and Washington Counties, carries relatively high volumes of passenger traffic and carries significant tourist traffic during the summer and early autumn.

Recent improvements to State Route 9 have significantly improved travel time between Bangor and Calais. State Route 9 now serves as the primary east-west highway connecting Nova Scotia with Bangor, I-95 and US Route 2 to New Hampshire. State Route 9 carries a relatively high volume of truck traffic, but is largely unpopulated.

The Calais Branch Railway has been out of service for two decades, but has potential to provide an important third alternative either as restored railway or as a shared use trail. There are also a number of connector roads that connect coastal towns with the interior State Route 9.

This aggregate corridor is critical to the downeast regional economy. Several themes emerged during public meetings that suggest ways to increase regional economic viability.

State Route 9 Detail

The corridor is served by major roads that also comprise Maine's easterly segment of its East-West Highway: I-395 in Bangor extending to US Route 1A in Brewer; US Route 1A in Brewer extending to State Route 46 in Holden; State Route 46 in Holden extending to State Route 9 in Eddington; State Route 9 in Eddington extending to US Route 1 in Baileyville; and US Route 1 in Baileyville extending to the US-Canadian border crossing in Calais, Maine.

The State Route 9 Corridor is a major link supporting international trade between the United States and the Canadian Maritime Provinces. The roads form an all-purpose network catering to the access and mobility needs of the commercial, industrial, and natural resource based trucking industry, local and through-tourism traffic, and commuting motorists living on or near the corridor. Truck traffic along the corridor is significant reaching 11% of the traffic on State Route 9 in Eddington. The roads are not congested, except for short durations at peak times in specific locations, including US Route 1A in Holden, and sections of US Route 1 in Baileyville, Baring, and Calais.

Bangor, Brewer, Holden, Baileyville, and Calais are the only towns that adopted comprehensive plans and land use ordinances creating zones or districts beyond state mandated shoreland zoning. Brewer and Holden have also incorporated limited access management standards into their zoning ordinances along US Route 1A. MaineDOT's access management regulations apply to US Route 1A in Brewer and Holden and US Route 1 in Baring and Calais. Mobility along State Route 9, though a major arterial, is not protected by access management regulations due to traffic volumes that are below the threshold set by MaineDOT.

The highest densities of population are found in the Bangor urban area, in Calais, and in Baileyville. Elsewhere, there are very small pockets of medium density scattered along the corridor in village centers. Between 1990 and 2003, the corridor lost population, with the losses concentrated at its eastern end. There is evidence of some small increase in the populations of small towns on State Route 9 close to Bangor.

Not only has the population decreased along the corridor, but the percentage of the population that forms the workforce has also decreased. In addition, most of the employment in the corridor is concentrated in the Bangor urban area, with another significant employment cluster in the Calais area including the forest products complex in Baileyville. The result of this labor force-employment pattern has been to produce fewer but, on average, longer commuting trips. The predominant mode of travel is "drove alone". No public transportation systems serve any of the highways in this corridor.

The highest traffic volumes in the corridor occur on State Route 9: ranging from 10,210 FAADT in Brewer to 2,745 FAADT in Wesley. The traffic volume on US Route 1 on the west side of Calais is 8,897 FAADT.

There are many High Crash Locations in the Bangor area, but the rest of the corridor has only one in Calais, and one in Holden.

Downeast Coastal Corridor (Bangor and Ellsworth to Calais): Transportation

The East-West Downeast Coastal Corridor includes two arterial highways and one unused rail corridor. The two arterials are connected by several collector highways that have emerged as priority corridors for coastal communities seeking faster connections to Bangor and Calais.

The transportation map indicates that average traffic volumes are highest in the more urban centers of Bucksport, Bangor, Ellsworth, and Calais. Seasonal variation in traffic volumes is greatest in the more heavily tourists section along US Route 1, particularly High Street in Ellsworth where US Route 1 and US Route 1A are combined through the commercial center.

Road surface conditions vary dramatically along the corridor. State Route 9 has been substantially rebuilt during the past decade. Passing lanes, paved shoulders and smooth driving conditions prevail through most of the Bangor to Calais run. US Route 1 has several sections that are still classified as “un-built”, primarily in Washington County. These sections present significant impediments to safety and capacity of the road to handle freight.

Crash rates along the arterials of the Downeast Corridor are highest in the most heavily congested areas, particularly High Street in Ellsworth. The severity of accidents is higher where traffic speeds are at their maximum, including large sections of State Route 9 and open portions of US Route 1.

Objectives

- Improve overall condition of US Route 1, including better travel surface, shoulders, and guardrails.
- Strengthen the connector roads between US Route 1 and State Route 9. These include US Route 1A in Hancock County, State Route 182, State Route 191, State Route 192, and State Route 193 in Washington County.

Downeast Coastal Corridor (Bangor and Ellsworth to Calais): Land Use

The density maps for the downeast coast illustrate a pattern of population centers in Bucksport, Bangor, Ellsworth, Machias, and Calais, each separated by twenty miles or more by a succession of small towns and open space.

Resource based industries, particularly wood products and fisheries, continue to play a very big role in the use of land. More than eighty percent of the corridor is forested and much of that is managed by commercial forest products companies. Fishing piers, ship building, seafood processing, and other marine dependent industries occupy many of the coastal harbors.

Rising demands for shoreland development of summer residences, interior development of year-round affordable housing, and road-side development of retail and service businesses are displacing historic open space and marine dependent industries. This transition places new stresses on the economy, transportation, and the natural environment. The value of coastal property has increased annually by double digits in many communities, often pushing up the taxes on properties beyond the means of their current occupants. Small interior towns often lack adequate municipal administrative and service capacity to manage demands for subdivision and development of heretofore undeveloped timberland.

The downeast region has a long history of local control and minimal regulation of land use. Most of the larger towns and cities along the corridor are actively engaged in managing land use, though in many cases they have only limited tools. The planning boards of the smaller towns are also responsible for oversight of development, but often work only with town wide development standards and state shoreland zoning regulations. Even these minimal standards can prove burdensome for volunteer planning boards to administer.

Development along the arterial US Route 1 and State Route 9 Corridors as well as connector roads like State Routes 182, 191, 192, and 193 requires driveway or entrance permits. These permits, issued by MaineDOT are more restrictive in cases where speeds, traffic volumes and crash rates are high. For many towns in this region, other than shoreland zoning, the driveway permit can be a significant checkpoint for development.

Objectives

- Enhance tourism through transportation corridor development. Strategies include creating thematic nature based and history based tours, rail-to-trail conversion, access for walking and bicycling and alternative transportation modes, increase access to marine transportation, and support scenic byways.
- Improve communications access. There are many locations along these corridors that are dead-zones for cell phones. These dead zones present some security concerns for vehicle break downs.

Downeast Coastal Corridor (Bangor and Ellsworth to Calais): Economic Development

Economic growth in Hancock County is similar to growth statewide. Population growth during the 1990s was more than double the state rate. Washington County experienced little change in overall population size, with significant increases in average age and pending population declines. The economy of Washington County has been slow as well, with job losses in traditional industries and few emerging opportunities for new employment. Economic growth in Penobscot County falls between Hancock and Washington Counties.

The Downeast Coastal Corridor crosses six economic labor sheds and skirts several others.

Bucksport (4,908) – an economic region anchored by the International Paper Mill. Economic activity is relatively stable year-round, with a gradual path to economic diversification.

Bangor (31,473) – the metropolitan center for downeast Maine. Economic activity is stable, with significant increases in service sector employment and losses in manufacturing.

Ellsworth (6,456) – the primary service center for Hancock County. Ellsworth employment is dominated by service sector jobs and experiences significant seasonal employment cycles.

Milbridge (1,279) – a small service center for a region that has a high percentage of the workforce employed in fishing and seafood processing. Retail activity has shifted to a shopping center in Columbia and higher levels of retail activity in Ellsworth and Bangor.

Machias (2,353) – the county seat for Washington County is primarily a center for service sector employment. Machias also hosts the University of Maine-Machias Campus.

Calais (3,447) – a major international crossing with Canada, Calais lost population and economic activity in the 1980s and 1990s, but has shown signs of recovery in recent years.

Interspersed between these service centers are many small towns that are transitioning from independent centers of economic production in agriculture – principally blueberries, fisheries – principally lobsters and clams, lumber and mining to a more significant role as residences for service center workers and retirees, summer residences, and small retail and service businesses. The populations of rural towns on the immediate periphery of Bucksport, Bangor, Ellsworth, and Calais are growing at faster rates than the service center populations. The Bar Harbor-Southwest Harbor and Blue Hill-Stonington service centers lie just south of the Downeast Corridor and highly connected with it. Jackson Laboratory with 1,500 employees is located in Bar Harbor.

The three east-west alignments of the Downeast Coastal Corridor each play a distinct role in the regional economy. US Route 1 crosses most of the coastal population centers and carries the majority of east-west passenger transportation. State Route 9 has emerged as an important east-west freight route for movement of goods between the US and Canada. State Route 9 is also the most efficient passenger route connecting Bangor with most towns in Washington County.

Objectives

- Increase access management to improve highway efficiency.
- US Route 1 has a major bottleneck passing through Ellsworth and several sections where passing lanes are recommended.
- Promote car-free tourism with better bus, ferry, and bicycle infrastructure.
- Construct additional infrastructure for tourism, such as scenic turnouts and restrooms.

Appendices

Project Methodology

Step 1: Define Corridors

Complete by June 2004

Project team staff preliminarily identified the most important corridors in their respective sub-regions within the eastern Maine EDD.

Step 2: Public Involvement Part A:

Complete by October 2004

Public participation efforts will consist of a combination of mail surveys, individual interviews (telephone or in-person), and meetings with existing community organizations, committees, and other interest groups. The purpose of the public input process will be to introduce the needs assessment project to the general public, special interest groups, CEDS, community and multi-community organizations, and to gather initial feedback on: 1) refining the proposed corridors; 2) identifying significant land use, economic, and transportation variables to be incorporated in our inventory; 3) identifying local and regional concerns related to the major corridors, and; 4) identifying significant constituencies such as freight carriers, transit riders, business, and tourism that have not yet been contacted but should be involved in this project. This phase of public participation will be conducted so as to comply with the Maine Sensible Transportation Policy Act (STPA) by soliciting input from individuals or groups representing planners, environmentalists, business and commerce, different transportation modes, historic preservation, the elderly, the disabled, and other diverse interests.

The second phase of public outreach is to conduct meetings aimed at obtaining input from the general public. Meeting dates and locations will be advertised in local newspapers. The purpose of the meetings is to obtain the general public's input on the regional corridors identified in Steps 1 and 2/Part A.

Step 3: Inventory Collection and Description

Complete by November 2004

The project team will compile a comprehensive inventory of economic, land use and transportation data for each of the proposed corridors. Data will be presented in both map and tabular formats.

Maps will include:

- Airports.
- For arterials and collectors listed above: classifications (retrograde, mobility, built, unbuilt), CUL, municipally-defined growth/rural areas and/or land use zones/districts, LOS, HCL (types, causes), and at select locations: FAADT, %HT, freight movement (as available).

- Marine and port facilities: ferry routes and terminal locations.
- Rail lines: status, owners, operators, crossings.
- Major Employers

Tables will include:

- Airport master plan summary inventory (capacity, volume, expenses) and summary recommendations.
- Commuting method, time, and journey to and from work of residents (1990-2000).
- Housing Unit totals and growth by community within each corridor (1990-2000) and housing building permits issued to 2003.
- Labor Market size and composition by community in each corridor and by LMAs.
- Largest Employers by corridor and region and sector.
- Marine by route: volume, schedule, revenues, and expenditures.
- Municipal Comprehensive Plan and Land Use Ordinance status (2004).
- Population Change by town and region (1990-2003 Census estimated).
- Roadway Safety: types, causes, costs of crashes (most recent 3-yr period available).
- Total taxable and retail sales by community within each corridor (2003).
- VMT change by County (1990-2000 or later if available).

Step 4: Analyze Inventory

Complete by January 2005

The project team will develop an analysis of key trends based upon inventory data collected during Step 3. The analysis will indicate the demands placed on transportation infrastructure and determine the extent to which the system is adequately and safely meeting current and forecasted demands of the different sectors of the population, businesses, and industry.

The project team will categorize, where appropriate, the issues, goals, and other comments obtained during public outreach into a priorities matrix containing regional economic goals and strategies identified by CEDS in the 2002 Eastern Maine Economic Strategy. The purpose of this activity is to provide the CEDS Steering Committee an indicator of public sentiment as it relates to CEDS goals and strategies. Further, the project team will develop, based upon public input and inventory analysis, a set of draft economic, land use, and transportation goals and objectives for each corridor.

The matrix containing CEDS goals, public input, and draft corridor goals will be utilized in Step 5 to prioritize EDD corridors and corridor objectives.

Step 5: Public Involvement Part B: Present and discuss inventory and analysis and prioritize needs.

Complete by February 2005

Public participants, including the CEDS Steering Committee, towns and/or groups of towns within each corridor, and interest groups (noted above) will help to define priorities for their corridors and for eastern Maine. These priorities will be summarized by constituent group and sub-region.

The project team anticipates meeting with the CEDS Steering Committee twice: the first meeting will be informational and to appoint a transportation sub-committee while the second meeting will be to present the sub-committee's priority recommendations back to the full CEDS committee.

The transportation sub-committee will hold approximately four meetings utilizing two to three meetings for education on transportation issues. Personnel from MaineDOT and the project team will educate the sub-committee on topics such as access management, land use, and regional modal issues. Former RTAC members, due to their knowledge of their respective regions, who wish to continue offering assistance will be encouraged to participate as part of the sub-committee.

The CEDS Steering Committee, based upon the findings of the transportation sub-committee, will provide final recommendations for priority corridors and corridor goals and objectives for the eastern Maine EDD.

Step 6: Integrate Publicly Defined Needs into Report, Finalize, and Present Report to MaineDOT and CEDS Steering Committee and the Public
Complete by April 2005

In this step the inventory, analysis, public input and priorities will be summarized and employed to recommend strategies for improvements to the transportation system. The summary will suggest federal, state and local sources of support. The final report will include recommendations for municipal involvement in corridor preservation such as municipal land use implementation strategies (ordinance amendments, easements, etc.) to protect and enhance any proposed state investments.

Transportation Needs Survey 2004 – 2005

This survey is being conducted to determine the transportation needs of residents and businesses within the region and to help Maine DOT prioritize projects in the region and statewide.

1. How would you rate the overall condition of Maine’s highways, such as I-95 and principal roads such as Rte 1, Rte 3, Rte 15, and Rte 9? Would you say that they are...
 1. Very poor
 2. Poor
 3. Fair
 4. Good
 5. Excellent

2. What state highways do you (or members of your household) use most often? (SPECIFY HIGHWAY NAME OR NUMBER) # _____ # _____ # _____

3. As a taxpayer, which of the following transportation improvements should be the state’s top priority? **CIRCLE JUST ONE RESPONSE**

1. East-West transportation connection improvements
2. North-South transportation connection improvements
3. Alleviating congestion in town and city centers by building bypasses
4. Community amenities such as pedestrian and bicycle path improvements
5. Passenger transportation such as local bus system & passenger rail improvements
6. Improvements to existing rural highways
7. Improvements in freight trains and marine shipping facilities

4. How often do you or members of your household use the following transportation to get to shopping, school or work? **Select one response per row.**

	Never	A few times a year	A few times a month	A few times a week	Almost every day
<i>Your household’s car</i>					
<i>Car pool in someone else’s car</i>					
<i>Bus, van pool or train</i>					
<i>Bicycle</i>					
<i>Walk to shopping, school or work</i>					
<i>Other transportation: please specify</i>					

5. Of the list I read above, is there some form of transportation that you would use more if you could?

1. YES If YES, Please specify

2. NO _____

3. DON’T KNOW

6. *In which municipality do you live? _____*
7. *If you work, in which municipality do you work? _____*
8. *What type of public transportation, if any, would you want to use on a regular basis, if it were available in your community and region? _____*
9. *On the State Roads you use most often, Question 2 above, what concerns you?*

SELECT ONE RESPONSE PER ROW

<i>Issue/Your Concerns</i>	<i>Yes – Often</i>	<i>Yes-Sometimes</i>	<i>Rarely</i>	<i>Never</i>
<i>A. Traffic congestion</i>				
<i>B. Safety</i>				
<i>C. Speeding</i>				
<i>D. Shoulders too narrow</i>				
<i>E. Shoulders too wide</i>				
<i>F. Access to existing businesses (entrances/exits) unsafe</i>				
<i>G. Access for proposed businesses (entrances/exits) too restrictive</i>				
<i>H. Access to existing homes (driveways) unsafe</i>				
<i>I. Access for proposed homes (driveways) too restrictive</i>				
<i>J. Winter maintenance/ plowing</i>				
<i>K. OTHER:</i>				

10. *Of these issues and concerns, which is most important to you?*

11. *What do you think is the best solution for this problem?*

12. *What steps can you take to make this solution happen?*

13. *What is the best way to keep you informed of transportation issues in your town, county or state?*

Thank you for taking the time to complete this survey. Please return the survey to the Hancock County Planning Commission, 395 State Street, Ellsworth, ME 04605. For more information please call Jim Fisher at 667-7131 or send email to jfisher@hpcme.org. You can see maps and other planning documents at www.hpcme.org/transportation/needs.