

# *Appendix 6 - Goals, Objectives & Strategies*

## **1. Ensure a safe and secure transportation system**

- 1.1 Reduce crashes, injuries and fatalities on Maine's highways
  - 1.1.1. Reduce fatality rate
  - 1.1.2. Increase safety belt use
  - 1.1.3. Reduce economic impact of crashes to society
  - 1.1.4. Reduce crashes involving large animals; develop action plan
  - 1.1.5. Reduce speed-related crashes
- 1.2 Decrease lane departure crashes, injuries and fatalities
  - 1.2.1. Provide median cable guardrail on sections of interstate highway where vulnerability to head-on crashes exists
  - 1.2.2. Install centerline and edge line rumble strips where crash histories indicate there is a high rate of serious head-on or run-off-road crashes
  - 1.2.3. Provide low cost solutions such as retroreflective signs, reflective inserts on guardrails, improved pavement markings and safety-edge pavement treatment on selected corridors
- 1.3 Decrease bicycle and pedestrian injuries and fatalities from crashes
  - 1.3.1. Reduce bicycle and pedestrian fatalities and injuries
  - 1.3.2. Provide safe access for bicyclists and pedestrians
- 1.4 Improve work zone safety
  - 1.4.1. Provide MaineDOT field worker training in work zone signage and safety
  - 1.4.2. Reduce the number of work zone crashes
  - 1.4.3. Implement intelligent transportation systems (ITS) in work zones
- 1.5 Increase airport safety at all 36 publicly-owned commercial and general aviation system airports in Maine, and increase personal security in airport parking lots
  - 1.5.1. Provide clear approaches on primary runways
  - 1.5.2. Meet all runway and taxiway requirements
  - 1.5.3. Meet runway safety area standards
  - 1.5.4. Provide pavement condition index of 70 or greater for primary runways
  - 1.5.5. Meet National Fire Protection Association guidelines at airports providing fuel
- 1.6 Provide a safe transit system with safe and secure intermodal connections
  - 1.6.1. Develop and implement an accident reporting system
  - 1.6.2. Provide lighting and other safety-related investments at intermodal connections (e.g., parking lots, etc.)
- 1.7 Improve assessment of crash safety needs and provide broader accessibility to data
  - 1.7.1. Work with other agencies to improve data collection to better link crash data -- road conditions, driving record information and injury information
  - 1.7.2. Develop an integrated crash data system with other agencies
- 1.8 Improve security and plan for disaster response
  - 1.8.1. Develop and implement a security and disaster response plan for a discrete list of key pieces of transportation infrastructure
  - 1.8.2. Support the Maine Emergency Management Agency (MEMA) in the development of evacuation plans for areas with limited egress such as Maine's coastal peninsulas and river valleys
  - 1.8.3. Prioritize transportation infrastructure improvements to meet geometric standards on MEMA HazMat routes (including rail), per MEMA survey of hazardous material movements in Maine
  - 1.8.4. Develop protocols and the capacity for 511 to assist in incident management and evacuations
  - 1.8.5. Install fully integrated dynamic message signs at strategic locations to improve safety and mobility during evacuations

- 1.9 Ensure marine transit and state ferry safety and security
  - 1.9.1. Comply with all U.S. Coast Guard regulations
  - 1.9.2. Develop safety and security plans for intermodal connections

**2. Ensure the sustainability of Maine’s transportation systems**

- 2.1 Preserve and maximize operational efficiency of all transportation modes
  - 2.1.1. Develop and implement corridor management plans for all *Corridors of Regional and Economic Significance for Transportation*
  - 2.1.2. Implement projects in the Statewide Intelligent Transportation Systems Operations and Integration Plan that will improve mobility and safety, and encourage transit usage
  - 2.1.3. Ensure that 50% of the transit fleet still retains more than 50% of useful life at all times
  - 2.1.4. Update the *Explore Maine* transit plan
- 2.2 Develop management plans for key elements of the state’s transportation infrastructure (e.g., interstate, key bridges)
  - 2.2.1. Identify key elements of the transportation network
  - 2.2.2. Develop long-term facility-specific management plans for those elements
- 2.3 Adhere to Resource Allocation Policy (maintenance- and preservation-first)
  - 2.3.1. Maintain the serviceability of substandard portions of the highway network through the application of maintenance surface treatments
  - 2.3.2. Maintain all transportation infrastructure according to established level of maintenance service criteria
  - 2.3.3. Increase the service lives of bridges to the maximum extent possible through maintenance preservation techniques
  - 2.3.4. Replace bridges as needed, focusing first on *Corridors of Regional and Economic Significance for Transportation*
  - 2.3.5. Maintain the state’s investment in sections of highways built to modern standards in a cost effective manner though the timely application of pavement preservation treatments
  - 2.3.6. Maintain state-owned railroads and railroad bridges at a Class III level for passenger service
  - 2.3.7. Support a pavement management program for publicly owned commercial and general aviation airports
- 2.4 Identify new funding sources to support the capital, maintenance and operational costs of strategic transportation improvement programs and investments
  - 2.4.1. Continue to work with the governor’s office and legislative leadership to evaluate methods to secure increased and sustainable funding sources
  - 2.4.2. Investigate and evaluate alternative funding options
  - 2.4.3. Continue to develop public-private partnerships
- 2.5 Seek and implement cost-effective innovative solutions on a life-cycle basis
  - 2.5.1. Review and update the rural state and federal highway classification system
  - 2.5.2. Remove unnecessary and redundant roads and structures from the network
- 2.6 Provide an airport system that adequately serves current and forecast demand
  - 2.6.1. Provide adequate airside capacity at system airports
  - 2.6.2. Provide adequate landside capacity at system airports
  - 2.6.3. Provide adequate auto parking at system airports
  - 2.6.4. Provide adequate terminal/administration buildings at system airports
  - 2.6.5. Provide an airport system that is easily accessible to Maine’s population from both the ground and the air, including special use aviation accessible

### **3. Promote economic vitality and competitiveness through transportation investments**

- 3.1 Invest in highways and bridges key to Maine's economy
  - 3.1.1. Incorporate economic and environmental factors into MaineDOT's long-range planning process
  - 3.1.2. Continue to outline and implement ecological approaches to transportation system development decisions
  - 3.1.3. Reconstruct substandard portions of arterial highways per regional council priorities
  - 3.1.4. Reduce the number of posted roads on key economic corridors
  - 3.1.5. Improve or replace bridges that are impeding free flow of goods, services or people
  - 3.1.6. Implement a targeted program to construct climbing/passing lanes
  - 3.1.7. Develop and implement a corridor preservation program
  - 3.1.8. Manage traffic congestion growth
  - 3.1.9. Develop and implement a "Roads for Jobs" program
  - 3.1.10. Improve the shoulder and sidewalk network for bicycle and pedestrian access
- 3.2 Provide freight shipping choices
  - 3.2.1. Invest in freight intermodal connections
  - 3.2.2. Purchase key rail corridors as they become available and maintain all rail investments
  - 3.2.3. Develop principal truck and rail connections to each cargo port
  - 3.2.4. Support the marine highway through public-private partnerships and infrastructure investments
  - 3.2.5. Invest in cargo port infrastructure including dredging to deepen navigable ways
  - 3.2.6. Invest in improved port infrastructure
  - 3.2.7. Complete and implement the *Northeast CanAm Connections East-West Corridor Study*
- 3.3 Invest in airports where air travel is key to the Maine economy
  - 3.3.1. Protect and support airports that maintain the flexibility to respond to changes in future needs in Maine, while considering the environment
  - 3.3.2. Develop airport master plans as defined by the Maine Aviation System Plan Update
  - 3.3.3. Ensure system airports have compatible land use planning
  - 3.3.4. Ensure system airports are recognized in local comprehensive planning
  - 3.3.5. Provide fueling services at Level I, II & III airports
- 3.4 Invest in public transit in support of journey to work and access to business centers and tourism
  - 3.4.1. Expand the capacity of existing and create new intracity transit systems
  - 3.4.2. Develop commuter rail service
  - 3.4.3. Extend passenger rail services north of Portland to Brunswick
  - 3.4.4. Extend passenger rail services north of Portland to Auburn
  - 3.4.5. Expand cruise ship facilities
  - 3.4.6. Improve connectivity to existing intermodal facilities and construct new facilities
  - 3.4.7. Develop new intercity bus services
  - 3.4.8. Expand *Go Maine* rideshare services
- 3.5 Provide transportation options to and within tourist and recreational areas of Maine
  - 3.5.1. Develop seamless transit connections between service centers, intermodal facilities, communities and major tourist destinations
  - 3.5.2. Implement MaineDOT's *Three Trails of Statewide Significance* Trail Initiative
  - 3.5.3. Reduce seasonal congestion in Acadia National Park
  - 3.5.4. Reduce congestion in travel corridors by implementing transit services
  - 3.5.5. Develop and operate transit routes in the Midcoast Region
  - 3.5.6. Develop new passenger intermodal facilities in Auburn, Augusta, Bangor, Ellsworth and Trenton

- 3.6 Improve transportation efficiencies between areas that support natural resource industries and industrial centers
  - 3.6.1. Expand Maine’s Industrial Rail Access Program (IRAP)
  - 3.6.2. Expand Maine’s Small Harbor Improvement Program (SHIP)
- 3.7 Promote traditional and emerging business (e.g., research and development) through investments in innovative technologies
  - 3.7.1. Continue and expand on partnerships with the Maine Technology Institute, the Maine Composites Alliance and emerging businesses
  - 3.7.2. Continue and expand partnerships with the University of Maine Advanced Structures and Composites Center and the composite industry to develop new and innovative uses of composite technologies in transportation
- 3.8 Invest in quality community centers
  - 3.8.1. Continue to develop strong relationships with Maine’s six economic development districts
  - 3.8.2. Develop relationships with stakeholders and trade organizations representing Maine’s key economic growth centers or sectors
  - 3.8.3. Expand the Community Investment Sharing and Community Livability Studies Programs
  - 3.8.4. Support and administer the Safe Routes to School Program
  - 3.8.5. Implement the Transit Needs Study
  - 3.8.6. Improve access for pedestrians and bicyclists in village areas
  - 3.8.7. Continue to fund the Local Roads Center (LTAP)
- 3.9 Invest in visitor facilities that are eligible for federal and state highway funding that are associated with *Corridors of Regional Economic Significance for Transportation*
  - 3.9.1. Implement the State Visitor Information Center (VIC) Plan
  - 3.9.2. Develop and implement a strategic plan for scenic byways
  - 3.9.3. Continue to implement statewide rest area improvements
  - 3.9.4. Maintain and improve the regional visitor orientation and destination signage
- 3.10 Encourage mutually beneficial partnerships
  - 3.10.1. Continue to work with the Maine Turnpike Authority to identify potential funding and other opportunities
  - 3.10.2. Continue to work with Maine shippers to identify potential funding and other opportunities for rail, port, intermodal connections and other infrastructure improvement investments

**4. Develop and implement transportation programs that enhance quality of life**

- 4.1 Encourage compact land use patterns to maximize transportation efficiency and improve neighborhood environments
  - 4.1.1. Incentivize land use activities that create safety, capacity or other operational benefits
  - 4.1.2. Continue to fund the Community Gateways Program
- 4.2 Provide transportation and environmental/cultural stewardship
  - 4.2.1. Increase the number of public transit buses running on clean fuels
  - 4.2.2. Adequately fund commuter options and programs that reduce dependency on single occupancy vehicles
  - 4.2.3. Modify MaineDOT’s fleet to run on clean fuels
  - 4.2.4. Pursue research and collaboration to find efficient, environmentally-friendly winter deicing chemicals/practices
  - 4.2.5. Continue to partner with other state agencies to improve recreational access associated with MaineDOT infrastructure
  - 4.2.6. Continue to implement and expand MaineDOT’s Environmental Management System
  - 4.2.7. Develop and adopt a historic bridge action plan
  - 4.2.8. Continue to invest in Maine’s Surface Water Quality Program

- 4.2.9. Finalize the state’s involvement in the Municipal Sand-Salt Facility Program
- 4.2.10. Support forest fire spotting activities at system airports
- 4.3 Provide equitable access and choice for all travelers, including Maine’s aging population
  - 4.3.1. Work with stakeholder groups to develop and implement a plan to support the unique transit needs of Maine’s growing aging population
  - 4.3.2. Review and modify Maine’s Highway Design Guide to address the less acute vision and reaction times of Maine’s elderly drivers
  - 4.3.3. Support “LifeFlight of Maine” at system airports
- 4.4 Provide healthy transportation choices, such as bicycle and pedestrian facilities
  - 4.4.1. Implement MaineDOT’s shoulder and sidewalk policies to provide safe pedestrian and bicycle access throughout the transportation system
  - 4.4.2. Continue to invest Maine’s transportation enhancement funds and seek alternative funding to support bicycle and pedestrian facilities
- 4.5 Proactively plan transportation investments to minimize impacts to and by climate change
  - 4.5.1. Assess the current infrastructure’s ability to handle worst-case climate change scenarios, identify potential threats and weaknesses and plan according to the level of risk
  - 4.5.2. Lower VMT growth by promoting transit-oriented planning to increase transportation efficiencies and reduce sprawl
  - 4.5.3. Increase the use of low-GHG in the MaineDOT truck fleet and other vehicles and invest in low-GHG infrastructure for MaineDOT fleets, and share with other large fleet users (e.g., school buses and other forms of public transit)
  - 4.5.4. Develop policies to reduce the idling of MaineDOT’s truck fleet and other vehicles
  - 4.5.6. Evaluate concrete and other construction product specifications to reduce GHG emissions and improve efficient use of products

## **5. Enhance public awareness and participation**

- 5.1 Ensure early and effective stakeholder involvement in the development and implementation of MaineDOT plans, projects and programs
  - 5.1.1. Update MaineDOT’s written public involvement plan, to include the enhanced role of the economic development districts, regional planning organizations, and metropolitan planning organizations
  - 5.1.2. Develop a tool box for project managers that describes various effective methods of public input and involvement
- 5.2 Provide effective communication and information to the public and stakeholders
  - 5.2.1. Publish report cards on progress toward delivering MaineDOT’s goals in this plan
  - 5.2.2. Encourage mutually beneficial partnerships and increase the benefit of MaineDOT’s programs to Maine’s communities and economy by promoting the coordination of financial resources from other local, state and federal programs