

Transportation Focus Groups

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Kittery Trading Post Conference Room

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Group One

1. Role of Maine and New Hampshire Metropolitan Planning Organizations (MPOs)
 - a. Need for more formal meetings 2 to 3 times per year
2. Examine existing bi-state transportation infrastructure (SPINES of region)
 - a. Overutilized: railroad and Interstate 95 highway
 - b. Underutilized: waterways, branch railroads, such as Hampton
 - c. Look at airway capacity
 - d. Smaller capacity modes filling up from overflow or avoidance behavior
3. Role of energy efficient operations
 - a. Find a balance to prevent congestion
 - b. Assist economic development through energy efficiency and mobility
4. Consider existing transportation studies within region in discussion and actions
 - a. Route 1 Study in New Hampshire expanded into Maine
 - b. Route 236 Study includes New Hampshire input
5. Boston influences region as its suburbs expand into York County, Maine
 - a. Need to include Massachusetts in our dialogue
 - b. Provider of jobs
 - c. Role of tourism
 - d. Linkage to Boston through high speed ferry services for jobs and tourists
6. Role of \$\$\$
 - a. Cost of projects increasing due to inflationary items
 - b. Federal funds are not adequate and are decreasing
 - c. Need to rewrite aspects of New Hampshire legislation
 - d. Constraints with New Hampshire state funds
7. Downeaster as model of public and private partnership
 - a. Catalyst for redefining intermodal
 - b. Focus on more modest projects, similar to Downeaster
 - c. Need for government sponsored entity to seed projects, such as pilot project funded through CMAQ (Congestion Mitigation Air Quality)
 - d. Need for trial period for projects as it takes time to build trust and use of system and change perceptions and behavior
8. Energy: need for a bold statement
 - a. Currently an oil-based system
 - b. Use of carrot – incentives: have \$\$ on the table
 - c. Use of more incentives at the beginning stages
9. Actions
 - a. Education process is the key element to change perceptions
 - b. Energy is the crisis du jour: what are the longterm drivers? Is it energy?
 - c. Use of community building approaches, such as ACT for human services transportation needs
 - d. Federal delegations from Maine and New Hampshire meeting to discuss specific transportation issues

Group 2

1. Role of tourism and transportation: region is the Boston Corridor
 - a. Linkage from Newburyport, Massachusetts to Portland, Maine
 - i. Get rid of tri-state rivalry
 - b. Brand the area: Historic New England Seacoast – Route 1 Corridor
 - i. Liabilities are the blighted areas; Opportunities are the scenery and historic buildings and structures
 - c. Market as New England Village concept
 - i. Build transportation systems to support this concept
 - ii. Multigenerational downtown
 - iii. Demand Cycle creates major changes in downtowns
2. Region developed historically from a north – south axis with ports and movement inland
 - a. Historic pattern still exists
 - b. Lack of east – west connector: needed further north in region (Maine)
 - c. Role of Manchester: airport, jobs, more affordable
3. Purposes of regional transportation infrastructure
 - a. Support residents and businesses
 - b. Support tourists and flow of \$\$\$
 - c. Use transportation studies to change infrastructure design and capacity
4. Need for regional planning of infrastructure
 - a. Need for an entity which can bring interests together
 - b. Build consensus and support for projects
 - c. Everyone's small objections and modifications to projects are valid, but we end up with nothing after all are accommodated
 - d. Let market force drive development and infrastructure rather than municipalities or states
 - e. Figure out how to pay for repairs and maintenance first, then \$\$\$ for mechanisms that move people in freight more efficiently
 - f. Need for transportation entity that meets monthly
5. Funding Action Steps by
 - a. Dedicated source of \$\$\$
 - b. Ask: how to move from one place to another; how well does the system work, and for what purpose
 - c. No single organization for planning along the corridor
 - i. Action step: link the regional planning commissions and councils of governments
 - ii. Cover geographically from north to south and east to west
6. Downeaster
 - a. Downeaster as tourism mode infrastructure
 - b. Downeaster success as commuting mode leads to challenges of scheduling and linkage with other transit providers
 - i. Commuter needs coming from south and north that conflict
 - c. Use practical approach dealing with Downeaster issues
 - d. Better service requires \$\$\$ for capital equipment and improvements
 - e. Need for sustainable operations plan
 - i. Rail Big Picture needs Amtrak and Guilford at table
 - ii. Local \$\$\$ needed for sustainable operations
 - iii. Needs for all stakeholders to be involved
7. Transit providers
 - a. COAST expansion in Maine along the Route 236 corridor

- b. Need for further intercity connections, park n rides, connecting transit providers in urban centers
- 8. Airport at Pease Tradeport
 - a. Balance airport development with property values
 - b. Pease as biotech center
 - c. Bring train into Pease Tradeport
- 9. Housing costs are increasing
 - a. Market driving up \$\$\$\$: zoning driving up \$\$\$
 - b. Driving miles for jobs as a necessity and increased traffic congestion
 - c. Efficient movement to and from work is goal
 - d. Action step: New England village concept, walkable liveable communities, Transit Oriented Design (TOD) concept
- 10. Bicycle paths are scattered, no dedicated \$\$\$ mechanisms for development
 - a. When bike paths exist, they change quality of life in community
 - b. Can be used for emergency transportation purposes