



COLLABORATING ON COMPETING GOALS FOR MUTUAL BENEFIT

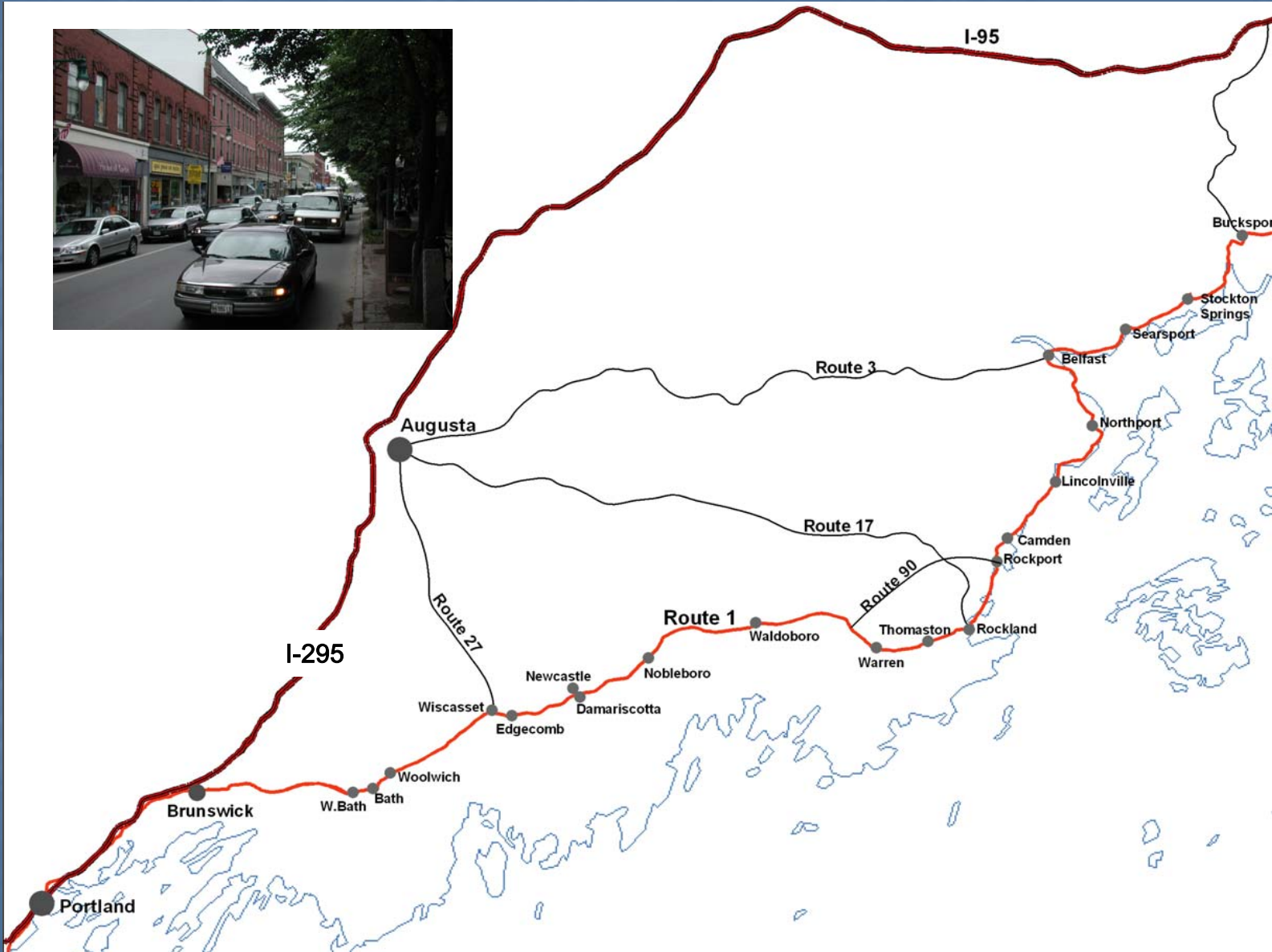
Gateway 1's Successes, Challenges, and Strategies

WHAT IS GATEWAY 1?

- Comprehensive U.S. Route 1 corridor transportation / land use planning process
- Goal – to preserve transportation facilities / community quality of life along mid-coast U.S. Route 1



STUDY AREA



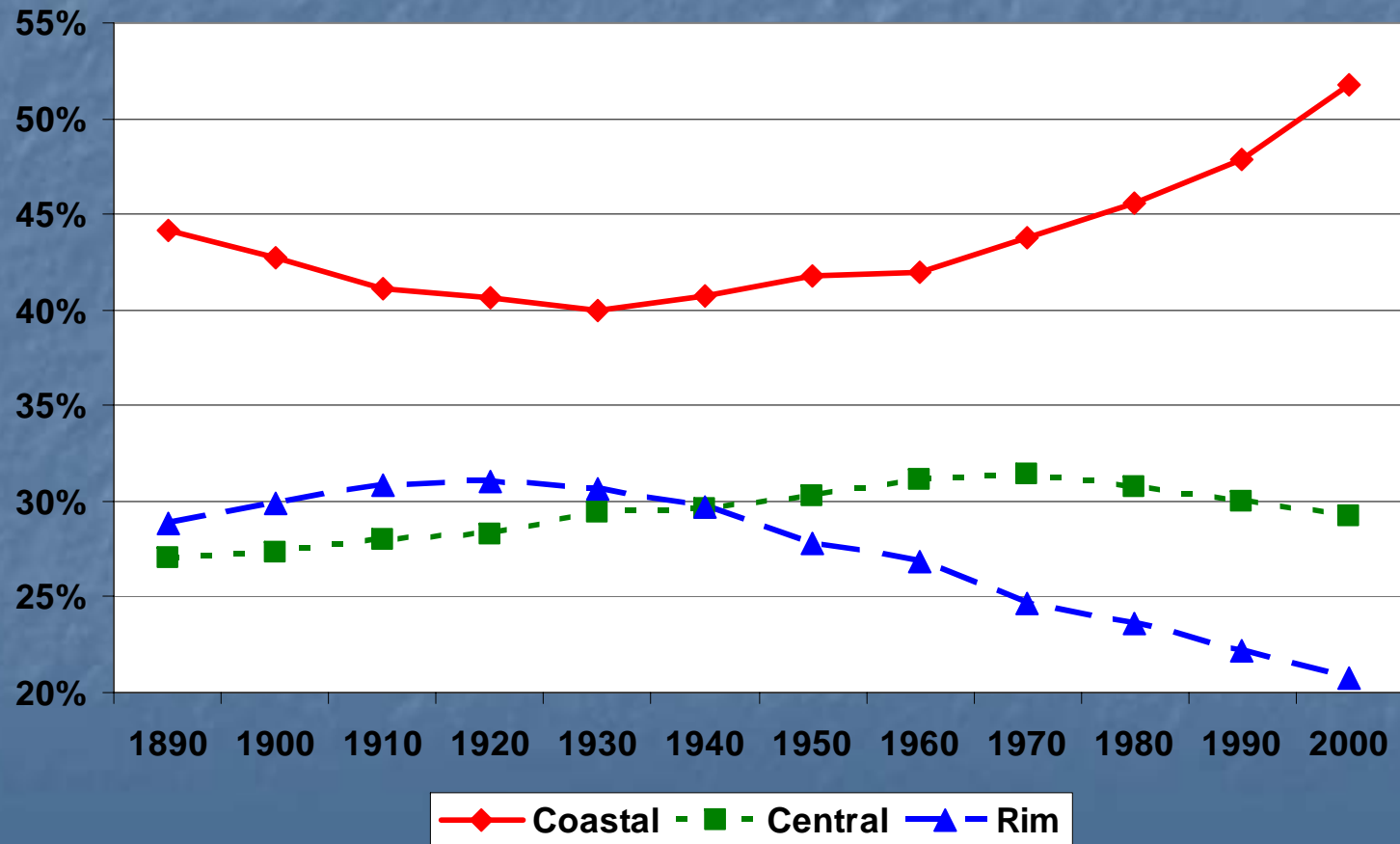


WHY UNDERTAKE GATEWAY 1?

- Disconnect between land use decisions & transportation investments
- MaineDOT's vision of Route 1 different than communities'
- Mobility & safety needs are escalating
- Hypothesis: "There has to be a better way!"



POPULATION DISTRIBUTION OF MAINE REGIONS





GATEWAY 1 APPROACH

- Strategic Approach to balancing transportation needs with local land use decisions and economic development strategies
- Using extensive public involvement to improve decision making process
- Identifying needs vs. satisfying wants

PHASE I OVERVIEW

Phase 1 efforts included:

- 20 Community Meetings/Surveys
- Inventory: Findings/Facts on issues & trends
- 5 Regional, multi-town public meetings
- Town official meetings
- Signed Memoranda of Understanding (includes roles & responsibilities, Phase II scope, decision-making process)





CORRIDOR-WIDE ISSUES

- Speeding
- Loss of image, aesthetics & open space
- Safety
- Lack of inter-municipal cooperation
- Truck Noise/Safety
- Threats to downtowns
- Traffic congestion
- Lack of Bus/Rail/Ferry

CORRIDOR ATTITUDES & PERCEPTIONS

- Many communities spoke of “war wounds”
- Think they’re doing pretty well managing land use, but neighbor towns not measuring up
- Open to working together; not ready to defer to neighbor town
- Want state leadership – not control
- High degree of multimodal support
- Where is DOT going? What’s the vision?



PHASE II – NEXT STEPS

- Ongoing public engagement
- Detailed data gathering and analysis
- Simulate and test future land use and transportation conditions
- Evaluate a range of plausible outcomes (Scenario building)
- Develop Corridor Plan and Agreements





PHASE II

LAND USE OBJECTIVES

- Evaluate community land uses from a corridor perspective
(existing land use, comp plans, local ordinances, zoning)
- Review local, state, and federal land use policies & guidelines
- Estimate community build-out potential
- Establish cause-and-effect relationships
- Solicit stakeholder goals



PHASE II TRANSPORTATION OBJECTIVES

- Balance regional mobility with local accessibility
- Improve Safety
- Identify opportunities for enhanced access management
- Focus on preservation and maintenance vs. additional highway capacity
- Bus, Rail, Ferry, Bike, & Pedestrian Opportunities



QUALITY PRODUCTS = BETTER DECISION MAKING

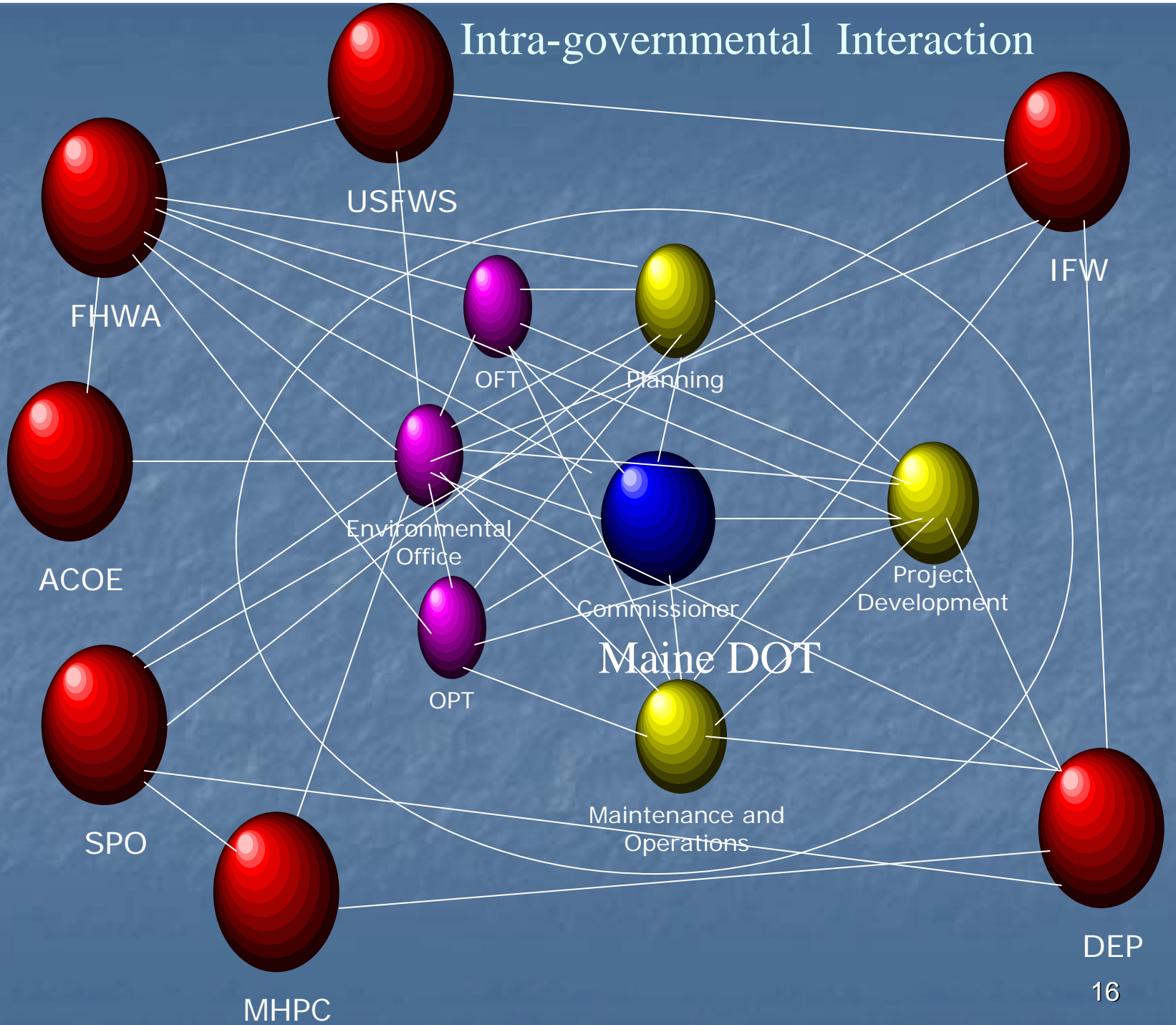
- Corridor-Wide GIS Mapping
- Regional LU and Transportation Database
- Mid-Coast Travel Demand Model
- Regionally Consistent Comp Plans, Zoning, and Land Use Ordinances
- Transportation Solutions that fit

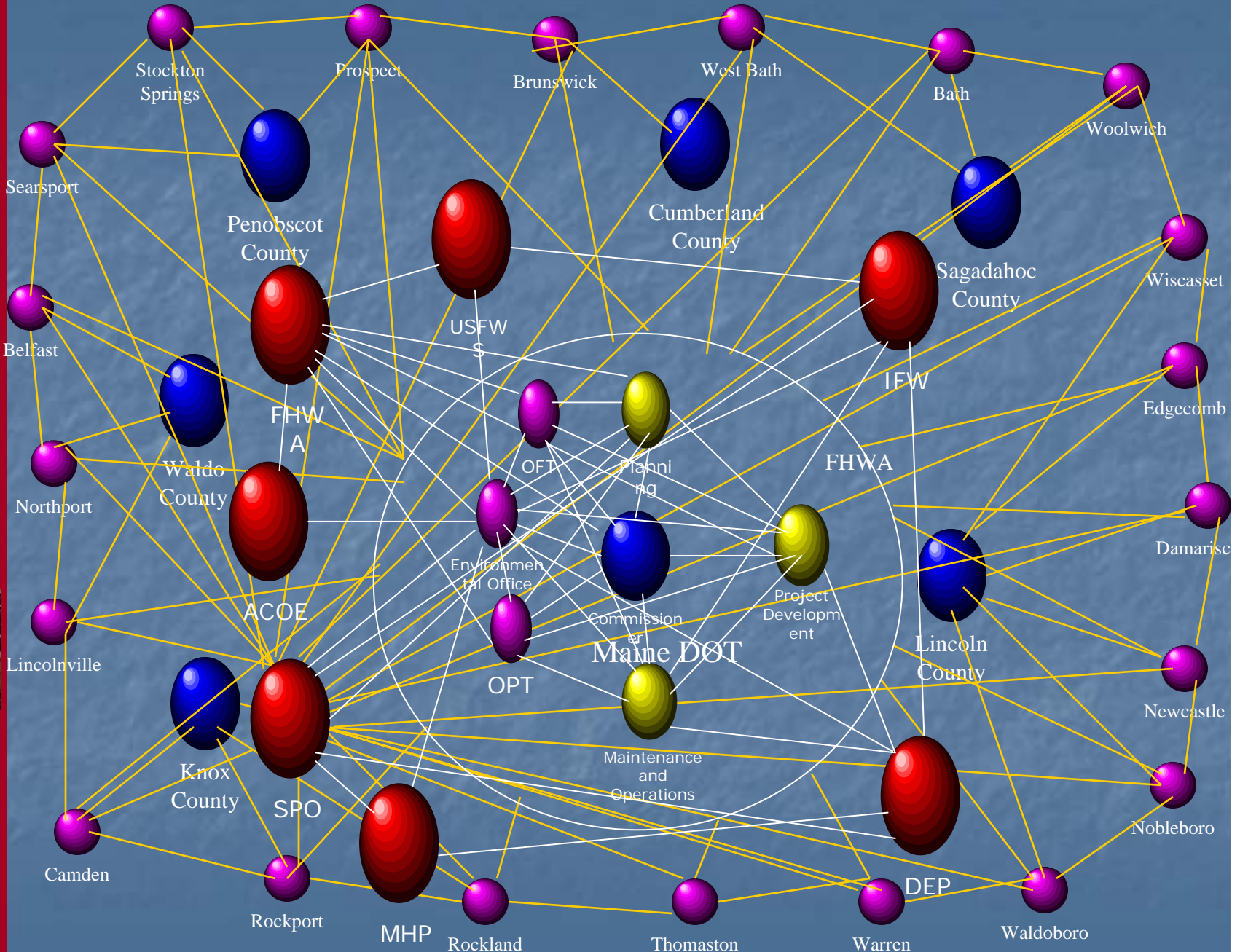


CHALLENGES AHEAD

- This is not the path of least resistance!

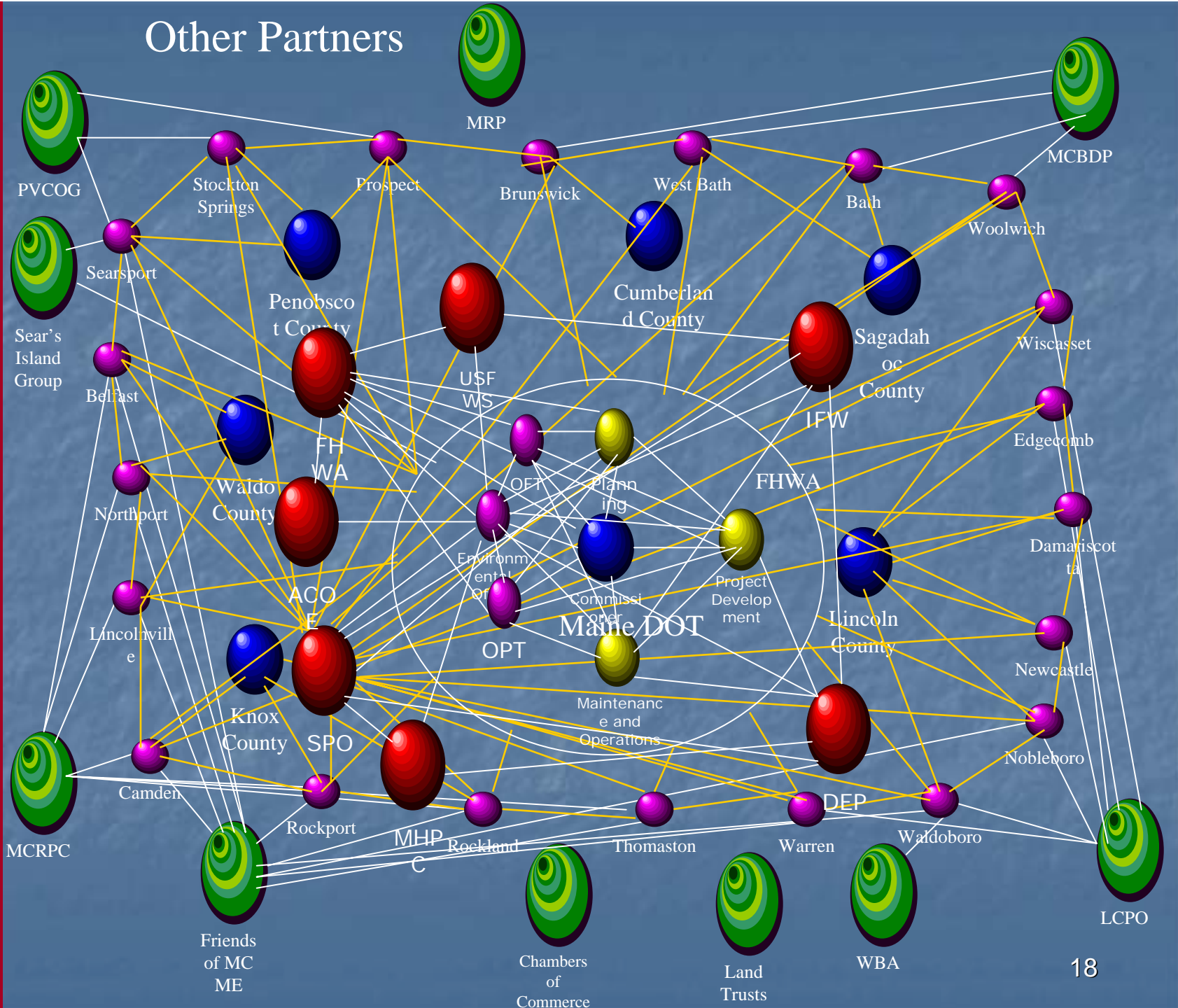
Intra-governmental Interaction





Inter-governmental Interaction

Other Partners

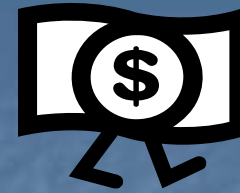




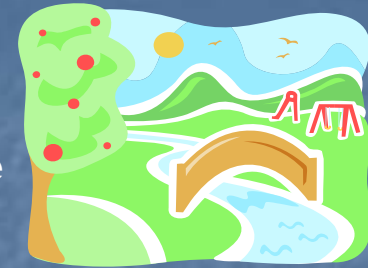
Private Property Rights



Infrastructure



Jobs and the Economy



Conservation



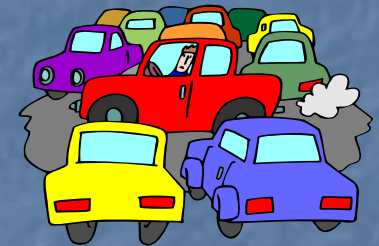
Traffic Safety



Bicycles



Tourism and Recreation



Congestion



Housing Growth— Affordable/Workforce Issues



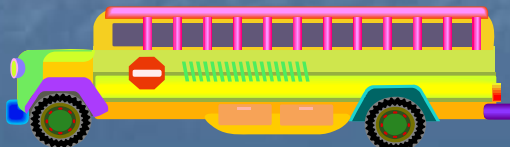
Rail Service



Trucks



Pedestrians/ Walkability



Local Traffic

DID WE FORGET TO MENTION THE CHALLENGES?

- Doing things the way we've always done them is more comfortable
- Work "Smahtah, not Hahdah"



TRICKY TO FIND COMMON GROUND

- Each stakeholder brings his or her own perspective and expectations
- Each community has its own capacity





But, in spite of all this,
we & all our partners are
optimistic about success



SUCCESSSES TO DATE

- 21 of 20 towns signed the MOU
- Federal & state agency commitments
- Positive press
- Public asking how Gateway 1 relates to ongoing projects and studies
- MaineDOT Project Managers asking how to relate their projects to Gateway 1



KEEPING THE FAITH!

- Early actions in key locations can help maintain corridor-wide support for the project
- How will we implement this plan?



BENEFITS OF GATEWAY 1 PLAN

- Identify issues and problems in collaboration with communities
- Determine community values
- Non-traditional measures of effectiveness – more than just moving cars and trucks
- Create innovative tools to evaluate land use and transportation simultaneously
- Local, State, and Federally supported Corridor Plan



IMPLEMENTATION TOOL BOX

- Inter municipal & Interagency MOUs
- Creating a cooperative prioritization framework for making transportation investments & land use decisions
- Amending comprehensive plans & land use ordinances
- Changing state & federal policies or practices
- Incentivizing efficient land use patterns
- Adapting to change
- Monitoring its success

WHY WILL IT WORK?

- Focus on community values
- Acceptance of different values
- Bottoms-up approach
- Over 100 conversations scheduled in next 18 months
- Strong public education, in-reach, media communications, legislative briefings
- Multiple feedback mechanisms



Questions/Comments

