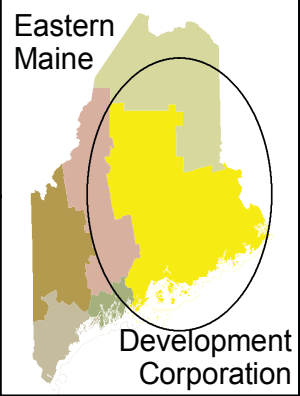
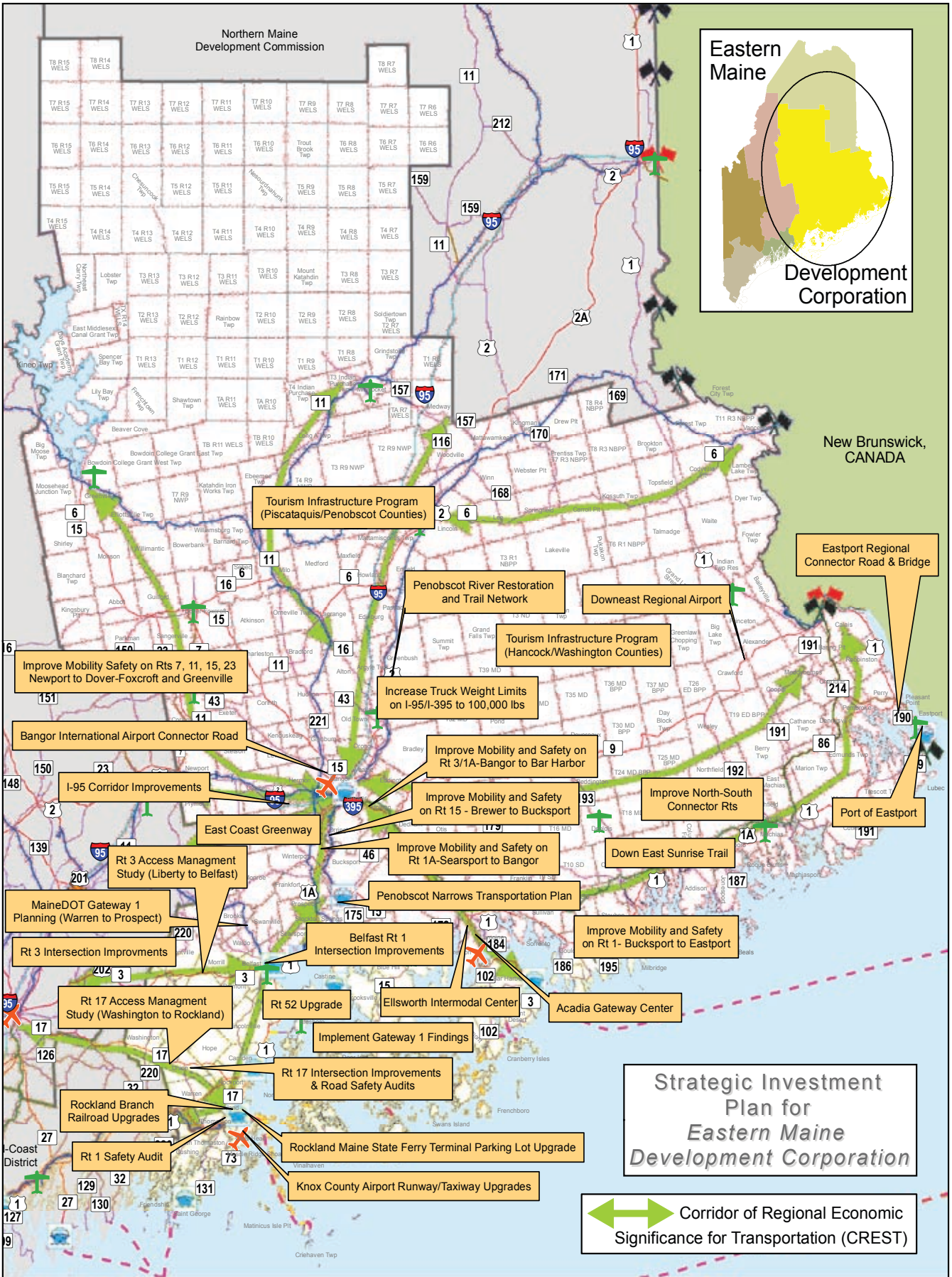


**Eastern Maine  
Development Corporation**



Development Corporation

Northern Maine Development Commission

New Brunswick, CANADA

Tourism Infrastructure Program (Piscataquis/Penobscot Counties)

Penobscot River Restoration and Trail Network

Downeast Regional Airport

Tourism Infrastructure Program (Hancock/Washington Counties)

Eastport Regional Connector Road & Bridge

Improve Mobility Safety on Rts 7, 11, 15, 23 Newport to Dover-Foxcroft and Greenville

Increase Truck Weight Limits on I-95/I-395 to 100,000 lbs

Bangor International Airport Connector Road

Improve Mobility and Safety on Rt 3/1A-Bangor to Bar Harbor

Improve North-South Connector Rts

Port of Eastport

I-95 Corridor Improvements

Improve Mobility and Safety on Rt 15 - Brewer to Bucksport

Improve Mobility and Safety on Rt 1A-Searsport to Bangor

Down East Sunrise Trail

East Coast Greenway

Improve Mobility and Safety on Rt 17 - Bucksport to Eastport

Rt 3 Access Management Study (Liberty to Belfast)

Penobscot Narrows Transportation Plan

MaineDOT Gateway 1 Planning (Warren to Prospect)

Belfast Rt 1 Intersection Improvements

Improve Mobility and Safety on Rt 1 - Bucksport to Eastport

Rt 3 Intersection Improvements

Rt 52 Upgrade

Ellsworth Intermodal Center

Acadia Gateway Center

Rt 17 Access Management Study (Washington to Rockland)

Implement Gateway 1 Findings

Rockland Branch Railroad Upgrades

Rt 1 Safety Audit

Rt 17 Intersection Improvements & Road Safety Audits

Rockland Maine State Ferry Terminal Parking Lot Upgrade

Knox County Airport Runway/Taxiway Upgrades

Strategic Investment Plan for Eastern Maine Development Corporation

Corridor of Regional Economic Significance for Transportation (CREST)

# General Movement Patterns

## Eastern Maine Development Corporation



**Legend**

**Maine Highways**

- Interstate
- Principal Arterial
- Minor arterial
- Major/urb collector

**Maine Rail System**

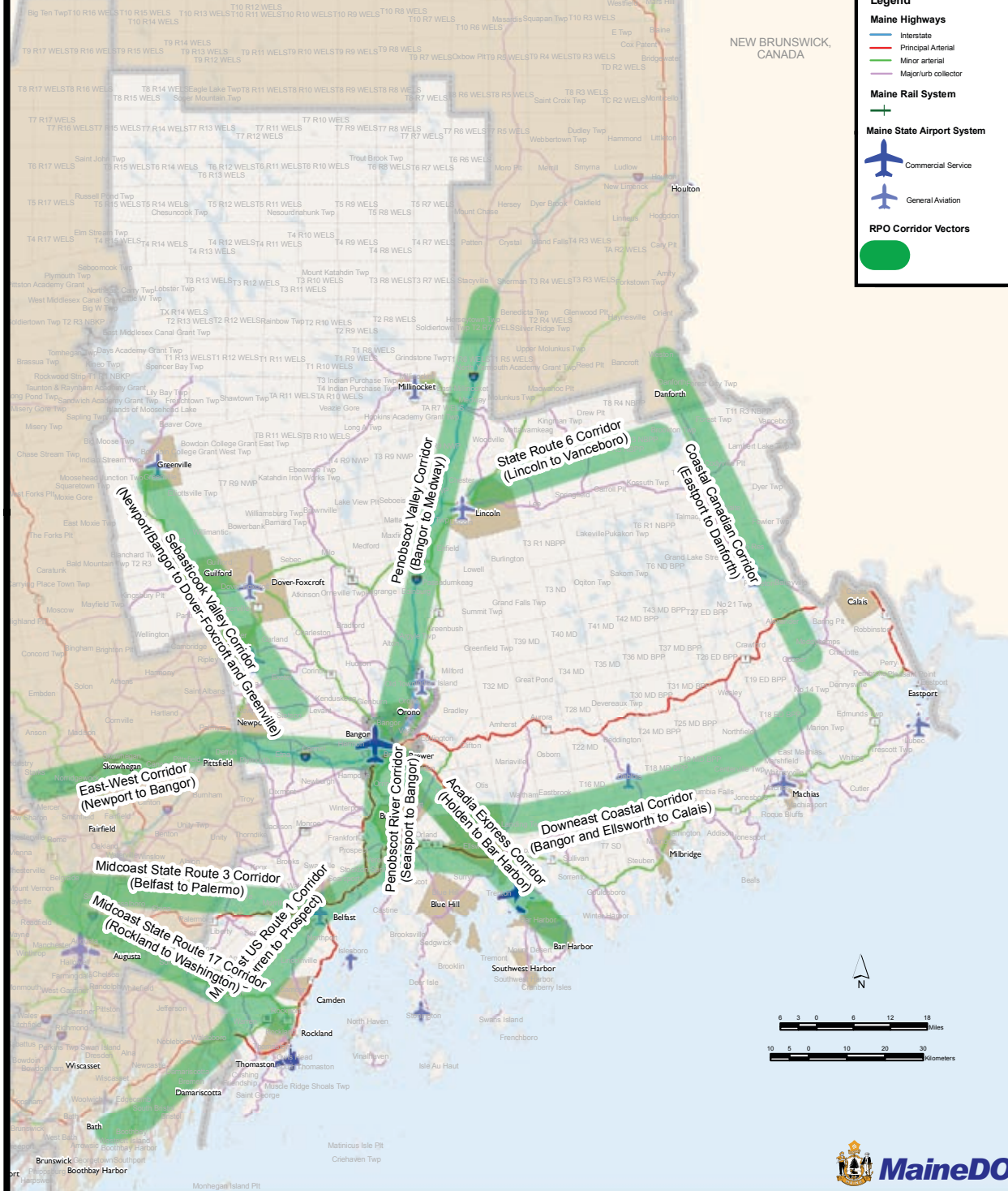
- +

**Maine State Airport System**

- Commercial Service
- General Aviation

**RPO Corridor Vectors**

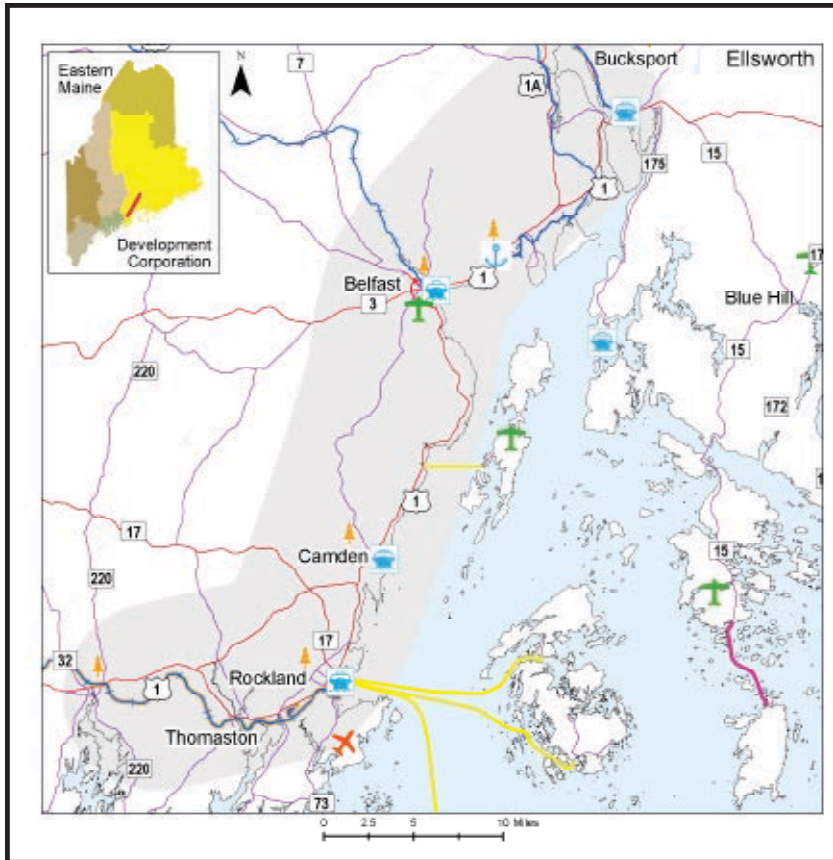
- Green circle



..I.LongRangePlan2005\_EDD\_Eastern\_Regional\_Vectors&t1.mxd



**Eastern Maine Development Corporation  
Corridor: Midcoast US Route 1 (Warren to Prospect)  
Regional Priority Rank: 1**



The Midcoast US Rte. 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.

**Transportation Objectives:**

- Ease Rte. 1 congestion through context-sensitive design.
- Improve collector roads accessing Rte. 1.
- Increase use of trains, ferries, and park and ride lots, and develop efficient commuter, tourist bus and rail options.
- Invest in on- and off-road trails linking schools, and residential and recreational areas to encourage non-vehicle tourism options, emphasizing coastal villages.

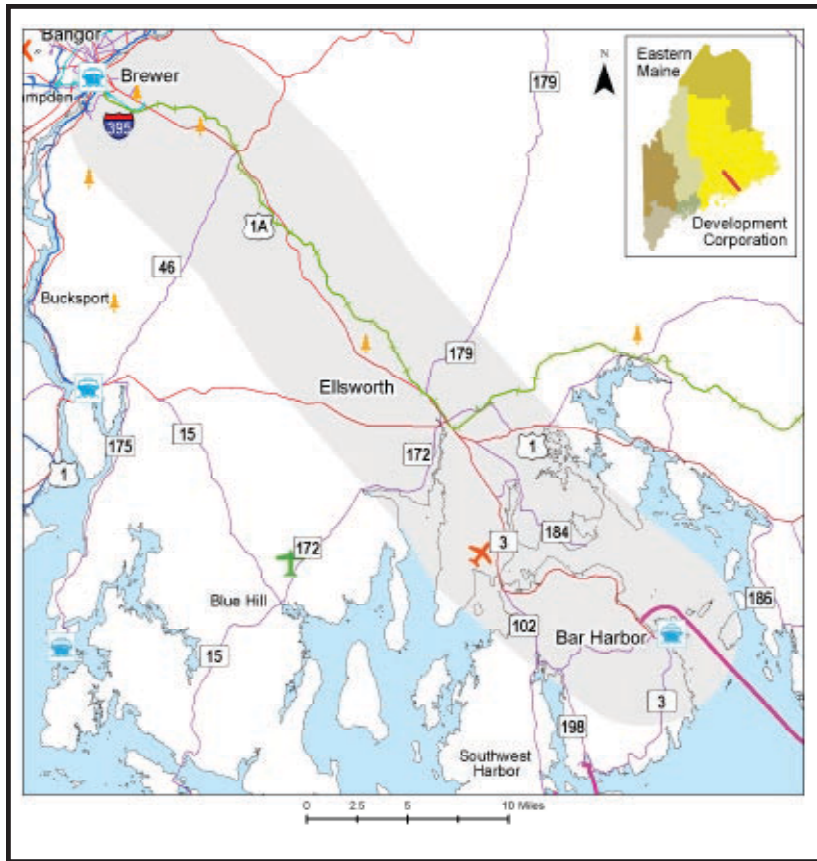
**Land Use Objectives:**

- Implement Comprehensive Plan land use elements.
- Develop consistent, effective access management and context-sensitive design ordinances for village, urban compact areas.
- Promote municipal and citizen participation in the Gateway 1 Strategic Planning Process.

**Economic Development Objectives:**

- Improve service center access to employment opportunities through road improvements and commuting facilities.
- Work with service center communities and major employers (100 or more employees) on commuter bus and van options.
- Work with municipalities and businesses to develop impact fees for major projects to fund improvements to maintain corridors while allowing for continued economic development.
- Support working waterfronts and tourism through Small Harbor Improvement Program (SHIP) and other funding opportunities.

**Eastern Maine Development Corporation  
Corridor: Acadia Express (Holden to Bar Harbor)  
Regional Priority Rank: 2**



The US Rte. 1A/State Rte. 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.

**Transportation Objectives:**

- Reduce congestion delays on Rtes. 1A and 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.

**Land Use Objectives:**

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

**Economic Development Objectives:**

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

**Eastern Maine Development Corporation**  
**Corridor: Downeast Coastal (Bangor/Ellsworth to Calais)**  
**Regional Priority Rank: 3**



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 Rte. 1 from Bucksport to Machias and on to Calais, State Rte. 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.

**Transportation Objectives:**

- Improve Rte. 1, including better travel surface, shoulders, and guardrails.
- Improve Rte. 1 – Rte. 9 connector roads, including Rte. 1A in Hancock County and Rtes. 182, 191, 192 and 193 in Washington County.

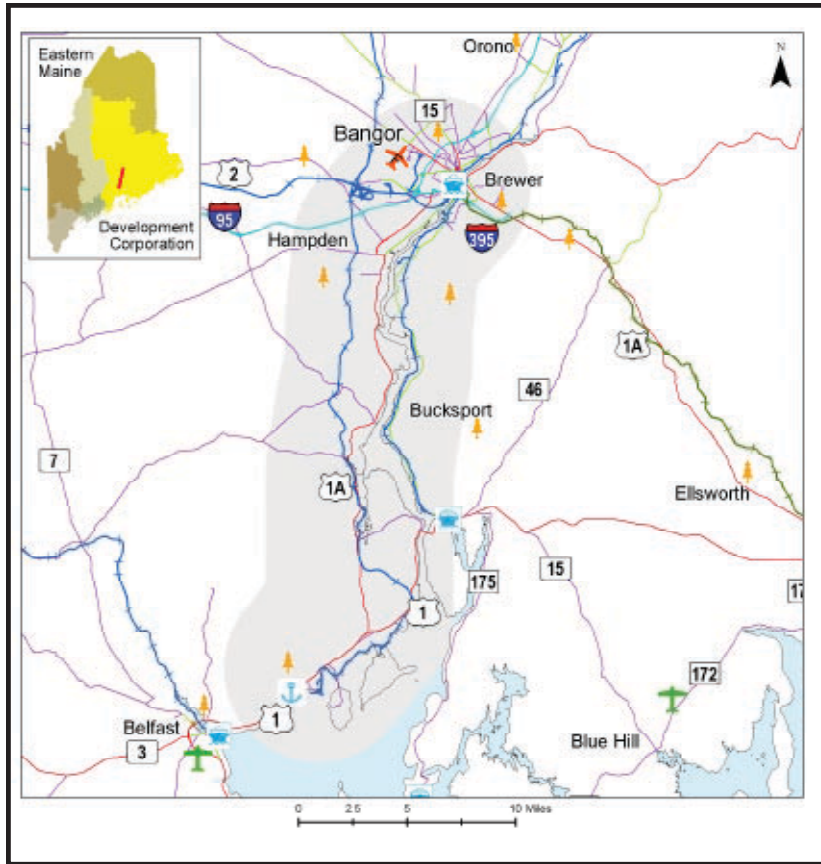
**Land Use Objectives:**

- 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 of scenic byways.
- Improve communications access. There are many locations along these corridors that are dead-zones for cell phones. These dead zones present safety and security concerns for vehicle breakdowns.

**Economic Development Objectives:**

- Increase access management to improve highway efficiency.
- Add passing lanes at bottlenecks around Ellsworth along Rte. 1.
- Promote car-free tourism with better bus, ferry, and bicycle infrastructure.
- Construct additional infrastructure for tourism, such as scenic turnouts and restrooms.

**Eastern Maine Development Corporation  
Corridor: Penobscot River (Searsport to Bangor)  
Regional Priority Rank: 4**



The corridor is served by arterial roads, the Penobscot River, and railroads. The highways include US Rte. 1A in Bangor extending to Stockton Springs, US Rte. 202 in Bangor extending (and parallel to US Rte. 1A) to US Rte. 1A in Hampden, US Rte. 1 in Searsport extending to Bucksport, and State Rte. 15 in Bangor extending to Bucksport.

**Transportation Objectives:**

- Improve safety of Rtes. 15, 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 rural areas.
- Increase parking at Fort Knox, Verona Island and Bucksport if tourism increases significantly.
- Weight limits on I-95 should be in line with state highways.

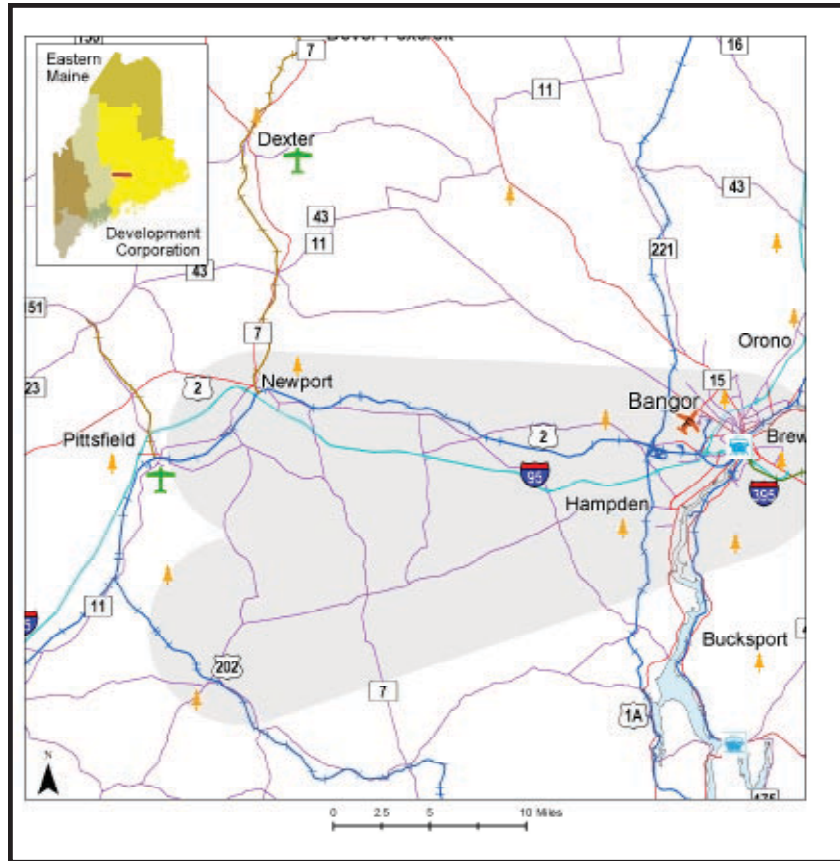
**Land Use Objectives:**

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

**Economic Development Objectives:**

- Provide high quality transportation and communications infrastructure to support traditional industries.
- 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.

**Eastern Maine Development Corporation  
Corridor: East-West (Newport to Bangor)  
Regional Priority Rank: 5**



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 Rte. 2 from Bangor to Newport; and US Rte. 202 from Bangor to Dixmont.

**Transportation Objectives:**

- Increase vehicle weight limits on I-95 to reduce heavy truck impacts to state roads.
- Study I-95 crash patterns and develop a mitigation strategy.
- Improve cross-corridor linkages such as Rtes. 7, 69 and 143.
- Develop more park-and-ride facilities at key points on I-95.

**Land Use Objectives:**

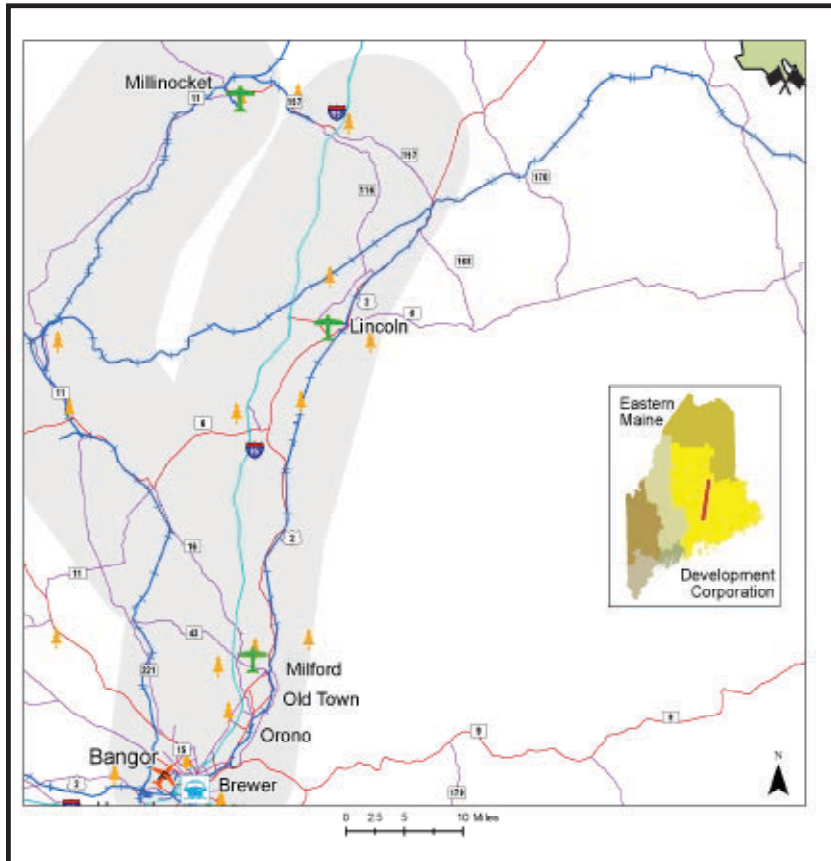
- Develop consistent comprehensive plans and land use ordinances to discourage inappropriate roadside development.
- Collaborate between MaineDOT, RPCs and corridor communities to implement consistent corridor-wide access management standards.

**Economic Development Objectives:**

- Locate regional business parks in the most appropriate locations.
- Support the emerging tourism industry by providing adequate visitor facilities.
- Establish employment clusters to reduce commuting.



**Eastern Maine Development Corporation  
Corridor: Penobscot Valley (Bangor to Medway)  
Regional Priority Rank: 6**



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 Rte. 2 in Bangor extending to Mattawamkeag, State Rte. 157 in Mattawamkeag extending to Millinocket, State Rte. 11 in Medway extending to Stacyville, and State Rte. 116 in Old Town extending to Medway.

**Transportation Objectives:**

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

**Land Use Objectives:**

- Develop consistent comprehensive plans and land use ordinances to discourage inappropriate roadside development.
- Collaborate between MaineDOT, RPCs and corridor communities to implement consistent corridor-wide access management standards, especially in Millinocket, East Millinocket, and Medway.

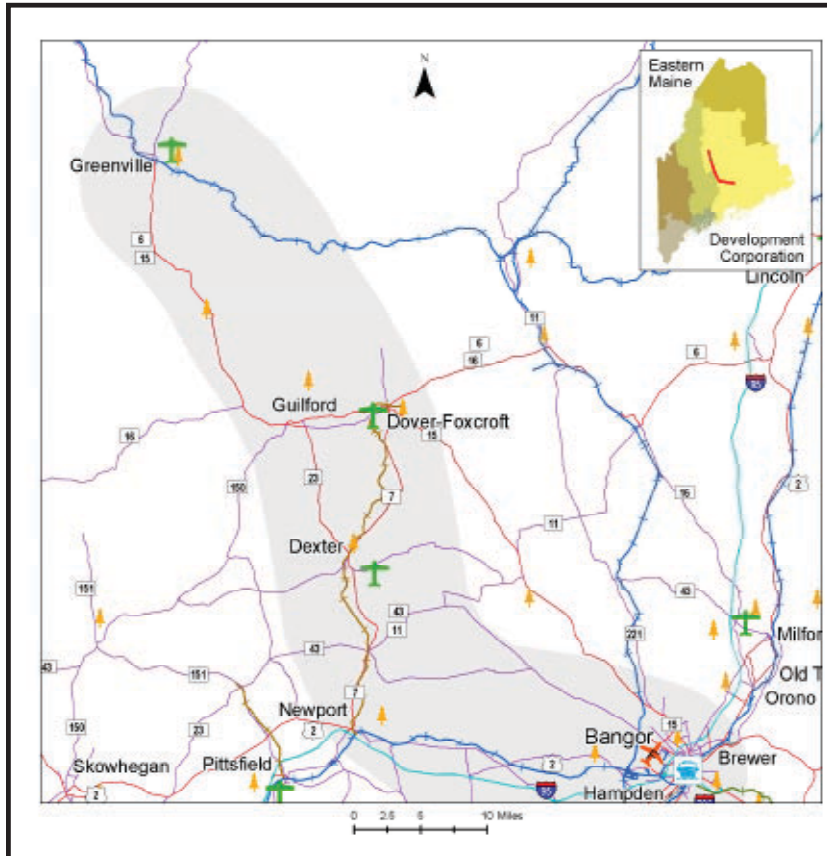
**Economic Development Objectives:**

- 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 to support traditional industries and international trade.

## Eastern Maine Development Corporation

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

**Regional Priority Rank: 7**



The corridor is served by several highways including: State Rte. 15 from Bangor extending through Dover-Foxcroft to Greenville; State Rte. 7 from I-95 in Newport extending through Dexter to Dover-Foxcroft; and State Rte. 23 in Dexter extending to Guilford.

### Transportation Objectives:

- Improve safety of State Rtes. 7, 15, and 23.
- Reconstruct section of unimproved State Rte. 15 between Dover-Foxcroft and Guilford.

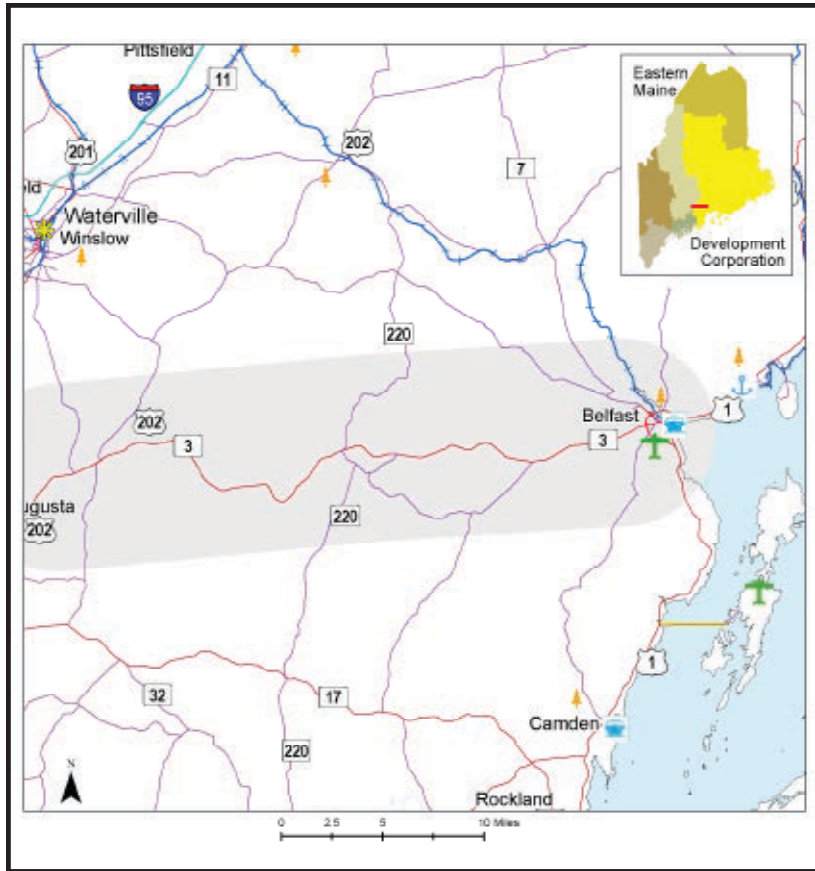
### Land Use Objectives:

- Develop current comprehensive plans throughout the corridor.
- Collaborate between MaineDOT, RPCs and corridor communities to implement consistent corridor-wide access management standards, especially in Millinocket, East Millinocket, and Medway, particularly along portions of the corridor that have been designated Retrograde.

### Economic Development Objectives:

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

**Eastern Maine Development Corporation  
Corridor: Midcoast State Route 3 (Belfast to Palermo)  
Regional Priority Rank: 8**



The Midcoast State Rte. 3 Corridor links Belfast and US Rte. 1 with points west toward Augusta. The corridor centers on Rural Principal Arterial State Rte. 3 and includes the municipalities of Belfast, Belmont, Liberty, Montville, Morrill, Palermo, and Searsmont in Waldo County.

**Transportation Objectives:**

- Improve safety at current and emerging high traffic locations along Rte. 3 through context-sensitive design.
- Improve the quality of collector roads accessing State Rte. 3.
- Invest in on- and off-road trails linking schools and residential and recreational areas to encourage non-vehicle tourism options, emphasizing coastal villages.

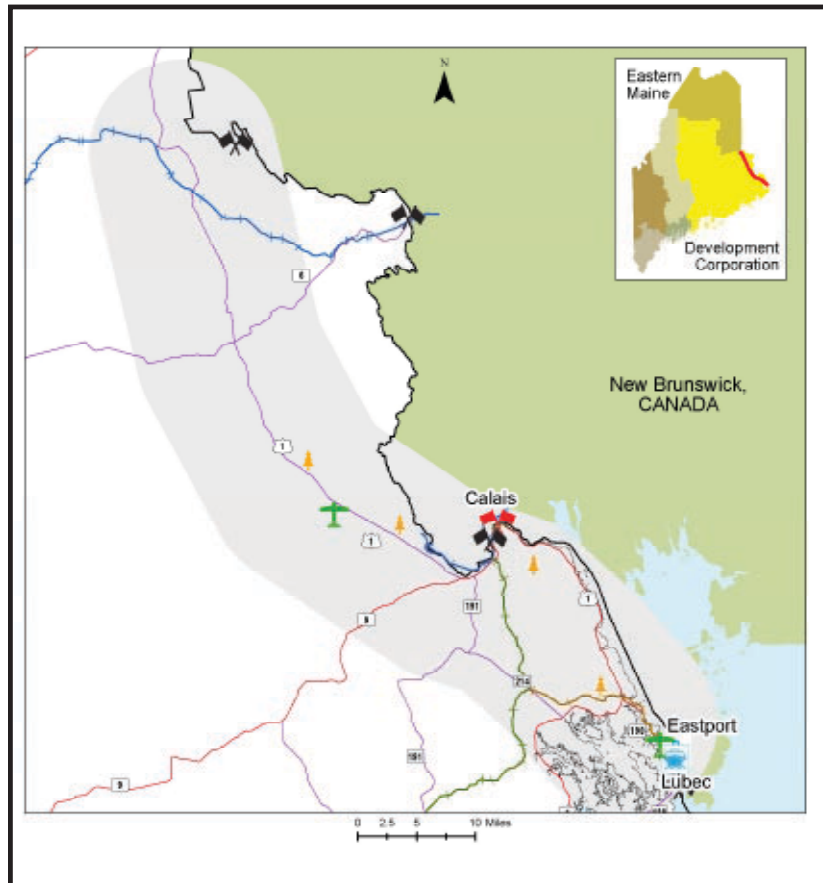
**Land Use Objectives:**

- Draft, adopt and implement municipal comprehensive plan land use elements.
- Develop consistent and effective subdivision and context-sensitive roadway design ordinance standards.

**Economic Development 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 impact fees for major projects to fund improvements to maintain corridors while allowing for continued economic development.

**Eastern Maine Development Corporation**  
**Corridor: Coastal Canadian (Eastport to Danforth)**  
**Regional Priority Rank: 9**



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

**Transportation 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.

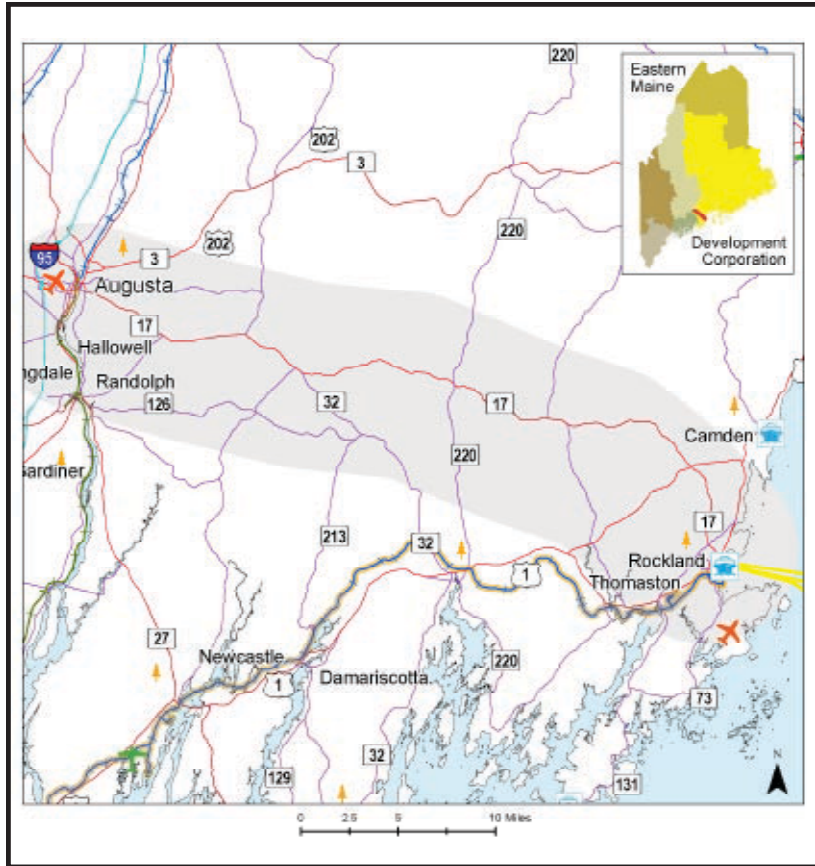
**Land Use Objectives:**

- 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.

**Economic Development 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.
- Provide rest stops with rest rooms throughout Washington County.

**Eastern Maine Development Corporation  
Corridor: Midcoast State Route 17 (Rockland  
to Washington)  
Regional Priority Rank: 10**



The Midcoast State Rte. 17 Corridor links Rockland with points west toward Augusta. The corridor centers on the Minor Arterial State Rte. 17 and includes the municipalities of Rockland, Rockport, Hope, Union, and Washington.

**Transportation Objectives:**

- Improve safety at current and emerging high traffic locations along Rte. 3 through context-sensitive design
- Improve the quality of collector roads accessing State Rte 17.
- Invest in on- and off-road trails linking schools and residential and recreational areas to encourage non-vehicle tourism options, emphasizing coastal villages.

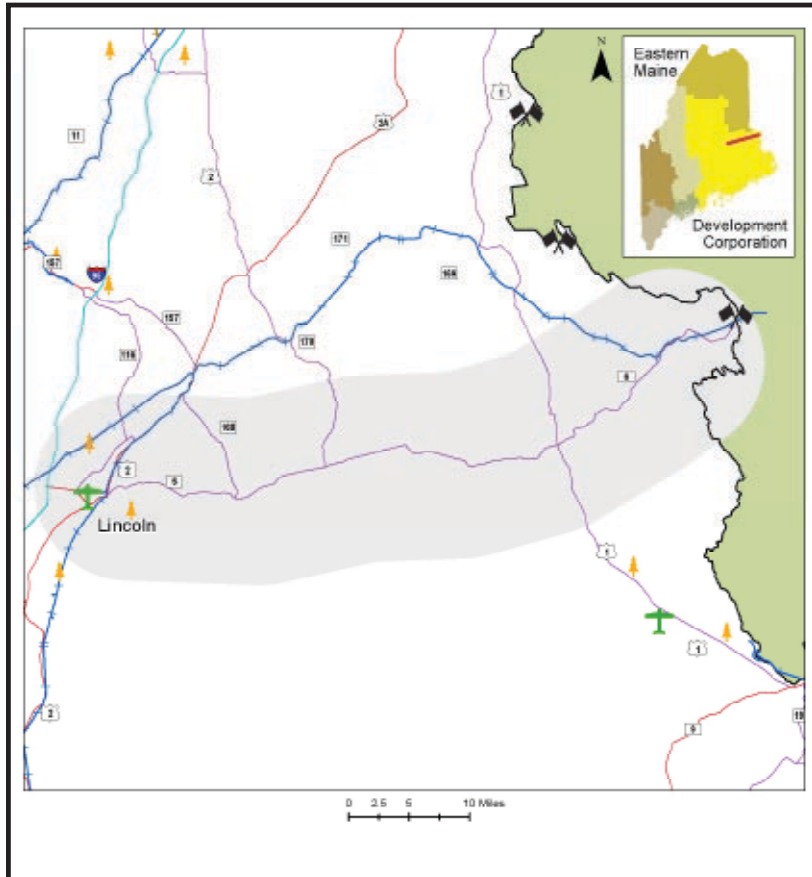
**Land Use Objectives:**

- Draft, adopt and implement municipal comprehensive plan land use elements.
- Develop consistent and effective subdivision and context-sensitive roadway design ordinance standards.

**Economic Development 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 impact fees for major projects to fund improvements to maintain corridors while allowing for continued economic development.

**Eastern Maine Development Corporation**  
**Corridor: State Route 6 (Lincoln to Vanceboro)**  
**Regional Priority Rank: 11**



State Rte. 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 to Vanceboro on the US-Canadian border.

**Transportation Objectives:**

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

**Land Use Objectives:**

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

**Economic Development 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 Rte. 6.
- Improve highway and other international connections to support traditional industries and international trade.

## **Eastern Maine Development Corporation**

### **Recommended Policy and Planning Initiatives and Capital Investments**

The Eastern Maine Economic Development District is comprised of four regional councils and one metropolitan planning organization (MPO). The regional councils include the Eastern Maine Development Corporation (EMDC), the Midcoast Regional Planning Commission (MCRPC), the Washington County Council of Governments (WCCOG) and the Hancock County Planning Commission (HCPC). The MPO in this region is the Bangor Area Comprehensive Transportation System (BACTS). Regional transportation needs for policy and planning initiatives and capital investments are as noted below. They are listed in priority order as determined by the regional councils based on the Modified TELUS scoring model provided by MaineDOT.

The following policy and planning initiatives and capital investments were identified as being regionally significant and transcend all of the corridor-specific initiatives.

#### **Region Wide Investments**

##### Policy Initiatives

1. Increase weight limits on Interstate 95 north of the terminus of the Maine Turnpike in Augusta - Working with local, state, and federal groups, agencies, and the delegation, the region will work to increase the weight limits on Interstate 95 from 80,000 to 100,000 pounds.

##### Planning Initiatives

None Identified

##### Capital Investments

1. Bangor International Airport Connector Road.

The following policy and planning initiatives and capital investments are provided in priority order for each of the eleven *Corridors of Regional Economic Significance for Transportation* that have been defined by the EMDC, HCPC, MCRPC, and WCCOG, and BACTS.

#### **Priority Corridor No. 1: Midcoast US Route 1 (Warren to Prospect)**

##### Policy Initiatives

None Identified

##### Planning Initiatives

1. Maine DOT *Gateway 1* Strategic Corridor Preservation Planning Study - ongoing study with public and municipal participation, and funding of recommendations that are mutually agreed upon by municipalities, federal officials and MaineDOT.
2. Route 1 Safety Audit with focus on high crash locations in Thomaston and Rockland.
3. Maine State Ferry Terminal Rockland - parking lot expansion/structure feasibility study would safely move freight up to Route 9 and facilitate tourism connections with coastal Hancock and Washington Counties.

### Capital Investments

1. Rockland Branch Railroad upgrades and improvements - rail line, fencing, grade crossing gates, signs and signals in Rockland, Thomaston and Warren.
2. Knox County Airport Runway/Taxiway Upgrades - for safety and sufficient capacity with consideration of local and regional environmental constraints.
3. Belfast Route 1 Intersection Improvements - safety, mobility and capacity at Congress Street, Route 52 and Route 141 intersections.
4. Route 52 Upgrade in Camden, Lincolnville, Northport and Belfast - to alleviate congestion on Route 1, while respecting Lincolnville Center's historic character, and to improve safety (current posted speed is difficult to drive given poor road surface conditions).

### **Priority Corridor No. 2: Acadia Express (Holden to Bar Harbor)**

#### Policy Initiatives

None Identified

#### Planning Initiatives

1. Ellsworth Strategic Transportation and Recreational Intermodal Center feasibility analysis. Study to determine alternatives for location, scale and design of an intermodal passenger transportation facility in Ellsworth.

### Capital Investments

1. Improve Mobility and Safety on US Route 1A/Route 3 - Complete highway reconstruction from North Ellsworth to Ellsworth Center. Increase transit services for commuters and visitors. Complete shoulder paving to permit safe use of this corridor by bicycles. Route 1A and Route 3 are mobility corridors with significant retrograde sections. This corridor serves millions of visitors to Acadia National Park each year and generates eastern Maine's most significant traffic congestion.
2. Acadia Gateway Center - Launch construction of phase 1 of an intermodal facility and information center in the town of Trenton to serve visitors to Acadia National Park and surrounding areas. Continue design for phases 2, 3 and 4. The Acadia Gateway Center has been identified as a priority project by the National Park Service, Federal Transit Administration and Maine Department of Transportation.

### **Priority Corridor No. 3: Downeast Coastal (Bangor/Ellsworth to Calais)**

#### Policy Initiatives

None Identified

#### Planning Initiatives

1. Eastport Regional Connector Road and Bridge - Reconstruct the former bridge connecting Eastport to the mainland, and improve highway connections to Meddybemps and Route 9. Local and regional comprehensive planning efforts of regional service centers (Eastport and Calais) identified the need to increase port of Eastport access to Route 9 and I-95 and to separate freight and tourism traffic on Route 1.
2. North South Connector Routes - Improve state highways connecting Route 1 with Route 9 including Route 46, Route 193, Route 192 and Route 191. These routes would safely move freight up to Route 9 and facilitate tourism connections with coastal Hancock and Washington Counties.



3. Route 1 Mobility and Safety - Complete road improvements on coastal Route 1 between Bucksport and Eastport. Add passing lanes, turning lanes, paved shoulders and other improvements to facilitate traffic flow and safety. Extensive public and corridor-committee input has stressed the need to facilitate mobility of commuters and freight while supporting an increasing tourism market.

#### Capital Investments

1. Tourism Infrastructure Program - Implement transportation to enhance visitation to Hancock and Washington Counties including scenic turn-outs, rest areas, wayfinding signage and separation of visitor traffic from commuters and freight. This should include a coordinated effort of multiple state (Transportation, Tourism, Conservation) and regional (Downeast RC&D, WCCOG, SCEC) agencies to ensure that visitors attracted by the abundant nature-based resources find an experience that is matched by equally high quality infrastructure.
2. Downeast Regional Airport - Construct new airport in the greater Machias region to serve regional passenger and freight needs, and re-use the existing airport for mixed use development. The MaineDOT *Aviation System Plan* identified this region as an area in need of a level-one facility (5,000 foot runway).
3. Penobscot Narrows Master Plan - Implement transportation recommendations of the Penobscot Narrows Transportation Plan, including improved water access, transit services, trails and information program.
4. Down East Sunrise Trail - build upon the rails to multi-use trails conversion between Washington Junction in Hancock and Ayers Junction. Add visitor information, way-finding signage, parking facilities and other support infrastructure. Preserve the corridor for future conversion to rail use when it's economically feasible.

#### **Priority Corridor No. 4: Penobscot River (Searsport to Bangor)**

#### Policy Initiatives

Not Identified

#### Planning Initiatives

1. East Coast Greenway/Penobscot River Trail - Plan an off-road bicycle and pedestrian trail connecting Bangor, Brewer, Orrington and Bucksport. The routing study may designate this trail as the principal East Coast Greenway route between Brewer and Ellsworth. The Towns of Brewer, Orrington and Bucksport have also expressed their support for the concept.

#### Capital Investments

1. Penobscot Narrows Master Plan - Implement transportation recommendations of the Penobscot Narrows Transportation Plan, including improved water access, transit services, trails and information program.
2. Improve Mobility and Safety on US Route 1A - This project will improve the efficiency and safety of the corridor. The corridor currently accommodates a mix of commuter vehicles and heavy truck traffic associated with the port at Mack Point in Searsport. Improvements may include implementing access management techniques and passing lanes to facilitate more efficient movement of goods between the port and northern and central Maine.

3. Improve Mobility and Safety of Route 15 (Bucksport to Brewer) - This arterial corridor carries significant commuter and truck freight traffic serving the Bucksport Paper Mill, a major fuel shipping facility in Bucksport, the regional waste incinerator in Orrington (PERC), and a number of other manufacturing and service enterprises. Improvements may include constructing improved shoulders, passing lanes and the use of access management techniques. These improvements are a high priority for area towns. Bucksport's role as a regional manufacturing and fuel transshipment center requires additional infrastructure investments to sustain economic growth. Improvements to Route 15 will complement the new Penobscot Narrows Bridge and Observation Tower.

### **Priority Corridor No. 5: East-West (Newport to Bangor)**

#### Policy Initiatives

1. Increase Truck Weight Limits on I-95 and I-395 to 100,000 lbs. - This would allow heavy truck traffic to legally travel Maine's interstate highway system in addition to secondary roads. This policy project has been a long standing high priority issue at the local, regional and state levels.

#### Planning Initiatives

None Identified

#### Capital Investments

1. I-95 Corridor Improvements - Improvements include reconfiguration of the existing clover leaf interchange between I-95 and I-395. The current interchange configuration is insufficient to accommodate increasing traffic levels, causing delays and vehicular accidents.
2. Bangor International Airport (BGR) Connector Road - Construct an access road between I-95 and BGR, providing a more efficient link to the airport. This project will replace the current circuitous route between I-95 and the airport, is a component of BGR's Master Plan and was identified by BACTS as priority for the urban area.

### **Priority Corridor No. 6: Penobscot Valley (Bangor to Medway)**

#### Policy Initiatives

None Identified

#### Planning Initiatives

None Identified

#### Capital Investments

1. Penobscot River Restoration and Trail Network - Develop bicycle and pedestrian trails along both sides of the Penobscot River from Orono to Howland. This trail system will connect with existing bike-pedestrian facilities in the BACTS area and would complement the Penobscot River Restoration's efforts to highlight the importance of the Penobscot River. EMDC and BACTS have identified this interregional project as a priority for the greater Bangor area.

### **Priority Corridor No. 7: Sebasticook Valley (Newport/Bangor to Dover-Foxcroft and Greenville)**

#### Policy Initiatives

None Identified

#### Planning Initiatives

None Identified

#### Capital Investments

1. Improve Mobility and Safety on State Route 7/11/15/23 from Newport to Dover-Foxcroft and Greenville - This project will improve the efficiency and safety of the corridor. The corridor currently accommodates a mix of commuter vehicles, tourists and heavy truck traffic. Improvements may include conducting a safety audit of the corridor and implementing access management techniques to preserve and enhance mobility and safety. This project will address safety and mobility concerns resulting from existing traffic levels and anticipated increases resulting from anticipated residential and commercial development in northern Piscataquis and Penobscot Counties.
2. Tourism Infrastructure Improvements - Improve tourism-related transportation infrastructure in Piscataquis and northern Penobscot Counties such as directional, sight identification, and interpretive signage as recommended by the Piscataquis County Tourism Taskforce. Tourism has been identified as a priority strategy for economic development in Washington County. Transportation infrastructure is identified in the Fermata Study and Flanagan Report as an important element for increasing tourism.

### **Priority Corridor No. 8: Midcoast State Route 3 (Belfast to Palermo)**

#### Policy Initiatives

None Identified

#### Planning Initiatives

1. Route 3 access management planning study to maintain mobility/posted speeds, N/S crossings, and development opportunities.

#### Capital Investments

1. Route 3 intersection improvements - safety, mobility and capacity improvements at Route 220, Route 131N and Route 131S intersections.

### **Priority Corridor No. 9: Coastal Canadian (Eastport to Danforth)**

#### Policy Initiatives

1. Promote tourism along this corridor, including the Grand Lakes and the Million Dollar View Scenic Byway.
2. Facilitate cross-border trade with the Canadian Maritime provinces.
3. Encourage retention of forestry and other economic resource-based land-uses.

### Planning Initiatives

1. Improve rail and truck access to the Eastport marine facility.
2. Improve identification and interpretation of the watersheds, rivers, bays, ocean inlets and historical sites.

### Capital Investments

1. Add rest stops with rest rooms.
2. Pave shoulders when the road is improved.
3. Continue to improve highways with shoulders, drainage and foundations.

## **Priority Corridor No. 10: Midcoast State Route 17 (Rockland to Washington)**

### Policy Initiatives

None Identified

### Planning Initiatives

1. Route 17 access management planning study to maintain mobility/posted speeds, north-south crossings, and development opportunities.
2. Route 17 Safety Audit with a focus on high crash locations.

### Capital Investments

1. Route 17 intersection improvements - safety, mobility and capacity at Route 220, Route 131N and Route 131S intersections.

## **Priority Corridor No. 11: State Route 6 (Lincoln to Vanceboro)**

### Policy Initiatives

1. 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.
2. Improve highway and other international connections to support traditional industries and international trade.
3. Encourage retention of forestry and other economic resource-based land-uses.

### Planning Initiatives

1. Support bicycle and pedestrian facilities that would encourage recreational and tourism opportunities in the Lincoln area.
2. Address basic geometry and grade deficiencies of the highway.
3. Assist corridor towns to participate in the comprehensive planning process.

### Capital Investments

1. Pave shoulders when the road is improved.
2. Continue to improve highways with shoulders, drainage and foundations.