

2) Candidate Projects Submitted by PACTS Communities

(See Part 3 below for original survey questions)

1. BIDDEFORD A

- A. City of Biddeford
- B. Greg Mitchell
- C. gregory.mitchell@biddefordmaine.org
- D. 207.284.9115
- E. Elm Street Corridor (Phase 2)
- F. Main Street to the Arundel town line
- G. Implement a 'complete streets' design for this 2.9+/- miles. Would be a continuation of the recent Elm Street federal earmark grant from the Saco River to Main Street. Design elements to be reviewed: new sidewalks, new cross walks/ADA ramps, independent/shared bike lanes, street trees, street lightening and bus stops. Existing sidewalks terminate between Grayson & Precourt Streets.
- H. The project is a concept at this point in time.
- I. Not known at this time.
- J. Yes

K. GPCOG team assessment

- a. **Candidate for implementation or planning?** Implementation.
- b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections?** Yes, highlighted as critical safety corridor.
- c. **USDOT-defined Disadvantaged Community?** Yes.
- d. **PACTS Pipeline Project?** Yes, Biddeford Elm Street.
- e. **Fit/competitiveness for SS4A:** Good fit.

2. BIDDEFORD B

- A. City of Biddeford
- B. Greg Mitchell
- C. gregory.mitchell@biddefordmaine.org
- D. 207.284.9115
- E. Alfred Street Corridor
- F. Implementing a 'complete streets' design from Main Street to the Arundel town line (3.8+/- miles).
- G. The City recently submitted a section of Alfred Street for pedestrian upgrades as a 2023 Complex Project from Alfred Street to Washington Street with funding results TBD. Design elements to be reviewed include new sidewalks, new crosswalks/ADA ramps, independent/shared bike lanes, street trees, street lighting and bus stops. Existing sidewalks terminate at Planet Fitness.
- H. The project is a concept at this time.
- I. Not known at this time
- J. Yes

K. GPCOG team assessment

- a. **Candidate for implementation or planning?** Implementation.
- b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections?** Yes, highlighted as critical safety corridor.
- c. **USDOT-defined Disadvantaged Community?** Yes.

- d. **FACTS Pipeline Project?** Yes, alignment with proposed Complex Project (subject to Policy Board approval on 5/23).
- e. **Fit/competitiveness for SS4A:** Good fit.

3. BIDDEFORD C

- A. City of Biddeford
- B. Greg Mitchell
- C. gregory.mitchell@biddefordmaine.org
- D. 207.284.9115
- E. Biddeford-Saco Second Pedestrian Bridge
- F. Bridge would span the Saco River from the end of Pearl Street (Pearl Point Park) to Factory Island
- G. The proposed second pedestrian bridge would introduce a strategic new pedestrian and bike connection into the public street and pedestrian network to create new walking and bicycle connections to the Saco Transportation Center's rail and bus transit services, numerous businesses and community services in Downtown Biddeford and Saco and a large, diverse range of existing residents and jobs.
- H. The project has undergone planning, feasibility, or enhanced project scoping
- I. \$7,040,000
- J. Yes
- K. **GPCOG team assessment**
 - a. **Candidate for implementation or planning?** Implementation.
 - b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections?** The proposed bridge parallels two critical safety corridors (Route 1 and Route 9). Several pedestrians were severely injured (2016-2022) on Main Street corridor to the south.
 - c. **USDOT-defined Disadvantaged Community?** Not directly, but provides access to a disadvantaged community.
 - d. **FACTS Pipeline Project?** Yes, Saco Island multimodal bridge project.
 - e. **Fit/competitiveness for SS4A:** Okay fit.

4. BIDDEFORD D

- A. City of Biddeford
- B. Greg Mitchell
- C. gregory.mitchell@biddefordmaine.org
- D. 207.284.9115
- E. South Street Corridor
- F. Implementing a pedestrian & bicycle-safety design from Cathedral Oaks Drive to Dayton town line (3.8+/- miles).
- G. The City is currently working with the Hidden Hills Manufactured Housing Project, located at 413 South Street, developer to install a five (5) foot wide asphalt shoulder along the property's frontage on South Street (0.35 miles) and Waterworks Drive (0.22 miles) for pedestrians and cyclists.
- H. The project is a concept at this time.
- I. Not known at this time
- J. Yes
- K. **GPCOG team assessment**
 - a. **Candidate for implementation or planning?** Implementation.

- b. **Alignment with DRAFT Vision Zero Action Plan’s critical safety corridors and intersections?** Limited to the “five points” intersection (Elm, West, Alfred).
- c. **USDOT-defined Disadvantaged Community?** No.
- d. **PACTS Pipeline Project?** No.
- e. **Fit/competitiveness for SS4A:** Not a good fit at this time.

5. BIDDEFORD E

- A. City of Biddeford
- B. Greg Mitchell
- C. gregory.mitchell@biddefordmaine.org
- D. 207.284.9115
- E. West Street Corridor
- F. Implementing a 'complete street' design from Elm Street to Pool Street (5.6+/- miles).
- G. Implementing a 'complete street' design from Elm Street to Pool Street. Design elements to be reviewed west of Granite Street include new sidewalks, new crosswalks/ADA ramps, independent/shared bike lanes, street trees and street lighting. Design elements to be reviewed east of Granite Street include new sidewalks and independent/shared bike lanes. Existing sidewalks terminate just beyond Marion Drive.
- H. The project is a concept at this point in time.
- I. Not known at this time.
- J. Yes

K. GPCOG team assessment

- a. **Candidate for implementation or planning?** Implementation.
- b. **Alignment with DRAFT Vision Zero Action Plan’s critical safety corridors and intersections:** No.
- c. **USDOT-defined Disadvantaged Community?** No.
- d. **PACTS Pipeline Project?** No.
- e. **Fit/competitiveness for SS4A:** Not a good fit at this time.

6. WINDHAM

- A. Windham
- B. Barry Tibbetts
- C. Batibbetts@windhammaine.us
- D. (207) 892-1907
- E. Two Projects; Sidewalks (complex project) NW & Sidewalks Community Park to School (Windham Center)
- F. Rte. 302 and Rte. 202
- G. Project Description, NW Downtown (complex project) Windham is developing plans to construct sidewalks along both sides of Route 302 (Roosevelt Trail) from the intersection of Route 302 and Routes 35/115 to Amato Drive, approximately 3,500 feet. This section of North Windham is the Town’s commercial center with big box and other retail outlet and restaurants on both side of the road. However, there are sidewalks on only one side of the road (the east side) and those are in poor shape in many areas and in need of renovation to ensure ADA compliance.
 - a. The Town’s goal in this area of North Windham is to guide future growth and redevelopment in a manner that improves pedestrian safety and walkability, while maintaining the capacity of Roosevelt Trail and its diversified economic opportunities. The proposed pedestrian improvements would help create a sense of place more typical

of a small downtown than an aggregation of shopping malls and strip development and help us move forward to meet our goals for this area.

- b. The proposed work includes new 6-ft sidewalks on the west side of 302 with granite curb as well as adding crosswalks with ramps, tipdowns, detectable warning plates and pedestrian signals at all signalized intersections in compliance with ADA rules. The project also includes the addition of pedestrian scale ornamental lights and landscaping along the sidewalk route where appropriate. There is a closed drainage system currently in place in this area, but some improvements would also be made to improve capacity where appropriate.
- c. The estimated cost to construct the proposed improvements is \$3.5 million to \$4.0 million in 2023 dollars.
- d. Project Description Sidewalks Park to School
- e. The Town is proposing to construct sidewalk with curbing and closed drainage along Route 202 from the Windham Raymond School (RSU14) complex to Windham's Community park approximately 3,500-ft to the southwest. Currently there is no sidewalk along this busy section of minor arterial road and students traveling from the school to the Community park walk along the road shoulder, which is currently paved in certain areas and gravel in others. Concerns over the safety of pedestrians traveling along this section of road make this a high priority initiative for the Town. The AADT for this section of Route 202 in 2019 was 7110.
- f. The proposed plan consists of a 5-ft wide asphalt paved sidewalk with granite curb. Ramps, tip downs, and detectable warning tiles will be installed at the Pope Road crossing and at driveways in compliance with Maine DOT and ADA requirements. To provide for road drainage with the curbed sidewalk, catch basins and culverts are included in the proposed design at appropriate locations to convey and discharge stormwater in compliance with Maine DOT and DEP requirements.
- g. The estimated cost to construct the proposed improvements is \$2.0 million to \$2.5 million in 2023 dollars.
- H. The project has completed preliminary design
- I. \$4M for NW and \$2.5M for school park
- J. Yes

K. GPCOG team assessment

- a. **Candidate for implementation or planning?** Implementation.
- b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections:** Yes.
- c. **USDOT-defined Disadvantaged Community?** No.
- d. **PACTS Pipeline Project?** Yes, Windham Sidewalks.
- e. **Fit/competitiveness for SS4A:** Okay fit.

7. SACO

- A. Saco
- B. Patrick Fox
- C. pfox@sacomaine.org
- D. (207)-284-6641
- E. Saco Island Multi-Modal Bridge

- F. The proposed project area is between the cities of Saco and Biddeford spanning across the Saco River connecting Biddeford's Pearl Street Riverfront District to the Transportation Center in Saco. The bridge is planned to be just south of and parallel to the existing railroad bridge.
- G. The construction of a multi-modal bridge connecting the Saco Transportation Center to downtown Biddeford's Pearl Street Riverfront District will allow direct and protected bicycle and pedestrian access to necessary downtown goods and services, as well as to the regional bus service and Amtrak train line. This project will move pedestrians and bicyclists off two highly congested and physically constrained roadways, Rt. 1 and Main Street, as well as reduce travel times to encourage greater bike/pedestrian activity in two downtown centers.
- H. The project has undergone planning, feasibility, or enhanced project scoping.
- I. \$5M
- J. Yes, Saco is prepared to partner with Biddeford and provide the 20% match. This was included in Saco's FY 2024 Budget process listed in years three and four of the 5-year capital improvement plan.

K. GPCOG team assessment

****project also submitted by Biddeford***(see #3, Biddeford C above)*

- a. **Candidate for implementation or planning?** Implementation.
- b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections?** The proposed bridge parallels two critical safety corridors (Route 1 and Route 9). Several pedestrians were severely injured (2016-2022) on Main Street corridor to the south.
- c. **USDOT-defined Disadvantaged Community?** Not directly, but provides access to a disadvantaged community.
- d. **PACTS Pipeline Project?** Yes, Saco Island multimodal bridge project.
- e. **Fit/competitiveness for SS4A:** Okay fit.

8. FREEPORT A

- A. Freeport
- B. Adam Bliss
- C. abliss@freeportmaine.com
- D. (207) 865-4746 x106
- E. Route One South Multi-Use Path
- F. Downtown Village to the Cousin's River Bridge
- G. The East Coast Greenway and Casco Bay Trail corridor represents perhaps the most significant section of the Connect Freeport vision. Currently, the ECG route follows Route 1 on-road into downtown Freeport before heading to Brunswick via Bow Street and Pleasant Hill Road. Connect Freeport is committed to developing an off-road multi-use path that would become the future ECG route through Freeport, meeting the goal to have the ECG and CBT be fully off-road and separated from vehicle traffic. Freeport's Complete Streets Committee and Connect Freeport working groups have been working diligently over the last several years to develop plans for this connection.
- H. The project has undergone planning, feasibility, or enhanced project scoping.
- I. \$6M
- J. Yes

K. GPCOG team assessment

- a. **Candidate for implementation or planning?** Implementation.

- b. **Alignment with DRAFT Vision Zero Action Plan’s critical safety corridors and intersections?** No.
- c. **USDOT-defined Disadvantaged Community?** No.
- d. **PACTS Pipeline Project?** No, but connects to proposed Beth Condon Trail extension (Yarmouth).
- e. **Fit/competitiveness for SS4A:** Not a good fit at this time.

9. FREEPORT B

- A. Freeport
- B. Adam Bliss
- C. abliss@freeportmaine.com
- D. (207) 865-4746 x106
- E. Connect Freeport: East-West Connection
- F. Main Street-Mallett Drive-Pownal Road-Desert Road
- G. The Town of Freeport is bisected by Interstate 295, with bridges at exits 20 and 22 connecting the east and west sides. The East-West Loop seeks to create a pedestrian and bike-friendly path across both bridges, connecting to the Hunter/ Pownal Road Fields and the Desert of Maine on the west side with downtown on the east side in a loop configuration. This will enhance the experience of residents and visitors in a number of ways. Students living on the east side will be able to safely bike or walk to the Pinetree Academy and Waldorf Schools. Students living on the west side will be able to safely walk or bike to Freeport Middle and High Schools. Community Members and visitors on both sides will be able to safely walk or bike to points of interest on or near the loop, enhancing the quality of life through increased recreational opportunities, fewer emissions, and the opportunity for children to travel between destinations independently.
- H. The project has undergone planning, feasibility, or enhanced project scoping.
- I. \$15M
- J. Yes
- K. **GPCOG team assessment**
 - a. **Candidate for implementation or planning?** Implementation.
 - b. **Alignment with DRAFT Vision Zero Action Plan’s critical safety corridors and intersections?** No.
 - c. **USDOT-defined Disadvantaged Community?** No.
 - d. **PACTS Pipeline Project?** No.
 - e. **Fit/competitiveness for SS4A:** Not a good fit at this time.

10. FALMOUTH

- A. Town of Falmouth
- B. Nathan Poore
- C. npoore@falmouthme.org
- D. (207)-699-5314
- E. Reimagining Route 1
- F. Arundel to Freeport
- G. Planning to reimagine Route 1 in all communities - achieve zero fatalities, improve overall safety for all modes, complete streets, improved bike ped, accommodate needed housing and transit for those that are underserved, etc.
- H. The project is a concept but many individual communities have done similar planning and there was a regional effort – Route 1 North (?) maybe 10 years ago.

I. \$5M

J. Yes

K. GPCOG team assessment

- a. **Candidate for implementation or planning?** Planning.
- b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections?** Yes, highlighted as critical safety corridor.
- c. **USDOT-defined Disadvantaged Community?** Yes, in Biddeford and Portland.
- d. **PACTS Pipeline Project?** Yes, segments of the corridor align with *existing* (Biddeford, Elm Street) or *proposed* (Falmouth, Route 1) Complex Projects.
- e. **Fit/competitiveness for SS4A:** Okay fit, needs scoping.

11. PORTLAND A

A. Portland

B. Jeremiah Bartlett

C. jbartlett@portlandmaine.gov

D. (207) 874-8891

E. Portland Separated Bike Lanes Planning and Demonstration Project

F. Washington Avenue (Presumpscot to Auburn Street); Auburn Street (Washington Avenue to Falmouth TL); Allen Avenue (Forest Avenue to Washington Avenue); Forest Avenue (Woodfords Corner to Westbrook TL); Brighton Avenue (Falmouth Street to Brighton Avenue)

G. Planning and quick-build demonstration of higher quality separated bike lane treatments and other complementary complete street design elements on a number of Portland arterial streets with high incidence of crashes of all types. Different bikeway configurations and methods of separation will be tested and evaluated including: one-way and two-way bike lanes; curb-separated and flex-post separated bike lanes; bike lane buffer widths and markings; green conflict zone paint; and bike signals and lead bike interval signal phasing. Recently completed FHWA research (2022) found that separated bike lanes can significantly reduce the incidence of bike crashes by approximately 50%. Many of these arterials with basic bike lanes have bicycle crash histories. For instance, for the 6 years from 2016 to 2021 there were 6 bicycle crashes resulting in injuries between Woodfords Corner and Morrill's Corner. Many of these arterial serve areas with a high percentage of disadvantaged populations.

H. The project is a concept at this point in time

I. \$400,000

J. Yes

K. GPCOG team assessment

- a. **Candidate for implementation or planning?** Planning.
- b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections:** Yes, Washington Ave., Forest Ave., and Brighton Ave.
- c. **USDOT-defined Disadvantaged Community?** Limited to Washington Ave. (Ocean Ave. to Presumpscot St.)
- d. **PACTS Pipeline Project?** N/A (planning).
- e. **Fit/competitiveness for SS4A:** Okay fit, needs scoping.

12. PORTLAND B

A. Portland

B. Jeremiah Bartlett

C. jbartlett@portlandmaine.gov

D. (207) 874-8891

- E. Allen's Corner Safe Streets Planning and Demonstration Project
- F. Allen's Corner in North Deering Portland (Allen Avenue from Pennell Avenue to Brook Road; Washington Avenue from Mona Road to Chapman Street; Auburn Street from Washington Avenue to Bartley Avenue)
- G. Request for Planning and Demonstration grant funding for multimodal safety and MMLOS analysis to determine a revised configuration of intersection and adjacent street segments to reduce the incidence and severity of crashes. Two of the four legs of the intersection are High Crash Locations as is the intersection/node itself with a combined 63 crashes of all types among them. The intersection is a heavily traveled school route by students attending the nearby Lyseth Elementary and Moore Middle Schools campus. The intersection and surrounding street network as designed currently function as barriers within the North Deering neighborhood. Potential street-related interventions include reduction in turn lanes, adding bike lanes, adding esplanades and other streetscape enhancements, reducing pedestrian crossing distances, access management of the numerous commercial driveways and traffic signal timing and phasing changes. Portland has recently updated its zoning to require buildings closer to the street and elimination of drive-throughs, etc.
- H. Outcomes from PACTS HCL Study available
- I. \$300,000
- J. Yes
- K. **GPCOG team assessment**
 - a. **Candidate for implementation or planning?** Planning.
 - b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections:** Yes.
 - c. **USDOT-defined Disadvantaged Community?** No.
 - d. **PACTS Pipeline Project?** N/A (planning).
 - e. **Fit/competitiveness for SS4A:** Good fit with more scoping.

13. PORTLAND C

- A. Portland
- B. Jeremiah Bartlett
- C. jbartlett@portlandmaine.gov
- D. (207) 874-8891
- E. Forest Avenue/I-295 Exit 6 Single Point Urban Interchange (SPUI) Planning Project
- F. I-295 Exit 6 Interchange and Mainline including Forest Avenue from Bedford Street/Baxter Boulevard to State Street/Marginal Way
- G. Planning grant request for Exit 6 of I-295 in Portland. The project area has 7 HCL including all four off-ramps that intersect with Forest Avenue. CRFs for these ramps range from 3.4 to 9.4 totaling over 100 crashes in the most recent 3-year period (2019-2021). The further exploration of a Single Point Urban Interchange was recommended in the Portland-South Portland Smart Corridor Study (2017). Exit 6 is an outdated clover leaf interchange. The project area has PACTS and/or MaineDOT roadway study-redesign efforts underway on both sides of it. Its current design serves as a barrier between the peninsula and outer neighborhoods. The abutting Parkside and Bayside neighborhoods are two of the most ethnically diverse neighborhoods in Portland and Maine. The project area has also seen a number of bicyclist and pedestrian crashes in the last 6 years including one pedestrian fatality (2016).
- H. The project has undergone planning, feasibility, or enhanced project scoping.
- I. \$250,000

J. Yes

K. GPCOG team assessment

- a. **Candidate for implementation or planning?** Planning.
- b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections:** Yes.
- c. **USDOT-defined Disadvantaged Community?** Yes.
- d. **PACTS Pipeline Project?** N/A (planning).
- e. **Fit/competitiveness for SS4A:** Good fit with more scoping.

14. PORTLAND D

- A. Portland
- B. Jeremiah Bartlett
- C. jbartlett@portlandmaine.gov
- D. (207) 874-8891
- E. Warren Avenue - Riverside Street Complete Intersection Planning and Demonstration Project
- F. Warren Avenue - Riverside Street Intersection in Riverton Neighborhood, Portland (exact limits TBD)
- G. Planning and Demonstration grant funding request to investigate effective intersection modifications. Each of the four legs and the intersection node are High Crash Locations with 180 total crashes in the most recent 3-year period (2019-2021). The 45 intersection node crashes had an injury rate of 33%. The area is highly automobile-oriented with numerous driveways/turning conflicts in close proximity to the intersection which likely contribute to the crash patterns exhibited. Potential interventions include access management, turn restrictions, signal timing and phasing changes, more durable pavement markings and lane configuration modifications.
- H. The project is a concept at this point in time.
- I. \$300,000
- J. Yes

K. GPCOG team assessment

- a. **Candidate for implementation or planning?** Planning.
- b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections:** Yes.
- c. **USDOT-defined Disadvantaged Community?** No.
- d. **PACTS Pipeline Project?** N/A (planning).
- e. **Fit/competitiveness for SS4A:** Okay fit, needs scoping.

15. PORTLAND E

- A. Portland
- B. Jeremiah Bartlett
- C. jbartlett@portlandmaine.gov
- D. (207) 874-8891
- E. Forest Avenue - Riverside Street Complete Intersection Project Planning and Demonstration Project
- F. Forest-Riverside Intersection in Riverton Neighborhood, Portland (limits TBD)
- G. Planning and Demonstration grant funding request to investigate effective intersection modifications. One leg and the intersection node are High Crash Locations with 64 total crashes in the most recent 3-year period (2019-2021). The 45 intersection node crashes had an injury rate of 27%. The area is highly automobile-oriented with numerous driveways/turning conflicts in

close proximity to the intersection which likely contribute to the crash patterns exhibited. Potential interventions include access management, bike lane modifications, turn restrictions, signal timing and phasing changes (including bike and/or lead pedestrian intervals, more durable pavement markings, elimination of a slip lane, additional crosswalks/crossing signals and lane configuration modifications. The immediate area includes the new Portland Homeless Service Center (201 beds and on-site services) and Portland Housing Authority's Riverton Park, undergoing an expansion to 184 housing units and new building to offer on-site social services.

H. The project is a concept at this point in time.

I. \$300,000

J. Yes

K. GPCOG team assessment

- a. **Candidate for implementation or planning?** Planning.
- b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections:** Yes.
- c. **USDOT-defined Disadvantaged Community?** No.
- d. **PACTS Pipeline Project?** N/A (planning)
- e. **Fit/competitiveness for SS4A:** Okay fit, needs scoping.

3) Candidate Project Survey Questions

Safe Streets for All (SS4A) - High Impact Candidate Projects for FY23

Following guidance from PACTS municipal managers and staff, municipalities are kindly asked to **submit brief project descriptions through this portal by Thursday, May 11 at 3:00pm**. Based on USDOT guidance, the most competitive projects for this highly competitive SS4A program are those that reduce fatalities & serious injuries (first and foremost), address equity, consider climate change/sustainability and economic competitiveness, and are deliverable within 5 years.

It's okay to bundle projects if you think it makes sense. If you have multiple projects that are pretty unique, consider submitting multiple survey responses.

Need more information on the SS4A program? Check out USDOT's website: <https://www.transportation.gov/grants/SS4A>

Section 1

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Contact Information

Please provide contact info below so we can be in touch with any questions.

1. Municipality Name *

Enter your answer

2. Staff Contact Name *

Enter your answer

3. Staff Contact Email Address *

Enter your answer

4. Staff Contact Phone Number *

Enter your answer

Section 2



Project Information

Please provide some brief information about the project below. Recall - applicants can bundle projects. For example, an applicant could recommend pedestrian refuge islands or other safety treatments on several streets.

5. Project Name *

Enter your answer

6. Project Location *

Include road/street names and project extent (e.g. street xyz from route 1 to route 2).

Enter your answer

7. Project Description *

Describe project. 150 words max.

Enter your answer

8. What Best Characterizes the Status of the Project? *

- The project is a concept at this point in time.
- The project has undergone planning, feasibility, or enhanced project scoping.
- The project has completed preliminary design.
- The project has completed final design.
- Other

9. Estimated Project Cost *

Estimated cost (if known)

10. Is your Community Prepared to Deliver the Project in 5 Years and Provide the Requisite 20% Local Match? *