

PACTS Planning Study Proposal Application **NoPo Region Route One Complete Street Study**

Draft: July 22, 2015

PART I – PACTS MEMBER INFORMATION

1. **Applicant Organization(s):** *Towns of Falmouth, Cumberland, Yarmouth, and Freeport*
2. **Study Title:** *NoPo Region Route One Complete Street Study*
3. **Geographic Area:** *Route One Corridor in Falmouth, Cumberland, Yarmouth, and Freeport*
4. **Contact person(s):** *Donna Larson + Theo Holtwijk*
5. **Contact person(s) phone number:** *Donna = 865-4743 ext. 103, Theo = 699-5340*
6. **Contact person(s) email:** dlarson@freeportmaine.com tholtwijk@falmouthme.org
7. **Endorsement(s):** **Date of Endorsement:**

Committee Endorsements:

Yarmouth Comprehensive Plan Implementation Committee endorsed the application on July 20, 2015(see also attachment B)

Yarmouth Bicycle-Pedestrian Committee endorsed the application on July 24, 2015

Active Community Environment (ACE) Team Endorsement: *Falmouth = n/a*

Yarmouth = n/a

Other Endorsements:

8. **Official** Municipal or Transit Board Endorsement:

Falmouth Town Council will be asked for endorsement on July 27, 2015.

Cumberland Town Council will be asked for endorsement on July 27, 2015.

Yarmouth Town Council will be asked for endorsement on August 20, 2015.

Freeport Town Council endorsement - TBD

PART II – PURPOSE AND NEED, SCOPE AND BUDGET

9. **Study Purpose and Need Statement:**

The Purpose and Need Statement must address the critical deficiencies that the study will examine and goals that will be addressed in the development of a plan. The statement must be in sufficient

detail so that PACTS staff can use it to determine the study's merits. (Attach supplemental information if needed.)

A: *The communities north of Portland - Falmouth, Cumberland, Yarmouth, and Freeport (known as "NoPo Region")- want to create an approximately 20-mile long **Complete Street for the Route One Corridor**. The Route One corridor functions as a transportation corridor serving a regional housing and labor market. A comprehensive Complete Street approach will help to identify the top regional transportation priorities for Route One. This effort will build on all previous planning efforts and infrastructure investments in each of the four communities (see attachment A for a summary of pertinent planning/investment efforts by community).*

The "NoPo Region Route One Complete Street Study" will:

- *Stimulate economic development along the Route One Corridor and strengthen each of the Priority Centers identified in Destination 2040;*
- *Restore the corridor as a travelway between and within the communities with specific street improvements and enhancements that embrace and highlight the unifying features of the corridor and respond to the land use context. These improvements will be suitable for incorporation in future CIP work of each of the four communities;*
- *Improve mobility, safety, and accessibility for all users within the corridor;*
- *Identify signalization and timing improvements that will result in reduced energy consumption for travelers;*
- *Reduce energy consumption for travelers by enabling more walking, bicycling, and transit use,*
- *Improve healthy living through active transportation; and*
- *Lay the groundwork for the development, and application, of a comprehensive, regionally-consistent approach for Complete Street Best Practices implementation in each of the four communities.*

10. Study Methodology Outline and Proposed Scope of Work

The Study Methodology and Proposed Scope of Work must be in sufficient detail for PACTS staff and the MaineDOT to verify the cost estimate for the planning study. For example, if significant modeling or graphics renderings are anticipated, or survey work is required, the estimates should be called out in line-item format in the proposed budget, which accompanies this application. Maps and sketches relevant to the study area must be included with this submittal. (Attach supplemental information if needed.)

A: *The study will:*

- *Examine the existing land use context, as a corridor as well as specific node areas, utilizing on site reconnaissance, adopted plans and ordinances, and recent and planned infrastructure improvements on the corridor (see attachment A for a summary of pertinent efforts in each community),*
- *Divide the corridor into individual corridor segments that can be studied on their own, that are manageable in length and have a consistent land use and character context,*
- *Develop a Complete Street Checklist that will inform and organize the assessment of each segment on the corridor. The checklist will collect in a systematic fashion data, observations and feedback relating to the travelway (existing/proposed roadway features, intersections, utilities, bicycle/pedestrian facilities, presence of transit), its surroundings (e.g. commercial*

areas, schools, parks), and any plans that address what the specific area of the corridor requires. This checklist will ensure that the needs of all users can be considered in an easy, appropriate, consistent, and flexible manner;

- *Review traffic and accident data, right-of-way and pavement widths and condition of pavement, and width of delineated travel lanes,*
- *Conduct field investigations of each of the Route One segments,*
- *Collect data at each “Area of Special Interest” (nodes) using the Miovision “Scout” equipment (available to loan from PACTS). Data to include vehicle trips and turning movements, bicycle trips and movements and pedestrian counts and movements,*
- *Conduct public outreach with a variety of stakeholders, and*
- *Coordinate with Portland Metro on incorporating transit stop infrastructure improvements into the plan.*
- *Coordinate with utility companies that have projects planned in the Route One corridor in the next five years.*
- *Produce Complete Street concept descriptions and cost estimates for the entire 20 mile corridor of Route One from the Portland City line to the Brunswick Town line.*
- *Evaluate and prioritize the “Areas of Special Interest” identified below for consideration of concept plan development.*
- *Produce conceptual designs for several (number to be determined) of the “Areas of Special Interest” identified below. The conceptual descriptions will look at the big picture, identify typical plan and section concepts and alternatives, and confirm that the areas of special interest are appropriate. The concept designs may identify other areas that should be considered “Areas of Special Interest”. In addition to a plan and section, the conceptual design will identify issues and concerns that would have to be addressed. It will be critical that a typical plan and section has the ability to be implemented within the corridor.*
- *Potential Areas of Special Interest in the four communities may include, but are not limited to:*

Falmouth:

1. *Route 1/88 intersection,*
2. *Route 1 from Turnpike Spur to Cumberland Town line*

Cumberland:

1. *Lower Rt. 1 to Falmouth Town line: Off-pavement pedestrian trail (0.5 miles in length)*
2. *Tuttle Road/Kings Highway intersection*
3. *Route 1/Chebeague Island Transportation Co. parking lot*

Yarmouth:

1. *Route 1 / Main Street Bridge renovation / replacement (MDOT project), which seeks, inter alia, to improve connectivity between Route 1 and Main Street, constituting a center of Opportunity for stimulus of economic activity within and beyond this hub.*
2. *Route 1 areas in proximity to Exit 15 of I-295, including bike-ped connectivity across the I- 295 bridge to connect the Tyler Technologies, West Side Trail and nearby Cumberland residential and business area to Yarmouth Village.*
3. *Route 1 areas in proximity to Exit 17 of I-295, including intersection with Route 88 and interface with MDOT Information Center and Park & Ride Lot, extending to Cousins River Bridge and bike-ped connectivity with Freeport.*

4. *Route 1/Portland Street intersection; and*
5. *Route 1/E. Main Street intersection pedestrian access across Route 1.*

Freeport:

1. *The intersection of Desert Rd and Route One – running south to north from and including Pine St to and including Varney Rd and to west over the highway to and including the intersection of Hunter Rd.*
 2. *Downtown Freeport from West St to Mallett Drive*
 3. *Mallett drive from Route One to Routes 125 and 136*
- *Steering Committee and Public Participation –*
 - *Planning and Public Works staff for each community will constitute the Ad Hoc Steering Committee for the consultant and the project.*
 - *The Steering Committee will provide the necessary background information to the Consultant and will guide the development of the Plan.*
 - *Members of the Steering Committee are responsible for keeping local Councils and committees informed of how the Plan is developing.*
 - *The Steering Committee will determine when the draft Plan is ready for public comment.*
 - *At least three public meetings will be held. This is a regional plan and all public meetings will be held on a regional basis.*
 - *The Consultant is responsible for planning the public meetings, advertising the meetings, and for generating all of the materials that will be used for the meetings.*
 - *Prioritization: The Plan shall prioritize all of the proposed projects. Priorities shall be based on areas that generate high volumes of bicyclists and pedestrians, such as schools and commercial areas, safety concerns, and coordination with other proposed infrastructure improvements.*
 - *Funding: The Plan shall identify possible sources of funding for the proposed projects in each of the communities.*

11. Planning Study Cost Estimate: \$ 120,000

12. Budget Breakdown Please provide a line item spreadsheet document.

See below and attached. Tom Errico of TY Lin advised on this estimate. Assumed hourly rate = \$150.

	<i>Hours</i>	<i>Cost</i>
<i>Task 1: Document review</i>	<i>50</i>	<i>\$ 7,500</i>
<i>Task 2: Field work</i>	<i>200</i>	<i>\$ 30,000</i>
<i>Task 3: Public outreach</i>	<i>70</i>	<i>\$ 10,500</i>
<i>Task 4: Concept recommendations</i>	<i>110</i>	<i>\$ 16,500</i>
<i>Task 5: Concept plans</i>	<i>200</i>	<i>\$ 30,000</i>

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 FY 2016/2017 Unified Planning Work Program (UPWP)
 Application Form**

Task 6: Cost estimates	50	\$	7,500
Task 7: Final report	100	\$	15,000
Subtotal	770	\$	117,000
Direct expenses		\$	3,000
Total		\$	120,000
Match required		\$	24,000
PACTS grant		\$	96,000
Freeport		\$	8,000
Yarmouth		\$	8,000
Cumberland		\$	3,000
Falmouth		\$	5,000
Match provided		\$	24,000

PART III – Regional Priority Criteria

13. Destination 2040 Priority Corridors and Centers

The study area is in a Top Priority Corridor yes

14. Safety and Regional Focus

If the study area includes more than five High Crash Locations, or includes one of the top five High Crash Locations in the PACTS Planning Area (PACTS staff will provide the five locations) then provide the information here.

A: The study area does not include a top five High Crash Location.

If the study area includes more than one location in MaineDOT’s current statistical report on accidents involving bicyclists and pedestrians then provide the information here.

A: The study area does not include locations in MaineDOT’s current statistical report on accidents involving bicyclists and pedestrians. While this is the case, there is anecdotal evidence that many pedestrians and bicyclists currently avoid Route 1 for their transportation needs due to safety concerns. For example, this excerpt from a comment came from recent Falmouth Bicycle-Pedestrian Survey: “I ride roads (but not Route 1 through center of town. Too congested for a through cyclist).”

The study area includes the following number of municipalities:

A: Four municipalities are included: Falmouth, Cumberland, Yarmouth, and Freeport.

15. Economic Development

Please explain if the study's *primary* objective is clearly regional economic development:

- A:** *The study's primary focus is on stimulating regional economic development by improving and creating alternatives for residents and visitors in the Route One region to take transit, walk, or bike to their destinations. This has several aspects:*
- *Investing in a Complete Street for Route One is expected to stimulate private investment, sales tax revenue, and new jobs, resulting in more vibrant destinations.*
 - *Creating a Complete Street for Route One will help to raise increase real and perceived property values on the corridor.*
 - *Money saved on transportation along the Complete Street can be can be invested in housing, expended in restaurants or for entertainment, or other local purchases and will keep it circulating in the local economy.*
 - *Circulation and connectivity improvements to be identified will improve the quality of life for residents by providing alternative means of transportation including: walking, biking, or taking transit. This will provide relief from traffic congestion, which costs businesses in a real and perceived manner due to time spent by employees, customers or tourists being stuck or slowed down in traffic.*
 - *In the Priority Centers, the Complete Street improvements will stimulate business revenues in retail and hospitality sectors due to increased pedestrian and bicycle activity leading to foot traffic, but also in the perception and sense of place that comes from a walkable community.*
 - *Improvement projects will be identified that include bike and pedestrian facilities. These types of projects have shown to create per dollar spent more jobs during construction than those that are only designed for vehicles.*
 - *Jobs will be created as a support and result of increased tourism, bicycle manufacturing, sales and repair, bike tours, and other activities.*

16. **Destination 2040 Goals**

PACTS staff will use the responses to determine how the proposed study would advance each goal of *Destination 2040*. Please explain how your proposed study would advance the goals below at the "A."

Goal 1: Regional Focus – PACTS will plan for, fund, and maintain a transportation system that reflects a regional approach to transportation and land use planning, project prioritization, and decision-making founded on effective communication, data analysis and management of regional resources.

A: *This project will be built on the success of the NoPo Bicycle-Pedestrian Plan that brought the same four communities together to develop a prioritized regional plan. Cooperative planning has been the hallmark of the NoPo region. Extending this to the Complete Street for Route One is the next logical and identified step in managing this regional resource and will further enhance already established relationships.*

Goal 2: Economic Development – PACTS will plan for, fund, and maintain a transportation system that enhances regional prosperity through support for the economic vitality of existing businesses in centers and for economic development opportunities encouraged by local and regional plans.

A: *The Route One corridor connects the principal commercial areas in each of the four communities and functions as a transportation corridor that serves a regional housing and labor market. Strengthening the vitality of the Centers of Opportunity and other commercial hubs along this corridor is critical for each community.*

Goal 3: Mobility, Safety and Accessibility – PACTS will plan for, fund, and maintain a transportation system that improves the mobility, safety and accessibility of people and goods throughout the region

A: *The Complete Street approach seeks to improve the mobility, safety and accessibility of all people along the corridor. While the study area does not include locations in MaineDOT's current statistical report on accidents involving bicyclists and pedestrians, there is anecdotal evidence that many pedestrians and bicyclists currently avoid Route 1 for their transportation needs due to safety concerns. The project will enable active transportation modes of walking and bicycling which will improve the health of the community through physical activity and exercise in the course of everyday transportation habits.*

Goal 4: Energy Conservation – PACTS will plan for, fund, and maintain a transportation system that conserves and efficiently uses energy resources.

A: *The Complete Street approach seeks to conserve and efficiently use energy resources along the corridor.*

Goal 5: Land Use – PACTS will plan for, fund, and maintain a transportation system that supports land use plans and development that furthers the Urban to Rural land use pattern, that promote livable places that support walkability, bikeability and transit-oriented development in Centers of Opportunity and other areas emphasizing all modes.

A: *The project builds on the land use plans in each community. These plans aim to concentrate development in Centers of Opportunity and other commercial hubs. The Complete Street approach focuses on the needs of all users.*

Goal 6: Environmental Quality – PACTS will plan for, fund, and maintain a transportation system that protects and improves the human and natural environments and quality of life.

A: *The Complete Street approach is by its nature one that focuses on human scale, has a low impact on the natural environment, and aims to improve the quality of life of all users. Energy savings will be realized through increased utilization of walking, bicycling and transit modes.*

17. Design and Scoping

Please explain why the existing transportation project concept (probably the product of a recent study) needs additional scoping and design in order to produce a better defined concept than currently exists. (As noted above, our objective is to encourage efforts to produce better defined capital project

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FY 2016/2017 Unified Planning Work Program (UPWP)
Application Form**

concepts than currently exist – not to do the Enhanced Project Scoping of capital project application which we do for our short-listed capital project applications. For instance, we are looking to produce concept designs and scopes that go beyond the level of detail produced for the applications for PACTS capital funding a few years ago for the USM roundabouts project and the Woodford’s Corner project. In those two examples MaineDOT and Portland needed to do a considerable amount of additional “preliminary design” work that we would now like to do earlier in the PACTS planning phase. This is a new direction at PACTS for which we welcome proposals.)

A: *Not applicable*

ATTACHMENT A

Potential concept designs of special areas of interest

Falmouth

- Route 1/88 intersection,
- Route One from Turnpike Spur to Cumberland Town line

Cumberland

- Lower Rt. 1 to Falmouth Town line: Off-pavement pedestrian trail (0.5 miles in length)
- Tuttle Road/Kings Highway intersection
- Route 1/Chebeague Island Transportation Co. parking lot

Yarmouth

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Freeport

- The intersection of Desert Rd and Route One – running south to north from and including Pine St to and including Varney Rd and to west over the highway to and including the intersection of Hunter Rd.
- Downtown Freeport from West St to Mallett Drive
- Mallett drive from Route One to Routes 125 and 136

List of completed plans

Falmouth

- Route 1 Infrastructure Plan
- Bicycle-Pedestrian Plan
- NoPo Bicycle-Pedestrian Plan
- Economic Development Strategy
- Comprehensive Plan
- Wayfinding Signage Plan

Cumberland

- Rt. 1: North and South TIF Districts 1,2,3
- Rt. 1 Center Turn Lane Plans – North and South- 2016

Yarmouth

- Character-Based Code for Route 1 Corridor, approved May 16, 2013.
- Draft Complete Streets Policy
- Draft Bike-Pedestrian Network Plan/Recommendations
- NoPo Phase 1 Report
- NoPo Phase2 Report
- BCMP Extension to Exit 17 Grant PACTS Application (Town withdrew to get roundabout grant)
- Exit 17 Roundabout PACTS Grant Application
- Beth Condon Pathway extension from Hannaford's Plaza to East Main St. overpass and intersection, with reconfiguration of southbound lanes of Route 1, Project completed.
- Gateways Committee Report

Freeport

- TBD

ATTACHMENT B

21 July 2015

Re: PACTS Planning Study Proposal Application: *NoPo Region Route One Complete Street Study*

The Yarmouth Comprehensive Plan Implementation Committee (CPIC) met last night and endorsed the NoPo Region Route One Complete Street planning grant application.

The application supports Yarmouth's ongoing work to transform our Route 1 corridor from its current highway-like design to a Complete Street that accommodates and encourages all users with a safe and "place-based" design.

In addition, connecting Yarmouth's Route 1 vision and work with Freeport, Cumberland, and Falmouth efforts will strengthen the regions image and desirability as a location for economic development.

The Yarmouth CPIC enthusiastically supports the PACTS grant application.

Lynne Seeley
Chair, Yarmouth Comprehensive Plan Implementation Committee (CPIC)