

2023 Call for Projects

I. Threshold Assessment

Q1. The first step in the application process is the threshold assessment. Please self-assess whether your project is regionally significant and check any boxes that apply to your project. If you cannot check at least one of the boxes, your project does not meet the regional significance threshold and you should not complete the application.

- ✓ **My project serves regionally significant origins, destinations, and corridors, defined as PACTS priority centers and corridors, including those identified in Transit Tomorrow (p.8) and the upcoming Long Range Transportation Plan (pp.18, 19) (an update to Destination 2040 (p.18)). Include highly-travelled roads; transportation terminals; employment centers; higher education campuses; major tourism, entertainment, and recreation venues; Equitable Target Areas; and places zoned for higher density and affordable housing.**
- My project has systemwide benefits. Include improving the region's major intersections or traffic signal network, applying a technology for system improvement or revenue generation, supporting the transit customer's regional experience, or making a significant connection in the active transportation network.
- My project meaningfully reduces regional greenhouse gas emissions or improves the resiliency of the regional transportation network.

Optional Comments:

II. Basic Information

Q2. Municipality/Agency (Lead Applicant)
City of Portland

Q3. Project Partners (if applicable)
METRO

Q4. Primary Contact Name
Jeremiah Barlett

Q5. Primary Contact Email Address
jbarlett@portlandmaine.gov

Q6. Primary Contact Telephone Number
(207) 874-8891

Q7. Project Name
Forest Avenue Phase IV Complete Streets and Modernization Project

Q8. Project Location
To the extent applicable, describe the location of this project, including start and end points and/or other information necessary to identify the location of the project. (maximum 100 words)

The Forest Avenue Phase IV Complete Streets and Modernization Project will extend from Woodford's Corner/Revere Street to Baxter Blvd/Bedford Street and modernize Forest Avenue into a holistic, multi-modal corridor, with the goal of balancing its roles as an important National Highway System-regional principal arterial and transit corridor as well as a local commercial 'main street'.

Q9. Project Purpose
Describe the "problem" this project will solve. What are the regional and/or local benefits of this project? (maximum 500 words)

Forest Avenue Phase IV Complete Streets and Modernization Project will retrofit the street's configuration to create a more multimodal street, increasing the safety and accessibility for all users, including motorists, pedestrians, bicyclists and transit riders. Through prior planning work,

numerous issues have been identified in this segment of Forest Avenue. ** Four-lane cross-section with challenges for safety and turning traffic in particular -- 19 collisions with cyclists resulting in 17 injuries in the past ten years -- 25 collisions with pedestrians, resulting in 21 injured and two killed in the past ten years -- 262 motor vehicle crashes in the past three years with five high crash locations (HCL's) in the study area ** Four lanes creates the 'double threat' to pedestrians ** Lack of bike facilities ** Older traffic signal equipment, wiring and structures ** ADA and sidewalk conditions vary widely from poor to fair ** Inconsistent/lacking streetscape quality ** Barrier effect between easterly and westerly sides of the street The project will provide numerous benefits: ** Enhanced transit access, operational efficiency and supportive infrastructure ** Safer pedestrian access along and across Forest Avenue and to transit stops ** Safer and more comfortable bicycle facilities on Forest Avenue and connection to other bikeway facilities ** Improved motor vehicle safety ** Improved streetscape aesthetics ** Supportive economic development and transit-supportive environment.

Q10. Project Scope

Provide a brief description of the scope of the project. (maximum 500 words)

The Forest Avenue Phase IV project is part of a phased implementation plan of the Portland-South Portland Smart Corridor Study. The Phase IV project will finalize design and lead to construction of Forest Avenue, originally derived from the concept-level planning work done in the Smart Corridor Study (2018), as well as the pending EPS work funding by PACTS. The outcome will result in a more holistic and multi-modal Forest Avenue, balancing its roles as an important regional principal arterial and transit corridor that connects and passes through multiple Portland neighborhoods. A key component of the project is reducing Forest Avenue's "barrier effect", more closely knitting neighborhoods together while meeting regional mobility and accessibility functions. The scope of redesign includes the following elements: - Adjustments to travel lane and parking configurations - Paving/curb adjustments to facilitate the new roadway configuration - Traffic signal equipment & intersection modifications with multimodal signal timing - Sidewalk/ADA improvements - Improvements to pedestrian accessibility along and across Forest Avenue - High quality, continuous bicycle facilities - Improved transit facilities/efficiency (queue jumps, transit signal priority, bus stops/shelters, etc.) - Improved streetscape, including pedestrian scale lighting and green stormwater infrastructure. The project is expected to have not only significant transportation benefits, but also enhance the corridor's potential for economic and residential development.

Q11. Was this project included in a regional plan or study? Please list the plan(s) and page numbers.

If possible, provide a link to an online copy of the plan.

The project is part of a phased implementation of the Portland-South Portland Smart Corridor Study, completed in 2017. Phase I was constructed in 2017-2018 by MaineDOT at Woodfords Corner. MaineDOT began the Preliminary Design (PDR) process for Phases II (Marginal Way to Park Avenue) and Phase III (Morrill's Corner) in 2021. Further enhancement to the design will be

completed this year as part of a PACTS-funded EPS project, and constitute Phase IV of the Smart Corridor Study..

The Portland-South Portland Smart Corridor Study can be found here:

<https://content.civicplus.com/api/assets/6f9ce360-b4a5-4169-9723-35566cd4d4d7>

Q12. Please select your project type. (Your selection ensures you see the questions applicable to your project.)

- roadway/multimodal capital project**
- roadway/multimodal planning project
- transit capital project
- transit operating project
- transit planning project

Transit Project Information

Q13. Please describe your project's implementation timeline, including key milestones.

N/A

Roadway/Multimodal Project Information

Q14. Please describe the possibilities for phased implementation of your project.

This project is the fourth phase of Portland's implementation of the Portland-South Portland Smart Corridor Study. Phase I was constructed in 2017-2018 by MaineDOT at Woodfords Corner. MaineDOT began the Preliminary Design (PDR) process for Phases II (Marginal Way to Park Avenue) and Phase III (Morrill's Corner) in 2021. It is anticipated that construction of this Phase IV project would be continuous and take approximately one to two construction seasons.

Regional Collaboration

Q15. Please list the municipalities and transit agencies affected by the project and describe your consultation and collaboration efforts with them.

METRO and other regional transit providers such as South Portland Bus and Regional Transportation Program (RTP). Forest Avenue is on the National Highway System and is an important connection from Greater Portland and I-295 to Route 302 and the Lakes Region of Western Maine. RTP operates the Lake Region Explorer, a regular bus service between the Elm Street Pulse Station and the Bridgton Community Center using Forest Avenue, Monday through Friday, year round.

The City of Portland and METRO continuously partner together on transit and infrastructure improvement projects and efforts to improve overall transit access in the region. Examples of this include the 2018 improvements in Woodford's Corner (Phase I) and planning and design efforts to date on Phases II and III of the Portland-South Portland Smart Corridor Study. METRO and South Portland Bus Service were key partners in the initial planning phase of the development of the Smart Corridor Study in 2016-2018.

Public Involvement

Q16. PACTS is required to comply with Title VI of the Civil Rights Act of 1964 and the related executive orders and regulations, which are intended to ensure that traditionally underserved populations are included in the planning process, benefit equally from investments, and do not experience a disparately negative impact from decision. Please check the box below to confirm you have complied (or you will comply) with these requirements in the development of this project.

Yes, I have complied (or will comply).

Q17. GPCOG's Inclusive Transportation Planning Toolkit offers resources on best practices for accessible and inclusive planning. We strongly encourage use of the toolkit in designing and implementing public involvement. Have you implemented (or will you implement) any of the practices described in the toolkit?

Yes

No

Please tell us about your experience:

The process conducted for the Smart Corridor study was robust, including 3 public meetings, door-to-door stakeholder outreach, and press releases. However, this process predated the planning toolkit.

Q18. Did you post notice on your website announcing the start of the Transportation Improvement Program (TIP) project selection process (i.e., the call for projects)? If not, GPCOG recommends doing so.

Yes

No

Q19. Did you post a link to the most recent PACTS Draft Transportation Improvement Program (TIP) on your website? If not, GPCOG recommends doing so.

Yes

- No

Funding Information

Q20. Council/Board Endorsement

Please indicate when your Council/Board endorsed the project and committed to providing the required local match funding if the project is selected for PACTS funding. Please attach the endorsement at the end of this application. If your Council/Board has not yet endorsed the project, please indicate when endorsement is expected. Please note that your Council/Board must endorse the project and commit to providing the required local match funding before the PACTS governing body can approve the project for funding.

Funding for this specific portion of the project will be approved based on preliminary outcomes of this process, but is expected to occur.

Q21. Please select your project type. (Your selection ensures you see the questions applicable to your project.)

- roadway/multimodal**
- transit

Transit Funding Information

N/A

Roadway/Multimodal Funding Information

Q24. Please indicate what funding you are seeking from PACTS.

- Preliminary Design Report (PDR) & Construction**
- Construction only
- PDR only

Q25. Project Costs and Funding Request

Please indicate the total capital cost of your project, clearly indicating what costs are included (e.g., final design engineering, right-of-way, utilities, permits, construction engineering, contingency, etc.).

Please indicate the amount of funding you are requesting from PACTS and your local match (minimum 25%). If you are applying for PDR and

construction, please indicate the PDR funding you are seeking now, as well as the construction funding you expect to request in the future.

Preliminary Design:

\$202,000 Total (\$50,500 25% City Match, \$151,500 75% PACTS)

Construction Estimate:

Paving/Curbing	\$1,900,000
ADA/Sidewalks	\$400,000
Transit Infrastructure	\$250,000
Traffic Signal Work	\$1,000,000
Streetscape/Lighting	\$500,000
Subtotal	\$4,050,000
20% Contingency & CE	\$810,000
TOTAL	\$4,860,000

Q26. Have you secured or do you have any plans to pursue discretionary funding?

Pursuit of additional funding, such as discretionary funding, will be based both on updated costs following completion of the PDR, as well as the route recommendation stemming from the PACTS-sponsored Rapid Transit Study to Gorham. This portion of Forest Avenue is currently a portion of the routing being considered for this future service.

Q27. Please describe any cost avoidance (*action that avoids having to incur costs in the future*) achieved by your project. No dollar values are required.

Throughout the design process, detailed existing conditions analysis will be performed. Consideration will also be given to material selection and construction means and methods in an effort to eliminate any unexpected additional costs during construction. The EPS phase - to be completed in 2023 - will help refine the concept from the Smart Corridor Study and reduce project delays and unexpected costs.

Typical of all City projects, advance coordination will occur among internal city departments as well as external stakeholders and utilities in an effort to prevent significantly disturbing the project area following construction and to ensure that in the end, no agency requires additional expense or difficulty in order to continue operating and performing maintenance in this corridor.

III. Scoring Information

Q28. Is your project tied to a specific location? (Your selection ensures you see the questions applicable to your project.)

- Yes (Spatial)**
- No (Non-Spatial)

Scoring Information—Spatial Version

Regional Access: The transportation system helps people reach desired goods, services, opportunities, activities, and destinations. (max points = 14)

Q29. IMPROVE ACCESS TO JOBS AND/OR ESSENTIAL SERVICES (E.G., SCHOOLS, HEALTHCARE, GROCERY STORES)

How many jobs are, or will be, located within 1/4 mile of the project (3/4 mile for high-capacity transit)? How, if at all, will the project improve access to essential services (e.g., schools, healthcare, grocery stores)?

Note: This is a "spatial question" and will be scored using the project location you described at the beginning of the application. You may also write a narrative response regarding employment benefits beyond the proposed project's extent and/or projected future jobs if you wish. Please also include narrative on distance to essential services as appropriate. (maximum 250 words)

(max points = 3)

Forest Avenue is a key regional commuter route on the National Highway System as well as a local connector between many of Portland neighborhoods. As a commuter route it brings thousands of employees daily between downtown Portland and neighboring communities via automobile and bus transit and also connects to Route 77 to and from South Portland and Cape Elizabeth. Forest Avenue is also home to a revitalizing business corridor along both sides of Forest Avenue. Creating a more multimodal street will create more economic vitality by making it more accessible by those that would choose to walk or bike there but are deterred by its current automobile-centric design. The Phase I Woodfords Corner project's public investment has spurred new business development and additional private investment in the neighborhood center. This project's investment will carry that private investment further along the corridor. The project connects to more than 300 existing jobs within 1/4 mile, including the Portland campus of the University of Southern Maine, and is a few hundred feet away from the entrance to a Hannaford supermarket.

Q30. IMPROVE ACCESS TO PROMINENT TOURIST, ENTERTAINMENT, AND RECREATION VENUES

Does the project improve access to regionally defined tourist, entertainment, and recreation destinations? (maximum 250 words)

(max points = 2)

Forest Avenue, in general, and the project, more specifically, provide connection to multiple tourist, entertainment and recreation venues. Directly along Forest Avenue are the Riverton Trolley Park, Baxter Woods and Deering Oaks (parks) while Forest Avenue is a key principal route to tourist and entertainment districts such as Portland's downtown, the Old Port, Arts District and Waterfront. Individual venues include the State Theater, Cross Arena (formerly Cumberland County Civic Center), Portland Museum of Art, and Merrill Auditorium as well as several private businesses and institutions related to music and the arts.

Q31. IMPROVE ACCESS TO REGION'S TRANSIT NETWORK

How close is the project to a regionally significant bus stop, ferry terminal, or rail station?

Note: This is a "spatial question" and will be scored using the project location you described at the beginning of the application. You may also write a narrative response if you wish. (maximum 250 words)

(max points = 3)

Forest Avenue's METRO Route 2 is one of the primary transit corridors in the region. The Smart Corridor Plan lays out a plan to make the corridor much more transit efficient, by identifying opportunities for items such as queue jump lanes, transit signal priority, bus stop relocation/consolidations and shared transit-bike lanes. Key to transit's success along the corridor will be to improve pedestrian safety, accessibility and comfort along the corridor to improve access to bus stops. Route 2 intersects at USM/Bedford Street with the Route 4 and Husky Line that serves Gorham-Westbrook-Portland. In addition, based on current discussions with the Rapid Transit Study Team, Forest Avenue from Woodford Street to State Street rates well on the current alignment reviews for a future high-quality, higher-speed transit corridor from downtown Portland to Gorham through downtown Westbrook. The project is located within 1/4 mile of the regionally significant transit stop at Woodfords Corner and is within a 1/2 mile of the other at Forest Ave/Park Ave. See Attachment.

Q32. IMPROVE ACCESS TO REGION'S ACTIVE TRANSPORTATION NETWORK

Does the project provide or improve connections to regionally significant bicycle/pedestrian infrastructure, such as active transportation networks defined by municipalities, PACTS, or the state?

Note: This is a "spatial question" and will be scored using the project location you described at the beginning of the application. You may also write a narrative response if you wish. (maximum 250 words)

(max points = 3)

The Smart Corridor Plan identified various strategies to improve the bicycling, pedestrian, wheeled and transit networks, both on Forest Avenue and connections to nearby active transportation networks. The Plan and project will create high-quality bicycle facilities along Forest Avenue where none exist now. It will also improve the pedestrian and streetscape environment on Forest

Avenue as well as create safer pedestrian crossings to destinations and bus stops. Cross-connections to adjacent neighborhood byways and existing bike lanes at Bedford Street/Baxter Boulevard will improve access to Baxter Boulevard/Back Cove Trail which is the center of the region's trail and bicycle/pedestrian networks. Other nearby or future connections include bike facilities on Brighton Avenue, Deering Avenue, Marginal Way and the eventual Union Branch Trail Project. For transit, the project envisions a high frequency, bus rapid transit-lite corridor with much improved transit infrastructure such as transit signal priority, queue jump lanes and bus stops/shelters. It will integrate and build upon the improvements being made as part of the Transit Stop Improvement Project (TSAP) that METRO and PACTS are facilitating. The project creates one new regionally significant bikeway on Forest Avenue and connects to two existing regionally significant bikeways at Baxter Blvd and Bedford Street (for 3 total) and the PTC and Deering Center Neighborhood Byways at Woodfords Corner.

Q33. IMPROVE UNIVERSAL ACCESS

How will the project improve access and accessibility for a diverse range of users - including, but not limited to: older adults, children (including parents or guardians with young children), people of color, blind and visually impaired people, deaf people and those with hearing loss, people with intellectual disabilities, people with limited mobility and those who use mobility devices and strollers, people with limited English proficiency, unbanked or underbanked people? (maximum 250 words)

(max points = 3)

The project will improve traffic operations at the numerous traffic signals in the project area. Where appropriate, in addition to the requirement for accessible pedestrian signals, the signals will include audible pedestrian signals that provide audible queues to the blind and visually impaired. The street will also be made more accessible for older adults, persons with limited mobility, and those that use mobility devices and strollers by bringing curb ramps and sidewalks up to ADA standards. The project includes several pedestrian crossings at unsignalized intersections that anticipate enhanced infrastructure including curb extensions or refuge islands and RRFBs that will make these crossings shorter and safer for older adults, parents and children. Currently several of these crosswalks span four lanes without supporting safety infrastructure and as a result, are not well used by pedestrians, have low compliance rates by drivers and safety issues. Improving transit facilities and increasing their clarity will aid in better serving those for whom English is not their native language and for those with cognitive challenges, as well as young people. This will also be of benefit for those who are not banked, or are underbanked, for whom owning a private vehicle is not a realistic outcome. The project provides substantial benefit to a diverse range of users above state and federal requirements.

Safe & Reliable Mobility: The transportation system helps people, goods, and services reliably and safely travel throughout the region, whether by car, transit, walking, bicycling, or using mobility aids. (max points = 18)

Q34. IMPROVE SAFETY

Does the project improve safety for vulnerable users?

If applicable, does the project aim to reduce crash severity and crash risk, or improve emergency response, in a regionally defined High Crash Node or Road Segment? (maximum 250 words)

(max points = 5)

The project seeks to improve bicyclist, pedestrian and motor vehicle safety in numerous ways. For bicyclists, the project will create continuous, high-quality bicycle facilities for the extent of the project area. For pedestrians, the project will improve signalization for pedestrians at signalized intersections. At non-signalized intersections it will upgrade existing crosswalks to enhanced crosswalks employing a variety of crash mitigation strategies including pedestrian refuge islands, curb extensions and RRFBs. It also seeks to reduce the incidence of motor vehicle speeding through streetscape enhancements, roadway striping/configuration changes and the other roadway modifications mentioned. For motorists, the project will create a more consistent roadway cross-section and improve traffic signal operations that will lead to fewer crashes. There are currently 3 HCL intersections and 4 HCL segments in the project area (2021). For the years 2019-2021, there were a total of 262 crashes within the study area (MaineDOT Crash Database, 2023).

Q35. IMPROVE ASSET MANAGEMENT

If applicable, to what extent does the project improve the pavement condition and prevent the roadway from deteriorating into lower categories (reconstruction/rehabilitation)?

If applicable, to what extent does the project improve the longevity, lifespan, and functionality of a transit asset (vehicle, vessel, facility, guideway)?

If applicable, to what extent does the project improve the longevity, lifespan, and functionality of active transportation infrastructure? (maximum 250 words)

(max points = 5)

The project will include pavement preservation for the entirety of the project area which will not only enhance the pavement itself but better ensure the visibility and longevity of any new striping/roadway configuration implemented, including bike lanes and pedestrian-supportive pavement markings. The new pavement will provide a smoother ride for transit vehicles and extend their operational life. The project will also upgrade/replace traffic signal equipment as needed. Upgrades to pedestrian signal equipment will bring it up to MUTCD compliance and include improvements such as lead pedestrian internals. Updated signal heads and structures will improve visibility, and the option may exist to integrate bicycle signal heads where facilities are provided, as per the pending MUTCD guidance. The existing PCR on Forest Avenue ranges from 80 between Arlington and Noyes to 67 from Noyes to Fessenden. Based on the current PCR curves for this roadway, we would envision the need for a mill and fill over the entire project length. It is the recommendation, however, of City staff, that as Forest Avenue is a principal arterial and on the National Highway System that Portland and PACTS partner with MaineDOT to address the final paving of the project area to focus complex project funding on the crucial multi-modal outcomes.

Any new or improved ramps, sidewalks, crosswalks and bike facilities on Forest Avenue will automatically be added into the City's database and mapping for active transportation facilities, as well as the annual catalog of pavement markings for renewal. The project will provide significant benefits to the longevity, lifespan and functionality of Forest Avenue, transit assets and active transportation facilities.

Q36. IMPROVE FLOW OF PEOPLE AND GOODS

To what extent does the project improve commercial operations and safety at regionally significant intersection(s), center(s), or corridor(s)?

To what extent does the project enhance freight reliability and performance on key corridors (highways, rail, waterways) and facilities (terminals, ports)?
(maximum 250 words)

(max points = 5)

Forest Avenue within the project area is classified as part of the National Highway System and is a MaineDOT Priority 1 corridor and as such, it carries a significant amount of commercial traffic. This project will further enhance the recently installed Surtrac Adaptive Traffic Control system the city has invested in in recent years on Forest Avenue from Morrill's Corner to Park Avenue. This system is able to adjust to variable conditions for all types of traffic. However, without a fully-integrated transit signal priority system METRO operations cannot take full advantage of improved outcomes along Forest. The project provides significant benefits to operations and safety at intersections and along Forest Avenue. The Adaptive Traffic Control traffic signal system will help ensure the maximum efficiency of movement for trucks, motor vehicles and bicyclists (via enhanced bike detection).

Q37. IMPROVE SOCIAL EQUITY

To what extent does this project benefit or harm the health or mobility of Environmental Justice (EJ) and Title VI populations? (maximum 250 words)

(max points = 3)

EJ and Title VI populations are more likely to be users of public transportation. Forest Avenue, via METRO Route 2, serves transit patrons from Westbrook and Riverton through the Smart Corridor area in Portland and provides connections to social services in Bayside and retail and employment opportunities along Forest Avenue and downtown. See attachment for the location of EJ/Title VI populations relative to the project corridor. The project (and the transit corridor/Route 2 as a whole) provides significant benefits to EJ and Title VI populations.

Efficient Land Use: Transportation investments are supported by, and themselves support, existing or future development patterns (for example, by prioritizing transportation investments along growth corridors or in community centers). (max points = 8)

Q38. SUPPORT TRANSIT-ORIENTED DEVELOPMENT

Is the project located within 1/4 mile of an existing or proposed transit-oriented development (TOD)? (maximum 250 words)

(max points = 2)

Much of Forest Avenue is ripe for small to larger scale infill and/or redevelopment, and is at such a place intentionally. Recent changes to City zoning ordinances (December 2020) eliminate all minimum parking requirements within a half mile of transit routes in the city, which will greatly benefit and spur TOD opportunities along the Bus Route 2 corridor. Those taking advantage of the no minimum requirement will need to develop a Transportation Demand Management plan, which will include strategies to incentivize transit usage, bicycling, and walking. In addition, further work on the city's land use code (through the ReCode Portland effort) occurred over the course of 2021, with the goal of increasing opportunities for high-density housing along key transit corridors, such as Forest Avenue. The streetscape and multi-modal aspects of the project will provide a TOD-supportive environment. The project's outcomes, along with recent parking policy changes and the city's current land use code work, will significantly advance the potential for of TOD on the Forest Avenue corridor.

Q39. PRIORITIZE PRIORITY CENTERS AND CORRIDORS

Is the project located within 1/4 mile of a PACTS priority center or corridor?

Note: This is a "spatial question" and will be scored using the project location you described at the beginning of the application. You may also write a narrative response if you wish. (maximum 250 words)

(max points = 2)

Yes, the project will benefit a number of priority centers along Forest Avenue (a priority corridor). The priority centers include Morrill's Corner (Phase III), Woodfords Corner (Phases I & IV), USM (Phases II and IV) and downtown (all phases).

Q40. ENSURE CONSISTENCY WITH LOCALLY ADOPTED PLANS AND SUPPORT SMART GROWTH DEVELOPMENT

Is the project consistent with locally adopted plans and studies (e.g., comprehensive plans, neighborhood plans, community development plans, or other studies) and will the project complement or support smart growth development?

Note: Please reference plans, public forums, zoning provisions, etc. in your narrative response. (maximum 250 words)

(max points = 3)

The project is fully consistent with the City's Comprehensive Plan, Portland's Plan 2030. Similar to PACTS' priority corridor and centers, the city's plan adopted a 'priority nodes and corridors' framework for future planning, investment and development. Forest Avenue is identified as one

such corridor. The project, with its emphasis on multi-modalism, will strongly support smart growth. The City recently (December 2020) eliminated parking minimums for site development within 1/2 mile of transit routes. This will allow increased transit-supportive development densities due to the site and cost constraints that prior parking requirements often imposed especially on small to mid-sized sites. The project - along with existing policy and zoning (B2/B2-B) - significantly and directly supports smart, transit-oriented and mixed-use growth. The project is located where zoning supports local plan goals and where existing density can support transit.

Q41. PROVIDE BENEFIT TO THE RESIDENTS OF AFFORDABLE OR WORKFORCE HOUSING

Is the project located within 1/4 mile of affordable or workforce housing?
(maximum 250 words)

(max points = 1)

The project will support affordable and workforce housing, existing and future within 1/4 mile and mapped housing within 1/2 mile of the project. Existing workforce housing is found along Forest Avenue and abutting neighborhoods. The multimodal aspect of the project will directly support those that can't drive, can't afford private vehicle ownership or choose not to drive/own a car.

Environmental Sustainability: The transportation system reduces energy consumption, improves environmental quality, and improves resiliency to climate impacts like extreme heat and storm surge. (max points = 10)

Q42. REDUCE VEHICLE MILES TRAVELED (VMT)

How does this project impact the number of miles driven in the region?

Does it encourage a mode shift away from Single Occupancy Vehicle/Vessel (SOV)? (maximum 250 words)

(max points = 3)

The project directly supports a mode shift away from SOV by its multimodal emphasis. It will do this by: adding high-quality bicycle facilities and bike racks; by increasing pedestrian access to, along and across Forest Avenue and to bus stops; and, increasing transit operations efficiency by adding transit signal priority and queue jump lanes, where appropriate. In addition, the streetscape enhancements will draw more pedestrians from surrounding abutting residential neighborhoods. During the public outreach for the Smart Corridor study, staff heard a significant number of comments that even though they live 1/4 - 1/2 mile away they avoid Forest Avenue altogether due to safety concerns or drove there instead. We expect the project alone and in combination with its other phases to make significant and meaningful reductions to VMT through making transit, bicycling, walking more competitive to driving; it helps build new and enhance existing active transportation networks and transit.

Q43. REDUCE GREENHOUSE GAS EMISSIONS

How does this project help reduce greenhouse gas emissions? (maximum 250 words)

(max points = 4)

The strongly project supports the greenhouse gas emission goal via VMT reduction and mode shift by its strong multimodal emphasis. It will contribute to the goal for light duty vehicle VMT reductions and help create a BRT-lite transit corridor. The Adaptive Traffic Control signal system will reduce unnecessary idling by all vehicles at intersections thereby reducing emissions.

Q44. IMPROVE CLIMATE RESILIENCE

How does the project prepare the region's infrastructure for climate impacts? (maximum 250 words)

(max points = 3)

The project will look for opportunities to incorporate green stormwater infrastructure with any adjustments to standard stormwater infrastructure/catch basins as part of pedestrian crossing enhancements (curb extensions at crosswalks, e.g.) and other curb adjustments to minimize impervious surface. An enhanced streetscape including street trees will help mitigate the heat island effect and provide shade for pedestrians. Bus shelters will provide riders with shade.

Scoring Information—Non-Spatial Version

N/A

Attachments

Q61. Please attach any documentation you wish to include with your application. PDF, DOC, DOCX files are supported.

Binder1.pdf(8.2MB)

