

## 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 Westbrook

Q3. Project Partners (if applicable)  
Greater Portland METRO

Q4. Primary Contact Name  
Eric Dudley

Q5. Primary Contact Email Address  
edudley@westbrook.me.us

Q6. Primary Contact Telephone Number  
207-854-0660

Q7. Project Name  
William Clarke Drive and Hannaford Drive Pedestrian/Transit Improvements

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 intersection of William Clark Drive and Hannaford Drive; easterly 500' and southerly 200'.

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

In the current condition at this intersection pedestrians come into conflict with left-turning traffic coming from Hannaford Drive onto William Clarke Drive. The vehicular maneuver is a double left turn which blocks the view of pedestrians, especially for motorists in the right-hand lane. William Clarke Drive is a control of access principal arterial highway and the corresponding pedestrian volumes are relatively low in comparison to vehicular traffic. As a result, an exclusive pedestrian phase is not an option at this location. Additionally, METRO buses must currently travel into the

Hannaford parking lot to drop off and pick up riders. This is inefficient from a time and fuel usage perspective.

Q10. Project Scope

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

The scope of the project is to install a second signalized crosswalk on the easterly side of the intersection, sidewalk along the easterly side of Hannaford Drive and a METRO turnout immediately east of the intersection with a sidewalk running to the proposed Hannaford Drive sidewalk. The City will need a complete PS&E design of the intersection including 500' easterly and 200' southerly to be able to move forward with the construction implementation. • Project readiness: The City is very supportive of this project, and it has been discussed in public meetings with the MaineDOT and City Council. This project, once funded, could be put out to bid immediately for the PS&E work, using the recommendations in the January, 2020 MaineDOT Pedestrian Safety Mitigation Plan as the basis for design. The City believes there has been sufficient analysis to be able to move forward with implementation. This project is located on a PACTS Priority Corridor, Sate Route 25 and services a Priority Center of Downtown Westbrook.

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.*

This project is listed in the January 2020 MaineDOT Pedestrian Safety Mitigation Plan.  
[https://drive.google.com/file/d/17bcvTq6iB0v7hQ6ESB6LAGO\\_wZg3z2Hf/view](https://drive.google.com/file/d/17bcvTq6iB0v7hQ6ESB6LAGO_wZg3z2Hf/view)

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 could be phased by building the pedestrian crossing alone and the METRO bus stop at a later date. The City believe the combination of the two pieces is greater than the sum of its parts but would be willing to entertain phasing for funding purposes.

**Regional Collaboration**

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

Westbrook, Metro (inclusive of Husky Line).

METRO has been a solid partner in increasing transit options in Westbrook and this project would look to continue our partnership with METRO to improve their stops and encourage transit utilization.

**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:

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.*

The City Council endorsed this project at its January 23, 2023 meeting. In the summary letter submitted to the City Council, the estimated project costs were provided to the City Councilors along with a breakdown of the City match requirements for this project. This item received unanimous approval of the City Council.

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 cost estimate in today's dollars:

(May need to be increased for year of implementation)

Prelim Design Engineering Estimate: \$65,000

Construction: \$650,000 (TBD once final PS&E is completed)

Total Estimated Cost: \$585,000

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

We have not secured any other funding sources at this time, but once approved we would be looking to incorporate the City Match into our City CIP program.

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.

Until design is conducted, this activity will not be known, however as part of our design process, value engineering will be a step that we will utilize to be as efficient as we can understanding the limited funding and construction cost climate.

### 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**

N/A

#### **Scoring Information—Non-Spatial Version**

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

Q45. IMPROVE ACCESS TO JOBS AND/OR ESSENTIAL SERVICES (E.G., SCHOOLS, HEALTHCARE, GROCERY STORES)

*How, if at all, will the project improve access to existing and/or future jobs?*

*How, if at all, will the project improve access to essential services (e.g., schools, healthcare, grocery stores)? (maximum 250 words)*

(max points = 3)

The project will improve pedestrian access to jobs at a major grocery store, pharmacy and banking institution. These facilities are also essential services for the densely developed residential neighborhoods in Downtown Westbrook.

Q46. IMPROVE ACCESS TO PROMINENT TOURIST, ENTERTAINMENT, AND RECREATION VENUES

*How, if at all, will the project improve access to regionally defined tourist, entertainment, and recreation destinations? (maximum 250 words)*

(max points = 2)

Along with the essential services provided just to the south of William Clarke Drive, the property is also home to the City's skate park and two dog parks. These facilities are utilized not only by Westbrook residents but users from outside the community as well. Improving METRO and pedestrian access to these recreational facilities will encourage more use.

Q47. IMPROVE ACCESS TO REGION'S TRANSIT NETWORK

*How, if at all, will the project improve access to the region's transit network, including regionally defined bus stops, ferry terminals, and/or rail stations? (maximum 250 words)*

(max points = 3)

This project will enhance an existing bus stop and provide a safer crossing over William Clarke Drive to access the bus or downtown from the bus.

Q48. IMPROVE ACCESS TO REGION'S ACTIVE TRANSPORTATION NETWORK

*How, if at all, will the project improve access to the region's active transportation network, including regionally significant bicycle/pedestrian infrastructure, such as active transportation networks defined by municipalities, PACTS, or the state? (maximum 250 words)*

(max points = 3)

This project is located along Portland Trails Westbrook Schools to Skatepark trail. These trails connect Westbrook's skate park to the high school, middle school and Canal Elementary as well as the school department's athletic facilities making it easy to walk between campuses for students, faculty and the public.

Q49. 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)

This project will improve the visibility of pedestrians in the crosswalk making it safer to cross William Clarke Drive. This increased visibility is especially important for people with visual or hearing impairment, limited mobility, families with small children and/or older adults, and those using mobility devices.

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)

Q50. IMPROVE SAFETY

*How, if at all, will the project improve safety for vulnerable users?*

*How, if at all, will the project aim to reduce crash severity and crash risk, or improve emergency response, particularly in a regionally defined High Crash Node or Road Segment? (maximum 250 words)*

(max points = 5)



The most vulnerable users of this intersection are pedestrians crossing William Clarke Drive. This project is aimed at improving the safety of the crossing pedestrians by relocating them to a more visible area. We expect the result will be greatly reduced conflicts between pedestrians and motor vehicles.

Q51. IMPROVE ASSET MANAGEMENT

*How, if at all, will the project improve the pavement condition and prevent the roadway from deteriorating into lower categories (reconstruction/rehabilitation)?*

*How, if at all, will the project improve the longevity, lifespan, and functionality of a transit asset (vehicle, vessel, facility, guideway)?*

*How, if at all, will the project improve the longevity, lifespan, and functionality of active transportation infrastructure? (maximum 250 words)*

(max points = 5)

This project will slightly improve the longevity of METRO buses on the Husky Line by decreasing the distance traveled.

Q52. 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)

This project will enhance the movement of people by increasing the efficiency of the METRO Husky Line by utilizing an on-alignment bus pullout versus driving through the Hannaford parking lot for drop offs and pickups.

Q53. 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)

This project will improve the mobility of Title VI populations who rely on public transit or move on foot to get to their place of employment or essential services such as grocery stores, pharmacies and banking by improving access across William Clarke Drive.

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)

Q54. SUPPORT TRANSIT-ORIENTED DEVELOPMENT

*Will the project have any impact, positive or negative, on an existing or proposed transit-oriented development (TOD), or the goals of TOD?*  
(maximum 250 words)

(max points = 2)

We see the project as being a positive impact on the potential of any transit orientated development that would come in the future into this area. The Downtown has ample ability for growth and with that growth we would promote the use of transit options. Westbrook has already placed in our ordinance the ability for developers to utilize a transportation management plan as part of their project development review process. With the ability to submit a transportation management plan, projects can also request waivers from the Planning Board to reduce the required parking for a project. These tools afford developers the ability to create the residential density needed to facilitate better transit opportunities.

Q55. PRIORITIZE PRIORITY CENTERS AND CORRIDORS

*Will the project have any impact, positive or negative, on a PACTS priority center or corridor?* (maximum 250 words)

(max points = 2)

This project will improve pedestrian safety within Downtown Westbrook, a PACTS priority center on the Route 25 priority corridor.

Q56. 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)

This project will help to promote more pedestrian activity in downtown Westbrook by providing safer access to the major grocery store in the vicinity. This project is exactly the type of project that displays the components of smart growth by promoting more density in our Downtown area where we have utilities, services, transit and where we want our businesses to grow. Our City Center District ordinances allow for height of structures to be negotiable in this area to encourage

maximum infill development in our densest district, along with reduced parking standards and ability for developers to provide Transportation Management Plans as part of their development process. This project is also one of the key recommendations in MaineDOT's January 2020 Pedestrian Safety Mitigation Plan.

Q57. PROVIDE BENEFIT TO THE RESIDENTS OF AFFORDABLE OR WORKFORCE HOUSING

*Will the project have any impact, positive or negative, on the residents of affordable or workforce housing? (maximum 250 words)*

(max points = 1)

The project will be a significant benefit to residents of affordable or workforce housing by providing a safer environment for pedestrians to traverse through our Downtown. These improvements will also encourage developers to invest in our Downtown to build their affordable or workforce housing projects. We have several affordable housing projects that exist along Main Street and many just outside of the Main Street area along Brown Street, which is an area that contains a significant population of low-moderate income residences. This project is a key link to essential services for these residents.

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)

Q58. 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)

We see significant benefits resulting from the improvements installed by the project. By improving pedestrian access to essential services and employment opportunities we expect to reduce the need or utilization of a single occupancy vehicle by encouraging density in our downtown for our residents to live work and play. These residents do not have to leave the downtown area to have the amenities they need but if they do then there are substantive transit options for these residents to utilize to get to those amenities that are just outside of our downtown area. It is the expectation of the project that we should see an improvement. to get to those amenities that are just outside of our downtown area. It is the expectation of the project that we should see a reduction in the reliance on a car and promote our downtown residence to utilize transit opportunities.

Q59. REDUCE GREENHOUSE GAS EMISSIONS

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

(max points = 4)

This project will allow for reduced greenhouse emissions in two ways. Improving pedestrian access downtown allows residents to better live, work and play without the need of using an automobile. The second manner by which we expect to reduce greenhouse gas emissions by improving the efficiency of the METRO Husky Line.

Q60. IMPROVE CLIMATE RESILIENCE

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

(max points = 3)

N/A

**Attachments**

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

N/A