

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)
Westbrook

Q3. Project Partners (if applicable)
N/A

Q4. Primary Contact Name
Jennie Franceschi

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

Q6. Primary Contact Telephone Number
207-854-0638

Q7. Project Name
Main St – Downtown Streetscaping 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)

Main Street east of intersection of Saco/Conant/William Clarke Dr. to Capt. Bill Hartley Drive.

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

With William Clarke Drive not having implemented the final phase to facilitate commuter traffic passage through Westbrook, Main St has been the cut through street to the western communities for decades. This utilization has not been in the City’s best interest in facilitating true downtown revitalization. Main St has a wide cross section and lacks traffic calming measures. This creates an environment of vehicular dominance vs being pedestrian friendly. With the final phase of William

Clarke Drive (Rt 25) under completion, the City would like to shift its energy toward transforming the downtown section of Main Street into a more pedestrian-centric experience.

Q10. Project Scope

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

Solution: As in many downtown communities, Westbrook wants to discourage the pass-through maneuver by making changes to the road cross section. Potential strategies to achieve this include but are not limited to the use of bump outs, on-street parking, road diet, larger sidewalks, improved lighting, and accessible/improved crosswalks. These elements have been identified and recommended through PACTS funded plans of 2006 & 2009 as referenced below. The implementation of various traffic calming measures and intersection improvements will reduce the thoroughfare appearance of Main St and slow traffic down with the intent to discourage pass through traffic and thus force those motorists onto William Clarke Drive. The City will need a complete P, S & E design of Main St from the end of the current William Clarke Drive project to Capt. Bill Hartley Dr to be able to move forward with the construction implementation. The City is very supportive of this project, and it has been discussed in public meetings with the City Council and the Planning Board for many years with the caveat that William Clarke Dr needed to be completed first. This project, once funded, could be put out to bid immediately for the P, S&E work, which previous studies of our downtown would be the reference for the Engineering firm to utilize. Those studies being our 2006 Downtown Parking Study/Management Plan, 2009 Downtown Streetscape Planning Study and goals of the MDOT 2020 Pedestrian Safety Mitigation Plan. (Link to City Studies for reference: <https://www.westbrookmaine.com/276/Plans>) The City feels we have sufficient studies to be able to move forward with implementation. This project is listed in the Connect 2045 Long Range Transportation Plan as a priority project for PACTS to fund. The project is located in the vicinity of our densest population area of the community which contains the highest Low-Moderate Income (LMI) Districts in the City. We see the streetscape improvement project for Main Street as a huge benefit to our vulnerable populations in Westbrook. Westbrook is one of the densest low-moderate income communities in Cumberland county. Within a mile radius of Main Street, around 10,000 people live in this vicinity, of which, a significant portion of the population is low-moderate income. Improving access to our Downtown businesses with ADA improvements along our sidewalk systems, along with affording safer crossings along Main St and creating connectivity to our linear parks along the Presumpscot River, are all enormous benefits to all of our residents but most certainly for our most vulnerable populations.

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 Connect 2045 Long Range Transportation Plan as a priority project for PACTS to fund. <https://www.connect2045.org/>

MDOT 2020 Pedestrian Safety Mitigation Plan for City of Westbrook (PDF Update attached for Main St specific area)

2006 Downtown Parking Study/Management Plan, 2009 Downtown Streetscape Planning Study and goals of the MDOT 2020 Pedestrian Safety Mitigation Plan. (Link to City Studies for reference: <https://www.westbrookmaine.com/276/Plans>)

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.

There is the potential for the construction efforts to be phased which would be a product of the design process if it is deemed to be to large a project to expect funding in one Work Plan. This project could be broken up at significant intersections along Main St, but to get the true impact of this project on addressing the pedestrian needs for our Downtown, it would not be reasonable to break this project into more than 3 phases as the effect of the efforts being implemented would not bring about the true transformation that is needed for Westbrook's Downtown if this project is spread out over too many years. We see the first phase being the design to get to Plans, Specifications and Estimate, then the 2nd (or 3rd phase) being the construction implementation.

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).

This project has been discussed widely in our community for years, however until the improvements on William Clarke Drive, to allow for two lanes to head westerly to Gorham, was completed, the streetscaping project on Main St has had to wait. With the William Clarke Dr project set to be completed in 2023, we can now focus our energy on addressing the deficiencies

in our Downtown to improve the Pedestrian experience and direct cut thru traffic off of Main St and onto William Clarke Dr by physical installations in the Main St ROW.

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:

We would look to implement public engagement measures as part of the design process.

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. (PDF of Council order and packet attached)

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: \$350,000

Construction: \$3,450,000 (TBD once final PS&E is completed)

Total Estimated Cost: \$3,800,000

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 available and the current 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's intent is to improve pedestrian accessibility to our Downtown businesses and encourage redevelopment of our downtown spaces to shift the view of our Main St from being a "pass-thru" to the Western Communities to a destination for resident and tourist to Live, Work and Play in Westbrook. With the streetscape changes that are envisioned, we see the attraction of new businesses to our downtown as well as rebuilding on existing underutilized parcels with taller structures to facilitate more businesses in our downtown area which will increase jobs and access to more retail establishments like grocery stores and more professional/medical office spaces. Considering the scope of this project, we could see well over 300 jobs within a ¼ mile of the project limits being created as a direct result of these improvements especially when coupled with the investment that Westbrook has made in its heart with a new 400 space parking structure to help facilitate that growth in jobs for this vicinity. Main St Downtown has been a sorely underutilized area for decades after the negative impacts of Urban Renewal in the 1970s. Westbrook has many surface parking lots that were created under the Urban Renewal work that the City is looking at options for redevelopment to increase structure along our Main St. A project like this along with Westbrook's generous residential density allowances will turn the tide for Westbrook and bring Main St back into the prominent area it once was for our community and the region.

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)

Westbrook's Downtown along Main St has become not only a regional recreational and tourist location, but we have been on the international map with our Ice Disk bringing in tourist to our Downtown from all over. The City's investment in seasonal lighting displays has put Westbrook's Downtown on the map as a regional attraction, which has spurred interest in additional businesses and restaurants to locate along Main St. Investments in our linear park along the Presumpscot River known as the Riverwalk has been and continues to be an amenity that businesses find attractive. The City has created multiple small craft public boat launch locations along the Presumpscot River in this vicinity to encourage access, with the most recent investment being a kayak launch off of Lincoln St just upstream of Downtown. The Main St Maine organization for Westbrook is "Discover Downtown Westbrook". They have created a free Summer Concert series on Vallee Square in the Heart of Downtown each summer to promote the downtown businesses. The City supports these efforts in closing down Vallee Square (adjacent to Main St) to afford the space for these events to be held. Additionally, the City's Community Services Department holds a Concert Series in Riverbank Park (part of the City's Riverwalk system), along with several other private entities that have summer concerts, which has put Westbrook on the map as a "Music City". This project area is most certainly contains prominent tourist attractions.

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)

The project has two METRO bus lines that pass through the project area as well as the Husky Line that utilizes William Clarke Drive adjacent to Main Street. This streetscape project would engage in the design phase with METRO on any improvements to existing bus stops or enhancement to their existing routes. Westbrook continues to be a strong supporter of transit and the project area is one of the highest served transit areas in the City. The Project improvements as envisioned will encourage redevelopment along Main Street to increase residential units on upper floors. With these new residents, we see the ability for more ridership to occur from our new residents who can choose to avoid having a car or limiting their use of a car due to the proximity of the transit stops all along this stretch of Main St. Westbrook wants to see higher numbers utilizing the transit system to help METRO offset their costs with increased ridership. The only way to do this is encourage dense development, which Main Street Downtown Ordinances do with increased density, height of structure being a negotiable item, and reduced parking standards. Westbrook's recent developments are fully utilizing the flexibility of our ordinances to create the density that will support METRO bus service into the future.

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)

Westbrook is fortunate to have created an urban Riverwalk, currently a 1 Mile stretch of riverfront trail along the South side of the Presumpscot River. This system ties into the PACTS funded pedestrian bridge at the end of Vallee Square (the old Bridge St bridge) which connects to the Brown Street neighborhood to the North of the Presumpscot River. An on-street sidewalk connection brings you down Brown St to Cumberland St and back around to Main St to the start of the walk at the Cornelia Warren Complex off of Main St. The loop itself is roughly 2.1 miles, which traverses through the City's highest LMI districts. The City has a design for a river front walk along the North side of the Presumpscot in 2014, which the lands that the walk would travel over are currently owned by SAPPI Fine Paper, and the City has a purchase and sale to acquire the lands to move forward with the installation of a river front walk mimicking the southern side. The City sees these investments in active transportation as reasons for people to choose a community to live or work in and has focused on the Downtown area where a significant portion of the City's population resides and works. The improvements associated with this project tie into the Sebago to the Sea network that pass through our Downtown, as well as the future Mountain Division Trail system that is currently under design from Westbrook to Windham to connect to Sebago Lake.

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)

The Project's intent is to improve pedestrian accessibility to our Downtown businesses. Potential strategies to achieve this include but are not limited to the use of bump outs, on-street parking, road diet, larger sidewalks, improved lighting, and accessible/improved crosswalks. These elements have been identified and recommended through PACTS funded plans of 2006 & 2009. The implementation of various traffic calming measures and intersection improvements will reduce the thoroughfare appearance of Main St and slow traffic down thereby creating a safer environment for all users of the transportation system. Intersection improvements will include all ADA necessary elements to address people with impairments. Historical sidewalks that currently have deficiencies would be noted and targeted for compliance. These improvements are intended to help all of our residents, workforce and property owners.

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 point of this project has been from the start to improve the safety of the pedestrians that traverse the streets of downtown Westbrook. Of those pedestrians, we have a substantial population of low-moderate income residents in the areas surrounding Downtown, which include many blind and disabled individuals. The use of bump outs, on-street parking, road diet, larger sidewalks, improved lighting, and accessible/improved crosswalks are strategies we plan to utilize in the re-design of our Downtown. These elements have been identified and recommended through PACTS funded plans of 2006 & 2009. 2006 Downtown Parking Study/Management Plan, 2009 Downtown Streetscape Planning Study and goals of the MDOT 2020 Pedestrian Safety Mitigation Plan. (Link to City Studies: <https://www.westbrookmaine.com/276/Plans>) The implementation of various traffic calming measures and intersection improvements will reduce the thoroughfare appearance of Main St and slow traffic down with the intent to discourage pass through traffic and thus force those motorists onto William Clarke Drive. In looking at the crash data for Main Street, there are significant issues at our intersection points, which would be reviewed as part of the design efforts to incorporate measures to reduce those conflicts. We see the intersection improvements at Spring and other side streets into Main Street as a way to reduce the number of crashes we are seeing along this stretch of roadway by implementing traffic calming measures. These measures will reduce the conflict issues between vehicles and pedestrians by clearly demonstrating the importance of the pedestrian in our Downtown.

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)

The City of Westbrook prioritizes our limited resources on effective and efficient methods to prolong the lifespan of our existing road systems. Additionally, the City works hard to maintaining its roads to avoid the road system degrading to the point of having to conduct a full reconstruction.

As part of the project design efforts, the City will review the condition of Main Street’s pavement to assess its current condition, and determine the appropriate paving treatment to extend the life of this road system, thereby protecting the underlying base material. It is critical to protect the underlying base material by addressing the surface pavement conditions prior to the pavement conditions deteriorating to the point that we would otherwise have to conduct a road reconstruction. The current condition of the roadway is such that we do not see that a full road reconstruction would be necessary. Conducting a thorough pavement examination will determine the appropriate surface treatment that will afford the road system an extended lifespan with the investment that this project would be making in Main Street.

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)

The intent of the project is to enhance the roadway of Main Street such that the pass-through movements of the corridor will be directed to William Clark Drive. This project will encourage the utilization of William Clarke Drive as the more efficient commuter/commercial delivery pattern from I-95 to the Western communities. This divergence of traffic, that currently utilizes Main St, will create a significantly safer environment for our Main Street businesses by allowing the roadway to be utilized for local deliveries. By improving the streetscape of Main Street, we will improve pedestrian flow into our central business district and enhance economic activity in our downtown area.

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)

We see the streetscape improvement project for Main Street as a huge benefit to our vulnerable populations in Westbrook. Westbrook is one of the densest low-moderate income communities in Cumberland county. Within a mile radius of Main Street, around 10,000 people live in this vicinity, of which, a significant portion of the population is low-moderate income. Improving access to our Downtown businesses with ADA improvements along our sidewalk systems, along with affording safer crossings along Main St and creating connectivity to our linear parks along the Presumpscot River, are all enormous benefits to all of our residents but most certainly for our most vulnerable populations. Westbrook has one of the highest percentages of low-moderate income population in the region. When submitting projects to CDBG for funding, Westbrook’s Poverty score on a scale of 1 to 10, scores a 10. Westbrook has been for decades, the region’s source of affordable

housing. Westbrook has works very hard to support our most vulnerable neighborhoods through our various transportation improvement projects. The expectation of this project is to enhance the lives of those who live in very close proximity to the Downtown by improving their ability to safely traverse our downtown.

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)

The City sees the Downtown Main St area as its highest priority center, and Main St is adjacent to one of Westbrook's highest priority corridor's being Route 25 (William Clarke Dr). The proposed project will have an enormously positive impact on reinforcing and encouraging additional growth in our priority center, along with connected utilization of a priority corridor. Our transit options run along Main Street and William Clark Drive, including the Husky line, which affords our residence significant transportation opportunities to connect to our region without having to have their own vehicle.

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)

The proposed project has been a priority of Westbrook's for close to two decades. The City conducted PACTs supported studies of Downtown for Streetscape improvements in 2009, and parking studies to address deficiencies in the Downtown in 2006. Having these studies provide advanced input into the design process, where we are moving this project forward with enhanced guidance and proposed layouts. The City has also already implemented the ordinance recommendations of the 2009 study. This project is supported through our comprehensive plan to implement the 2009 study recommendations. This project is listed in the PACTS Connect 2045 plan as a project of importance for the region. 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. MDOT's 2020 Heads Up! Plan for Westbrook provided recommendations for mitigation on Main St to incorporate traffic calming measures as previously stated to protect our pedestrians. 2006 Downtown Parking Study/Management Plan, 2009 Downtown Streetscape Planning Study and goals of the MDOT Heads Up! 2020 Pedestrian Safety Mitigation Plan for the City of Westbrook. (Link to City Studies: <https://www.westbrookmaine.com/276/Plans>)

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 residence 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. The projects benefits to improved pedestrian access to Downtown will result in redevelopment and growth in our Downtown area. The redevelopment will only improve the lives of our current residences in affordable or workforce housing. Additionally, because of the generous ordinance language in this district of Westbrook, there is a workforce and affordable housing project in the Planning Board review process currently. It is located at the easterly end of Main Street adjacent to the Cumberland Mills Triangle, just outside of the project limits, but these future residents will see the benefit of this project with the

improved pedestrian connectivity and safety when walking down Main Street into our central business district.

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. With the shift in physical structure of Main St from vehicular dominance to pedestrian friendly, we will be improving the pedestrian experience in our Downtown and encourage more pedestrian traffic along Main St. With more pedestrian activity and residents, we see a greater opportunity for residents and workers to reduce their need or utilization of a single occupancy vehicle by providing the amenities needed in close proximity to reliable transit. These residents/workers do not have to leave the downtown area to have access to the amenities they need, but if they wish to, 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 will see an influx of amenities into the Downtown area as a result of the project as well as a result of the infrastructure investments that the City has undertaken recently with utilities, parking garage and transit investment. With all of these pedestrian enhancements and access to alternative transportation options, we will see a reduction in the reliance of a single occupancy vehicle.

Q59. REDUCE GREENHOUSE GAS EMISSIONS

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

(max points = 4)

As stated above by affording residents & workforce the ability to live work and play in the same location, we will reduce the amount of greenhouse gases that would be otherwise emitted in single occupancy vehicles. The ability for a resident to walk out of their home and be able to go to a grocery store go to the bank, and run the errands that they need to do all by walking around the downtown area is the goal of this project. Creating a pedestrian centric environment is paramount to reducing greenhouse gas emissions, such that these individuals can rely less on single occupancy, vehicles, and more on alternative transportation options, such as walking or transit. The city has been making investments in electric charging stations for its residence and is part of the parking structure that is currently underway in the downtown. The city is installing 10 charging stations in the parking garage which we hope will encourage our residents to purchase electric vehicles versus gas operated vehicles. Westbrook has been a major promoter of transit utilization

for our residence. By encouraging density in our downtown for our residents to live work and play, we are creating the density necessary to make transit more sustainable and reliable. The Husky Line being a limited stop services by METRO has afforded Westbrook the opportunity to expand transit opportunities to its residents and workforce, and thereby reducing greenhouse gas emission.

Q60. IMPROVE CLIMATE RESILIENCE

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

(max points = 3)

In the project design phase, we will review the ability for low impact development options that could decrease our impervious cover by allowing infiltration into the soils vs direct runoff into the Presumpscot River via our closed drainage system. By reducing direct runoff into the Presumpscot river, this helps with flooding issues that result from the significant rain events which have been increasing over the last few years. The project can also look at alternative materials to help with environmental impacts that can improve our resilience. This project area is not in a highly flood susceptible area and therefore is a great candidate for infrastructure investment. Westbrook, with State and Federal partners, is taking on the work to investigate landslide susceptible soils along the Presumpscot river and has secured a massive grant (project cost \$1.4M) through the federal government to study the potential for landslides along the Presumpscot river. The project area runs along the study area. The investigation will inform land-use decision in the future by limiting development options in highly susceptible soils and thereby protecting the Presumpscot River's natural environment and avoiding impeding its capacity to flow for the greater region. The recent removal of the Saccarappa Dam decreased the back waters of the Presumpscot River by 4 feet, which significantly reduced the flooding susceptibility upstream of the Downtown area. The City sees a huge benefit in protecting this valuable natural resource as well as a means of infrastructure protection to avoid flooding of our Main St area.

Attachments

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

Council%20Order%20%26%20MDOT%20Heads%20Up!%202020%20Engineering%20Recommen-
dations%20for%20Main%20St.pdf(544.1KB)

Engineering Recommendations for Site #2: Main Street



Figure 4: Engineering Recommendations: Main Street

Objectives*	Potential Actions	May 27, 2022 Status Update
<p>Increase visibility of crosswalks</p>	<ul style="list-style-type: none"> ➤ Complete a field review and a safety assessment to determine appropriate ped safety alternatives (signage, locations, sight distance, Accessible Pedestrian Signal, lighting, etc.) ➤ Ensure that crosswalks are painted at least twice annually with the first as early as possible in the spring ➤ Upgrade all crosswalks to have high visibility crosswalk markings ➤ Evaluate the appropriateness of utilizing flexible delineators on the white edge lines for some crosswalks in this area ➤ Consider RRFB installation for this area 	<p style="text-align: center;">Future plans</p> <p style="text-align: center;">Twice annual – piano keys</p> <p style="text-align: center;">Tried some → unpopular</p> <p style="text-align: center;">Install one – another conflict w/ sign Riverbank Park to get one</p>
<p>Increase visibility of crosswalks</p>	<ul style="list-style-type: none"> ➤ Consider RRFB installation at old intersection of Bridge and Main and at midblock crossing in front of Mast Landing Brewery ➤ Evaluate current pedestrian lighting levels and consider upgrading ➤ Review MaineDOT's <i>Pedestrian Safety Toolbox</i> once released and consider implementing pedestrian crossing improvements as recommended within the toolbox 	<p style="text-align: center;">Needs to be part of bigger project</p> <p style="text-align: center;">Under design</p> <p style="text-align: center;">Spring to New Gorham w/in 3-years</p>
<p>Lane reconfiguration / narrowing to improve pedestrian safety</p>	<ul style="list-style-type: none"> ➤ Consider a traffic analysis of this road segment ➤ Determine if traffic volumes (vehicle, bike, and pedestrian) and movements warrant existing lane configuration ➤ Utilizing the <i>Lane Width and Shoulder Width Engineering Guidance</i> provided by MaineDOT (Appendix C), determine if lane widths can be narrowed to slow and calm traffic 	<p style="text-align: center;">Will be doing a road diet</p> <p style="text-align: center;">Underground utilities are the challenge</p> <p style="text-align: center;">Maybe a bike lane between parking + sidewalks</p>

Objectives*	Potential Actions	May 27, 2022 Status Update
Add locations for safe crossing	<ul style="list-style-type: none"> ➤ As part of field reviews and studies: <ul style="list-style-type: none"> a. Consider adding a crosswalk at the intersection of Ash and Main Streets b. Consider adding a crosswalk at the intersection of Rochester and Main to provide an alternative to pedestrians illegally crossing at the railroad tracks 	<p>Want to do it. Panned but not designed</p> <p>Part of the Mountain Division Trail Project</p>
Lane reconfiguration/narrowing/streetscape changes to improve pedestrian safety	<ul style="list-style-type: none"> ➤ Consider adding curb extensions and parking bays along Main Street to create a more pedestrian-friendly environment, shorten crossings, etc. 	<p>Planned already</p> <p>Soon to design</p>

Objectives are concepts generated through public process*



CITY OF WESTBROOK, MAINE
IN CITY COUNCIL

Date: January 23, 2023

Order: 2023-05

Endorsing the 2022 PACTS Federal Highway Funding Applications

That the Westbrook City Council hereby endorses the 2022 Portland Area Comprehensive Transportation System (PACTS) Federal Highway Funding Application for the City of Westbrook for the (1) Main Street - Downtown Streetscaping Project, (2) William Clarke Drive Crosswalk and METRO Bus Stop Enhancements, and (3) the Cumberland Street and Park Road Signalization Project, as outlined in the attached exhibit.

First and Final Reading: January 23, 2023

Attest:

City Clerk

Mayor



CITY OF WESTBROOK, MAINE
IN CITY COUNCIL

REQUEST FOR COUNCIL ACTION

PROPOSED TITLE: Endorsing the 2022 PACTS Federal Highway Funding Applications

REQUESTED BY: Eric Dudley
Jennie Franceschi

DATE: 1/23/2023

SUMMARY:
See Attached Staff Summary

The City is submitting 3 transportation projects for funding through the PACTS funding source which is the same source utilized for major infrastructure projects like the William Clarke Drive-Saco St-New Gorham Rd intersection project and the Cumberland Mills Signalization Project. A description of each project is stated below:

1. **Project name: Main St – Downtown Streetscaping Project**

- **Location:** Main Street east of intersection of Saco/Conant/William Clarke Dr. to Capt. Bill Hartley Drive.
- **Description of Project:** To discourage the pass-through Main St, this project proposes changes to the Main St road system. Potential strategies to achieve this include but are not limited to the use of bump outs, on-street parking, road diet, larger sidewalks, improved lighting, and accessible/improved crosswalks. These elements have been identified and recommended through PACTS funded plans of 2006 **Downtown Parking Study/Management Plan & 2009 Downtown Streetscape Planning Study** as referenced below. The implementation of various traffic calming measures and intersection improvements will reduce the thoroughfare appearance of Main St and slow traffic down with the intent to discourage pass through traffic and thus force those motorists onto William Clarke Drive.

• **Preliminary cost estimate in today’s dollars:** (May need to be increased for year of implementation)

	Total Costs	City Share (25%)	Estimated Start
Design Engineering Estimate:	\$350,000	\$87,500	Fall 25
Construction*:	\$3,450,000	\$862,500	Fall 26-27
(*Construction costs TBD once final PS&E is completed)			
Total Estimated Cost:	\$3,800,000	\$950,000	

2. **Project name: William Clarke Drive Crosswalk and METRO Bus Stop Enhancements**

- **Location:** Intersection of William Clarke Drive and Hannaford Access Drive
- **Description of Project:** This project is intended to add a pedestrian crossing on the east side of the intersection such that crossing pedestrians will have a higher level of visibility and will only have one lane of right-turning traffic to contend with. Additionally, a pedestrian blackout sign will be added to the signal mast arm to warn motorists to yield to pedestrians when the button is pushed. The addition of a crosswalk on the east side of the intersection will allow us an opportunity to build an enhanced bus stop east of the intersection. This project requires preliminary engineering and construction funding.

• **Preliminary cost estimate in today’s dollars:** (May need to be increased for year of implementation)

	Total Cost	City Share (25%)	Estimated Start
Design Engineering Estimate:	\$65,000	\$16,250	Fall 25
Construction*:	\$585,000	\$146,250	Spring 26
(*Construction costs TBD once final PS&E is completed)			
Total Estimated Cost:	\$650,000	\$162,500	

3. **Project name: Cumberland Street and Park Road Signalization Project**

- **Location:** Intersection of Cumberland St. and Park Road
- **Description of Project:** This project proposes to install a full traffic signal with ADA compliant crosswalks to resolve one of the City’s highest rated pedestrian concerns due to the lack of pedestrian safety devices as well as this location being a High Crash Location.

• **Preliminary cost estimate in today’s dollars:** (May need to be increased for year of implementation)

	Total Costs	City Share (25%)	Estimated Start
Design Engineering Estimate:	\$120,000	\$30,000	Fall 25
Construction*:	\$1,080,000	\$270,000	Spring 26
(*Construction costs TBD once final PS&E is completed)			
Total Estimated Cost:	\$1,200,000	\$300,000	

	Total Projects	City Share	
Three Projects Totals:	\$5,650,000	\$1,412,500	Spread over 2-3 Fiscal Years