

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)
Town of Old Orchard Beach
- Q3. Project Partners (if applicable)
Town of Old Orchard Beach
City of Saco
Maine Department of Transportation
- Q4. Primary Contact Name
Diana H. Asanza, Town Manager
- Q5. Primary Contact Email Address
dasanza@oobmaine.com
- Q6. Primary Contact Telephone Number
207.937.5626
- Q7. Project Name
I-195/Ocean Park Road Transition Safety & Economic Development Improvements 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 location of this project is the I-195 spur along Ocean Park Road to the "Halfway Intersection" which is the intersection of Ocean Park Rd, Saco Ave, Temple Ave, Old Salt Road, and Old Orchard Rd intersection. (See Exhibit A)
- Q9. Project Purpose
Describe the "problem" this project will solve. What are the regional and/or local benefits of this project? (maximum 500 words)
The project purpose and request for funding is to address the safety improvements on the roadway section of Ocean Park Rd extension to I-195, which is a complex and challenging section of road

from a safety and operations perspective. Ocean Park Rd., between the Interstate Spur and the Temple Ave intersection is approximately 2000 feet in length and is in both the Town of Old Orchard Beach and the City of Saco. It is a multilane undivided roadway section with narrow shoulders, curbing and sections with existing sidewalks. There is a major unsignalized intersection at Smithwheel Rd. There are many commercial and residential properties along the corridor. There are seasonally high volumes of traffic that travel to and through this roadway section and it is dangerous and confusing to navigate. The Town of Old Orchard Beach, City of Saco and Maine Department of Transportation (ME DOT) have partnered to conduct a feasibility study to identify ways to improve safety, speed limit compliance and economic development on the transition of I-195 along Ocean Park Rd to the intersection of Ocean Park Rd Saco Ave., Temple Ave., Old Salt Road and Old Orchard Rd. Part of this feasibility study is to evaluate safety, level of Service and long-term improvements of the Main Street and Route 5 intersection in Saco.

The major challenges or problems this project will look to address include:

- Calming speeds along the along the I-195 transition to Ocean Park Road corridor to the “Halfway Intersection”
- Address areas identified as high crash locations
- Improve pedestrian accommodations
- Provide bike accommodations
- Reduce driver confusion
- Reduce lane weaving
- Improve economic development.

Q10. Project Scope

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

The current concept design project is to assess the existing conditions, document safety and operational deficiencies and make recommendations for safety and economic development improvements for the roadway sections and intersections. Gorrill Palmer recently completed a PPI study for Old Orchard Beach for the “Halfway Intersection”, and it became apparent that the roadway section from the I-195 spur (in Saco) to the Ocean Park Rad extension was an equally complex and challenging section of road that should be investigated to understand all options in addressing the safety, and operational improvements at high crash locations. With Saco’s partnership the study area also includes evaluating safety improvements for the Route 5 (Ocean Park Road) and Main Street intersection in Saco.

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 currently undergoing a traffic feasibility study under a three-party PPI partnership initiative agreement WIN 026660.00, between Old Orchard Beach, Saco, and ME DOT. A portion of this area was studied previously under a PPI initiative but did not include the entire corridor from the I-195 Spur in Saco to the "Halfway Intersection" in Old Orchard Beach. Exhibit A at the end of the application will provide the project area.

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 work can be implemented in phases if required, however the goal is to deliver as one project. The work could be phased in by completing one intersection at a time.

Determination of phases could be dictated by high crash locations first to address the issues that provide the highest benefit to cost ratio.

Regional Collaboration

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

This project scope will affect Old Orchard Beach, Saco, and the Maine Department of Transportation. In addition, it will affect local transit Biddeford Saco Old Orchard Beach Transit (BSOOB) because of local bus stops along Ocean Park Rd. BSOOB activity is vital year round and especially during the summer months because this is the gateway into Old Orchard Beach. This corridor has many commercial and residential properties including the Old Orchard Beach Campground property and Dunkin Donuts.

The engineers completing the feasibility study are also collaborating with a consulting firm on technical advice and guidance on bike and pedestrian facility accommodations. Old Orchard Beach has also collaborated with residents, business owners and Town Council by holding public meetings which has been a priority from the beginning of the study. There have been over 6 public meetings with the previous study and there will be several future public meetings until the final report is completed July 2023.

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:

This project has made public participation a priority and has had over 6 public meetings with Town Council and project team. We plan to hold several more meetings for public and Town Council participation and feedback, and there are bi-weekly meetings with project team members.

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.

Town Council approved the road improvement feasibility studies in partnership with ME DOT and the MPI three-party study to include Old Orchard Beach, Saco, and ME DOT. Town Council has approved expenditures of approximately \$150,000. This is an important project for the Town and if PACTS selects the project for funding, the Town will then seek Council approval following the process for all WIN projects.

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.

The Town of Old Orchard Beach is seeking funding for PDR and Construction costs for the improvements to the .

The PDR estimated cost Old Orchard Beach is requesting is \$425,000 with a local match of 25% (\$318,750 from PACTS and \$106,250 local match). The breakdown includes: \$325,000 for Preliminary engineering (including survey) and \$75,000 for right of way.

The estimated construction cost could range from \$10M - \$15M for the entire project. It is the Town's intent to request funding through ME DOT directly to fund the potential traffic alternatives at the I-195 spur, and the Town will look to request construction funding from PACTS on the potential traffic alternatives from Ocean Park Rd and the Smithwheel Rd intersection to the "Halfway Intersection" (Ocean Park Rd, Saco Ave, Old Orchard Rd, Temple Ave, Old Salt Rd). Therefore, the request for construction funding from PACTS will be \$5,355,000 with a local match of 25% (\$4,016,250 from PACTS and \$1,338,750 local match). This projected construction costs are from the traffic feasibility study completed November 2021 and the breakdown includes: \$3,234,000 for Construction, \$646,800 for Engineering & Inspection, \$1,474,200 for Right of Way.

The current study is also evaluating the safety improvements at the Route 5 and Main Street intersection in Saco, along with bike accommodations, however the request for funding is for the I-195 spur along Ocean Park Road to the "Halfway Intersection" which is the intersection of Ocean Park Rd, Saco Ave, Temple Ave, Old Salt Road, and Old Orchard Road in Old Orchard Beach as listed under location for the project.

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

The Town of Old Orchard Beach has not secured, nor at this time has plans for discretionary funding other than a local match if successful in receiving funding.

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.

Over the last 2 1/2 years, Old Orchard Beach and ME DOT through the PPI initiative has spent approximately \$150,000 to thoroughly study and vet this project for cost avoidance. The traffic feasibility study has been contracted to a well-known engineering firm that has extensive experience with transportation planning and feasibility studies.

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)

There are two locations associated with this proposal that are located within less than 1 mile of each other: The intersection of Main Street (Route 1) and Route 5 in Saco, and the I-195 transition into the Ocean Park Road corridor in Old Orchard Beach (OOB). These two project areas for Saco and OOB were separated to determine the approximate number of jobs for the census blocks within .25 miles of each area. For Saco 2,077 jobs were identified; and in OOB 300 jobs were identified. One block overlapped both areas, providing 16 jobs, and these were included in both counts.

Safety and mobility improvements on Ocean Park Rd in OOB would improve access to existing and future jobs in Saco, OOB, and beyond, especially for those utilizing public transit. This priority corridor contains potentially regionally significant bus stops providing access to other areas within the Biddeford Saco Old Orchard Beach (BSOOB) Transit system and provides connections/transfers to access the Zoom Express, and the City of Portland.

This will look to improve access to essential services. Old Orchard Beach contains one grocery store for example and the next closest grocery store is Hannaford in Saco, which is located adjacent to the intersection of Main Street and Route 5 in Saco. Year-round residents and an influx of summer tourists travel to Saco using this priority corridor to access groceries and other essential services with limited availability in OOB.

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)

Old Orchard Beach is one of the major tourist destinations in Maine and it receives a heavy influx of tourists during the summer months. Most of the traffic entering Old Orchard Beach travels from the Maine Turnpike along the I-195 spur. The spur provides direct access to downtown from Route 5 aka Ocean Park Road and Saco Ave. There is a major unsignalized intersection at Smithwheel Road with many commercial and residential properties along this corridor including the Old Orchard Campground property and Dunkin Donuts. Old Orchard Beach has something to offer everyone, and it draws tourists from near and far including Canadians to the north and New Englanders to the south. Through the PPI study, Old Orchard Beach is looking for alternative ways to improve safety and mobility for all modes of transportation both now and in the future.

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)

This project area is located within an identified high priority corridor connecting two priority centers, "Saco Downtown" and "Pine Park" in OOB at the intersection of Ocean Park Rd/Rt. 5 and Saco Avenue ("Halfway Intersection"). Modifications to pedestrian and bicycling infrastructure in the project areas would improve access to the transit network in this corridor. There are potentially at least two regionally significant year-round bus stops located directly in the project area, with an additional four Trolley seasonal stops at area campgrounds (see Exhibit B). The BSOOB Transit Green Line provides daily service between Saco and Portland via OOB, Scarborough, and the Maine Mall. The Blue Line also provides daily service between The Saco Transportation Center and Cascade Plaza (OOB) via Ocean Park Road, Temple Ave, West Grand Ave, Saco Ave and Industrial Park Road.

This priority corridor in OOB continues across Town and connects to "Downtown OOB" which is a popular tourist destination and contains a regionally significant rail station that brings visitors from near (Downeaster Train) and from far (Amtrak Train). Although greater than 1 mile beyond the project areas, these priority corridors have two regionally significant rail stations that provide high capacity transit; in Saco 1.4 miles from the Main Street and Route 5 intersection; and in OOB 1.9 miles from the Ocean Park Rd corridor.

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)

United States Bicycle Route 1, a cross-country route connecting Maine to Florida, passes through the end of the OOB project area at the "Halfway Intersection", and also connects to the two priority centers in Saco and OOB.

The Eastern Trail, a recreation and transportation greenway from Casco Bay to the Piscataqua River in Kittery, Maine, crosses directly through the Saco project area at the intersection of Main Street and Route 5, and is 1 mile from the OOB project area.

Previous recommendations made for safety and mobility improvements at the OOB "Halfway Intersection" would improve pedestrian and bike access to the region's active transportation network. We anticipate additional recommendations for pedestrian and bike accommodations with this current feasibility study. There are currently no designated bike lanes in the OOB or Saco project area. With the proximity of a cross-country bicycle route and multi-use trail, improving bicycle and pedestrian accommodations in the adjacent project areas would improve access to this active transportation network. There is also a section of roadway without a sidewalk along Ocean Park Road in the OOB project area where you can see a well-worn path from use.

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 Ocean Park Road corridor section of roadway is not very pedestrian friendly. With limited to no shoulder, vehicles travel close to the sidewalk and there is also no identified area for bikes.

Specific to Ocean Park Road, these improvements will consider the following:

- Review of vehicle speeds within the corridor but also approaching from the Interstate Spur;
- Traffic calming opportunities to reduce or control speeds including raised crosswalks and/or raised intersections;
- Assessment of high crash locations and consideration for mitigation measures;
- Access to adjacent and nearby businesses, side roads, and residential communities;

- Pedestrian accommodations and crosswalk locations, consider raised crosswalks to improve;
- Pedestrian safety and better control vehicle speeds;
- Provisions for safe pedestrian crossings; and
- Bike accommodations.
- Potential opportunities to enhance local transit opportunities.

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)

This current study will make recommendations to improve safety at high crash locations within the Ocean Park Road corridor in OOB under the current and at the Main St/Route 5 intersection in Saco. This study will also evaluate different alternatives with a goal to further protect vulnerable users in OOB by assessing pedestrian accommodations and crosswalk locations, consider raised crosswalks to improve pedestrian safety and better control vehicle speed, and consider enhanced local transit opportunities to maximize pedestrian and bicycle safety, to minimize vehicle use.

Narrow shoulders or no shoulders are present along Ocean Park Road. There are three crosswalks in this Ocean Park Road corridor in OOB, but only two provide pedestrian refuge islands. This project will improve safety for bike and pedestrian accommodations through this busy corridor from the “Halfway Intersection to the Ocean Park Road, and up to the terminal point at the Interstate Spur. This corridor is identified as a congested road segment, likely to experience some form of congestion during peak evening commute hour, in the Connect 2045 Long-Range Transportation Plan. To improve flow this project will consider smart traffic signals or roundabouts at intersections, better/modified street network connectivity, and improved walking and cycling facilities.

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 PACTS Collector Roads Pavement Condition Index rates the Ocean Park Road segment in OOB as “Good” for the years 2022-2024. With this being a main route into Town and seasonally high traffic segment, it will be important to maintain the “Good” pavement condition and prevent the roadway from deteriorating into lower categories that could impact all users. This proposal will evaluate the functionality of the roadway and consider connections to active transportation infrastructure. As economic development continues to increase in this area this project will look to preserve accessibility and mobility, and provide transport linkages for all modes in this corridor.

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)

This project will look at access management in the corridor. With this being a priority corridor and with a priority center at its edge, this study will consider any proposed improvement impacts to commercial operations and safety throughout the Ocean Park Road corridor.

Pedestrian and bicycle improvements in the study area, including improved sidewalks, crosswalks, ADA compliant ramps, well-defined bike facilities, and local transit improvements will greatly enhance safety and mobility for vulnerable users at this intersection and for this area.

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)

On the PACTS Civil Rights Data Dashboard this Ocean Park Road, “Route 5” priority corridor and the adjacent “Pine Park” priority center scores as “High” on the Equitable Target Areas Index.

There are two mobile home parks within .25 miles of the study area.

The summer season sees a large amount of Exchange Visitors with J-1 Visas who come for the work program, and they are one group that utilizes this corridor to travel between jobs and housing in OOB and Saco. Most often these visitors don’t have a private vehicle and rely on walking, bicycling, or public transportation to get to their destinations.

This project will evaluate implementation options for traffic calming to reduce speeds along the Ocean Park Road corridor. This will also review access to adjacent and nearby businesses, side roads, and surrounding residential communities.

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)

It is important to recognize that OOB has the third highest Population Density (people per acre) in the region with 1.9 people per acre, preceded only by the City of Portland (5 people per acre), and the City of South Portland (3.4 people per acre).

There is a Draft Biddeford Saco Transit-Oriented Development Concept Plan that included the Saco Transportation Station in the study area. The Saco Transportation Center is approximately 1.4 miles from the Main Street and Route 5 intersection.

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)

The OOB project area is within the Route 5 priority corridor and has one priority center located within .25 miles ("Pine Park"), and another priority center within .3 miles ("Route 5 East").

The Saco project area is within the Route 1 priority corridor and located at the terminus of the Route 5 priority corridor, within .25 miles.

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)

One of the recommendations from the previous November 2021 Intersection Safety and Mobility Study for the “Halfway Intersection” PPI study included further investigation and analysis of Ocean Park Road including the Smithwheel Road intersection and connection to the Turnpike Spur (Interstate 195), which is being done at this time.

This project focuses on the intersection of Ocean Park Road, Saco Avenue, Old Orchard Road, and Temple Avenue in Old Orchard Beach. The purpose of this project is to identify and implement a range of alternatives to improve the intersection mobility and safety for all modes of transportation both now and into the future.

The current study goal is to recommend alternative roadway improvements for this area such as a roundabout or 4-way signalized intersection. Some of the benefits of the roundabout option included the opportunity for a gateway to the community, very good levels of service, control of vehicle speeds, access to all major roads, and improved pedestrian and bicycle accommodations and safety. The latter aligns with the Smart Growth Principle to create walkable communities. We anticipate similar aligned recommendations with this current project.

Maintaining acceptable Levels of Service throughout the Ocean Park Road corridor aligns with the currently adopted Comprehensive Plan goal to “Preserve the traffic bearing capacity of the Town’s transportation system.” The No Build condition resulted in unacceptable levels of service and overall delays.

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)

There are two mobile home parks located within .25 miles, containing a total of 279 dwelling units.

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)

Bus stops in this corridor provide connections to the Zoom Express, a commuter run between Biddeford and Saco Park & Rides (Exit 32 and Exit 36) and Portland's downtown, Congress Street and University of Southern Maine.

This project has the potential to reduce vehicle miles traveled. One of the needs identified is to improve accessibility for all transportation modes including but not limited to active transportation and vehicles accessing Ocean Park Road from intersecting local roads. This will consider better accommodations for pedestrians and bikes along this corridor, which could also help reduce local vehicle miles traveled.

Q43. REDUCE GREENHOUSE GAS EMISSIONS

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

(max points = 4)

This study will consider opportunities for bicycling, walking, and use of public transportation, which would help work towards the Maine Climate Council's goal to reduce greenhouse gas emissions. There are a couple bus stops in the Ocean Park Road corridor that provide connections to the regional transportation network allowing people without a personal vehicle to access essential services, employment, and recreation outside this direct area.

During the summer season there are an additional four Trolley stops at the nearby campgrounds that will also contribute to reduce greenhouse gas emissions and VMT's.

The OOB project area is a priority corridor and within .25 miles of a priority center. This study will make recommendations for economic development in this important corridor.

Q44. IMPROVE CLIMATE RESILIENCE

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

(max points = 3)

The Goosefare Brook, an urban impaired stream, crosses the I-195 and Ocean Park Road corridor at the Saco/OOB boundary line. There is an additional culvert at unnamed stream crossing in this corridor in OOB, and both these waterways are located within identified flood zones with high flood risks. This project will take these into consideration when making recommendations.

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.

PACTS%20Multimodal%20Application_OOB%20Exhibit%20A%20%26%20B.pdf(372.8KB)

Exhibit A – Project Area



Exhibit B – Current Transit Stops

