

City of Biddeford
City Council - Workshop
June 13, 2023 5:30 PM Council Chambers & Zoom

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Status:

Workshop Discussion Items

Safe Streets For All Federal Grant Opportunity
[FINAL Overview of SS4A Federal Grant Opportunity](#)
[SS4A Meeting Agenda_051923](#)
Elm Street Corridor Federal Grant Funded Project
[20220728 Rt1 Elm Earmark Press Release - Sen Collins](#)
[Elm Street plan sheets March 29](#)
Comprehensive Plan Implementation Review
[COMP PLAN IMPLEMENTATION CC Transmittal Memo for June 13 2023 Meeting](#)
[2023 COMPREHENSIVE PLAN IMPLEMENTATION MATIX for June 13 2023](#)
[05_A_FUTURE_LAND_USE_MAP](#)

OVERVIEW OF SAFE STREETS FOR ALL (SS4A) FEDERAL GRANT OPPORTUNITY

Agency: Office of the Secretary of Transportation, U.S. Department of Transportation

Program: USDOT FY23 Safe Streets and Roads for All

Purpose of the Program: This grant program provides awards on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving roadway users, including pedestrians, bicyclists; public transportation, personal conveyance, and micro mobility users; motorists; and commercial vehicle operators. Implementation grants are used to implement strategies or projects that are consistent with an existing Action Plan and may also bundle funding requests for supplemental planning and demonstration activities that inform an Action Plan. Implementation grants fund projects that address roadway safety problems.

Implementation funding availability: Minimum of \$2,500,000 with a maximum of \$25 million

Cost Sharing Requirements: SS4A funds may not exceed 80% of the total project cost. Recipients are expected to cost share no less than 20% of eligible activity costs. Funds must come from non-federal resources.

Total 2023 funding availability: \$1,177,213,000 with 100 awards anticipated

Period of Performance: DOT expects to obligate SS4A funds via signed grant agreements within 12 months after awards have been announced. Implementation grants not exceed five years.

SS4A Grant Priorities: Successful grant applications will:

- Promote safety to prevent death and serious injuries on public roadways;
- Employ low-cost, high-impact strategies that can improve safety over a wide geographic area;
- Ensure equitable investment in safety needs of underserved communities, which includes both underserved urban and rural communities;
- Incorporate evidence-based projects and strategies and adopt innovative technologies and strategies;
- Demonstrate engagement with a variety of public and private stakeholders; and
- Align with the Department's mission and Strategic Goals such as safety; climate change and sustainability; equity and Justice40; and workforce development, job quality and wealth creation.

Safe Streets for All Grant Implementation Funding for the PACTS Region

May 19, 2023
9:00 am–10:00 am
Meeting Agenda

In-Person:

*Greater Portland Council of Governments
970 Baxter Boulevard, Room 201
Portland, Maine*

Remote:

Webinar link: <https://us02web.zoom.us/j/86092918107>
Phone: 646-558-8656 | Webinar ID: 860 9291 8107
Or One tap mobile: +16465588656,,86092918107# US
Phone participants: *9 to raise hand; *6 to unmute

1. Welcome

This meeting is being recorded and will be made available at gpcog.org/AgendaCenter.

2. Public Comment

5 minutes

Members of the public are welcome to provide up to three minutes of public comment.

3. Safe Streets for All (SS4A) – May 4 Meeting Recap and Project Assessment **5 minutes**

The notice of funding for the next round of the [Safe Streets & Roads for All Grant](#) has been released. The deadline for applications is July 10, 2023.

GPCOG staff are hopeful that the PACTS Policy Board will approve the [Vision Zero Action Plan](#) on May 23 in advance of the application deadline, making the 18 PACTS communities eligible for implementation and/or supplemental planning funding. To that end, we'll need a strategy in place soon so that communities and/or the region can proceed with grant applications.

A meeting with PACTS municipal managers (or designees), PACTS officers, MaineDOT, and GPCOG staff was held on May 4 to discuss the grant program and review potential next steps. Attendees generally felt that a municipality or small group of municipalities could submit an application for implementation funding and that GPCOG could submit a regional application for planning & demonstration projects. This strategy could help maximize our chances for federal funding. As a reminder, there are separate funding pots for planning & demonstration and implementation and an entity can only apply for one or the other. To maximize the region's success in obtaining funding, GPCOG is hosting a second meeting to review candidate projects and discuss opportunities.

Following guidance from the [May 4 meeting](#) of PACTS managers (and/or designees), the GPCOG team asked municipalities to submit potential candidate projects through a streamlined web portal/survey. A total of 15 projects spanning 6 municipalities were submitted (Attachment 3-A).

Next, the GPCOG Team conducted a preliminary, high-level assessment (Attachment 3-A) of those projects, analyzing the projects' alignment with the Draft Vision Zero Action Plan and SS4A evaluation criteria, including proximity to USDOT-defined disadvantaged communities. The assessment also included a screening of existing/proposed PACTS projects to identify opportunities to “free up” PACTS resources for other projects. The overall assessment of fit/competitiveness (Table 3-1) also incorporates guidance from municipal managers, Federal Highway Administration (FHWA), and MaineDOT.

The GPCOG team assessment represents one professional perspective and is certainly not intended to be prescriptive. Rather, the assessment can serve as a resource for municipalities as they decide whether or not to apply for the highly competitive SS4A program. In some cases, candidate projects simply may not be a good fit for SS4A but could be highly competitive for alternative funding programs.

4. Discussion

50 minutes

If you require accommodations to review materials or participate in this meeting (such as captioning or interpreting—at no cost to you), please contact:

(207) 774-9891
transportation@gpcog.org

Notification prior to the meeting will help us to make reasonable arrangements to ensure accessibility to this meeting.

Attachment 3-A: Safe Streets for All Grant – Assessment of Candidate Projects

1) Table 3-1: Summary of Projects Submitted by Municipalities and GPCOG Team Assessment*

ID	Municipality	Name	Planning or Implementation	Align. with PACTS DRAFT VZ Plan Critical Safety Areas	USDOT-defined Disadvantaged Community	PACTS Pipeline	Fit / Competitiveness for SS4A*
1	Biddeford A	Elm Street Corridor (Phase 2)	Implementation	Yes	Yes	Yes	Good fit
2	Biddeford B	Alfred Street Corridor	Implementation	Yes	Yes	Yes	Good fit
3	Biddeford C	Biddeford-Saco Second Pedestrian Bridge	Implementation	Yes (indirectly)	Partial	Yes	Okay fit
4	Biddeford D	South Street Corridor	Implementation	No	No	No	Not a good fit
5	Biddeford E	West Street Corridor	Implementation	No	No	No	Not a good fit
6	Windham	Rte. 302 and Rte. 202	Implementation	Yes	No	Yes	Okay fit
7	Saco	Saco Island Multi-Modal Bridge <i>(also submitted by Biddeford, see #3 Biddeford C)</i>	Implementation	Yes (indirectly)	Partial	Yes	Okay fit
8	Freeport A	Route One South Multi-Use Path	Implementation	No	No	No	Not a good fit
9	Freeport B	Connect Freeport: East-West Connection	Implementation	No	No	No	Not a good fit
10	Falmouth	Reimagining Route 1	Planning	Yes	Partial	N/A	Okay fit, needs scoping
11	Portland A	Portland Separated Bike Lanes Planning and Demonstration Project	Planning	Yes	Partial	N/A	Okay fit, needs scoping
12	Portland B	Allen's Corner Safe Streets Planning & Demonstration Project	Planning	Yes	Yes	N/A	Good fit with more scoping
13	Portland C	Forest Avenue/I-295 Exit 6 Single Point Urban Interchange (SPUI) Planning Project	Planning	Yes	Yes	N/A	Good fit with more scoping
14	Portland D	Warren Avenue - Riverside Street Complete Intersection Planning and Demonstration Project	Planning	Yes	No	N/A	Okay fit, needs scoping
15	Portland E	Forest Avenue - Riverside Street Complete Intersection Project Planning and Demonstration Project	Planning	Yes	No	N/A	Okay fit, needs scoping

The assessment of fit/competitiveness (Attachment 3-A), which incorporates guidance from Federal Highway Administration (FHWA) and MaineDOT, broadly evaluates projects according to municipal manager guidance and alignment with the Draft Vision Zero Action Plan and SS4A evaluation criteria. PACTS pipeline projects are those that have received PACTS-administered funding or were recently submitted for PACTS-administered funding.

2) Candidate Projects Submitted by PACTS Communities

(See Part 3 below for original survey questions)

1. BIDDEFORD A

- A. City of Biddeford
- B. Greg Mitchell
- C. gregory.mitchell@biddefordmaine.org
- D. 207.284.9115
- E. Elm Street Corridor (Phase 2)
- F. Main Street to the Arundel town line
- G. Implement a 'complete streets' design for this 2.9+/- miles. Would be a continuation of the recent Elm Street federal earmark grant from the Saco River to Main Street. Design elements to be reviewed: new sidewalks, new cross walks/ADA ramps, independent/shared bike lanes, street trees, street lightening and bus stops. Existing sidewalks terminate between Grayson & Precourt Streets.
- H. The project is a concept at this point in time.
- I. Not known at this time.
- J. Yes

K. GPCOG team assessment

- a. **Candidate for implementation or planning?** Implementation.
- b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections?** Yes, highlighted as critical safety corridor.
- c. **USDOT-defined Disadvantaged Community?** Yes.
- d. **PACTS Pipeline Project?** Yes, Biddeford Elm Street.
- e. **Fit/competitiveness for SS4A:** Good fit.

2. BIDDEFORD B

- A. City of Biddeford
- B. Greg Mitchell
- C. gregory.mitchell@biddefordmaine.org
- D. 207.284.9115
- E. Alfred Street Corridor
- F. Implementing a 'complete streets' design from Main Street to the Arundel town line (3.8+/- miles).
- G. The City recently submitted a section of Alfred Street for pedestrian upgrades as a 2023 Complex Project from Alfred Street to Washington Street with funding results TBD. Design elements to be reviewed include new sidewalks, new crosswalks/ADA ramps, independent/shared bike lanes, street trees, street lighting and bus stops. Existing sidewalks terminate at Planet Fitness.
- H. The project is a concept at this time.
- I. Not known at this time
- J. Yes

K. GPCOG team assessment

- a. **Candidate for implementation or planning?** Implementation.
- b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections?** Yes, highlighted as critical safety corridor.
- c. **USDOT-defined Disadvantaged Community?** Yes.

- d. **PACTS Pipeline Project?** Yes, alignment with proposed Complex Project (subject to Policy Board approval on 5/23).
- e. **Fit/competitiveness for SS4A:** Good fit.

3. BIDDEFORD C

- A. City of Biddeford
- B. Greg Mitchell
- C. gregory.mitchell@biddefordmaine.org
- D. 207.284.9115
- E. Biddeford-Saco Second Pedestrian Bridge
- F. Bridge would span the Saco River from the end of Pearl Street (Pearl Point Park) to Factory Island
- G. The proposed second pedestrian bridge would introduce a strategic new pedestrian and bike connection into the public street and pedestrian network to create new walking and bicycle connections to the Saco Transportation Center's rail and bus transit services, numerous businesses and community services in Downtown Biddeford and Saco and a large, diverse range of existing residents and jobs.
- H. The project has undergone planning, feasibility, or enhanced project scoping
- I. \$7,040,000
- J. Yes
- K. **GPCOG team assessment**
 - a. **Candidate for implementation or planning?** Implementation.
 - b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections?** The proposed bridge parallels two critical safety corridors (Route 1 and Route 9). Several pedestrians were severely injured (2016-2022) on Main Street corridor to the south.
 - c. **USDOT-defined Disadvantaged Community?** Not directly, but provides access to a disadvantaged community.
 - d. **PACTS Pipeline Project?** Yes, Saco Island multimodal bridge project.
 - e. **Fit/competitiveness for SS4A:** Okay fit.

4. BIDDEFORD D

- A. City of Biddeford
- B. Greg Mitchell
- C. gregory.mitchell@biddefordmaine.org
- D. 207.284.9115
- E. South Street Corridor
- F. Implementing a pedestrian & bicycle-safety design from Cathedral Oaks Drive to Dayton town line (3.8+/- miles).
- G. The City is currently working with the Hidden Hills Manufactured Housing Project, located at 413 South Street, developer to install a five (5) foot wide asphalt shoulder along the property's frontage on South Street (0.35 miles) and Waterworks Drive (0.22 miles) for pedestrians and cyclists.
- H. The project is a concept at this time.
- I. Not known at this time
- J. Yes
- K. **GPCOG team assessment**
 - a. **Candidate for implementation or planning?** Implementation.

- b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections?** Limited to the "five points" intersection (Elm, West, Alfred).
- c. **USDOT-defined Disadvantaged Community?** No.
- d. **PACTS Pipeline Project?** No.
- e. **Fit/competitiveness for SS4A:** Not a good fit at this time.

5. BIDDEFORD E

- A. City of Biddeford
- B. Greg Mitchell
- C. gregory.mitchell@biddefordmaine.org
- D. 207.284.9115
- E. West Street Corridor
- F. Implementing a 'complete street' design from Elm Street to Pool Street (5.6+/- miles).
- G. Implementing a 'complete street' design from Elm Street to Pool Street. Design elements to be reviewed west of Granite Street include new sidewalks, new crosswalks/ADA ramps, independent/shared bike lanes, street trees and street lighting. Design elements to be reviewed east of Granite Street include new sidewalks and independent/shared bike lanes. Existing sidewalks terminate just beyond Marion Drive.
- H. The project is a concept at this point in time.
- I. Not known at this time.
- J. Yes

K. GPCOG team assessment

- a. **Candidate for implementation or planning?** Implementation.
- b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections:** No.
- c. **USDOT-defined Disadvantaged Community?** No.
- d. **PACTS Pipeline Project?** No.
- e. **Fit/competitiveness for SS4A:** Not a good fit at this time.

6. WINDHAM

- A. Windham
- B. Barry Tibbetts
- C. Batibbetts@windhammaine.us
- D. (207) 892-1907
- E. Two Projects; Sidewalks (complex project) NW & Sidewalks Community Park to School (Windham Center)
- F. Rte. 302 and Rte. 202
- G. Project Description, NW Downtown (complex project) Windham is developing plans to construct sidewalks along both sides of Route 302 (Roosevelt Trail) from the intersection of Route 302 and Routes 35/115 to Amato Drive, approximately 3,500 feet. This section of North Windham is the Town's commercial center with big box and other retail outlet and restaurants on both side of the road. However, there are sidewalks on only one side of the road (the east side) and those are in poor shape in many areas and in need of renovation to ensure ADA compliance.
 - a. The Town's goal in this area of North Windham is to guide future growth and redevelopment in a manner that improves pedestrian safety and walkability, while maintaining the capacity of Roosevelt Trail and its diversified economic opportunities. The proposed pedestrian improvements would help create a sense of place more typical

of a small downtown than an aggregation of shopping malls and strip development and help us move forward to meet our goals for this area.

- b. The proposed work includes new 6-ft sidewalks on the west side of 302 with granite curb as well as adding crosswalks with ramps, tipdowns, detectable warning plates and pedestrian signals at all signalized intersections in compliance with ADA rules. The project also includes the addition of pedestrian scale ornamental lights and landscaping along the sidewalk route where appropriate. There is a closed drainage system currently in place in this area, but some improvements would also be made to improve capacity where appropriate.
- c. The estimated cost to construct the proposed improvements is \$3.5 million to \$4.0 million in 2023 dollars.
- d. Project Description Sidewalks Park to School
- e. The Town is proposing to construct sidewalk with curbing and closed drainage along Route 202 from the Windham Raymond School (RSU14) complex to Windham's Community park approximately 3,500-ft to the southwest. Currently there is no sidewalk along this busy section of minor arterial road and students traveling from the school to the Community park walk along the road shoulder, which is currently paved in certain areas and gravel in others. Concerns over the safety of pedestrians traveling along this section of road make this a high priority initiative for the Town. The AADT for this section of Route 202 in 2019 was 7110.
- f. The proposed plan consists of a 5-ft wide asphalt paved sidewalk with granite curb. Ramps, tip downs, and detectable warning tiles will be installed at the Pope Road crossing and at driveways in compliance with Maine DOT and ADA requirements. To provide for road drainage with the curbed sidewalk, catch basins and culverts are included in the proposed design at appropriate locations to convey and discharge stormwater in compliance with Maine DOT and DEP requirements.
- g. The estimated cost to construct the proposed improvements is \$2.0 million to \$2.5 million in 2023 dollars.
- H. The project has completed preliminary design
- I. \$4M for NW and \$2.5M for school park
- J. Yes

K. GPCOG team assessment

- a. **Candidate for implementation or planning?** Implementation.
- b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections:** Yes.
- c. **USDOT-defined Disadvantaged Community?** No.
- d. **PACTS Pipeline Project?** Yes, Windham Sidewalks.
- e. **Fit/competitiveness for SS4A:** Okay fit.

7. SACO

- A. Saco
- B. Patrick Fox
- C. pfox@sacomaine.org
- D. (207)-284-6641
- E. Saco Island Multi-Modal Bridge

- F. The proposed project area is between the cities of Saco and Biddeford spanning across the Saco River connecting Biddeford's Pearl Street Riverfront District to the Transportation Center in Saco. The bridge is planned to be just south of and parallel to the existing railroad bridge.
- G. The construction of a multi-modal bridge connecting the Saco Transportation Center to downtown Biddeford's Pearl Street Riverfront District will allow direct and protected bicycle and pedestrian access to necessary downtown goods and services, as well as to the regional bus service and Amtrak train line. This project will move pedestrians and bicyclists off two highly congested and physically constrained roadways, Rt. 1 and Main Street, as well as reduce travel times to encourage greater bike/pedestrian activity in two downtown centers.
- H. The project has undergone planning, feasibility, or enhanced project scoping.
- I. \$5M
- J. Yes, Saco is prepared to partner with Biddeford and provide the 20% match. This was included in Saco's FY 2024 Budget process listed in years three and four of the 5-year capital improvement plan.

K. GPCOG team assessment

project also submitted by Biddeford (see #3, Biddeford C above)

- a. **Candidate for implementation or planning?** Implementation.
- b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections?** The proposed bridge parallels two critical safety corridors (Route 1 and Route 9). Several pedestrians were severely injured (2016-2022) on Main Street corridor to the south.
- c. **USDOT-defined Disadvantaged Community?** Not directly, but provides access to a disadvantaged community.
- d. **PACTS Pipeline Project?** Yes, Saco Island multimodal bridge project.
- e. **Fit/competitiveness for SS4A:** Okay fit.

8. FREEPORT A

- A. Freeport
- B. Adam Bliss
- C. abliss@freeportmaine.com
- D. (207) 865-4746 x106
- E. Route One South Multi-Use Path
- F. Downtown Village to the Cousin's River Bridge
- G. The East Coast Greenway and Casco Bay Trail corridor represents perhaps the most significant section of the Connect Freeport vision. Currently, the ECG route follows Route 1 on-road into downtown Freeport before heading to Brunswick via Bow Street and Pleasant Hill Road. Connect Freeport is committed to developing an off-road multi-use path that would become the future ECG route through Freeport, meeting the goal to have the ECG and CBT be fully off-road and separated from vehicle traffic. Freeport's Complete Streets Committee and Connect Freeport working groups have been working diligently over the last several years to develop plans for this connection.
- H. The project has undergone planning, feasibility, or enhanced project scoping.
- I. \$6M
- J. Yes

K. GPCOG team assessment

- a. **Candidate for implementation or planning?** Implementation.

- b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections?** No.
- c. **USDOT-defined Disadvantaged Community?** No.
- d. **PACTS Pipeline Project?** No, but connects to proposed Beth Condon Trail extension (Yarmouth).
- e. **Fit/competitiveness for SS4A:** Not a good fit at this time.

9. FREEPORT B

- A. Freeport
- B. Adam Bliss
- C. abliss@freeportmaine.com
- D. (207) 865-4746 x106
- E. Connect Freeport: East-West Connection
- F. Main Street-Mallett Drive-Pownal Road-Desert Road
- G. The Town of Freeport is bisected by Interstate 295, with bridges at exits 20 and 22 connecting the east and west sides. The East-West Loop seeks to create a pedestrian and bike-friendly path across both bridges, connecting to the Hunter/ Pownal Road Fields and the Desert of Maine on the west side with downtown on the east side in a loop configuration. This will enhance the experience of residents and visitors in a number of ways. Students living on the east side will be able to safely bike or walk to the Pinetree Academy and Waldorf Schools. Students living on the west side will be able to safely walk or bike to Freeport Middle and High Schools. Community Members and visitors on both sides will be able to safely walk or bike to points of interest on or near the loop, enhancing the quality of life through increased recreational opportunities, fewer emissions, and the opportunity for children to travel between destinations independently.
- H. The project has undergone planning, feasibility, or enhanced project scoping.
- I. \$15M
- J. Yes
- K. **GPCOG team assessment**
 - a. **Candidate for implementation or planning?** Implementation.
 - b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections?** No.
 - c. **USDOT-defined Disadvantaged Community?** No.
 - d. **PACTS Pipeline Project?** No.
 - e. **Fit/competitiveness for SS4A:** Not a good fit at this time.

10. FALMOUTH

- A. Town of Falmouth
- B. Nathan Poore
- C. npoore@falmouthme.org
- D. (207)-699-5314
- E. Reimagining Route 1
- F. Arundel to Freeport
- G. Planning to reimagine Route 1 in all communities - achieve zero fatalities, improve overall safety for all modes, complete streets, improved bike ped, accommodate needed housing and transit for those that are underserved, etc.
- H. The project is a concept but many individual communities have done similar planning and there was a regional effort – Route 1 North (?) maybe 10 years ago.

I. \$5M

J. Yes

K. GPCOG team assessment

- a. **Candidate for implementation or planning?** Planning.
- b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections?** Yes, highlighted as critical safety corridor.
- c. **USDOT-defined Disadvantaged Community?** Yes, in Biddeford and Portland.
- d. **PACTS Pipeline Project?** Yes, segments of the corridor align with *existing* (Biddeford, Elm Street) or *proposed* (Falmouth, Route 1) Complex Projects.
- e. **Fit/competitiveness for SS4A:** Okay fit, needs scoping.

11. PORTLAND A

A. Portland

B. Jeremiah Bartlett

C. jbartlett@portlandmaine.gov

D. (207) 874-8891

E. Portland Separated Bike Lanes Planning and Demonstration Project

F. Washington Avenue (Presumpscot to Auburn Street); Auburn Street (Washington Avenue to Falmouth TL); Allen Avenue (Forest Avenue to Washington Avenue); Forest Avenue (Woodfords Corner to Westbrook TL); Brighton Avenue (Falmouth Street to Brighton Avenue)

G. Planning and quick-build demonstration of higher quality separated bike lane treatments and other complementary complete street design elements on a number of Portland arterial streets with high incidence of crashes of all types. Different bikeway configurations and methods of separation will be tested and evaluated including: one-way and two-way bike lanes; curb-separated and flex-post separated bike lanes; bike lane buffer widths and markings; green conflict zone paint; and bike signals and lead bike interval signal phasing. Recently completed FHWA research (2022) found that separated bike lanes can significantly reduce the incidence of bike crashes by approximately 50%. Many of these arterials with basic bike lanes have bicycle crash histories. For instance, for the 6 years from 2016 to 2021 there were 6 bicycle crashes resulting in injuries between Woodfords Corner and Morrill's Corner. Many of these arterial serve areas with a high percentage of disadvantaged populations.

H. The project is a concept at this point in time

I. \$400,000

J. Yes

K. GPCOG team assessment

- a. **Candidate for implementation or planning?** Planning.
- b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections:** Yes, Washington Ave., Forest Ave., and Brighton Ave.
- c. **USDOT-defined Disadvantaged Community?** Limited to Washington Ave. (Ocean Ave. to Presumpscot St.)
- d. **PACTS Pipeline Project?** N/A (planning).
- e. **Fit/competitiveness for SS4A:** Okay fit, needs scoping.

12. PORTLAND B

A. Portland

B. Jeremiah Bartlett

C. jbartlett@portlandmaine.gov

D. (207) 874-8891

- E. Allen's Corner Safe Streets Planning and Demonstration Project
- F. Allen's Corner in North Deering Portland (Allen Avenue from Pennell Avenue to Brook Road; Washington Avenue from Mona Road to Chapman Street; Auburn Street from Washington Avenue to Bartley Avenue)
- G. Request for Planning and Demonstration grant funding for multimodal safety and MMLOS analysis to determine a revised configuration of intersection and adjacent street segments to reduce the incidence and severity of crashes. Two of the four legs of the intersection are High Crash Locations as is the intersection/node itself with a combined 63 crashes of all types among them. The intersection is a heavily traveled school route by students attending the nearby Lyseth Elementary and Moore Middle Schools campus. The intersection and surrounding street network as designed currently function as barriers within the North Deering neighborhood. Potential street-related interventions include reduction in turn lanes, adding bike lanes, adding esplanades and other streetscape enhancements, reducing pedestrian crossing distances, access management of the numerous commercial driveways and traffic signal timing and phasing changes. Portland has recently updated its zoning to require buildings closer to the street and elimination of drive-throughs, etc.
- H. Outcomes from PACTS HCL Study available
- I. \$300,000
- J. Yes
- K. **GPCOG team assessment**
 - a. **Candidate for implementation or planning?** Planning.
 - b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections:** Yes.
 - c. **USDOT-defined Disadvantaged Community?** No.
 - d. **PACTS Pipeline Project?** N/A (planning).
 - e. **Fit/competitiveness for SS4A:** Good fit with more scoping.

13. PORTLAND C

- A. Portland
- B. Jeremiah Bartlett
- C. jbartlett@portlandmaine.gov
- D. (207) 874-8891
- E. Forest Avenue/I-295 Exit 6 Single Point Urban Interchange (SPUI) Planning Project
- F. I-295 Exit 6 Interchange and Mainline including Forest Avenue from Bedford Street/Baxter Boulevard to State Street/Marginal Way
- G. Planning grant request for Exit 6 of I-295 in Portland. The project area has 7 HCL including all four off-ramps that intersect with Forest Avenue. CRFs for these ramps range from 3.4 to 9.4 totaling over 100 crashes in the most recent 3-year period (2019-2021). The further exploration of a Single Point Urban Interchange was recommended in the Portland-South Portland Smart Corridor Study (2017). Exit 6 is an outdated clover leaf interchange. The project area has PACTS and/or MaineDOT roadway study-redesign efforts underway on both sides of it. Its current design serves as a barrier between the peninsula and outer neighborhoods. The abutting Parkside and Bayside neighborhoods are two of the most ethnically diverse neighborhoods in Portland and Maine. The project area has also seen a number of bicyclist and pedestrian crashes in the last 6 years including one pedestrian fatality (2016).
- H. The project has undergone planning, feasibility, or enhanced project scoping.
- I. \$250,000

J. Yes

K. GPCOG team assessment

- a. **Candidate for implementation or planning?** Planning.
- b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections:** Yes.
- c. **USDOT-defined Disadvantaged Community?** Yes.
- d. **PACTS Pipeline Project?** N/A (planning).
- e. **Fit/competitiveness for SS4A:** Good fit with more scoping.

14. PORTLAND D

- A. Portland
- B. Jeremiah Bartlett
- C. jbartlett@portlandmaine.gov
- D. (207) 874-8891
- E. Warren Avenue - Riverside Street Complete Intersection Planning and Demonstration Project
- F. Warren Avenue - Riverside Street Intersection in Riverton Neighborhood, Portland (exact limits TBD)
- G. Planning and Demonstration grant funding request to investigate effective intersection modifications. Each of the four legs and the intersection node are High Crash Locations with 180 total crashes in the most recent 3-year period (2019-2021). The 45 intersection node crashes had an injury rate of 33%. The area is highly automobile-oriented with numerous driveways/turning conflicts in close proximity to the intersection which likely contribute to the crash patterns exhibited. Potential interventions include access management, turn restrictions, signal timing and phasing changes, more durable pavement markings and lane configuration modifications.
- H. The project is a concept at this point in time.
- I. \$300,000
- J. Yes

K. GPCOG team assessment

- a. **Candidate for implementation or planning?** Planning.
- b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections:** Yes.
- c. **USDOT-defined Disadvantaged Community?** No.
- d. **PACTS Pipeline Project?** N/A (planning).
- e. **Fit/competitiveness for SS4A:** Okay fit, needs scoping.

15. PORTLAND E

- A. Portland
- B. Jeremiah Bartlett
- C. jbartlett@portlandmaine.gov
- D. (207) 874-8891
- E. Forest Avenue - Riverside Street Complete Intersection Project Planning and Demonstration Project
- F. Forest-Riverside Intersection in Riverton Neighborhood, Portland (limits TBD)
- G. Planning and Demonstration grant funding request to investigate effective intersection modifications. One leg and the intersection node are High Crash Locations with 64 total crashes in the most recent 3-year period (2019-2021). The 45 intersection node crashes had an injury rate of 27%. The area is highly automobile-oriented with numerous driveways/turning conflicts in

close proximity to the intersection which likely contribute to the crash patterns exhibited. Potential interventions include access management, bike lane modifications, turn restrictions, signal timing and phasing changes (including bike and/or lead pedestrian intervals, more durable pavement markings, elimination of a slip lane, additional crosswalks/crossing signals and lane configuration modifications. The immediate area includes the new Portland Homeless Service Center (201 beds and on-site services) and Portland Housing Authority's Riverton Park, undergoing an expansion to 184 housing units and new building to offer on-site social services.

H. The project is a concept at this point in time.

I. \$300,000

J. Yes

K. GPCOG team assessment

- a. **Candidate for implementation or planning?** Planning.
- b. **Alignment with DRAFT Vision Zero Action Plan's critical safety corridors and intersections:** Yes.
- c. **USDOT-defined Disadvantaged Community?** No.
- d. **PACTS Pipeline Project?** N/A (planning)
- e. **Fit/competitiveness for SS4A:** Okay fit, needs scoping.

3) Candidate Project Survey Questions

Safe Streets for All (SS4A) - High Impact Candidate Projects for FY23

Following guidance from PACTS municipal managers and staff, municipalities are kindly asked to **submit brief project descriptions through this portal by Thursday, May 11 at 3:00pm**. Based on USDOT guidance, the most competitive projects for this highly competitive SS4A program are those that reduce fatalities & serious injuries (first and foremost), address equity, consider climate change/sustainability and economic competitiveness, and are deliverable within 5 years.

It's okay to bundle projects if you think it makes sense. If you have multiple projects that are pretty unique, consider submitting multiple survey responses.

Need more information on the SS4A program? Check out USDOT's website: <https://www.transportation.gov/grants/SS4A>

Section 1

...

Contact Information

Please provide contact info below so we can be in touch with any questions.

1. Municipality Name *

Enter your answer

2. Staff Contact Name *

Enter your answer

3. Staff Contact Email Address *

Enter your answer

4. Staff Contact Phone Number *

Enter your answer

Section 2

...

Project Information

Please provide some brief information about the project below. Recall - applicants can bundle projects. For example, an applicant could recommend pedestrian refuge islands or other safety treatments on several streets.

5. Project Name *

Enter your answer

6. Project Location *

Include road/street names and project extent (e.g. street xyz from route 1 to route 2).

Enter your answer

7. Project Description *

Describe project. 150 words max.

Enter your answer

8. What Best Characterizes the Status of the Project? *

- ☐ The project is a concept at this point in time.
- ☐ The project has undergone planning, feasibility, or enhanced project scoping.
- ☐ The project has completed preliminary design.
- ☐ The project has completed final design.
- ☐ Other

9. Estimated Project Cost *

Estimated cost (if known)

Enter your answer

10. Is your Community Prepared to Deliver the Project in 5 Years and Provide the Requisite 20% Local Match? *

Enter your answer



For Immediate Release
July 28, 2022

Contact: [Annie Clark](#)/[Christopher Knight](#)
202-224-2523

In First Key Step,

**More Than \$66 Million for Maine Road and Pedestrian Safety Projects
Secured by Senator Collins in Funding Bill**

Washington, D.C.--U.S. Senator Susan Collins, a senior member of the powerful Senate Appropriations Committee, announced that she secured \$66,070,000 for 10 road, bridge, and pedestrian safety projects in the draft Fiscal Year 2023 Transportation, Housing, and Urban Development appropriations bill.

As the Ranking Member and lead Republican on the Transportation, Housing, and Urban Development Appropriations Subcommittee, Senator Collins secured funding for these projects in the bill, which was officially released by the full Senate Appropriations Committee today and must now be voted upon by the full Senate and House.

“Deteriorating roads cost Mainers hundreds of dollars each year on average in vehicle repairs and wasted gasoline due to congestion. In addition, poor road designs can create hazardous conditions for pedestrians and bicyclists,” **said Senator Collins.** “As a leader of the Transportation, Housing, and Urban Development Appropriations Committee, I have long supported investments to improve Maine’s transportation network. These projects will help all users of Maine roadways reach their homes and jobs safely and more quickly.”

Details on the 10 Maine road improvement projects Senator Collins requested are below:

Aroostook County

Ashland-Eagle Lake, Route 11 Rehabilitation

Recipient: Maine Department of Transportation

Project Location: Eagle Lake, ME

Amount Requested: \$14,400,000

Project Purpose: To rehabilitate Route 11 from Ashland to Eagle Lake where current roadway conditions are rated poor to very poor by the Maine Department of Transportation and Federal Highway Administration.

Town of Mapleton Sidewalk Project

Recipient: Town of Mapleton

Project Location: Mapleton, ME

Amount Requested: \$150,000

Project Purpose: For Main Street sidewalk repairs and upgrades in Mapleton, which will support safe travel and access by the residents of Mapleton, Castle Hill, and Chapman.

Van Buren, US Route 1 Reconstruction

Recipient: Maine Department of Transportation

Project Location: Van Buren, ME

Amount Requested: \$10,400,000

Project Purpose: To reconstruct 4.7 miles of US Route 1 in Van Buren, connecting the Van Buren service center with the Madawaska service center in Aroostook County.

Lincoln County

Alna Egypt Road Bridge Replacement

Recipient: Town of Alna

Project Location: Alna, ME

Amount Requested: \$570,000

Project Purpose: To replace a 70-year-old bridge that the Maine Department of Transportation has identified as a high-priority repair.

Piscataquis County

Railroad Avenue Underpass

Recipient: Town of Brownville

Project Location: Brownville, ME

Amount Requested: \$750,000

Project Purpose: To reconstruct and secure a retaining wall that supports sidewalk access and railroad bridge overpass abutment. This is the sole access to the residential village in Brownville Junction.

Abbot-Greenville Route 15 Rehabilitation

Recipient: Maine Department of Transportation

Project Location: Greenville, ME

Amount Requested: \$16,000,000

Project Purpose: To rehabilitate Route 15 from Abbot to Greenville where current roadway conditions are rated poor to very poor by the Maine Department of Transportation and Federal Highway Administration.

Somerset County

Norridgewock River and Highway Preservation Project

Recipient: Town of Norridgewock

Project Location: Norridgewock, ME

Amount Requested: \$2,500,000

Project Purpose: To improve erosion management on the municipal roadways traversing the banks of the Sandy River and Kennebec River.

Washington County

Milbridge-Cherryfield US Route 1 Reconstruction

Recipient: Maine Department of Transportation

Project Location: Cherryfield, ME

Amount Requested: \$12,000,000

Project Purpose: To reconstruct 4.8 miles of US Route 1 from Milbridge to Cherryfield, which will help this segment of roadway meet safety standards.

Working Waterfront Access for the Town of Jonesport

Recipient: Town of Jonesport

Project Location: Jonesport, ME

Amount Requested: \$1,500,000

Project Purpose: To repair, elevate, and widen approximately 1,500 linear feet of town-owned public road to support approximately 250 commercial fishers.

York County

Biddeford Elm Street Improvements

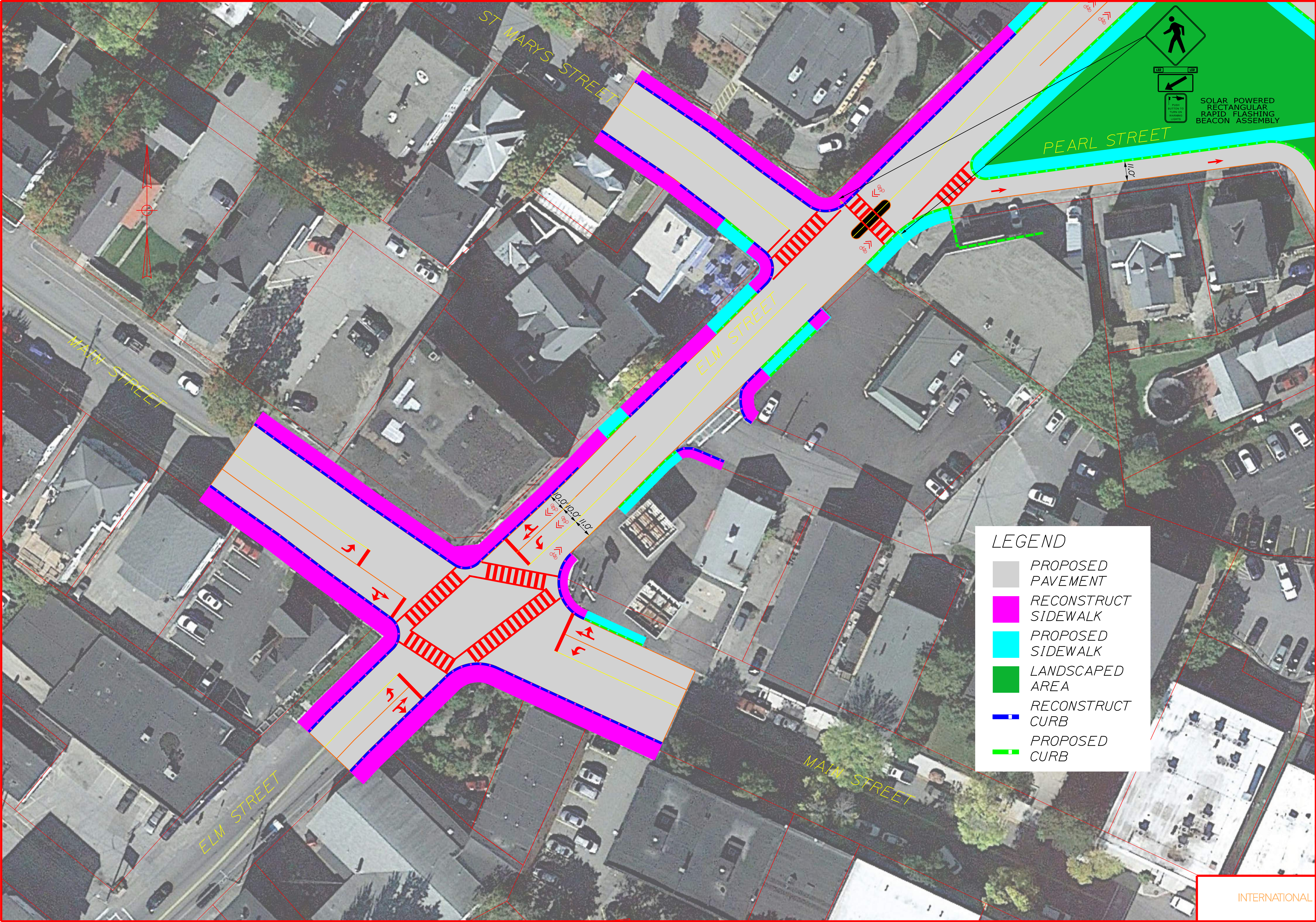
Recipient: Maine Department of Transportation

Project Location: Biddeford, ME

Amount Requested: \$7,800,000

Project Purpose: To make improvements to a high-crash location, pedestrian and bicycle lanes, and intersections.

###

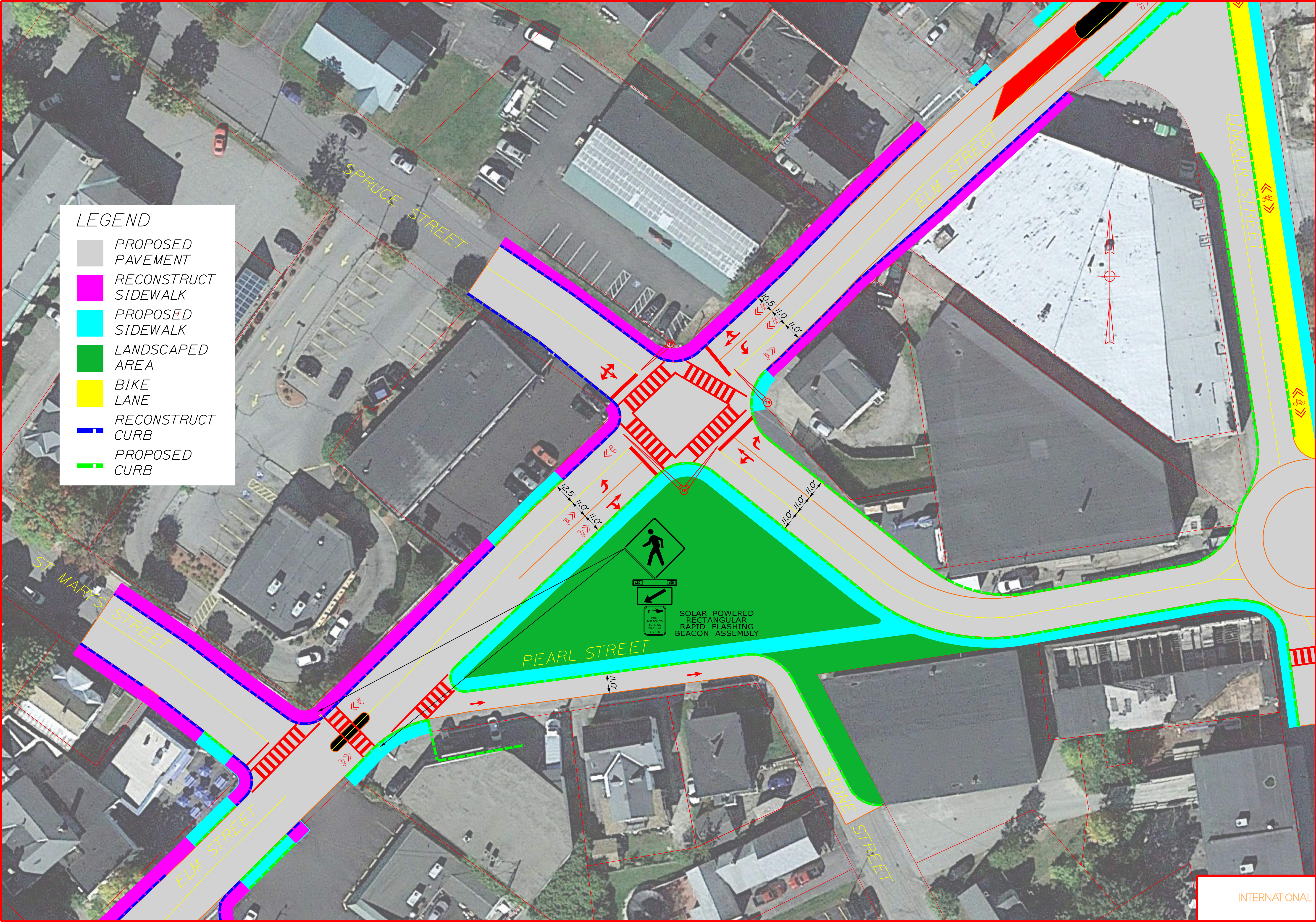


STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
MULTIMODAL	
WIN	PROGRAM

PROJ. MANAGER	S. DAVIS	BY	DATE
CHECKED/REVIEWED	D. BRYANT		
DESIGNED/DETAILED			
DESIGNED/DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BIDDEFORD	
ROUTE 1 / ELM STREET	
PLAN SHEET 1	

SHEET NUMBER	
1	
OF 6	

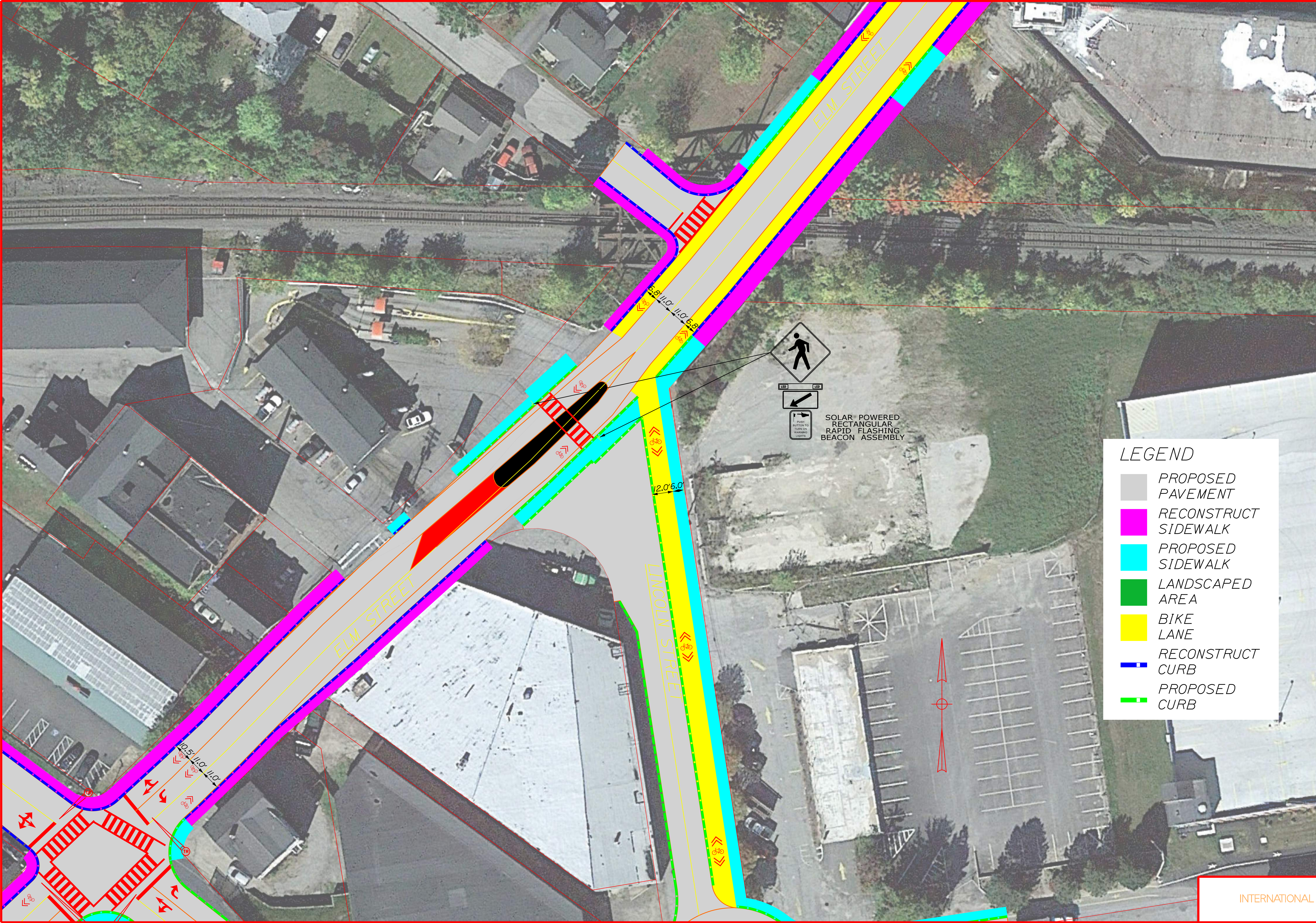


STATE OF MAINE DEPARTMENT OF TRANSPORTATION		SIGNATURE		P.E. NUMBER		DATE	
MULTIMODAL		WIN		PROGRAM			

PROJ. MANAGER	S. DAVIS	BY	DATE
CHECKED/REVIEWED	D. BRYANT		
DESIGN/DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BIDDEFORD ROUTE 1 / ELM STREET	
PLAN SHEET 2	

SHEET NUMBER	2
OF 6	



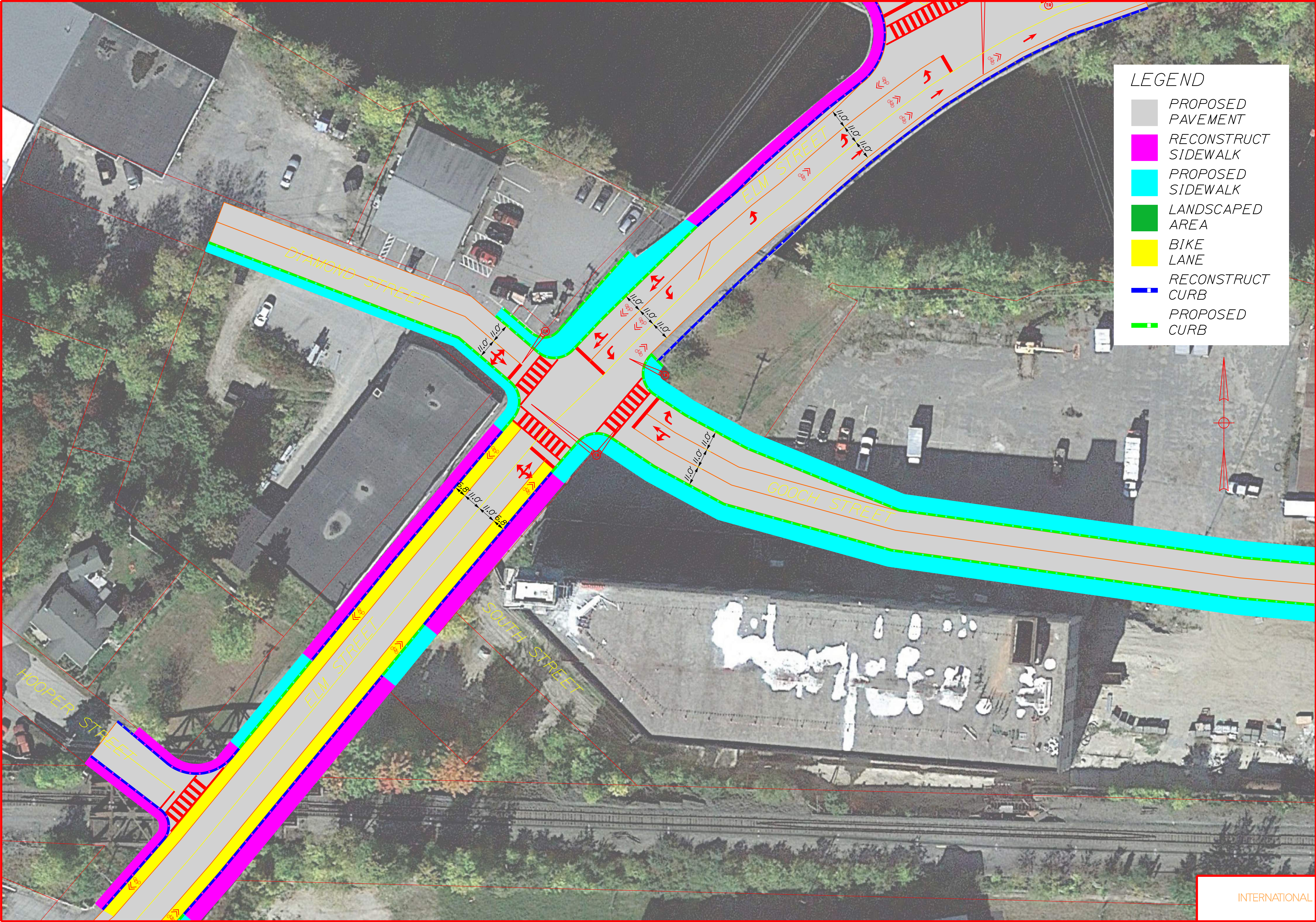
- LEGEND
- PROPOSED PAVEMENT
 - RECONSTRUCT SIDEWALK
 - PROPOSED SIDEWALK
 - LANDSCAPED AREA
 - BIKE LANE
 - RECONSTRUCT CURB
 - PROPOSED CURB

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
MULTIMODAL	
WIN	PROGRAM

DATE	BY	DATE	SIGNATURE
P.E. NUMBER	DATE		

PROJ. MANAGER	S. DAVIS	D. BRYANT	CHECKED/REVIEWED	DESIGNED/DETAILED	DESIGNED/DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
BIDDEFORD ROUTE 1 / ELM STREET										
PLAN SHEET 3										

SHEET NUMBER	3
OF 6	



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SHEET NUMBER

4

OF 6

BIDDEFORD
ROUTE 1 / ELM STREET

PLAN SHEET 4

PROJ. MANAGER

DESIGNED/DETAILS

CHECKED/REVIEWED

DESIGNED/DETAILS

DESIGNED/DETAILS

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

S. DAVIS

D. BRYANT

BY

DATE

SIGNATURE

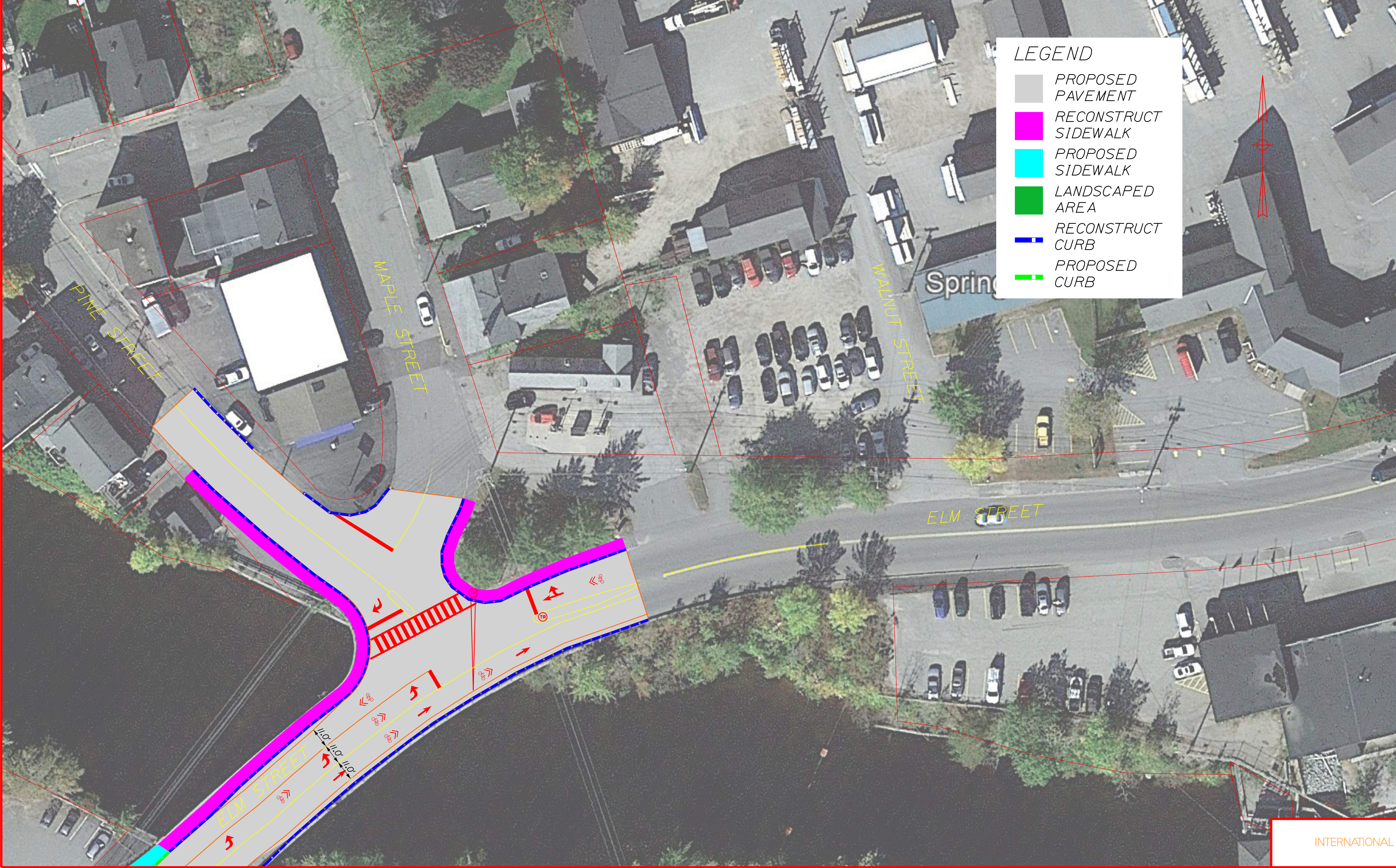
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DATE

MULTIMODAL

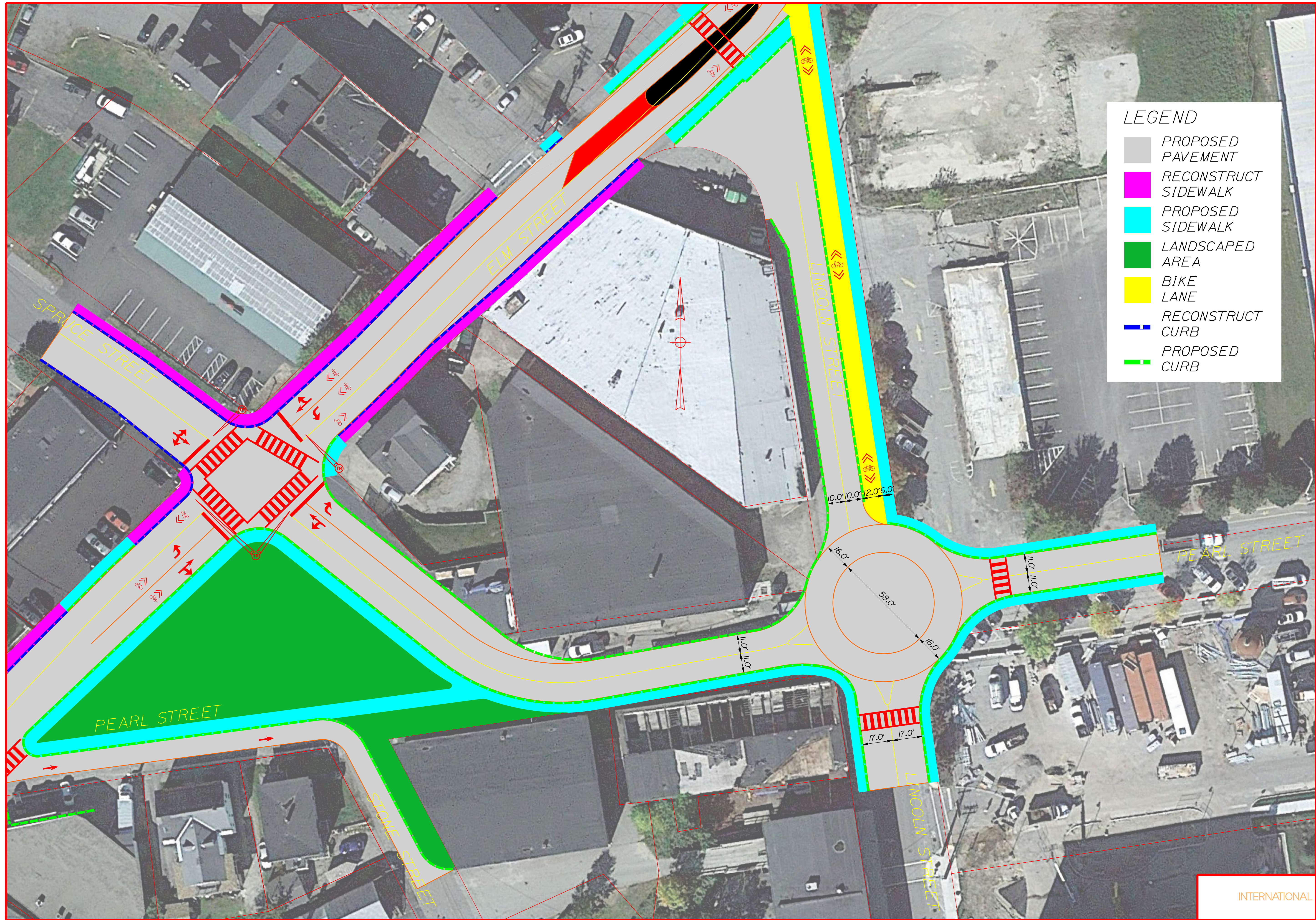
WIN

PROGRAM



PROJ. MANAGER	S. DAVIS	BY	DATE
CHECKED/REVIEWED	D. BRYANT		
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE



BIDDEFORD ROUTE 1 / ELM STREET				PROJ. MANAGER		S. DAVIS	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
				DESIGN-DETAILED		D. BRYANT					SIGNATURE
PLAN SHEET 6				DESIGN-2-DETAILED					MULTIMODAL WIN PROGRAM		
				DESIGN-3-DETAILED							P.E. NUMBER
				REVISIONS 1							
				REVISIONS 2							
				REVISIONS 3							
				REVISIONS 4							DATE
FIELD CHANGES											



City Council

Meeting Date: June 13th, 2023

Meeting Time: 5:30 pm

Agenda Item No:

Item Description: 2023 City of Biddeford Comprehensive Plan Implementation

Submitted by: Greg Mitchell, Planning & Development Director

Supporting Information/Documentation:

City of Biddeford Comprehensive Plan Implementation Worksheet

Key Terms:

Not applicable

Executive Summary:

- Establish priorities for City land use as part of the implementation process for the 2023 Biddeford Comprehensive Plan.

Detailed Review:

Following the local adoption of the 2023 Biddeford Comprehensive Plan by the City Council on June 6th, 2023, work will begin to establish priorities for implementation of the goals and strategies laid out in the Future Land Use Chapter of the Comprehensive Plan.

Each of these overarching goals can be achieved by implementing specific strategies laid out in the "Goals, Policies and Strategies" laid out in each chapter of the Comprehensive Plan.

The five goals of the Future Land Use Plan include:

1. Support higher density 'missing middle' infill housing proximate to downtown as naturally occurring affordable housing
2. Conserve Biddeford's significant natural resources
3. Concentrate housing, employment, services and amenities in close proximity to reduce automobile dependence and establish vibrant complete neighborhoods
4. Invest in developing a complete streets network, which allow for safer and more enjoyable experiences as pedestrians, bicyclists, and transit users.

5. Account for the public infrastructure costs necessary to support new growth.

In order to effectively achieve all of these goals, the Biddeford City Council needs to establish priorities implementing each of these goals. These established priorities will help guide city staff on how to devote time and resources to advancing each goal.

Funding Source:

The 2023 City Comprehensive Plan is a policy document. Financial appropriations will be handled, by the City Council, separate from City Council adoption of the Plan.

Staff Recommendation:

City staff looks forward to discussion and direction at the June 13, 2023 City Council Workshop.

2023 Biddeford Comprehensive Plan IMPLEMENTATION GOALS

GOAL : Support higher density ‘missing middle’ infill housing proximate to downtown as naturally occurring affordable housing.	RANK EACH GOAL 1-5 WITH 1 BEING THE HIGHEST
How we could get there: • Enact a local backlots ordinance • Explore changes to setback and parking requirements in some zones • Revise density bonus and zoning standards to comply with LD-2003 • Adopt recommendations of the Affordable Housing Task Force	
GOAL : Conserve Biddeford’s significant natural resources	
How we could get there: • Create a “Hierarchy of Uses” for the Rural Farm (RF) zone to balance the needs of development, working landscapes and conservation • Develop a Recreation and Open Space Master Plan for recreation, conservation and working landscapes • Discourage new growth in coastal areas • Create a municipal land bank	

GOAL :

Concentrate housing, employment, services and amenities in close proximity to reduce automobile dependence and establish vibrant complete neighborhoods

How we could get there:

- Implement strategies recommended in the 2022 Biddeford-Saco Downtown Transit-Oriented Development Plan
- Revise parking standards in some zones. Including potentially reducing or removing parking minimums in some areas
- Explore parking-demand management strategies in the downtown

GOAL :

Invest in developing a complete streets network, which allow for safer and more enjoyable experiences as pedestrians, bicyclists, and transit users.

How we could get there:

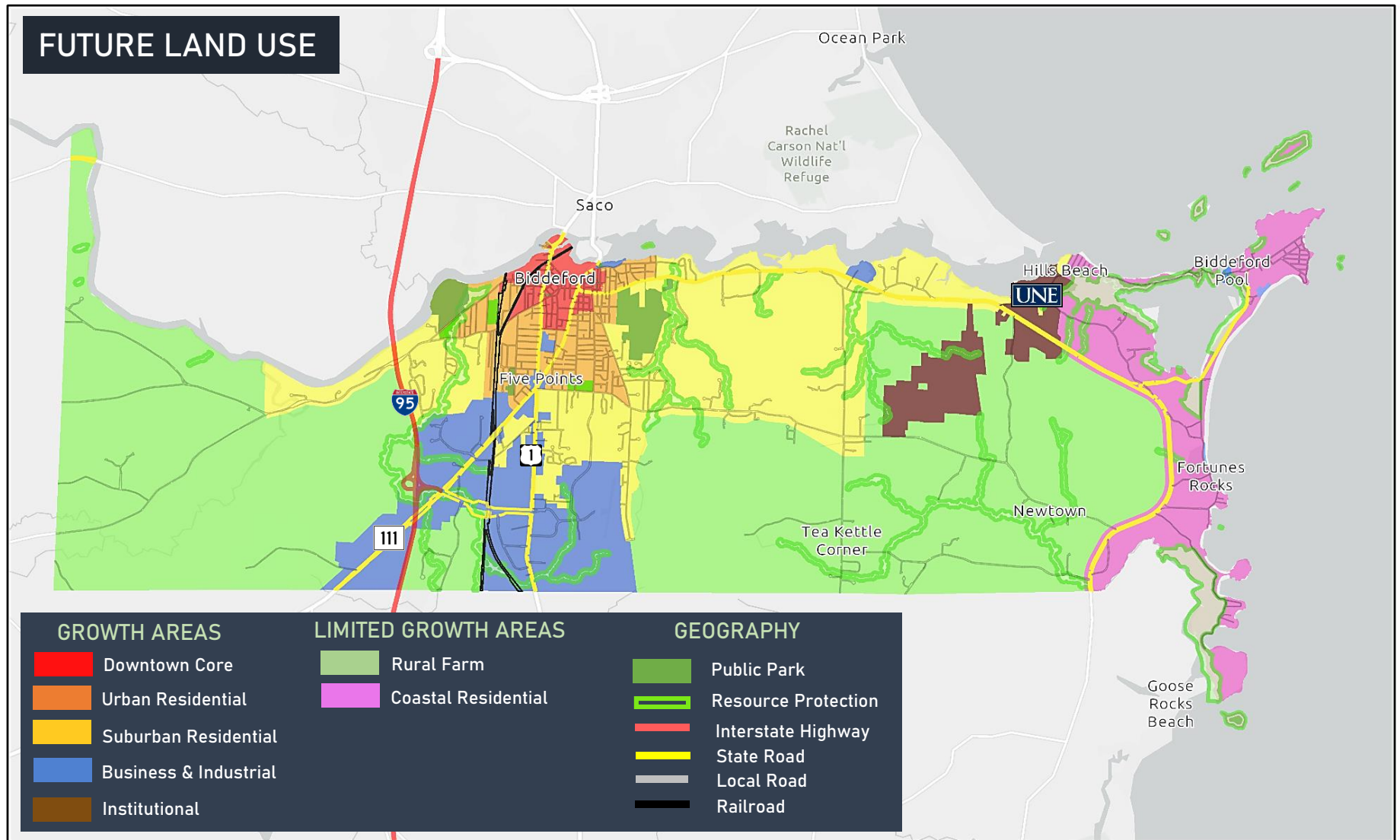
- Adopt a local complete streets policy
- Create new subdivision standards for public and private roads to foster transportation-efficient growth patterns and provide for future street connections

GOAL :

Account for the public infrastructure costs necessary to support new growth.

How we could get there:

- Conduct a Cost of Services Study
- Assess where public infrastructure is vulnerable to the impacts of climate change



3/27/2023

