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COMPLETE

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Page 2: Threshold Assessment

Q1

Please 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 and the upcoming Metropolitan Transportation Plan (an update to Destination 2040). Regionally significant origins, destinations, and corridors include highly-travelled roads; transportation terminals; employment centers; higher education campuses; major tourism, entertainment, and recreation venues; equity target areas; and places zoned for higher density and affordable housing.

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My project has systemwide benefits. 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.

Page 3: Basic Information

Q2

Municipality/Agency

Town of Windham

Q3

Regional Partners Regional coordination is encouraged. - Please indicate if any additional municipalities/agencies are providing match funding. - Please indicate if the councils/boards of any additional municipalities/agencies have adopted or plan to adopt supporting resolutions. - Please explain any other regional coordination efforts.

None

Q4

Primary Contact Name

Mark Arienti, PE Town Engineer

Q5

Email Address

mtarienti@windhammaine.us

Q6

Telephone Number

207-892-1909

Q7

Project Name

Route 302 North Windham Sidewalk

Q8

Project Location Describe the location of this project, including start and end points and/or other information necessary to identify the location of the project.

The project is located between the access drive to the Shaws Plaza and Amato Drive, a distance of approximately 2,600 ft.

Q9

Project Description/Scope Provide a brief description of the scope of the project.

Work generally includes the construction of a new sidewalk on the west side of US Route 302 from the Shaws Access Drive to Amato Drive. Additionally, work includes providing additional crosswalks at all signalized intersections and installing pedestrian scale ornamental lights and streetscape elements. (see Attachments A and B)

Q10

Purpose and Need Describe the “problem” this project will solve. What are the regional and/or local benefits of this project?

The purposed of the 2013 PACTS funded 21st Century Downtown Master Plan is to outline a practical, but bold vision for the future of North Windham. The plan holistically addresses transportation options, land uses, streetscapes, and architecture.

The Town's goal 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 project would result in a pattern and scale of development that creates a sense of place more typical of a small downtown than an aggregation of shopping malls and strip development. This application would be an additional phase of the the implementation of the Master Plan that has included the 2016 realignment of the Whites Bridge Road/Anglers Road/ Roosevelt Trail intersection, the 2020 construction of a sidewalk on the north side of Route 35 from Basin Road to Route 302, and the funded future MaineDOT MPI for the improvements of traffic signals at six intersection on Route 302 between River Road and Whites Bridge Road and a sidewalk on the west side of Route 302 from Route 35 to the Shaws Access Drive.

Q11

Cost Estimate Provide a planning-level cost estimate, if available. You may provide additional detail if it is available.

The cost estimate for the proposed scope of work between the Shaws Plaza Access Drive and Amatos Drive is \$3.1 million.

Q12

Funding Request Please indicate how much funding you are requesting. (Please also note if you have obtained or are seeking funding from other sources.)

The Town is requesting \$1.5 million for this project.

Q13

When is council/board endorsement of the project expected? Note that your council/board does not need to endorse the project before submitting this application, but the council/board must endorse the project before it can be approved by a PACTS governing board.

Council endorsement of the project is expected at its March 23rd meeting.

Q14

No

Was this project identified in an adopted regional plan or study?

Q15

As explained in the call for projects, some projects may need analysis and/or enhanced project scoping (EPS) before PACTS can allocate funds to them. Some level of assistance may be available, and limited funding may be available for EPS. Please read the list below. If any of the examples apply to your project and you can answer yes, please attach the corresponding document(s) at the end of the application. If any of the examples apply to your project and your answer is no, please contact PACTS staff (hspetla@gpcog.org) before proceeding with the application. If your project proposes to change the capacity of an intersection, have you completed a capacity analysis of current and proposed conditions? If your project proposes to add or remove traffic signals, do you have a MaineDOT-approved warrant analysis? If your project proposes to change an intersection or roadway cross-section, have you completed a feasibility study that includes an analysis of feasible alternatives, recommendation of the most viable alternative, a cost estimate, and at least one public forum? If your project proposes to construct new sidewalks/ paths/ trails intended to be used solely by bicycles and/or pedestrians, have you completed an analysis that assesses viable alternative routes, potential demand, and level of municipal, business and resident support and that recommends the most feasible alternative? If your project might require right-of-way (ROW) acquisition, involve environmental issues beyond permit by rule (PBR), involve public parks or places of historic interest, substantially impact existing utilities, involve substantial drainage issues, impact a railroad infrastructure, or generate substantial public interest, have you completed enhanced project scoping?

Right-of-way impacts have been identified in the attached preliminary design report (PDR).

Q16

If applicable, has a preliminary design report (PDR) been completed for this project? (Please note that a PDR is not required for application.) Indicate yes or no. If yes, please attach the PDR at the end of the application.

Yes,

Optional Comments:

Funded by the Town and completed by TY Lin in 2016. This project is only a portion of that PDR, which is included as an attachment to this application.

Page 4: Public Involvement
Q17

Did you post notice on your website announcing the start of the TIP project selection process?

No,

Optional Comments:

The Town of Windhamwe had a public involvement in the process to develop the PDR. Three public workshops from December 2015 to May 2016 and many individual meetings with property and business owners in North Windham. All relevant information is still on the Town website at <https://www.windhammaine.us/220/21st-Century-Downtown-Plan>

Q18

Did you post a link to the most recent PACTS Draft Transportation Improvement Program (TIP) on your website?

Yes

Q19

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 for TIP projects. Have you implemented any of the practices described in the toolkit?

Yes,

Please tell us about your experience.:

The Town of Windham strives to plan universally accessible meetings, work directly with stakeholders by meeting them in their own space, and provide related materials in advance of public meetings.

Q20

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 decisions. Please describe how civil rights requirements have been considered in the development of this project.

The public participation plan for developing the 21st Century Downtown Plan as well as the preliminary design report for this project was developed to ensure participation of a cross-section of people representative of the populations affected by the project.

Page 6: Scoring Information - Regional Access (max points = 14)

Q21

ACCESS TO JOBS: How many jobs are, or will be, located within 1/4 mile of the project? (max points = 3) This is a "spatial question" and will be scored using the project location you described at the beginning of the application. You may also enter optional narrative regarding employment benefits beyond the proposed project's extent and/or optional narrative on projected future jobs.

The goal of Windham's 21st Century Downtown Plan is to transform the North Windham commercial strip into a vibrant destination downtown where people no longer simply drive through or stop by, but will want to live, work, shop and play, while maintaining the important Route 302 transportation corridor.

There are currently limited residential areas adjacent to the project. The project may result in a slight increase in non-automobile trips. Instead, the project seeks to improve walkability and connectivity within the project area once people arrive to the area.

The Maine Downtown Center's data reveals that public investment in Maine downtowns has been shown to multiply by a factor of 300% through additional private investment. The public improvements envisioned in Windham's 21st Century Downtown Plan: pedestrian safety; traffic access management; and streetscape improvements have all proven to be valuable investments in downtowns throughout Maine, and elsewhere.

Q22

ACCESS TO PROMINENT TOURIST, ENTERTAINMENT, AND RECREATION VENUES: Does the project improve access to regionally defined tourist, entertainment, and recreation destinations? (max points = 2)Enter narrative response.

The Route 302 corridor in North Windham acts as a major commuter route with access to the many shops and restaurants in the commercial center. The corridor also provides access to the Lakes Region for hundreds of thousands of visitors and acts as a transit route for goods and materials to and from businesses throughout the Lakes Region.

Q23

ACCESS TO REGION'S TRANSIT NETWORK: How close is the project to a regionally defined bus stop¹, ferry terminal, or rail station?(max points = 3)This is a "spatial question" and will be scored using the project location you described at the beginning of the application. If there is anything you would like to add, please write it here. 1 Regionally significant bus stops will include those identified in the Transit Stop Access Project Phase I Report as potential locations for mini-hubs. The list of locations is included in Appendix B of the PACTS Transportation Funding Framework.

This project is not in proximity to the regionally significant bus stops identified in the Transit Stop Access Project Phase 1 Report, however there is a bus stop for the RTP Lakes Region Explorer located in the North Windham Shopping Center, adjacent to the section of Route 302 where this project is located.

Q24

ACCESS TO REGION'S ACTIVE TRANSPORTATION NETWORK: Does the project provide or improve connections to regionally significant bicycle/pedestrian infrastructure? (max points = 3)This is a "spatial question" and will be scored using the project location you described at the beginning of the application. If there is anything you would like to add, please write it here.

The project proposes to improve the pedestrian network with the construction of sidewalk on Route 302. New pedestrian heads at each intersection with new crosswalks will serve to improve pedestrian mobility within the project area. Lastly the project includes the installation of street trees, benches, and pedestrian scale lighting to encourage and improve active transportation.

Q25

UNIVERSAL ACCESS: How will the project accommodate 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? (max points = 3)Enter narrative response.

The project proposes to improve the pedestrian network with the construction of sidewalk on Route 302. In addition to the new ADA compliant sidewalks, new pedestrian heads at each intersection with new crosswalks will serve to improve pedestrian mobility within the project area for users of all abilities.

Q26

SAFETY IMPROVEMENTS: Does the project improve safety for active transportation users (pedestrians, cyclists)? 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? (max points = 5) This is a "narrative and spatial question." Please enter narrative response. The project location you described at the beginning of the application will also be used for scoring.

Based on 2017 High Crash Location data from Maine DOT, there are three links in the stretch of Route 302 from the Route 35/115 intersection through Trails End Road intersection that have been identified as High Crash Locations. Improvements to the signals at each intersection, installation of pedestrian heads at each intersection, installation of cross walks, and construction of a center median in selected locations will all serve to reduce the number and severity of crashes.

Q27

ASSET MANAGEMENT: To what extent does the project improve the pavement condition and prevent the roadway from deteriorating into lower categories (reconstruction/rehabilitation)? To what extent does the project improve the longevity, lifespan, and functionality of a transit asset (vehicle, facility, guideway)? To what extent does the project improve the longevity, lifespan, and functionality of active transportation infrastructure? (max points = 5) This is a "narrative and spatial question." Please enter narrative response. The project location you described at the beginning of the application will also be used for scoring.

The project proposes to improve the pedestrian network with the construction of sidewalk on Route 302. Additional sidewalks will improve the longevity, lifespan, and functionality of active transportation in North Windham.

Q28

FLOW OF PEOPLE AND GOODS: To what extent does the project improve commercial operations and safety at a regionally significant intersection(s) or corridor(s)? To what extent does the project enhance truck or rail freight reliability and performance on key corridors (highways, rail) and facilities (terminals, ports)? (max points = 5) Enter narrative response.

The goal of Windham's 21st Century Downtown Plan is to transform the North Windham commercial strip into a vibrant destination downtown where people no longer simply drive through or stop by, but will want to live, work, shop and play, while maintaining the important Route 302 transportation corridor. Improved pedestrian infrastructure and amenities will enhance commercial activities along the corridor.

Route 302 currently serves as a key north-south arterial route for freight traffic in the region. The project does not propose to shift any freight trips away from the area.

Q29

Respondent skipped this question

SOCIAL EQUITY: To what extent does this project benefit or harm the health or mobility of Environmental Justice (EJ) and Title VI populations? (max points = 3) This is a "spatial question" and will be scored using the project location you described at the beginning of the application. If there is anything you would like to add, please write it here.

Q30

TRANSIT-ORIENTED DEVELOPMENT: Is the project located within 1/4 mile of an existing or proposed transit-oriented development¹? (max points = 2) Enter narrative response. ¹ Transit-oriented development (TOD) will be defined, and a GIS layer will be developed, during the development of the Metropolitan Transportation Plan. Until then, applicants are asked to provide narrative regarding the project's impact on the goals of TOD.

These 21st Century Downtown improvements are moving forward in the context of ongoing ordinance revisions and new wastewater infrastructure for the North Windham area that would allow for higher densities of commercial and residential development. North Windham is a designated Growth Area in all of Windham's planning efforts and is an important activity center for the region. The roadway improvements included in this application are an essential component to the overall portfolio of regulatory and infrastructure changes currently in progress that will ensure North Windham becomes an even more vibrant destination in the future. The route 302 corridor is currently serviced by the Lakes Region Explorer for public transit. The project's improved congestion measures with could potentially serve to entice additional ridership. In addition, the Town is currently working with Portland Water District on a study that would provide municipal wastewater collection and treatment throughout the project area. If constructed, this would allow for additional density and additional uses that are not currently feasible in the area with traditional onsite wastewater treatment.

Q31

REGIONALLY SIGNIFICANT LOCATIONS: Is the project located within 1/4 mile of a PACTS priority center or corridor? (max points = 2) This is a "spatial question" and will be scored using the project location you described at the beginning of the application. If there is anything you would like to add, please write it here.

The 21st Century Downtown Master Plan is located entirely within one of the 56 priority centers identified in the Destination 2040 plan and associated mapping. Route 302 is a PACTS Priority Corridor. Additionally, Route 302 has been identified by MDOT as a priority 1 corridor.

Q32

CONSISTENCY WITH LOCAL PLANS: Is the transportation investment consistent with local plans (e.g., comprehensive plan, locally adopted neighborhood plan) and will the investment complement or support smart growth¹ development? (max points = 3) Enter narrative response. Please reference plans, public forums, zoning provisions, etc. ¹ Smart Growth is defined by the EPA at <https://www.epa.gov/smartgrowth/about-smart-growth>.

This project is a direct recommendation from Windham's 21st Century Downtown Plan, which was also incorporated by reference into the Town of Windham Comprehensive Plan Update adopted in June 2017. The project is also located in the Commercial 1 Zoning District which was amended in June 2018 to increase residential densities, eliminate parking minimum parking standards, establish new street standards which requires pedestrian and vehicular connectivity. The investment supports smart growth as the goal of the 21st Century Downtown Plan is to transform the North Windham commercial strip into a vibrant destination downtown where people no longer simply drive through or stop by, but will want to live, work, shop and play, while maintaining the important Route 302 transportation corridor.

Q33

PROXIMITY TO AFFORDABLE OR WORKFORCE HOUSING: Is the project located within 1/4 mile of affordable or workforce housing? (max points = 1) This is a "spatial question" and will be scored using the project location you described at the beginning of the application. If there is anything you would like to add, please write it here.

There are currently limited residential areas adjacent to the project. Amendment to the Commercial 1 Zoning District adjacent to this project removed barrier to higher density residential development.

The project may result in a slight increase in non-automobile trips. Instead, the project seeks to improve walkability and connectivity within the project area once people arrive to the area.

Page 9: Scoring Information - Environmental Sustainability (max points = 10)

Q34

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 (SOV)? (max points = 3) Enter narrative response.

The project is not expected to greatly impact the number of miles driven in the region. An improved pedestrian network in North Windham does envision that people can live, work and play in North Windham without having to get back into their vehicle.

Q35

GREENHOUSE GAS EMISSIONS: How does this project help meet the state's greenhouse gas emission reduction goals? These can be found on the Maine Climate Council's website. (max points = 3) Enter narrative response.

The project may result in a slight increase in non-automobile trips.

Q36

CLIMATE RESILIENCE: How does the project prepare the region's infrastructure for climate impacts (heat, flooding, storm surge, etc.)? (max points = 4) Enter narrative response.

The project is currently constructed with a closed drainage system to provide adequate capacity for stormwater quantity collection. As part of the project, the newly installed street trees and center medians could provide stormwater quality treatment meeting Maine DEP best management practice standards. The project does not propose to make any improvements to the stormwater collection system other than potentially route runoff to areas that would provide treatment.

Page 10: Attachments

Q37

Please upload any files you wish. File size limit is 16MB.

Attachment A - Project Location Map.pdf (9.8MB)

Q38

Please upload any files you wish. File size limit is 16MB.

Attachment B - Windham MPO Sidewalk Application Plan.pdf (2MB)

Q39

Please upload any files you wish. File size limit is 16MB.

Attachment C - Windham_21st Century Preliminary Plan PDR.pdf (7.4MB)

Q40

Respondent skipped this question

Please upload any files you wish. File size limit is 16MB.

Q41

Respondent skipped this question

Please upload any files you wish. File size limit is 16MB.

Q42

Respondent skipped this question

Please upload any files you wish. File size limit is 16MB.

Q43

Respondent skipped this question

Please upload any files you wish. File size limit is 16MB.

Q44

Respondent skipped this question

Please upload any files you wish. File size limit is 16MB.

Q45

Respondent skipped this question

Please upload any files you wish. File size limit is 16MB.

Q46

Respondent skipped this question

Please upload any files you wish. File size limit is 16MB.
