


Section 1: Proposal and Supporting Information:

PART I – PACTS MEMBER INFORMATION

1. **Applicant Organization:** **Town of Falmouth**
2. **Contact person:** Jay Reynolds, Interim Parks and Public Works Director
3. **Municipal endorsement:**
Endorsee: Nathan Poore, Town Manager 
Date of Endorsement: 12-23-09

PART II – GENERAL PROJECT INFORMATION

4. **Proposal Title:** Gray Road Sidewalk
5. **Location:** Route 26/100, Gray Road (between Leighton Rd. and the Presumpscot River Bridge)
6. **Relevant Study or Plan –**

Town of Falmouth Comprehensive Plan:

“...ever increasing amounts of commuter traffic make most streets in town unsafe for cyclists and pedestrians. To address this concern, the town has adopted a Bicycle, Pedestrian, and Trails Master Plan that lays out a town-wide network of on-road and off-road facilities. “

Falmouth Bicycle and Pedestrian Master Plan:

“Sidewalks should be provided on both sides of the main road in business districts and wherever state highways like Route One and Route 100 contain turning lanes. Crosswalks, landings, pedestrian islands, the timing of traffic signals, and other pedestrian features should be incorporated into roadway design carefully.”

“Objectives for Commercial Centers

- Provide safe access beside and across collector and arterial roads, with special attention to the design of crosswalks at busy intersections.”

PACTS Regional Bicycle and Pedestrian Plan Update:

“West Falmouth, Route 26/100

Rating: Poor (+)

West Falmouth is a strip, highway commercial center located at Maine Turnpike Exit 53 at Route 100/26. The center has a large shopping center, major banking back office operations center as well as smaller medical and child care services. It is highly automobile access oriented.”

7. **Is this a multi-municipal/transit provider or public-private partnership application?**
Y/N: No

If Yes, please list participants and any funds provided and by whom:

PART III – OVERALL PROJECT DESCRIPTION

Please attach a **scope of work** and **cost estimate** including as much detail as possible for PACTS staff and the MaineDOT to (1) determine the project's consistency with *Destination Tomorrow*, and (2) determine the project's consistency with relevant town specific or regionally significant bike/pedestrian plans such as the **2009 PACTS Regional Bicycle and Pedestrian Plan Update**.

Please type your answers in the document below at the "A:".

8. Purpose and Need Statement

The purpose and need statement must address the critical deficiencies that the project will address or correct. See section 7 of the TIP policies and Procedures document. The statement must be in sufficient detail so that PACTS staff can use it to determine the project's merits. (Attach supplemental information if needed)

A: The primary goal of the proposal is to address the lack of pedestrian facilities both along the Gray Road corridor and within the West Falmouth commercial center. Although there are sidewalks that provide internal connectivity within the commercial properties, the lack of sidewalks along the Gray Road right-of-way presents significant safety issues. The lack of sidewalk also demonstrates a lack of sidewalk continuity within the commercial center. Gray Road is a highly travelled commuting corridor, and the access to the Maine Turnpike (exit 53) within the commercial center, makes the project area a highly vehicle-oriented one. To remedy the deficiency in pedestrian-oriented travel, the Town is proposing sidewalks for safe pedestrian passage along Gray Road.

The Town of Falmouth has historically studied bicycle and pedestrian uses. In 1996, the Town generated its first Bicycle and Pedestrian Master Plan. It has been revised more recently in 2003. In this adopted Town policy document, one of the recommendations with regards to commercial centers is to "link stores, theaters, and restaurants with recreational and institutional facilities through an integrated system of sidewalks and pathways that provide continuity and multiple routes of travel."

One specific recommendation identified in the plan is to "build sidewalks along Leighton Road and Gray Road within the limits of the exit 10 project." This was 1 of 8 specific recommendations outlined in the Bicycle and Pedestrian Master Plan. It is 1 of 3 identified projects that have not been implemented.

9. Proposed Scope of Work

The proposed scope of work must be in sufficient detail for PACTS staff and the MaineDOT to verify the planning-level cost estimate which accompanies the application. Sketches of both existing and proposed conditions (including roadway geometry, if relevant) must be included with this submittal. (Attach supplemental information if needed)

A: The project consists of approximately 2,000 linear feet of 4-foot wide bituminous sidewalk. The sidewalk will be installed within the Gray Road right of way on the easterly side line. See attachment A for detailed information.

10. Please describe the project and attach project location map.

A: The Gray Road Sidewalk project is described above (under scope) and is further described in attachment A. A project location map is also included in attachment C.

PART IV – PLANNING

11. Is the project within a municipally designated growth area?

A: Yes. The West Falmouth area along Gray Road is a designated commercial growth area. It is also one of two TIF districts (Tax Increment Financing) in Falmouth.

12. Describe how this project is (or is not) part of the PACTS Regional Bicycle and Pedestrian Plan Update (2009) and/or an approved or pending transportation study.

A: The project area is identified in the PACTS Regional Bicycle and Pedestrian Plan Update. As stated in part 2, section 6 of this application, the project area was preliminarily ranked as (poor +) with regards to the pedestrian-related assessment.

In addition, the Town of Falmouth is undertaking a town-wide transportation study, which will include an update to the town's bicycle and pedestrian master plan. It is expected that the update will include recommendations with regards to the prioritization of sidewalks within the Gray Road/West Falmouth commercial district.

13. Describe how the project relates to the existing transportation system (including the roadway and public transportation networks.)

A: The project will provide pedestrian amenities parallel to the Gray Road vehicular travel way. The proposed sidewalk will be along an existing METRO bus route (Route 6-North Deering). There is also a park-and-ride facility in the area that serves exit 53 of the Maine Turnpike.

14. Describe how the project closes any gaps in the existing infrastructure (if applicable)

A: The proposed sidewalk will close the gap between two sidewalks. On the southerly side of the project, the sidewalk will connect to new sidewalk infrastructure that will be installed as part of the Bridge replacement over the Presumpscot River (2010 construction). On the northerly side of the project, the sidewalk will connect to existing sidewalks and crosswalks that link pedestrians to commercial properties on both sides of Gray Road.

15. Describe any relevant safety or enhancement improvements to the existing transportation network as a result of this project.

A: New sidewalk infrastructure will give pedestrians a safer place to walk along Gray Road. Currently, pedestrians walk along the road shoulders or in a narrow space between the curb and guardrail. Providing another 'mode' of transportation along a highly vehicle-oriented street will enhance this corridor. This project will make progress towards providing a 'complete street' that allows safe passage for vehicles, bicyclists, and pedestrians.

16. Is the project part of a public-private partnership or multi-municipal initiative?

A: Although a public-private partnership is not present at this time, the potential exists to partner with the commercial property (Hannaford Shopping Plaza) to connect an internal sidewalk to the new sidewalk. Said internal sidewalk extends throughout the commercial property and also leads to a Town-owned open space property, known as 'River Point'. This linkage would connect to the Town's open space and trail networks on the property.

PART V – USERS AND BENEFITS

17. What user groups are anticipated to benefit from the proposed project and in what way (commuting, recreation, transit connections, bicyclist., pedestrians. etc)

A: Pedestrians who are visiting the commercial businesses, along with existing employees within these businesses, would be the primary benefactors of this project. Transit users and commuters utilizing both the Metro bus route and the exit 53 park and ride facility may also benefit from the project. Recreational users of the River Point facility will also benefit.

18. Is there a neighborhood benefit and what, if any, adjacent municipalities will benefit from the project?

A: Neighbors from the Gray Road, Leighton Road, Brook Road areas, who walk to the commercial district, would benefit from this project. Because of the project area's proximity to the City of Portland, there may be an inter-municipal benefit.

19. Describe any expected regional benefits that will a result from this project.

A: The project will address some of the pedestrian deficiencies that have been identified within the PACTS regional bicycle/pedestrian plan update that was done in 2009.

PART VI– COSTS AND MAINTENANCE

20. What is the estimated cost to complete this project? (Attach detail cost estimate)

A: \$218,000

21. What, if any, additional improvements and associated costs are expected as part of the proposed project? (i.e. drainage, right-of-way, existing landscaping, etc)

A: Drainage, curbing, guard rail, grading and landscaping are additional improvements related to the project. Their costs are outlined in the cost estimate.

22. What entity (municipal, trail group, etc) will maintain this project and what are the anticipated costs to maintain both seasonally and long term this project after construction is completed?

A: The municipality will be responsible for maintenance. Seasonal costs are approximately \$1,600 annually and approximately \$750 annually for long term costs.

Section 2: Destination Tomorrow Long Range Plan Consistency:

PACTS staff and the Planning Committee will use the information provided in Section 2 for the *Destination Tomorrow* scoring. The scoring process will be as follows:

- PACTS staff reviews and score the proposals.
- PACTS staff send the scores to the Planning Committee by March 1st.
- The Planning Committee reviews the staff's scores and prepares Committee scores/recommendations for consideration by the Policy Committee.

The questions and paragraphs below are from *Destination Tomorrow's 8 Guiding Policies*: Please type your answers in the document below at the "A:"

1. How would the project maintain/improve the existing transportation system?

Policy 1. Maintain the Condition, Safety and Efficiency of the Existing Transportation System – Ensuring that an adequate and safe transportation system is maintained, preserved, and appropriately improved is critical to the region's future economic vitality and quality of life. The Planning and Policy Committees have made maintaining and improving the existing transportation systems PACTS' highest priority. Historically, approximately 60% of the transportation investments in the PACTS region have been for maintaining and improving the existing systems. Forecasts of required future investments to maintain the systems anticipate this same level of investment. Many of the Plan's recommendations and strategies are focused on this policy and include:

- Roadway and bridge preservation.
- Improvements to locations that experience crashes at a higher than average rate.
- Improvements to congested locations including intersections and interchanges.
- Maintaining existing and extending new transit routes and services where appropriate.
- Replacing transit fleets in a timely manner.

A: This project would enhance the existing transit route (metro) by providing a new pedestrian facility along that route. This location is within one of the Town's economic center and providing a place to walk within this center would be beneficial to the area. As part of this project, there may be the opportunity to connect an existing park-and-ride facility with an existing bus route/stop with the new sidewalk.

2. How would the project improve a regionally significant intersection?

Policy 2. Focus Roadway Improvements on Safety and Congestion "Hotspots" at Intersections – Another area of major emphasis is on improving the safety and efficiency of the region's critical intersections by making geometric improvements and improving traffic signals. These intersection projects are a higher priority than widening roadway segments and other roadway capacity increasing projects. The Plan also calls for these projects to incorporate transit, bicycle and pedestrian environments, incorporating these elements where appropriate and feasible.

A: This project would provide a designated place to walk along Route 100. The sidewalk passes the intersection of the Gray Road/Maine Turnpike (exit 53) access and also traverses the West

Falmouth Shopping Center/Gray Road intersection. It will also link to the Route 100/Leighton Road intersection.

3. How would the project appropriately expand the transportation system?

Policy 3. Strategically Expand the Transportation System – Where appropriate, this policy recommends capacity expansions to the transportation system that will enhance accessibility and mobility with better-coordinated land use policies. These expansions may include increased roadway capacity, new roadways, and new passenger transportation services and routes for buses, rail and bus rapid transit. Actions taken under this policy must also incorporate access management measures (Policy 6) where feasible.

A: Although this project does not expand the transportation system with regards to increased vehicular activities, it will expand and enhance pedestrian mobility and accessibility within the transit-serviced area. This project would be an expansion of the pedestrian network which could potentially provide a pedestrian link between a park-and-ride facility and a transit/Metro bus route.

4. How would the project reduce the need for building a major new highway?

Policy 4. Avoid Building New Highways – Constructing new highways is costly and often controversial. *Destination Tomorrow* contains a number of complementary recommendations that can be used to reduce traffic demand and increase the efficiency of the existing system. These recommendations will help to reduce the need for building new highways and conserve the limited available funding.

A: The proposed sidewalk is intended to promote walking to various locations, thus the intent to reduce vehicular trips in the area. This would reduce the need for additional traffic improvements and it maintains the efficiencies of the existing system.

5. How would the project improve the transportation-land-use connection?

Policy 5. Strengthen the Link between Transportation Investments and Land Use Policies and Decisions – Strengthening the link between transportation and land use policies and decisions is one of the most complex and important public policy challenges facing local governments, PACTS members and the State. *Destination Tomorrow* includes 20 largely incentive-based recommendations designed to improve this connection and, in particular, a policy statement adopted by the Policy Committee in February 2003. Ensuring that land development occurs in locations where it is supported by an adequate transportation system and preserving existing roadway capacities are two benefits that may be realized by this policy.

A: The proposed sidewalk would provide pedestrian linkages to the many mixed-use activities in the West Falmouth area. It would also provide a residential-to-commercial connection with regards to pedestrians.

6. How would the project improve access management and/or street connectivity?

Policy 6. Implement Access Management Measures – Implementation of the full-range of appropriate access management measures is one of the most effective ways to preserve the capacity, traffic flow and safety of the arterial roadway network. Important actions include coordinating access control when roadways are widened or retrofitted and when new roads are built. Another action related to access management to preserve the arterial network is

increasing the connectivity of the street network principally by adding collector and local through streets concurrent with development.

A: The proposal would significantly increase pedestrian safety (of the arterial roadway) by providing a separate and distinct location for pedestrians to walk.

7. How would the project enhance the passenger transportation system?

Policy 7. Enhance Passenger Transportation – Enhance, maintain and, where appropriate, expand passenger transportation services to meet changing needs. Certain groups of individuals depend on public transportation to satisfy their needs for mobility and economic viability. For passenger transportation to further contribute to congestion relief, riders who do not depend on it but who choose to use it, need to be attracted to public transit.

A: Providing a sidewalk that leads and connects to a Metro bus stop will reinforce and strengthen the potential for people to be attracted to the use of the public transportation.

8. How would the project promote community and neighborhood livability and economic redevelopment?

Policy 8. Promote Community and Neighborhood Livability and Reinvestment – Recommendations and strategies stemming from this policy are designed to create transportation facilities that are sensitive to community and neighborhood needs and integrity. These include bicycle and pedestrian-facility improvements, public transportation investments, investments to increase the efficiency of the arterials to minimize cut-through traffic in neighborhoods, and arterial retrofits to increase their compatibility with adjacent land uses.

A: The proposal is a pedestrian-friendly improvement that has been identified in numerous planning documents and studies. With the economic activity in close proximity to residential areas, the sidewalk will promote community livability by providing alternative option to driving to the center. It will also promote better health by walking to a destination. It should also be noted that not only will the sidewalk connect to the shopping center and various businesses; it also connects to a Town-owned conservation area known as ‘River-Point’. This area contains trails and open spaces along the Presumpscot and Piscataqua Rivers. To paraphrase Goal V, strategy 75, of destination tomorrow, the goal is to ‘increase implementation of pedestrian linkages to recreation and natural areas, to promote healthy activities.....’

Attachment A
Scope of Work

The project consists of approximately 2,000 linear feet of 4-foot wide bituminous sidewalk. The sidewalk will be installed within the Gray Road right of way on the easterly side line. Said sidewalk will connect to the proposed MDOT bridge project's sidewalk on the southerly end, and terminate at the Gray Road/Leighton Road intersection on the northerly end.

The sidewalk installation will involve the placement of new granite curbing, which is approximately 820 feet. The project will require some minor drainage improvements in the form of one or two new catch basins with outlet piping. Also required will be the resetting of existing guard rail and the regrading of some side slopes.

Along with new curb, the resetting of existing curb will be needed at the existing curb-cuts and business entrances. In addition, new detectable warnings will be installed as part of the sidewalk installation.

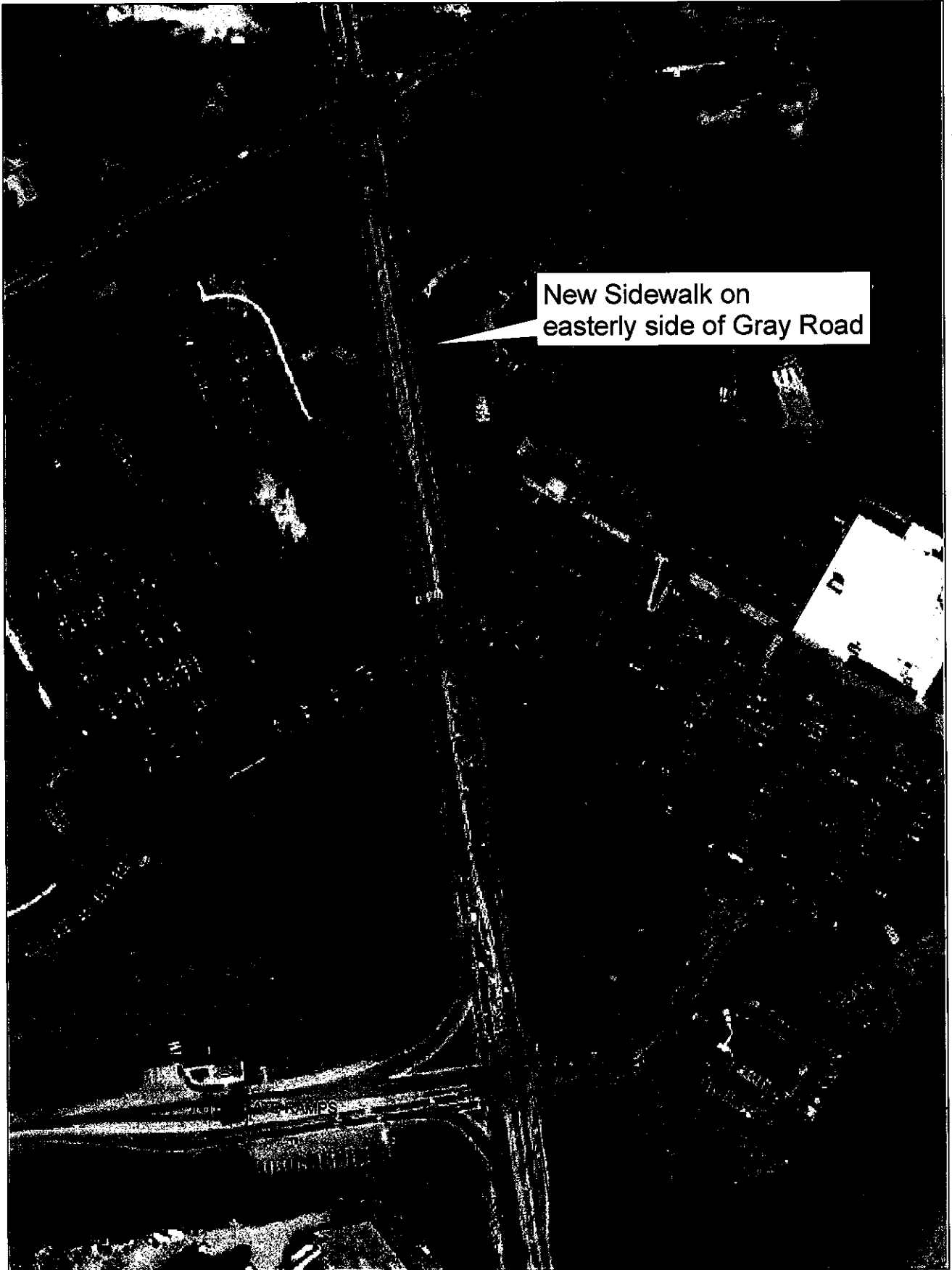
See attachment C for an area map/sketch plan of the proposal.

Attachment B
Cost Estimate

Mobilization	1 l.s.	= \$10,000
Sidewalk prep., gravel	2,000lf x \$20/lf	= \$40,000
Sidewalk, pavement	100ton @ \$15/ton	= \$15,000
Slope Stabilization/Grading	20,000sf @ \$2/sf	= \$40,000
Guard Rail new and reset	830' @ \$20/lf	= \$17,000
Loam and Seed	1 l.s.	= \$10,000
Landscaping	optional	= \$10,000
Curb (new)	820 l.f. @ \$30/lf	= \$25,000
Curb (reset)	220 l.f. @ \$15/lf	= \$ 3,300
Drainage (CB's)	2 each @ \$2,00	= \$ 4,000
Drainage (pipe)	120 l.f. @ \$40/lf	= \$ 5,000
Detectable warnings	5 each @ \$500	= \$ 2,500
<u>Eng./Contingency 20%</u>	<u>181,800 @ 20%</u>	<u>= \$36,360</u>
Total		= \$218,160

Attachment C
Sketch Plan/Project Location Map
(See separate file attachments)

*Gray Road Sidewalk Project
Sketch Plan*



Gray Road Sidewalk Project Area Map

