

Order 51-16/17

Passage: 8-0 (Suslovic absent) on 9/19/2016

Effective 9/29/2016

ETHAN K. STRIMLING (MAYOR)  
BELINDA S. RAY (1)  
SPENCER R. THIBODEAU (2)  
EDWARD J. SUSLOVIC (3)  
JUSTIN COSTA (4)

**CITY OF PORTLAND  
IN THE CITY COUNCIL**

DAVID H. BRENERMAN (5)  
JILL C. DUSON (A/L)  
JON HINCK (A/L)  
NICHOLAS M. MAVODONES, JR (A/L)

**ORDER APPROVING AGREEMENTS BETWEEN PORTLAND, MAINE  
DEPARTMENT OF TRANSPORTATION AND PORTLAND AREA  
COMPREHENSIVE TRANSPORTATION SYSTEM  
RE: WASHINGTON AVENUE AND CONGRESS STREET PROJECTS**

**ORDERED**, that the two three-party agreements for preliminary design reports (“reports”) between the Portland Area Comprehensive Transportation System, the Maine Department of Transportation and Portland, for the projects below, are hereby approved:

Washington Avenue from Congress Street to Cumberland Street, and  
Congress Street from State Street to Temple Street; and

**BE IT FURTHER ORDERED**, that the local share of the cost of the reports, \$43,900 for Washington Avenue and \$20,938 for Congress Street, is hereby appropriated; and

**BE IT FURTHER ORDERED**, that the City Council hereby authorizes the City Manager or his or her designee to execute said documents and any other related documents necessary or convenient to carry out the intent of said documents and this Order.



Internal Use Only
CT#: _____
CSN: _____
TEDOCS #: _____
PROGRAM: <u>Bureau of Planning</u>

**MAINE DEPARTMENT OF TRANSPORTATION  
THREE-PARTY PARTNERSHIP AGREEMENT  
CONGRESS STREET INTERSECTIONS  
CITY OF PORTLAND**

(Receivable)

<i>Internal Use Only</i>	
WIN #: <u>022132.00</u>	<b>Agreement Maximum Amount:</b> <u>\$83,750</u>
N/M MPO Id#: <u>PACTS</u>	<b>Agreement Begin Date:</b> Begin Date
N/M Municipality Id#: <u>Portland</u>	<b>Agreement End Date:</b> End Date

This agreement (“**Agreement**”) is entered into by the State of Maine Department of Transportation (“**MaineDOT**”), the Municipality of Portland (“**Municipality**”), and the Portland Area Comprehensive Transportation System, the designated Metropolitan Planning Organization for the Portland Urbanized Area (“**PACTS**”), jointly hereinafter referred to as the “**Parties**”.

**Whereas**, the project that is the subject of this Agreement consists of traffic signal improvements along Congress Street from Myrtle Street to High Street (hereafter referred to as the “**Project**”), and as further described in the attached Project Identification Form; and

**Whereas**, PACTS has programmed the Project for inclusion in the MaineDOT Annual Work Plan for CY16-18, using Federal capital improvement funding allocated by MaineDOT; and

**Whereas**, the Municipality supports the decision by PACTS to program the Project; and

**Whereas**, the Parties have a mutual interest in ensuring that the Project is delivered on a reasonable schedule and within the budget programmed, using a process that maximizes communication and cooperation; and

**Whereas**, PACTS cannot commit federal transportation funding without a formal adoption of a Transportation Improvement Program (“**TIP**”) or TIP amendment including all required public involvement processes, this Agreement does not constitute a commitment of federal funding under Title 23 Part 630; and

**Whereas**, the purpose of this Agreement is to identify the Parties’ individual responsibilities during the Preliminary Engineering and Right of Way (“**ROW**”) phases of the Project through completion of the Preliminary Design Report (“**PDR**”) and Preliminary Plans, and to identify the intended financial allocations between the Parties through the Preliminary Engineering phase of the Project if and when the parties formally approve and commit financial resources for the Project; and

**Whereas**, the Parties anticipate that as the Project development process progresses and the Project scope is more fully defined, modifications to this Agreement will be necessary. All such modifications to this Agreement shall be in writing signed by all parties.

**Now therefore**, in consideration of the forgoing, the Parties hereby establish and agree to the following terms and conditions:

The following Appendix is hereby incorporated into this Agreement by reference

- Appendix A - Project Identification Form

**Project Cost:**

The total estimated cost of the Project through the Preliminary Engineering and ROW phases is \$83,750 (the “**Project Estimate**”), and the Parties agree to share in and allocate the associated costs of each phase as outlined in this section:

<b>Work Phase</b>	<b>Estimated Federal Share</b>	<b>Estimated State Share</b>	<b>Estimated Municipal Share</b>	<b>Estimated Total Cost</b>
Preliminary Engineering	\$ 59,062.50	\$ -	\$ 19,687.50	\$ 78,750.00
Right of Way	\$ 3,750.00	\$ -	\$ 1,250.00	\$ 5,000.00
Construction	TBD	\$ -	TBD	TBD
Construction Engineering	TBD	\$ -	TBD	TBD
<b>Total Project Share</b>	<b>\$ 62,812.50</b>	<b>\$ -</b>	<b>\$ 20,937.50</b>	<b>\$ 83,750.00</b>

- Estimated allocations are further identified as follows:
  - Federal share** (through PACTS) - 75% of federally participating costs, up to a maximum of \$62,812.50.
  - State share** (through PACTS) - 0% of federally participating costs, up to a maximum of \$0.00.
  - Municipal share** (through the Municipality) - 25% federally participating costs, which is estimated at \$20,937.50, plus 100% of any additional costs incurred in accordance with Section 2. below.
- The Municipality shall be fully responsible for any and all Project costs exceeding \$83,750.00, unless otherwise agreed to in writing by the Parties through a modification to this Agreement.
- If the actual Project cost is less than the Project Estimate the amounts owed will be adjusted according to the percentages.
- If the Project Estimate or associated financial allocations are adjusted to reflect updated costs, MaineDOT will consult with PACTS and the Municipality before such adjustments are approved and implemented.
- After the PDR is completed, MaineDOT will invoice the Municipality for that portion of the Project.

**MaineDOT Agrees:**

1. To complete, or cause to be completed, preliminary design which includes roadway design up to a fifty to sixty percent (50-60%) completion level in accordance with MaineDOT's standards and procedures; and
2. Perform ROW investigations in order to determine whether there may be a need to acquire temporary and/or permanent rights to develop the Project; and
3. To coordinate utility work, which includes identification of utility locations and/or relocation for design for Project as describe in the scope of work; and
4. To share information about the status of the Project with staff from PACTS and the Municipality at the following milestones:
  - Project kickoff/initial team meeting/formal public contact.
  - Horizontal/Vertical Alignment Complete (“HVAC”).
  - Preliminary public meeting.
  - Preliminary Design Report (PDR).
  - Changes in the Project Schedule or Engineer’s Estimate.

**Future Phases of Work:**

Should the Parties agree to move forward with future phases of the Project:

1. MaineDOT will prepare, or cause to be prepared, construction plans and specifications for the Project within the scope of work identified in the PDR, using MaineDOT's standard project development process to ensure adherence to federal and state regulations.
2. After the final Plans, Specifications and Estimate (“PS&E”) package is prepared, MaineDOT and the Municipality will execute a Municipal/State Project Agreement covering Project advertisement, award, construction and construction engineering. Said Municipal/State Agreement will carry the financial terms outlined in the Project Cost section of this Agreement, as well as a schedule for collection of the Municipality’s share of the remaining Project costs.
3. MaineDOT will share information about the status of the Project with staff from PACTS and the Municipality at the following milestones:
  - Formal public meeting.
  - Plan Impacts Complete (“PIC”).
  - Plans, Specifications and Estimate (PS&E) complete.
  - Changes in the Project Schedule or Engineer’s Estimate.

**Miscellaneous Provisions:**

1. The Parties will participate as partners in any public meetings held to discuss the Project.

2. MaineDOT will consult with PACTS and the Municipality before implementing any adjustments to the Project, and PACTS and the Municipality will, likewise, notify MaineDOT of any proposed changes they wish to implement.
3. If MaineDOT withdraws from the Project before it has been advertised for construction, and that action was not directed by PACTS and the Municipality, MaineDOT will be responsible for all Project costs incurred to date.
4. If the Municipality withdraws its financial support for the Project as described in the Project Cost section of this Agreement, leading MaineDOT to cancel the Project before it has been advertised for construction, the Municipality shall reimburse MaineDOT fully for any and all Project costs incurred in reliance on the Municipality commitment documented in this Agreement, including, but not limited to, reimbursement of all federal funds expended to date.
5. Anything herein to the contrary notwithstanding, the Municipality and PACTS acknowledge that, although the execution of this Agreement by MaineDOT manifests its intent to honor its terms and to seek funding to fulfill any obligations arising hereunder, by law any such obligations are subject to available budgetary appropriations by its federal partners and the Maine Legislature and, therefore, this Agreement does not create any obligation on behalf of MaineDOT in excess of such appropriations.
6. The Municipality represents that its governing body has taken all steps necessary and lawful to approve the Project and the Municipality's entry into this Agreement, has appropriated or authorized the use of any necessary funds in connection with the Municipality's participation, and has further authorized the undersigned Municipal representative to execute this Agreement on the Municipality's behalf.
7. MaineDOT shall have all of its common law, equitable and statutory rights of set-off. These rights shall include, but not be limited to, the State's option to withhold for the purposes of set-off monies due the Municipality under a specific Project Contract up to any amounts due and owed to MaineDOT with regard to this Agreement, and any other Agreement/Contract, any other Agreement/Contract with any State Department or Agency, including any Agreement/Contract for a term commencing prior to the term of this Agreement, plus any amounts due and owed to the State for any reason including without limitation, tax delinquencies, fee delinquencies or monetary penalties relative thereto. MaineDOT shall exercise its set-off rights in accordance with normal State practices including, in cases of set-off pursuant to an audit, the finalization of such audit by MaineDOT, its representatives, or the State Controller.
8. To the extent permitted by law, the Municipality and the MPO shall indemnify and hold harmless MaineDOT, its agents and employees from all claims, suits or liabilities arising from any negligent or wrongful act, error or omission by the Municipality, its consultants or contractors. Nothing herein shall waive any defense immunity or limitation of liability that may be available under the Maine Tort Claims Act (14 M.R.S. Section 8101 et seq.) or any other privileges or immunities provided by law. ***This provision shall survive any termination or expiration of this Agreement.***
9. With the exception of the provisions so noted, all provisions of this Agreement shall expire at Project final voucher, or upon final payment by the Municipality of any Project costs as hereinbefore provided, whichever occurs later.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement effective on the day and date last signed.

\_\_\_\_\_  
Date \_\_\_\_\_

John Duncan, Director  
Portland Area Comprehensive Transportation System

*I certify that the signature above is true and accurate. I further certify that the signature, if electronic: (a) is intended to have the same force as a manual signature; (b) is unique to myself; (c) is capable of verification; and (d) is under the sole control of myself.*

\_\_\_\_\_  
Date \_\_\_\_\_

Jon Jennings, City Manager  
Municipality of Portland

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\_\_\_\_\_  
Date \_\_\_\_\_

Herb Thomson, Director, Bureau of Planning  
Maine Department of Transportation

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Internal Use Only	
CT#:	_____
CSN:	_____
TEDOCS #:	_____
PROGRAM:	<u>Bureau of Planning</u>

**MAINE DEPARTMENT OF TRANSPORTATION  
THREE-PARTY PARTNERSHIP AGREEMENT  
WASHINGTON STREET RECONSTRUCTION  
CITY OF PORTLAND**

(Receivable)

<i>Internal Use Only</i>	
WIN #: <u>022134.00</u>	Agreement Maximum Amount: <u>\$175,600</u>
N/M MPO Id#: <u>PACTS</u>	Agreement Begin Date: Begin Date
N/M Municipality Id#: <u>Portland</u>	Agreement End Date: End Date

This agreement (“**Agreement**”) is entered into by the State of Maine Department of Transportation (“**MaineDOT**”), the Municipality of Portland (“**Municipality**”), and the Portland Area Comprehensive Transportation System, the designated Metropolitan Planning Organization for the Portland Urbanized Area (“**PACTS**”), jointly hereinafter referred to as the “**Parties**”.

**Whereas**, the project that is the subject of this Agreement consists of highway reconstruction on Washington Street from Congress Street to Cumberland Avenue with traffic signal improvements at Congress Street and Cumberland Avenue intersections (hereafter referred to as the “**Project**”), and as further described in the attached Project Identification Form; and

**Whereas**, PACTS has programmed the Project for inclusion in the MaineDOT Annual Work Plan for CY16-18, using Federal capital improvement funding allocated by MaineDOT; and

**Whereas**, the Municipality supports the decision by PACTS to program the Project; and

**Whereas**, the Parties have a mutual interest in ensuring that the Project is delivered on a reasonable schedule and within the budget programmed, using a process that maximizes communication and cooperation; and

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**Now therefore**, in consideration of the forgoing, the Parties hereby establish and agree to the following terms and conditions:

The following Appendix is hereby incorporated into this Agreement by reference

- Appendix A - Project Identification Form

**Project Cost:**

The total estimated cost of the Project through the Preliminary Engineering and ROW phases is \$175,600.00 (the “**Project Estimate**”), and the Parties agree to share in and allocate the associated costs of each phase as outlined in this section:

<b>Work Phase</b>	<b>Estimated Federal Share</b>	<b>Estimated State Share</b>	<b>Estimated Municipal Share</b>	<b>Estimated Total Cost</b>
Preliminary Engineering	\$ 124,200.00	\$ -	\$ 41,400.00	\$ 165,600.00
Right of Way	\$ 7,500.00	\$ -	\$ 2,500.00	\$ 10,000.00
Construction	TBD	\$ -	TBD	TBD
Construction Engineering	TBD	\$ -	TBD	TBD
<b>Total Project Share</b>	<b>\$ 131,700.00</b>	<b>\$ -</b>	<b>\$ 43,900.00</b>	<b>\$ 175,600.00</b>

1. Estimated allocations are further identified as follows:
  - a. **Federal share** (through PACTS) - 75% of federally participating costs, up to a maximum of \$131,700.00.
  - b. **State share** (through PACTS) - 0% of federally participating costs, up to a maximum of \$0.00.
  - c. **Municipal share** (through the Municipality) - 25% federally participating costs, which is estimated at \$43,900.00, plus 100% of any additional costs incurred in accordance with Section 2. below.
2. The Municipality shall be fully responsible for any and all Project costs exceeding \$175,600.00, unless otherwise agreed to in writing by the Parties through a modification to this Agreement.
3. If the actual Project cost is less than the Project Estimate the amounts owed will be adjusted according to the percentages.
4. If the Project Estimate or associated financial allocations are adjusted to reflect updated costs, MaineDOT will consult with PACTS and the Municipality before such adjustments are approved and implemented.
5. After the PDR is completed, MaineDOT will invoice the Municipality for that portion of the Project.

**MaineDOT Agrees:**

1. To complete, or cause to be completed, preliminary design which includes roadway design up to a fifty to sixty percent (50-60%) completion level in accordance with MaineDOT's standards and procedures; and
2. Perform ROW investigations in order to determine whether there may be a need to acquire temporary and/or permanent rights to develop the Project; and
3. To coordinate utility work, which includes identification of utility locations and/or relocation for design for Project as describe in the scope of work; and
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6. The Municipality represents that its governing body has taken all steps necessary and lawful to approve the Project and the Municipality's entry into this Agreement, has appropriated or authorized the use of any necessary funds in connection with the Municipality's participation, and has further authorized the undersigned Municipal representative to execute this Agreement on the Municipality's behalf.
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8. To the extent permitted by law, the Municipality and the MPO shall indemnify and hold harmless MaineDOT, its agents and employees from all claims, suits or liabilities arising from any negligent or wrongful act, error or omission by the Municipality, its consultants or contractors. Nothing herein shall waive any defense immunity or limitation of liability that may be available under the Maine Tort Claims Act (14 M.R.S. Section 8101 et seq.) or any other privileges or immunities provided by law. ***This provision shall survive any termination or expiration of this Agreement.***
9. With the exception of the provisions so noted, all provisions of this Agreement shall expire at Project final voucher, or upon final payment by the Municipality of any Project costs as hereinbefore provided, whichever occurs later.

**IN WITNESS WHEREOF**, the Parties hereto have executed this Agreement effective on the day and date last signed.

\_\_\_\_\_ Date \_\_\_\_\_

**John Duncan, Director  
Portland Area Comprehensive Transportation System**

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\_\_\_\_\_ Date \_\_\_\_\_

**Jon Jennings, City Manager  
Municipality of Portland**

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\_\_\_\_\_ Date \_\_\_\_\_

**Herb Thomson, Director, Bureau of Planning  
Maine Department of Transportation**

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# PACTS

Portland Area Comprehensive Transportation System



## 2019 Road Rebuild and Intersection Application

### Section 1 – Project Overview

Set Aside Category: Road Rebuild

Project Name: Washington Avenue Reconstruction Ph 1: Congress Street to Cumberland Avenue

### Section 2 – Project Location, Description and Justification

Municipality: Portland

Route Number/Street Name: Washington Avenue/Rt 26

Description of Project Location: Washington Av from Congress Street past Cumberland Avenue to 7-11 (this is a companion project to the Washington Avenue Intersection application)

Federal Functional Classification: Minor Arterial

MaineDOT Corridor Priority: 3

(<http://www.maine.gov/mdot/about/assets/search/>)

NHS:  Yes  No  
(PACTS staff to indicate)

AADT: 9,220 ('13); 10,110 ('10)

LAP?:  Yes  No

Is the proposed project in an identified PACTS Congestion Management Process area? (see CMP map and descriptions):

Yes  No

If so, describe any congestion mitigation benefits of the proposed project:

Please state the detailed purpose and need(s) and how the project will address those needs: The Purpose of the project is to reconstruct and modernize Washington Avenue as a modern Neighborhood Main Street (street type) in the East End Neighborhood. Its Needs include:

- Roadway reconstruction due to failing pavement
- Access management to improve safety and operations for all users
- Reconstruct and widen sidewalks and construct ADA-compliant curb ramps to improve pedestrian accessibility and safety and accessibility to transit
- Add shared lane pavement markings and Bikes May Use Full Lane signs to enhance conditions for cyclists
- Modernize the street to help spur further economic development in this revitalizing neighborhood activity center
- Address poor streetscape aesthetics
- Replace/modernize aging traffic signals (companion funding request: Washington Avenue Intersection project).

This section of Washington Av was last paved in 1985 and in 2011 the Pavement Condition Index was 15 considered "Serious" though the rating increased to 36 in 2014 due to a drag shim that was applied to a short section. The roadway has been overlaid to the point of no curb reveal and sidewalks cannot be raised due to the elevation of building fronts on the street line. This project will be the first step in improving the full segment between I295 and Congress St, improving the intersection at Cumberland and Congress to set the tone for the rest of the corridor. The plan of this project is to reconstruct the street to improve drainage and to provide upgraded pedestrian elements. With the replacement of surface and base, we will restore the integrity of the infrastructure to the appropriate level of service for a minor arterial. This street rebuilding project will improve accessibility by rebuilding/installing ADA compliant ramps and crossings and shared use bike facilities. Improvements to the infrastructure will support the many modes of travel within and through this diverse area. Unittl's cast iron gas main was replaced in 2015. Portland Water District will plan to replace their infrastructure in conjunction with the street reconstruction.

Describe the proposed scope of work:

Box cut to reshape roadway for improved drainage

Update underground utilities to limit future pavement cuts

Reset/install granite curb, narrowing roadway by 8' total, and reconstruct and widen sidewalks on both sides

Enhance pedestrian features including ADA compliant sidewalk, curb ramps and crosswalks

Driveway modifications for access management purposes

Intersection: upgrade/replace traffic signal system (companion project)

### Section 3 – Municipal Contact Information

Please provide the following information about the sponsoring municipality (for joint applications, please attach additional contact information):

<b>Municipality or municipalities if joint application:</b> Portland		
Primary Contact : Katherine Earley, P.E.	Title: Engineering Services Manager/City Engineer	
Mailing Address: 55 Portland Street	City: Portland	Zip Code: 04101
Phone Number: 874-8830	E-mail Address: kas@portlandmaine.gov	

### Section 4 – Municipal Endorsement

Is this project endorsed? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Endorsement Type (examples: ACE Team, Bike and Pedestrian Committee, City Council, etc.): City Manager – full endorsement of council with project selection	Date: 1/22/16

### Section 5 – Project Application Details

Has this project been reviewed and submitted in conjunction with other projects in the area, either under design or construction?     Yes     No     N/A

If yes, please specify the projects: This is a companion application to the Washington Avenue Intersection 2019 TIP Application

Is the proposed project part of a public-private partnership or eligible for multi-municipal bonus points?     Yes     No     N/A

If yes, please explain and attach the neighboring council resolution(s):

**Multimodal aspects and safety for all users:** Has this project been reviewed with an emphasis on pedestrian/bicycle accommodations, improvements or safety and/or transit use?     Yes     No     N/A

If yes, please explain: Project is looking at improved pedestrian/bicycle facilities and enhancing transit use (better crosswalks and wider sidewalks and transit shelter serving METRO Routes 7 and 9B). Safety will be improved through access management measures. New traffic signals will include new detection that detects bicyclists improving bicyclist mobility.

### Multimodal Components

Will the project include new (not rebuilt) sidewalks or include aspects that will improve bicycle access or safety?     Yes     No     N/A

If yes, please explain: The project will improve bicyclist safety through access management measures; it will include Shared Lane Bikeway pavement markings and Bikes May Use Full Lane signs. It will improve pedestrian safety and accessibility by upgrading deficient sidewalks and curb ramps within the project area. The upgraded signal systems will include bicycle detection for better bicyclist accommodation.

Will the project include a new or improved sidewalk AND is in a location within 1,000 feet of two of these five land uses: a store, a school, a church, ten or more housing units or a non-retail business?     Yes     No     N/A

If yes, please explain: The project includes modernizing the street and streetscape for this Neighborhood Main Street at the intersection of two thriving neighborhoods: Munjoy Hill and East Bayside. There are many long-time businesses within 1000 feet (7-11, Big Apple, Coffee By Design and Sillys) as well as many new businesses and residential units (Oxbow Brewing, Maine Mead Works and Thomas Heights).

Does the project include pedestrian improvements such as the addition of a new or improved traffic signal with a pedestrian phase or construction of ADA ramps or a pedestrian refuge island?     Yes     No     N/A

If yes, please explain: The project will widen deficient sidewalks and narrow the roadway for the project's extent to construct ADA-compliant curb ramps. Sidewalks will be widened from 5' to 8'-10'. The companion intersection project will replace an aging traffic signal system at the two signalized intersections within the project area (Congress Street and Cumberland Avenue).

Is the project for a location in a land development zone in which a local ordinance allows mixed-use development and shows promise for reduction in travel demand or is part of a Travel Demand Management (TDM) plan or project??  Yes  No  N/A

If yes, please explain: This section of Washington Avenue intersects with Congress Street, the main commercial/retail street in downtown Portland. Washington Avenue is a Neighborhood Main Street (street type) which encourages and has many mixed use buildings with retail and office first floor uses and residential uses on upper floors. It is zoned for neighborhood businesses and medium density residential mixed use development.

Is the project on an existing transit route?  Yes  No  N/A

If yes, please explain: Washington Avenue serves 3 METRO bus routes: 7, 9A and 9B; transfers to bus route 1 are accessed at the Congress Street end of the project area.

Is the project on a primary truck route?  Yes  No  N/A

If yes, please explain:

Does the project enhance direct freight access to abutting commercial or industrial properties?  Yes  No  N/A

If yes, please explain:

### Safety, Capacity and Other Improvements

Does the project address a MaineDOT high crash location or other safety concerns?  Yes  No  N/A

If yes, please explain: The segment of Washington Avenue from Cumberland Avenue to Oxford Street is a MaineDOT HCL. There are many very wide and redundant driveways and access management measures are included in the project.

MaineDOT node numbers: 18819, 19042, and 18936

Total Accidents: 36

Critical Rate Factor (CRF): 19.4

Percent of accidents with personal injury: To Be Provided

Contact MaineDOT's Greg Costello at [greg.costello@maine.gov](mailto:greg.costello@maine.gov) or 624-3618 for assistance.

If applicable, for intersections, what is the current volume-to-capacity ratio and how will the project address this need?  N/A

Please explain: The companion project will replace and modernize the traffic signal system, allowing for improved traffic operations.

For intersection improvements that require new signals where none currently exist, attach a warrant analysis approved by the MaineDOT. We will not score the application if this requirement is not met. (The existing traffic signals to be replaced by companion project).  Yes  No  N/A

For intersections, please provide PM peak hour turning movement volumes that are no older than two years. Please attach. (see companion project)  Yes  No  N/A

For Road Rebuilds, what is the current Pavement Condition Rating (PCR) value? Value(s): 3.4 in 2012 (PCI 36 in 2014)

Will the project change the road's horizontal or vertical alignment?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
If yes, please describe: Yes, the project will realign the horizontal alignment by narrowing the roadway by 8'-10' to better match in with the rest of this part of Washington Ave (42'-44' wide). This will allow for the construction of ADA-compliant curb ramps at the two intersections and widen sidewalks to provide better pedestrian safety and accessibility. Narrowing the roadway to eliminate unnecessary width will reduce pavement life-cycle costs.			
Are there any right-of-way impacts?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
If yes, please identify them and explain the impacts:			
Has this project been reviewed for potential environmental impacts?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
If yes, please explain:			
Will the project meet clear zone requirements?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
If no, please explain:			
Will the project require or result in, <b>design exceptions</b> (vertical and horizontal alignment, shoulder/lane widths, clear zones and/or others)?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
If yes, please explain:			
Will the project require historical and/or environmental review?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
If yes, please explain:			
For a Road Rebuild is a licensed and registered PE stamped document attached?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
If no, please explain: Design has not been completed			
For roadway segments, please provide proposed roadway cross-section(s). <input type="checkbox"/> N/A (west side) 8'/10' sidewalk-8' parking lane-13' travel lane-13' travel lane-8' parking lane-10' sidewalk (east side)			

### Section 6 – Estimated Costs by Phase and Scheduling

	Phase	Estimate	Requested Delivery Year
<input type="checkbox"/>	Preliminary Engineering	\$ 42000	2019
<input type="checkbox"/>	Right-of-Way	\$ 0	2019
<input type="checkbox"/>	Construction	\$ 440000	2019
<input type="checkbox"/>	Construction Engineering	\$ 21000	2019
	<b>Total Estimated Cost</b>	<b>\$ 503000</b>	

Source of the estimate and contact information: Gretel Varney, P.E. (grv@portlandmaine.gov)

**Multi-year Project:** Is the request for only PE and RW in the first year (2019) of a multi-year project?

Yes    
 No    
 N/A

Please Explain:

### Section 7 – Destination Tomorrow Section

**1. How is the project important to the region? Please list regional benefits of the project.**

Relevant Policy: Policy 1: Regional Focus

– Prioritize a regional approach to transportation and land use planning and decision making founded on effective communication and management of regional resources in agreement with our other policies.

**Answer:** This section of Washington Av is the northerly gateway to the Portland peninsula and downtown from I-295 and a link connecting to the Eastern Prom, downtown and the waterfront connecting other Portland neighborhoods and northern suburbs to tens of thousands of jobs and residences. This project will improve the bicycle and pedestrian link of the new Washington Ave shared use pathway connecting Eastern Prom to the Bayside Trail and Back Cove as well as vehicular and transit efficiency along this corridor. This portion of Washington Avenue serves 3 METRO bus routes (7, 9A and 9B). It is a Minor Arterial and a Priority 3 Corridor. Washington Avenue is a major bicycle and pedestrian transportation route for accessing neighborhoods, jobs, shops, services and schools, connecting the peninsula to the Back Cove Trail and the East Coast Greenway.

**2. How would the project maintain or improve the existing transportation system? Please list infrastructure improvements and services the project proposes to accommodate all transportation modes.**

Relevant Policy: Policy 2: Maintaining and Transforming the Transportation System

– Maintain and improve Mobility, Safety, and Accessibility of existing infrastructure while improving and completing infrastructure and services to accommodate non-motorized vehicular modes in the appropriate places.

**Answer:** This project is proposed to reconstruct the roadway, separate sanitary and storm sewer, install underdrain, reset existing and install new granite curb, and reconstruct and widen sidewalks with ADA-compliant ramps. The gas main has been upgraded and the water district is planning to renew their system in this area. Rebuilding this section of roadway will improve travel for all modes of transportation including pedestrian, bicycle, transit, and personal and commercial vehicles. A companion project will modernize/replace the aging two aging traffic signal systems allowing better signal coordination between these closely spaced intersections within the project area. It will transform the roadway into a modern urban street to better serve all roadway users and businesses and residences.

**3. How would the project enhance existing businesses, employment and economic development opportunities? Please list benefits to businesses and how the project furthers development opportunities with a mix of uses and connects jobs and housing by walking, biking or transit.**

Relevant Policy: Policy 3: Economic Development

– Enhance regional prosperity through support for the economic vitality of existing business and for economic development opportunities that are efficiently located based on the availability of transportation in mixed use and compactly developed areas.

**Answer:** With a good and growing mix of residential, business, and commercial use, this area will benefit greatly from improved travel surfaces and updates to all modes of travel. With the addition of shared use lanes through pavement markings and signs and improved pedestrian access, residents will have greater, safer access between existing housing and businesses. Improved access may provide incentive to patronize local businesses and encourage increased activity within the community. Washington Avenue is a Neighborhood Main Street with many long-time established businesses and is seeing extensive redevelopment and infill development of underutilized or vacant parcels along its length.

- 4. How would the project improve the transportation-land-use connection? Please list benefits to (1) transportation choice (density), (2) accessibility in terms of ease of travel between points (distance), (3) variety of compatible uses and services made available (diversity); and (4) overall design. Design may include geometry, interconnections, access management, streetscape, and preservation of community character.**

Relevant Policy: Policy 4: Transportation-Land Use Connection

– Strengthen the connection between land use, transportation and community livability in the planning process.

**Answer:** (1) Density: This project will encourage more foot and bicycle traffic in the area with safer facilities as well as access to existing transit services. Numerous properties are seeing redevelopment and infill development of underutilized or vacant parcels adding to job and residential density. (2) Distance: Ease of travel will be increased by designated shared bike facilities and improved ramps and sidewalks to provide a consistently safe direct route through the area. This section of Washington Avenue is the connecting roadway between two revitalizing neighborhoods: Munjoy Hill and East Bayside. (3) Diversity: The increased comfort provided by the upgrades will encourage exploration of the variety of activities within the area and connection beyond the immediate neighborhood. Many new retail and service businesses and residential mixed use properties are being redeveloped or constructed. (4) Overall Design: This project will improve the infrastructure that has begun to fail and re-establish some confidence in the safety of traveling on the roadway and sidewalks. Sidewalks will be widened to better serve pedestrian access to businesses and to create a more aesthetic and dynamic streetscape. Driveways will be reduced/reconfigured to create a better pedestrian experience.

- 5. How does the proposed project promote the use of energy efficient transportation and improve the human and natural environment? Please list benefits in terms of energy use, energy savings; and benefits to natural resources such as air, water, and land; and cultural benefits such as places preserved.**

Relevant Policy: Policy 5: Environmental Quality and Energy Conservation

– Protect and improve the human and natural environments including natural and cultural resources, air and water quality, and prepare and be proactive for the *most likely* impacts of climate change. Make transportation improvements that use more energy efficient transportation options, low and non-polluting modes such as transit, and/or reduce harmful pollutants associated with transportation.

**Answer:** This and its companion intersection project strongly facilitates more use of foot, bicycle, and transit modes along the corridor by improving the safety and accessibility of these travel modes. It also improves the efficiency of vehicles by providing a travel surface that does not cause delays and damage that would require additional fuel and repairs. A companion project will replace the traffic signals with more energy efficient traffic signal systems and allow better signal coordination between the two closely spaced intersections in the project area.

# PACTS

Portland Area Comprehensive Transportation System



## 2019 Road Rebuild and Intersection Application

### Section 1 – Project Overview

Set Aside Category: Intersection

Project Name: Washington Avenue Intersection: Congress Street to Cumberland Avenue

### Section 2 – Project Location, Description and Justification

Municipality: Portland

Route Number/Street Name: Washington Ave/Rt 26(?)

Description of Project Location: The two intersections of Washington Avenue at Congress Street and Cumberland Avenue

Federal Functional Classification: Minor Arterial

MaineDOT Corridor Priority: 3

(<http://www.maine.gov/mdot/about/assets/search/>)

NHS:  Yes  No  
(PACTS staff to indicate)

AADT: 9,220  
(<sup>'13</sup>); 10,110  
(<sup>'10</sup>)

LAP?:  Yes  No

Is the proposed project in an identified PACTS Congestion Management Process area? (see CMP map and descriptions):

Yes  No

If so, describe any congestion mitigation benefits of the proposed project:

Please state the detailed purpose and need(s) and how the project will address those needs: The Purpose of the project is to replace and modernize two aging traffic signal systems to allow for more efficient traffic operations. Its Needs include:

- Replacement of aging/deficient traffic signal systems
- Access management to improve traffic safety and operations for all users
- Reconstruct and widen sidewalks and construct ADA-compliant curb ramps to improve pedestrian accessibility and safety and accessibility to transit
- Add shared lane pavement markings and Bikes May Use Full Lane signs to enhance conditions for cyclists
- Modernize the street to help spur further economic development in this revitalizing neighborhood activity center
- Address poor streetscape aesthetics.

Describe the proposed scope of work:

Replace two traffic signal systems including signal controllers, signal heads, pedestrian signals, convert from span wire to mast arms)

Construct ADA-compliant curb ramps

Reconstruct/widen sidewalks

Access management at the two intersections and within the roadway segments.

### Section 3 – Municipal Contact Information

Please provide the following information about the sponsoring municipality (for joint applications, please attach additional contact information):

Municipality or municipalities if joint application: City of Portland

Primary Contact : Katherine Earley, P.E.

Title: Engineering Services Manager/City Engineer

Mailing Address: 55 Portland Street

City: Portland

Zip Code: 04101

Phone Number: 874-8830

E-mail Address: [kas@portlandmaine.gov](mailto:kas@portlandmaine.gov)

### Section 4 – Municipal Endorsement

Is this project endorsed?  Yes  No

endorsement Type (examples: ACE Team, Bike and Pedestrian Committee, City Council, etc.): City Manager with council endorsement to follow

Date: 1/22/16

### Section 5 – Project Application Details

Has this project been reviewed and submitted in conjunction with other projects in the area, either under design or construction?  Yes  No  N/A

If yes, please specify the projects: This is a companion application to the Washington Avenue Road Rebuild 2019 TIP Application

Is the proposed project part of a public-private partnership or eligible for multi-municipal bonus points?  Yes  No  N/A

If yes, please explain and attach the neighboring council resolution(s):

**Multimodal aspects and safety for all users:** Has this project been reviewed with an emphasis on pedestrian/bicycle accommodations, improvements or safety and/or transit use?  Yes  No  N/A

If yes, please explain: Project is looking at improved pedestrian/bicycle facilities and enhancing transit use (better crosswalks and wider sidewalks and transit shelter serving METRO Routes 7 and 9B). Safety will be improved through access management measures. New traffic signals will include new detection that detects bicyclists improving bicyclist mobility.

### Multimodal Components

Will the project include new (not rebuilt) sidewalks or include aspects that will improve bicycle access or safety?  Yes  No  N/A

If yes, please explain: The companion road rebuild project will improve bicyclist safety through access management measures; it will include Shared Lane Bikeway pavement markings and Bikes May Use Full Lane signs. It will improve pedestrian safety and accessibility by upgrading deficient sidewalks and curb ramps within the project area. The upgraded signal systems will include bicycle detection for better bicyclist accommodation.

Will the project include a new or improved sidewalk AND is in a location within 1,000 feet of two of these five land uses: a store, a school, a church, ten or more housing units or a non-retail business?  Yes  No  N/A

If yes, please explain: The project includes modernizing the street and streetscape for this Neighborhood Main Street at the intersection of two thriving neighborhoods: Munjoy Hill and East Bayside. There are many long-time businesses within 1000 feet (7-11, Big Apple, Coffee By Design and Sillys) as well as many new businesses and residential units (Oxbow Brewing, Maine Mead Works and Thomas Heights).

Does the project include pedestrian improvements such as the addition of a new or improved traffic signal with a pedestrian phase or construction of ADA ramps or a pedestrian refuge island?  Yes  No  N/A

If yes, please explain: The project will widen deficient sidewalks and narrow the roadway for the project's extent to construct ADA-compliant curb ramps. Sidewalks will be widened from 5' to 8'-10'. The companion intersection project will replace an aging traffic signal system at the two signalized intersections within the project area (Congress Street and Cumberland Avenue). The narrower roadway will reduce pedestrian crossing distances.

Is the project for a location in a land development zone in which a local ordinance allows mixed-use development and shows promise for reduction in travel demand or is part of a Travel Demand Management (TDM) plan or project??  Yes  No  N/A

If yes, please explain: This section of Washington Avenue intersects with Congress Street, the main commercial/retail street in downtown Portland. Washington Avenue is a Neighborhood Main Street (street type) which encourages and has many mixed use buildings with retail and office first floor uses and residential uses on upper floors. It is zoned for neighborhood businesses and medium density residential mixed use development.

Is the project on an existing transit route?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
If yes, please explain: Washington Avenue serves 3 METRO bus routes: 7, 9A and 9B; transfers to bus route 1 is accessed at the Congress Street end of the project area.	
Is the project on a primary truck route?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A
If yes, please explain:	
Does the project enhance direct freight access to abutting commercial or industrial properties?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A
If yes, please explain:	
<b>Safety, Capacity and Other Improvements</b>	
Does the project address a MaineDOT high crash location or other safety concerns?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
If yes, please explain: The segment of Washington Avenue from Cumberland Avenue to Oxford Street is a MaineDOT HCL. There are many very wide and redundant driveways and access management measures are included in the project.	
MaineDOT node numbers: 18819, 19042, and 18936	
Total Accidents: 36	
Critical Rate Factor (CRF): 3.74	
Percent of accidents with personal injury: 19.4	
Contact MaineDOT's Greg Costello at <a href="mailto:greg.costello@maine.gov">greg.costello@maine.gov</a> or 624-3618 for assistance.	
If applicable, for intersections, what is the current volume-to-capacity ratio and how will the project address this need?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Please explain: To be determined.	
For intersection improvements that require new signals where none currently exist, attach a warrant analysis approved by the MaineDOT. <u>We will not score the application if this requirement is not met.</u> This project will replace/modernize two aging existing traffic signal systems.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A
For intersections, please provide PM peak hour turning movement volumes that are no older than two years. Please attach.	
Turning movement counts will be determined at a later date. AADT values for the project area are as follows:	
Congress St, SW of Washington Ave:	9,550 ('13) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Cumberland Ave, SW of Washington Ave:	5,100 ('13)
Washington Ave, S of Cumberland Ave:	8,260 ('10)
Washington Ave, N of Cumberland Ave:	10,110 ('10) and 9,220 ('13)
For Road Rebuilds, what is the current Pavement Condition Rating (PCR) value? Value(s):	

Will the project change the road's horizontal or vertical alignment?  Yes  No  N/A  
 yes, please describe: Yes, the companion roadway rebuild project will realign the horizontal alignment by narrowing the roadway by 8'-10' to better match in with the rest of this part of Washington Ave (42'-44' wide). This will allow for the construction of ADA-compliant curb ramps at the two intersections and widen sidewalks to provide better pedestrian safety and accessibility. Narrowing the roadway to eliminate unnecessary width will reduce pavement life-cycle costs.

Are there any right-of-way impacts?  Yes  No  N/A  
 If yes, please identify them and explain the impacts:

Has this project been reviewed for potential environmental impacts?  Yes  No  N/A  
 If yes, please explain:

Will the project meet clear zone requirements?  Yes  No  N/A  
 If no, please explain:

Will the project require or result in, **design exceptions** (vertical and horizontal alignment, shoulder/lane widths, clear zones and/or others)?  Yes  No  N/A  
 If yes, please explain:

Will the project require historical and/or environmental review?  Yes  No  N/A  
 If yes, please explain:

For a Road Rebuild is a licensed and registered PE stamped document attached?  Yes  No  
 If no, please explain:

For roadway segments, please provide proposed roadway cross-section(s).  N/A

**Section 6 – Estimated Costs by Phase and Scheduling**

Phase	Estimate	Requested Delivery Year
<input type="checkbox"/> Preliminary Engineering	\$ 39,500	
<input type="checkbox"/> Right-of-Way	\$ 0	
<input type="checkbox"/> Construction	\$ 392,500	
<input type="checkbox"/> Construction Engineering	\$ (incl w const)	
<b>Total Estimated Cost</b>	<b>\$ 432,000</b>	

Source of the estimate and contact information: Jeremiah Bartlett, City Transportation Engineer, 207-874-8891

**Multi-year Project:** Is the request for only PE and RW in the first year (2019) of a multi-year project?  Yes  No  N/A  
 Please Explain:

## Section 7 – Destination Tomorrow Section

### 1. How is the project important to the region? Please list regional benefits of the project.

Relevant Policy: Policy 1: Regional Focus

– Prioritize a regional approach to transportation and land use planning and decision making founded on effective communication and management of regional resources in agreement with our other policies.

**Answer:** This section of Washington Av is the northerly gateway to the Portland peninsula and downtown from I-295 and a link connecting to the Eastern Prom, downtown and the waterfront connecting other Portland neighborhoods and northern suburbs to tens of thousands of jobs and residences. This project will improve the bicycle and pedestrian link of the new Washington Ave shared use pathway connecting Eastern Prom to the Bayside Trail and Back Cove as well as vehicular and transit efficiency along this corridor. This portion of Washington Avenue serves 3 METRO bus routes (7, 9A and 9B). It is a Minor Arterial and a Priority 3 Corridor. Washington Avenue is a major bicycle and pedestrian transportation route for accessing neighborhoods jobs, shops, services and schools, connecting the peninsula to the Back Cove Trail and the East Coast Greenway.

### 2. How would the project maintain or improve the existing transportation system? Please list infrastructure improvements and services the project proposes to accommodate all transportation modes.

Relevant Policy: Policy 2: Maintaining and Transforming the Transportation System

– Maintain and improve Mobility, Safety, and Accessibility of existing infrastructure while improving and completing infrastructure and services to accommodate non-motorized vehicular modes in the appropriate places.

**Answer:** This companion road rebuild project is proposed to reconstruct the roadway, separate sanitary and storm sewer, install underdrain, reset existing and install new granite curb, and reconstruct and widen sidewalks with ADA-compliant ramps. The gas main has been upgraded and the water district is planning to renew their system in this area. Rebuilding this section of roadway will improve travel for all modes of transportation including pedestrian, bicycle, transit, and personal and commercial vehicles. This project will modernize/replace the aging two aging traffic signal systems allowing better signal coordination between these closely spaced intersections within the project area. It will transform the roadway into a modern urban street to better serve all roadway users and businesses and residences.

### 3. How would the project enhance existing businesses, employment and economic development opportunities? Please list benefits to businesses and how the project furthers development opportunities with a mix of uses and connects jobs and housing by walking, biking or transit.

Relevant Policy: Policy 3: Economic Development

– Enhance regional prosperity through support for the economic vitality of existing business and for economic development opportunities that are efficiently located based on the availability of transportation in mixed use and compactly developed areas.

**Answer:** With a good and growing mix of residential, business, and commercial use, this area will benefit greatly from improved travel surfaces and updates to all modes of travel. With the addition of shared use lanes through pavement markings and signs and improved pedestrian access, residents will have greater, safer access between existing housing and businesses. Improved access may provide incentive to patronize local businesses and encourage increased activity within the community. Washington Avenue is a Neighborhood Main Street with many long-time established businesses and is seeing extensive redevelopment and infill development of underutilized or vacant parcels along its length.

4. How would the project improve the transportation-land-use connection? Please list benefits to (1) transportation choice (density), (2) accessibility in terms of ease of travel between points (distance), (3) variety of compatible uses and services made available (diversity); and (4) overall design. Design may include geometry, interconnections, access management, streetscape, and preservation of community character.

Relevant Policy: Policy 4: Transportation-Land Use Connection

– Strengthen the connection between land use, transportation and community livability in the planning process.

**Answer:** (1) Density: This project will encourage more foot and bicycle traffic in the area with safer facilities as well as access to existing transit services. Numerous properties are seeing redevelopment and infill development of underutilized or vacant parcels adding to job and residential density. (2) Distance: Ease of travel will be increased by designated shared bike facilities and improved ramps and sidewalks to provide a consistently safe direct route through the area. This section of Washington Avenue is the connecting roadway between two revitalizing neighborhoods: Munjoy Hill and East Bayside. (3) Diversity: The increased comfort provided by the upgrades will encourage exploration of the variety of activities within the area and connection beyond the immediate neighborhood. Many new retail and service businesses and residential mixed use properties are being redeveloped or constructed. (4) Overall Design: This project will improve the infrastructure that has begun to fail and re-establish some confidence in the safety of traveling on the roadway and sidewalks. Sidewalks will be widened to better serve pedestrian access to businesses and to create a more aesthetic and dynamic streetscape. Driveways will be reduced/reconfigured to create a better pedestrian experience.

5. How does the proposed project promote the use of energy efficient transportation and improve the human and natural environment? Please list benefits in terms of energy use, energy savings; and benefits to natural resources such as air, water, and land; and cultural benefits such as places preserved.

Relevant Policy: Policy 5: Environmental Quality and Energy Conservation

– Protect and improve the human and natural environments including natural and cultural resources, air and water quality, and prepare and be proactive for the *most likely* impacts of climate change. Make transportation improvements that use more energy efficient transportation options, low and non-polluting modes such as transit, and/or reduce harmful pollutants associated with transportation.

**Answer:** This and its companion roadway rebuild project strongly facilitates use of foot, bicycle, and transit modes along the corridor by improving the safety and accessibility of these travel modes. It also improves the efficiency of vehicles by providing a travel surface that does not cause delays and damage that would require additional fuel and repairs. This project will replace the traffic signals with more energy efficient traffic signal systems and allow better signal coordination between the two closely spaced intersections in the project area.

# PACTS

Portland Area Comprehensive Transportation System



## 2019 Road Rebuild and Intersection Application

### Section 1 – Project Overview

Set Aside Category: Intersection

Project Name: Congress Street Bus Priority Corridor, Phase II

### Section 2 – Project Location, Description and Justification

Municipality: Portland

Route Number/Street Name: Congress Street

Description of Project Location: Various Congress Street Corridor Locations, from Myrtle Street to State Street.

Federal Functional Classification: Minor Arterial

MaineDOT Corridor Priority: Priority 3

(<http://www.maine.gov/mdot/about/assets/search/>)

NHS:  Yes  No  
(PACTS staff to indicate)

AADT:  
8,000-12,750

LAP?:  Yes  No

Is the proposed project in an identified PACTS Congestion Management Process area? (see CMP map and descriptions):

Yes  No

If so, describe any congestion mitigation benefits of the proposed project:

A portion of the project limit falls within the CMP network (Congress from High to State Streets). The Congress Street Bus Corridor project was the result of recommendations from both the Peninsula Traffic and Peninsula Transit Studies, in 2004 and 2009 respectively, as a way to encourage transit use and reduce peak hour traffic volumes.

Please state the detailed purpose and need(s) and how the project will address those needs:

The Purpose of the project is to replace, modernize and coordinate the traffic signal system on Congress Street in Portland's Downtown as Phase II of the implementation of the Congress Street Bus Priority Corridor project to complement the hardscape, in-line bus stop, bus shelter and ADA accessibility modifications in Phase I.

The Need for the project includes:

- The aging traffic signal system currently in place causing increasing staff and maintenance costs/repairs
- Lack of traffic signal coordination as envisioned by the Regional Traffic Management System (RTMS) program
- Lack of capability for transit signal priority and emergency vehicle pre-emption with current equipment
- Lack of ADA-compliance of traffic and pedestrian signal systems and equipment
- Lack of transit priority and emergency pre-emption capabilities with the current equipment.

Although the portions of the Congress Street Bus Corridor Plan constructed in 2015 and to be completed in 2016 will accomplish some basic outcomes of the study process, such as conversion to in-line stops, there remain several barriers to accommodating riders with physical challenges as well as ensuring the reliable operations of bus service. The provision of Phase II funding will address this and provide a coherent pedestrian and bus environment in the core of the priority corridor.

Describe the proposed scope of work:

In 2013, the Final Plan was approved by the City Council, and a CIP account for \$330,000 was approved for FY14. Since that time, the City has worked with an engineering firm to prepare construction plans and specifications for the implementation of the Plan. Phase IA of the plan, which included taking signals at Congress at Casco and Brown out of regular operation, curb modifications to Congress at Two Monument Square, and shifting METRO operations to in-line, is now complete. Phase IB of the plan, which includes curb modifications and several shelters, will be completed in 2016.

Since the time of original approval and during the course of design, it became clear that achieving the full course of recommended changes in the Original Plan would require additional funding above and beyond the funding available in the FY14 CIP account.

Work has yet to be finalized for a shelter near City Hall, and traffic signals from High Street to Preble Street are in need of updating.

There is also a desire to provide additional ADA compliance in the core of the priority corridor from State Street to Myrtle Street, and the need to change curb ramps and redesign portions of sidewalk along Congress Street is significant.

Specifically, the additional funding would accomplish ADA needs and sidewalk modifications to the following areas not currently funded in the current plan:

Congress west of High: Provide a mast arm and directional signage to eliminate confusion entering the High Street intersection.

City Hall: Improve curb ramps to meet ADA compliance, finalize bus shelter requirements.

Miscellaneous: Signal adjustments, equipment modifications, and connections to provide for efficient traffic/bus flow.

### Section 3 – Municipal Contact Information

Please provide the following information about the sponsoring municipality (for joint applications, please attach additional contact information):

Municipality or municipalities if joint application: City of Portland		
Primary Contact: Katherine Earley, P.E.	Title: Engineering Services Manager/City Engineer	
Mailing Address: 55 Portland Street	City: Portland	Zip Code: 04101
Phone Number: 207-874-8830	E-mail Address: kas@portlandmaine.gov	

### Section 4 – Municipal Endorsement

Is this project endorsed?  Yes  No

Endorsement Type (examples: ACE Team, Bike and Pedestrian Committee, City Council, etc.): City Manager Approved (Master Plan approved by PACTS and City Council)

Date: 2016

### Section 5 – Project Application Details

Has this project been reviewed and submitted in conjunction with other projects in the area, either under design or construction?  Yes  No  N/A

If yes, please specify the projects:

Yes, this is the second phase of a larger project. Phase I is fully funded by the City of Portland.

Additional analysis to be provided by a MaineDOT Ancillary Structures survey, expected completion early 2017, and an anticipated PACTS funded Portland Signal Study, expected completion late 2017.

Is the proposed project part of a public-private partnership or eligible for multi-municipal bonus points?  Yes  No  N/A

If yes, please explain and attach the neighboring council resolution(s):

Multimodal aspects and safety for all users: Has this project been reviewed with an emphasis on pedestrian/bicycle accommodations, improvements or safety and/or transit use?  Yes  No  N/A

If yes, please explain:

The purpose of this project is to improve bus service, efficiency, accessibility, pedestrian safety, and ADA compliance throughout the Congress Street corridor between Myrtle and State Street, with an emphasis between Elm and High Street.

### Multimodal Components

Will the project include new (not rebuilt) sidewalks or include aspects that will improve bicycle access or safety?  Yes  No  N/A

If yes, please explain: The project will improve bicycle accessibility and mobility by replacement of outdated signal and signal detection with improved signal coordination that will improve bicyclist flow/reduce delay on Congress Street as well as bicycle detection that will reduce bicyclist delay

Will the project include a new or improved sidewalk AND is in a location within 1,000 feet of two of these five land uses: a store, a school, a church, ten or more housing units or a non-retail business?  Yes  No  N/A

If yes, please explain: The Congress Street Corridor readily meets all of these thresholds being within 1,000 feet of many stores, offices, schools, churches, housing units and businesses and this project proposes several locations for improved pedestrian infrastructure within the Corridor.

Does the project include pedestrian improvements such as the addition of a new or improved traffic signal with a pedestrian phase or construction of ADA ramps or a pedestrian refuge island?  Yes  No  N/A

If yes, please explain: Curb ramps at or near bus stops will be improved to comply with ADA standards at the following intersections – Congress at Park, Forest, Oak, Casco, Brown and Elm Streets. Traffic signal phasing will be upgraded to improve pedestrian flows on Congress Street. Many locations now are exclusive pedestrian phases and/or require pedestrian activation of pedestrian signals. These elements will be studied for modernization within the 2016-2017 PACTS UPWP/RTMS workplan.

Does the project for a location in a land development zone in which a local ordinance allows mixed-use development and shows promise for reduction in travel demand or is part of a Travel Demand Management (TDM) plan or project??  Yes  No  N/A

If yes, please explain: Congress Street is in Zone B3, where mixed-use development is allowed and encouraged. This project is part of the Transportation Master Plan approved by City Council, as the result of a PACTS UPWP study. Larger projects within the project area are required to develop TDM/trip reduction plans.

Is the project on an existing transit route?  Yes  No  N/A

If yes, please explain: Yes, the Congress Street corridor is a primary bus route in Portland. All 8 of the METRO bus routes traverse this portion of Congress Street, as do buses from South Portland Bus, BSOOB, and the Shuttlebus ZOOM service.

Is the project on a primary truck route?  Yes  No  N/A

If yes, please explain: The project is not on a primary truck route.

Does the project enhance direct freight access to abutting commercial or industrial properties?  Yes  No  N/A

If yes, please explain:

### Safety, Capacity and Other Improvements

Does the project address a MaineDOT high crash location or other safety concerns?  Yes  No  N/A

If yes, please explain: This project encompasses three areas with safety concerns: Congress at Avon St, Congress at Forest Ave and Congress St at Pearl St. The Avon Street intersection is currently being updated thru nearby development and is under construction. Forest Ave had left and right turn lanes added, approaching Congress Street, in 2013. This appears to have

reduced red-light running and angle collisions. Left turn lanes from Congress to Pearl Street were added in late 2013 and should be reducing rear end collisions on Congress Street. The recent safety improvements may not be fully reflected in the attached crash data (2012-2014). Numerous locations within the project area have also been subject to bicycle and pedestrian crashes with motor vehicles (see attached map).

MaineDOT node numbers: Element 3106842, Element 3129249 and Node 18813

Total Accidents: 8, 8, 14

Critical Rate Factor (CRF): 1.90, 2.52, 1.16

Percent of accidents with personal injury: 25%, 50%, 35.7%

Contact MaineDOT's Greg Costello at [greg.costello@maine.gov](mailto:greg.costello@maine.gov) or 624-3618 for assistance.

If applicable, for intersections, what is the current volume-to-capacity ratio and how will the project address this need?  N/A

Please explain:

For intersection improvements that require new signals where none currently exist, attach a warrant analysis approved by the MaineDOT. We will not score the application if this requirement is not met.  Yes  No  N/A

For intersections, please provide PM peak hour turning movement volumes that are no older than two years. See attached.  Yes  No  N/A

For Road Rebuilds, what is the current Pavement Condition Rating (PCR) value? Value(s): N/A

Will the project change the road's horizontal or vertical alignment?  Yes  No  N/A  
yes, please describe:

Are there any right-of-way impacts?  Yes  No  N/A  
If yes, please identify them and explain the impacts:

Has this project been reviewed for potential environmental impacts?  Yes  No  N/A  
If yes, please explain: The project area is within a locally designated historic district.

Will the project meet clear zone requirements?  Yes  No  N/A  
If no, please explain:

Will the project require or result in, **design exceptions** (vertical and horizontal alignment, shoulder/lane widths, clear zones and/or others)?  Yes  No  N/A  
If yes, please explain:

Will the project require historical and/or environmental review?  Yes  No  N/A  
If yes, please explain: The project area is within a locally designated historic district.

For a Road Rebuild is a licensed and registered PE stamped document attached?  Yes  No  
If no, please explain: N/A

or roadway segments, please provide proposed roadway cross-section(s).  N/A

## Section 6 – Estimated Costs by Phase and Scheduling

	Phase	Estimate	Requested Delivery Year
<input checked="" type="checkbox"/>	Preliminary Engineering	\$ 40,000	2019
<input type="checkbox"/>	Right-of-Way	\$ 0	
<input checked="" type="checkbox"/>	Construction	\$ 397,000	2019
<input type="checkbox"/>	Construction Engineering	\$ (incl in const)	
	<b>Total Estimated Cost</b>	<b>\$ 437,000</b>	2019

Source of the estimate and contact information: Jeremiah Bartlett, City Transportation Engineer, 207-874-8891

**Multi-year Project:** Is the request for only PE and RW in the first year (2019) of a multi-year project?

Please Explain: No. This is not envisioned to be a multi-year project; therefore all funds are being requested in 2019.

## Section 7 – Destination Tomorrow Section

**1. How is the project important to the region? Please list regional benefits of the project.**

Relevant Policy: Policy 1: Regional Focus

– Prioritize a regional approach to transportation and land use planning and decision making founded on effective communication and management of regional resources in agreement with our other policies.

**Answer:** The Congress Street Bus Priority Corridor project is one piece of a regional effort to encourage transit use in the greater Portland area. Nearby studies or initiatives such as the Portland North Small Starts Study, the Gorham East-West Corridor study, the Western Maine AMTRAK extension study and the now operational AMTRAK extension to Brunswick will rely on excellent transit service in Portland in order to be successful. Transit routes from all of the regional fixed route bus providers converge on Congress Street within the project area. The project will further enhance transit access within the region, contributing to desired vehicle trip and congestion reduction.

**2. How would the project maintain or improve the existing transportation system? Please list infrastructure improvements and services the project proposes to accommodate all transportation modes.**

Relevant Policy: Policy 2: Maintaining and Transforming the Transportation System

– Maintain and improve Mobility, Safety, and Accessibility of existing infrastructure while improving and completing infrastructure and services to accommodate non-motorized vehicular modes in the appropriate places.

**Answer:** This project will improve the overall experience for transit riders traveling to and from Congress Street, but also to the entire METRO system as almost all bus routes (from all regional fixed route providers) rely on Congress Street at some point. The addition of new bus shelters and ADA compliant ramps and sidewalks will improve accessibility for bus riders and Congress Street pedestrians. Traffic signal and signage improvements will make travel thru the corridor easier for buses, trucks, cars, bicycles and emergency services.

**3. How would the project enhance existing businesses, employment and economic development opportunities? Please list benefits to businesses and how the project furthers development opportunities with a mix of uses and connects jobs and housing by walking, biking or transit.**

Relevant Policy: Policy 3: Economic Development

Enhance regional prosperity through support for the economic vitality of existing business and for economic development opportunities that are efficiently located based on the availability of transportation in mixed use and compactly developed areas.

**Answer:** This project is part of a long standing desire by PACTS and the City of Portland to improve transit along the Congress

Street Corridor. A more efficient, accessible transit system will encourage increased ridership, which in turn decreases reliance on single occupancy vehicles. For Portland's peninsula, this could mean lower parking demand, increased foot traffic between bus stops, business growth in areas served by transit, better commuting options for workers that can't or choose not to drive, a growth in demand for urban living and creating a more desirable downtown atmosphere. 'Millennials' and retiring Baby Boomers are increasingly shedding motor vehicles or choosing not to own motor vehicles. A robust, modern transit system is essential to the region's competitiveness to attract and retain these key markets for transit use.

- 4. How would the project improve the transportation-land-use connection? Please list benefits to (1) transportation choice (density), (2) accessibility in terms of ease of travel between points (distance), (3) variety of compatible uses and services made available (diversity); and (4) overall design. Design may include geometry, interconnections, access management, streetscape, and preservation of community character.**

Relevant Policy: Policy 4: Transportation-Land Use Connection

– Strengthen the connection between land use, transportation and community livability in the planning process.

**Answer:** Portland's Congress Street runs thru the heart of the City, with lots of new and proposed development just a short walk away. The Phase II of this project is designed to build on the infrastructure improvements of Phase I and encourage denser land use. Primary reliance on single occupancy vehicles is not a sustainable mode of transportation nor is providing structured or surface parking the highest and best land use, given future growth of Portland's downtown. Therefore, improving the transit system in terms of both efficiency and accessibility will provide an easier and more reliable transportation choice for people who live, shop, recreate and/or work in Portland. The less reliance on motor vehicles, the less space required to store parked motor vehicles which enhances community character.

- 5. How does the proposed project promote the use of energy efficient transportation and improve the human and natural environment? Please list benefits in terms of energy use, energy savings; and benefits to natural resources such as air, water, and land; and cultural benefits such as places preserved.**

Relevant Policy: Policy 5: Environmental Quality and Energy Conservation

– Protect and improve the human and natural environments including natural and cultural resources, air and water quality, and prepare to be proactive for the *most likely* impacts of climate change. Make transportation improvements that use more energy efficient transportation options, low and non-polluting modes such as transit, and/or reduce harmful pollutants associated with transportation.

**Answer:** The energy, space requirements and time associated with moving (and storing via parking) 40 people by car versus 40 people riding a bus are significant. This project will foster use of the existing transit system by improving its efficiency. Modifying traffic signals along Congress Street to give transit priority will encourage less stopping and idling by busses and shorter travel time by riders, encouraging increased ridership. Additionally, METRO bus service has and continues to use alternative fuels to power its bus fleet, including electricity, natural gas and clean diesel. Increasing ridership will help encourage the further use of sustainable and renewable energy sources and lower emissions.