

D. Top Cost and Time Effective Regional Improvements

The regional projects identified here are those that were suggested to meet one or both of the following criteria by project proponents:

- *Perceived high relative cost-effectiveness* of the project (or 'bang for the buck' as it was often described) to improve safety and increase bicycling and walking
- *Strategic importance to the region* in increasing the amount of bicycling and walking, bicyclist and pedestrian safety, and/or multimodal transportation efficiency

The projects listed below are based upon the interviews with the municipalities, discussions at the monthly stakeholder meetings at PACTS, recommendations from bicycle and pedestrian planning studies, and a review of existing and envisioned bicycle and pedestrian facilities and programs in the region. Projects that are from completed planning studies have order of magnitude cost estimates.

The suggested list includes both regional initiatives as well as site and area-specific projects. These are shown (with reference numbers) on **Map D-1: Top Cost and Time Effective Regional Improvements**.

There are four suggested regional initiatives.

1. **Name: Regional Bicycle Route and Wayfinding/Destination Signage**
Brief Description: Identify quality, longer distance bicycle routes that link key destinations within the region that currently combine on-road bikeway facilities and/or pathways that would meet the needs of moderately skilled cyclists. Develop bicycle-specific wayfinding and destination signage. Potential pilot routes include 1) the Eastern Trail from Biddeford to Portland and 2) Portland to Freeport/Brunswick.
Purpose/Criteria Met: Low cost signage program *to potentially* increase bicycle tourism within the region.
Source: Plan Update project meetings with stakeholders.
Order of Magnitude Cost: Approximately \$1,000 to \$5,000 per mile for signage.

2. **Name: Regional 'Share the Road' Signage and Pavement Markings**
Brief Description: Systematic evaluation of high-priority areas to add 'Share the Road' signs on shared lane bikeways.
Purpose/Criteria Met: Increase bicyclist safety.
Source: Plan Update project meetings with stakeholders.
Order of Magnitude Cost: Approximately \$1,000 per mile (signage only) to \$9600 per mile (for signs and shared lane pavement markings).

3. **Name: Arterial Pedestrian Safety and Access to Transit**
Brief Description: Design and implement low to moderate cost street crossing improvements to enhance pedestrian safety and access to bus stops. Improvements strategies might include: curb extensions, pedestrian refuge islands/medians, enhanced crosswalk markings and lighting, accessible pedestrian signals, and signage.
Purpose/Criteria Met: Increase pedestrian safety and activity along transit routes; increase transit ridership.
Source: Plan Update project meetings with stakeholders; Portland Peninsula Transit Study (2009).
Order of Magnitude Cost: Not known.

4. **Name: Regional Bicycle-to-Transit Parking**

Brief Description: Add covered bicycle parking at park and ride facilities located along fixed route transit routes to extend the effective range of transit in the PACTS region. Potential locations (shown on Map D-1) include: 1) Route 1 Falmouth 2) West Falmouth Crossing 3) Prides Corner 4) Downtown Westbrook 5) Maine Turnpike Exit 36, Saco and 6) Biddeford Crossing.

Purpose/Criteria Met: Increase bicycling and multimodal efficiency.

Source: Plan Update project meetings with stakeholders.

Order of Magnitude Cost: Approximately \$5000 to \$10,000 per location.

There are ten suggested project-level initiatives.

5. **Name: Congress Street-High Street Intersection Reconfiguration**

Brief Description: Reconfigure intersection for improved pedestrian safety and access, enhanced streetscape aesthetics, and traffic operations.

Purpose/Criteria Met: Increase pedestrian safety and access along Congress Street.

Source: Portland Peninsula Transit Study (2009); Congress Street Traffic and Streetscape Study.

Order of Magnitude Cost: \$50,000 for pedestrian improvements; unknown for traffic signal improvements.

6. **Name: Libbytown/Portland Transportation Center Bicycle and Pedestrian Access to Oakdale/Deering Oaks Park**

Brief Description: Reconfigure roadways to create a bicycle-pedestrian connection across the Libbytown neighborhood to Deering Oaks Park/Oakdale neighborhood.

Purpose/Criteria Met: Increase bicycle and pedestrian safety and access and increase bicycling and walking.

Source: Connecting Libbytown Final Report (2009).

Order of Magnitude Cost: \$540,000.

7. **Name: Maine Mall Area/Payne Road Pedestrian Signals, Crosswalks, and Sidewalk Gaps**

Brief Description: Fill sidewalk gaps and provide crosswalks and pedestrian signalization at intersections area-wide.

Purpose/Criteria Met: Increase pedestrian safety and access at this large regional shopping and employment center, increase the amount of walking and increase access to transit to improve multimodal efficiency.

Source: Maine Mall Area Pedestrian Master Plan (2001).

Order of Magnitude Cost: Not known.

8. **Name: Route 1 Bicycle Access from Cash Corner to Oak Hill**

Brief Description: Re-striping, signing and reconfiguration of Route 1 from Cash Corner to Oak Hill to improve bicycle safety and access to regional connections, approximately 3 miles in South Portland and Scarborough.

Purpose/Criteria Met: Improve bicycle safety and access and increase the amount of bicycling.

Source: Windshield survey of Route 1 conditions/opportunities.

Order of Magnitude Cost: Approximately \$30,000 for striping, signs and pavement markings.

9. **Name: Biddeford-Saco Downtowns and Train Station Pedestrian Connection**

Brief Description: Create an enhanced, quality sidewalk or trail connection connecting these two downtown Main Streets and the Amtrak Train station. This

short section is part of the East Coast Greenway and Eastern Trail and would connect planned Saco River trails in each community. Improvements may include: widened sidewalk/trail, pedestrian lighting, street crossings, street trees and landscaping.

Purpose/Criteria Met: Increase pedestrian safety and access, increase the amount of walking and increase multimodal efficiency.

Source: Field observations.

Order of Magnitude Cost: Not known.

10. **Name: Route 1 Downtown to Funtown Pedestrian Access**

Brief Description: Extend sidewalks from downtown Saco to Route 1 commercial/recreation area and connection to Eastern Trail where it crosses Route 1 and to the north with planned sidewalk extensions from Scarborough.

Purpose/Criteria Met: Increase pedestrian safety and access and increase the amount of walking.

Source: Plan Update project meetings with stakeholders.

Order of Magnitude Cost: Not known.

11. **Name: Washington Avenue to Tukey's Bridge/Back Cove Trail/Bayside Trail Access**

Brief Description: Reconfigure roadway and I-295 ramp crossing to provide trail along Washington Avenue to connect to Tukey's Bridge/Back Cove Trail and to/from Bayside Trail.

Purpose/Criteria Met: Increase bicycle and pedestrian safety and access, and increase amount of bicycling and walking.

Source: Tukey's Bridge Access Study (2009).

Order of Magnitude Cost: Not known /not final.

12. **Name: Portland Peninsula ADA Access**

Brief Description: Increase pedestrian ADA accessibility along sidewalks and at intersections on the Portland peninsula.

Purpose/Criteria Met: Increase pedestrian safety and access and increase amount of walking.

Source: GPCOG Peninsula ADA Study (2008).

Order of Magnitude Cost: Not known.

13. **Name: Long Creek-Veterans Bridge-West Commercial Street Connection**

Brief Description: Link the Portland peninsula to the Maine Mall area with an off-road pathway system for cyclists and pedestrians. Major components include: bridge over Long Creek, bridge over I-295 ramp, redesigned Veterans Bridge (not included in cost estimate), and West Commercial Street Trail.

Purpose/Criteria Met: Increase regional bicycle and pedestrian safety and access and increase amount of bicycling and walking; of strategic importance.

Source: West End Trails Committee; Portland Trails; Bridging the Gap TIGER Funding Application, City of South Portland (2009)

Order of Magnitude Cost: \$8.34 million.

14. **Name: Freeport Village Center Connector Path (Phase I)**

Brief Description: Connect LL Bean Corporate headquarters to central Freeport village center with pathway along active rail corridor.

Purpose/Criteria Met: Increase bicycle and pedestrian safety and access and increase amount of bicycling and walking.

Source: Plan Update project meetings with stakeholders.

Order of Magnitude Cost: Not known.