

BATH ROAD PROJECT (Jordan Avenue to Medical Center Drive)

iii. Narrative

Overview

The Town of Brunswick, Maine and the Maine Department of Transportation (Maine DOT) are applying for a planning grant to conduct preliminary engineering for Complete Streets solutions to mitigate the harmful impacts of Bath Road (eligible facility) and several component roads, in the Cook's Corner neighborhood of Brunswick. The Cook's Corner neighborhood sits squarely in Brunswick's Opportunity Zone (23005011100), and for most of its history, been disadvantaged by transportation barriers. Maine DOT's letter of commitment can be found in Attachment A2.

Bath Road is considered both a Minor Arterial and Major Collector by the Maine DOT and is designed solely for people driving cars—it has virtually no safe places for people to walk, bike, or use mobility devices. Bath Road is a commercial corridor that serves residences, and has grocery stores, pharmacies, home improvement & goods stores, pet stores, restaurants, entertainment, banking, medical facilities, recreation & fitness, hotels and more. There is evidence that people are walking, biking, and using other mobility devices to reach these resources and six recent planning and community engagement efforts show that Bath Road is a barrier to community connectivity. As a result, people can be seen in traffic and crossing traffic to reach their homes, places of employment, or shopping, on a daily basis (Attachment A3).

This grant will allow Brunswick and the Maine DOT to conduct the preliminary design and engineering recommended in the various planning and community engagement efforts to implement Complete Streets solutions on Bath Road and its component roads.

Brunswick is a centrally located hub of activity for business and commerce. The Town is served by Amtrak's Downeaster train, Greater Portland Metro, Western Maine Transportation Services, and Brunswick's Executive Airport. Brunswick is a thirty-minute drive from Maine's two largest cities, Portland and Lewiston, and the State Capital, Augusta. Brunswick was once the home of the Brunswick Naval Air Station (BNAS); the BNAS was closed in 2011 through the Base Realignment and Closure Act (BRAC). Brunswick's largest employers include Bowdoin College, Midcoast Hospital, Bath Iron Works, and L.L.Bean. Home to nearly 22,000 people from all walks of life, our famous residents include Joshua Chamberlain, Nathaniel Hawthorne, Henry Wadsworth Longfellow, and Harriet Beecher Stowe.

Colloquially Brunswick is divided into two regions: east and west. The west side of Brunswick contains the original downtown commercial & residential districts, Cabot Mill, and Bowdoin College. The east side of Brunswick has, for most of its history, been rural in character—with one five-point intersection, which includes Bath Road, forming the neighborhood identified above called Cook's Corner.

Bath Road was originally built in 1805 as a toll turnpike to Bath, Maine. In 1805, Cook's Corner was populated with rural farms and small commercial operations. Today's traffic conflicts are baked into the history of the road and neighborhood—from the very start, Bath Road was meant to be a throughfare for traffic while Cook's Corner has always been a destination – a place for people to live, work, shop, and visit. From the perspective of people living in Cook's Corner, the conflicting goals of moving traffic quickly, or serving as a neighborhood and destination have intensified over time.

In addition to Bath Road, the Cook's Corner neighborhood is disconnected by three other facilities. First, by the K&P railroad constructed in 1849, then by the Brunswick Naval Air Station constructed in 1943, and then by the construction of the Route 1 highway in 1963. These

transportation facilities create barriers in Cook's Corner for the people living there, especially people who can't drive. Of these facilities, Bath Road is the one that can be mitigated.

The number of people experiencing these barriers is growing. After the closure of the BNAS, a revitalization effort to bring the abandoned base into productive use began. A rebranding of the base into Brunswick Landing has proved successful and has resulted in a significant increase of location efficient housing, recreation, places of employment, and commercial venues. Since 2020, 518 homes have been approved to be built at Brunswick Landing. Brunswick Landing is also home to Brunswick's immigrants and refugee population, who in a recent community survey stated that they don't own a car, have trouble with the public transportation system, and that it's too expensive. In addition, a center with the capacity to serve 64 community members who need emergency housing was approved by the Planning Board in 2022 and is in final design development. These new homes and service centers are within walking distance of shopping, jobs, and recreation. Many of these facilities are on Bath Road and its component roads, where there are no Complete Streets facilities.

The population burdened with these transportation barriers face other challenges due to systemic inequities. In addition to being in an Opportunity Zone (Attachment A4), the Federal Highway Administration's (FHWA) Screening Tool for Equity Analysis of Projects (Attachment A5), shows that 5,857 people live within a half mile of our eligible facility and 66% are in the labor force. Further, 10% don't own a car, 45% have one car, 17% are living with a disability, 13% don't have a computer, 19% don't have an internet connection.

Education levels in Cook's Corner are lower than the county average. According to the U.S. Census Bureau, 48% of residents in Cumberland County (where Brunswick is located) have at least a bachelor's degree. In Cook's Corner only 34% of residents have that level of education. Cook's Corner is more racially diverse than Maine—88% identify as white, 2% identify as Black, 4% identify as Asian, and 6% identify as two or more races. Critically, 81% of people living in the project scope area live at or below the poverty line. The rising cost of living and housing crisis is hitting Brunswick hard so providing low-cost and low-carbon ways to get around is imperative.

Making Bath Road safe for all its users is a priority for the community, the Town of Brunswick and the Maine DOT. This is why the Town embarked on a year's long revitalization planning process for the Cook's Corner neighborhood, and produced the Cook's Corner Revitalization Plan, a master plan that contains specific improvements for transportation and connectivity (Attachment B). Crash data for Bath Road shows that from 2012-2022, 1,137 crashes have occurred along the project scope. This is 18% of the total crashes in Brunswick in that period. With many people forced into the vehicle travel lanes because Bath Road lacks Complete Streets facilities, there is an urgent need to upgrade the facility to prevent serious or fatal crashes.

The Brunswick Town Council agrees. In May 2022, the Brunswick Town Council adopted the Cook's Corner Revitalization Plan. Five of the seven goals specific to transportation and connectivity are about implementing Complete Streets treatments in this neighborhood. Included with the Budget Narrative is a resolution adopted by our Town Council in support of this grant application (Attachment C).

Location & Map

Our eligible facility is Bath Road from Jordan Avenue to Medical Center Drive (Segments A & B). To effectively reconnect the community north, south, east, and west of Bath Road, this project has four primary component roads and four secondary component roads. To mitigate the impacts of Bath Road, we must treat multiple facilities as a single facility because there is a clear spatial relationship between the adjacent components. These facilities, in close proximity,

collectively create a barrier to connectivity. Our component roads are the main routes to and around Bath Road from the surrounding neighborhoods, and they, like Bath Road, are incomplete streets. From an equity and justice perspective, closing the gaps in the immediate network on and around Bath Road, is the best way to show the community that they matter. We recognize that when a sidewalk abruptly ends, the people using that sidewalk don't disappear, that they must work around those unsafe conditions.

The primary component roads that need Complete Streets treatments in addition to Bath Road include:

- Jordan Avenue from Bath Road to Lori Drive (Segment J)
- Gurnet Road from Bath Road to Perryman Drive (Segment I)
- Thomas Point Road from Bath Road to Perryman Drive (Segment D)
- Old Bath Road from Bath Road to Maplewood Avenue (Segment C)

Our project also includes four secondary component roads. These roads present an important opportunity to close gaps in the Complete Streets network and provide safe and convenient connections to Bath Road. The secondary components are:

- Perryman Drive extension to Thomas Point Road. (Segment E)
- Stephen Drive from Gurnet Road to Thomas Point Road (Segment H)
- Cook's Corner Mall perimeter driveway (Segment G)
- Allagash Drive from Bath Road to Admiral Fitch Avenue (Segment F)

Detailed Scope & Map

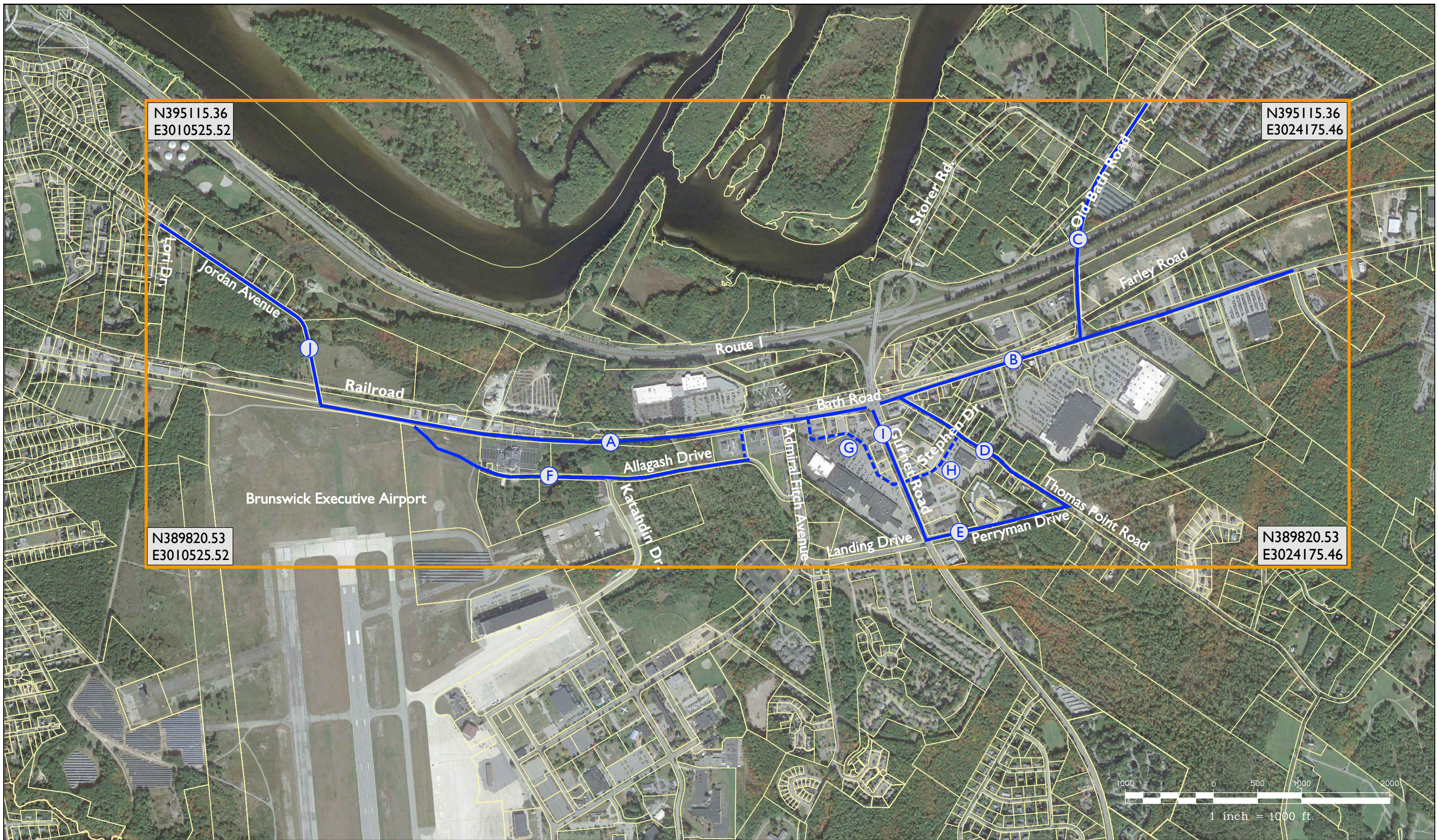
A detailed summary and map of the preliminary engineering work that would be conducted for Bath Road and its component roads are below. The preliminary engineering would prioritize the highest quality Complete Streets facility for each location. Multi-use paths, and esplanade sidewalks will be prioritized over less safe options like painted, unprotected bike lanes or sidewalks. Opportunities to connect with off-road routes, such as Allagash Drive, a designated pedestrian and bicycle-only route will be prioritized as well. Additionally, winter conditions will be designed for, so that the facilities can function year-round.

Segment A (Bath Road from Jordan Avenue to Gurnet Road). Upgrade to Complete Streets standards, with attention to the north side of Bath Road, as there are no alternative routes for people not driving cars. Provide accessibility to the businesses fronting on Bath Road (e.g. Shaw's Grocery, CVS Pharmacy, Five County Federal Credit Union). Provide new Complete Streets to Merrymeeting mobile home community, which has no alternatives to driving.

Segment B (Bath Road from Thomas Point Road to Medical Center Drive). Upgrade to Complete Streets standards with attention to the north side of Bath Road as there are virtually no alternative routes for people not driving. Provide accessibility to the businesses fronting on Bath Road (e.g. Convenient MD Urgent Care). On the south side of Bath Road, provide a pedestrian connection across the back of the Cumberland Farms site to Gurnet Road.

Segment C (Old Bath Road to Maplewood Avenue). Upgrade to Complete Streets standards to connect Maplewood Manor mobile home community to Bath Road.

Segment D (Thomas Point Road from Bath Road to Perryman Drive). Upgrade to Complete Streets standards, including a connection to the emergency housing development planned for 107



Rev.	Date	Revision

Design: WCH	Date: SEP. 2022
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Drawing Name:	Eligible Facility Plan
Project:	Reconnecting Communities Pilot U.S. Department of Transportation

Figure No.
1

Thomas Point Road.

Segment E (Perryman Drive). Perryman Drive (presently a dead-end street) is home to Perryman Village Family Housing, a low-income neighborhood managed by the Brunswick Housing Authority. The Town is planning to upgrade and extend Perryman Drive to Thomas Point Road. It will have an eight-foot separated multi-modal path on the north side and bike lanes on both the north and south sides of the street. Perryman Drive will be a model Complete Street for Brunswick.

Segment F (Allagash Drive). Extend the Allagash Drive multi-use path from Martin's Point medical center to Admiral Fitch Drive. This provides an alternative to Bath Road for pedestrians and bicyclists and is a primary route to and from west Brunswick. This path is currently in design.

Segment G (Cook's Corner Shopping mall area). Develop safe bicycle and pedestrian routing through the mall that connects to Bath Road and the signalized intersection on Gurnet Road.

Segment H (Stephen Drive). Develop safe and attractive bike/ped connection from the signalized intersection on Gurnet Road to Thomas Point Road.

Segment I (Gurnet Road from Bath Road to Perryman Drive). Add sidewalks and a signalized pedestrian crossing along Gurnet Road to provide safe pedestrian access to businesses.

The scope of work will be conducted by consulting engineers with experience in implementing federal grants and meeting federal requirements. The Town of Brunswick has experience in implementing direct and pass-through Federal grants, and hiring and managing engineering and planning consultants. This work will be led by the Brunswick Economic Development Director.

Additional Location Information

To the north of the Cook's Corner community is the Androscoggin River, which has always been an environmental burden for the Town. This river was heavily polluted by textile and paper mills—so much so, that it helped inspire the Clean Water Act. Due to the presence of PCBs, Dioxins, and DDT, the Maine Department of Health and Human Services recommends that people consume no more than 6-12 fish meals per year of any species from the river.

To the west of Cook's Corner is the former Brunswick Naval Air Base, now Brunswick Landing—a BRAC and Superfund site. This facility sharply divides east and west Brunswick. For decades, the Navy sprayed, spilled, and disposed of toxic chemicals and waste in the area. Much clean-up has occurred, however new threats such as PFAS contamination are emerging.

The additional man-made barriers in Cook's Corner are problems exacerbated by their redundancy. Bath Road is one of three east-west transportation facilities cutting through the Cook's Corner neighborhood, and it is the only one that can be mitigated. All of these facilities are continuous—there are very few breaks in them for safe crossing. The other two facilities include: the railroad, which operates only on occasion, and is directly north of Bath Road, and the Route 1 limited access highway, which is directly north of the railroad.

Bath Road used to *be* Route 1, but in 1963 Maine DOT built a four lane, limited access highway approximately 1,000 feet north of Bath Road. An on/off ramp was built to bring traffic into the heart of the Cook's Corner neighborhood, resulting in seven lanes of traffic in all directions there. Exasperating disconnection, there's only one way for people to cross highway Route 1, and that is Old Bath Road, located in the far east of Cook's Corner. The next closest crossing of Route 1 is three miles to the west. The Old Bath Road crossing of Route 1 is a bridge that contains no bicycle or pedestrian facilities, even though it is the only way in or out of two of Brunswick's low-income neighborhoods: Maplewood Manor and Bay Bridge Estates.

Within these geographic barriers, people navigating Cook's Corner without a car are constrained by the infrastructure of car-centric, land use. The land abutting Bath Road is predominantly zoned as Growth Mixed-Use. Poor land-use designs have left us with big box stores and strip malls surrounded by large parking lots. Visitors to Cook's Corner commonly see multiple privately owned parking lots melding to create chaotic spaces without definition, increasing the danger both for people not using cars, and for people using cars.

Merit Criteria #1: Equity, Environmental Justice, and Community Engagement

This project supports equity and environmental justice because over the past two years there has been six robust community engagement opportunities with the goal of revitalizing the neighborhood. Time and time again, people say they want safe places to walk and bike on Bath Road and its component roads. The results of the efforts point to the need for low-cost transportation options that include walking and biking on Bath Road and abutting roads, not only to serve people now but to help open-up the opportunity for better transit service in the future.

Analysis of the community engagement findings and research and of the FHWA's Screening Tool for Equity Analysis of Projects, shows that the proposed solution will equitably distribute benefits and mitigate the impacts of Bath Road in the community. Areas of concentrated poverty are all within a half mile (~15 minute walk) of the eligible facility, and because the project scope covers the section of Bath Road where the community lives, works, and plays, the majority of residents in Cook's Corner will experience a better quality of life from this project.

While we **do not have a formalized Title VI Community Participation Plan**, we believe that the community engagement we conducted would meet the criteria. We are prepared to create a Community Participation Plan if awarded and conduct additional community engagement in order to have a complete Plan. If awarded, we will complete the requirements on the date negotiated in the grant agreement.

Our community engagement opportunities gave residents of Cook's Corner space to communicate their everyday struggles living in Cook's Corner. Specifically, the six community engagement opportunities came from our:

- Cook's Corner Revitalization Plan planning process
- Community Needs Assessment for asylum seekers
- Bicycle and Pedestrian Advisory Committee Master Plan planning process
- Bicycle and Pedestrian Advisory Committee bike audit
- Brunswick Transit Study
- Pedestrian Safety Action Plan planning process

Cook's Corner Revitalization Plan (CCRP) Planning Process (Ongoing)

Brunswick's newly adopted Cook's Corner Revitalization Plan (Attachment B) is the outcome of a year-long community visioning process to imagine the future of the Cook's Corner

neighborhood. This plan is the primary guiding document for public and private development in the neighborhood. This work occurred during the pandemic. As a result, the community engagement was a combination of remote and in-person activities.

The data gathered from the community formed the vision for the Cook's Corner Revitalization Master Plan. As a result, five out of the seven transportation specific goals in the Plan direct the Town to implement low-cost and low-carbon transportation options. The Town facilitated the following engagement opportunities:

- Advisory Committee—A group of public sector officials and community members was established to hold public meetings and guide the planning process. This group remains intact and continues to advise the Town on the implementation of the plan. They support this grant application.
- One-on-One Interviews—In person and remote interviews were held with community stakeholders to gather in-depth information on the overall outlook for the Town and region.
- Public Forum—A public meeting was held digitally (to accommodate health protocols for COVID-19) to present initial findings and listen to the input of community members.
- Digital Engagement—A website was set up at CooksCornerRevitalizationPlan.com at the outset of the project. The website provided background on the project as well as interactive activities for the public like a consumer survey, design preference survey, and an open-ended “Share an Idea” page.
- Surveys—A Consumer Preference Survey was accessible via the public-facing website. The survey received 897 responses, and when it came to desired amenities, places to walk was the highest scoring option. A Design Preference Survey gauged people's reactions to different design elements. Safe walking and biking facilities scored high in this survey.

Community Needs Assessment Summer (2022)

In partnership with Brunswick's new Welcome Center, the Immigrant Resources Center of Maine, and Bowdoin College, the Town conducted a needs assessment to determine the barriers that new immigrants are facing when they come to Cook's Corner. Transportation was high on the list of barriers as many new immigrants do not have a car or a driver's license. Survey respondents reported that the area's public transportation systems are expensive and confusing (Attachment D).

Bicycle and Pedestrian Advisory Committee Master Plan planning process (2020)

The Town of Brunswick adopted the Bicycle and Pedestrian Master Plan in 2020. The plan is informed by four public stakeholder meetings, where residents were able to take a survey and map areas that need improvement. The survey results show that our eligible facility ranked as a high priority for improvement. Bath Road was the number two most important route for utility riding, and the number two most desired bicycle route. For people walking, Bath Road was the number one most desired route. The results can be found in Attachment E.

Brunswick Bicycle Pedestrian Advisory Committee (BBPAC) Bike Audit (2022)

On July 7, 2022, the Brunswick Bicycle Pedestrian Advisory Committee conducted a 12-mile bike audit. This was an opportunity for community members to take town staff on a bike ride

through Cook’s Corner. The route took us on and around Bath Road, navigating from different residential areas to the job, medical, and commercial areas. This experience informed the final scope of this project and was approved by the BBPAC on September 22, 2022. Video footage of the audit is available by request.

Brunswick Transit Study (2021)

In 2020/2021, the Town conducted an in-depth Transit Study (Attachment F). The project team included Town staff, Maine DOT, Western Maine Transportation Services, consultants, and stakeholders including the Brunswick Landing New Mainers Group for immigrants, business leaders, and representatives from educational institutions, health care facilities, and connecting transit services. The project team worked with the community to identify goals and guiding principles.

The responses indicated the need for frequent service on Bath Road, and shorter headways, but because there are no pedestrian facilities on Bath Road and the component roads, this goal is out of reach. This grant will increase the number of potential locations for bus stops on the Bath Road corridor and component roads.

Pedestrian Safety Action Plan (2021)

In partnership with the Bicycle Coalition of Maine and the Maine DOT, the Town conducted outreach to inform the Town’s Pedestrian Safety Action Plan (Attachment G). This plan is informed by surveys collected at two public forum events, and comments collected during an online public comment period. The community identified Cook’s Corner as the second highest priority area for pedestrian improvements. The Jordan Avenue and Bath Road intersection ranked fourth.

Merit Criteria # 2: Mobility & Community Connectivity

Bath Road presents a **significant barrier for people not using cars to access, mobility and economic development and is poorly suited to the community.** To mitigate the barrier that Bath Road presents, Brunswick is applying for a planning grant to install high quality bicycle and pedestrian infrastructure to help people move freely and safely. Furthermore, these facilities should work for people year-round—too often Maine’s Complete Streets facilities fail users in the wintertime when snow and ice squeeze users off the safe facility and into the way of automobiles. This planning grant will allow us to engineer facilities that can be kept safe and open in the winter.

Existing feasibility studies provide the basis for further planning on how to mitigate Bath Road and its component roads. The Cook’s Corner Revitalization Plan included planning of potential corridors for people not using cars. The Reconnecting Communities grant would allow us to take the next step and conduct preliminary engineering for those corridors.

Providing **new and improved affordable transportation options** by increasing safe places for people to walk and bike in the eligible facility is critical for reducing the cost of living in Brunswick and reducing our carbon footprint. Our town is experiencing an affordability crisis. The average sale price for single family home is \$400,000, an increase of 2.6% from 2021. Displacement is on the rise as people compete over Brunswick’s limited housing stock. According to the Bureau of Transportation Statistics, owning a vehicle can cost over \$10,000 per 15,000 miles driven. That cost is contributing to homeownership being out of reach for people in Brunswick, and by giving people safe alternatives to driving, we can reduce the overall cost of living. Further, our Town Council adopted a Climate Resolution in 2019 (Attachment H) but our transportation habits are stuck in the past. People in Brunswick want alternatives to driving, and with this grant we can

reduce our transportation carbon footprint.

This project will be seamlessly integrated into the surrounding community. The project scope is located outside any mapped 100- or 500-year floodplains and the work will be conducted in accordance with The Federal Flood Risk Management Standard as outlined in Section 1 of Executive Order 13690 and Executive Order 14030. In addition, the work will comply with the guidelines for floodplain management as outlined in Executive Order 11988.

Replacement or significant reconstruction of the eligible facility is not anticipated within a 20-year period, therefore mitigating the impacts of the facility with Complete Streets treatments is a permanent solution to connectivity.

Merit Criteria #3: Community-based Stewardship, Management, and Partnerships

Our community-centered approach that redresses inequities, has been manifold and ongoing. We have an established representative community advisory group that meets regularly, formal partnerships, and support from organizations and committees that have geographic ties to the project area.

Our community-centered approach has led to many **formal and informal partnerships**. For the purposes of this grant, the Maine DOT is a key partner because Bath Road is a state-owned road. A description of their support, substantiated with a 50% share of the non-federal match, can be found in their letter of commitment (Attachment A2).

Other partners have contributed their time to the effort. Many partners also have a budget that will support the work of this grant such as:

- Midcoast Regional Redevelopment Authority (MRRA): In addition to donating time for project development, they have allocated \$1.4 million for bicycle and pedestrian improvements on Brunswick Landing.
- Martin's Point Health Care Center: Contributed \$50,000 to the Allagash Drive multi-modal path extension.
- Bowdoin College: Approximately \$30,000 in contributions, plus land easements for design and planning for a west side access to make the Allagash Drive multi-modal path permanently closed to public automobile traffic.

The Cook's Corner Revitalization Advisory Committee is a representative group that oversees implementation of the Cook's Corner Revitalization Plan. The Committee is composed of public and private sector stakeholders who have an interest in Cook's Corner. The Advisory Committee includes:

The Maine DOT, Brunswick Bicycle and Pedestrian Advisory Committee, Western Maine Transportation Services, Midcoast-Parkview Health, Brunswick Housing Authority, Brunswick Development Corporation, Midcoast Regional Redevelopment Authority, WS Development, Katz Realty, ReMAX, Bar Harbor Bank, Priority Realty Group, Brunswick Planning Board, Brunswick Town Councilors, and area property owners.

This group holds regular meetings to work on implementing the Cook's Corner Revitalization Plan. The project scope for this grant was based on the direction of the Cook's Corner Revitalization Plan Advisory Committee, and informed by public outreach.

#4 Equitable Development and Shared Prosperity

The Town is currently updating its Comprehensive Plan. This new plan will have an overarching climate and equity lens. To implement the climate goals of the Comprehensive Plan, the Town is working with the State of Maine’s Governor’s Office of Innovation and Policy to conduct a greenhouse gas inventory. For transportation, the Comprehensive Plan will guide Brunswick to include a balance of transportation choices, with an emphasis on walking, biking, and using transit because those are cost effective and equitable ways to reduce climate emissions.

Brunswick is proactive in community restoration, stabilization, and anti-displacement. In the summer of 2022, to address rising housing prices and low supply, the Town Council passed a moratorium to require that all new housing developments over 30 units provide 15% of the units at or below 100% of the area median income (AMI). A housing committee was formed to look at local policy and programs to diversify our housing stock and increase affordability.

Additionally, since 2019, the Town has provided support to a growing population of asylum seekers who have located in on and around the project scope. Assistance has included rent, food, prescriptions, household supplies, baby supplies and in some cases fuel and electric.

Creative Placemaking is integral to the revitalization of Cook’s Corner. Brunswick Public Art (BPA) enlivens public spaces by placing art in locations where people live, work and play and has been a community partner in the Cook’s Corner Revitalization effort. With a goal of strengthening the local community, artworks are all designed and planned with broad community involvement. Brunswick Public Art is an all-volunteer, public-purpose Maine nonprofit.

The Brunswick Recreation Department is located on Brunswick Landing and is currently redeveloping a Superfund site as a recreation complex for persons of all ages and abilities. There will be a skatepark and the Town has begun planning with the community on art for the skatepark.

For 27 years, The Brunswick Development Corporation (BDC) has been supporting local inclusive economic development. The BDC is a non-profit whose mission it is to “promote social welfare for the well-being of the community, promote social welfare by eliminating prejudice and discrimination in an economic context, and combat community deterioration through economic development”. The BDC gives grants and loans to local entrepreneurs in the Cook’s Corner neighborhood and has been a partner in the Cook’s Corner Revitalization Planning process.

Conclusion

Brunswick is a strong candidate for Reconnecting Communities funding, and we are excited about this opportunity to respond to our community engagement efforts with action. The Cook’s Corner community has collaborated on plans to improve their neighborhood and they consistently, ask for safe places to walk, bike, and use other mobility devices.

Cook’s Corner is a growing community in an Opportunity Zone and a BRAC Superfund site. It faces significant barriers to connectivity and affordability due to past transportation infrastructure choices. With this grant, we can finally mitigate the barriers that divide our community and inequitably affect Cook’s Corner residents. Complete Streets treatments are desperately needed in Cook’s Corner, and the Town, Maine DOT, and the community is ready to take our existing plans to the next stage with preliminary engineering.

Thank you for considering our application.