

**Safety Impact (Selection Criteria #1)**

43 fatalities occurred in the relevant jurisdiction between 2017 and 2021, with an Average Annual Fatality Rate of 22.82 per 100,000.<sup>1</sup>

**Equity (Selection Criteria #2)**

Roughly 5.4% of the jurisdiction’s population resides in an Underserved Community Census Tract per the Climate and Economic Justice Screening Tool.<sup>2</sup>

**Additional Safety Context (Selection Criteria #3)**

The Greater Portland Council of Governments (GPCOG) will soon complete a Vision Zero Action Plan for 12 rural and island communities in its service area; this follows a separate Vision Zero initiative adopted by the region’s urban communities. The rural-focused Plan identifies 24 critical safety corridors and 15 critical safety intersections based on four factors: high injury, high risk, community concern, and equity. GPCOG seeks funding to install and study three demonstration projects across three communities that participated in the rural Plan: Gray, Sebago, and Casco.

During public engagement activities for the ongoing Plan, residents expressed concern that their communities’ roads are designed primarily for vehicle traffic rather than for the people living there. As one survey respondent shared, “it would be amazing to be able to park in Gray and walk from place to place to do errands, rather than drive 100 feet here and there from store to store because of the lack of sidewalks and the craziness of the intersections!”

Working with a consultant and drawing from the work of the ongoing Plan and other local studies, GPCOG will implement low-cost demonstration projects to test potential safety improvements in real-world conditions. These will include temporary traffic calming measures such as enhanced visibility crossings, speed humps, intersection bulb outs, and median refuge islands; installations will last approximately 4 months. Successes and lessons learned from each intervention will inform potential implementation across remaining rural GPCOG communities: the project team will study pre vs. post-installation crash data and also survey public opinion regarding the installations.

By focusing on practical, community-supported interventions, GPCOG will facilitate safer, more accessible streets in the three demonstration areas, with the goal of replicating successes across the entire region.

Gray (population 8,284): The proposed project will occur in Gray Village, where Routes 26, 202, and 115 converge. This main intersection, and each Route running through Gray Village, are identified in our Vision Zero plan as critical safety locations. This project will build upon several local initiatives, including the Town’s existing [Bicycle and Pedestrian Plan](#), [Complete Streets Policy](#), and the ongoing [Gray Village Transformation Project](#). Anticipated demonstration

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<sup>1,2</sup> Please note that the Greater Portland Council of Governments (GPCOG) is a regional planning organization representing 25 municipalities. The Vision Zero Action Plan which this grant initiative will inform only includes the 12 rural and island communities in GPCOG’s membership. As such, the fatality rate and underserved community percentage were calculated based on those 12 communities’ Census Tracts.

## Project Narrative: GPCOG Safe Streets Demonstration Projects for Rural Communities

installations include gateway treatments, intersection bump outs, curb extensions, eliminating a slip lane, and crosswalk improvements within the central Village.

Sebago (population 2,003): The proposed project will address two critical safety intersections and one critical safety corridor in close proximity, allowing for an integrated approach. The key areas include the intersection of Routes 114 and 11 in East Sebago Village, the intersection of Route 107 and Long Hill Road at Mac’s Corner, and the approximately 2-mile segment of Route 11 that connects these two intersections. This corridor links important parts of Sebago and presents an opportunity to implement cohesive safety enhancements that will benefit East Sebago Village and Mac’s Corner. Anticipated demonstration installations include gateway treatments, intersection reconfiguration, traffic-calming elements, tightened turn radii, new crosswalks, protected sidewalks, center medians, and two-way to four-way stop conversion.

Casco (population 3,657): The proposed project focuses on three key safety areas in close proximity: the critical safety intersection at Routes 11 and 136 (Pike’s Corner), the community-identified problematic intersection at Routes 11 and 85 (Webb’s Mills), and the segment of Route 11 connecting these two intersections which is a critical safety corridor. This project will be informed by the Town’s recent [Comprehensive Plan](#) and newly established [Vision Zero Ad Hoc Committee](#). Anticipated demonstration installations include new crosswalks, curb extensions, lane delineators, and a two-way to four-way stop conversion.

### Schedule

GPCOG anticipates a 24-month project timeline, aiming to collect baseline data, complete NEPA permitting, install, study and remove each demonstration project within a one year period. The project team will then analyze all information collected, complete a final report detailing all data and lessons learned, and update the Action Plan accordingly.

Town	Planning & Permitting	Installation	De-installation	Project Completion
Gray	January – May (2025)	Late May	Early November	December (2026)
Sebago	January – May (2025)	Late May	Early November	December (2026)
Casco	January – May (2025)	Late May	Early November	December (2026)

### Data and Additional Action Plan Development

Each demonstration project will be installed for approximately five months (June through October). Crash data from the period before demonstration project installation will be compared with crash data collected while they are installed and afterward. GPCOG will also collect direct resident feedback via community survey. Additional data collection methods *may* be utilized including intercept surveys and MioVision camera placements as team capacity and resources allow. Data and takeaways from the demonstration projects will be added to GPCOG’s existing [Vision Zero website](#) as follow-up addendums to the rural Action Plan.

### Cost (Additional Considered Selection Criteria)

The entire project cost as proposed is \$125,000. This includes \$100,000 in Safe Streets for All funding and \$25,000 in matching funds.