
St John St

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To: Helen Donaldson <hcd@portlandmaine.gov>
Cc: Bruce Hyman <bhyman@portlandmaine.gov>

Fri, Aug 16, 2019 at 10:53 AM

Nell,

All 4 options we discussed are attached. The breakdown:

- General: Any option pursued would need additional design tweaks; I'd want to work with Jeremiah on specific elements and I'd want to make sure all dimensions are ideal. All of these sketches are for discussion purposes only.

- General: The NB approach appears to use roadway width inefficiently. There is no need for the centerline to not be parallel with the western curb line (assuming the bike lane remains throughout), because there is no parking on this side of the street. The gradual taper of the centerline and the gradual taper of the NB approach costs the bulk of the parking spaces south of the intersection. Remediating this appears to be a simple fix, and saves about 4 parking spaces

- General: I use approximations for parking space retention because it all depends on vehicle size/parking efficiency. It appears to me that approximately 12 spaces are being lost due to the turn lane design; 7 on the south side, 5 on the north side.

- General: Assuming you'll be viewing these on a screen with Jon, I'd recommend turning off the background design for more clarity. You can do that by opening the layer manager in Adobe and turning off the layer "Sketch - Background". This will show you the linework and notes without any noise.

- Option 1: Shortening tapers saves about 4 spaces on the south side (see general note above) and one space on the north side. This does not affect the storage length for vehicles or the traffic analysis.

- Option 2: Shortening tapers and turn lanes: Saves one additional space compared to Option 1 on both sides of the intersection (7 spaces retained in total). This is also the sheet where I show a driveway being narrowed on the north side to gain an additional space; this could be applied to options 1 and 3 as well, as this space would be net new and not an existing space being removed.

Option 3: Removal of SB left-turn lane allows the retention of all 5 spaces on the north side of D Street. 5 spaces retained on the south side, so 10 out of 12 spaces retained in total. (This is my favorite option; provides a workable compromise).

Option 4: Removal of bicycle lanes in the vicinity of the intersection allows for retention of all parking spaces. *This is strongly discouraged for reasons noted on the sheet.*

Please let me know if you'd like any revisions before noon so I have time to make them before your meeting.

Thanks!


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4 attachments

 **St John at D Street Concepts_8-16-2019_Opt 4.pdf**
3086K

 **St John at D Street Concepts_8-16-2019_Opt 2.pdf**
1862K

 **St John at D Street Concepts_8-16-2019_Opt 3.pdf**
1861K

 **St John at D Street Concepts_8-16-2019_Opt 1.pdf**
1856K