



Helen Donaldson &lt;hcd@portlandmaine.gov&gt;

## draft striping, sidewalk comments for MMC

Helen Donaldson <hcd@portlandmaine.gov>  
 To: Helen Donaldson <hcd@portlandmaine.gov>

Thu, Dec 13, 2018 at 8:49 PM

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From: **Bruce Hyman** <bhyman@portlandmaine.gov>  
 Date: Thu, Dec 13, 2018 at 3:48 PM  
 Subject: Re: draft striping, sidewalk comments for MMC  
 To: Helen Donaldson <hcd@portlandmaine.gov>  
 Cc: Tom Errico <thomas.errico@tylin.com>, Jeremiah Bartlett <jbartlett@portlandmaine.gov>

### General

- The Applicant is responsible for relocation of utility structures (e.g. hydrants, catch basins, etc.) in order to implement the proposed design.
- On-street parking should generally be shown as a striped parking lane (individual spaces should not be delineated). The line may vary in off-set from the curb to define a narrower parking lane next to a bike lane ( e.g., 7') or be wider (e.g., 8'-9') to reduce the width an adjacent travel lane (11'-12' through travel lanes desired, 9'-10' left turn lanes).
- Revise plans to show shared bicycle lane markings in the westbound travel lane on Congress Street from Deering Avenue to St. John Street, centered in the travel lane.
- Provide final details for improvements in the right-of-way, including sidewalks, crosswalks, curb ramps, driveway aprons, detectable warning panels, curbing, tree wells, bus shelter, curb extensions, etc.

### C05-02 Upper Congress Street

- - Revise striping plan to retain south side parking east of the Visitor's Garage entrance/exit to just west of Bramhall where the climbing lane will transition to Shared Lane Markings (centered in the travel lane). Show (north to south) an 8' parking lane, 11' travel lanes, a 6' climbing bicycle lane, and an 8' parking lane.
  - This section should continue to Bramhall Street to the east. Please provide plans for restriping the entirety of Congress from Valley Street to Bramhall St/Deering Ave. The outside bike lane lines are to be dashed 6" lines for a minimum of 50' in advance of an intersection and through the intersection.

### C05-03 Mid-Congress Street

- Relocate the north side METRO stop to east of the Forest Street intersection, as METRO has indicated a preference for an inline westbound stop in this location. Show existing parking on north side in front of Salvage to remain from Forest Street to Gilman Street.
- Confirm that the design accounts for the fire hydrant on the northwest corner of Congress at Forest Street (the location of the proposed ramp serving the Congress St crossing)
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#### C05-04 Lower Congress Street

- Provide final details on METRO shelter, including distances to curb and property line. The shelter design may require further review.
- Provide curb re-alignments, possibly to include curb extensions at southwest and northwest corners of Gilman and Congress. Further guidance will be provided.
- Curb extension width should be maximum 6' in extent (measured from curb line), using 10' radii.
- 16' travel lanes are too wide for the WB approach to Valley Street. Retain existing westbound left turn pocket to Valley Street.
- Bike lanes are to be a minimum of 6' adjacent to a parking lane

#### C05-05 Gilman Street

- The shuttle storage lane appears excessive in length. Please provide documentation on the number of shuttles likely to queue here at the same time (recognizing that the TMP application indicates that seven shuttles will run to this location on 15 minute headways.)
- Retain all existing west side parking. Shorten shuttle queue lane to accommodate this.
- Document clear sidewalk distance around remaining CMP pole and guy wire in proposed the Gilman Street sidewalk. Note that a 5' minimum sidewalk clear width is required around all obstructions in the sidewalk.

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