

Fwd: Congress at Valley - Turn lane questions

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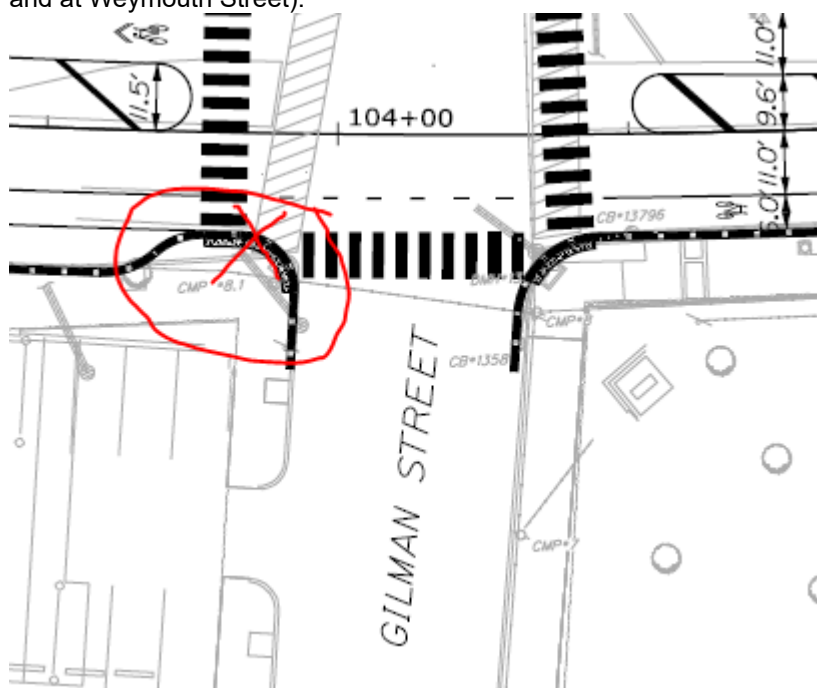
To: Will Conway <wconway@sebagotechnics.com>

Cc: "Alexander M. Green" <AGreen@mmc.org>, "Gagnon, Dominic" <Dominic.Gagnon@colliers.com>, Steve Sawyer <ssawyer@sebagotechnics.com>, Bradley Lyon <blyon@sebagotechnics.com>

Will/Steve/et al.,

Below are some general comments on the concept you sent at the beginning of the month, developed by Mike and Bruce in conjunction with Jeremiah, me, and Tom Errico. Please let me know if you have questions.

- The concept does not appear to reflect the work done up to the Planning Board's approval with conditions that include moving the southerly curb line of Congress Street from Gilman to the Visitor's Garage entrance out ~4' to enable the bus stop/bus shelter to be ADA compliant and have enough room behind the shelter for pedestrian access.
- After considering these drawings, DPW and Planning agree that, in keeping with the original drawings, we would like to avoid gore areas where possible - they aren't a good design feature for this stretch of street unless absolutely necessary. Keeping a 10' WB left turn lane onto Valley, as shown in the previous plans, is preferable to the gore. Other strategies for eliminating or reducing gore areas include adding a 2'-3' buffer to the EB bike lane; adding width to some instances of the parking lanes (striping the parking lane on the south side of Congress between Valley and Gilman at 9' - similar to the north side); and moving the curb out 4' as mentioned in the above bullet.
- A crosswalk across Congress at the west side of Forest St. had been a feature of previous plans but fell off the final plans during the last round before the project's public hearing.
- The location/orientation of multiple curb ramps is still lacking - you mentioned that curb ramp design hasn't happened in earnest - not sure how well they're reflected in this plan. Large expanses of detectable warning panel are not ideal. Please pursue a compact, two-ramp design here (and elsewhere - like the opposite corner and at Weymouth Street).



- The bump-out at the southwestern corner of Congress/Valley should continue onto Valley Street, so that the crosswalk across Valley Street is shortened. This will require a relocation of a catch basin.
- A westbound METRO bus stop is to be located east of Forest Street and the curb ramp you've shown with the appropriate bus landing area (min 5' wide, pref. 6' wide, tying back into the sidewalk).

Also, Dominic, we continue to think about how we might get at least some of this work done earlier in the project phasing so that we can remove the light at Valley sooner rather than later. We'd appreciate a chance to discuss this as the design

2/25/2020

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progresses.

Thanks,
Nell

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