



Helen Donaldson <hcd@portlandmaine.gov>

Fwd: Congress at Valley - Turn lane questions

11 messages

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

Fri, Jan 3, 2020 at 8:56 AM

FYI - movement from SebagoT re MMC/Congress design.

Bruce

----- Forwarded message -----

From: **Steve Sawyer** <ssawyer@sebagotechnics.com>

Date: Thu, Jan 2, 2020 at 6:57 PM

Subject: RE: Congress at Valley - Turn lane questions

To: Mike Tremblay <mtremblay@portlandmaine.gov>

Cc: Will Conway <wconway@sebagotechnics.com>, Bradley Lyon <blyon@sebagotechnics.com>, Nikki Scott <nscott@sebagotechnics.com>, Shane Kelly <skelly@sebagotechnics.com>, 15466 <15466@sebagotechnics.com>, bhyman@portlandmaine.gov <bhyman@portlandmaine.gov>, Jeremiah Bartlett <jbartlett@portlandmaine.gov>

Mike –

Attached is a concept plan for Congress Street without the left turn lanes at Gilman and Valley but retaining the one at St. John Street as discussed. It seems to line up rather well, but as you can see there will be some extra striped out area in the middle of the roadway in order to achieve this design. As you review this arrangement, please note the following:

- The bump outs and curb lines shown have not been designed yet to meet ADA requirements, but do reflect our intent and the roadway dimensions are what we are striving for with this sketch. If we go with this as shown, we will provide the associated detail at each of these locations so that ADA compliance is adhered to where feasible. It should also be noted that due to the bump out design a number of the intersections are tighter than what exists today which will make turning movements for larger vehicles more difficult. Not knowing the design vehicle you would like to accommodate or whether you would allow larger vehicles to cross opposing lanes in order to make a maneuver we focused on improved pedestrian access first and foremost. We can adjust this as necessary pending further direction.
- We also performed a cursory capacity analysis and lane warrant study for the intersections of Valley and Gilman. The “baseline” condition consisted of left turn lanes on Congress and the existing two lanes on the Valley approach as well. In the “modified” condition these left turn lanes were eliminated and Valley was reduced to a one lane approach. Volumes were taken from GP’s Traffic Study dated 9/25/18, utilizing the 2023 Post Development volumes analyzing the AM and PM peak hours. Since traffic is not shown for the intersection of Valley in this study, a combination of traffic counts we performed for the signal warrant analysis at this intersection on 6/26/18 combined with the 2023 Post Development volumes on Congress were utilized. The results of this analysis are attached, but in general we found the following:
 - It appears the intersection of Congress @ Valley could be reduced to a one lane section. The worst case scenario for the one lane section occurs during the PM peak hour, where the approach operates at a LOS C. If you want to proceed with this configuration please provide us with guidance as to what you would like to provide within the existing pavement. It appears you have approximately 22’ from the face of the median island to the edge of the sidewalk which doesn’t appear to be enough for a travel lane, parking and bike lane which you referred to in your previous email. Since bike lanes don’t exist on Valley we would

recommend mimicking the cross section that exists further down on Valley, which appears to be 8' for parking, 12' travel lane and a 2' offset from the median island.

- While there is some slight degradation to the LOS on Congress by removing the left turn lanes all movements appear like they could work, with the NB left at Gilman (the movement from the Gilman approach heading WB on Congress) operating at a LOS D and all other movements at both intersections functioning at a LOS C or better and overall LOS functioning at an A. The longest queue in the modified condition is for the WB lane on Congress at the intersection of Gilman, with a 95th % queue length of approximately 120 feet.
- Although capacity analysis appears to support the modified condition, left turn lanes were found to be warranted for the WB left at Valley during the PM peak hour as well as the WB left at Gilman during both the AM and PM peak hours. The warrants have been attached for your review.
- Do you know when the traffic signal at Valley is to be removed? If these Congress Street improvements are made prior to the removal of the traffic signal, won't there be an issue with the signal heads on Congress Street not lining up with the new lane arrangement?

Thanks again for your cooperation on this matter, and know that we are mobilized to produce the final construction plans as soon as we all agree on the roadway cross sections.

Stephen S. Sawyer, Jr., PE

Senior Vice President, Transportation Services

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From: Mike Tremblay <mtremblay@portlandmaine.gov>
Sent: Thursday, January 2, 2020 8:45 AM
To: Steve Sawyer <ssawyer@sebagotechnics.com>
Cc: Bruce Hyman <bhyman@portlandmaine.gov>; Jeremiah Bartlett <jbartlett@portlandmaine.gov>
Subject: Fwd: Congress at Valley - Turn lane questions

Steve,

Happy New Year!

See below from Jeremiah re: Congress Street. Please eliminate the left-turn lanes on Congress Street at both Valley and Gilman and reallocate the width as you see fit; please flag any excess asphalt created in the process that would not be easily reallocated.

On Valley Street, please try to fit in a travel lane, bicycle lane, and parking lane. It looks like there's about 23 feet of total width (including the 1-foot shoulder along the median), which can be striped as 11/5/7 or 10/5.5/7.5 (may prefer the former if we're removing the 1-foot buffer). If the actual width is less than 23 feet, please show a travel lane and a parking lane. In any case, please include a curb extension at both southern corners of Valley/Congress, including the southwestern corner. We understand that a catch basin would need to shift, but we want to reduce the crossing distance across Valley Street as much as possible before the signal is removed.

Thanks,

-Mike

Mike Tremblay, P.E.

Senior Engineer

Engineering Division

Department of Public Works

City of Portland, ME

mtremblay@portlandmaine.gov

P. 207.874.8881 F. 207.874.8852



----- Forwarded message -----

From: **Jeremiah Bartlett** <jbartlett@portlandmaine.gov>
Date: Thu, Jan 2, 2020 at 8:23 AM
Subject: Re: Congress at Valley - Turn lane questions
To: Mike Tremblay <mtremblay@portlandmaine.gov>
Cc: Bruce Hyman <bhyman@portlandmaine.gov>

Thanks Mike - glad to hear this is picking up steam.

To your points, a lot of the geometric configuration at Valley and Gilman is due to either having the signal or using up pavement space.

Gilman definitely does not need turn lanes, and Valley should ideally have a single approach lane. At Valley, I would prefer to see something other than an even wider median.

Happy to chat more as needed.

Jeremiah J. Bartlett, PE, PTOE, IMSA II

Transportation Systems Engineer

Department of Public Works

[212 Canco Road, Suite B](#)

[Portland, Maine 04103](#)

jbartlett@portlandmaine.gov

(207) 874-8891

On Thu, Jan 2, 2020 at 8:16 AM Mike Tremblay <mtremblay@portlandmaine.gov> wrote:

Hi Jeremiah,

Hope you had a relaxing holiday. Bruce and I met with Steve Sawyer on Monday to discuss the changes to Congress Street in the vicinity of Valley Street. We had a couple of questions related to turning lanes that we wanted to pass along.

- Currently there is a left-turn lane onto Gilman Street from Congress WB. We questioned whether this was necessary, especially because Steve says the roadway would need to be widened slightly on the south side of Congress Street in order to fit the three travel lanes and climbing bike lane with standard widths. For your reference, the MMC project projects fewer left turns onto Gilman than we have today (-32 vehicles in AM, -8 vehicles in PM) due to traffic being directed toward the garage on St. John. The post-development left-turn volume in this lane is 29 in the AM peak and 94 in the PM peak. The PM volumes are high enough that we may want to consider keeping it, especially since the hospital itself and the nearby fire station may be a good reason to allow left-turners to move out of the way of through vehicles (including emergency vehicles). If retained, we may want to revisit lane widths in order to reduce the widening needed.

- Similar to above, there is currently a left-turn lane onto Valley Street in both directions. Based on the post-development left-turn volumes, neither seem necessary. The EB left-turn volume onto Valley Street is 13/10 in the EB direction and 40/63 in the PM direction.

- The signal being removed at Valley Street means we'd have a stop-controlled northbound approach on Valley Street with two travel lanes (left/thru and right-only). My inclination is to avoid having multilane stop-controlled approaches. Additionally, the volume from this approach is relatively low; under 100 total vehicles in the AM peak hour (4 left, 34 thru, 60 right) and not much higher in the PM peak (29 left, 52 thru, 66 right). If we eliminated a lane, we'd have quite a bit of real estate to play with, which could be converted to a widened sidewalk, a short segment of bicycle lane approaching the intersection, on-street parking, and/or widening of the median island.

Let me know what you think.

-Mike

Mike Tremblay, P.E.

Senior Engineer

Engineering Division

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--

Bruce Hyman
Transportation Program Manager

Department of Planning & Urban Development
389 Congress Street
Portland, Maine 04101
(207) 874-8717 phone

bhyman@portlandmaine.gov
<http://www.portlandmaine.gov/1363/Transportation-Division>
<http://www.portlandmaine.gov>

Yes! Transportation's Good Here



3 attachments

 **15466 Congress Street Concept.pdf**
980K

 **15466 Traffic Results.pdf**
45K

 **15466 Left Turn Warrant Analysis.xls**
169K

Will Conway <wconway@sebagotechnics.com>

Fri, Jan 3, 2020 at 11:23 AM

To: Helen Donaldson <hcd@portlandmaine.gov>

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

Hi Nell, attached is a plan and correspondence we sent to Mike Temblay and Bruce Hyman yesterday. Do I understand correctly that you and Jeremiah will be ok as long as Mike and Bruce sign off on the design ? We are approaching this effort in two steps : first, to obtain their approval of the configuration and second, to prepare the final construction drawings with ADA details , etc.

Thank you,

Will

Will Conway, RLA, LEED-AP

Senior Vice President, Landscape Architecture

Maine Licensed Landscape Architect

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From: Steve Sawyer <ssawyer@sebagotechnics.com>
Sent: Thursday, January 2, 2020 6:57 PM
To: Mike Tremblay <mtremblay@portlandmaine.gov>
Cc: Will Conway <wconway@sebagotechnics.com>; Bradley Lyon <blyon@sebagotechnics.com>; Nikki Scott <nscott@sebagotechnics.com>; Shane Kelly <skelly@sebagotechnics.com>; 15466 <15466@sebagotechnics.com>; bhyman@portlandmaine.gov; Jeremiah Bartlett <jbartlett@portlandmaine.gov>
Subject: RE: Congress at Valley - Turn lane questions

Mike –

[Quoted text hidden]

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Helen Donaldson <hcd@portlandmaine.gov>

To: Will Conway <wconway@sebagotechnics.com>

Cc: "Alexander M. Green" <AGreen@mmc.org>, "Gagnon, Dominic" <[Dominic.Gagnon@colliers.com](mailto: Dominic.Gagnon@colliers.com)>, Steve Sawyer <ssawyer@sebagotechnics.com>, Bradley Lyon <blyon@sebagotechnics.com>, Jeremiah Bartlett

Fri, Jan 3, 2020 at 12:17 PM

<jbartlett@portlandmaine.gov>

Will,

Thank you.

It sounds like meeting with Mike/Bruce was productive, and you should follow up on technical questions with them, assuming that they will communicate with Jeremiah and/or me as needed. When you have progress drawings like these to share, it makes sense to include us all on correspondence (or send correspondence through me), and then we can try to give you one coordinated response.

Bruce forwarded me this email. We will connect on our comments and get you some feedback as soon as we can.

Thanks,

Nell

[Quoted text hidden]

--

Nell Donaldson

City of Portland Planning Division

(207) 874-8723

hcd@portlandmaine.gov

Helen Donaldson <hcd@portlandmaine.gov>

Fri, Jan 3, 2020 at 12:17 PM

To: Bruce Hyman <bhyman@portlandmaine.gov>, Michael Tremblay <mtremblay@portlandmaine.gov>, Jeremiah Bartlett <jbartlett@portlandmaine.gov>

Let me know if you guys think we need to discuss before we provide consolidated comments back to MMC?

[Quoted text hidden]

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Jeremiah Bartlett <jbartlett@portlandmaine.gov>

Fri, Jan 3, 2020 at 12:19 PM

To: Helen Donaldson <hcd@portlandmaine.gov>

Cc: Bruce Hyman <bhyman@portlandmaine.gov>, Michael Tremblay <mtremblay@portlandmaine.gov>

Mike will pull together everything from the DPW side - he and I have already spoken about my thoughts on the concepts.

Jeremiah J. Bartlett, PE, PTOE, IMSA II

Transportation Systems Engineer

Department of Public Works

212 Canco Road, Suite B

Portland, Maine 04103

jbartlett@portlandmaine.gov

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[Quoted text hidden]

Will Conway <wconway@sebagotechnics.com>

Fri, Jan 3, 2020 at 12:52 PM

To: Helen Donaldson <hcd@portlandmaine.gov>

Cc: "Alexander M. Green" <AGreen@mmc.org>, "Gagnon, Dominic" <Dominic.Gagnon@colliers.com>, Steve Sawyer <ssawyer@sebagotechnics.com>, Bradley Lyon <blyon@sebagotechnics.com>, Jeremiah Bartlett <jbartlett@portlandmaine.gov>, Mike Tremblay <mtremblay@portlandmaine.gov>, "bhyman@portlandmaine.gov" <bhyman@portlandmaine.gov>

Thank you Nell. Going forward, we will send everything to you, and copy Jeremiah, Mike and Bruce,

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Mike Tremblay, P.E.

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[Quoted text hidden]

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-Mike

Mike Tremblay, P.E.

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Mike Tremblay <mtremblay@portlandmaine.gov>
To: Helen Donaldson <hcd@portlandmaine.gov>
Cc: Bruce Hyman <bhyman@portlandmaine.gov>, Jeremiah Bartlett <jbartlett@portlandmaine.gov>

Mon, Jan 6, 2020 at 9:29 AM

Nell,

These generally look good. To add, 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.

Mike Tremblay, P.E.
Senior Engineer
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Department of Public Works

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On Fri, Jan 3, 2020 at 12:18 PM Helen Donaldson <hcd@portlandmaine.gov> wrote:
[Quoted text hidden]

Will Conway <wconway@sebagotechnics.com> Mon, Jan 27, 2020 at 11:20 AM
To: Helen Donaldson <hcd@portlandmaine.gov>
Cc: "Alexander M. Green" <AGreen@mmc.org>, "Gagnon, Dominic" <Dominic.Gagnon@colliers.com>, Steve Sawyer <ssawyer@sebagotechnics.com>, Bradley Lyon <blyon@sebagotechnics.com>

Good morning Nell, it's been almost a month since we sent this to Mike and Bruce, can you nudge them to respond ?

Thank you,

Will

Will Conway, RLA, LEED-AP

Senior Vice President, Landscape Architecture

Maine Licensed Landscape Architect

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From: Will Conway <wconway@sebagotechnics.com>

Sent: Friday, January 3, 2020 11:23 AM

To: Helen Donaldson <hcd@portlandmaine.gov>

Cc: Alexander M. Green <AGreen@mmc.org>; Gagnon, Dominic <Dominic.Gagnon@colliers.com>; Steve Sawyer <ssawyer@sebagotechnics.com>; Bradley Lyon <blyon@sebagotechnics.com>; Jeremiah Bartlett <jbartlett@portlandmaine.gov>

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3 attachments



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15466 Traffic Results.pdf

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15466 Left Turn Warrant Analysis.xls

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Helen Donaldson <hcd@portlandmaine.gov>

Mon, Jan 27, 2020 at 2:41 PM

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,

I actually pressed on this last Friday. I should have something for you first half of this week.

Thanks for checking in.

Nell

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Will Conway <wconway@sebagotechnics.com>

Mon, Jan 27, 2020 at 2:51 PM

To: Helen Donaldson <hcd@portlandmaine.gov>

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

Excellent, thank you Nell,

Will

Will Conway, RLA, LEED-AP

Senior Vice President, Landscape Architecture

Maine Licensed Landscape Architect

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From: Helen Donaldson <hcd@portlandmaine.gov>

Sent: Monday, January 27, 2020 2:42 PM

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>

Subject: Re: FW: Congress at Valley - Turn lane questions

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Mike Tremblay, P.E.

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-Mike

Mike Tremblay, P.E.

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Helen Donaldson <hcd@portlandmaine.gov>

Tue, Jan 28, 2020 at 11:59 AM

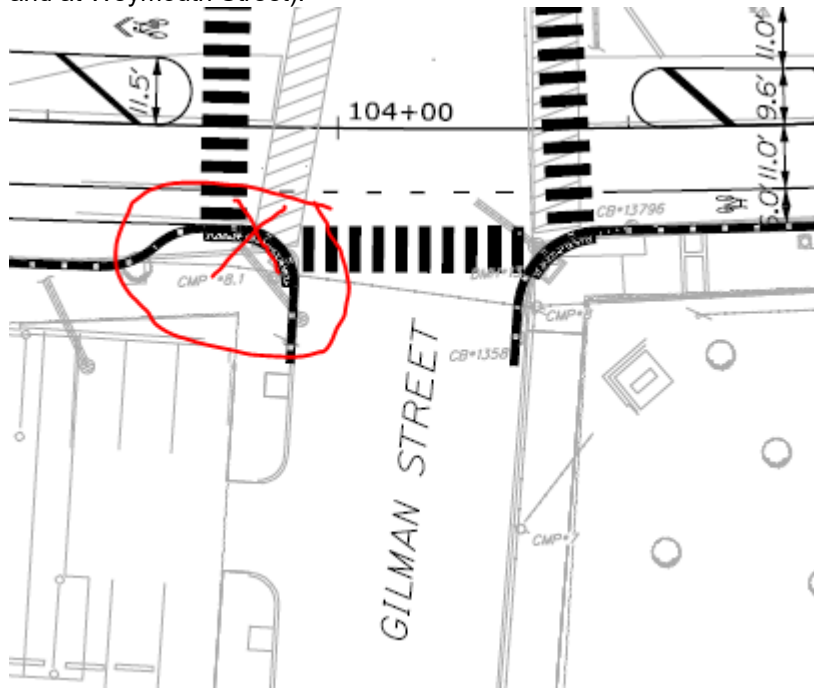
Draft To: Will Conway <wconway@sebagotechnics.com>

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. 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 the southerly curb line of Congress Street from Gilman to the Visitor's Garage entrance moving 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 road work done earlier in the project phasing so that we can remove the light at Valley.

[Quoted text hidden]