



Helen Donaldson <hcd@portlandmaine.gov>

MMC Congress Street Concept Plans

Helen Donaldson <hcd@portlandmaine.gov>

Tue, Feb 25, 2020 at 1:14 PM

To: Will Conway <wconway@sebagotechnics.com>

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

Will,

Apologies for the delay on this. Please see comments on these revised plans below.

At Congress/Valley

- Curb extension design should be modified to show a more gradual transition between the original curb alignment and the extended curb alignment. More abrupt curb alignment changes may present challenges to winter operations and maintenance. This comment applies specifically to the curb extensions on Valley Street and the Congress Street eastbound approach to Valley Street.

- The curb line along the curb extensions on the north side of the Congress/Valley intersection should be offset from the travel lane by two feet (13 feet from the lane line dividing the left-turn lane and adjacent lane).

- The curb extension in the northern leg of Valley Street should be removed from the overall curb extension. The curb extension should only extend into Congress Street at this location, similar to the curb extension on the northeast corner of the intersection.

- *The above improvements are of the highest priority for the city. To the extent possible, the above improvements should be provided early in the construction process so that traffic signals can be removed ASAP.*

General

- Use of multiple fractional dimensions should be avoided. To the maximum extent possible, lane widths should be measured to the whole- or half-foot for ease of installation and restriping. While the paved width of the roadway may require some fractional lane widths, this should be minimized to one of the travel lanes/buffers within a given cross-section. While we understand that there is a desire to put the centerline on the crown of the roadway, this should not dictate the striping design.

East of Valley Street

- The sidewalk along the south side of Congress Street must provide at least 5 feet of width around the bus stop within the right of way. In order to provide this, the southern curb line must shift northward by 4 feet, more in keeping with the Planning Board-reviewed plans. This will allow for a cross section of a 9-foot parking lane, two 10.5-foot travel lanes, and two 6-foot bicycle lanes. In keeping with the curb realignment, at Gilman Street, the left-turn lane should be eliminated. A small gore area (significantly smaller than previously shown, measuring about 4 feet at its widest), should be shown in this area as a replacement.

- Lane widths should be adjusted, both due to the above shift in curb line and to meet the city's preferences. Travel lane widths should generally be 11 feet (10.5' minimum); and parking lanes should generally be 7.5-8.0 feet (9 feet maximum). Bicycle lanes should be 6 feet preferred, 5 feet minimum. Excess width should be allocated to a bicycle lane buffer up to 3 feet.

Let me know if you have questions on any of these. Happy to help in any way that I can.

Best,
Nell

On Thu, Feb 6, 2020 at 10:26 AM Will Conway <wconway@sebagotechnics.com> wrote:

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