



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

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## MMC Congress Street Concept Plans

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**Will Conway** <wconway@sebagotechnics.com>

Thu, Feb 6, 2020 at 10:26 AM

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

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

Good morning Nell, attached are revised streetscape plans , revised per comments from yourself, Mike and Bruce. Please forward to them for review, and please include the comments from our traffic engineer, thank you,

Will

### Will Conway, RLA, LEED-AP

*Senior Vice President, Landscape Architecture**Maine Licensed Landscape Architect*

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**From:** Nikki Scott <nscott@sebagotechnics.com>  
**Sent:** Thursday, February 6, 2020 10:18 AM  
**To:** Will Conway <wconway@sebagotechnics.com>  
**Cc:** Bradley Lyon <blyon@sebagotechnics.com>; Steve Sawyer <ssawyer@sebagotechnics.com>; 15466 <15466@sebagotechnics.com>  
**Subject:** 15466 Congress Street Concept Plans

Will,

Please see the attached concept plan for distribution to the Maine Medical Team. Additionally, please forward along our response to the City of Portland's comments below:

- 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.

*We have altered the alignment to shift the southerly curb line in front of Maine Medical back to be more consistent to what was originally proposed. The bus shelter is now shown on our plans with 5' of clearance from the face of the shelter to the back edge of the curb. The resulting dimension from the ROW line to the back of the shelter is 2.2' with this modification. It is our understanding that MMC is providing the City a sidewalk easement that allows ample pedestrian access behind this shelter.*

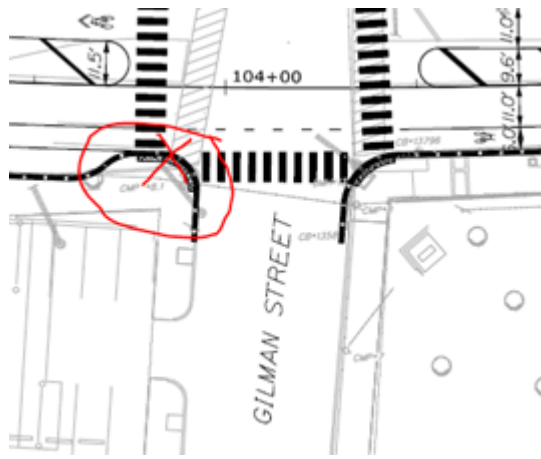
- After considering these drawings, DPW and Planning agree that, in keeping with the original drawings, we would like to avoid gore areas where possible - they aren't a good design feature for this stretch of street unless absolutely necessary. Keeping a 10' WB left turn lane onto Valley, as shown in 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.

*We have altered the alignment to remove the previously shown gore areas to reestablish the left-turn lanes at Valley Street and Gilman Street. This was done by modifying the Congress Street horizontal alignment and reducing the thru travel lane widths to 10.5' minimum with 10' wide turning lanes and a minimum bike lane width of 5' and minimum on street parking width of 7' between the Forest Street and Gilman Street block. Between the Gilman Street and Valley Street block the lane widths were able to increase to 11' wide with 6' bike lanes and a minimum width of 8' for on street parking. This approach seemed to fit within the current street width with minimum alteration of existing curbs which in turn perseveres a majority of the existing sidewalk and drainage on Congress Street. Other approaches were examined but this layout seemed to work the best from not only an alignment perspective but also with regard to the underground infrastructure already in place and other existing underground utilities that need to be avoided.*

- 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.

*This has been incorporated on this set of plans.*

- 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).



*As with the first set of plans, these ramps have been looked at planimetrically given that we haven't received final sign off on the alignment and curb lines. We haven't shown large expanses of detectable warning fields on this plan, with hopes that when the vertical aspects of the plan are addressed, we can obtain separation of the openings by designing the curb reveal accordingly. Feasibility of this approach will be realized as we advance to full design plans, but we understand other alternatives aside from larger detectable warning fields should be explored.*

- 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.

*We have provided an extended bump out on the southwest corner of Valley. Additionally, per your request, we have minimized Valley Street to one exiting lane to Congress Street. This created an additional bump-out on the southeast corner to also help shorten the crossing. We created a new cross section including a 12' travel lane, 2' offset from the existing median island, with the remaining width (approximately 8' +/-) as parking. We would like sign-off on this approach.*

- 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).

*A 6' wide landing area is shown.*

## Nikki Scott, PE *Transportation Engineer*

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2/6/2020

City of Portland Mail - MMC Congress Street Concept Plans

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