

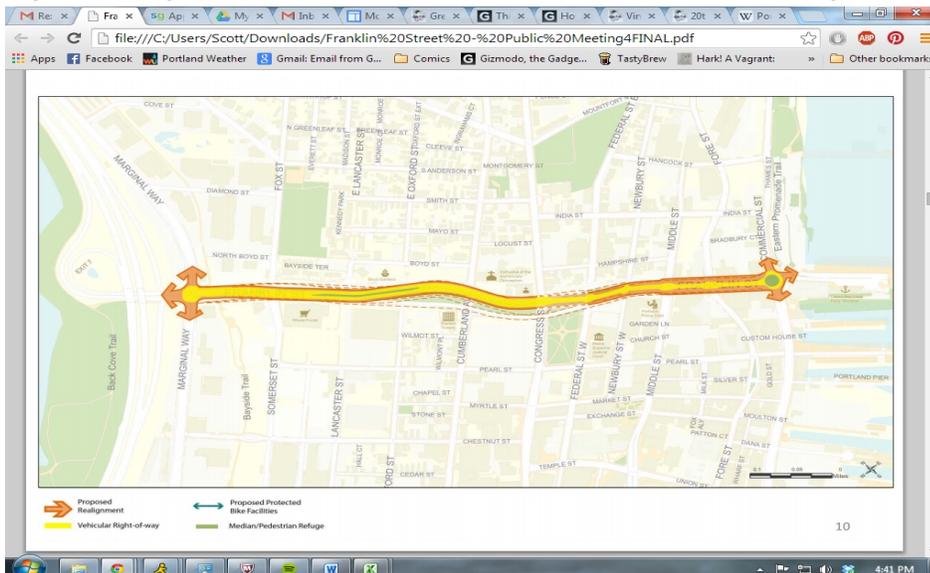
Franklin Street Redevelopment Study Phase II
Public Workshop
October 1, 2014
Portland Public Library

Mike Bobinsky, director of Portland Public Services department, opened the meeting and introduced the project. Carol Morris of Morris Communications took the floor and explained the agenda and format for the meeting. The first 30 minutes would consist of a formal presentation, to be followed by a workshop session where the public was asked to circulate among stations, providing written feedback. She asked how many people had attended January's meeting; about 65% raised their hand.

Markos Miller, co-chair of the Public Advisory Committee, presented background on the public and City efforts leading up to the current project. In the early 2000s, a citizen group formed around the idea of rebuilding Franklin as a local street. This was initially prompted by a traffic study that proposed widening the street. In 2008-2009 the City funded a Phase 1 project which started with a large public imaging process. Ultimately the Phase 1 project developed three basic alternatives for redesigning the street. The current Phase 2 project began with these three alternatives as an array of choices to be mixed and matched. Based on ongoing discussion with the Public Advisory Committee and feedback received at a previous public meeting and web platform, the consultants developed a single set of recommendations. These recommendations are now being brought before the public for comment.

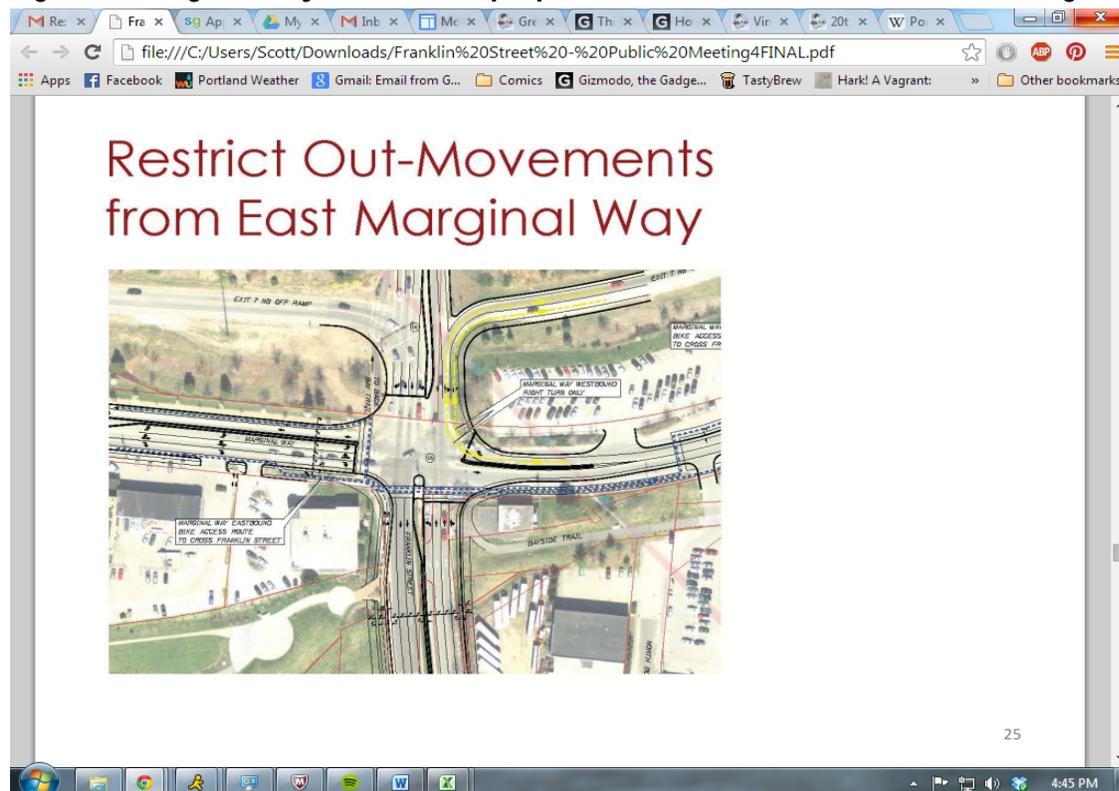
Cathy Offenberg of IBI Group took the floor to present the proposed recommendations. The alignment was shown as depicted in Figure 1. She noted that some sections, most notably around Lincoln Park, were still undecided and that they would be looking for the public's input on these in the later portion of the meeting.

Figure 1: Alignment proposal as shown at Oct. 1st Public Meeting



It was explained that the recommendation was for the new road to be designed for 25 mph speeds, down from the currently posted 35 mph. A cross-section of the proposed road was shown for a point north of Cumberland Street. The overall curb-to-curb width would be reduced from the current ~175ft to ~71ft. This would include, 4 11-ft. vehicle lanes, a central 9 ft. pedestrian refuge/turning lane, and two 5-ft. bike lanes with 3-ft. painted buffers. A potential reconfiguration showing a restriping for transit was also shown. Improved bus service was also recommended. Development would be initially focused on nodal centers such as the Congress Street intersection.

Figure 2: Marginal Way intersection proposal as shown at Oct. 1st Public Meeting



Randy Dunton of Gorrill Palmer took the floor to discuss the Marginal Way intersection. This intersection is particularly challenging. It is the bottleneck of the whole corridor. The team looked at a variety of different treatments in trying to find the best solution. These included roundabouts, moving the highway ramps, changing signalization phases, and a raised center median but all were deemed unworkable. The recommendation for the intersection was presented as shown in Figure 2. This solution eliminates left and through movements for those approaching the intersection on Marginal Way from the East. Traffic volumes for these movements were very low and the Study Team felt that they could be diverted through East Bayside with minimal negative effects.

Cathy took the floor and presented the options for Lincoln Park. Two configurations were presented; one which extended the park 45-50 feet and one that extended it 75-80 feet. Each option has different options for new development space. She then moved on to the topic of street reconnections. This is a complex topic and the public was asked to go to the station depicting graphic for all the details. Cathy made clear that where streets were not recommended to be connected, no changes were being recommended that would preclude the city from reconnecting them in the future. Bike infrastructure was presented as the previously mentioned bike lanes with painted buffers. The team is considering into bike boxes at intersections and wanted the public's feedback on that option in the later portion of the meeting. On-street parking was not currently being recommended for any portion of Franklin Street.

At this point Carol explained what was in the stations and how the public could best get their comments on the record, i.e., write them on sticky notes as opposed to telling the station manager. This is also the best opportunity to ask questions, she noted.

The presentation portion of the meeting ended and the public as asked to circulate through the stations. Below is a summary of their comments and following that, a direct transcription of the sticky notes.

Summary of Public Feedback

Station 1: Alignment

This station, while having many positive comments, had the most back and forth. Some people very much liked the curved alignment while others found it "suburban" and unnecessary. People were also divided on which side of the current right-of-way the road should be pushed to in any given spot depending on where they felt development or green space should be created. The commercial street roundabout also had voices on either side. There were some strong comments expressing concern about losing overall greenspace in the corridor as well as specific mention of the median and its mature trees.

Station 2: Cross Sections and Design Speed

Responses to this station were very positive. People approved of slower speeds and the narrower road cross section. The potential future transit layout was seen very positively with some minor concerns about the bike lane going between the bus station and the sidewalk. A small number of people did voice concerns that the lower speeds would reduce the road's ability to handle the volume of traffic that it experiences. Alternately a number of comments (mostly positive with minor critiques) felt the design could have gone farther, particularly by narrowing lanes to 10' rather than 11'.

Station 3: Transit

The public was almost universally in favor of improved transit opportunities, citing unmet needs currently existing as well as larger environmental and social pressures that they felt were driving a move to transit. Fully incorporating transit on Franklin into the larger

METRO service was desired, as was the creation of a “peninsula loop” route connecting Franklin to Hannaford and downtown.

Station 4: Development

People viewed this station positively for the most part. Many people voiced the concern that development should not exceed 3-4 stories and that it should be aesthetically harmonious with the historic layout of Portland. This included calls for smaller buildings that did not fill whole blocks. A few comments did call for taller buildings particularly at the higher elevations around Congress Street. People wanted to see first floor retail/restaurants, particularly around Lincoln Park. Multiple comments expressed a desire for affordable housing. A few people did feel that development was unwarranted and that they would prefer open space.

Station 5: Marginal Way

The public universally disliked the proposed Marginal Way intersection. People reacted strongly to its large size and additional lanes with many people saying that they felt the proposal was worse than existing conditions. It was not seen as a good option for any mode though bikes and pedestrians were the biggest concern. People wanted to see safe pedestrian crossings on all sides and a way for bikes to avoid being trapped exiting East Bayside (the Bayside Trail as currently exists was not seen as an option for getting around this). There was concern about the loss of straight ahead and left turn traffic movements, particularly from East Bayside residents/workers who felt the diversion through the neighborhood would have noticeable negative impacts.

Station 6: Lincoln Park

A majority of the responses here favored the maximum feasible expansion of the park. While some voices liked the moderate expansion there was only one clear comment actively against expansion. The surrounding development was seen as an interesting potential as long as it did not encroach on the park. People wanted to see Federal Street fully reconnected to help with the park activation.

Station 7: Reconnections

The public was almost universally in favor of full reconnections, for all modes. Federal, Newbury, and Oxford streets were the most commonly singled out streets. Federal and Newbury were cited by advocates for Lincoln Park and the India St neighborhood as major concerns with what they felt were clear benefits. People were largely willing to accept one or the other of these roads being connected for vehicles rather than both and in that case more often favored Federal due to its proximity to Lincoln Park. Oxford Street was seen as an important connection for the East Bayside and Bayside neighborhoods. People did note that it needs improvements in areas outside the immediate Franklin Corridor but felt it could be an important road given these improvements. The reconnection of Wilmot Street was seen by a few people as a challenge if not a fool’s errand. They cited the cost/difficulty of acquiring the right of way as major barriers.

This station also included the bike bridge graphics. Many people found the images inspiring and liked the idea of a crossing that did not interact with the road. A similar-size

contingent found them unworkable, undesired, and inappropriate. They felt all crossings should be at grade to be consistent with the urban street aesthetic that is desired for the corridor.

Station 8: Bike Infrastructure

People were largely in favor of the bike lanes with painted buffers covering a good swath of professed confident and less confident riders. A vocal contingent did continue previous advocating for physically separated lanes despite them not being shown. Bike boxes were more divisive. Many people reacted favorably to the proposed bike boxes however a similar amount of commentary was provided questioning their effectiveness, appropriateness, and safety. In particular, multi-lane bike boxes (providing access across a lane of traffic) were viewed very negatively. Single lane bike boxes were mostly just seen as unnecessary - by those not in favor of them. Known bike advocates spoke the most strongly against them. A comment was left (as well as comments at other stations) in favor of the roundabout at Commercial as a good solution for bicyclists.

Station 9: Parking

This station had little discussion as there was nearly universal agreement that on street parking was not a good thing to have on Franklin St. The only major concern was that a lack of on-street parking might impact the development of the street level retail/restaurant uses that people wished to see in the corridor. One person did mention that they liked on-street parking because it acted as a buffer between traffic and the sidewalk.

Transcribed Public Comments

Note: All underlines, CAPS, and most punctuation are taken from the comments. *Italics* are used for comments made by the recorder to give context.

Multiple comments with the same wording will be consolidated, for example if a poster had 3 post-it notes all saying "Good" they will be reported as "Good (x3)"

Bullet hierarchy works as follows:

General topic comments are in relation to

- Individual comment
 - Comment clearly in response to another comment
 - Comment responding to a comment responding to a comment.

Station 1: Alignment

- Hold street to East as much as possible from Congress to Comm. Reconstitute Lincoln Park – Eventually activate Congress St. edge with development. – Immediate activation by India Street neighborhood.
- Given that Boyd St. Urban Farm is a well-established and heavily used open space I'd prefer seeing Franklin adhere to the current west side curb to add new green space to the existing public garden.

- Love the swerve and change in shape so less highway, more graceful
- Would like to see it narrower between Marginal and Congress.
- Narrower Franklin St. is fantastic idea!
- Alignment needs to be same throughout, creating a bottleneck at Lincoln is bad.
- Keeping Franklin to East to expand Lincoln Park is a preferred option.
- Really like “urban street” alignment. Will really add a lot to neighborhood quality of life.
- I think this bend (*arrow to kink between Oxford and Cumberland streets*) seems arbitrary and suburban – An urban grid is usually orthogonal.
- The use of the bends are great for slowing traffic and really changing the feeling to a more pedestrian/bicyclist friendly area. Plus I really like the roundabout. (I would really love to see more of these around town...)
- Rotary at end of Franklin and commercial is terrible. Better to have a market building in median as gateway.
- Whenever possible in the corridor widen the center strip by moving the vehicular lanes to the max of the ROW. The additional space in the median can be used for a promenade with permanent and summer kiosks available for rent.
- If the final product still resembles and functions as a highway, it will remain a barrier, and I fear that aspirations for significant residential/commercial development will not be realized. Look at where the demand is strongest in Portland today: areas in which walking and cycling is more enticing, comfortable. The proposed designs - particularly that of Franklin/Marginal Way - will not entice lingering, and we will again be left with a streetscape used by pedestrians and cyclists more by necessity than choice.

Green Space / Trees

- Will there be an equal swap or increase of trees + green space? Don't lose any!!
- Expand Lincoln Park as much as possible.
- I lament the loss of 40+ year old trees in current median. Any possible way to sustain them in design?
 - Thank you
- Why are you destroying healthy beautiful 40 year old trees and then removing more green space – we need all the trees for eliminating CO2 emissions and contributing to our cleaner air. Please think about THIS. WE keep losing green space and trees in favor of development. (Witness Walnut St. condos. / Redfern!) Why did you not have any option that retained a green center median? Just a narrower version?!?!
- Franklin Towers is hideous! How will adding more buildings make it more attractive? This city needs to keep its green space.
- “Pocket parks” preferable to plazas. Reconnections on South side between old port and India Street Neighborhood good idea.

Crossings

- Like the cross street connections, need to be at street grade.
- Connecting either Federal or Newbury as Ped/Bike crossings is key to the plan. It will encourage people and cars to cross Franklin.
- Federal St. want bike/ped ONLY connection. Keep courthouse parking as is.

- Does Wilmot cross Somerset? Should
- Reconnect Federal + Newbury. Extend Lincoln Park to close to original boundary.

Bike/Ped

- A rotary is more dangerous for pedestrians in a heavily populated area with right on red traffic it may not be worth the expense.
- As a biker with 800 miles this year across European roundabouts, we learned to love them and were much safer.
- The rubber will meet the road when length of pedestrian crossing lights are set. They need to allow for complete traverse of all 4 lanes or they will be ignored.
- Cumberland – Franklin St intersection must be disability compatible, as must they all. Long traffic lights needed, plus narrow carriageways. I have seen hair raising stuff as residents of Franklin Towers try to get to the Cathedral.
- Bike/Ped crossings need to be very safe and protected.
- Active Ped corridor + crossing on Oxford. Desire line

Other

- Don't add potential for large trucks on our neighborhood roads. They will be unsafe and lessen the quality of life of those who live there.
- In my opinion the three worst things about Franklin Art. Are: 1) The exit from NB295 and its tower lighting. 2) Having to wait for a light after turning left onto Cumberland. 3) Having to wait for a light after turning Left onto Congress. Bottle necks happen we need coordinated stop lights.
- Roundabout a Great idea at Franklin and Commercial.
- Traffic Circle @ commercial. Street car commercial to Marginal.
- 12' walks minimum. – partial park add in.
- Return to concept of crossing the street instead of crossing the road.
- 11 foot travel lanes for vehicles are important for 25mph design speed.
- I think we need to limit development on the Franklin Arterial. More dev = more traffic.
- 25mph (x3)
 - Yes!
- Slow design speeds -> narrow lanes is good. 25
- Put on city website.

Station 2: Cross Sections / Design Speed

In favor of proposals

- Like it!
- Yes!
- Smart good work planning ahead for bus and trolley.
- This is great! Thank you for looking forward to adding more public transit.
- Great to think ahead! If other cities can function it so can Portland!
- Narrow lanes to reduce speed and lower speed limit are excellent! Thank you for planning for transit in the future.

- As heavy bike user and driver I like both options. Public transit should be included I 'spose! Such an improvement – both
- Good, 25mph design speed
- Please to everything to achieve 25 mph design speed.
- I like the roundabout on the Commercial Street end, but make it beautiful! Landscape it!! This will help with traffic flow here.

Bike/Ped

- Yes. Bike buffer is essential for bike lane on Franklin. If not do buffer, don't bother doing lane.
- Bike lane should not be between bus stop and sidewalk. Sets up ped/bike conflicts
 - Interesting point. Though if wayfinding signs on pavement should be ok.
- Bike lane weaving around busses – not sure, what's the safety data on that?
- Good plan for transit but yes it should be worked out how bicyclists can turn left.
- Please include trees or bushes or something to beautify the pedestrian refuge.
- Plantings in medians for traffic calming, design speed.
- Like the raised crosswalk and other traffic calming devices – proves the street is for people not cars. 25 mph is a great goal.

Transit

- Bus stops could be carved out of sidewalk. Very important to have bus!
- Support the bus pullouts – plan for it and keep the carriage way at the 71'
- Yes transit!! We are transit users
- + transit infrastructure
- Bus stops will probably be needed on Franklin. It's a good corridor for efficient bus service.
- Is there a plan to encourage parking here (*park and ride on Marginal Way*) and transit into city – Reduce cars on road, make it fast and easy – See Bordeaux, France.

Lane widths

- Why not 10' lanes? But 11' is a lot better.
- Why not 10' lanes? Even slower

Concerns

- I like the slower speeds but please time the stoplights so we don't have to the bottlenecks at Marginal Way, Cumberland, and Congress.
- Good concept but I am concerned that this plan cannot handle projected volume of cars.
- 25 speed limit maybe too slow. I'm a bike/ped only resident but 25 is very slow for those in cars and Metro bus too!
- Speed bumps may be too much traffic calming. Crosswalks and other devices are good. We need more lighting now on Franklin
 - But not so much that it wipes out the night sky. I think we have plenty – actually too, too much.

- Really (*with arrow to "25 speed limit sign + design speed*)
- More lanes, larger curb radii than those in place today, and higher design speeds are not acceptable. They represent a sharp departure from what I, and many others, believed were the goals of this project.

Other

- Full connectivity @ Newbury and Federal would be ideal.
- 25mph
- Opportunity to beautify median with flowers and shrubbery!
- Do not forget to add beauty in the median with gardens a la Deering and Brighton corner.
- Please low height streetlights to help restore our night skies.
- Please consider Silva Cells under the sidewalks and permeable pavement/pavers for the sidewalks and roadways.

Station 3: Transit

Pro Transit

- More Metro, fewer lanes at Exit 7
- Definitely think the New Franklin St. should have transit service – preferably tied in with existing routes.
- Yes to planning for transit future!
- Bus service on Franklin should be part of larger routes not a dedicated route.
- Plan for future transit – bus and streetcar. Out transportation needs will change.
- Transit Yes. High frequency to allow people an alternative to through traffic Marginal <-> Congress, Comm <-> Congress, Marginal <-> Comm
- Urge bus or streetcar for Franklin St.
- Make more buses available and more of us will use them.
- Trolley up + down Franklin between Baylines and Hannaford ideally, to Marginal Way at Least.
- Trolley/Metro develop commercial to Hannaford and back with stops along street to gather neighborhoods for shopping.
- Bus loop through rest of peninsula. i.e. down to high or state. Loop just on franklin not needed.
- Please plan for trolley cars
- Street cars would add a lot to the character of Portland. Would like to see this as a starting point for more of the system that has been in place.
- Like the bus/shuttle. Consider late night hours to shuttle home old port and early in running for commuters.
- Fabulous opportunity to add electric line for public train with connecting links at Marginal, Congress and Commercial.
- More buses are always preferable, especially short routes w/ frequent service. The loop option would better serve downtown workers who use remote parking @ Marginal Way

Other

- Reconnection of Federal and Newbury Streets are needed to help put city back together.
- Yes to reconnecting Somerset, Federal, and Newbury.
- The road does not have to be straight. It can be widened in different areas. There would not be enough of an ess to cause problems.
- We need sidewalks Marginal to Commercial now!
 - Yes, indeed!
- With the land already open you could make the pedestrian and bicycle lanes a lot wider. Make ped/bicycle lanes wider.
- 25mph
- Don't forget the turning lanes for cars.
- Please consider lowering the heights of streetlights. There is so much on the 295 exit because they are so high that the night sky is no longer visible on Eastern Prom. This doesn't have to be in your design consider lower light poles that have hoods that direct light down, not up. Also, don't shine lights all over buildings so any future apartments can't have darkness. Please don't just do the work but make it beautiful. Restore the night sky!

Station 4: Development

Height/Massing

- 3-4 Stories for height to keep with city feel
- Massing: Franklin will now become even more of a gateway to the city and any development should be sympathetic to historic fabric. Not a Disneyland fake but authentic, creative, sympathetic. Good example: glass building on Commercial same block as W. Blake.
- Scale of building is important – especially adjacent to historic areas/India St. 3-4 Stories
- Not a 65' street wall. Variety would be better. Like Congress Street and reflect the development adj. to future parcels. City should subsidize large dev. Parcels for smaller developers as a goal for a transition plan.
- More than height we should not allow massive – whole block buildings on this corridor. Build space between buildings essential to reclaim closed part of Wilmot St.
- No Full Block Buildings or strip malls – Lots of bike parking in front of buildings.
- Break up these developments into lots more appropriate scale for Portland (Wilmot St retained)
- Need to make sure buildings front right on street. No street front parking lots.
- Keep buildings 3-4 Stories MAX. Height limits – downtown plan should not apply – it was done in the 90's things have changed!
- If this parcel bounded by Franklin/Congress/Wilmot/Cumberland were to be developed it would be great to see it be the Tallest structure in the city, something beautiful and iconic, something with lots of smaller businesses at street level.
- Love the infill – The bigger the better
- Please no higher than courthouse/massing of buildings should keep to 3 stories.

- Building height 4 stories +. Define height by stories not feet.
- Looks good to encourage building at curbside.
- New development across from Lincoln Park should not be higher than 3-4 stories.
- Definite height restrictions and new development should align with historic architecture of Portland.

Uses

- All frontage on Franklin st. should be developed mixed use and with flavor of existing neighborhood – solid massing of bldgs. Comm St. to Marg Way.
- Affordable housing
- No strip malls! And not just shopping we need to expand what services are offered down here.
- New small business development is the epitome of Portland. And Franklin Street needs to embody this through these new buildings open them to traditional building materials.
- Priority to affordable housing.

Against Development

- We do not need more “density” in this city! It is already filling up fast. PLEASE consider trading the potential urban development parcels for more GREEN SPACE and OPEN SPACE. PLEASE DON'T REMOVE THE HEALTHY TREES!
- I find it confusing that Portland would encourage or invite any further commercial development especially of this magnitude without parking. Instead of other “emptying” parts of the city and creating greater traffic and parking issues.
- More density = more traffic we should be decreasing traffic on Franklin!
- Yes to lightening development ideas on Franklin Arterial and putting more development on “Outer Commercial”

Other

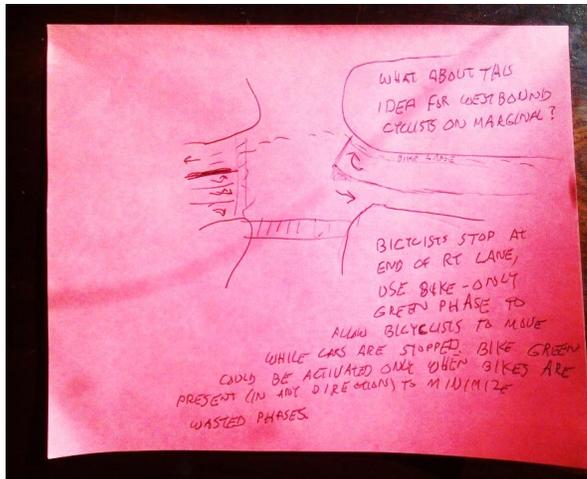
- Yes to infill
- *(Arrows on Franklin indicating desire to keep view sheds.)*
- Alignment suggestion: move road east here *(section of road jogging west between Cumberland and Fox/Somerset circled)*
- What about these areas? Can there be development there? *(arrows to land between Franklin Towers and the proposed alignment, and the open land where the community gardens are)*
- Incentivize high-quality architecture at prominent corners (Congress and Franklin)
- Need to break up the monolith of Franklin that lives in the mind's eye and soul of the city. Turn it from a single entry into discrete neighborhood enclaves. A new state of mind making transitions along the way *(drawing of corridor broken into three areas, “Bayside”, “Civic”, “India St.”)*
- Develop, don't expand, the eastern extension of Lincoln Park.
- Activate the edges of the Park.

- Please keep light poles low and hooded down to restore our night sky. Please plan for trash cans. If the hope is to make this more active, any plan for public bathrooms?
- Design elements franklin and marginal to be official gateway presence
- Portland Maine, like the other one could begin to discourage driving downtown.
- I would like to see very close oversight of who develops the orange parcels and how they are regulated. Strip malls and the like would be very unwelcome. *NO TAX INSENTIVES/WAIVERS/EASMENTS*
- Low lights! Less light pollution!!
- Any refill should include lots of trees, unlike what has been done by the new condos.
- Bury the road.
- Build over the road
- Let's make sure developments don't cause visibility problems. Traffic safety means being able to see!
- 25 mph

Station 5: Marginal Way

Bike/ped

- This intersection should decrease pedestrian crossing distances, not increase them.
- This increases possibility of fatal accidents to ped/bike.
- This redesign should create a safe & convenient crossing (across Franklin) for people using the Bayside Trail.
- As a bicyclist I feel much less safe with this scenario. As a walker much, much less safe.
- This is much worse for bikes than it is now!
- We need a crosswalk across the north side where the highway comes in and goes out.
- The dire prospects for Franklin at Marginal pressure E-W bike movements and make a bike/ped overpass more plausible.
- Currently bikes can't get from Planet Dog across the Franklin Intersection to the Bayside Trail easily. Please be sure to improve that! Should be a visual presence.
- As a bike commuter the Bayside trail is incredibly unsafe and difficult to use – expanding the lanes @ Marginal will make it even more difficult + undesirable to use. The crossings for bike/ped to the bayside + back bay trails need to be safer and better marked - getting through this intersection is a huge barrier section to use!
- We need better bike-ped connections. – This makes it worse – a raised center barrier would be disastrous for bikes and peds.



- Pedestrian + bike access to back cove very important = for cars! Widening lanes at intersections is daunting for crossing pedestrians.
- Low auto LOS does NOT adversely affect bike/ped conditions. Generally it IMPROVES them.
- Bike/ped overpass here for Bayside Trail?
- Please consider pedestrians at Marginal Way crossings
- With an opportunity to essentially design the intersection from scratch, it is unacceptable to present no improvement to the alignment of the Bayside Trail.

Too big/Too wide/too many lanes

- This is too big! Policy gets to decide DESIRED road throughput not engineers.
- TOO BIG! If you build it they will come: cars not people/bikes.
- Don't widen 295 outbound ramp.
- Don't widen Franklin
- Do not like widening of any approach! Too difficult to cross. Ok with bridge crossing at bayside trail.
- 4 lanes is crazy
- Do not widen intersection
- Way too many lanes on Franklin St. to permit safe crossing. 8 lanes? Will the walk light be 2 minutes...
- Too wide and too complicated. This does not look like an improvement.
- Too many lanes. "left only", "straight/right only" unnecessary because people know which lane they want to be in. Left only lanes cause congestion
- No land expansion – too hard for pedestrians
 - Yes!
- Moving from 6-8 lanes does not improve LOS for Bikes and peds.
- Adding lanes to Franklin Street or making the intersection with Marginal Way harder for pedestrians and cyclists is a ridiculous proposition.

General Dislike

- Too much. Too Confusing. Too many restrictions.

- This is such a deep disappointment – Where is our collective creativity? We can be much better than this.
- Fear of gridlock is what led to construction of the arterial and the severing of our city.
- Not 25mph design speed!
- This is insane!
- Keep cars out of spaces – Can't do this for benefit of drivers and commuters.
- Does not meet the project vision. Is that compatible with finding requirements?
- This is not even close to compatible with the projects vision statement.
- This is worse than it is now!
- This appears to consider needs/desire of commuters rather than residents. Its crowded in commuters heading to and from suburbs.
- Seems Fox/Somerset franklin could get worse.
- I live on Munjoy Hill and this is my access to I-295 – I don't care about auto LOS and I've never heard my neighbors/friends complain about it either.
- Overall this is worse than current conditions.
- Look at the roadway percentage dedicated to vehicles vs. bikes/peds...the City has a Complete Streets policy and adding or widening lanes is certainly not in line with that policy.

Ideas/constructive criticism

- Why not allow straight through but with very long light? Commensurate with volume.
- Would like to see a section of this configuration
- Taking land from Bayside Trail requires referendum is that worthwhile?
- It looks like you are taking land from Bayside Trail – This will be hard to accomplish after the Protect Portland Parks land bank ordinance (aka congress square park) referendum.
- Re-Confirm having exchangeable lanes – 2x2 becomes 3x1 in direction of peak commute - helps congestion between Somerset and Marginal.
- Eliminate exit 7?
- Take out the traffic lights and put in toll booths – somebody is going to have to pay for this and Portland's open spaces are not for sale.
- Consider adding access to 295 southbound from Washington Ave. and adding a northbound exit ramp from 295 to Washington Ave.
- Add on lane traffic lanes going right to eliminate more traffic on Marginal Way so you only have traffic going straight at traffic lights.
- 19 lanes at Somerset/Franklin at present. Insanity – doing the same thing again and expecting different results. Read about “induced traffic” and “enabling behavior”. Adding more lanes produces the same level of service within 2 years of the buildout.
- Don't rely on Franklin as only way into the city – There are other options – So have more feeder streets going into Marginal Way.
- Need to relook at taking out median on 295 (as designed for) and stack cars on 295.
- If BOTH left turns from Franklin were eliminated could Franklin be run as a single phase? Could this facilitate a smaller intersection and additional crosswalks?
- Rerouting the off ramps would be best. Bust up the crowding.
- How was complete streets model applied?

- Maybe a parking garage near the interstate 95.

Removed traffic movement concerns

- This intersection should preserve west bound traffic along Marginal Way.
- Fox Street is not adequate for all the traffic from this plus all the new development in Munjoy Hill + East Bayside.
- Not a good idea to reduce turn options on Marginal Way westbound at Franklin. After the effort to restore street connections, this goes backward. Lots of new businesses/development in East Bayside this idea doesn't support. Plus it limits connection to Eastern Promenade Trail. Bayside Trail is not a good bike route so not an alternative.
- I don't see any benefit at all from forcing East Marginal to 295??? Through Kennedy Park to get to the West?
- East Bayside streets need to be looked at. Specifically Boyd, Diamond, Fox, Anderson- Not built for this use!

Other

- Vehicle LOS is less important than anything else.
- This off ramp is currently terrifying, and accident waiting to happen, shutting down lanes won't help.
- This plan does nothing to reduce traffic. Offsite parking, exclusive transit route, change to tax structure. Employee parking is not a business expense.
- The plan(s) for Marginal Way/Franklin are going to bring more traffic to East Bayside.
- Please lower the height of the light poles at 295 & marginal way. Hood them. Cut the spill into the sky and all over the sky.
- I like roundabouts at Commercial and maybe doubles so not so big at Marginal.
- We need you to start looking beyond standard answers
- What about sensible transportation policy act?
- Has "midtown" development traffic been considered?
- Who makes final decision on this section? City? MDOT? Consensus?

Station 6: Lincoln Park

Development concerns/comments

- Vigorous enforcement of no parking will be necessary for this kind of corridor development. How will these buildings be served?
- Residential on Munjoy Hill side, commercial the other side. Figure out whether you want commercial or residential property on which side of the street. If you wanted more parking put a parking garage next to the police garage perhaps in the future.
- Allow for businesses only abutting (see Johnstown PA)
- Wouldn't mind seeing end of Lincoln Park have thin row of development/retail or designated stage space, etc.

Pro Development

- Love the infill!
- Build up on the infill properties
- What is the reason to enlarge Lincoln Park? How much would it improve?
- Active edges are important – remove parking @ federal side – reopen courthouse entrance.
- Lincoln Park is a great resource for the India Street neighborhood so with cross streets and the parking lots developed it can be really used again as a great resource for the city.

Against Development

- Lincoln Park should be expanded – we don't need more development at this intersection.
- We do not need to cover Portland with buildings to be a successful city. Need to keep scale/mass of historic city (is why people love it) historic ambiance = market value.

Max Park Expansion

- Would like to see a larger expansion & rehab of Lincoln Park with nearby commercial space (retail/restaurants)
- Yes, increase Lincoln Park but don't hem it in with buildings on the Franklin Art. Side. Keep it an open space for air and light, a welcome thing in our city.
- Lincoln Park (1866) should be extended to the maximum as well as being completely restored as is. Will be more a showcase then ever!
- Expand Lincoln Park to Original size. Add gardens to add to the beauty of the city.
 - Yep!
- Prefer the 75' expansion of Lincoln Park. This also helps straighten out Franklin St. (less "s" curves to alignment)
 - But the "s" curves help to slow down traffic, so it's a help.
- Too little park in proportion (*in reference to 45'-50' option*)
 - Too much development in proportion to historic fabric.
- Max space on park- balance with new developed spaces.
- Restore park to max – create streetscape to make it usable and a desirable destination.
- Restore as much of Lincoln park as possible. With Franklin reduced in size and unencumbered by a fence, it can be the India Street Neighborhood park.
- Extending Lincoln Park as far "east" as possible replaces lost "green space" in median and allots smaller parcels for small scale development on the "east" compatible w/ existing lot sizes in neighborhood.
- We love extending Lincoln Park as much as possible closer to residential neighborhood who will use it. More greenspace will be good if more development happens.
- Please expand the Lincoln Park boundary to closest to its historic size. Public green space + open space will be at a premium w/ more density.
- Lincoln Park should be expanded to include original footprint – at the very least the larger of the two options shown.
- Expand park to its original plan and keep existing buildings across from it.

- Maximum extend and restore Lincoln Park – opportunity to restore this historic 1866 landmark to center of activity.
- Very much support FULL expansion. The more green space the better.
- Expand Lincoln Park as much as possible to historical dimensions.
- Strongly urge the maximum expansion of Lincoln Park.
- Please expand to maximum.
- Expand park as much as possible – no reason for trade off.
- Expand boundary to maximum extent.
- Expansion 75'-80' to make as close to historic as possible.
- Want to see the park expanded as much as possible, 75'-80' or more!

Less/Moderate Park Expansion

- Partial expansion is enough
- Go for Option 1, 45'-50'. Provides for better new development.
- As much as the larger park would be nice, I support the smaller expansion to develop the area more & give people a reason to go to the park while visiting nearby commerce.
- Balance of larger park w/ new development, people first, money/profit second.
- Don't add to the park. There is nothing historic in its original size.
- Lincoln Park is large enough – small increase at most!
- Smaller expansion is better – more development around park is needed to increase use of park.
- Bigger doesn't always mean better... a smaller better-utilized park surrounded by businesses would best help the community.

Other

- I think that expanding the park to the max makes the most sense with also max neighborhood reconnection across Franklin.
- Allow Court to keep street parking. 32,190sft Police Parking is best place for action. Make Federal St. more exclusive for bike/ped.
- Excellent site for temporary or permanent public art.
- Park would be a great space for public art - larger space supports this.
- Consider solar power to run the fountain in the summer at Lincoln park
 - Yes!
- Consider store rain water from drainage to irrigate the park and run the fountain
 - Great idea!
- Resume the use of mounted police along the corridor.
 - Yes!
- Yes to more green space.

Station 7: Cross Street Reconnections

Full reconnection / As much as possible

- Connect all 4 cross streets for all modes. Disperses traffic minimizes neighborhood impacts.
- Restore the city fabric and make as many streets across franklin as possible. There are options for commuters besides Franklin.
- Yes for street connections
- The more connections the better – Restore the historic grid!
- More crossings please
- Full connections at all spaces esp. Oxford
- Full reconnect all cross streets

Federal and Newbury

- Fully reconnect Federal and Newbury streets for bike, ped, and cars.
- Full reconnection of Federal and Newbury – limit left turns in you have to
- Reconnect Federal and Newbury fully
- Reconnect (complete) Federal and Newbury to reconnect India St. area to the city.
- Please reconnect Federal! (including for cars)Our family walks across there quite a bit already and it’s dicey – Same for Newbury.
- Make Federal St. full vehicular connection
- We really like reconnecting historic neighborhoods at both Federal and Newbury. WE bike there (to our hazard) and this would help LOTS.

Oxford

- Reconnect Oxford St. – so it makes sense (redo one way confusion)
- Vehicular connection at Oxford Street is not possible the Noyes Parking lot occupies this space.
 - Private Property can be acquired for public transportation projects with “just compensation”
- Definitely need Oxford connection for KP students going to King (+ returning) + residents going shopping
- Yay for Bike/Ped connection @ Oxford good choice not to attempt vehicle reconnection which would cut into well used and established green space.

Bayside Trail/Marginal Way (Connections posters)

- Consider a 4 way bike/ped bridge for E/W connection on Bayside Trail and N/S connections on Franklin St.
- No bike bridge!
- I’m concerned that a bike crossing here is actually going to slow traffic down coming into Portland and cause backups. (*in reference to the Bayside Trail*)
- Outbound stop bar could be pushed back to allow better bayside trail crossing
 - (no right on red from Marginal -> inbound Franklin)

Other Comments

- The notion of extending Wilmot St is ludicrous. It would bisect the Noyes Building and bring traffic to within feet of Whole Foods entrance. That is downright harebrained.

- Makes sense streets though warehouse buildings lower bayside.
- Complete Somerset connection to Forest.
- Whole Foods access is crazy, crazy figuring out how to get back to Parkside.
- Timing is important with too many pedestrian crossings there will be a lot of starting and stopping - accidents

Comments from Bike Bridge Posters

Against

- NO BRIDGE
- Huge cost, huge maintenance
- It seems to me that a bridge solution would take up too much of the surrounding area to be feasible.
- Crossing needs to be at grade. Do it right.
 - Yes at grade
- Crossing at grade only
- This is a bad use of resources
- At grade crossings only!
- A pedestrian/bike bridge symbolizes a road that is built for cars not people. It is an afterthought.
 - I agree can't we do better? Seems expensive also more dangerous at night when few people. Ok Portland has a low crime rate but things change with development.
- Pedestrian and bike access to cove very important = to cars! Widening lanes at intersection is terrible.

For

- Yes! Bike/ped bridges would encourage people to walk + ride more -> increased safety
- Yes – will still be too much traffic to cross by foot or bike – one connection needed somewhere.
- Yes to bike/ped bridges. They will encourage the more fearful to get out of their cars. (can it look like this one?) (*arrow to suspension bridge image*)
- Bridge over Franklin at Bayside Trail needed. Makes trail more contiguous and attractive to users.
- A pedestrian/bicycle bridge at Bayside Trail perhaps a tunnel at Franklin Towers.
- We need these overpasses for pedestrians and bicycles!
- Would like to see a pedestrian + bike overpass @ Bayside Trail. Please ☺
- Love love love suspension bridges. – once there is traffic to warrant it

Comments

- Good ped bridges are at grade (*includes diagram of how a “good” ped bridge goes flat over a below grade road rather than arching over an at grade road.*)
- We need more comparisons with municipalities that get 4+ feet of snow in the winter. I support the concept not sure it's feasible in climate.

- Crossings for herd paths adj. East Bayside public gardens
- I haven't seen any reference to a bike/ped bridge in any of the notes from the meetings this isn't represented on the map. Why is it here? Just pretty pics?
- Before we make more paths perhaps we could make the existing ones more cohesive and user friendly. Back cove/marginal way/bayside

Station 8: Bike Treatments

In Favor of Bike Boxes

- Love bike boxes
- Yes bike boxes
- Like bike Boxes
- I like bike boxes but are they safer than other options: perceptively and in reality?
- I think I get bike boxes esp. 2 bikes side by side and any hilly area (i.e. all of Franklin) has bikes passing side by side.
- Bike box looks good.
- Yes for bike boxes- please include bike corrals for parking too!
- LOVE the bike boxes. As a cyclist I never know where to stop and when I'm in a car where do I expect bikes to stop, stop to turn etc.
- I like the bike box. It alerts drivers to the bicyclists' right to be in the roadway.
- Love the bike box idea – no bike lanes – no parking is a better option to create a lively street.
- The bike boxes will help bikers & moterists coexist in a safer, more efficient manner. We can all share our roads!
- AS a biker – love the bike boxes. Great
- I have used these all over the City of Boston and I can tell that they work to increase the visibility of the cyclist at intersections, prevent right-hooks, and give cyclists a head start on green lights.

Bike Boxes Concerns

- I'm not the bravest bicyclist in the world tend to let cars go before I do. I like the added bike lanes but don't understand the boxes AND make biking safer and more people will ride later in the year.
- ? bike boxes (lanes) winter – upkeep of lines, city not on top of this. Should cross both lanes for left turn.
- Bike lane/buffer/box is fine but NOT in this location as traffic speeds are low.
- Buffer between box and stop line reduces auto vs. bike rage and ups safety
- How effective are these in snow conditions? Also we can't seem to paint lines on the streets – what would this add to street maintenance?
- Bike Boxes may create an unsafe situation in which the cyclist is still crossing the bike box when the light changes. An alternative, or additional, measure is the two-stage left turn box, which provides clear space for cyclists making a left turn in two stages.

In Favor of the Bike Lanes

- I like the buffered bike lanes
 - Me too, and the bike boxes
- Protected bike lanes encourage users of all levels. Not just experts.
- Protected bike lanes – continue level of safety & and comfort from EAST END TRAIL to BAYSIDE TRAIL
- I love the buffered bike lanes and bike boxes. As a bicyclist I feel this will help with communication between bicyclists and cars.
- Just a big yes to bike lanes!

Bike Lanes Other

- Flexible bollards in bike lane buffer. This does not cause snow/street cleaning issues because the city uses sidewalk equipment, as I understand
- If there are bike buffers more substantial than paint lines, keep them green – trees or at least planters.
- This is a major arterial: possibility for small buffer (raised) between bike lane and main vehicle traffic.
- Flexible Bollards in buffer zone for bike lane.
- Create bike lanes on cross streets
- Protected bike lanes + protected intersections (a la the Netherlands) reduce fatalities and collision rates. USA has #1 injury rate and fatality rate.
- I don't buy into the idea that paint is going to significantly increase the feeling of safety for people who currently don't feel comfortable enough to bike. Protected bike lanes or cycletracks and protected intersections are the facilities that will convince concerned populations to ride their bike.

Against Bike Boxes and Lanes

- BIG DISLIKE FOR BIKE BOXES, and edge facilities at intersections in general. Lane control is safest.
- Urge traditional bike lanes not boxes. Love the buffers.
- *(A concerned citizen brought a handout detailing their concerns with bike boxes with graphics and study citations. Primary concerns include: 1) bike boxes are dangerous where there is large truck traffic due to blind spots immediately in front, to the right of truck cabs. 2) bike boxes work during red lights but are confusing and counterproductive during green lights. 3) bike boxes encourage/teach poor habits for other intersections. This handout is available separate from this report)*
- I think bike boxes can be pretty dicey for less experienced riders (on stale greens).
DEFINITELY NO MULTI LANE BIKE BOXES

Other Bike Comments

- More bike parking! Corrals are great
- Minneapolis is a great example of a cold weather city where bikes are everywhere all year. We can do it here too
- I like bike and walk lanes

- Like example of sidewalk area, hopefully bicycle area. Looks nice. Like traffic circle. We are used to from biking in Europe and found traffic circles safe.
- Has anyone looked at Montreal? Have biked tight through downtown traffic worked well, felt safe.
- Bikes should be in traffic on the peninsula
- I saw urban parkway option in PDF but don't see here tonight. Like the idea of protected bike lanes on each side or a cycle track in the middle or on one side. Urban parkway north of Congress, urban street south of Congress
- Make it easy for bikes and it will be easy for pedestrians and autos!
- Will these treatments be present for full extent of corridor? Commercial -> Marginal
- Cross streets need good bike facilities to make this work
- Consider leading bike interval on some intersections
- Up bike facilities = fewer cars
- I was heartened to see renderings of real bicycle infrastructure. I urge that the final design include unidirectional bike lanes - as they preserve the standard road layout and generally facilitate easier connections - and that they be protected from motor vehicle traffic.

General negative comments

- Bikers seem not to follow the rules of the road. How to improve co-ordination?!
- There seems to be a lot of attention to bicycle concerns in a city where bicycle travel is unlikely (except for really dedicated riders) @ 7 months out of the year. While avid cyclists deserve safe travel – how does this benefit the MAJORITY of commuters?

Other

- Left turn lane arrow unnecessary creates queuing in right lane. (*in reference to graphic showing Fore/Franklin intersection*)
- Ghosts? (*in reference to shadowy silhouettes on Fore/Franklin graphic*)

Station 9: Parking

Against Parking

- Totally agree with no parking on the redesigned Franklin Street!!!
- I would prefer less parking if it means more bike/ped space and safety. Bike lane shouldn't be next to parked cars.
 - ! (*written in a different pen*)
- No parking on Franklin is a good idea. The street needs to be as bike friendly as possible.
- No parking on Franklin. The bike buffer is sufficient
- Absolutely No Parking!
- I'm fine with no parking on Franklin
- No Parking. No more parking. On street fine as long as development has to meet full parking requirement no trading, selling or waivers from city.
- Parking should happen off Franklin St., but the parking issue city-wide does need more attention.

- Support limits to parking

In Favor of Parking

- On street parking acts as a buffer btwn people/pedestrians and traffic – adding safety.
 - As a pedestrian + bicyclist I disagree with this statement. NO PARKING is a good thing
 - Another voice. I agree, on-street parking does slow traffic but is bike hazard opening doors.
- On street parking is good. It creates a pedestrian buffer and decreases the “need” for surface and multi-story facilities.

Other Parking

- Parking garages for commuters on Marginal Way both sides of light.
- 1 P for P bus. I do not own a car. I bike & bus (METRO) and visiting motorcoach. Please consider 1 bus sized pullout (*two more words, illegible*)

Other

- Do whatever we can to discourage people from driving into Portland.
- By max expanding park – creates good impression gateway to visitor, driver.
- 4 -> 2 lanes is a bad idea. 350+ units going to Portland Company!

Post-Public Workshop PAC Debrief

Attending: Alex Jaegerman, Mike Bobinsky, Jeremiah Bartlett, Kevin Donoghue, Mark Adelson, Bob Stevens, Darryl Belz, Chris O’Neil, Carl Eppich, Tom Gorrill, Jon R. Graback, Bill Hall, Kevin Donoghue, Alex Landry, Markos Miller, Christian Milneil, Hugh Nazor, Sally Oldham, Jaime Parker, Steve Hewins, Carol Morris, Scott Hastings, Randy Dunton, Laura Riegel and Catherine Offenberg.

Carol Morris of Morris Communications opened the session. She remarked on the good turnout for the workshop and explained that this meeting was for the purpose of an informal debrief among PAC members to report on the feedback they heard at each station at the public workshop.

Station One: Alignment

Those at the station reported that people generally seemed to like what they saw. There was some debate about expanding Lincoln Park but since that topic had a separate station, most people did not go into detail here. People liked the idea of a 25 mph design speed. The proposed Marginal Way configuration was the single biggest item that people expressed concern about. As that topic also had a separate station, talk at this station was mostly about how wide the road would be on that end of the corridor. There were some questions about the desire to keep the green median so as to have the trees and green space. The station managers explained that the PAC and previous public opinion was looking for a narrower overall width

and thus removal of the median. It was also noted that trees would be planted at the sides of the road. People were also concerned about safe pedestrian crossings along the new road.

Station 2: Cross section / Traffic Calming measures

The staff and committee members manning this station reported that there was a lot of interest and approval around designing with future transit in mind. There was some concern about the bike lane being situated between the bus stops and the sidewalk. While the 25 mph speed limit was generally approved of, there were some voices that felt it could be higher so as to get cars moving and out of the way. Overall, there were very positive reactions.

Station 3: Transit

The people manning this station reported that a number of island residents attended and were concerned about relieving the parking issues at the Commercial St. end of the corridor/ the Casco Bay Lines parking garage. There was a lot of talk about the type of transit needed, i.e. bus vs. trolley. In general, there was a lot of interest in transit as a way to relieve parking issues throughout the corridor and beyond.

Station 4: Development

The people manning this station reported that there was interest in seeing mixed-use development, particularly first floor retail with other uses above. A lot of concern was expressed about keeping building heights low (3-4 stories at most). People mentioned that Franklin from Congress/Cumberland is a good view corridor in both directions (to Casco Bay and to Back Cove) and that they did not want development to block the views. Related to this, the ridgeline is a prominent position in the city skyline and there was concern that whatever is built there should be a high quality, statement building. There was also a lot of interest in affordable housing as it is in limited supply on the peninsula. Finally people wanted to see significant infill to help knit the city back together.

Station 5: Marginal Way Intersection

The people manning this station reported that there was a very high level of discussion and activity at this station. Many people offered and discussed alternative approaches to the intersection. There was concern about making it safe and accessible for bikes and pedestrians. The restricted movements also raised a lot of questions about where this traffic would be diverted. People felt strongly that the road was too wide and too big. This was seen as making it even worse for bikes and pedestrians than the current conditions, particularly with the lack of crossings on two legs. Also, the eliminated movements leaves bicycles travelling in that direction trapped if they are unaware and do not take an earlier turn. Many doubted that it would be much of an improvement for cars.

Mike Bobinsky, City of Portland's Public Services department, asked if there was any feedback on the idea the PAC had floated about simply maintaining lengthy wait times for those traffic movements currently proposed to be removed. It was noted that this did not come up.

Markos Miller, co-chair of the PAC, noted that he had heard from a few people that they felt it would be a “build it and they will come” problem, with increased capacity attracting more cars.

A PAC member noted that some time ago there was an I-95 / I-295 corridor study that found improved transit would be the best way to reduce traffic along the highway corridor. He felt this was worth pursuing as a way to lessen congestion at Exit 7. Rather than expand the Marginal Way intersection, take the money and put it into transit.

There was a brief discussion about how METRO is currently attempting to expand north along the highway corridor and meeting resistance.

A PAC member noted that he had heard someone mention that the new public lands ordinance would make it hard to take land from the Bayside Trail in order to expand the right of way.

Station 6: Lincoln Park

The people manning this station reported that the maximum expansion had the most favor with an estimated ~29 people for it compared to ~5 for the moderate expansion. There was interest in using the surrounding developable parcels to activate the park space by putting in ground floor retail and/or restaurant space. There was concern about the quality of the buildings that would be built around the park and interest in having them be of good quality and harmonious with the historic nature of the park and Portland. People also brought up having a full reconnection of Federal St. as an important step toward bringing more activity to the park.

Station 7: Cross Street Reconnections

The people at this station reported that people were generally in favor of as much reconnection as possible, especially at Federal and Newbury. Oxford was also popular but generated some concerns. Any bike/ped-only connections were desired to be as safe as possible. There was also a lot of concern about how these connections would impact East Bayside, which was seen to need a lot of improvement. As for a possible bike / ped bridge, people seemed to either love it or hate it.

Markos noted that he was not expecting the bike/ped bridge topic to be at the meeting. He mentioned that the vision statement specifically mentioned at-grade crossings. He felt it was inappropriate to bring in at this state in the game, particularly with the fancy, certainly expensive, bridges presented when it would likely be something less attractive in the end. Carol explained that quite a few people outside of the PAC have asked about it and with the increasingly complicated at-grade crossings at the Marginal Way intersection, the team felt they should use this last chance at public input to feel out where people stood on the issue. She also noted that needs change during a study process and generally, all possibilities should be considered.

Kevin Donoghue, co-chair of the PAC, acknowledged that the unpleasantness of the late breaking Marginal Way solutions did seem to make it a topic that should come up. He noted that he uses Marginal Way as a cyclist and the proposed intersection would make that no longer feasible, which in turn would make it much more important to have a viable trail option.

Alex Jaegerman, City of Portland Planning department, voiced the thought that something like the bridge would be so far down the road that it shouldn't be considered here. He believes the upgraded single phase crossing at Marginal Way would be sufficient for the time being.

A PAC member asked if a sunken roundabout was considered for the intersection. There was some discussion. It was felt it would be very complicated and expensive at that location given the high water issues.

A PAC member asked how the Bayside Connections Study was progressing and how it might inform this project.

Jeremiah Bartlett, City of Portland's Public Services Department, responded that biggest alleviation of traffic would come from the reconnection of parallel streets and that the model would take that into account. Both studies are looking at restoring as many connections as possible. He also asked that IBI Group provide some approximate level of cost of an attractive bike / ped bridge, as some of the concerns surrounding them are due to the fact that they can be very unattractive.

A PAC member noted that a number of people felt a full connection at Wilmot St. was not a feasible idea.

Station 8: Bike Treatments

The people manning this station reported that about 60% of people seemed to support the bike boxes, but there were also some strong voices against them. Some people also wondered about why the bike lanes were not physically separated from the roadway and voiced opinions that they should be. There was desire for bike facilities to continue through to Marginal Way. Also it was brought up that maybe a large bike box at that intersection could double as the Bayside Trail connection. There was a lot of confusion and concern about how bike boxes work and it was felt that there would need to be aggressive educational outreach to get people aware of how they work. Overall people were very in favor of the bike lanes with painted buffer, though again some felt a physical barrier would be better.

Station 9: Parking

The people manning this station reported that there was little to no opposition to not having on-street parking throughout the corridor. Most of the conversations were about the Commercial St. end where a handful of spaces do currently exist. There were some concerns about how the no parking would impact the types of development to be built in the areas open for new

development. One person who runs a private bus company voiced some concerns about the roundabout and how it would impact buses serving the cruise ships. There were a few voices for having on-street parking as a buffer between traffic and pedestrians. In the end a clear majority were in favor of not having on-street parking in the corridor. People appreciated that not having it was more flexible in terms of future changes to the road. They noted that they had talked with one person who said that they felt bike boxes were counter intuitive as they sought to reduce conflicts by bringing bikes out into the middle of the road.

Markos asked where the cross-section presented in the graphic was located on Franklin Street.

Cathy Offenberg of IBI Group replied that it is at the widest section between Fox and Cumberland Streets because the widest point was a good place for comparison to the current conditions.

There was some talk about cross-street connections, particularly Federal Street. Cathy noted that IBI is working hard to get the new ideas they had heard in the last few weeks narrowed down and into the model. The issue with Federal in particular is that it would have to cross the left-hand turn lane for traffic approaching Congress St., which is a complicated situation. A similar problem exists with Lancaster Street.

Markos noted that it would be very helpful for the PAC if they could be given some information later on as to what the alternative choices were and the reasons why desired elements, such as a Federal Street reconnection, may have been deemed unfeasible.

There was a question about how much weight was given to the public input over PAC input, in the face of modeling.

Carol responded that in most cases there was not a lot of difference of opinion between the two and that at this meeting they had asked the public for its opinion on some fairly specific topics. The team will now synthesize the PAC and public feedback in concert with their feasibility and safety assessment to make final recommendations that are best aligned with the vision and goals of the project

Mike Bobinsky thanked everyone for their time and closed the session at 8 pm.