

# State & High Streets Two-Way Conversion Study

## Public Workshop

September 8, 2014



# Agenda

- **Welcome/Introductions – 5 minutes**
- **Study Goals & Expectations/Schedule/Input Opportunities - 5 minutes**
- **The Study- 20 minutes**
  - **Scope Summary/How this fits into other City planning**
  - **Data Collection and Existing Conditions**
  - **Next Steps**
- **Open Q&A: 30 minutes**
- **Post-Presentation Comments at Stations: 30 minutes**
  - **Existing Conditions**
  - **Other Related Portland Studies**
  - **Potential Challenges and Benefits**
  - **Study Purpose and Need Statement**

# Study Goals & Expectations

## ■ Goals

- Look at potential effects of making State and High Streets two-way for vehicular traffic, adjusting turning patterns, adding bicycle and pedestrian infrastructure and other changes that could will enhance livability
- Overall Purpose: Making improvements in vehicle/bicycle/pedestrian access and safety
- Much infrastructure within area is in need of upgrading - before making any financial investment, assess what could make the area more functional for all
- Assess how any changes would affect mobility, parking and safety, as well as estimating approximate costs

## ■ Expectations

- Keep an open mind!!

# Purpose and Need Statement

The purpose of the State and High Streets Two-Way Conversion Study is to study the effects of re-introducing two-way traffic flow on State and High Streets. The study will evaluate whether changes in transportation infrastructure will support the existing mix of land uses and neighborhoods in the study area. Both streets need to serve automobiles, trucks, transit, pedestrians, and cyclists equitably, as well as serve both those who are traveling within the City as well as through the City. From a safety and health perspective, new infrastructure should be designed to accommodate pedestrian and cyclist safety and increase livability. From an urban design perspective, changes should provide a positive experience, and actively connect historic neighborhoods. Changes should also serve the transportation needs of those living off the peninsula by creating convenient access to city amenities and work places. Changes should be compatible and coordinate with other related City planning projects, including the redesign of Congress Square.

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# Project Schedule

	2014								2015				
	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
Meetings			●		■			●		■	●		
Interactive Online Platform			→										
TASK 2 - Purpose and Need, Goals and Objectives, Evaluation Criteria	■		★										
TASK 3: Data Collection and Existing Conditions	■			★									
TASK 4: Future Conditions			■		★								
TASK 5: Alternatives Development				■			★						
TASK 6: Alternatives Analysis						■				★			
TASK 7: Recommendations								■				★	
TASK 8: Study Report											■		★

- PAC MEETING
- PUBLIC MEETING
- ★ MEMO/REPORT DELIVERABLE



# Public Input

- Meetings
- City website:  
<http://www.portlandmaine.gov/1315/State-and-High-Street-Study>
- Focused online input as we get more specific findings



## Scope Summary/How this fits into other City planning

- **TASK 1 Public Involvement**
- **TASK 2 Purpose and Need, Goals and Objectives, Evaluation Criteria**
- **TASK 3 Data Collection and Existing Conditions**
- **TASK 4 Future Conditions**
- **TASK 5 Alternatives Development**
- **TASK 6 Alternatives Analysis**
- **TASK 7 Recommendations**
- **TASK 8 Study Report**

## Scope Summary

### How this fits into other City planning

- **Other related planning projects**
  - Congress Square Plaza
  - Spring Street
  - Franklin Street
  - Others
  
- **Making it work together**
  - City-wide traffic modeling
  - City Staff communication
  - Advisory committee overlap
  - Public input

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# Existing Conditions



# QUESTIONS??



# Post-Presentation Stations

- Existing Conditions
- Other Related Portland Studies
- Potential Challenges and Benefits
- Purpose and Need Statement

