



**TO:** Chair Thibodeau and Members of the Sustainability and Transportation Committee

**FROM:** Bruce Hyman, Transportation Program Manager

**DATE:** March 16, 2018

**SUBJECT:** Draft Bayside Transportation Master Plan

**CC:** Jeff Levine, Planning and Urban Development Director  
Chris Branch, Public Works Director  
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**Introduction:**

The City conducted the PACTS-funded Bayside Transportation Master Plan to integrate and lay the groundwork for many various public planning-project initiatives and private development activities in the fast-changing Bayside and East Bayside neighborhoods. The Plan and its recommendations are organized around 8 primary 'Focus Areas':

- Marginal Way
- Preble and Elm Streets
- Portland and Oxford Streets
- Pearl Street
- Lancaster and Kennebec Streets
- East Bayside
- Washington Avenue (on-peninsula)
- Public Transit.

A robust public outreach-engagement process with residents, property owners and businesses was conducted that included three well-attended public workshops, an Open House and an interactive project website. Close coordination with the MaineDOT and METRO was also maintained throughout the process. This process and its outcomes are documented in Chapter 6.

For each of the 8 focus areas the public outreach and consultant-staff discussions generated a series of Issues-Opportunities and Goals were identified. From these, a set of Alternatives were generated and analyzed and evaluated based on how well they met the Goals.



### Principal Recommendations by Focus Area:

Recommendations for each focus area were made based on the technical analysis and goals evaluation. The principal recommendations for each focus area are summarized below. Common themes for each focus area are an improved streetscape/sidewalks and pedestrian crossings.

- **Marginal Way.** To more safely and efficiently serve a more urban development context, Marginal Way is recommended to become a more consistent 3-lane roadway from Forest Avenue to Franklin Street with one lane in each direction, two-way center turn lane/left turn lanes at intersections and on-street parking. Intersections are recommended to be reconfigured to serve this configuration including at Preble/Elm Streets, Chestnut Street (including a traffic signal) and at Franklin Street. At Franklin Street, full movement of traffic for westbound Marginal Way is preserved.
- **Preble and Elm Streets.** In anticipation of the Somerset Street re-connection between Elm and Hanover Streets, Preble Street is proposed to be reconfigured from Marginal Way to Congress Street for generally one travel lane and a bike lane with turn lanes at intersections where needed. Elm Street is recommended to remain two travel lanes with shared lane bikeway markings.
- **Portland and Oxford Streets.** Portland Street is recommended to be reconfigured at the Forest Avenue intersection to better serve pedestrians and transit users. Oxford Street is recommended to become two-way from Elm Street to Alder Street/Portland Street to improve street connectivity within the neighborhood. A test of a two-way Oxford Street from Elm to Pearl is suggested.
- **Pearl Street.** Pearl Street is recommended to be extended the one block from Somerset Street to Marginal Way to enhance north-south connectivity on the peninsula from Marginal Way to Commercial Street.
- **Lancaster and Kennebec Streets.** Various options for reconfiguring both streets are presented including as traditional city streets (travelways with curb and sidewalk) or as shared streets for some sections in response to potential development opportunities. City staff also suggest that portions of Kennebec Street be considered to become pedestrian only/a pedestrian mall given its unique characteristics. This type of conversion has been successful in communities across the country to create vibrant redevelopment areas.
- **East Bayside.** Many streets are recommended to be upgraded to traditional city streets with curb and sidewalks where they are currently missing.
- **Washington Avenue (on-peninsula).** In anticipation of reconstruction of much of the street and its continued redevelopment/revitalization, Washington Avenue is recommended to have a much higher quality streetscape/sidewalks and better pedestrian access along and across Washington Avenue.
- **Public Transit.** Many bus stops are recommended to be relocated and formalized by removal of on-street parking to allow buses access to the curb to better serve riders.