



Commercial Street Transportation Master Plan

Comment & Feedback Card

1. How frequently (days per week) are you at Commercial Street?

2. How do you use or interface with Commercial Street? Circle all that may apply
 - Work:
 - Live:
 - Shop:
 - Recreational / Eat:

3. Please provide any feedback you would like regarding Concept 1
 - a. Which design elements do you like?

 - b. Which design elements would you change and how?

 - c. Additional feedback:

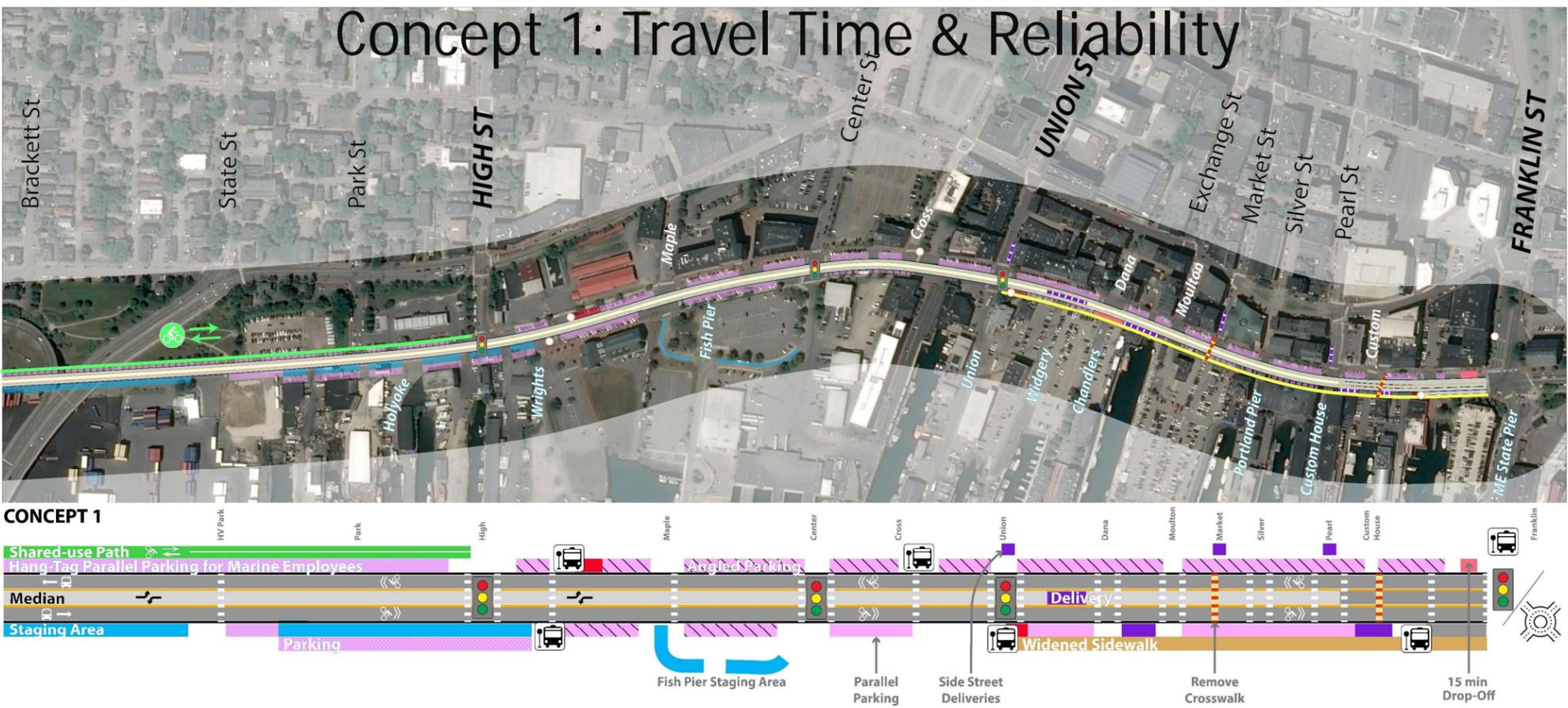
4. Please provide any feedback you would like regarding Concept 2
 - a. Which design elements do you like?

 - b. Which design elements would you change and how?

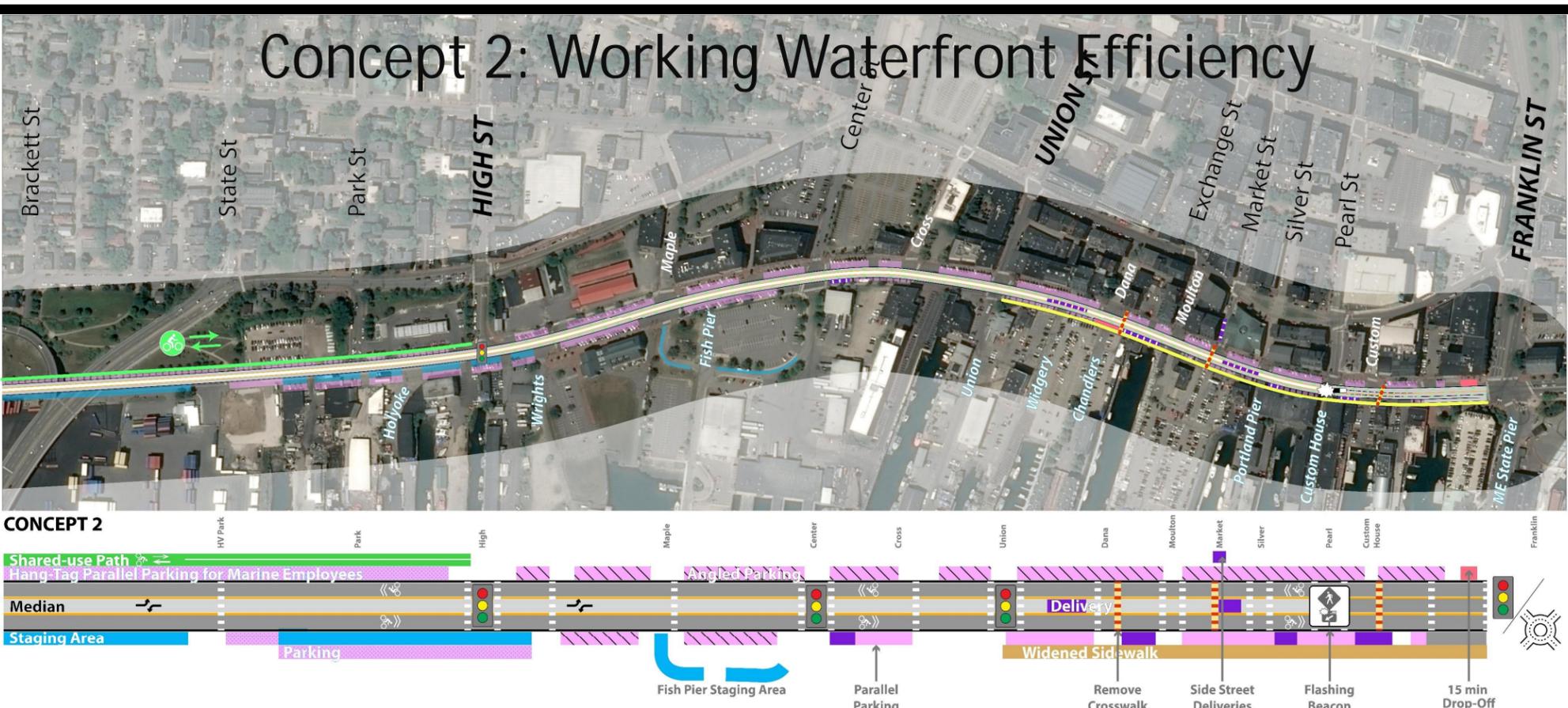
 - c. Additional feedback:

(See reverse)

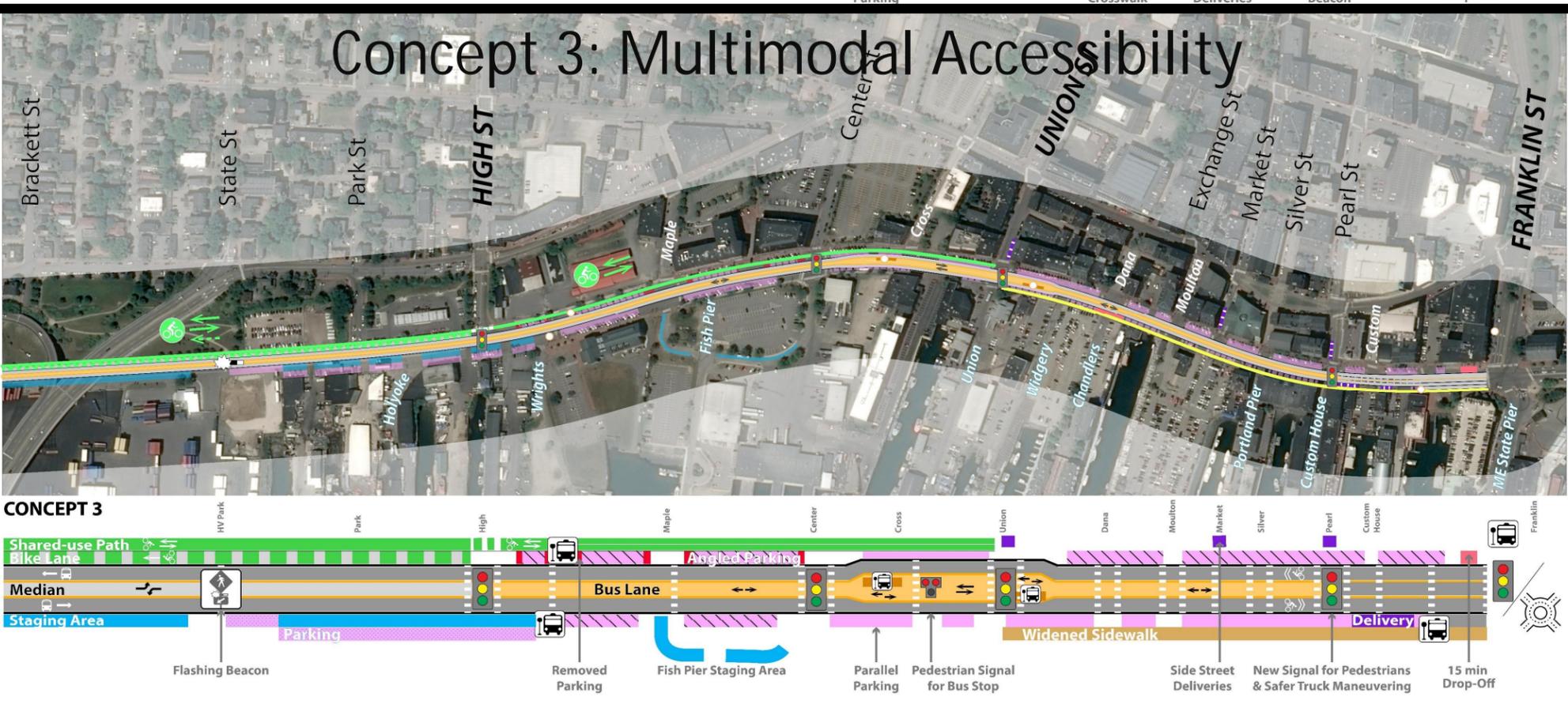
Concept 1: Travel Time & Reliability



Concept 2: Working Waterfront Efficiency



Concept 3: Multimodal Accessibility



Commercial Street Operations and Master Plan: Alternative Concepts and Strategies

Concept	Primary Goals or Themes	Street Design/Cross Section	Marine Operations Measures	Traffic Operations Measures	Transit Measures	Pedestrian & Crosswalk Measures	Cyclist Infrastructure Measures	General Delivery / Parking Measures & Policies
Common Strategies in All Concepts	<ul style="list-style-type: none"> Defined marine staging and operations areas and safe access to working waterfront/piers Improved pedestrian safety and access along and across corridor Efficient parking and general delivery management 		<ul style="list-style-type: none"> Define bait truck/marine operations active staging and loading areas (wharf-side) between IMT and High St, as well as along and within Fish Pier Define loading and staging areas (curbside and/or center median) throughout corridor 	<ul style="list-style-type: none"> New signal at High St as part of development Re-time Center St & Union St signals (with Leading Pedestrian Intervals - LPI) to improve signal coordination Integrate signals with "smart signals" system on Franklin Street Monitor Beach St queues; evaluate advance queue detection Ensure heavy vehicles can make turns if roundabout selected at Franklin St 	<ul style="list-style-type: none"> Ensure any new signal equipment purchased has capacity for Transit Signal Priority (TSP) 	<ul style="list-style-type: none"> Widen wharf-side sidewalk from Union - Franklin St Add LPI at all signals Improve center turn lane sight distance by confining center-median loading to selected areas away from intersections and crosswalks Sidewalk & roadway lighting 	<ul style="list-style-type: none"> Allow for development of planned shared use path from Beach St - High St on the north/WB side of the corridor Provide bicycle accommodation along corridor (minimum accommodation: sharrows) 	<ul style="list-style-type: none"> Continue to evaluate parking and recommendations from 2016 Downtown Parking Study
Concept 1: Travel Time & Reliability	<ul style="list-style-type: none"> Reduced and more reliable travel times for all users Multi-modal access and service for residents, employees, and visitors 	<ul style="list-style-type: none"> Reserve center-turn lane for motor vehicle turning and queueing; only allow center-turn lane loading and deliveries at longest blocks Restripe to better define lanes and parking Convert existing WB bike lane to land-side parallel parking from High St to Harbor View Park with hang-tags for marine employees 	<ul style="list-style-type: none"> Flaggers ("low-tech") at Pearl St to ensure safe crossings for pedestrians and backing maneuvers for bait trucks other bait-truck backing locations Hang-tag parallel parking for marine employees: Harbor View Park - High St 	<ul style="list-style-type: none"> Eliminate most center-turn lane loading to increase queuing capacity and sight distance for vehicles and pedestrians Remove crosswalks at Moulton Street, Custom House Street, and at Buoy Park to improve travel time reliability (crossings are near others) 	<ul style="list-style-type: none"> Bi-directional transit service in mixed traffic westbound stops at Franklin St, Cross St, Park St; eastbound stops at High St, Union St, Franklin St Some parking would need to be removed to allow buses to pull out of traffic and stop along curb Transit signal priority at intersections 	<ul style="list-style-type: none"> Improve visibility and safety of remaining crossings with combination of new pavement markings, lighting, signage, and curb extensions where truck radii allow (Silver St, Dana St) 	<ul style="list-style-type: none"> Sharrow markings from High St - Franklin St 	<ul style="list-style-type: none"> Maintain existing on-street parking layout throughout (except at bus stops) Disallow center median loading/deliveries except in longest block(s) Add land-side parallel parking west of High St to Harbor View Park that is reserved for hang-tag holders (marine workers) Implement time-based general purpose delivery zones in designated areas along Commercial St while also providing new "spill-over" delivery zones along side streets: Union St, Market St, and Pearl St
Concept 2: Marine Operations/Pier-Wharf Access	<ul style="list-style-type: none"> Enhanced access for marine operations and employees Efficiently managed and safe, well-defined center turn lane and curbside loading parking and general delivery areas Proximate parking and access for residents, employees, and visitors 	<ul style="list-style-type: none"> Allow center-median loading at safe locations (set-back from crosswalks to increase sight distance) Restripe to better define lanes and parking Convert existing WB bike lane to land-side parallel parking from High St to Harbor View Park with hang-tags for marine employees 	<ul style="list-style-type: none"> Accommodate center-median "overflow" bait truck staging at designated area between Union and Dana or at curb just east of Center St RRFB at Pearl St to ensure safe crossings for pedestrians and backing maneuvers for bait trucks other bait-truck backing locations Hang-tag parallel parking for marine employees: Harbor View Park - High St 	<ul style="list-style-type: none"> Remove crosswalks at Moulton Street and Custom House to improve travel time reliability, as these crossings are near others with higher pedestrian desire lines 	<ul style="list-style-type: none"> No anticipated general transit service along Commercial St 	<ul style="list-style-type: none"> Install RRFB at Pearl St 	<ul style="list-style-type: none"> Sharrow markings from High St - Franklin St 	<ul style="list-style-type: none"> Maintain existing on-street parking layout throughout Add land-side parallel parking west of High St to Harbor View Park that is reserved for hang-tag holders (marine workers) Implement time-based general purpose delivery zones in designated areas along Commercial St, minimizing "spill-over" delivery zones along Market St
Concept 3: Multimodal Accessibility	<ul style="list-style-type: none"> Enhanced multi-modal mobility via bus transit Improved bicycle connectivity along and across corridor 	<ul style="list-style-type: none"> Convert and dedicate center turn-lane to transit service (human operated or autonomous) Preserve existing WB bike lane from Beach St to High St and implement planned shared use path (with EB bike flow) on north/WB side of corridor Introduce a separated two-way bike facility from High St - Union St 	<ul style="list-style-type: none"> Signalize Pearl St intersection to ensure safe crossings for pedestrians and backing maneuvers for bait trucks As needed, provide for bait truck / marine operations staging area just east of Center St. along wharf-side curb 	<ul style="list-style-type: none"> New signal at Pearl St to accommodate pedestrians, safer truck backing movements, and provide for reliable transit service via TSP 	<ul style="list-style-type: none"> Bi-directional transit service in center-median Two-way segment between Cross St & Union St to enable buses to pass each other Stop locations east of Union St (eastbound) and west of Cross St St (westbound) Additional stops at Franklin St and High St Further refine routing and service characteristics with METRO 	<ul style="list-style-type: none"> Add a new signal at Pearl St (with transit signal priority and to improve safety of bait truck movements) After High St signal is constructed, relocate RRFB from GMRI to Harborview Park Add HAWK signal at Cross St to allow access to center bus stop Improve visibility and safety of remaining crossings with combination of new pavement markings, lighting, signage, and curb extensions where truck radii allow (Silver St, Dana St) 	<ul style="list-style-type: none"> Shared use path plus in-street westbound bike lane from Beach St - High St Two-way separated bike facility from High St - Union St Intersection treatment at Union St to safely transition cyclists continuing eastbound Sharrow markings from Union St - Franklin St (both directions) 	<ul style="list-style-type: none"> Median loading disallowed Convert angle parking to parallel parking on land side from High St - Union St for bike facilities and transit stops Implement time-based general purpose delivery zones in designated areas along Commercial St while also providing new "spill-over" delivery zones along Union St, Market St, and Pearl St Manage parking prices - increase rates in busiest areas along corridor

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August 13, 2019

Commercial Street Transportation Master Plan Evaluation Matrix

Concept	Safety	Travel Time / Reliability	Marine / Wharf Access	Bicycle Comfort & Access	Transit Service & Mobility	Ease of Delivery
Concept 1: Enhance Travel Time Reliability	● LPI at 3 intersections; 1,600 ft of widened SW, fewer delivery conflicts	● Est. 10-20% travel time savings vs. existing via signal timing; fewer median conflicts	◐ Employee parking near IMT; 1,600 SF of managed staging & loading	◐ 2,000 LF Shared-use path; + 3,300 LF Sharrows; improved intersection sight distance	◐ Mixed transit service with six (6) pull-out bus stops	◐ Loading Areas: 175 LF median; 150 LF curbside; 300 LF on 3 adj streets
Concept 2: Improve Efficiency for the Working Waterfront	◐ LPI at 3 intersections; 1,600 ft of widened SW, Beacon at Pearl St	◐ Est. 5-10% travel time & reliability savings vs. existing via signal timing	● Employee parking near IMT; 1,600 SF of managed staging & loading	◐ 2,000 LF Shared-use path; + 3,300 LF Sharrows; improved intersection sight distance	○ No transit service	● Loading: 250 LF median; 300 LF curbside; 100 LF on Market St
Concept 3: Provide Additional Travel Options	◐ LPI at 3 intersections; 1,600 ft of widened SW, Signal at Pearl St; median bus conflict	◑ Est 20-30% increase in travel time & reduced reliability due to lack of left-turn lane (left turning vehicles block through movements)	○ 1,600 LF of managed staging and loading; lack of center turn lane exacerbates left-turns into wharf; Pearl St signal for bait truck safety	● 2,000 LF Shared-use path; + 1,200+ LF two-way separated bike lane; + 2,000 LF sharrows	● 3,500 LF of dedicated median transit service with median and curbside stops; signal priority, and queue jump lanes	○ Loading: 300 LF curbside; 300 LF on adjacent streets

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- Significantly Improves
- ◐ Moderately improves
- Neutral
- ◑ Moderately worsens
- Significantly worsens