



Commercial Street Transportation Operations & Master Plan: Concepts & Feedback



August 13, 2019

Meeting Outline

- Project Goals
- Issues & Opportunities
- Previous Outreach
- Corridor Priorities Feedback
- Concepts & Descriptions
- Concept Strategies Feedback
- Adjourn / Discussion



Project Goals

- Safety for all users
- Maintain and improve access and safety for working waterfront operations
- Improve traffic operations and address congestion points and bottlenecks



Corridor Issues

- Travel time and travel reliability
- Safe, organized working waterfront operations
- Limited waterfront access
- Chaotic pedestrian crossings – at both signalized and unsignalized intersections



Western Commercial Street – Existing Issues

- Beach Street westbound queues and traffic impacts
- Industrial uses and staging/loading on truck apron
- Parking management near GMRI
- Higher speed segment lacks safer cyclist infrastructure
- Accommodating traffic from planned future developments



Eastern Commercial Street – Existing Issues

- Need for safer pedestrian crossings
- Poor intersection sight distances
- Sidewalk crowding
- Delivery management and center turn lane usage
- Peak season parking availability
- Travel time reliability / friction
- Bait truck backing maneuvers
- Commercial Street/Franklin Street intersection: signal timing and operations, intersection redesign
- Pace and location of development



Franklin Street at Commercial Street

- Existing Issues

- Long wait times for vehicles and pedestrians
- Long crosswalks
- Lack of waterfront gateway on Franklin Street approach
- Limited sidewalk/plaza space leads to crowding

- Corridor Re-Design Status

- Convert to Roundabout (recommended in Franklin Street Feasibility Study) OR
- Re-align SB Franklin Street and maintain as signalized intersection
 - Reduces wait times for all users
 - Adds plaza space

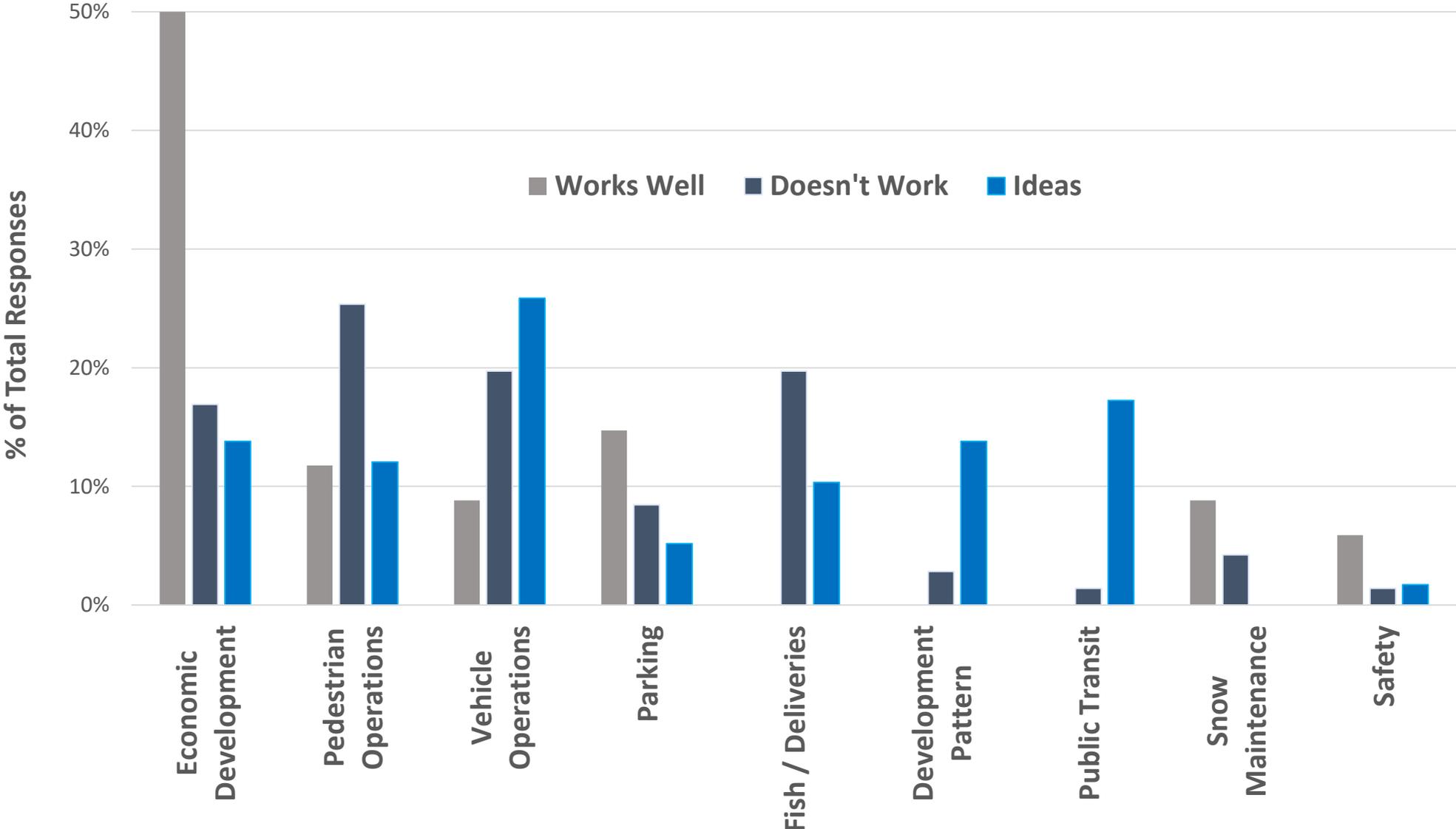


Previous Outreach

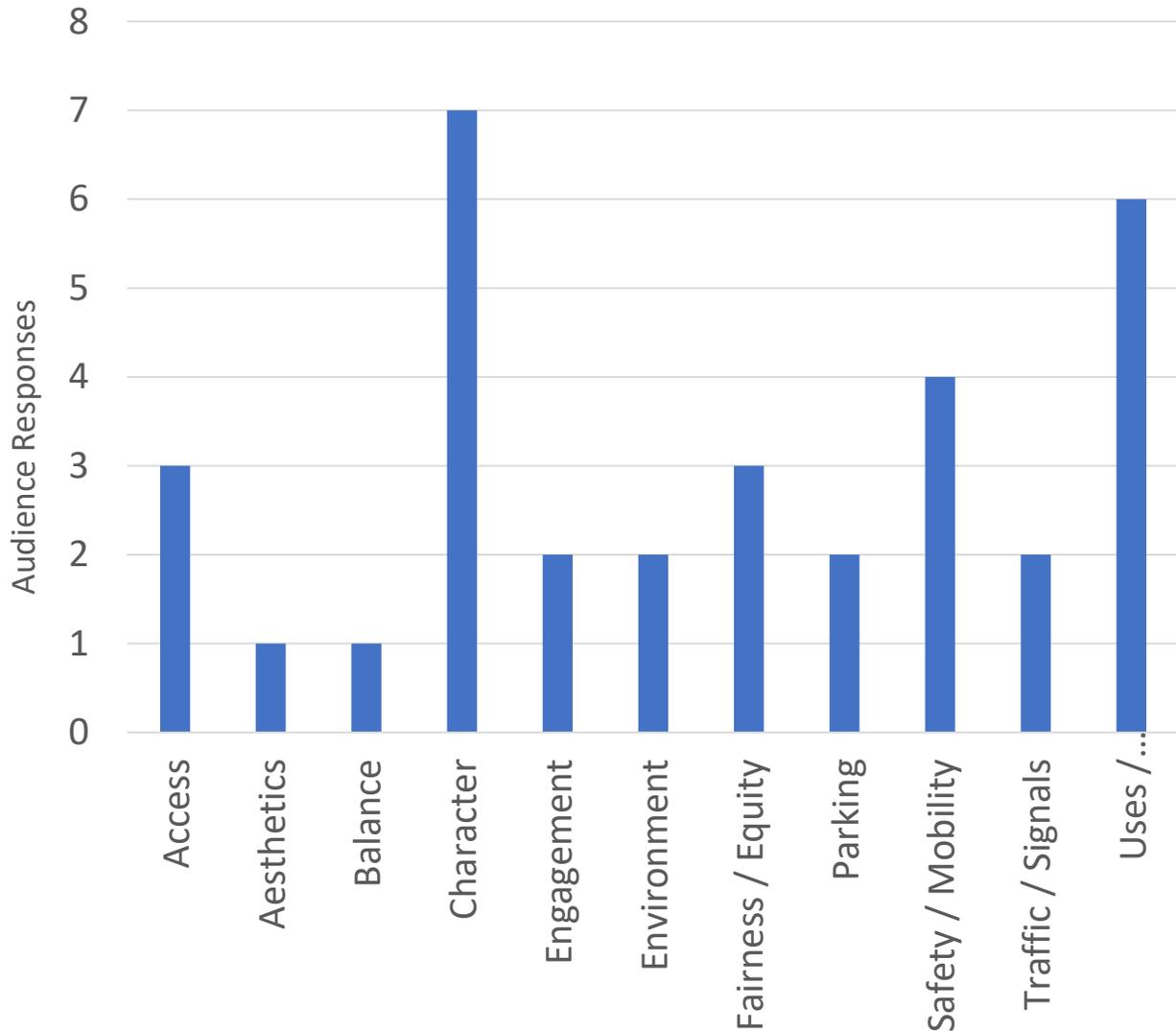
- October Stakeholder Meeting
- December Public Meeting
- Continued outreach to waterfront stakeholders



October Stakeholder Meeting Comment Summary



December Feedback: Priorities



- Enhance multimodal access
- Support vibrant working waterfront, commercial fishing, waterfront truck access
- Enhance residential Quality of Life
- Reduce vehicular traffic
- Improve access for pedestrians and bicyclists
- Prioritize marine development
- Manage access and impacts of development

December Feedback: 10 Year Vision Responses

- Better multimodal access
- World-class sustainable waterfront
- Authentic water-views, public access
- Harbor walk/public access to water
- Strong fishing industry
- Functional for trucks
- Water access and commercial fishing



Discussion



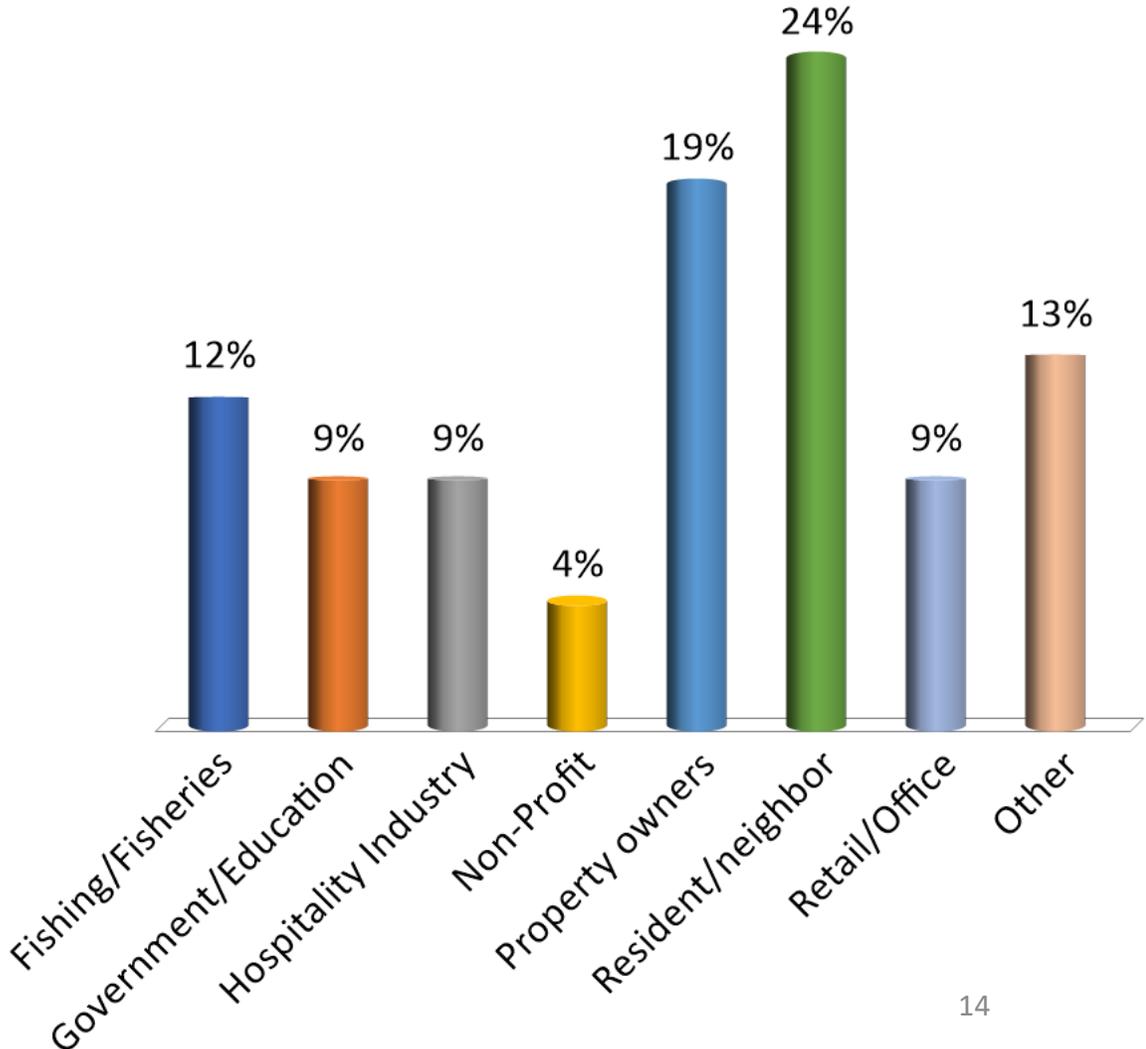
Today's Opportunities for Feedback

- Key pad polling:
 - Priorities
 - Design elements
- Self-guided feedback
- Comment forms



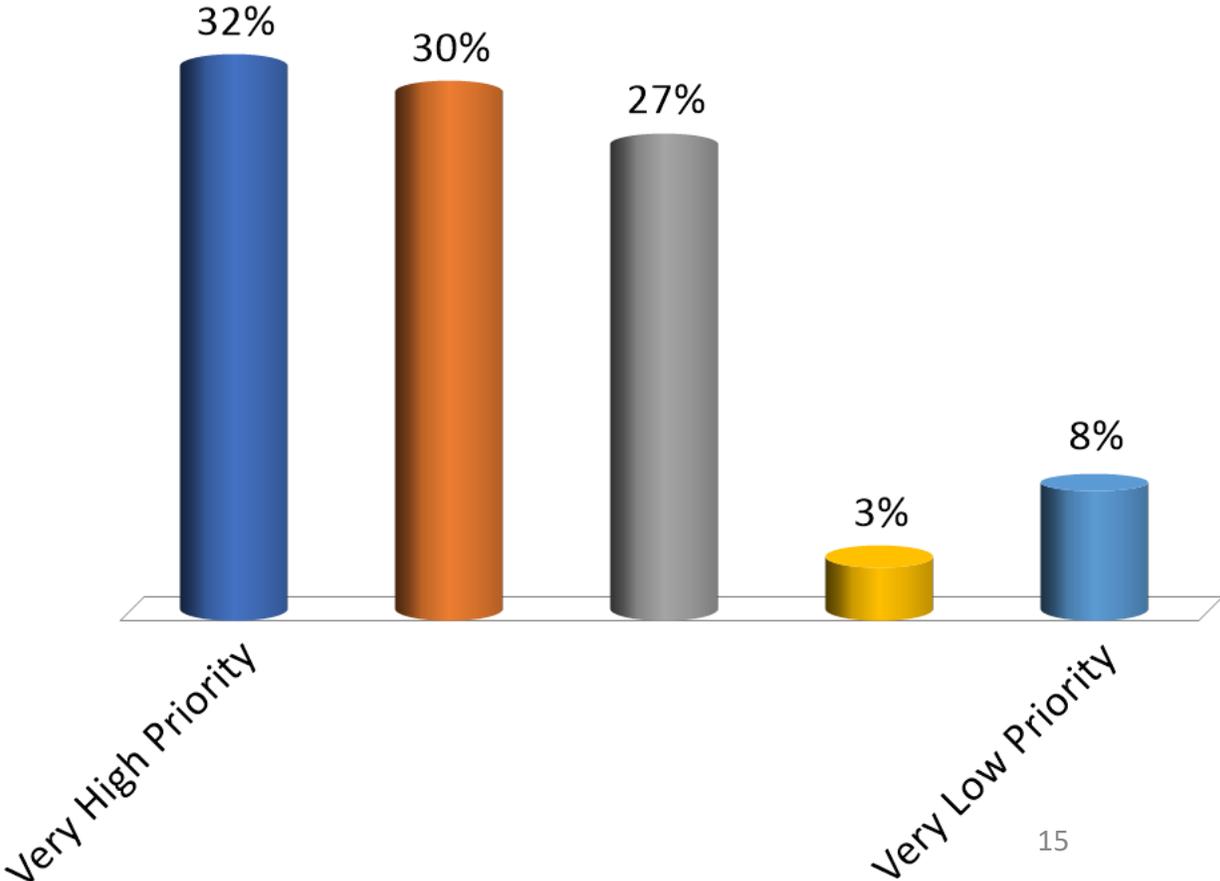
Sample Question: Who is in the room?

- 1. Fishing/Fisheries
- 2. Government/Education
- 3. Hospitality Industry
- 4. Non-Profit
- 5. Property owners
- 6. Resident/neighbor
- 7. Retail/Office
- 8. Other



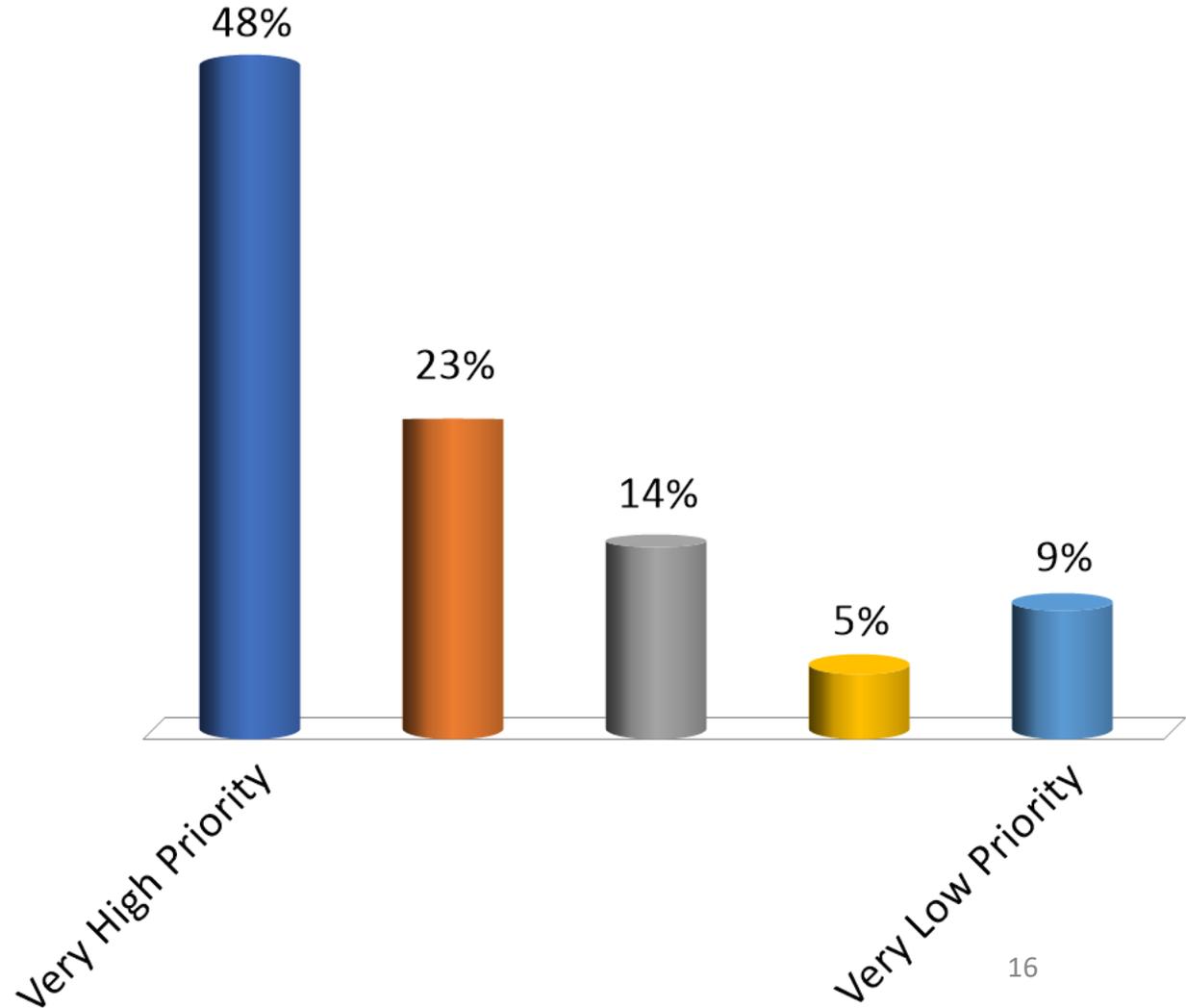
1. How would you prioritize marking specific areas for marine/fishing vehicles to stage or load?

- 1. Very High Priority
- 2.
- 3.
- 4.
- 5. Very Low Priority



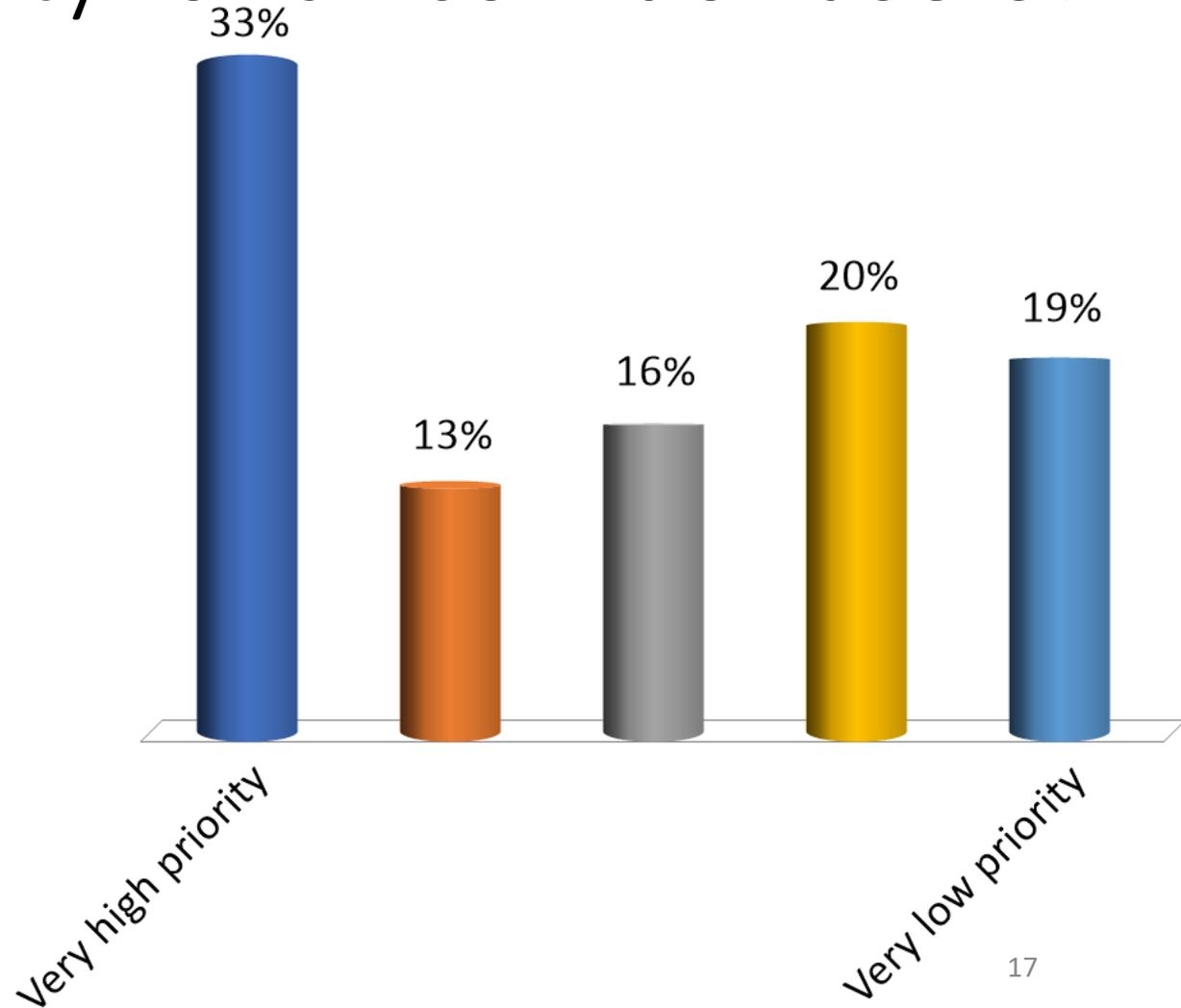
2. How would you prioritize improved pedestrian safety and access along and across the corridor?

1. Very High Priority
- 2.
- 3.
- 4.
5. Very Low Priority



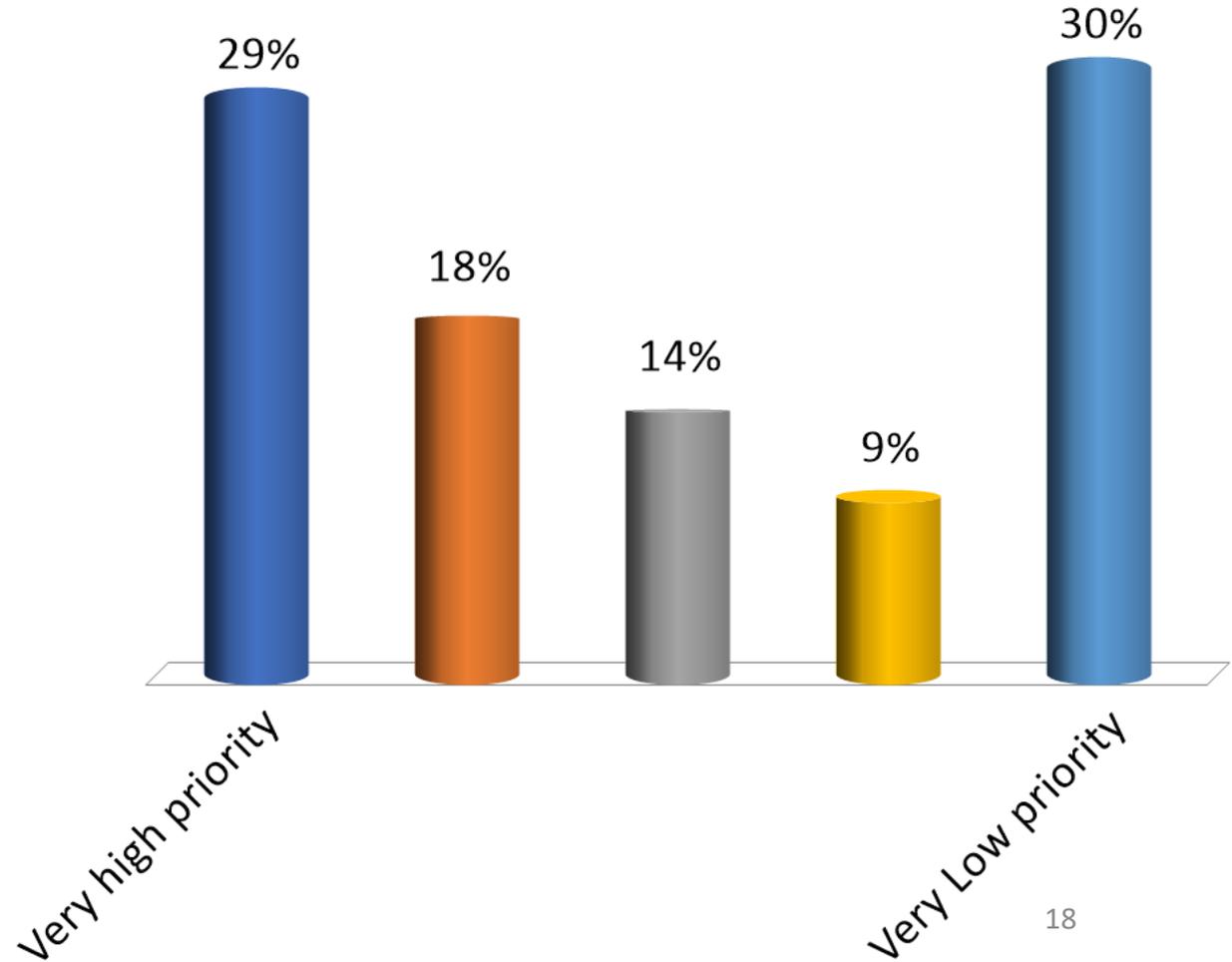
3. How would you prioritize reduced travel times/ greater travel time reliability for all corridor users?

1. Very high priority
- 2.
- 3.
- 4.
5. Very low priority



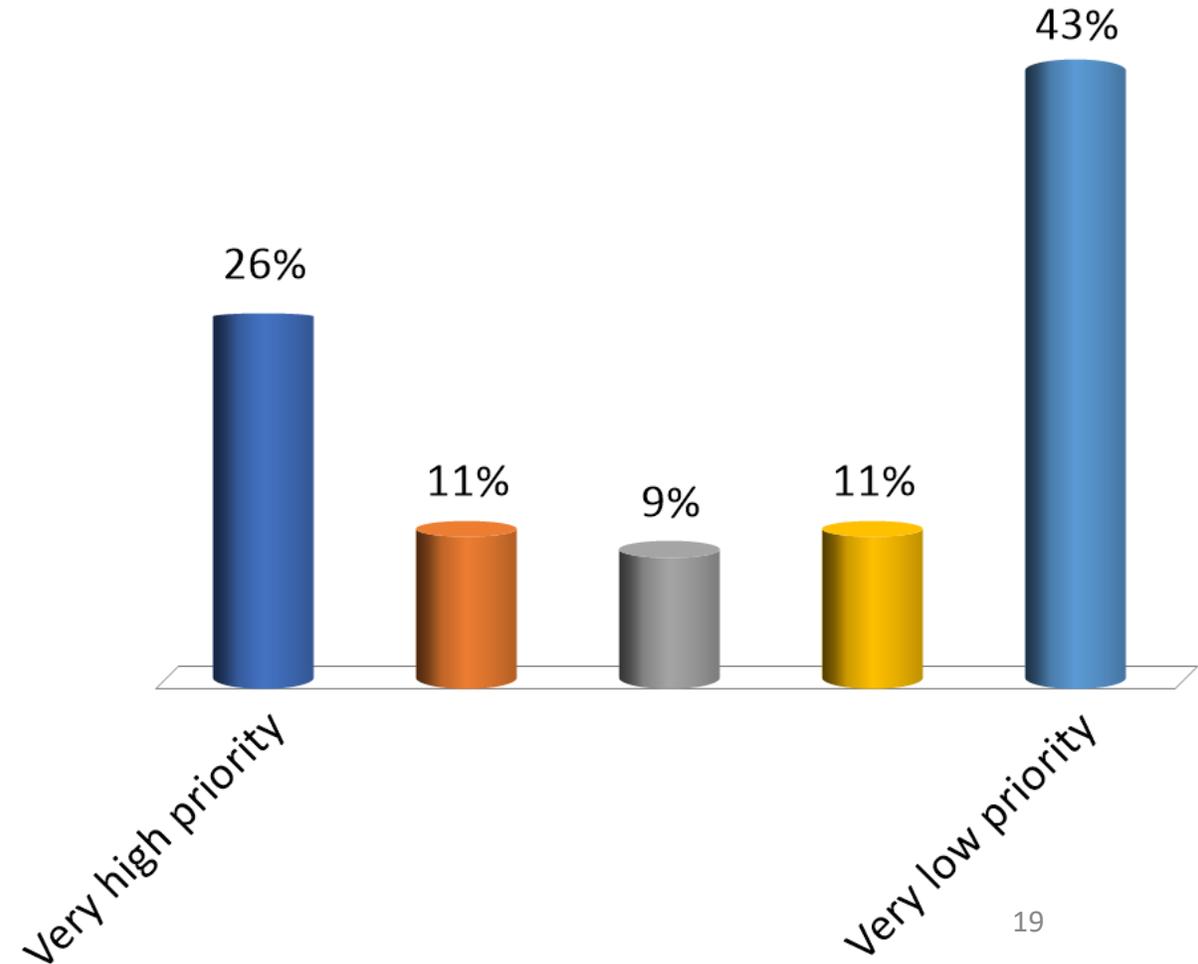
4. How would you prioritize high quality transit service?

- 1. Very high priority
- 2.
- 3.
- 4.
- 5. Very Low priority



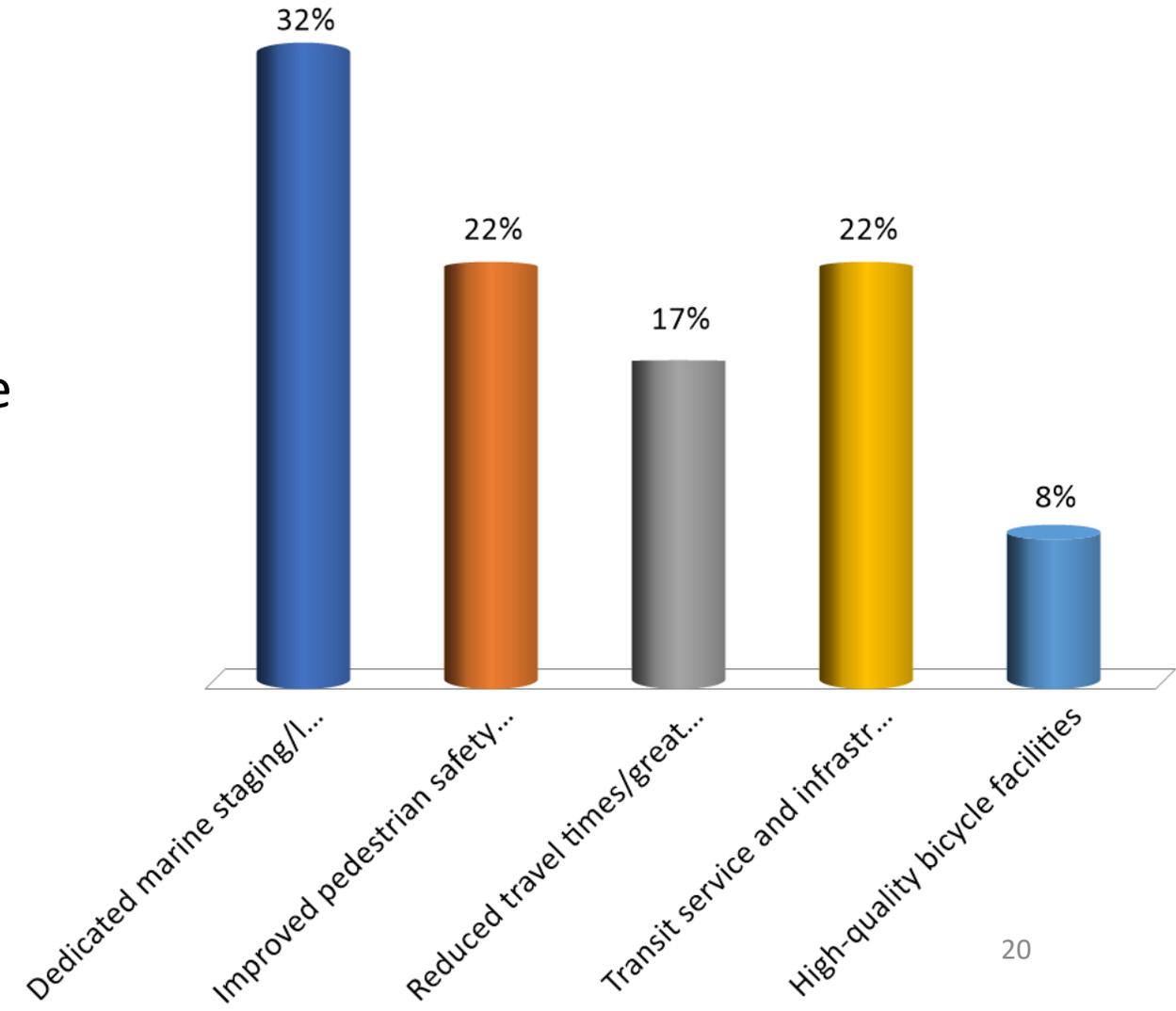
5. How would you prioritize allocating space to high quality bicycle facilities along the corridor?

1. Very high priority
- 2.
- 3.
- 4.
5. Very low priority



6. Which of these elements would be your HIGHEST priority along the corridor?

1. Dedicated marine staging/loading areas
2. Improved pedestrian safety and access
3. Reduced travel times/greater travel time reliability for all users
4. Transit service and infrastructure
5. High-quality bicycle facilities



Discussion



Concept Development Process

- Will use your feedback to develop “best of the best” preferred concept
- Iterative
- Informed by existing conditions analyses and your feedback
- Incorporate known future developments and other studies
- Three character areas
 - Beach – High
 - High – Union
 - Union – India
- Cohesive design elements
- Three distinct concepts



Strategies Common to All Concepts

- Beach St Signal Improvements



Strategies Common to All Concepts

- Beach St Signal Improvements
- High St Signal



Strategies Common to All Concepts

- Beach St Signal Improvements
- High St Signal
- Signal Coordination



Strategies Common to All Concepts

- Beach St Signal Improvements
- Shared Use Path
- High St Signal
- Signal Coordination



Strategies Common to All Concepts

- Beach St Signal Improvements
- High St Signal
- Signal Coordination
- Shared Use Path
- Marine/Staging Loading Areas



Strategies Common to All Concepts

- Beach St Signal Improvements
- High St Signal
- Signal Coordination
- Shared Use Path
- Marine/Staging Loading Areas
- Wider Wharf Sidewalk

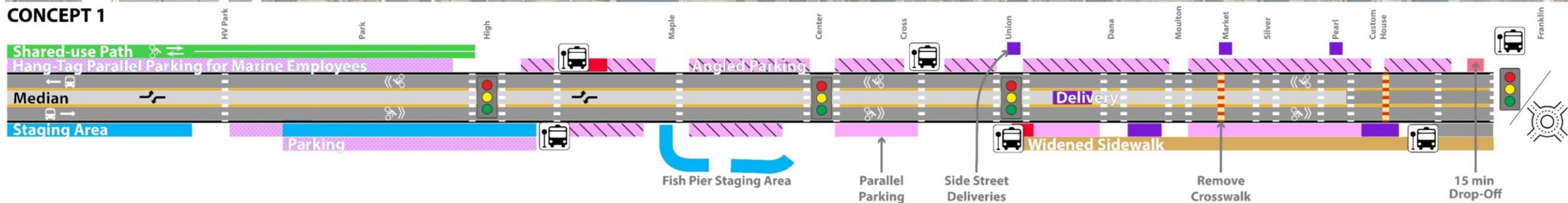


Concept 1: Travel Time & Reliability

- Reduce travel times and improve travel time reliability for all users
 - Prohibit use of center turn lane for deliveries except in longest blocks
 - Mixed-use traffic transit service with bus stop pull-outs
 - Remove Market Street & Custom House Street crosswalks
- Marine / active waterfront access
 - Designated parallel parking: Harborview Park – High Street
 - Flagging operations at Pearl Street for backing trucks
- Designated time-restricted commercial delivery and loading:
 - Curbside along Commercial Street
 - Curbside along adjacent streets
- Greater cyclist awareness:
 - Shared lanes markings – “Sharrows,” High Street – India Street



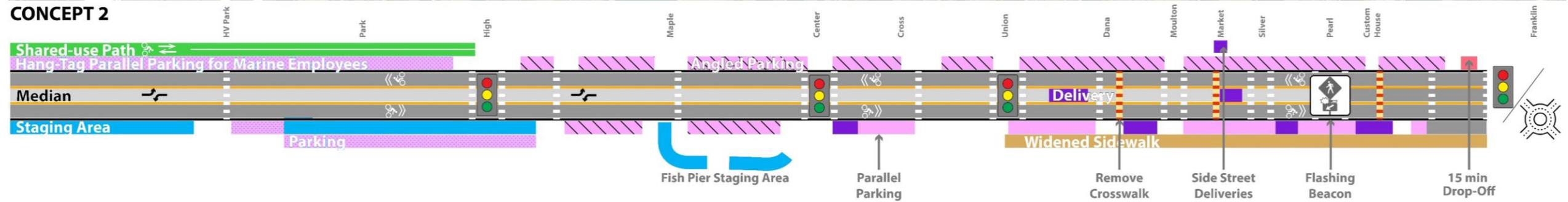
Concept 1



Concept 2: Improve Efficiency for Working Waterfront

- Marine / active waterfront access
 - Designated parallel parking: Harborview Park – High Street
 - Flashing beacon at Pearl Street
 - Greater flexibility for pedestrian waterfront access
- Efficient commercial deliveries
 - Use bollards / paint to delineate center turn lane loading or staging zones; set back 50 ft from crosswalks for safe sight distance and vehicle use
 - Additional time-dependent curbside delivery zones
- No transit service
 - Preserve curbside for waterfront access and business needs
 - Preserve center median for turning movements, deliveries
- Provides most parking

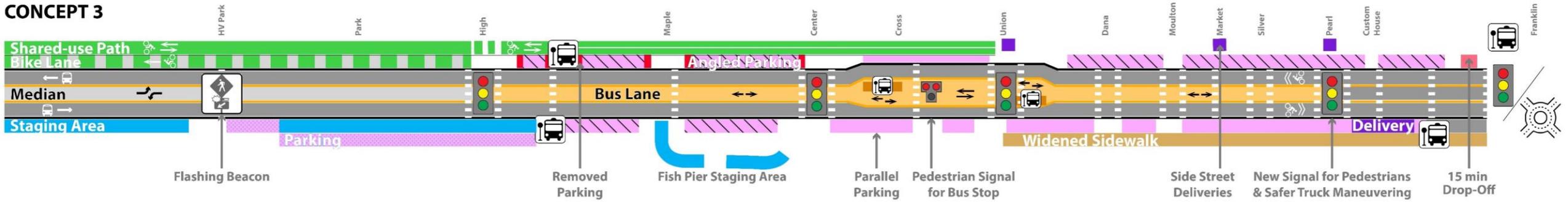
Concept 2



Concept 3: Multi-Modal Accessibility

- Enhanced transit service
 - Dedicate center median to transit service: High Street – Franklin Street
 - Single lane with two-lane segments for passing
 - Transit signal priority
 - Boarding at median islands
- Separated bicycle infrastructure
 - Two-way separated bicycle lanes to Old Port
- Pedestrian safety
 - Signal at Pearl Street: Safety for pedestrians and for backing bait trucks
 - HAWK signal at Cross Street to access bus stop
 - Maintain all existing crosswalks
- Deliveries: Time-restricted on Commercial Street and adjacent streets

Concept 3



Concept Evaluation Matrix

Concept	Safety	Travel Time / Reliability	Marine / Wharf Access	Bicycle Comfort & Access	Transit Service & Mobility	Ease of Delivery	Parking Impacts
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	◐ Loss of 5% of general parking; adds 30-35 industry specific hang-tag parking
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	◐ Loss of 3% of general parking; adds 30-35 industry specific hang-tag parking
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	◑ Loss of 15% of general parking;

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

Corridor Elements – Detailed Polling Feedback

1. Center median use
2. Curb space priority
3. Transit service preference
4. General delivery location preference
5. Parking management



Center Median Use Alternatives

Preserve for Turning Operations



Retain for Loading & Deliveries

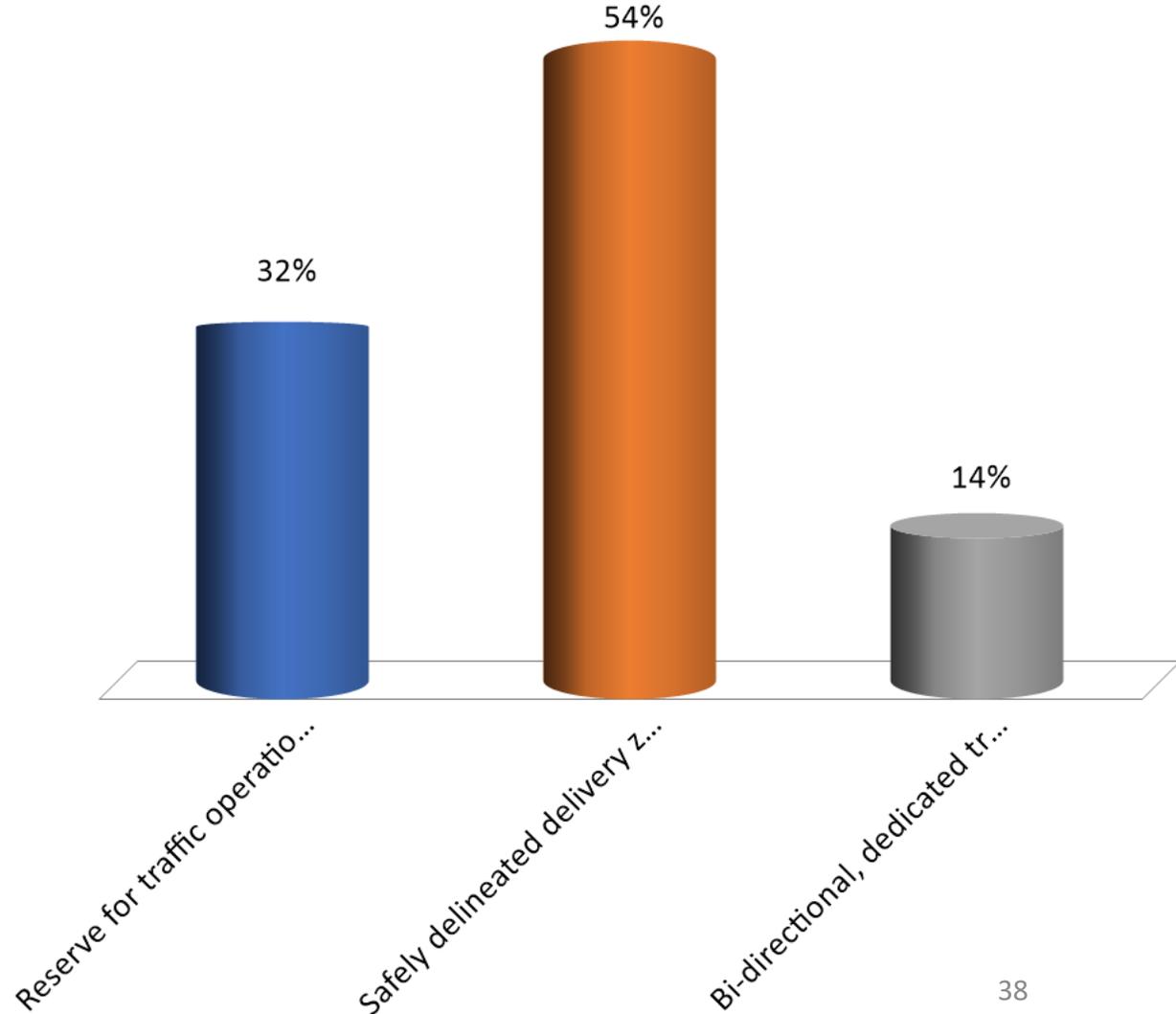


Dedicate to Transit Service

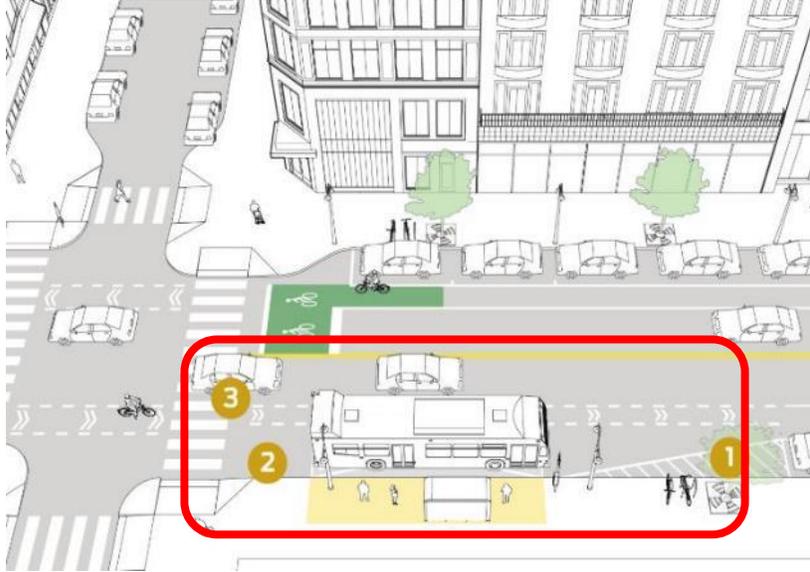


7. Which is the best option for the use of the center median?

1. Reserve for traffic operations (left turns, etc.)
2. Safely delineated delivery zones
3. Bi-directional, dedicated transit service



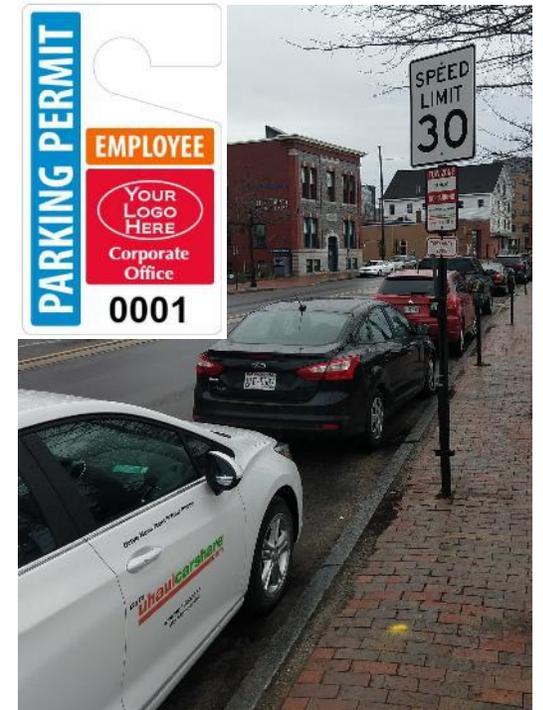
Curb Space Allocation



“Pull-In” Bus Stops (Concept 1)



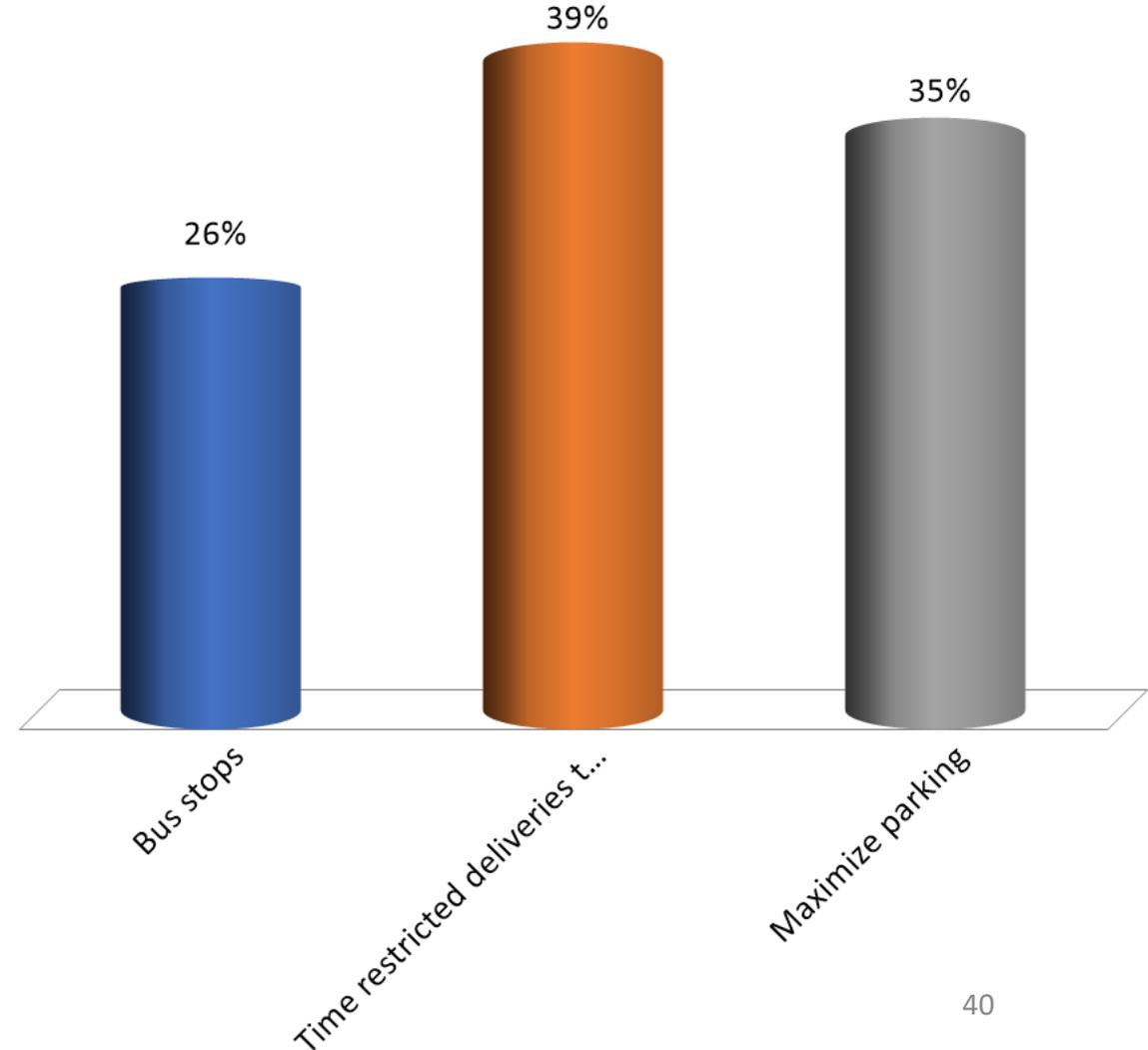
Commercial Delivery Zone (Time Restricted)



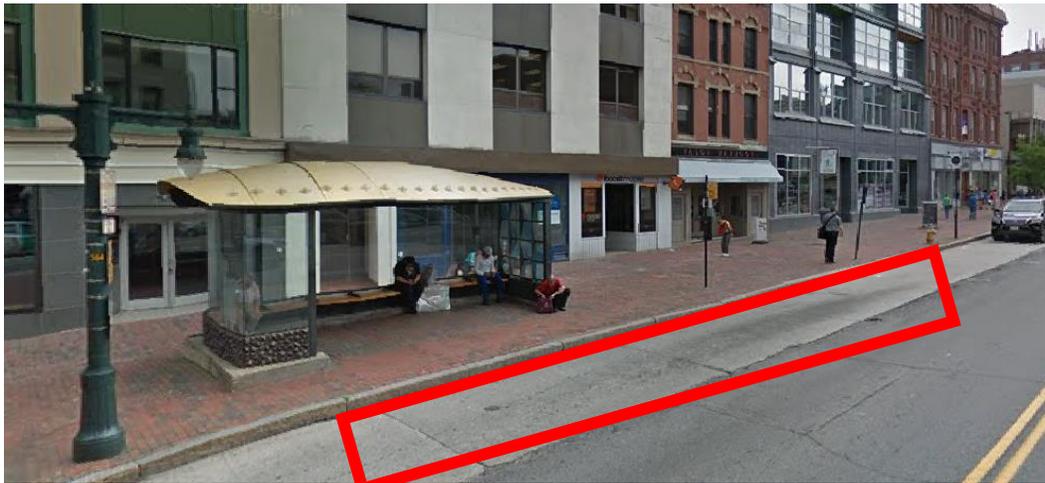
Maximize Parking (General & Industry Specific)

8. What is your highest priority for use of curbside space?

1. Bus stops
2. Time restricted deliveries to free up center turn lane and better manage curbside space
3. Maximize parking



Transit Service Alternatives



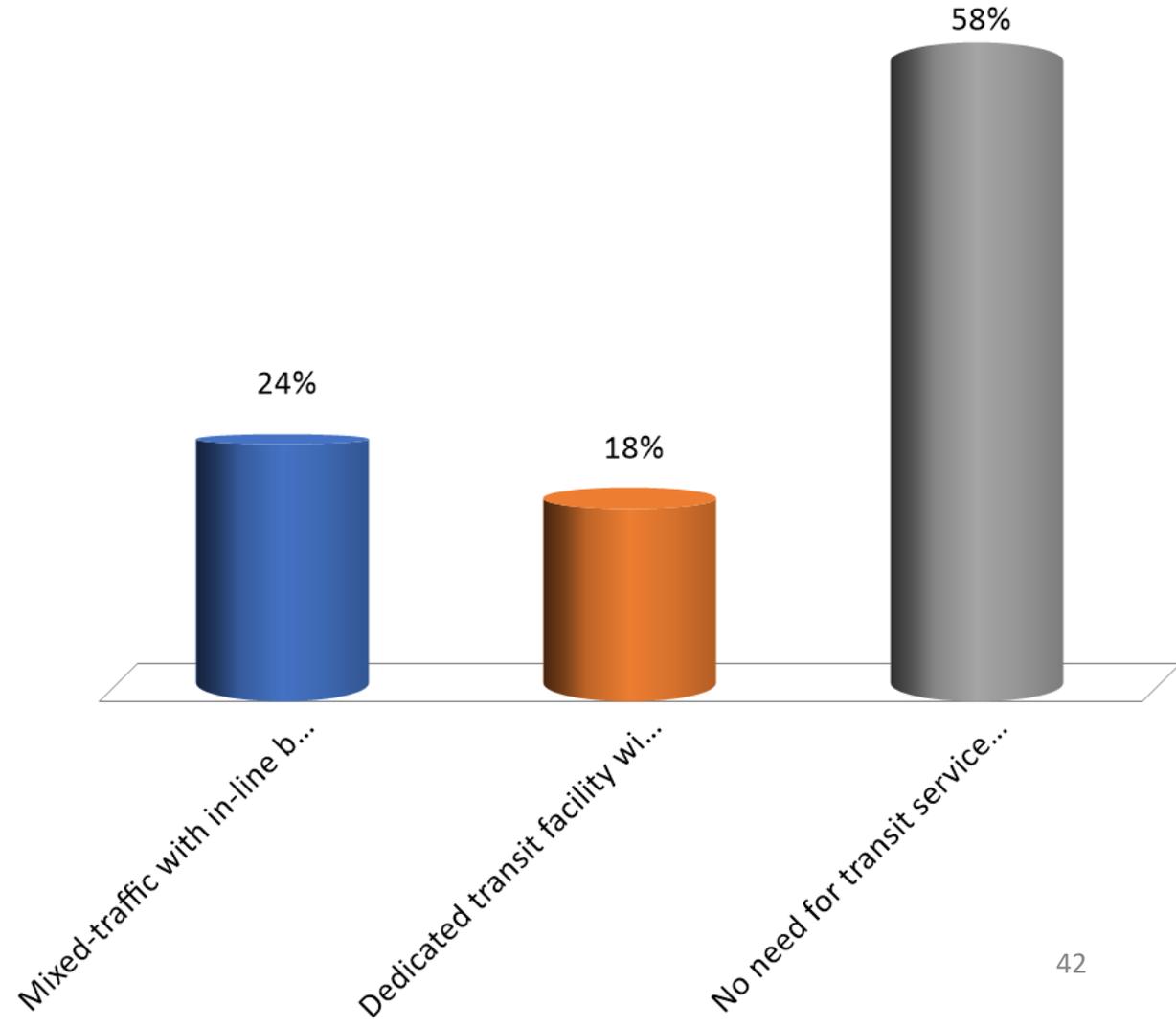
Mixed traffic + pull-out stops to not stop traffic



Exclusive median transit, Far-side stops where feasible

9. Which is the best option for transit service along the corridor?

1. Mixed-traffic with in-line bus stops and transit signal priority
2. Dedicated transit facility with signal priority
3. No need for transit service on Commercial Street



General Delivery Locations



Turn Lane (During Restricted Times)



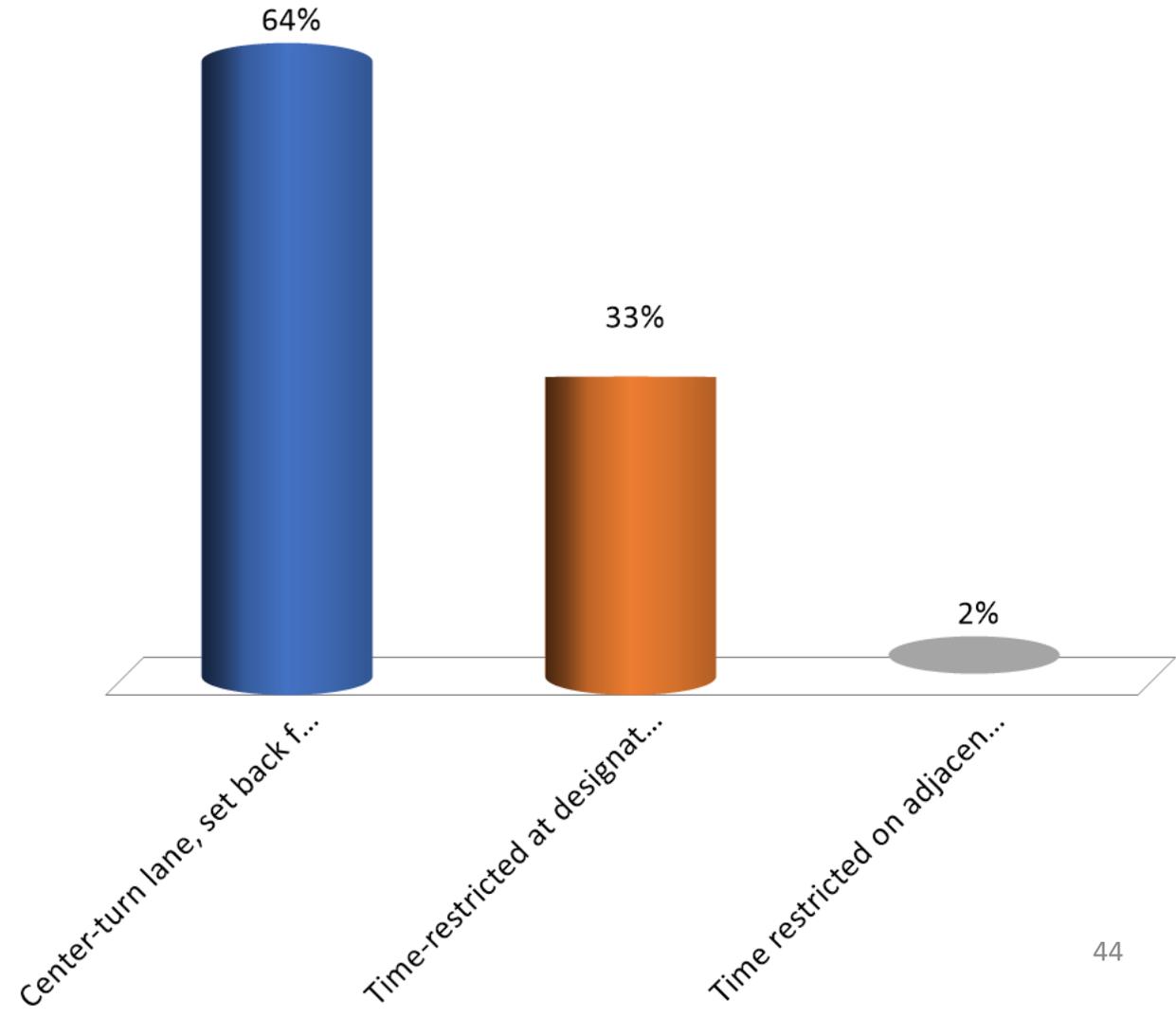
Curbside



Adjacent Streets

10. Which is the best option for general deliveries?

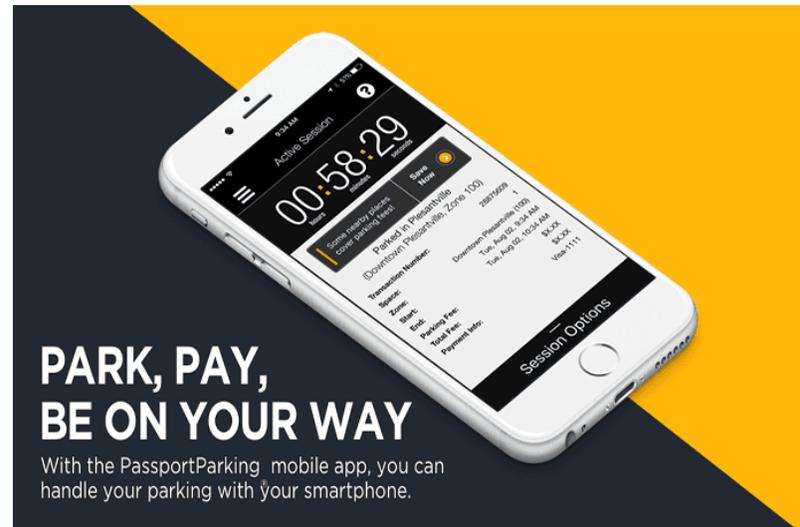
1. Center-turn lane, set back from intersections
2. Time-restricted at designated curbside locations (e.g. early morning, 6-10 am)
3. Time restricted on adjacent streets



Projects or Policies to Manage or Increase Parking Capacity



Add Structured Parking /
Reprice existing



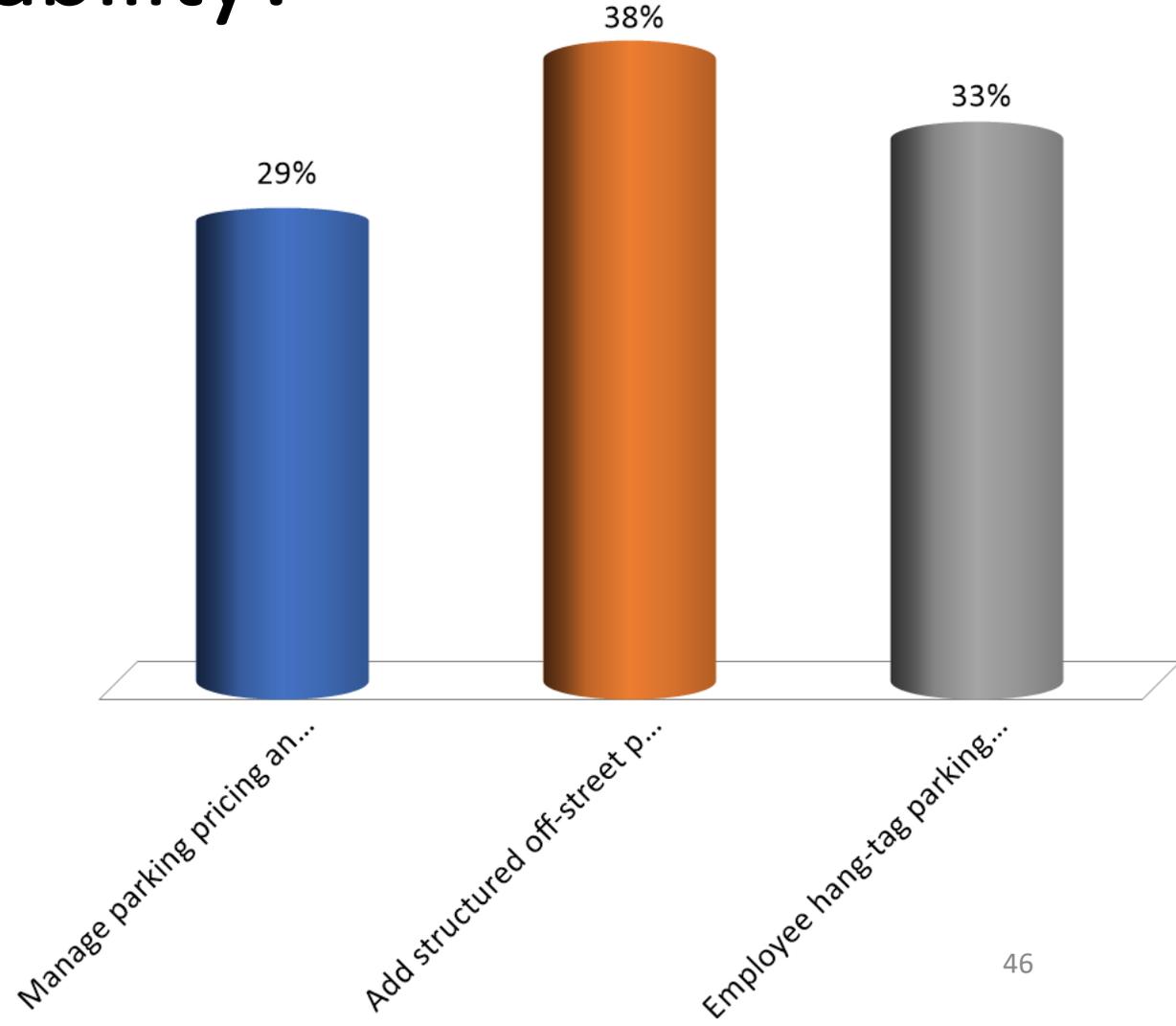
Price Street Parking for
Increased Turnover



Industry specific hang tag
parking

11. What is the best option to maintain or increase parking capacity and availability?

1. Manage parking pricing and duration along Commercial Street to increase turnover
2. Add structured off-street parking near Commercial Street
3. Employee hang-tag parking/dedicated parking spaces



Discussion

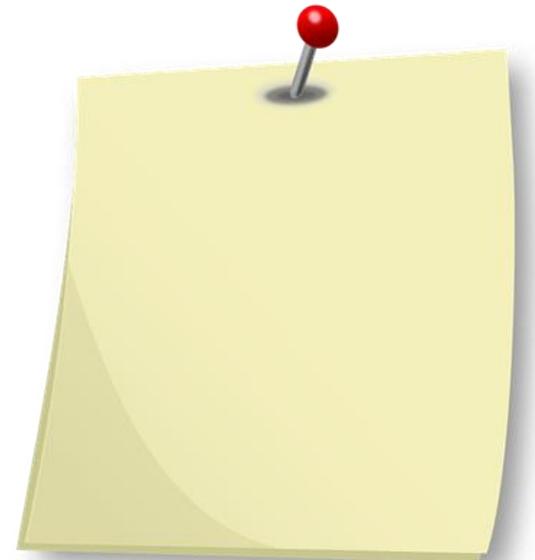


Thank You and Next Steps

- Review feedback from today's meeting
- Finalize “Preferred Concept” based on feedback
 - Potential to “mix and match”
 - Select best elements, combine into cohesive whole
- Incorporate feedback into Recommendations Report

Adjourn / Open House

- Open House continues with self-guided feedback; please use sticky notes on Concepts
- Use comment forms to indicate your preferred Concept (1, 2, or 3) – please leave your vote with us



We Appreciate Your Time & Feedback

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