



Commercial Street Operations & Master Plan



**Sustainability and Transportation Committee
May 20, 2020**

Study Goals



- **Ensure Commercial Street functions to serve working waterfront operations**
- **Increase safety for all users**
- **Address congestion points and improve traffic/transportation operations**

Commercial Street Operations and Master Plan

Study Process



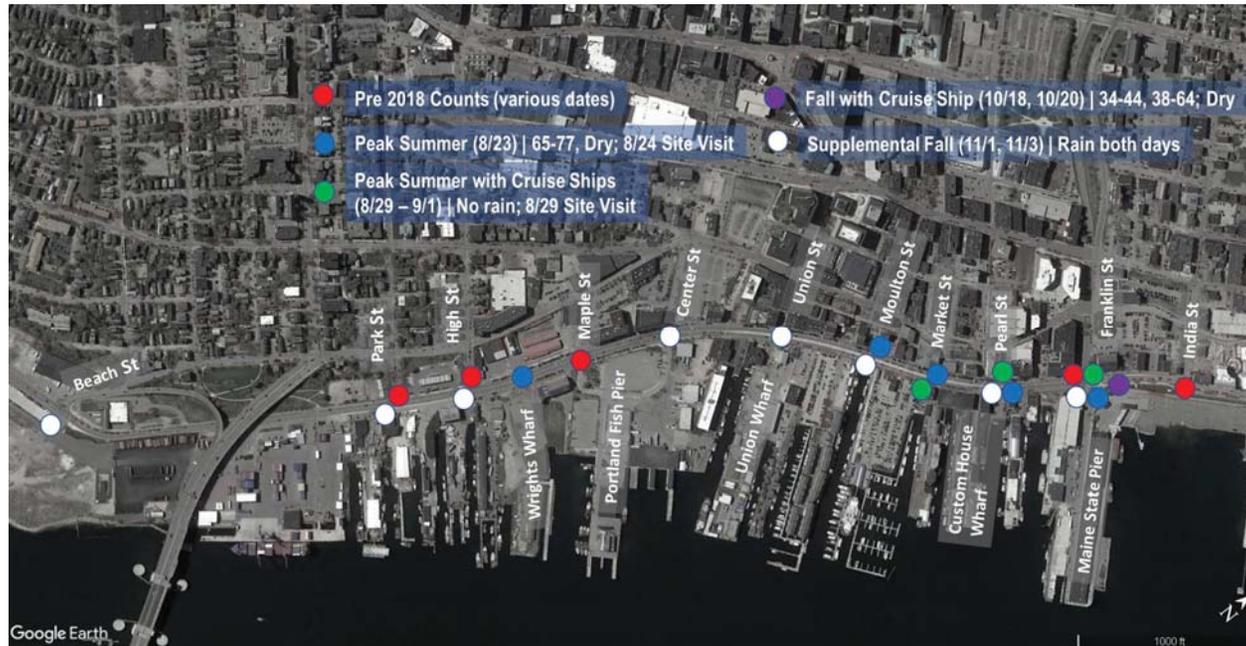
Public Engagement

- Stakeholder – General Public Meetings
- Waterfront Working Group and Waterfront Alliance

Technical Advisory Group

- Public Works, Planning, Parking, Executive Dept., Economic Development
- Casco Bay Lines, METRO, PACTS, MaineDOT

Data Collection



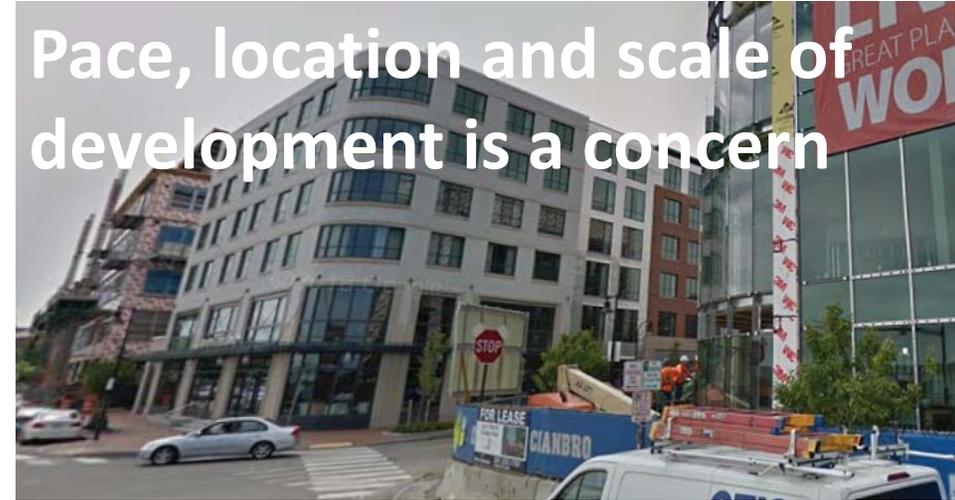
Seasonality

- Peak Visitor Season: Cruise Ship / Non-Cruise Ship Days and Weekends
- Off-season

Traffic counts, pedestrian counts, bicycle counts, street operations observations

Commercial Street Operations and Master Plan

What We Heard



Commercial Street Operations and Master Plan

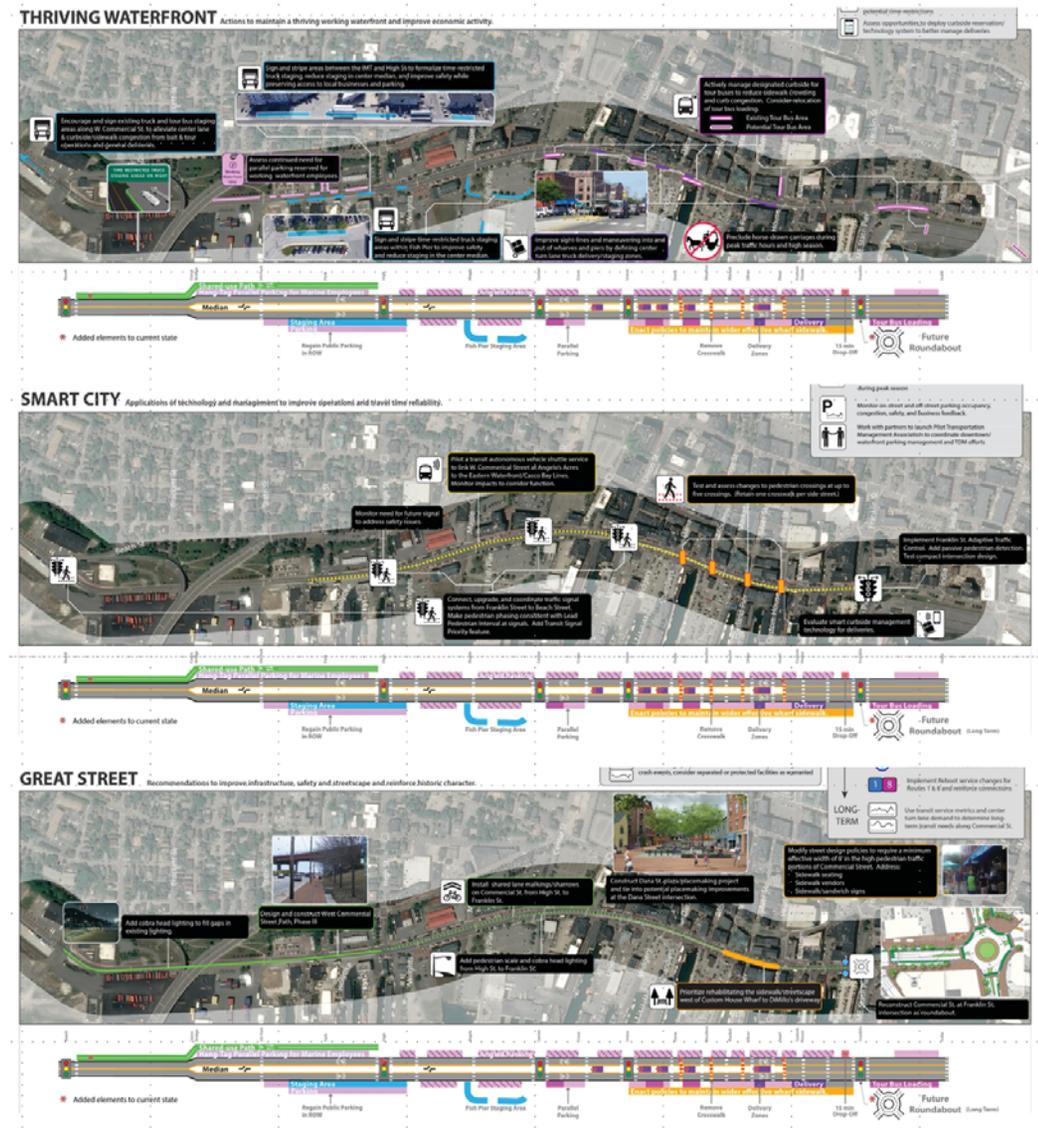
DRAFT Recommendations

Phasing Plan

- Immediate
- Short Term
- Longer Term

Organized Thematically

- Thriving Waterfront
- Smart City
- Great Street



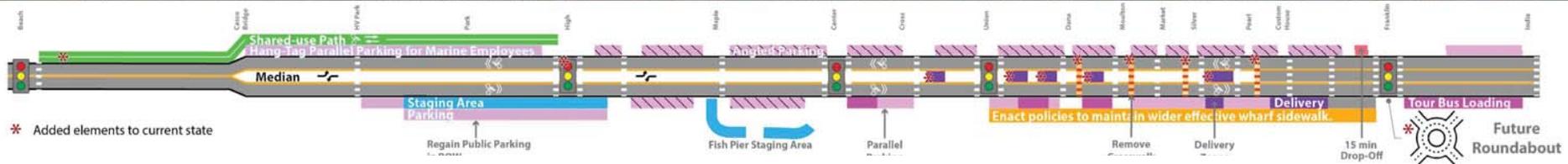
Commercial Street Operations and Master Plan

DRAFT Recommendations

GENERAL DELIVERIES

Add center lane pavement markings to designate allowed delivery zones (20' offset from crosswalks)

- Survey businesses to identify potential time-restricted delivery windows for businesses
- Consult with distributors and delivery providers to track volumes and locations over the course of a day to refine potential time-restrictions
- Assess opportunities to deploy curbside reservation/technology system to better manage deliveries



THRIVING WATERFRONT

Actions to maintain a thriving working waterfront and improve economic activity.

Commercial Street Operations and Master Plan: Draft Recommendations

Manage deliveries

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THRIVING WATERFRONT Actions to maintain a thriving working waterfront and improve economic activity.

Encourage areas along & curbside operations

Adopt

Future Roundabout

Four Bus Loading

Improve sight-lines and maneuvering into and out of wharves and piers by defining center turn lane truck delivery/staging zones.

Preclude horse-drawn carriages during peak traffic hours and high season.

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Develop staging/active loading areas

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THRIVING WATERFRONT Actions to maintain a thriving working waterfront and improve economic activity.

Encourage and sign existing truck and tour bus staging areas along W. Commercial St. to alleviate center lane & curbside/sidewalk congestion from bait & tour operations and general deliveries.

Sign and stripe areas between the IMT and High St to formalize time-restricted truck staging, reduce staging in center median, and improve safety while preserving access to local businesses and parking.

Assess continued need for parallel parking reserved for working waterfront employees.

Sign and stripe time-restricted truck staging areas within Fish Pier to improve safety and reduce staging in the center median.

TIME RESTRICTED TRUCK STAGING AHEAD ON RIGHT

P Working Waterfront Only



Commercial Street Operations and Master Plan: Draft Recommendations

Manage tour bus loading areas

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THRIVING WATERFRONT

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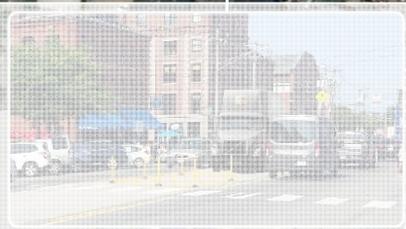
Actively manage designated curbside for tour buses to reduce sidewalk crowding and curb congestion. Consider relocation of tour bus loading.



Existing Tour Bus Area
Potential Tour Bus Area



Encourage areas along & curbside/operations



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Preclude horse-drawn carriages during peak traffic hours and high season.

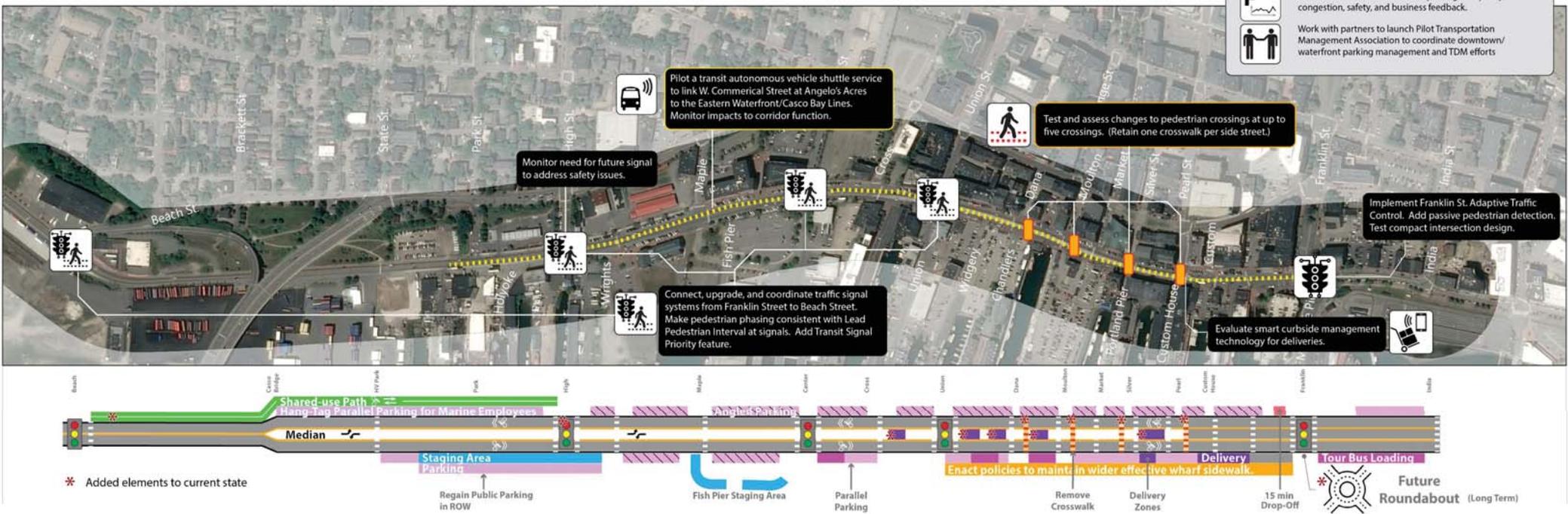
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Commercial Street Operations and Master Plan

DRAFT Recommendations

PARKING & TRANSPORTATION DEMAND MANAGEMENT

- Collaborate with MaineDOT to implement (Variable-Message Sign) VMS signage on I-95 and I-295 to guide visitors to appropriate exits for their destinations (Exit 6 and 7, e.g. instead of Exit 4)
- Assess pricing of curbside parking to increase availability of curbside parking and increase use of lot/garage parking during peak season
- Monitor on-street and off-street parking occupancy, congestion, safety, and business feedback.
- Work with partners to launch Pilot Transportation Management Association to coordinate downtown/waterfront parking management and TDM efforts



SMART CITY Applications of technology and management to improve operations and travel time reliability.

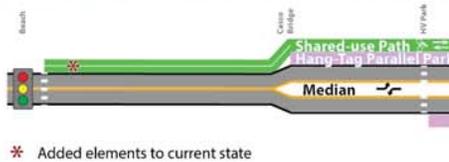
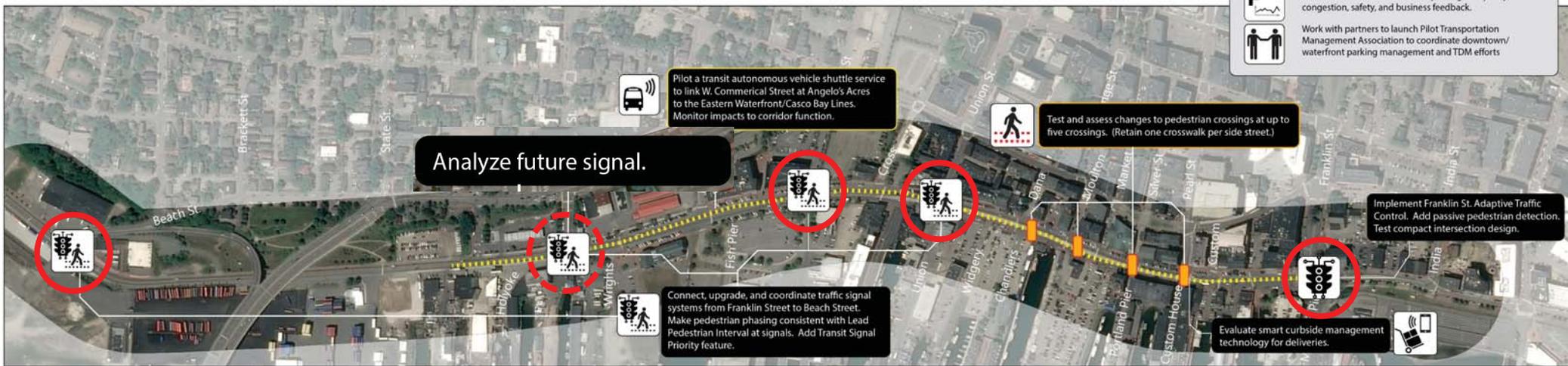
Commercial Street Operations and Master Plan: Draft Recommendations

Enhance signals

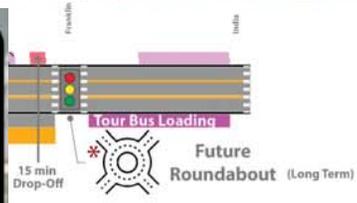
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SMART CITY Applications of technology and management to improve operations and travel time reliability.



Connect, upgrade, and coordinate traffic signal systems from Franklin Street to Beach Street. Make pedestrian phasing consistent with Lead Pedestrian Interval at signals. Add Transit Signal Priority feature.



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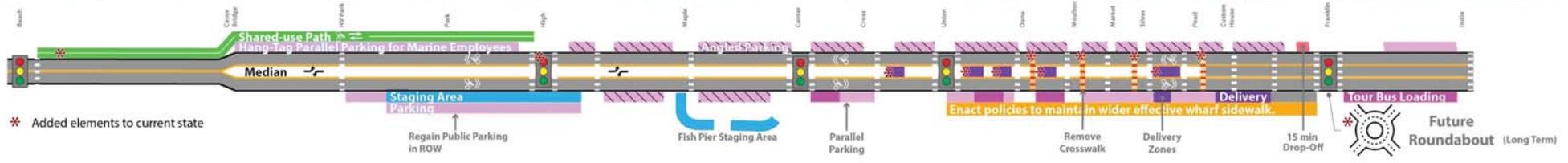
Pilot AV shuttle

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Pilot a transit autonomous vehicle shuttle service to link W. Commercial Street at Angelo's Acres to the Eastern Waterfront/Casco Bay Lines. Monitor impacts to corridor function.

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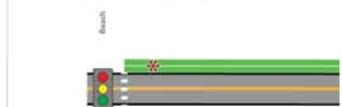


* Added elements to current state

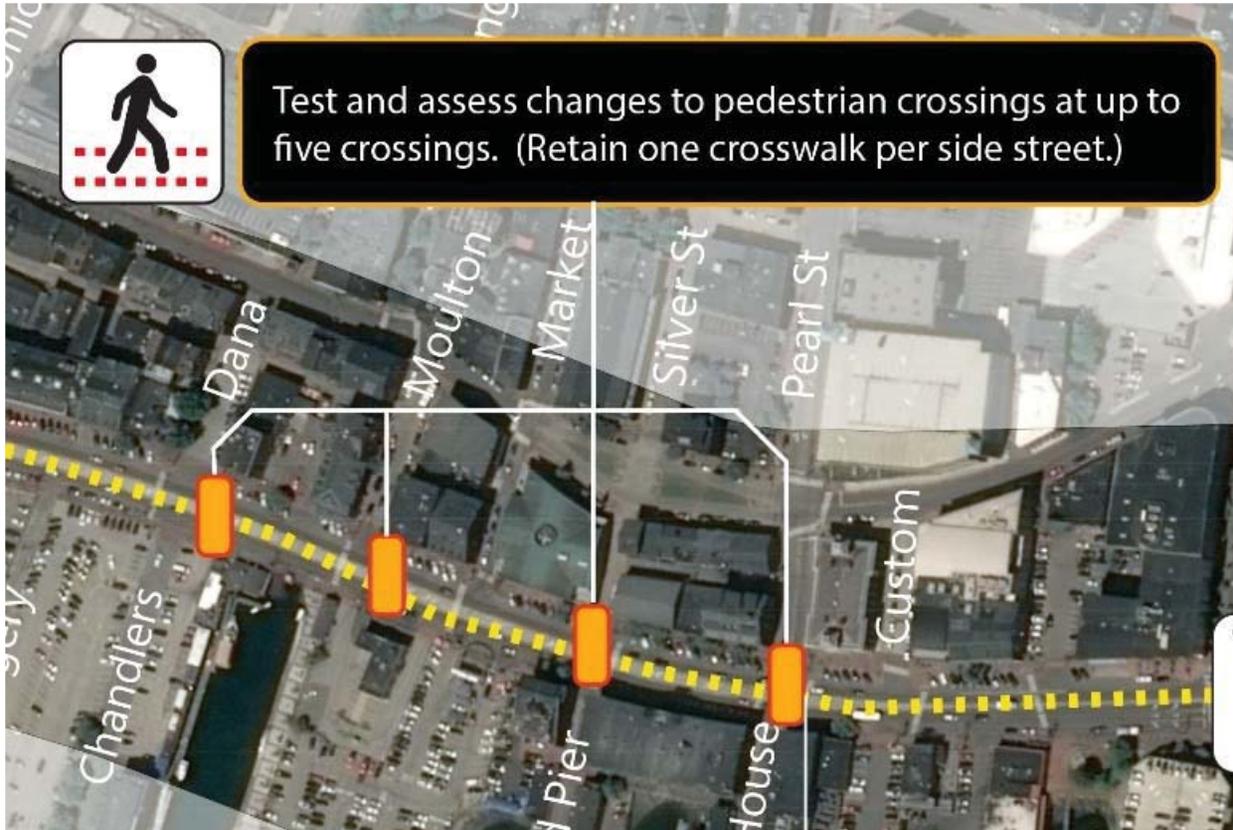
Commercial Street Operations and Master Plan: Draft Recommendations

Consolidate crosswalks

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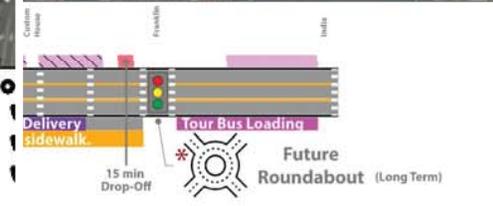
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Test and assess changes to pedestrian crossings at up to five crossings. (Retain one crosswalk per side street.)

PARKING & TRANSPORTATION DEMAND MANAGEMENT

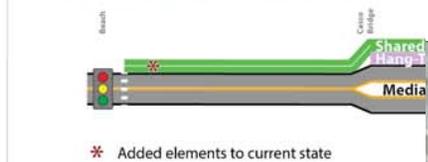
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Commercial Street Operations and Master Plan: Draft Recommendations

Manage demand

SMART CITY Applications of technology at



PARKING & TRANSPORTATION DEMAND MANAGEMENT



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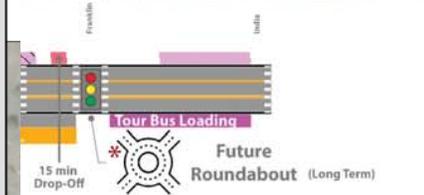
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Commercial Street Operations and Master Plan

DRAFT Recommendations

BICYCLIST COMFORT, SAFETY & ACCESS

- Add bike racks
- As street design projects move forward, monitor cyclist usage and crash events, consider separated or protected facilities as warranted

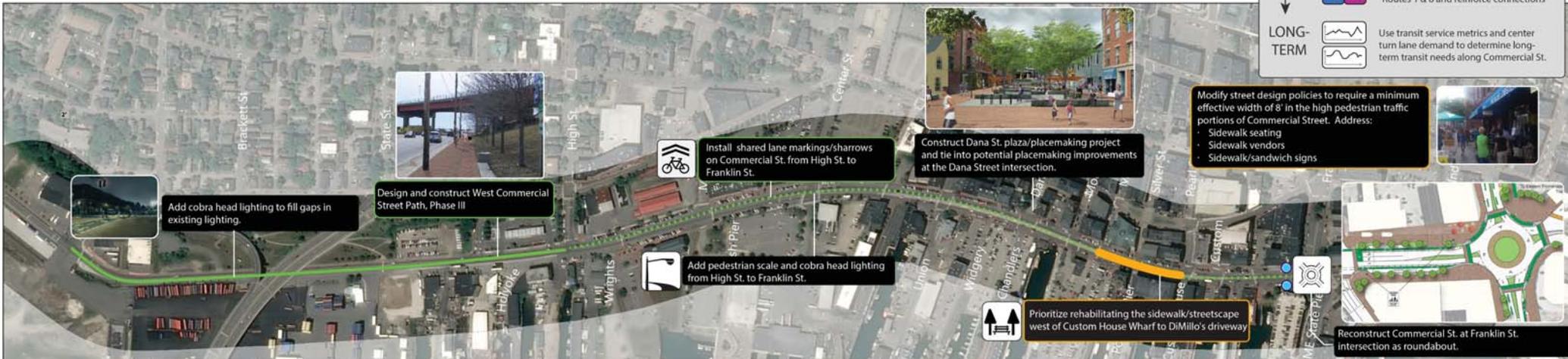
TRANSIT SERVICE

SHORT-TERM

- Assess near-term transit needs in concert with METRO Reboot for Routes 1 & 8. Coordinate with AV Shuttle pilot.
- Assist METRO with potential bus stop locations to serve the Eastern Waterfront.
- Implement Reboot service changes for Routes 1 & 8 and reinforce connections

LONG-TERM

- Use transit service metrics and center turn lane demand to determine long-term transit needs along Commercial St.



GREAT STREET

Recommendations to improve infrastructure, safety and streetscape and reinforce historic character.



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Expand effective sidewalk width

BICYCLIST COMFORT, SAFETY & ACCESS

TRANSIT SERVICE

SHORT-TERM
Assess near-term transit needs in concert with other projects for Routes 1 & 8. Shuttle pilot. potential bus stop at the Eastern Waterfront. service changes for enforce connections metrics and center to determine long-term Commercial St.



at Franklin St.

(Long Term)

Modify street design policies to require a minimum effective width of 8' in the high pedestrian traffic portions of Commercial Street. Address:

- Sidewalk seating
- Sidewalk vendors
- Sidewalk/sandwich signs



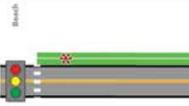
Prioritize rehabilitating the sidewalk/streetscape west of Custom House Wharf to DiMillo's driveway



GREAT STREET



Add cobble existing li



* Added elements to curre

Commercial Street Operations and Master Plan: Draft Recommendations

Enhance bike access

BICYCLIST COMFORT, SAFETY & ACCESS



Add bike racks



As street design projects move forward, monitor cyclist usage and crash events, consider separated or protected facilities as warranted

GREAT STREET

Recommendations to improve infrastructure, safety and streetscape and reinforce historic character.



Design and construct West Commercial Street Path, Phase III



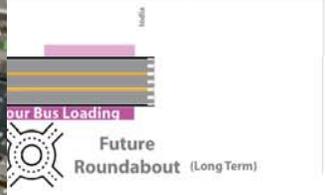
Install shared lane markings/sharrows on Commercial St. from High St. to Franklin St.



Add pedestrian scale and cobra head lighting from High St. to Franklin St.



Reconstruct Commercial St. at Franklin St. intersection as roundabout.



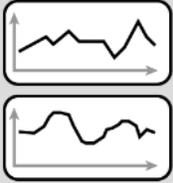
Future Roundabout (Long Term)

* Added elements to c

Commercial Street Operations and Master Plan: Draft Recommendations

Enhance transit access

TRANSIT SERVICE

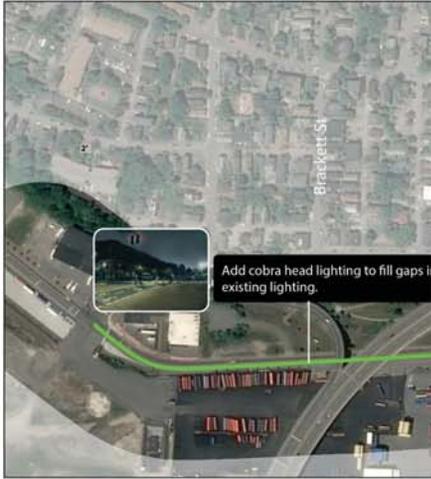
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LONG-TERM		<p>Implement Reboot service changes for Routes 1 & 8 and reinforce connections</p>
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GREAT STREET

Recommendations to improve




* Added elements to current state

Street design policies to require a minimum width of 8' in the high pedestrian traffic of Commercial Street. Address:

- alk seating
- alk vendors
- alk/sandwich signs



15 min Drop-Off

Tour Bus Loading

Future Roundabout (Long Term)

- Regain Public Parking in ROW
- Fish Pier Staging Area
- Parallel Parking
- Remove Crosswalk
- Delivery Zones

Construct Dana Street & other placemaking projects

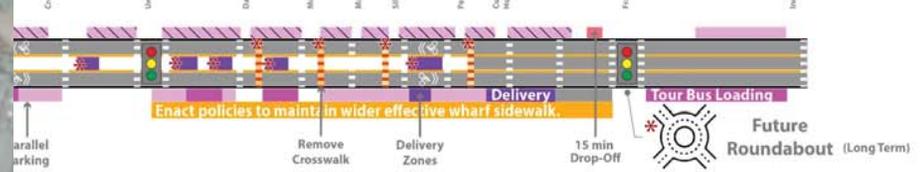
GREAT S



Construct Dana St. plaza/placemaking project and tie into potential placemaking improvements at the Dana Street intersection.



Reconstruct Commercial St. at Franklin St. intersection as roundabout.



Next Steps



Complete Final Report

Short-term Actions Underway

- Traffic Signal System Enhancements
- Proposed Policy/Regulation changes