

State & High Streets Two-Way Conversion Study

Project Advisory and Community Advisors Committee Meeting

January 7, 2015



Agenda

- **Welcome/Introductions - 5 minutes**
- **Overview of Meeting Expectations - 5 minutes**
- **Two-Way Transportation Analysis Results - 20 minutes**
 - **Traffic Volumes**
 - **Level of Service**
 - **On-Street Parking**
 - **Intersection Geometry Impacts**
- **Municipal Experiences Summary – 10 minutes**
- **Pro/Con Conversion Summary and Discussion – 75 minutes**
- **Study Schedule/Next Steps - 5 minutes**

Expectations for Tonight's Meeting

- **Review Study Purpose and Evaluation Criteria**
- **Understand Study Findings**
- **Discuss Pro and Con Matrix**
 - Is it as accurate as possible?
 - What story does it tell?
 - Is there any additional information needed?
 - Which way are you leaning in terms of One-Way or Two-Way?

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.

Two-Way Transportation Analysis Results

- I will be going to a PDF slide show at this point – like I did for other presentations. It will be the 9 slides sent to the PAC plus a few other example slides

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Municipal Experiences Summary

- I will add table



Purpose and Need Statement, Goals and Objectives

Goals and Objectives:

- Improve Safety and Mobility for All Users
- Improve Neighborhood Livability
- Reduce Vehicle Travel Speeds
- Reduce Through Traffic Volumes
- Improve Accessibility for Vehicles, Pedestrians, Transit, and Cyclists

Purpose and Need Statement: Goals and Objectives

Needs:

- Reduce High Crash Locations
- Reduce High Vehicle Speeds
- Moderate High Traffic Volumes
- Improve Limited and Difficult Pedestrian Crossings
- Improve Lack of Bicycle Facilities
- Improve Circuitous Neighborhood/Business Access Routing
- Improve Poor Access to Park

Evaluation Criteria Overview

- ◆ **Safety for All Users (Vehicles, Pedestrians, Bicyclists)**
- ◆ **Mobility for All Users**
 - Corridor Travel Times – Increase/Decrease
 - Intersection Level of Service
 - Transit Service
 - Large Vehicle turns/Delivery Needs
 - Accessibility and Connectivity
 - Pedestrian LOS
 - Bicycle LOS

Evaluation Criteria Overview

- ◆ **Urbanism and Neighborhood Livability**
 - Vehicle Speeds
 - Traffic Volume Change and Diversion
 - On-Street Parking
 - Increase in development opportunities
 - Number of adverse impacts on historic sites
 - Increase/decrease in access to parks and green space

Evaluation Criteria Overview

- ◆ **Implementation Cost**
 - No-Build base Improvement Cost
 - Alternative Cost
- ◆ **Environmental Impacts**
 - Increased Congestion
 - Fuel Consumption
 - Air Quality

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Pro/Con Summary Table

State and High Street Two-Way Conversion Study
 Pros and Cons of Two-Way Conversion Summary Table
 January 7, 2015

	PROS	CONS
EASE OF GETTING AROUND		
Traffic Speed	<ul style="list-style-type: none"> • Vehicle speeds calmed all day 	<ul style="list-style-type: none"> • Slight loss of travel time
Traffic Diversion	<ul style="list-style-type: none"> • Traffic can select routes that are more direct - street system less of a barrier • Some streets will see a decrease in traffic • Although the model does not predict it, diversion to Fore River Parkway is possible with better signage 	<ul style="list-style-type: none"> • Some streets will see a increase in traffic
Vehicle Mobility	<ul style="list-style-type: none"> • Level of service will not degrade substantially 	<ul style="list-style-type: none"> • Some intersections will experience increased delay • Travel time across Peninsula will increase slightly
Neighborhood Accessibility	<ul style="list-style-type: none"> • Improved accessibility to Study Area Streets (ex. travel between the Casco Bay Bridge and West End will be more direct) 	<ul style="list-style-type: none"> • Some intersection movements will be prohibited
Public Transit	<ul style="list-style-type: none"> • Provides future route flexibility and more direct routes 	<ul style="list-style-type: none"> • Increased congestion can increase travel time



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Pro/Con Summary Table

State and High Street Two-Way Conversion Study Pros and Cons of Two-Way Conversion Summary Table January 7, 2015		
	PROS	CONS
SAFETY		
Pedestrian Safety/Mobility	<ul style="list-style-type: none"> • Pedestrian safety improved with slower vehicular speeds • Improved driver/pedestrian visibility at unsignalized crossings 	<ul style="list-style-type: none"> • Results in more intersection vehicle turn movements that conflict with pedestrians
Bicyclist Safety/Mobility	<ul style="list-style-type: none"> • Eliminates wrong-way bicycle crashes • More direct routing • Vehicle speeds reduced • Left-turn movements safer 	<ul style="list-style-type: none"> • Vehicle passing option reduced
Vehicular Safety	<ul style="list-style-type: none"> • Overall improved vehicular safety due to lower speeds • Severity of crashes should improve 	<ul style="list-style-type: none"> • Low-impact intersection crashes may increase due to increase in vehicle turning movement conflicts



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Pro/Con Summary Table

State and High Street Two-Way Conversion Study Pros and Cons of Two-Way Conversion Summary Table January 7, 2015		
	PROS	CONS
QUALITY OF LIFE and ECONOMIC DEVELOPMENT		
Adherence to Complete Streets Policy	<ul style="list-style-type: none"> Supports vision and objective of study by providing balanced support for all modes of travel 	<ul style="list-style-type: none"> Maintaining status quo does not move City towards implementing Complete Streets Policy
Parking	<ul style="list-style-type: none"> Increased parking supply near Deering Oaks 	<ul style="list-style-type: none"> Less parking on south end of study area; overall a loss of approximately 9% of parking spaces
Heavy Vehicles/ Deliveries	<ul style="list-style-type: none"> Requires less circulation due to improved accessibility Low truck volumes 	<ul style="list-style-type: none"> Geometric improvements required at many intersections Assumes truck encroachment into other lanes Westin Hotel valet parking movements may block traffic flow
Property Values	<ul style="list-style-type: none"> Property values may increase according to other cities' experience 	<ul style="list-style-type: none"> Some minor property acquisition may be required
Economic Development	<ul style="list-style-type: none"> Opportunity for retail development may be higher according to other cities' experience 	None
Crime	<ul style="list-style-type: none"> Crime may be reduced according to other cities' experience. The conceptual plan has been forwarded to the Police Department for comment. 	<ul style="list-style-type: none"> The conceptual plan has been forwarded to the Police Department for comment.
Effect on Historic Environment	<ul style="list-style-type: none"> Re-establishing historic street grid pattern 	<ul style="list-style-type: none"> Impact to Longfellow Square



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Pro/Con Summary Table

State and High Street Two-Way Conversion Study Pros and Cons of Two-Way Conversion Summary Table January 7, 2015		
	PROS	CONS
LOGISTICS		
Winter Operations	None	<ul style="list-style-type: none"> Roadway width is narrowed with snow given one lane
Fire Response	<ul style="list-style-type: none"> The concept plan has been provided to the Fire Department and comments are pending. 	<ul style="list-style-type: none"> The concept plan has been provided to the Fire Department and comments are pending.
Environmental Impacts	None	<ul style="list-style-type: none"> Air quality may be impacted due to increased congestion, but Portland is not classified as a non-attainment area and thus is not restricted
COST		
Comparative Capital Costs	<ul style="list-style-type: none"> Complete Streets and Traffic Signal costs required under current conditions 	<ul style="list-style-type: none"> Intersection Corner adjustment cost Casco Bay Bridge approach will need improvement Net Traffic Signal cost above No-Build option



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Pro/Con Summary Table

Discussion



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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



Next Steps

1. Public Workshop #2 – February 2015
2. Complete Alternative Development and Analysis
3. PAC/CA Meeting #3 – March 2015