

1. Agenda

Documents: [AGENDA 10.16.13.PDF](#)

2. Action Items

Documents: [2. A.1. 409 CUMBERLAND MEMO.PDF](#), [2. A1. 409 CUMBERLAND MAP.PDF](#), [2. A2. CUMBERLAND AVE MEMO.PDF](#), [2. A2. CUMBERLAND MAP.PDF](#), [2. A3. BAY HOUSE LETTER 2.PDF](#), [2. A3. BAY HOUSE MAP 1.PDF](#), [2. A3. MIDDLE STREET PARKING MEMO.PDF](#), [2. A4. BAXTER BLVD STREET CLOSURE.PDF](#), [2. A4. PORTLAND BAXTER BOULEVARD 1.PDF](#), [2. A4. SUPPORT OF SUNDAYS ON THE BLVD.PDF](#), [2B. MULTIFAMILY RECYCLING.PDF](#), [2C. MEMO ON SOMERSET ST.PDF](#), [2C. SOMERSET ST CROSS SECTION.PDF](#)

3. Committee Updates

Documents: [3B. FY16-17 TIP APPLICATIONS.PDF](#), [3B. PACTS 16-17 TIP RECOMMENDATIONS TO TSE.PDF](#), [3B. PACTS TIP COMMUNICATIONS.PDF](#)

CITY OF PORTLAND, MAINE
Transportation, Sustainability and Energy Committee

Transportation, Sustainability and Energy Committee

DATE: 10/16/2013
TIME: 5:30 PM
LOCATION: City Council Chambers
City Hall

AGENDA

1. Approval of September 18, 2013 Meeting Minutes
2. Action Items (Public Comment will be taken on these items)
 - A Traffic Schedule Amendments-
 - A1 409 Cumberland Avenue (Mechanic Street)
 - A2 Cumberland Avenue (Between Chestnut and Myrtle)
 - A3 Bay House (Middle Street)
 - A4 Baxter Boulevard Sunday Closures
 - B Solid Waste Task Force- Multifamily Recycling Implementation Plan
 - C Somerset Street 54' ROW Endorsement
3. Committee Updates/Input Sought
 - A Regional Passenger Transit Service Resolution- Staff Update
 - B FY16-17 PACTS TIP - Discuss recommendations for application candidates
4. Adjourn

Councilor David A. Marshall, Chair
Councilor Kevin J. Donoghue, Vice Chair
Councilors John Anton & Cheryl Leeman

MEMORANDUM

TO: District 2 Councilor David Marshall, Chair, TS&E Committee
District 1 Councilor Kevin Donoghue, Vice-Chair, TS&E Committee
District 4 Councilor Cheryl Leeman, TS&E Committee
At-Large Councilor John Anton, TS&E Committee

FROM: Jeremiah Bartlett, Transportation Systems Engineer, Dept. of Public Services

CC: Mike Bobinsky, Kathi Earley, DPS; John Peverada, Parking Division

DATE: October 10, 2013

RE: **Request for Traffic Schedule Change on the West Side of Mechanic Street**

Background

As part of the Site Plan approval for 409 Cumberland Street, changes to the parking on the West Side of Mechanic Street were made by Tom Errico, reviewing on behalf of the Planning Board. I reviewed these proposed changes and agree with the plan.

Recommendations

From the Intersection of Mechanic and Congress Streets for 20 feet on the West side of Mechanic Street – No parking. From this 20 foot point and continuing along the west side of Mechanic Street for 105 feet – five 1 hr. parking spaces. From a point, 125 feet from the intersection of Congress and Mechanic Street and running on the west side, to a point 170 feet – no parking.

This will result in a loss of two spaces.

409 Cumberland – Proposed Parking on Mechanic Street

Loss of two parking spaces

45ft. No parking -
Previously 1 hr
Parking.

105 ft. - 1 hr. parking
5 Parking spaces

Mechanic Street

20 ft. No Parking

Forest Ave.

Cumberland Ave.

© 2013 Google

Google earth

1997

409 Cumberland Ave, Portland, ME 04101, USA

Imagery Date: 5/18/2012

43°39'23.53" N

70°15'52.16" W

elev 71 ft

eye alt 305 ft

MEMORANDUM

TO: District 2 Councilor David Marshall, Chair, TS&E Committee
District 1 Councilor Kevin Donoghue, Vice-Chair, TS&E Committee
District 4 Councilor Cheryl Leeman, TS&E Committee
At-Large Councilor John Anton, TS&E Committee

FROM: Jeremiah Bartlett, Transportation Systems Engineer, Dept. of Public Services

CC: Mike Bobinsky, Kathi Earley, DPS; John Peverada, Parking Division

DATE: October 10, 2013

RE: **Request for Traffic Schedule Change on Cumberland Avenue
Between Chestnut and Myrtle Streets**

Background

At the request of constituents and a business owner, the Department of Public Services' Traffic Division reviewed the parking schedule for Cumberland Ave. between Chestnut and Myrtle Streets. The current schedule does not allow parking on the south side of the street and allows only 1 parking space on the north side. As traffic engineer, I reviewed the site and discussed a change of the parking schedule with the Parking Manager. John Peverada.

Recommendations.

After review and including field work to determine the best approach to increased the parking in this area, my recommendation is that we remove the one spot on the north side of the street and on the south side we add the following to the traffic schedule:

From the intersection of Chestnut and Cumberland Ave. on the south side and running easterly 20 feet – No Parking; beginning at 20 feet and ending at 60 feet – two 1 hour parking spaces; beginning at 60 feet and running to 100 feet – two 15 minute parking spots; running from 120 feet to 180 feet – three 1 hr. parking spots and running from 180 feet to 200 feet – No parking.

This will add a net 6 parking spaces to the area.

Cumberland, Myrtle & Chestnut Streets

Current Conditions

**Bus Stop-
Orange**

**1 – 1hr. Parking
space-Green**

No Parking – Red

Chestnut Street

Cumberland Ave.

Myrtle St.

Bus Stop

**2-hr Parking
Spaces**

**2 – 15 Min.
Parking Spaces**

3 – 1 hr. Parking spaces

No parking – red

**Proposed Change
Total Increase – 6 spaces**

Google earth

1997

Imagery Date: 5/18/2012

43°39'35.53" N

70°15'28.87" W

elev 52 ft

eye alt 275 ft





September 19, 2013
05109

Portland City Council
Transportation, Sustainability and Energy Committee
389 Congress Street
Portland, Maine 04101

The Bay House
Request to Remove On – Street Parking Spaces

Dear Committee Members,

We are submitting this formal request to obtain the approval of the Portland City Council to remove a limited number of on-street parking spaces adjacent to the Bay House project, located at Middle, Hancock and Newbury Streets, on the peninsula. As noted by Thomas Errico in his memo to the Planning Board dated May 18, 2012, and as required as condition of Planning Board approval, we are submitting this request to you. We understand that this request must first be reviewed by the City Council's Transportation, Sustainability and Energy Committee, who will forward their recommendation for consideration by the City Council.

This request is to discontinue parking spaces on the north side of Middle Street, adjacent to Bay House, as the width of this street is not sufficient to allow for both traffic movements and on-street parking. The width of this street was existing prior to the approval of The Bay House, and the right of way is not wide enough to accommodate parallel parking. The attached aerial photograph depicts these spaces, as well as spaces to remain on Hancock and Middle Street.

We appreciate your consideration of this request.

Sincerely,

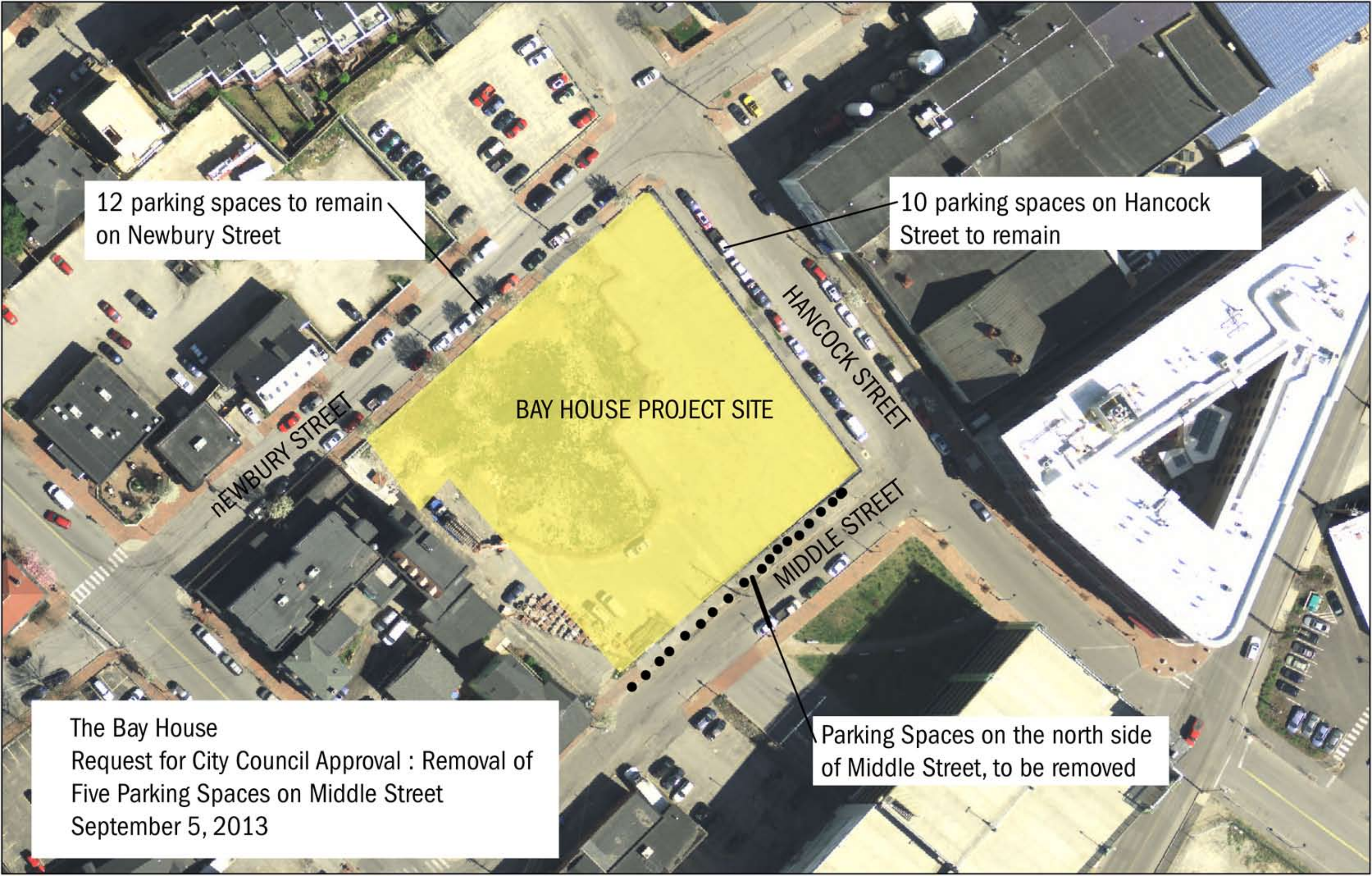
SEBAGO TECHNICS, INC.

A handwritten signature in black ink, appearing to read "William Conway". The signature is fluid and cursive, with a large loop at the end.

William T. Conway, RLA, LEED AP
Vice President, Landscape Architecture (Agent for Applicant)

WTC: jsf

Enc.

An aerial photograph showing a city block. A large rectangular area in the center is highlighted in yellow and labeled 'BAY HOUSE PROJECT SITE'. To the west of this site is Newbury Street, which has a row of 12 parking spaces marked with white lines. To the east is Hancock Street, which has a row of 10 parking spaces marked with white lines. To the south of the project site is Middle Street, which has a row of parking spaces marked with white lines. A dotted line indicates the removal of five parking spaces on the north side of Middle Street. The surrounding area includes various buildings, including a large white building on the right, and other streets.

12 parking spaces to remain
on Newbury Street

10 parking spaces on Hancock
Street to remain

BAY HOUSE PROJECT SITE

NEWBURY STREET

HANCOCK STREET

MIDDLE STREET

The Bay House
Request for City Council Approval : Removal of
Five Parking Spaces on Middle Street
September 5, 2013

Parking Spaces on the north side
of Middle Street, to be removed



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MEMORANDUM

TO: District 2 Councilor David Marshall, Chair, TS&E Committee
District 1 Councilor Kevin Donoghue, Vice-Chair, TS&E Committee
District 4 Councilor Cheryl Leeman, TS&E Committee
At-Large Councilor John Anton, TS&E Committee

FROM: Jeremiah Bartlett, Transportation Systems Engineer, Dept. of Public Services

CC: Mike Bobinsky, Kathi Earley, DPS; John Peverada, Parking Division

DATE: October 10, 2013

RE: **Request for Traffic Schedule Change on the North Side of Middle Street
West of Hancock Street**

Background

At the request of Sebago Technics, on behalf of the Applicant, a request has been made to eliminate some on-street parking on Middle Street by the Bay House project. As part of the site plan approval, Tom Errico determined that these spaces should be eliminated given the width of the street and the turning needs of vehicles entering and exiting the site. A formal request from Sebago Technics and a map is attached with this letter.

Recommendation

It is the recommendation of the Department of Public Services that the proposed changes to the Traffic Schedule be made as shown in the accompanying map and Council Order. The Department asks that the Transportation Committee consider this action in your October 16, 2013 meeting, and if supported; take action to recommend this to the full City Council.

This will result in a loss of 5 spaces on Middle Street.



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Public Services Department

Michael J. Bobinsky

TO: David Marshall, City Councilor, District 2, Chairman, Transportation Sustainability and Energy Committee
John Anton, City Councilor At Large
Kevin Donoghue, City Councilor, District 1
Cheryl Leeman, City Councilor, District 4

FROM: Michael Bobinsky, Director of Public Services

DATE: October 11, 2013

SUBJECT: "Sundays on the Boulevard"

The Department has been asked by the Bicycle- Pedestrian Advisory Committee, Portland Trails, Back Cove Neighborhood Association Representatives and other interested parties to begin closing Baxter Blvd on Sundays and to act on this request as soon as possible. The Baxter Boulevard Storage Conduit project is completed and the current street closure has been removed. There is a desire to implement the Sunday only closure shortly following the street being reopened to traffic as motorists are already used to using traffic detours in this area. Use of a Festival Permit for the Sunday on the Boulevard is recommended as means for the street closure, allowing special conditions to be used; extension of the Back Cove Trail system, closure from Payson Park Entrance to Vannah Avenue, hours from 9am -4pm, allowance for food truck vendors but within ordinance requirements for food trucks on City streets. We are seeking approval for the Sunday closures, from the Transportation, Sustainability and Energy Committee prior to taking this request to the City Council.

The Department of Public Services has been working with a group of park, bike pedestrian and neighborhood advocates on developing a "Sunday on the Boulevard" plan whereby Baxter Boulevard is closed on Sundays from 9am-4pm, to allowing the public to use the street as a recreational space without automobiles during this time period. The "Sundays on the Boulevard" program had been occurring from 11am-3pm on Baxter Boulevard since early June. With part of the Boulevard closed for construction, it was an opportunity for Portland residents and visitors to enjoy the roadway as a recreation space without automobiles. As the Baxter Boulevard Storage Conduit project came to completion, there is a desire to continue the Sunday closure program during spring, summer and fall seasons. The intention is to continue this program each Sunday from Earth Day until Veterans' Day. The Departments of Recreation and Facilities Management, Police, Fire and the Public Services, all have reviewed the proposal and support the Sunday closure program as an extension of the Back Cove Trail system.

In addition to Department staff from Operations to place barricades in place, volunteers from the advocate groups have expressed willingness to help with traffic control alerts, provide clean up and litter control and publicize the activity throughout the community.

Departmental staff will minimize resource cost by setting out the signage and barricades in advance of the Sunday closures; and volunteers will be used where appropriate to assist with placement and sign monitoring. Departmental staff will be used to ensure consistency with the closure signage and barricade placement. Staff anticipates using one (1) employee to set out and monitor signs and barricades. Minimum overtime will be used and cost approximately \$70 for each Sunday.

Department staff recommends approval of the request. We have reviewed the closure detail and will ensure that proper signage is in place for pedestrian safety and have experienced Baxter Boulevard closure for the past year while the Storage Conduit is under construction. We plan to communicate the Sunday Closure to the public via websites, face book and other media press releases. In addition, staff will notify the property owners that have direct access to Baxter Boulevard to use Brookside Street during the Sunday closure period. Staff has discussed the Sunday Closures with Police and Fire and received no objections to the request. In addition, staff from Recreation and Facilities Management has endorsed the program as well.

The Department of Public Services recommends approval of the request for the Sunday on the Boulevard Festival Permit that will allow the closures to occur on Sundays and to work with the advocate volunteers to assist with elements of the closure, street clean up and the promotion. Staff from the Department will be assigned to set up and take down the barricades on the Sundays'. Community advocates from Portland Trails, Bicycle Pedestrian Advisory Committee and Back Cove Neighborhood Association may wish to speak in support as well. Approval of the Department of Public Services request for the closure contributes toward greater walking and recreational use of the Back Cove Trail system; increases non- automobile related activities and promotes healthy practices.

Sundays on the Boulevard
Sigage and Traffic Control Plan
August, 2013

LEGEND

- Event Limits
- Barricade
- Sign



Temporary "ROAD CLOSED" sign,
to be installed every Sunday

Two barricades, side-by-side,
each with a solar-powered
flashing beacon (TAPCO LED
Solar Barricade Light, 7 1/2")

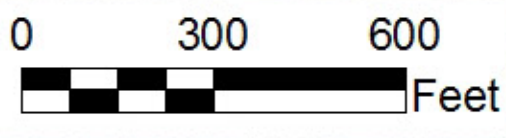
Permanent sign:
"BAXTER BLVD. CLOSED TO
MOTORIZED TRAFFIC EVERY
SUNDAY BETWEEN APRIL 22nd
AND NOVEMBER 11th, 9 A.M. TO
4 P.M."

Two barricades, side-by-side,
each with a solar-powered
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SUNDAY BETWEEN APRIL 22nd
AND NOVEMBER 11th, 9 A.M. TO
4 P.M."



August 9, 2013

Subject: *Sundays on the Boulevard*

Dear Community Leader;

As you may know, the *Sundays on the Boulevard* program has been occurring from 11am-3pm on Baxter Boulevard since early June. With part of the Boulevard closed for construction, it's been an opportunity for Portland residents and visitors to enjoy the roadway as a recreation space without automobiles.

But once the barricades come down and the cars re-appear, what then? That's why I'm writing you. A group of organizations has come together to continue *Sundays on the Boulevard* right into the fall – and to make it a regular part of Portland's many offerings, starting again next spring. Here are the details:

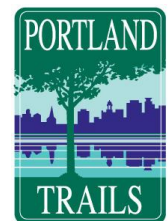
- Starting in September, Baxter Boulevard will be closed to vehicular traffic each Sunday from 9am-4pm, from Vannah Avenue to Payson Park.
- Our intention is to continue this program in 2014 and thereafter, each Sunday from Earth Day until Veterans' Day. It can become another of Portland's signature events, defining our city as an active, outdoors-oriented place.
- This program has early support from the City of Portland's Recreation and Public Services Departments as well as the Back Cove Neighborhood Association, the Bicycle Coalition of Maine, Portland's Bicycle and Pedestrian Advisory Committee and Portland Trails.
- We can model the program on similar efforts elsewhere, such as *Recreation Sundays* in Cambridge, where Memorial Drive is closed to traffic for eight hours each Sunday, allowing residents and visitors to enjoy the normally busy road adjacent to the Charles River.

We would love to have your support for this initiative. We need help in two different ways:

1. PR: will you help to promote Sundays on the Boulevard to your various constituents?

2. We will need two volunteers to be stationed at the barriers at either end of the closure (Vannah Avenue and Payson Park) for the first 3 Sundays this Fall and the first 3 Sundays in Spring 2014. These volunteers will help to make sure that autos know that the road is closed, provide information about the event and help re-route drivers unfamiliar with alternative roads. We are asking one organization to be responsible for volunteer coverage each week. You will likely need to provide 8 volunteers, each working 2 hour shifts.

This is a great program for all of the organizations involved, and a great gift to the city and residents of Portland. I hope you can join us!





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Public Services Department

Michael J. Bobinsky

To: Members of the Transportation, Sustainability and Energy Committee

From: Troy Moon, Environmental Programs and Open Space Manager

RE: Implementation of the Proposed Multi-Family Recycling Ordinance

Date: October 11, 2013

Members of the Transportation, Sustainability and Energy Committee have asked the Department of Public Services to present an implementation plan for the proposed multi-family recycling ordinance. Our staff is committed to assisting property owners and tenants to increase recycling and will work collaboratively with both groups as they begin recycling programs in their buildings. We recognize that each building will face its own unique challenges based on a variety of factors including building layout, number of units, language barriers and space constraints. Staff members are prepared to provide technical assistance to individual building owners as they address these challenges and to provide them with the educational resources required to educate their tenant populations.

Initial Outreach: Prior to implementation, the Department will send a letter to potentially affected building owners describing the ordinance. These include owners of multi-family buildings that do not currently receive City solid waste services, condominiums associations with private waste handling services and the Portland Housing Authority. In the letter we will provide background regarding the City's waste reduction efforts and our goal of providing all Portland residents with access to comprehensive and convenient opportunities to recycle, as described in the Solid Waste Task Force Report. We will let the recipients know that we believe their building appears to be subject to the provisions of the ordinance and let them know that they will need to develop a recycling program for their building by the effective start date of the ordinance. We will also describe the eligibility requirements for participation in the City of Portland waste management program and invite the recipients to contact us to discuss whether their property is eligible.

Finally, we will offer technical assistance to all building owners who are working to bring recycling to their property including site visits, advice on equipment and tenant education. It will be important to work closely with the Southern Maine Landlords Association and request their assistance in providing information about the ordinance to their members.

General Outreach and Publicity: Public Services will promote the passage of the multi-family recycling ordinance to let the general public know that residents in all multi-family buildings will soon have access to recycling in their building. Efforts will include press releases, public service announcements and outreach through social media. We will also create a section on the City website devoted to multi-family recycling.

Content will include details about ordinance requirements, information about what is recyclable and information about who to contact for more information. Staff members are also prepared to meet with neighborhood groups, neighborhood associations, the Southern Maine Landlords Association or others who may wish to discuss multi-family recycling.

Program Education: The Department of Public Services is committed to assisting property owners with their efforts to educate tenants about recycling. We will develop a range of educational resources including posters that can be placed in central waste storage areas, flyers for distribution to tenants and other types of materials that property owners may request. We will make electronic versions of the materials available for download on our website and will provide printed versions upon request. Several property owners have indicated that they have tenants who are not fluent in English so we are prepared to have educational materials translated into several of the most commonly spoken languages and to provide translation services for other languages as may be requested. Given the large turnover of tenants in many buildings, we are prepared to work with landlords to develop a “new tenant” package that property owners can provide to people when they sign a lease. This would ensure that every person moving into a building would receive valid and consistent information about their recycling options.

Technical Assistance: Public Services staff will work directly with property owners who request technical assistance in developing a recycling program in their building. This includes site visits to make recommendations regarding appropriate equipment, placement of signage and to troubleshoot site specific challenges that individual property owners may face. We are prepared to extend similar assistance to waste haulers or other entities hired by property owners to support their recycling efforts.

Enforcement: The Department’s goal is to support efforts by property owners and tenants to recycle through education and technical advice. We are not interested in pursuing enforcement actions anyone making a good faith effort to comply with the ordinance. If in the normal course of business we learn of a property owner who has not implemented a compliant recycling program by the effective start date of the ordinance we will provide detailed information about what the ordinance requires and what support Public Services provides to support recycling. We will then encourage the owner to submit an implementation plan describing the steps they will take to develop a compliant program. Upon receipt of the plan the Department will be prepared to offer an extension of up to 24 months, as authorized by the language in the ordinance. In the event that a property owner is unwilling to make a good faith effort to develop a recycling program we are prepared to work with Corporation Counsel to assist with formal enforcement action.



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Planning & Urban Development Department
Jeff Levine, AICP, Director

Planning Division
Alexander Jaegerman, FAICP, Director

MEMORANDUM

TO: Chair David Marshall and Members of the Transportation, Sustainability and Transportation Committee

FROM: Richard Knowland, Senior Planner

DATE: October 10, 2013

SUBJECT: Somerset Street Changes in the Vicinity of the Midtown Project-Endorsement of Plan

The Midtown development review process has provided a focus on needed changes and improvements to street infrastructure in the Somerset Street area. As you will recall Midtown is a mixed use project proposed by the Federated Companies in Bayside with upwards of 650 to 775 housing units on the Bayside Rail Yard property presently owned by the City. The purpose of this agenda item is to inform the Committee of needed changes that we have negotiated with Federated involving the Somerset Street right-of-way and to seek your comment and endorsement of the modifications.

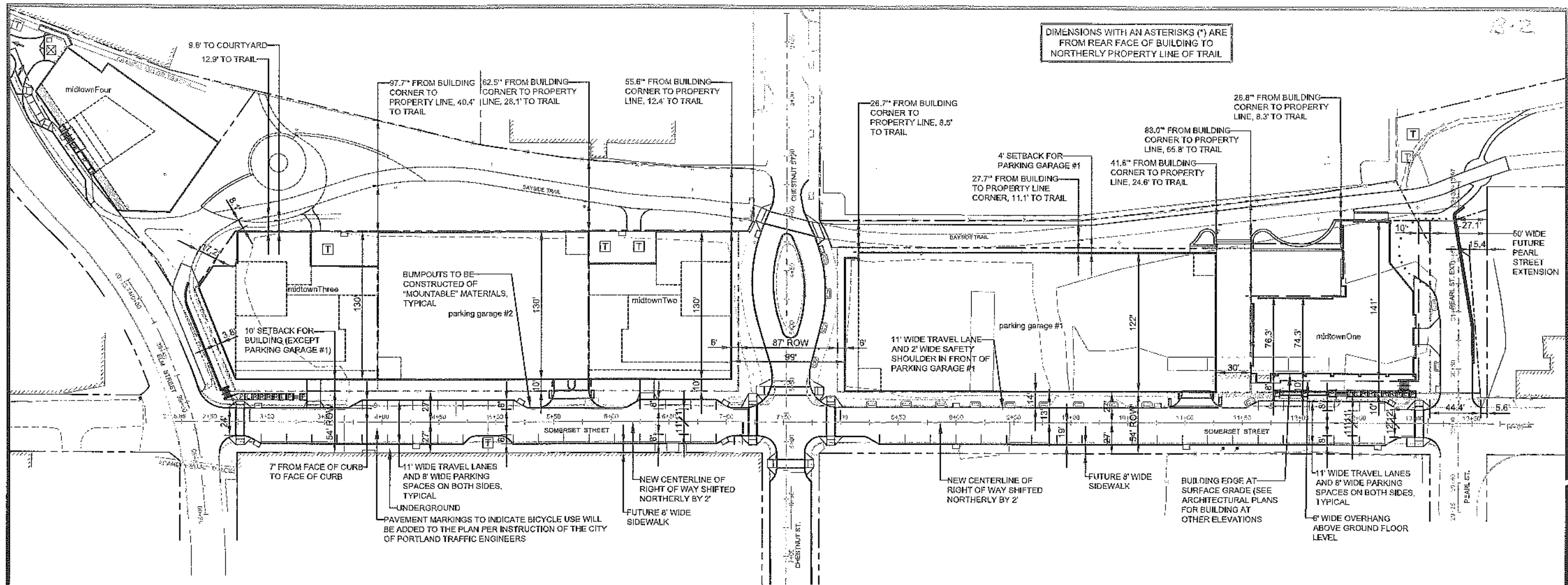
The improvements to Somerset Street are needed to support the midtown project and future private sector investment in Bayside including the vacant land on Somerset Street. Also the right-of-way layout will inform future plans to extend Somerset Street which will serve as a major transportation connector between Franklin Street and Forest Avenue. The street changes and improvements are needed to upgrade Somerset Street and support future growth in Bayside beyond the Midtown project.

Specific Street infrastructure needs are outlined as follows:

Somerset Street Grade Change - Somerset Street has an existing elevation of 9 to 10 feet which is at or below the Back Cove flood hazard elevation of 10 feet. In the interests of avoiding future flood hazard issues, Federated wants to have a first floor building elevation of 12 feet for their development. Complicating this is the need for handicap access and the desire to have first floor retail space in all their buildings. Filling or raising the grade of Somerset Street is the only feasible way to achieve these goals. To address this issue, the elevation of Somerset Street needs to be raised from 1 to 3 feet from Pearl Street to Elm Street.

Raising the grade of Somerset Street has implications regarding utility compaction, street improvements and drainage as well as impacts on surrounding properties. Haley & Aldrich geotechnical engineers were retained to review these issues and has confirmed the feasibility of elevating Somerset Street. A key recommendation is the use of a light weight fill material which is much lighter than fill typically used in street construction. This avoids the problem of excessive weight on utility lines when additional fill is added to the street.

Somerset Street Right-Of-Way Modifications – Integrating a street elevation modification with a major project such as Midtown has been a complex planning and engineering exercise. After much consideration it has been concluded that the right-of-way in front of the Midtown project (Pearl Street to Elm Street) should be increased from 50 to 54 feet in width. The additional 4 foot strip would come from the Midtown property (currently owned by the City). Attached is an overall project site plan with street cross sections featuring two lanes of traffic, on-street parking and sidewalks. An appropriate sidewalk width along the Midtown street frontage is critical given the relative height of the residential buildings (upwards of 165 feet). The Midtown sidewalks vary from 14 to 18 feet wide and include sidewalk space on Midtown property to maximize the sidewalk width. On-street parking is not provided in front of the phase one parking garage since it would have reduced the width of the sidewalk and there are plenty of spaces within the garage.



OVERALL SITE LAYOUT

SCALE 1" = 40'

SOMERSET STREET PARKING COMPARISON		
DESCRIPTION	LOCATION	NO. OF SPACES
PRIOR PLAN	SPACES TO NORTH OF CENTERLINE	25
	SPACES TO SOUTH OF CENTERLINE	0
	TOTAL SPACES	25
REVISED PLAN	SPACES TO NORTH OF CENTERLINE	14
	SPACES TO SOUTH OF CENTERLINE	36
	TOTAL SPACES	50

REVISION FROM PLAN SUBMITTED IN MAY 2013

LOT 2, 3, 5, AND 7 ARE SHIFTED NORTHERLY BY 4 FEET.

THE RIGHT OF WAY HAS BEEN WIDENED TO 54 FEET WITH THE INCREASE IN WIDTH OCCURRING ON THE FEDERATED (NORTH) SIDE OF THE STREET.

THE CURBING ON SOUTHERLY SIDE OF SOMERSET STREET WOULD BE MOVED 1 FOOT BACK FROM THE CURRENT LOCATION TOWARDS THE NOYES BUILDING. THIS PROVIDES 8 FEET FOR A SIDEWALK.

PARKING IS LOCATED ON BOTH SIDES OF THE STREET, EXCEPT IN FRONT OF PARKING GARAGE #1 WHERE NO PARKING WOULD BE PROVIDED.

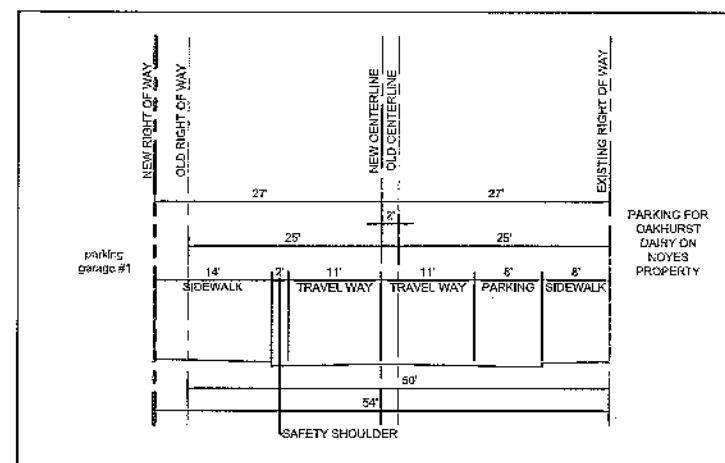
THE CURBING ON THE NORTH SIDE OF SOMERSET STREET HAS BEEN MOVED 6 FEET CLOSER TO THE FEDERATED SIDE OF THE STREET.

18 FEET WOULD BE LEFT FROM CURB LINE IN AREAS OF PARKING TO THE FRONT OF MIDTOWN BUILDINGS 1, 2, 3 AND PARKING GARAGE #2 (VS. 15 FEET PREVIOUSLY SHOWN ON THE PREVIOUS DRAWINGS).

THE CENTERLINE OF THE RIGHT OF WAY WOULD BE SHIFTED 2 FEET NORTH (DUE TO INCREASING RIGHT OF WAY WIDTH FROM 50 TO 54 FEET).

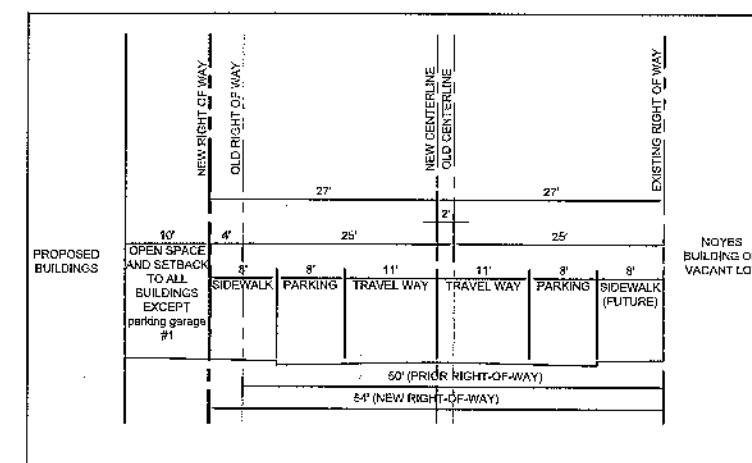
FEDERATED LOT SIZES ARE ESSENTIALLY UNCHANGED SINCE THE ENTIRE LOT (BOTH FRONT AND BACK LOT LINES) ARE SHIFTED 4 FEET NORTHERLY.

THE DIMENSION FROM THE CURB TO THE FACE OF PARKING GARAGE #1 IS 14 FEET AND FROM THE CENTER OF THE RIGHT-OF-WAY TO THE FACE OF PARKING GARAGE #1 IS 27 FEET.



TYPICAL SECTION IN FRONT OF parking garage #1

NOT TO SCALE

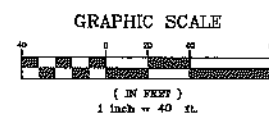


TYPICAL SECTION WITH PARKING ON EACH SIDE OF STREET

NOT TO SCALE

FST, INC.

formerly DHAI



Overall Site Plan - Sheet C-2.0A
Federated's midtown

Portland, Maine
SEPTEMBER 17, 2013

Memo

To: District 2 Councilor David Marshall, Chair, Transportation, Sustainability, and Energy Committee
District 1 Councilor Kevin Donoghue, Vice-Chair, Transportation, Sustainability, and Energy Committee
District 4 Councilor Cheryl Leeman, Transportation, Sustainability, and Energy Committee
At-Large Councilor John Anton, Transportation, Sustainability, and Energy Committee

From: Kathi Earley, PE, Engineering Services Manager

CC: Mark Rees, City Manager
Sheila Hill-Christian, Deputy City Manager
Michael Bobinsky, Director of Public Services
Jeff Levine, Director of Planning & Urban Development

Date: October 11, 2013

Re: PACTS 2016/2017 TIP applications

As previously discussed in your September 18, 2013 meeting, the biennial Transportation Improvement Program (TIP) funding cycle is underway. The Municipal Planning Organization known as Portland Area Comprehensive Transportation System (PACTS) administers this Program and sets all procedures for the Region. *(Attached are two communications from PACTS regarding this funding program.)* Each application must demonstrate community support and be fully supported by background studies and/or analyses in order to be deemed eligible. Applications are due in February 2014, therefore we seek your endorsement of a 'shortlist' to proceed with our research and engineering.

Once our data and estimated costs are compiled, we will return to the Transportation, Sustainability, and Energy Committee for endorsement of each application and the final estimated local funding match obligation.

A list of staff recommendations for each of three eligible application categories is attached. We have qualitatively balanced several criteria in order to create this 'shortlist' for your consideration. In your October 16, 2013 meeting we will review these recommended priorities and welcome your feedback. Our goal is to begin the technical work immediately so that viable applications are produced in time to officially endorse each application and funding commitment prior to February 2014.

City of Portland – Departments of Planning & Urban Development and Public Services
PACTS TIP 2016-2017 Funding Applications - Recommended Priorities

October 11, 2013

- The PACTS TIP biennial funding cycle contains set-asides for several categories; three of which (Intersections, Road Re-Build, and Bicycle/Pedestrian) require demonstration of technical and community support. (*Collector Paving and Transit project categories are addressed separately.*)
- Technically based applications with complete construction estimates are due in February 2014 for PACTS scoring; tho Federal and State funding is not made available until October 2015. **PLEASE NOTE:** if awarded, no construction occurs until 2016 at the soonest.
- PACTS is currently revising its TIP process rules; the approximate value of biennial funds for each category appearing below may be modified. Additionally, PACTS is considering a three-year TIP cycle beginning in FY2016.
- Staff prioritization criteria includes:
 - o Regional Significance
 - o Timeliness/Readiness/Urgency
 - o Safety, Liveability, Mobility improvements
 - o Economic Development support

Project Description	Goals met	Cost Estimate / basis	Repeat Application?
<i>Intersections: (\$2.7M)</i>			
Brighton-Deering-Falmouth-Bedford Streets Roundabouts	Implements City-adopted PACTS Study recommendations to increase safety, accessibility and aesthetics at City gateway. USM financial contribution and Study support demonstrates public/private partnership.	\$1.4M – study/feasibility level cost estimate – does not include ROW. Full design begins in late 2013 funded by USM development contribution.	No
Commercial St-High St Signal and Pedestrian Improvements (<i>2015 MDOT paving will dictate phased approach</i>)	Meets previous traffic signal warrant analysis; increases safety, mobility and accessibility for all users; creates attractive gateway to downtown. Rated by MaineDOT as high-quality application for 14/15 Quality Community Program, however - no funding exists.	\$311,000 – from prior QC application. (To be revised as phased approach and High/York are analyzed)	Yes

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Road Rebuild: (\$1.35M)			
Portland Street (Brattle – Preble)	2011 Pavement Condition Rating is 40 - 'very poor'. Streetscape design and partial construction will begin with FY14 CIP funding; complements PACTS reconfiguration of Park Avenue underway now; meets objectives of current Libbytown and future Bayside Circulation Studies.	\$1.2M – from FY14-18 CIP	No
Brighton (Wayside – Colonial)	2011 Pavement Condition Rating is 32 – 'very poor'. Implements objectives from City-adopted & PACTS funded 1999 Brighton Avenue Traffic & Streetscape Study, and objectives from the Pedestrian and Bicycle Chapter of the City's Comprehensive Plan.	TBD	No
Bicycle/Pedestrian: (\$540,000)			
West Commercial St Trail (off-road & along road alignments): Star Match Bldg to Harbor View Park	Implements a segment of West Commercial St Shared-Use Path Study recommendation (2009). City could be penalized for full value of the Study's Federal funding in 2019 if no construction is achieved. Complements various Local and State Port & Waterfront initiatives such as Eimskip, pending PACTS UPWP West Commercial St Corridor Study, and IMT improvements. Rated by MaineDOT as high-quality application for 14/15 Quality Community Program, however - no funding exists.	\$270,000 – from prior QC application; needs review	Yes
Martin's Point Bridge Pathway: Phase I, Kensington St to Martin's Point	Implements Phase I of shared use pathway from Tukey's Bridge to new Martin's Point Bridge. Complements comprehensive PACTS UPWP Study commencing in January 2014.	\$300,000 – from prior QC application; needs review	Yes
York Street Sidewalk and High Street Pedestrian Signals/Access	Construct sidewalk to fill gap from Casco Bay Bridge to downtown. Complements Intersection application for Commercial/High. Supported by previous MaineDOT Quality Community funding program.	\$110,000 – from prior QC application; needs review	Yes

Katherine Earley - PACTS capital applications due in February

From: John Duncan <jduncan@gpcog.org>
To: John Duncan <jduncan@gpcog.org>
Date: 9/27/2013 1:41 PM
Subject: PACTS capital applications due in February

To All PACTS Committee Members:

Your next applications to PACTS for federally-funded intersection, road reconstruction, bicycle/pedestrian and transit-capital projects will be due in February, so please start the process at your end. (We will develop the list of new collector preservation paving projects with the Technical Committee on a different schedule.)

A Few Details

1. We will send you the application forms in November after we revise them. **We will continue to require these items** – among many other things – that you could start preparing now. When you fail to submit these items you get zeros in our scoring formula.
 - MaineDOT warrant approval for proposed new traffic signals.
 - Current annual average daily traffic for road reconstruction applications.
 - Current turning movement counts for intersection applications.
 - MaineDOT traffic accident data: critical rate factor and percent personal injury. That is all we need on this...not the longer accident data reports.
 - Construction cost estimate.
2. Next fall we might program federal money for three (3) years rather than just the normal two. We also might do a four (4) year cycle. So think long term! More on that later.
3. Other PACTS project changes are coming based on the work of the TIP Process Committee (almost done) and our monthly Executive Committee meetings. We will brief you all next month, and we will hold a workshop for all members in November. Final action on any changes will be determined by the Policy Committee at their December meeting.

Contact Paul Niehoff, Carl Eppich, Steve Linnell or me at any time about this.

John W. Duncan
PACTS Director
207-774-9891
www.pactsplan.org

Katherine Earley - November 12th Workshop on PACTS Capital Projects

From: John Duncan <jduncan@gpcog.org>
To: John Duncan <jduncan@gpcog.org>
Date: 10/3/2013 2:40 PM
Subject: November 12th Workshop on PACTS Capital Projects

To All PACTS Committee Members,

We are going to hold a workshop on November 12th from 9:30 to 11:00 regarding the PACTS capital projects policies and procedures. The purpose is to remind members of our existing process and to prepare everyone for the changes coming in our 2014 process (prompted in part by changes at MaineDOT). The Technical Committee will hold their monthly meeting that day from 8:30 to 9:30.

Please RSVP to Jen Geaumont at jgeaumont@gpcog.org with your attendance plans.

We have done this before and have had great attendance. However, feel free to contact PACTS staff with your questions at any time, and do not feel compelled to attend this instead.

We will cover these topics:

1. Application requirements (we will send out our 2014 application forms before the workshop)
2. Scoring procedures and schedule (we will have a final application deadline by then...probably in February)
3. Local match requirements *
4. Our new 3-year list of projects (no longer just two years) *
5. Our new PACTS Municipal Partnership Initiative *
6. Simplified roles for municipal councils *

* Pending final action of our Executive and Policy Committees.

Do you have any questions for MaineDOT that you want to ask now so that the right MaineDOT people can plan to attend? Please advise.

Here is a reminder of some application requirements for intersection and road rebuild proposals. When you fail to submit these items you get zeros in our scoring formula.

- MaineDOT warrant approval for proposed new traffic signals.
- Current annual average daily traffic for road reconstruction applications.
- Current turning movement counts for intersection applications.
- MaineDOT traffic accident data: critical rate factor and percent personal injury. That is all we need on this...not the longer accident data reports.
- Construction cost estimate.

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