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Urban Designer, Planning & Urban Development
Department

PORTLAND PUBLIC ART COMMITTEE

Monday, July 29, 2024

2:00 PM Portland Public Library, Room 3

1. Zoom Meeting Information

Due to the existence of an emergency or urgent issue, the Portland Public Art Committee will conduct this meeting by remote methods/technology at the Zoom link provided below, in accordance with the requirements of 1 M.R.S. section 403-B and the City Council's Remote Participation Policy.

Allow your computer to install the free Zoom app to get the best meeting experience.

For more information on how to use Zoom, please go to <http://www.portlandmaine.gov/remotepud>. Public Comment will be taken, written comments may submitted to publicart@portlandmaine.gov

Please click the link below to join the webinar:

<https://portlandmaine-gov.zoom.us/j/84137030588?pwd=5n8qDV4zqtaaWX3boad9WbCxzyQseb.1>
Passcode: 966145

Or One tap mobile :

+16469313860,,84137030588#,,,,*966145# US
+19292056099,,84137030588#,,,,*966145# US (New York)

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Dial(for higher quality, dial a number based on your current location):

+1 646 931 3860 US
+1 929 205 6099 US (New York)
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+1 305 224 1968 US
+1 309 205 3325 US
+1 312 626 6799 US (Chicago)
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Webinar ID: 841 3703 0588
Passcode: 966145
International numbers available: <https://portlandmaine-gov.zoom.us/j/kzJuMw48r>

2. Introduction

Moderator - Taylor Colbeth, Administrative Assistant & Temporary Art Program Manager with Planning & Urban Development at City of Portland.

Applicant – Jaime Parker & Jon Kachmar with Portland Trails

Review Panel Participants

1. Phoebe Cole, Portland Public Art Committee member, Art and Creative Consultant
2. John Whipple, Portland Public Art Committee member, Maine Registered Architect
3. Jeremiah Bartlett, Transportation System Engineer with Public Works at City of Portland
4. Kevin Kraft, Director of Planning & Urban Development at City of Portland
5. Sean King, Urban Designer with Planning & Urban Development at City of Portland

3. Artist Organization Presentation

4. Review Panel Deliberation

5. Review Panel Discussion

Next Meeting -

Diamond Street Demonstration Project

Proposal:

Portland 2024

Summary

This document authorizes essentially the same project as was executed in 2021, 2022, and 2023 with the Bicycle Coalition of Maine; the project images and description have been updated to reflect what was actually installed. It also clarifies that the project is a planning exercise conducted by the City of Portland with the assistance of the Portland Trails. Portland Trails shall not be held liable in the event of any claims associated with the installations.

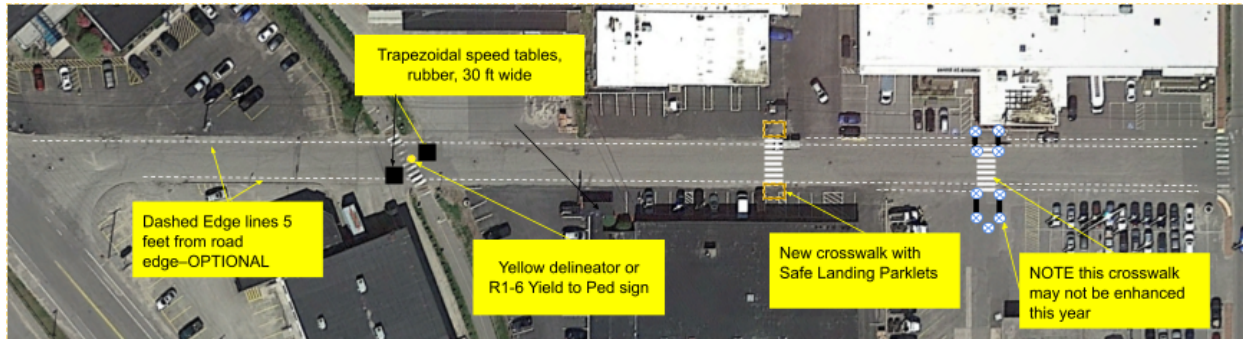


In response to reports of speeding traffic and poor yield behavior on the part of drivers on Diamond Street, the Portland Trails team proposes to install traffic calming features and a pedestrian crossing on Diamond Street between Fox Street and Marginal Way. The treatments may include:

1. Dashed lanes 5 feet out from edge of road, possibly painted green or hashed to create bike/ped access. Delineators and raised pavement markings may be used in spot locations to increase conspicuity. (Optional)
2. 20 ft center lane
3. Single yellow post added to crossing at Bayside Trail
4. Temporary Trapezoidal speed table deployed on both “upstream” sides of the Bayside Trail
5. New Crosswalk between BCM and Taste of Maine; team reserves the right to NOT enhance crosswalk near Coffee By Design in 2024

- a. Create safe landings with curb stops and delineators
- b. Install adjacent landing zone parklets outside of the ROW including temporary furniture elements

Figure 1



The installations will seek to slow motorist traffic to the posted speed limit.

The project is temporary and would be removed as soon as winter weather threatens.

Materials and installation labor are at no charge to the City.

This draft incorporates feedback provided by MaineDOT and City of Portland staff, and includes an MOU authorizing the project.

Purpose

To test whether low cost visibility enhancements at crosswalks and gateway treatments can enhance pedestrian safety by lowering maximum and average traffic speeds on Diamond Street to comply with posted limits, and to study whether these changes impact yield rates.

Need

Although a study to collect data on speed has not yet been conducted, BCM staff has observed and measured (using a hand held radar gun) cars moving up to 40mph on Diamond Street. The presence of multiple retail establishments on the street, including Coffee By Design, Taste of Maine, Orange Brewing, Three of Strong Distillery, etc is generating considerable pedestrian traffic on the roadway, which currently has no pedestrian or bicycle accommodations of any kind except for the Bay Side Trail crossing near Marginal Way. This project would test some

possible interim measures to calm traffic and improve pedestrian access and safety. New businesses opening across from 38 Diamond Street are enthusiastic proponents of the project.

Installation and Removal

Advisory Shoulder Markings (aka Edge Lane Markings) The proposed treatments are variations of treatments included in PACTS, FHWA and NACTO design guidance. **FHWA is currently NOT accepting requests to experiment with this facility, so installation will be only with explicit permission from the City of Portland.** MaineDOT reports an AADT on Diamond Street of 1064, which is well below the preferred volume of <3000 AADT, and far below the maximum volume of 6000 AADT. The treatments will consist of dashed lines approximately 5 feet from the pavement edges on all streets in the project area. Ideally, dashed lines should adhere to MUTCD 3:1 ratio, using a 6-foot gap with a 2-foot line, but the dimensions achievable by painting equipment varies. See Figure 2 for a typical treatment.

Figure 2. Camden Maine



Dashed lines will cease at least 30 feet from any stop bars at intersections. BCM staff can paint the advisory lines using non-retroreflective pavement marking paint. Reflective raised pavement markings may be used to enhance conspicuity at some locations.

Where feasible, white flexible tubular delineators may be placed at the beginning of the advisory shoulder lane on each side of the road to create a “gateway” that helps drivers understand they are moving into a new context. Delineators will be installed using butyl pads for easy removal in the fall.

A double yellow center line may be included for the first 30 feet of the road if desired to indicate two way condition.

Signage informing drivers of the presence of advisory shoulders and how to use them, as well as two way arrows, should be considered for the beginning of each segment of roadway.

Delineator placement will also take into consideration turning movements onto adjacent streets and into curb cuts, and will be placed so as to minimize impacts.

The delineators used shall have retro-reflective tape on them for visibility during nighttime hours.

This project is intended to be seasonal. Delineators will be removed no later than mid-November using a shovel to disengage the butyl adhesive; removal may be earlier if plowable snow is expected. Residual adhesive will be removed as much as possible. The marking paint will wear off naturally in a few months.

Temporary Crossing Using rubber curb stops and delineators, safe landings will be created as per Figure 3. . Crossing bars will be painted using retroreflective pavement marking paint.

Figure 3: 2021, 2022, 2023 Diamond Street Installation



Speed Hump. BCM owns a modular sinusoidal speed hump that could be mounted in the roadway on the “upstream” side for traffic approaching the trail from each direction. This hump could be put down using bolts for the duration of the demonstration. See Figure 4. This feature was also proposed the last two years, but was not installed before maintenance work tore up the street. This feature would be the last element installed.

Figure 4. Manufacturer’s Image



Traffic Safety During Installation and Removal

This project will only have minimal needs for the project team members to actually be in the travel lane exposed to traffic. The project team will use OSHA approved "Road Work" signs in advance of the project area, and cones near any area where people are working. MUTCD guidance for work areas will be followed. At least one person will be tasked with simply monitoring traffic and helping to keep project installers safe. All persons on site during installation and removal will wear high vis vests. There will be minimal impact on vehicular traffic at the sites during installation or removal.

Timeframe

The installations would be installed after May 1, 2024 and removed at a time acceptable to Portland, but no later than November 15, 2024.

Metrics

The effectiveness of the installation will be measured by assessing whether the installation slowed vehicle traffic or changed yield rates from baseline studies. Studies will be conducted before and during the installation. A survey to collect public reaction will also be created and shared.

Maintenance Plan

The project will be monitored on a daily basis by members of the project team, and any knocked down delineators will be removed or replaced by project team members within 48 hours of a report. Portland DPW is encouraged to do what it can to support keeping the installation in good condition, including communicating directly with project team members at BCM.

Public Notification

Good public notification will help ensure that people understand the need and intent for this project. BCM will issue a press release, and will inform and work with local businesses on the planned roadway changes.

Authorization Process

The project will not move forward without Portland review and approval. An authorized representative of the City of Portland will sign an MOU acknowledging that the demonstration project is a planning exercise of the City and that the City bears all responsibility for the project.

Cost

All materials and installation labor will be provided at no cost to the municipality.

Purchase of Materials

Not Applicable

Liability

The project described above shall be understood as a planning exercise undertaken by the City of Portland with the full permission and approval of city government and with the assistance of the Bicycle Coalition of Maine. The City of Portland shall hold harmless and waive all claims against the Bicycle Coalition of Maine and its respective officers, directors, employees and agents from and against any claim, loss, damages, theft and liability pertaining to bodily injury, property damage, personal injury, death, or any other type of claim, arising out of or occurring in connection with demonstration project here

described. An MOU agreeing to these terms must be signed prior to installation (see below).

Contact

For more information, please contact

Jaime Parker
Portland Trails
jaime@trails.org
207.329.6180

Memorandum of Understanding

The project described above is executed as a planning exercise undertaken by the City of Portland with the full permission and approval of city government and with Portland Trails.

The City of Portland shall hold harmless and waive any claims against tPortland Trails, their respective officers, directors, employees and agents from and against any claim, loss, damages, theft and liability pertaining to bodily injury, property damage, personal injury, death, or any other type of claim, arising out of or occurring in connection with the demonstration project herein described.

Confirmation

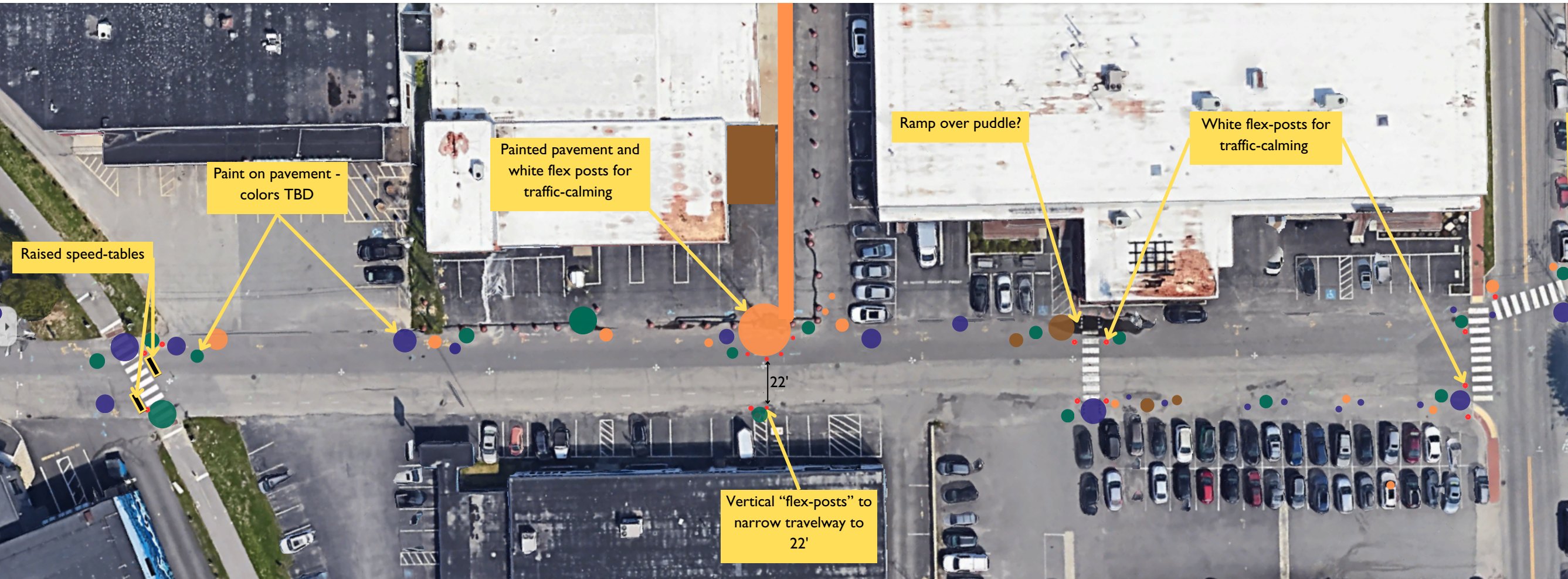
This document confirms and acknowledges that the MaineDOT (if needed) and municipal authorities in the City of Portland, Maine approve of and authorize the demonstration project described above and agree to the terms in this memorandum.

Authorized Portland Municipal Official (Mayor, Town Manager, DPW Director, or equivalent):	Portland Trails Staff:
_____ print name	_____ print name
_____ sign name	_____ sign name
_____ Title	_____ Title
_____ Date	_____ Date

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DIAMOND STREET CONCEPT PLAN

[for discussion only - final design to be submitted for approval]



GOALS:

- Slow traffic to improve pedestrian and bicycle safety
- Create an inviting and fun streetscape to support businesses and visitors
- Demonstrate a shared-street concept to inform future improvements
- Test vehicle and truck movements to ensure access and turning

Add owner and business names/logos here for permit submittal and eventual "explainer" poster