

Maplewood Avenue Downtown

Complete Street Project



Second Public Meeting

January 24, 2018

Welcome and Introduction of Project Team

City Planning and Public Works Staff

Design Team



City of Portsmouth

Juliet Walker

Planning Director and Project Manager

David Moore

Assistant City Manager and Director of Community Development

Eric Eby

Parking and Transportation Engineer

Dave Desfosses

Public Works Project Manager

Deputy Fire Chief James Heinz

Fire Department



SEBAGO TECHNICS - Traffic and Roadway Engineers

Stephen S. Sawyer, Jr.

Consultant Project Manager

Bradley Lyon

Project Transportation Engineer



HARRIMAN

HARRIMAN – Streetscape Design

Steven G. Cecil

Lead Designer

Howard Snyder

Landscape Architect



ALTA PLANNING + DESIGN - Bicycle and Pedestrian

Phil Goff



ALTUS ENGINEERING - Utility and Permitting

Eric Weinrieb



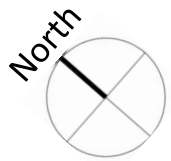
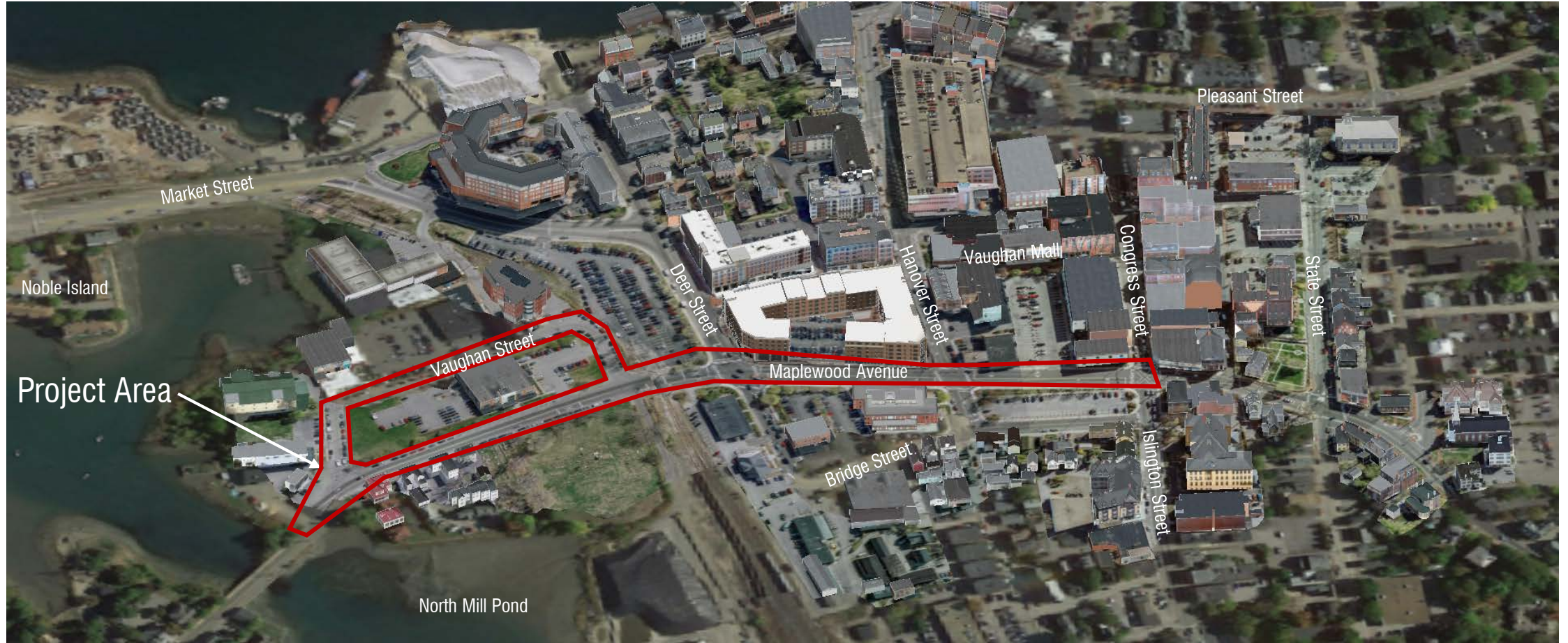
Agenda

- Introduction and Project Overview
- Findings of Initial Public Meeting
- Transportation
 - Alternative Roadway Alignments
- Streetscape Design
 - Character Themes
 - Design Alternatives
- Breakout Groups - Discussion and Feedback
- Project Schedule and Next Steps



Project Overview

Project Area



Project Overview

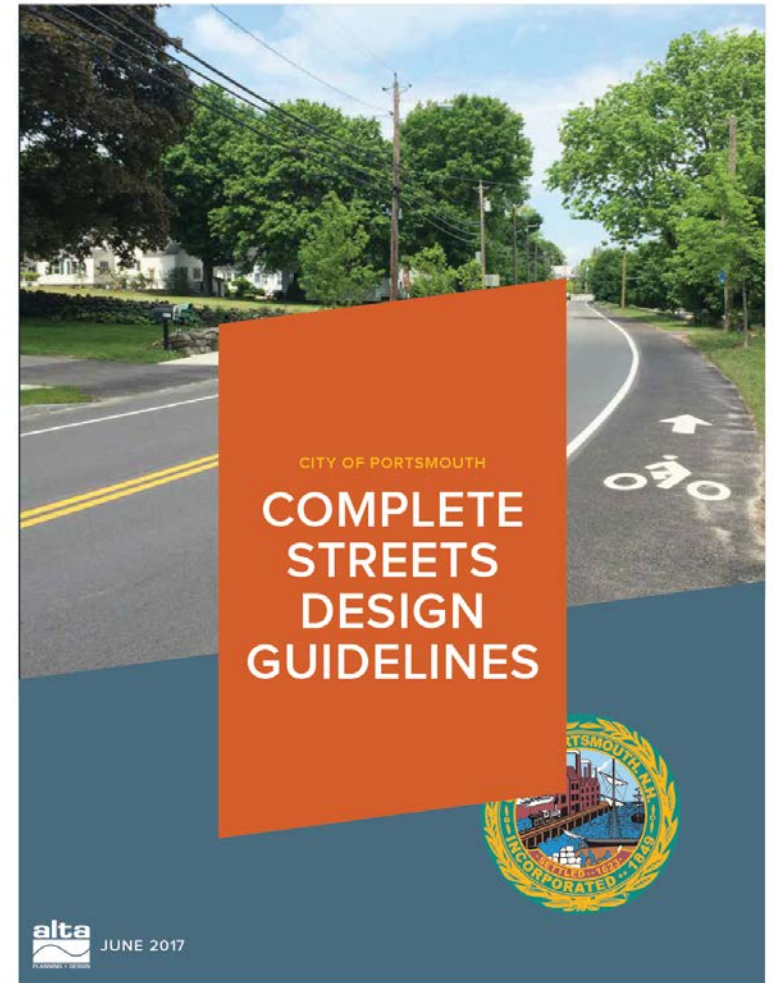
Project Area and Context



Project Overview

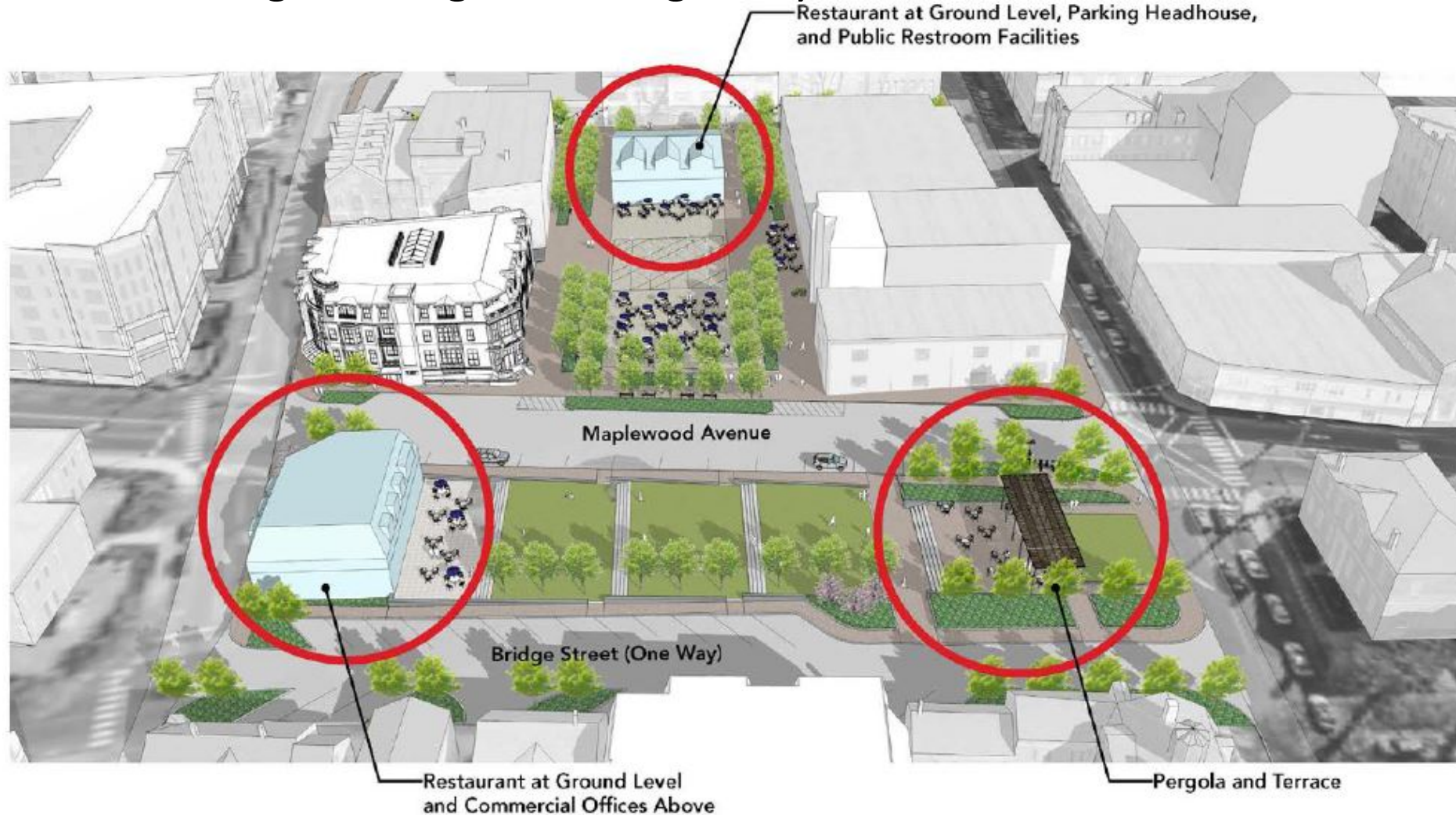
Other Municipal Transportation Initiatives

- *Portsmouth Bicycle and Pedestrian Plan, 2014*
- *Complete Streets Design Guidelines, 2017*
- *Vaughan, Worth, Bridge Strategic Planning Study, 2017*



Project Overview

Vaughan-Worth-Bridge Strategic Planning Study



Findings of Initial Public Meeting

Exercise #1 - Value of Maplewood Avenue

Ways participants saw value in improving Maplewood Avenue:

- Gateway and first impression - Pride of the City
- Extension of Downtown
- Smart growth
- Relationship with Mill Pond and historic cemetery
- Area's industrial past
- Quality of life



Findings of Initial Public Meeting

Exercise #1 - Priorities for Maplewood Avenue

Participants stated the need for:

- Safety for all modes of transportation
- Connectivity
 - Waterfront
 - Current urban fabric
 - Future developments
- Coherent thinking
 - Pleasurable environment
 - Accommodates increased pedestrian volumes
- Public safety and operations of emergency services
- Bicycle and pedestrian routes and circulation



Findings of Initial Public Meeting

Exercise #2 - Opportunities

Participants spoke of changes that would:

- Reconnect Vaughan Mall
- Make pedestrians more important
- Continue Market Street streetscape
- Bicycle and pedestrian routes and circulation
- Connection to water
- Green infrastructure and stormwater engineering
- Generational storytelling



Findings of Initial Public Meeting

Exercise #2 - Challenges

Attendees then considered the following difficulties:

- Bicycle and pedestrian routes and circulation
 - Future parking garage
- Management of traffic speeds and volumes
- Pedestrian and vehicular conflicts
- Sense of change as drivers enter area
- Street width
- Overcoming Maplewood Avenue as a barrier



Findings of Initial Public Meeting

Exercise #3 - Streetscape Elements

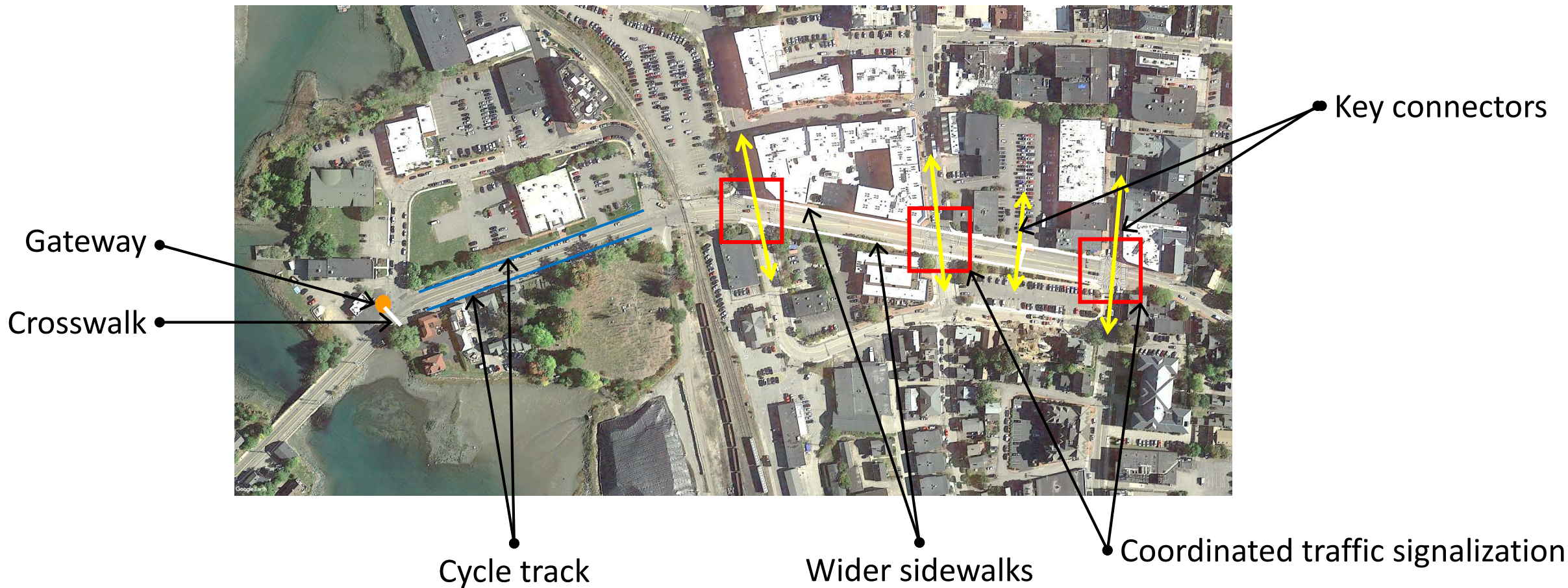
Participants described the following amenities:

- Site furnishings
 - Bench seating
 - Trash and recycling receptacles
 - Bicycle parking
- Public art
 - Interpretative
 - Water feature
- Brick sidewalks
- Wayfinding and signage



Findings of Initial Public Meeting

Exercise #3 - Considerations for Streetscape Improvements



Developing a Balance

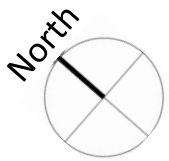
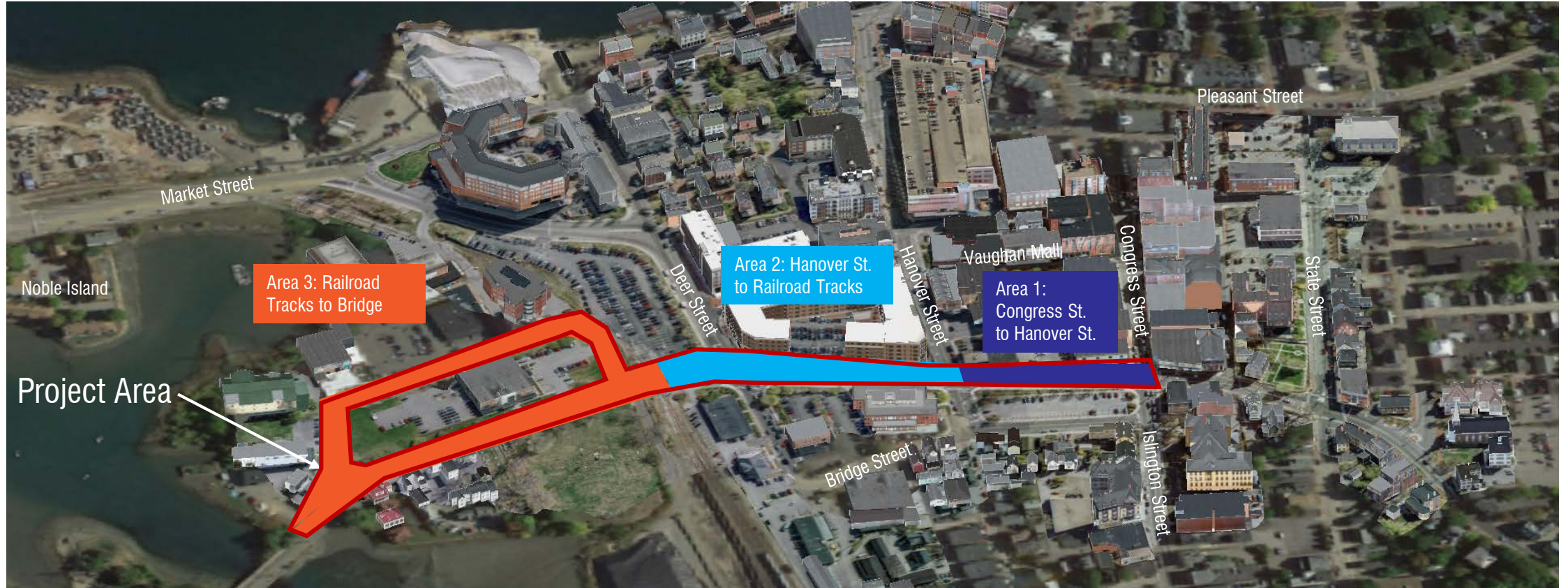
Design Parameters and Needs

- Vehicular traffic – 25% increase expected from new development
- Transit – COAST and Wildcat
- Bicycle routes – City wide network
- Pedestrian circulation – Walking to and between destinations
- Historic District – Regulatory requirements



Transportation

Improvement Areas



Project Scope:

- Improvements within the public right-of-way
- Coordination with adjacent parcels and projects



Transportation

Roadway Features

Maplewood Avenue:

- All thru lanes - 11' wide
- All turning lanes – 10' wide
- All bike lanes – 5' wide
- Bike lane buffers – 2' wide
- Parking spaces – 8' x 20'

Vaughan / Raynes Loop:

- Travel lanes – 10' wide (2-way alternative)
- Travel lane - 20' wide (1-way alternative)
- Parking spaces – 8' x 20'

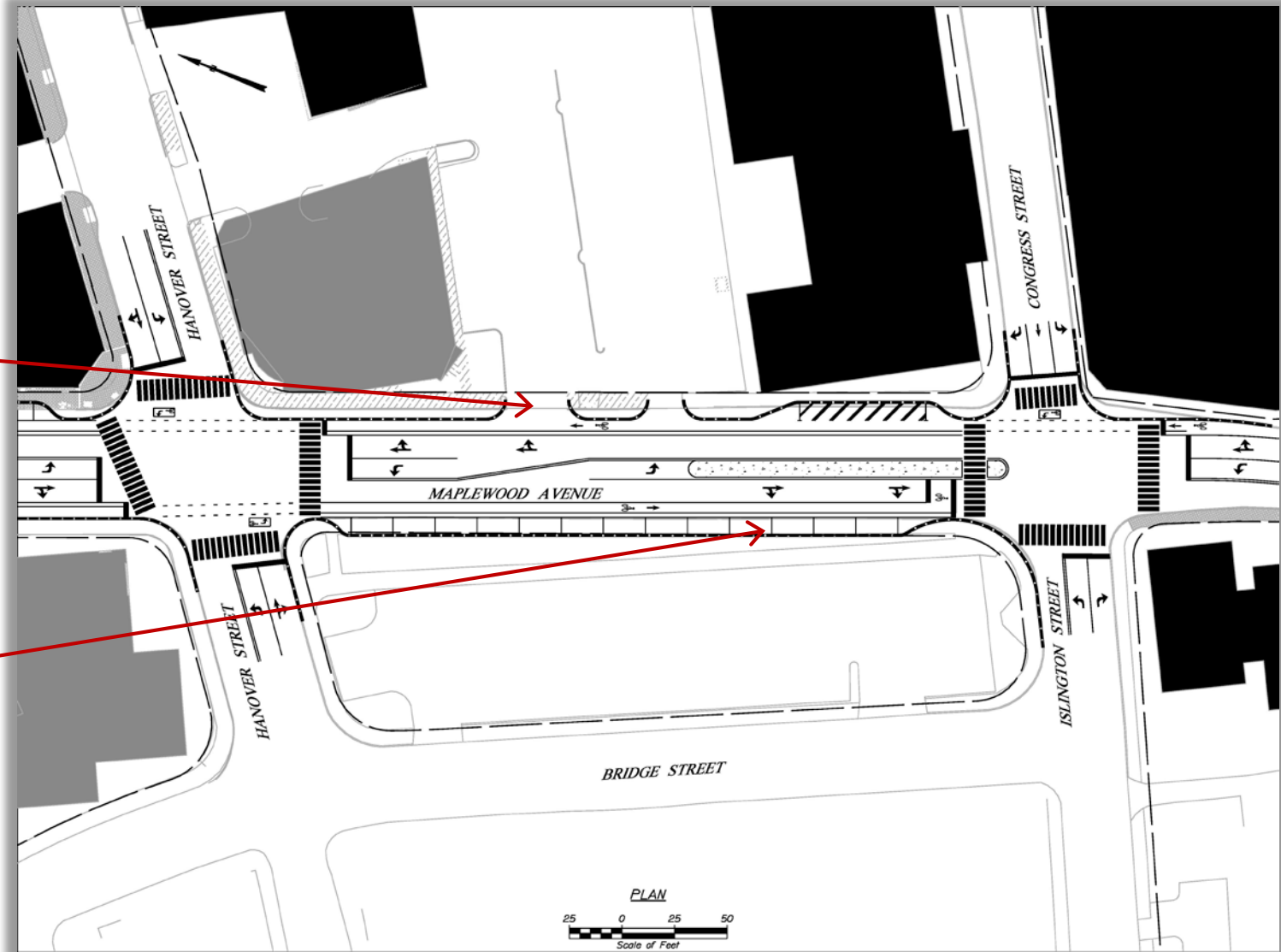


Transportation: Area 1 - Congress Street to Hanover Street

Alternative A

Maintain access to Worth Lot with left turn pocket on Maplewood for uninterrupted flow

On-street parking or relocated Market Square bus stop on Bridge Street side



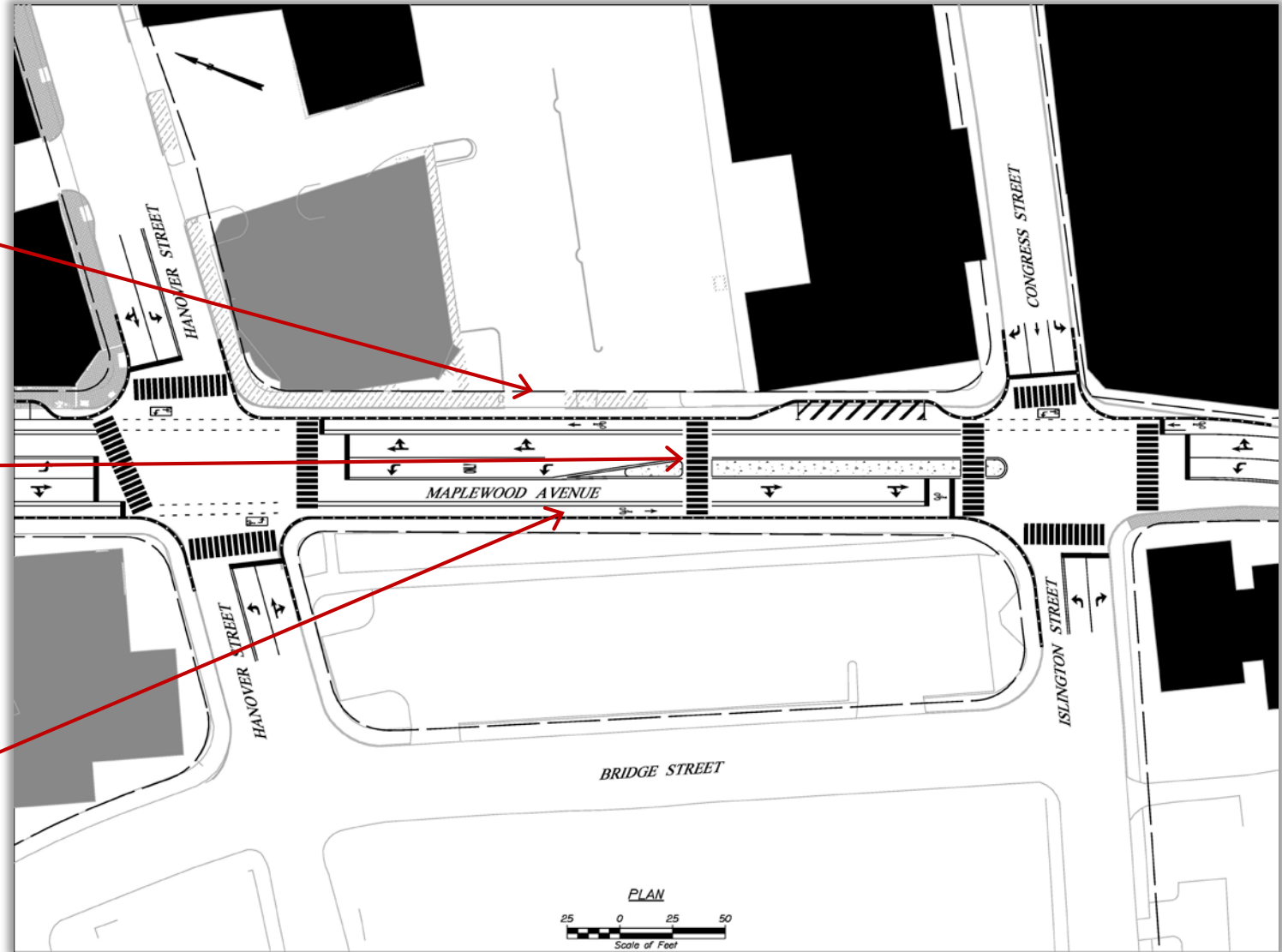
Transportation: Area 1 - Congress Street to Hanover Street

Alternative B

Close access to Worth Lot from
Maplewood Avenue

Midblock crossing created between
Bridge Street and Worth Lot

No on-street parking



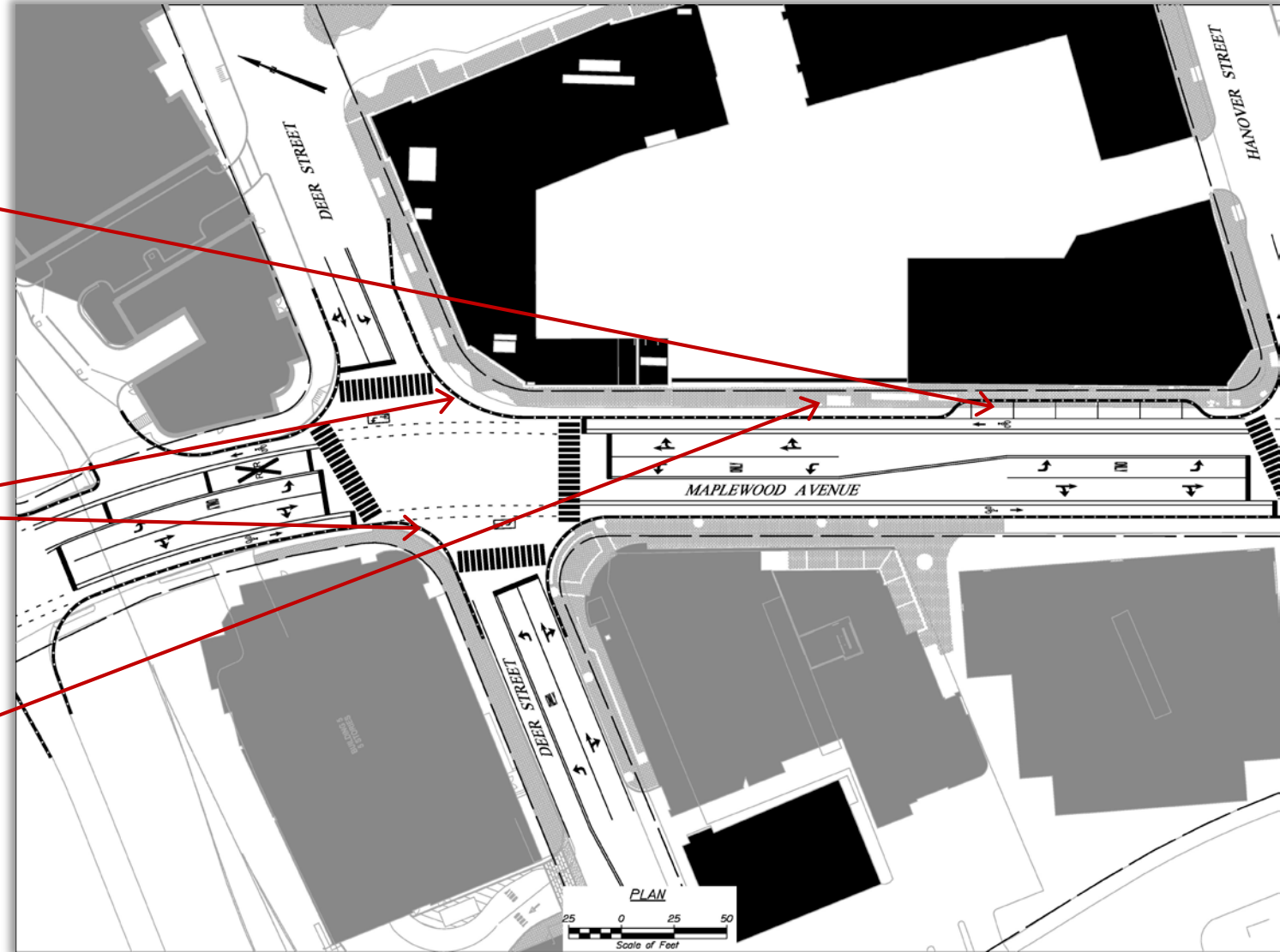
Transportation: Area 2: Hanover Street to Railroad Crossing

Alternative A

Some on-street parking in front of Portwalk

Deer Street intersection tightened up

Wider sidewalk in front of Portwalk



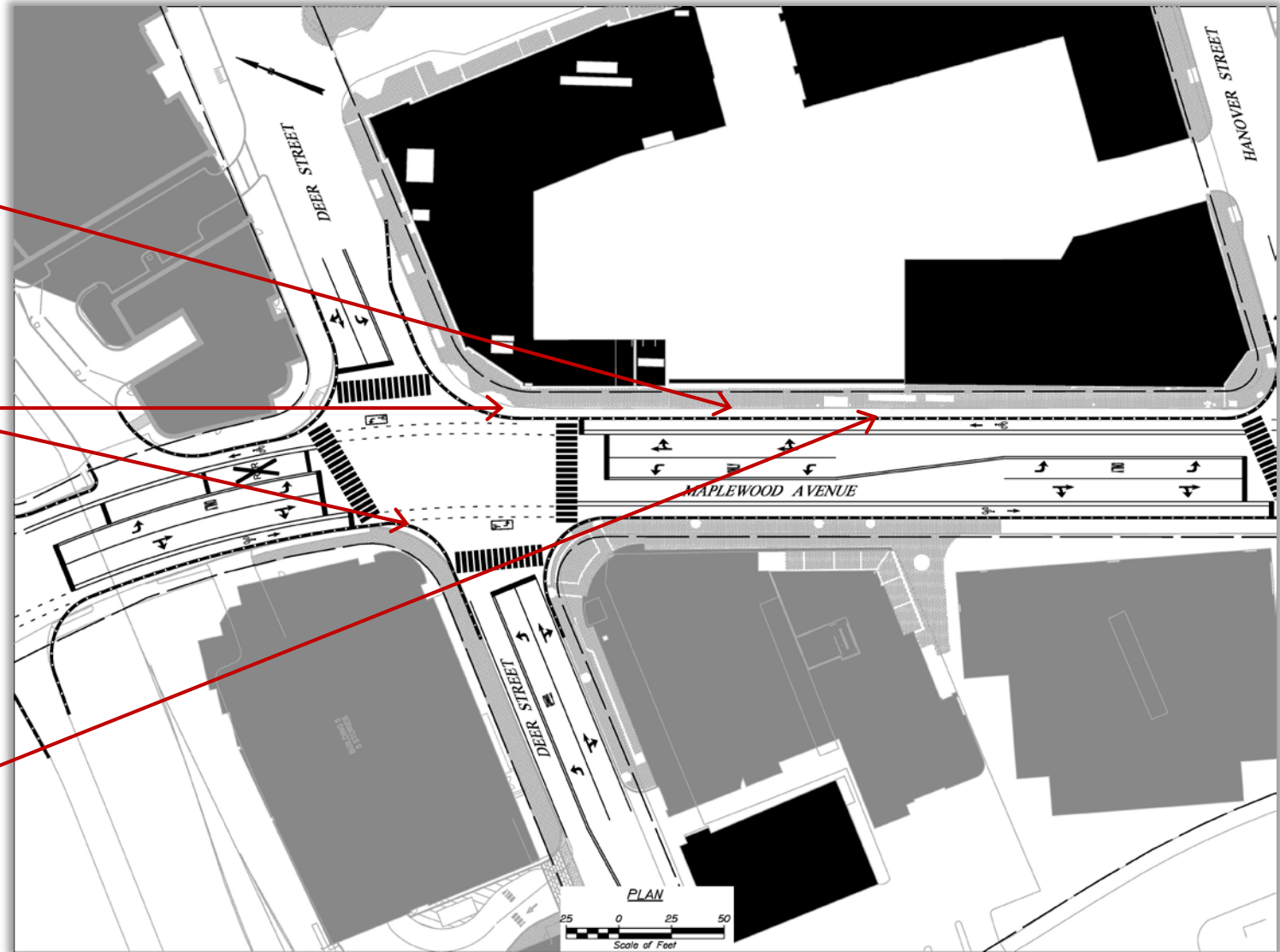
Transportation: Area 2 - Hanover Street to Railroad Crossing

Alternative B

Wider sidewalk in front of Portwalk

Deer Street intersection tightened up

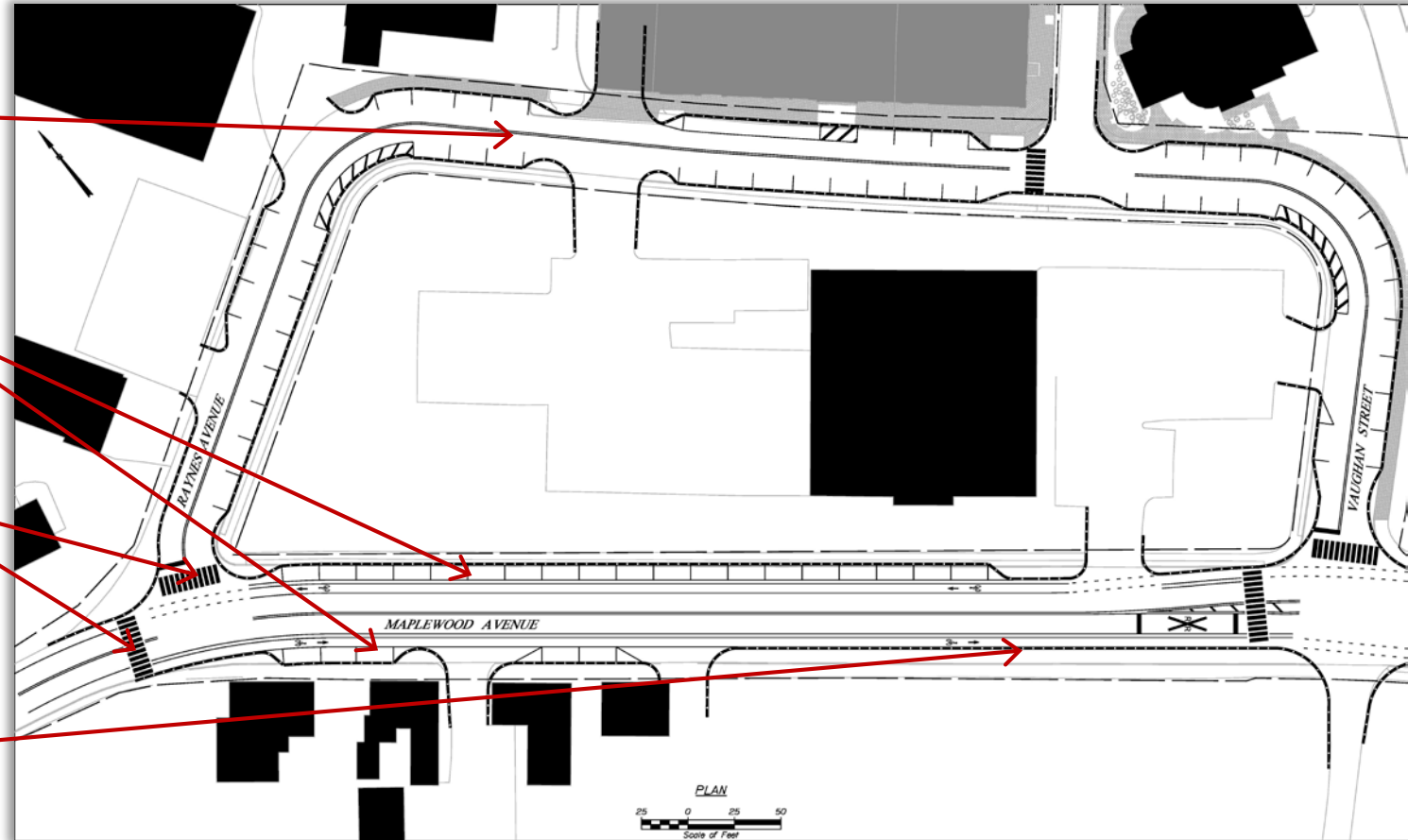
No on-street parking in front of Portwalk



Transportation: Area 3 - Railroad Crossing to Bridge

Alternative A

- Two-way traffic pattern maintained on Vaughan Street
- On-street parking on both sides of Maplewood Avenue
- Raynes Avenue intersection tightened up and new crosswalk added
- On-street parking removed in front of cemetery



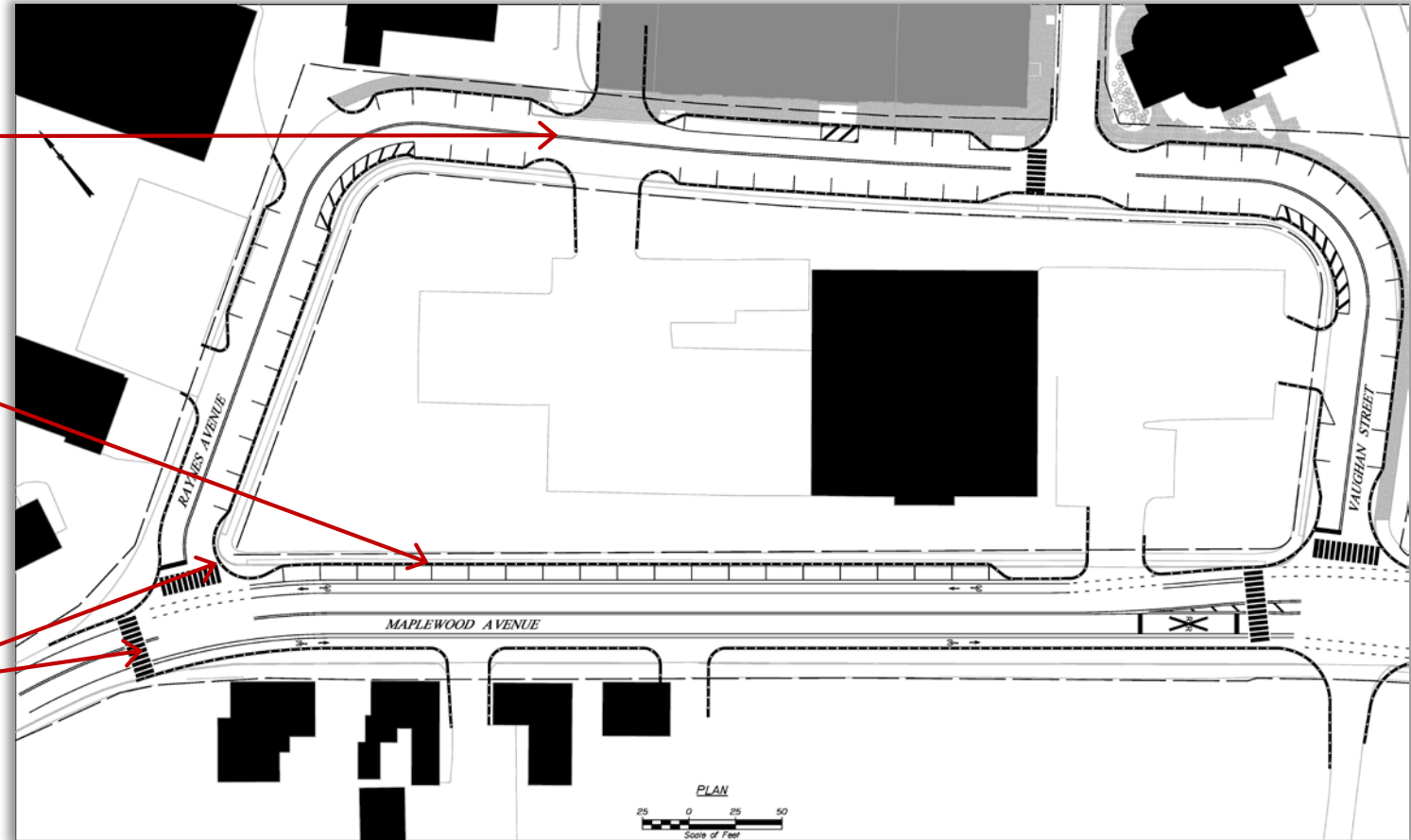
Transportation: Area 3 - Railroad Crossing to Bridge

Alternative B

Two-way traffic pattern maintained on Vaughan Street

On-street parking on Northerly side only of Maplewood Avenue

Raynes Avenue intersection tightened up and new crosswalks added



Transportation: Area 3 - Railroad Crossing to Bridge

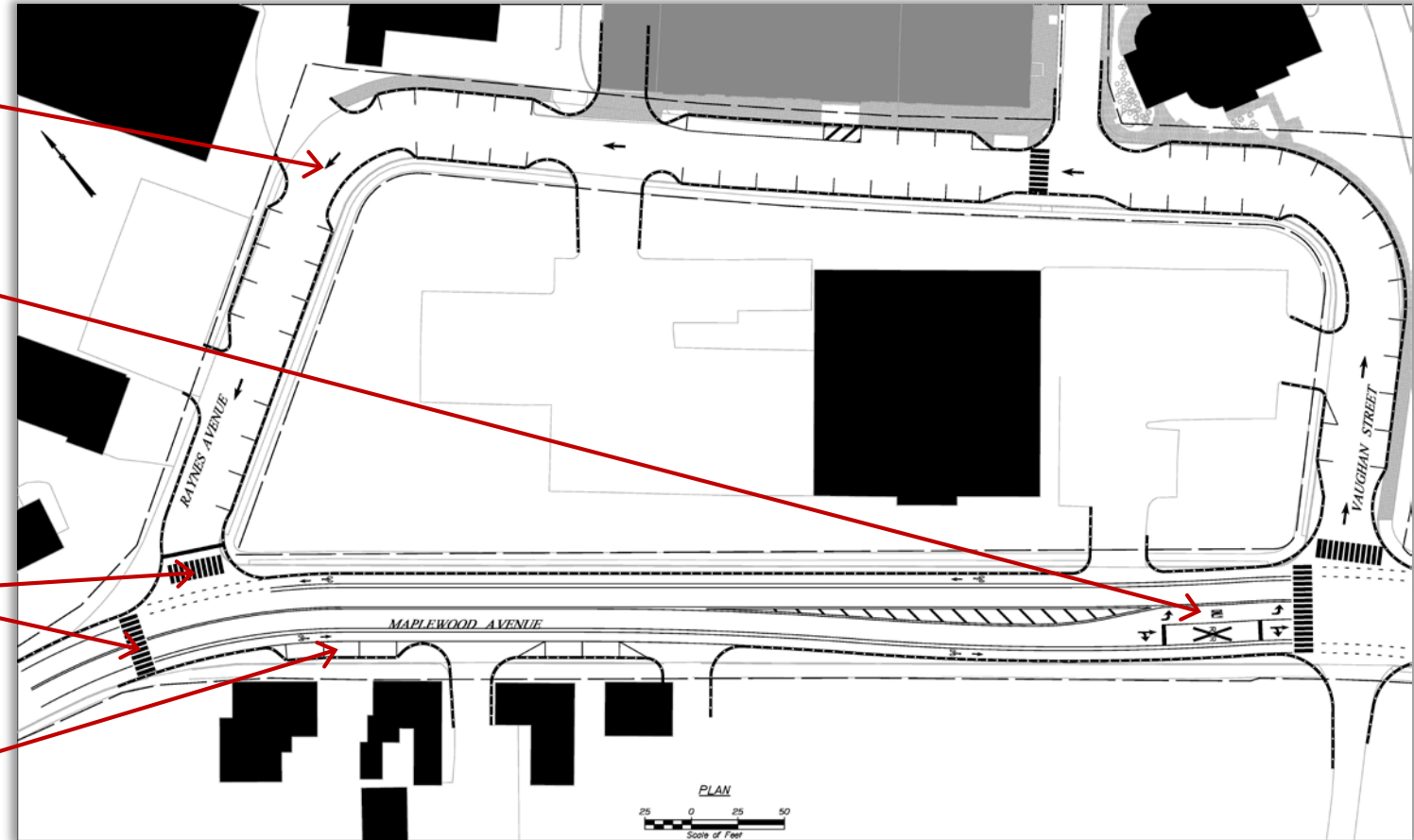
Alternative C

One-way traffic pattern on Vaughan Street / Raynes Avenue loop

Entry at Vaughan Street with dedicated left turn lane

Raynes Avenue intersection tightened up and new crosswalks added

On-street parking on Southerly side only of Maplewood Avenue



Streetscape Design

Character Theme – Standard Elements



Wayfinding and signage



Parking kiosk



Trash and recycling receptacles



Bicycle parking racks



Streetscape Design

Character Theme – Portsmouth Downtown

- Broad and narrow sidewalks
- Limited street trees
- Modest relationship of materials
- Brick pavement in simple pattern

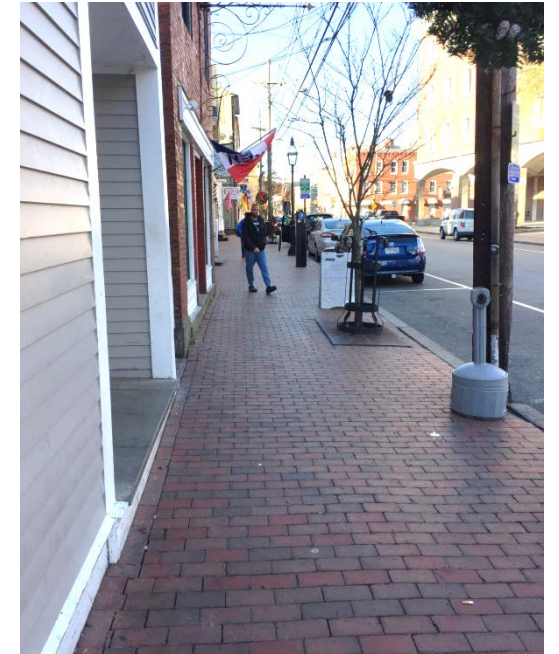
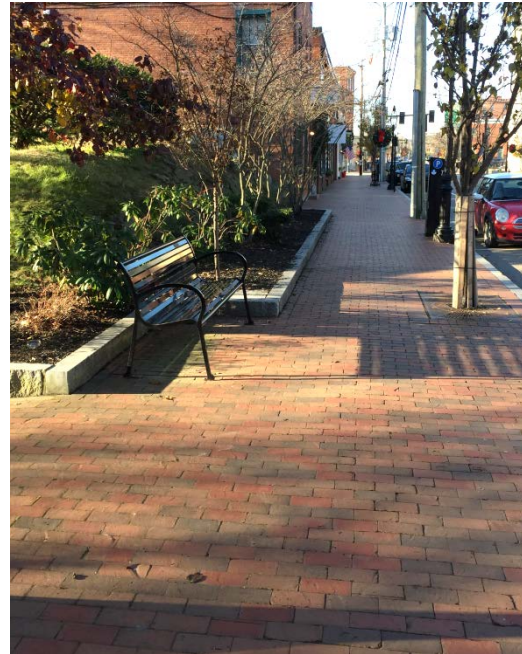


Streetscape Design

Character Theme – Portsmouth Downtown

Paving

- Granite bands in wide areas
- Brick in simple pattern

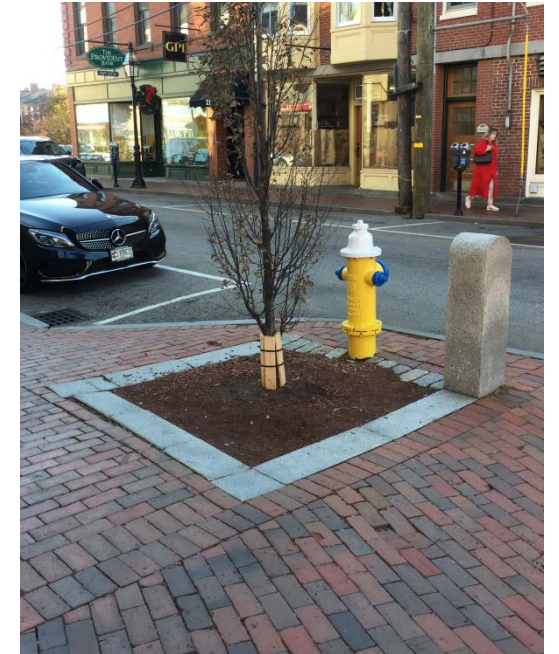


Streetscape Design

Character Theme – Portsmouth Downtown

Landscape

- Mix of native and non-native plant species
- Raised tree pits with grating
- Flush tree pits with granite border



Streetscape Design

Character Theme – Portsmouth Downtown

Lighting: Colonial Style



Street Furniture

- Steel Bench
- Granite seating
- Granite bollards



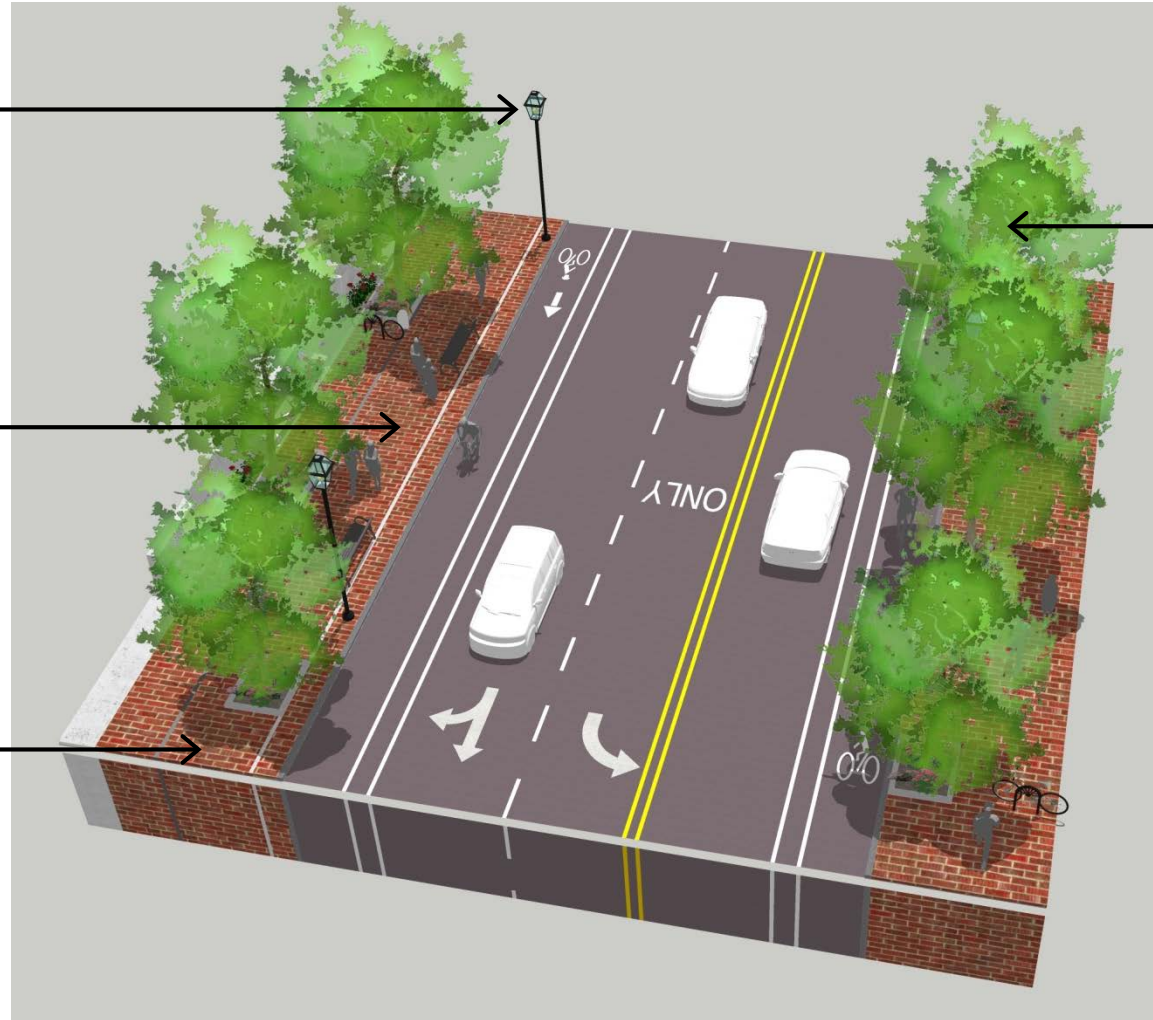
Streetscape Design

Character Theme – Portsmouth Downtown

Colonial style
light fixture

Granite accent bands
in wide areas

Brick pavement



Similar trees
species and form



Streetscape Design

Character Theme – Portsmouth Downtown



Streetscape Design

Character Theme – Modified Downtown

- Less hardscape, more landscape
- Simple application of materials



Streetscape Design

Character Theme – Modified Downtown

Paving

- Brick bands with concrete sidewalk
- Simple pattern of brick paving in accent areas
- Concrete sidewalk with uniform scoring pattern



Streetscape Design

Character Theme – Modified Downtown

Landscape

- Informal plantings of native plant material
- Raised planters with granite curb
- Flush tree pits with brick surround



Streetscape Design

Character Theme – Modified Downtown

Lighting: Shepard's Crook



Street Furniture

- Wood bench similar to other downtown benches
- Seating incorporates granite and wood



Streetscape Design

Character Theme – Modified Downtown

Bishops crook style
light fixture

Brick accent bands

Concrete sidewalk



Variable street tree
type and location



Streetscape Design

Character Theme – Modified Downtown



Streetscape Design

Character Theme – Sustainable / Natural

- Emphasis on native materials
- Emphasis on diverse plantings

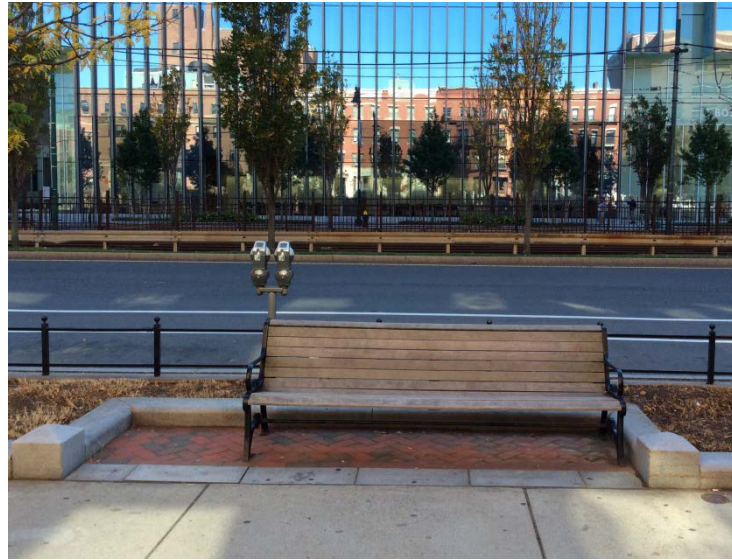


Streetscape Design

Character Theme – Sustainable / Natural

Paving

- Concrete sidewalk with stone or brick accent areas
- Brick paving in special areas
- Concrete sidewalk with uniform scoring pattern



Streetscape Design

Character Theme – Sustainable / Natural

Landscape

- Informal plantings of native plant material
- Green infrastructure / stormwater management
- Flush tree pits with brick surround



Streetscape Design

Character Theme – Sustainable / Natural

Lighting: Capped acorn



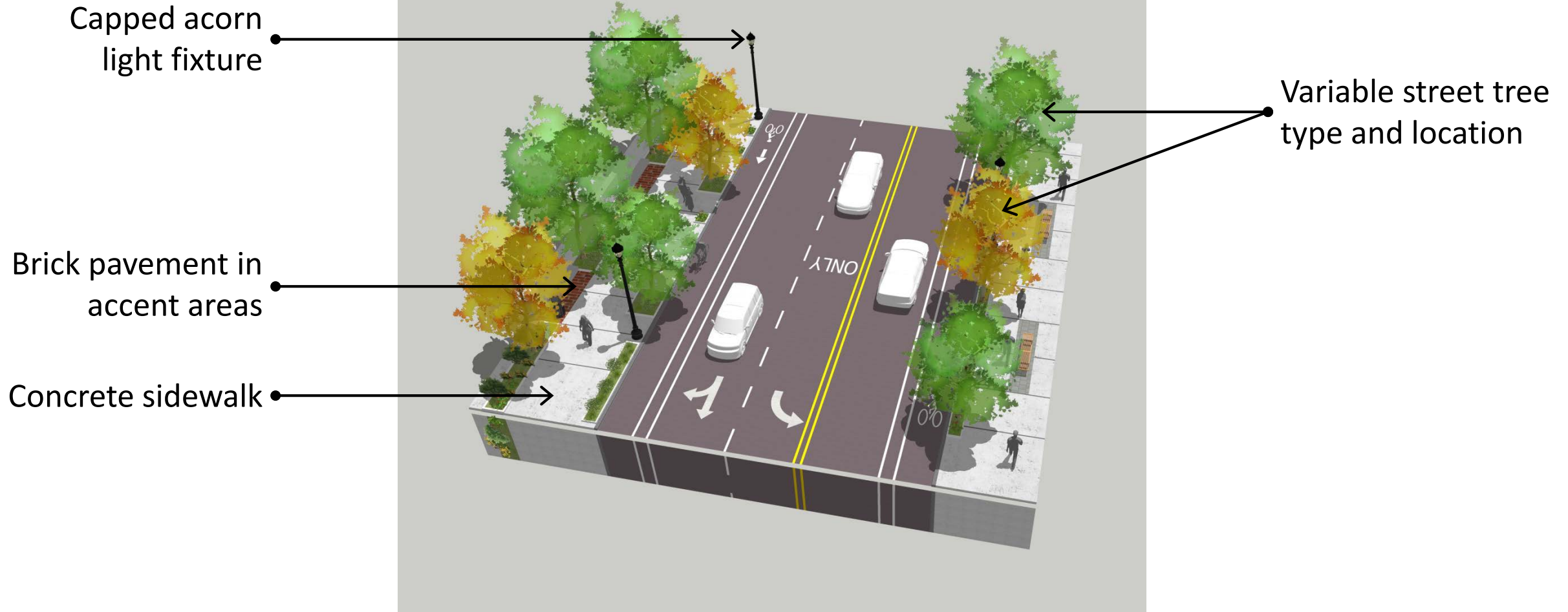
Street Furniture

- Natural materials
- Possible use of reclaimed wood and stone



Streetscape Design

Character Theme – Natural and Sustainable



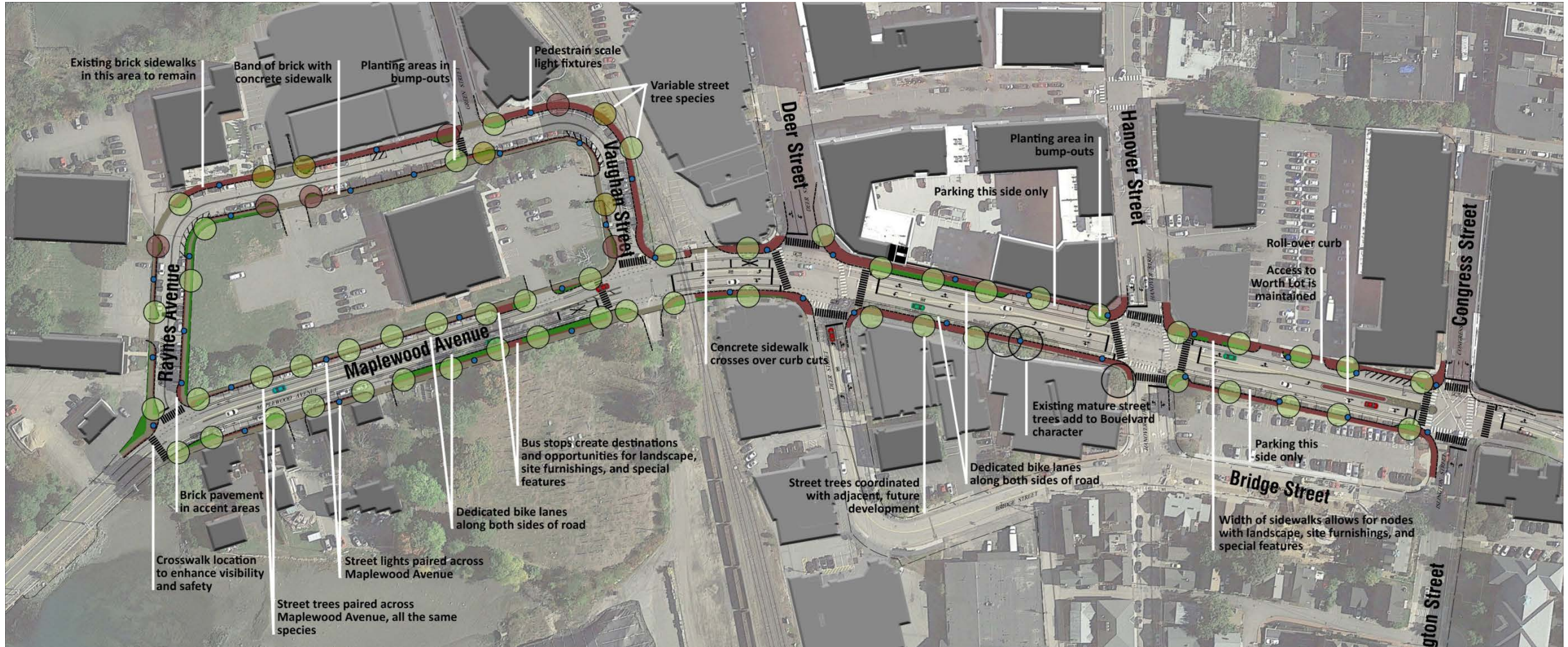
Streetscape Design

Character Theme – Sustainable / Natural



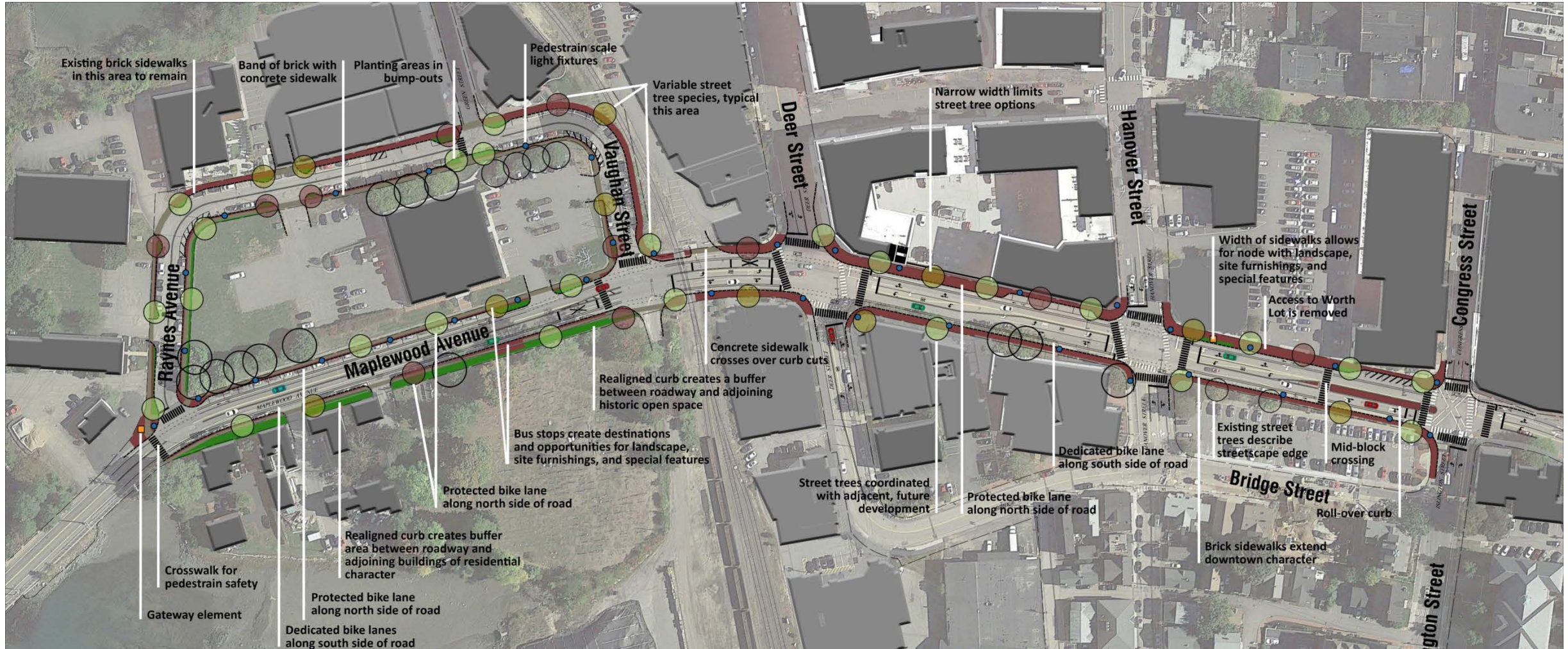
Streetscape Design

Alternative 1 – Streetscape as Boulevard



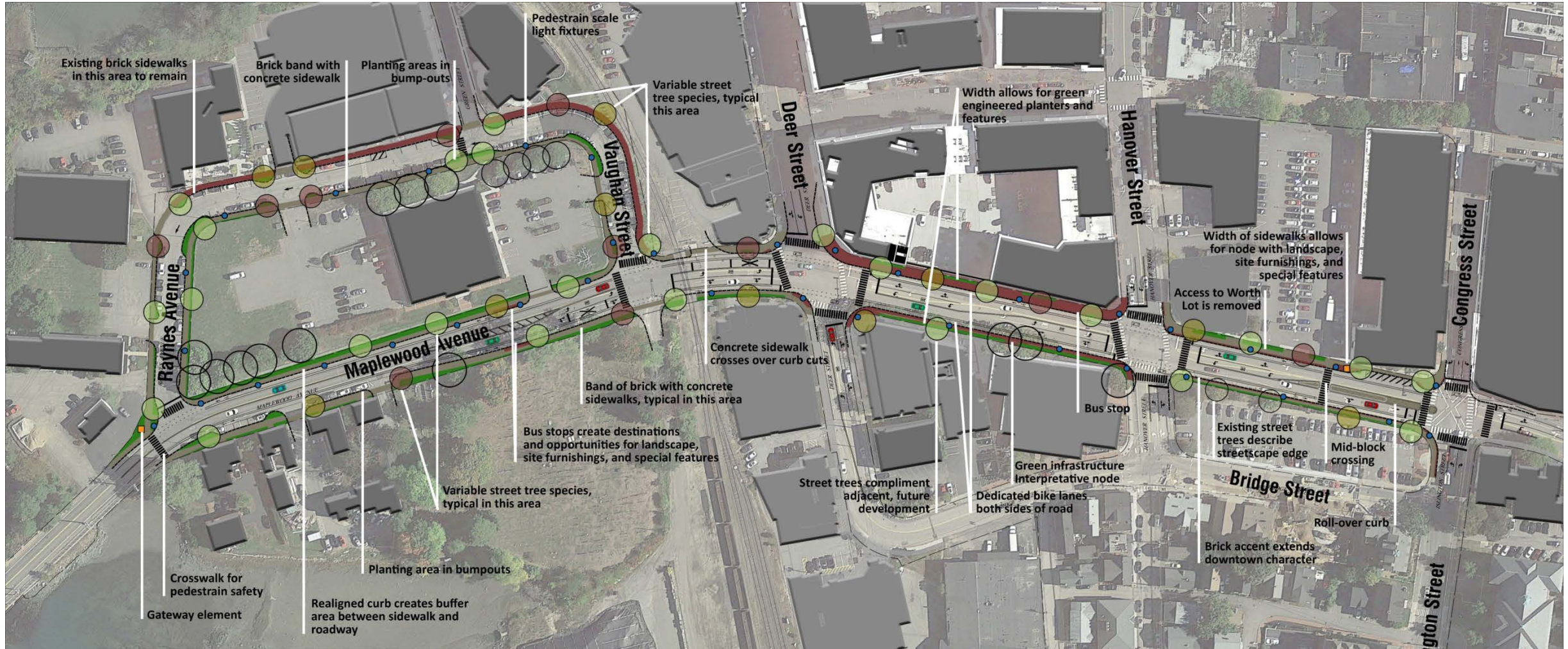
Streetscape Design

Alternative 2 – Streetscape as Urban Transition



Streetscape Design

Alternative 3 - Natural Transition

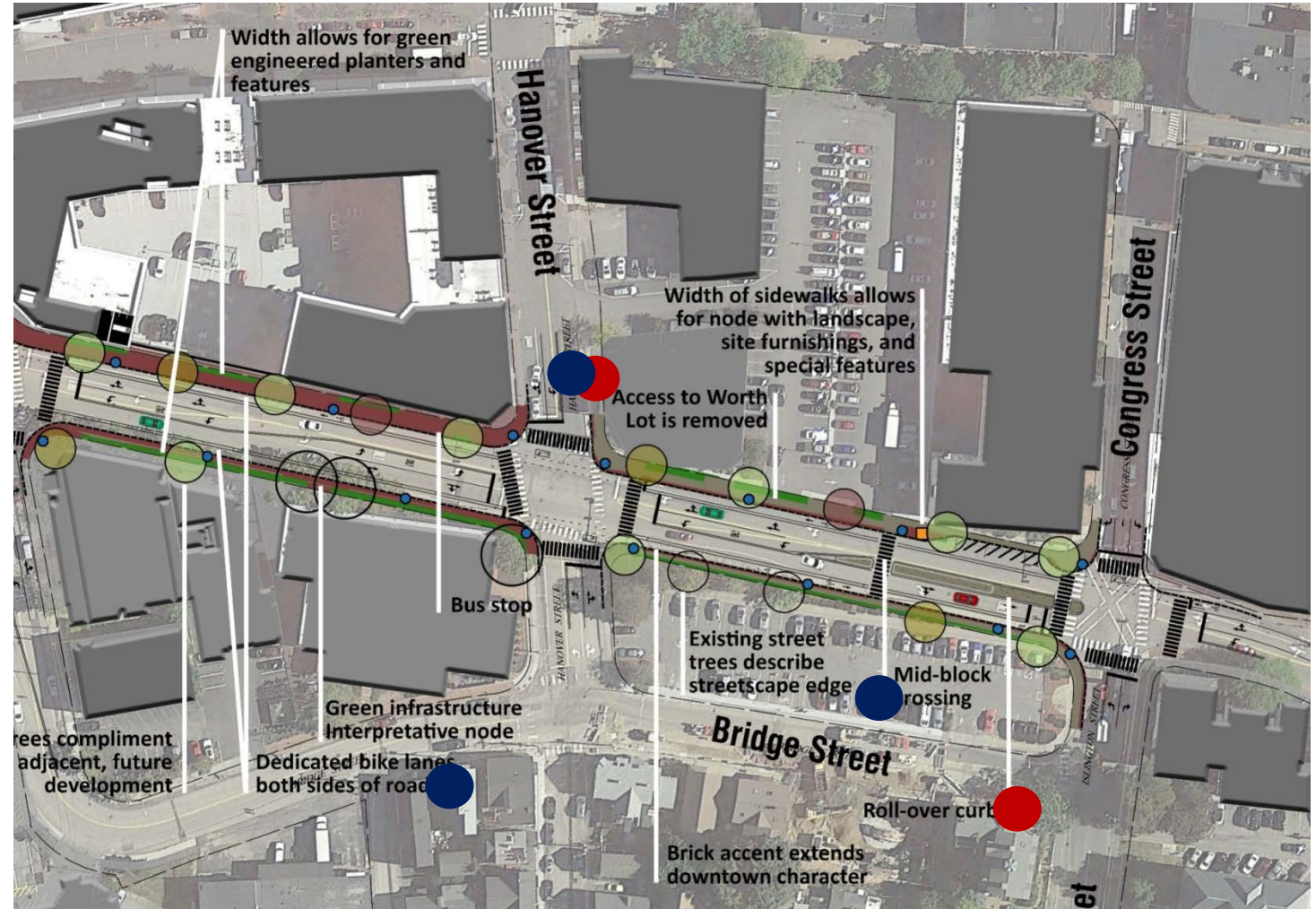


Breakout Groups

Discussion and Feedback on Streetscape Alternatives

Provide us with your thoughts and insights for each alternative:

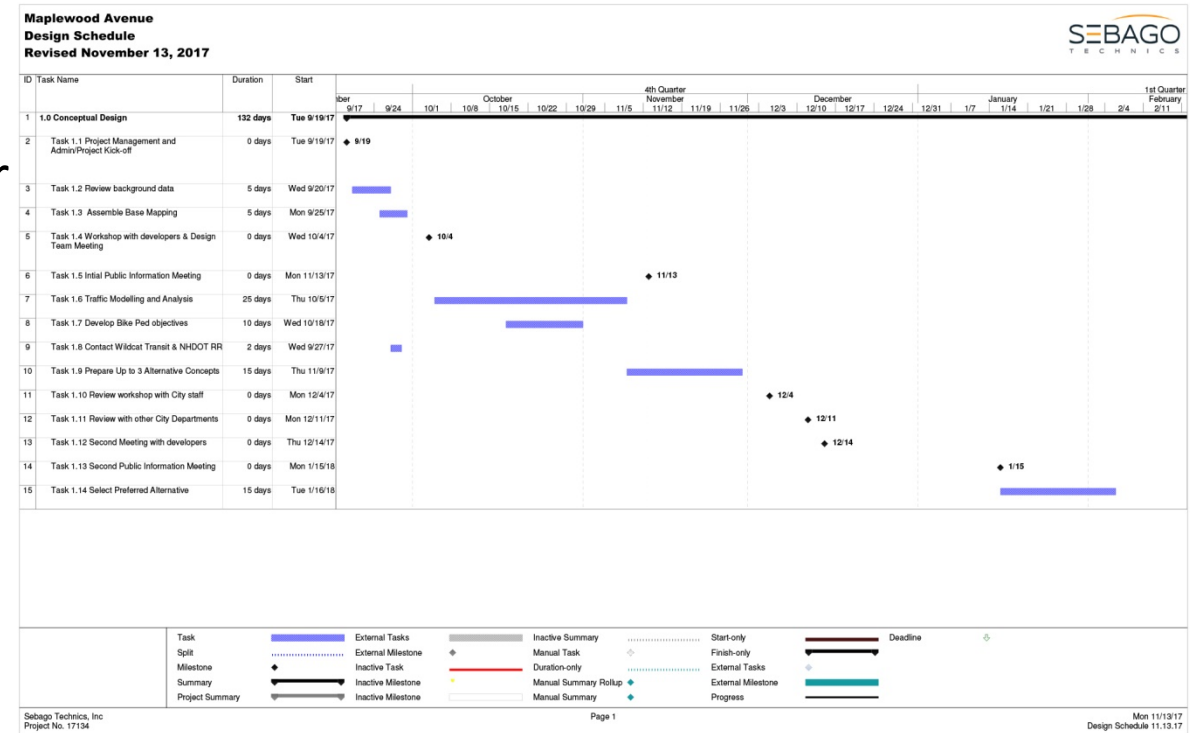
- One station for each alternative
- On each alternative, cast your votes using eight colored dots:
 - Use a **RED** dot to designate a **dislike**
 - Use a **Blue** dot to designate a **like**
- Talk to us about each choice you made



Project Schedule

Process and Next Steps

- Project Start – September, 2017
- Stakeholder and Public Data Gathering - October and November
- Assessment and Development of Alternatives - November / December
- City and Public Review - December / January, 2018
- Preferred Streetscape Concept - February



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Complete Street Project



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