

Libbytown Safety & Accessibility Project



Community Meeting

February 1, 2023

Agenda

1. Welcome & Introductions

2. Study Background

3. Design Goals

4. Key Take-aways from October 2021

5. Latest Libbytown Concept Plans

**** Design Palette**

**** Concept Plan**

**** Cross-sections/Detailed Plan Views**

**** Streetscape - Bikeway Details**

6. Next Steps

Background



Libbytown Traffic Circulation & Streetscape Study

- 1-Way/2-Way analysis
- “Redundant Ramps”
- Pedestrian safety
- Bicycling safety
- Updated traffic analysis



Neighborhood Improvements

- Sidewalk/ADA/crosswalks
- Fore River Pkwy. path link
- Lighting under RR bridge
- Congress bicycle lane & parking
- Fore River Pkwy. crossing at Frederic
- St. John St. reconfiguration

Enhanced Project Scoping (EPS)

Connecting Libbytown
Bike/ped improvements

2009

2013-18

2018-2022

**2021 to
present**



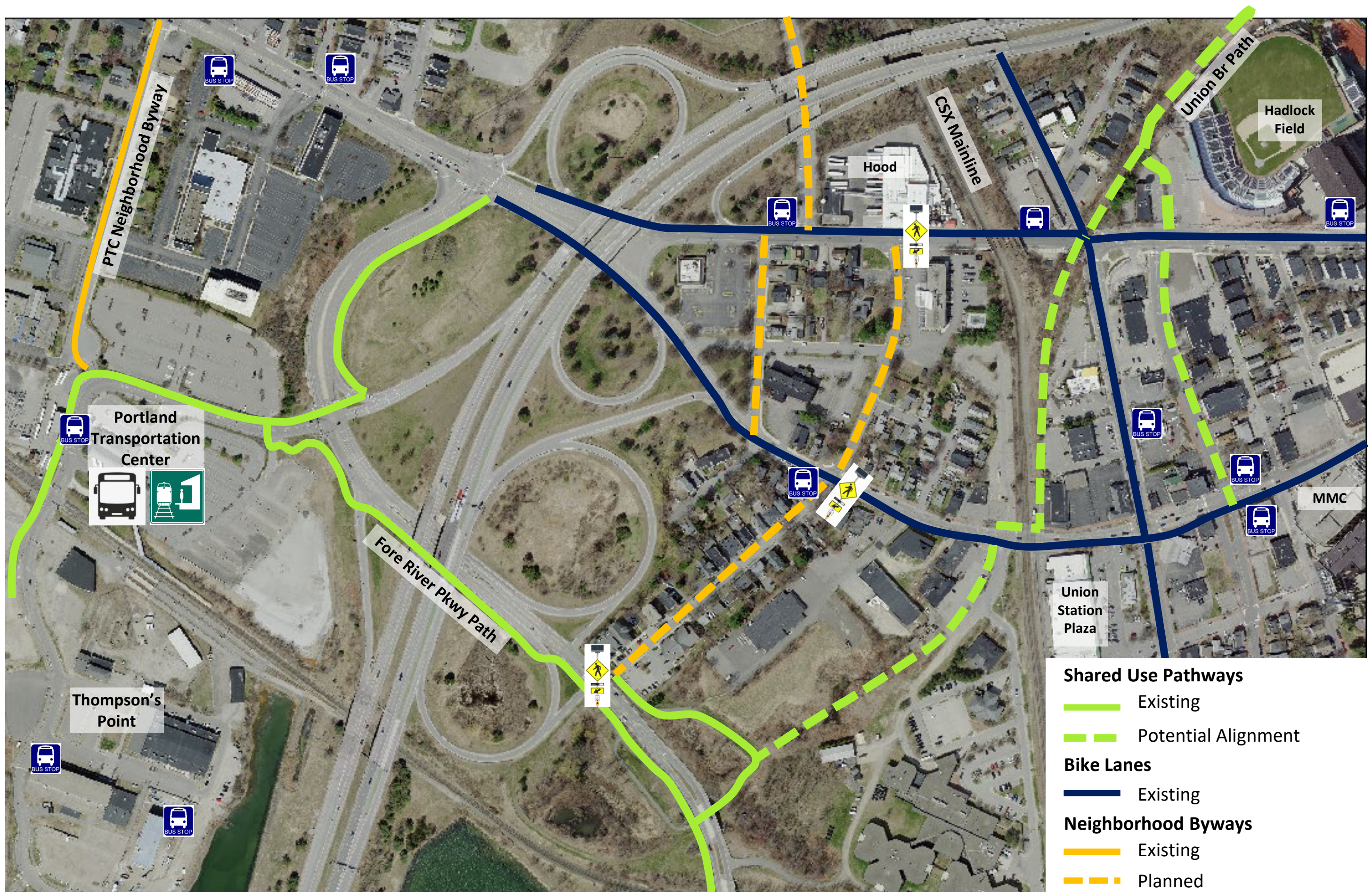
Area-wide Improvements

- Sidewalks
- Crosswalks
- ADA access
- Transit stops
- Streetscape
- Lighting
- Bike lanes
- On-street parking

Source: Portland Planning & Urban Development, 2021.

Planning Recommendations (2013/2018)

✓ = completed

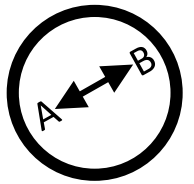


Local Multimodal Connectivity/Context

Purpose & Needs



Safety

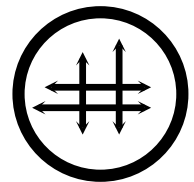


Connectivity

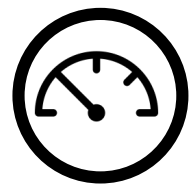


Multi-modal accessibility

(pedestrian, bicycle, transit, emergency vehicle, automobile, freight)



Resiliency (climate & transportation system)



Speed management



Support for economic activity



Preserve interstate function & safety

Enhanced Project Scoping and Its Benefits

- Establishes the Purpose and Need
- Refines concept plan and cost estimate ➡ expedites design
- Builds consensus around direction, plan, and outcomes
- Sets the foundation for USDOT grant or
Congressionally Designated Spending opportunity
- Sets stage for deep dive into scope & costs, equity, climate
benefits in future phases

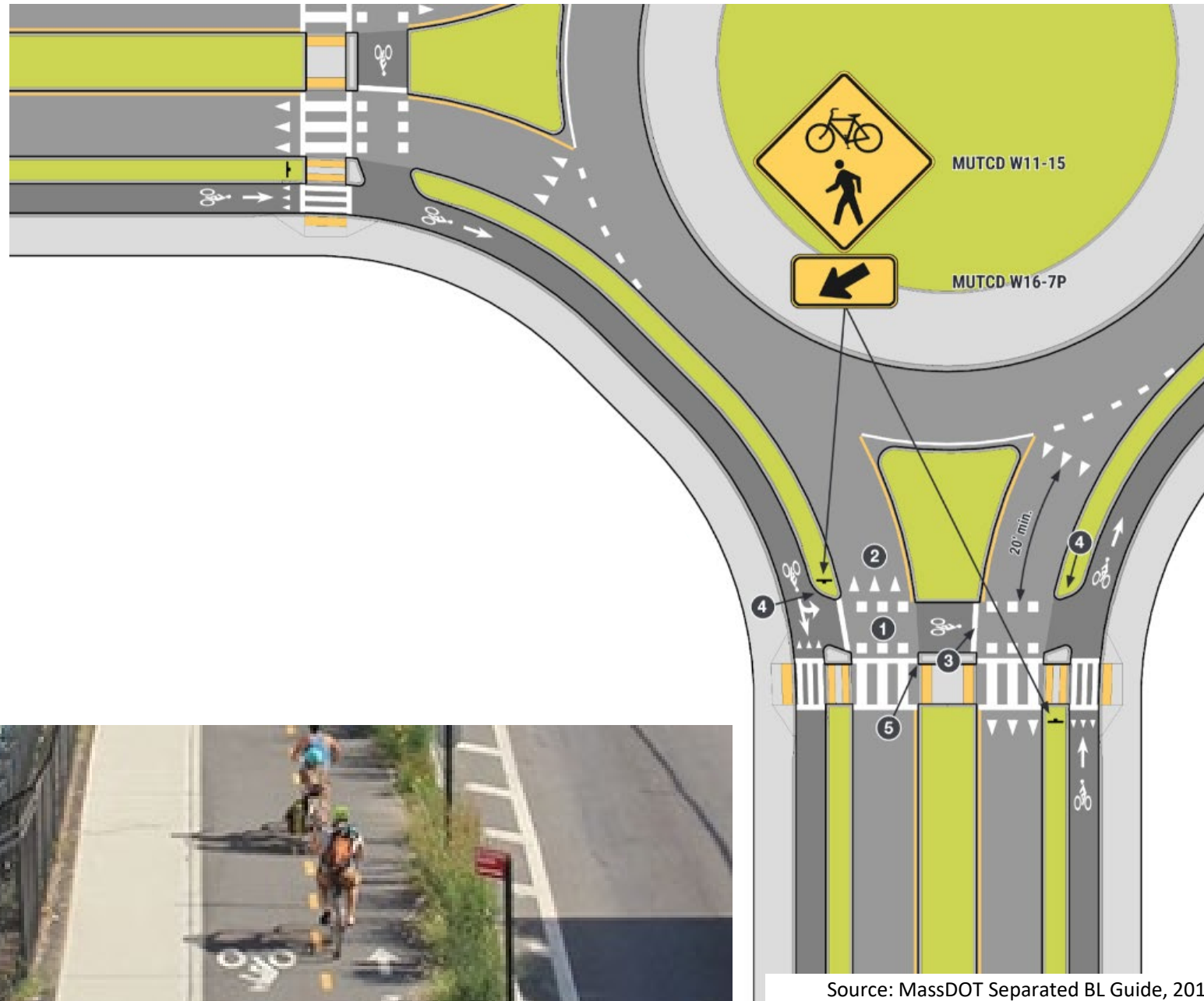
Design Goals

- Street design for slower speeds and increased safety for all
- Two-way circulation for Congress Street and Park Avenue
- High quality, continuous bike facilities
- High quality pedestrian environment and streetscape
- Paired bus stops for better transit access
- Safer interface between streets and interstate ramps
- Neighborhood integration and place-making

Key Take-Aways from the October '21 Meeting

- Focus on the pedestrian environment
(ADA, enhanced streetscape, more crosswalks, better lighting & sidewalks)
- Eliminate safety hazards created by the I-295 ramps
- Activate dead spaces (e.g. area under I-295)
- Design for bikes to and through the neighborhood
- Design roundabout to reflect needs of bicyclists/pedestrians
- Right-size the streets (e.g. lane widths, number of lanes)

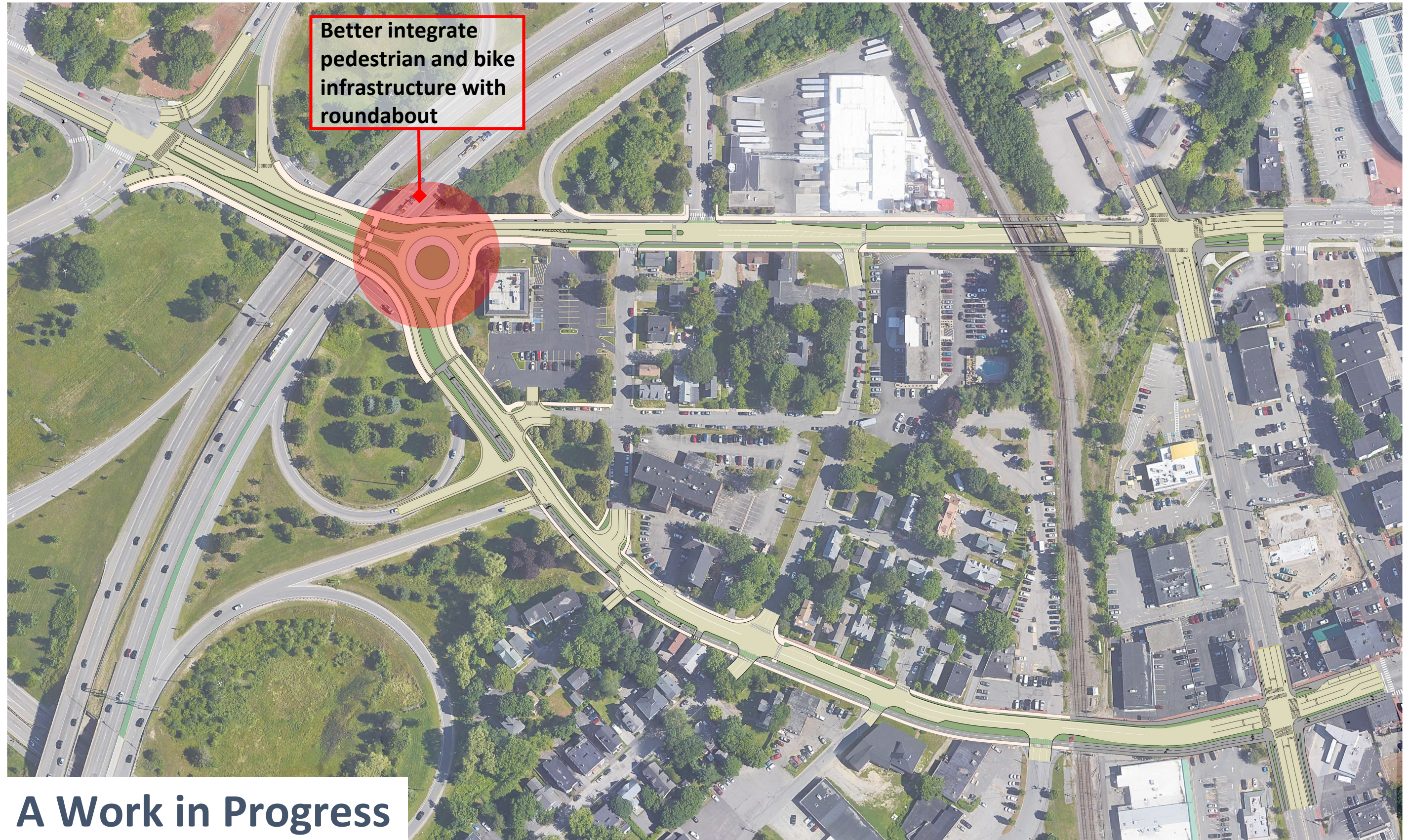
Design Palette & Guidance



DRAFT Conceptual Street Layout Plan



DRAFT Conceptual Street Layout Plan



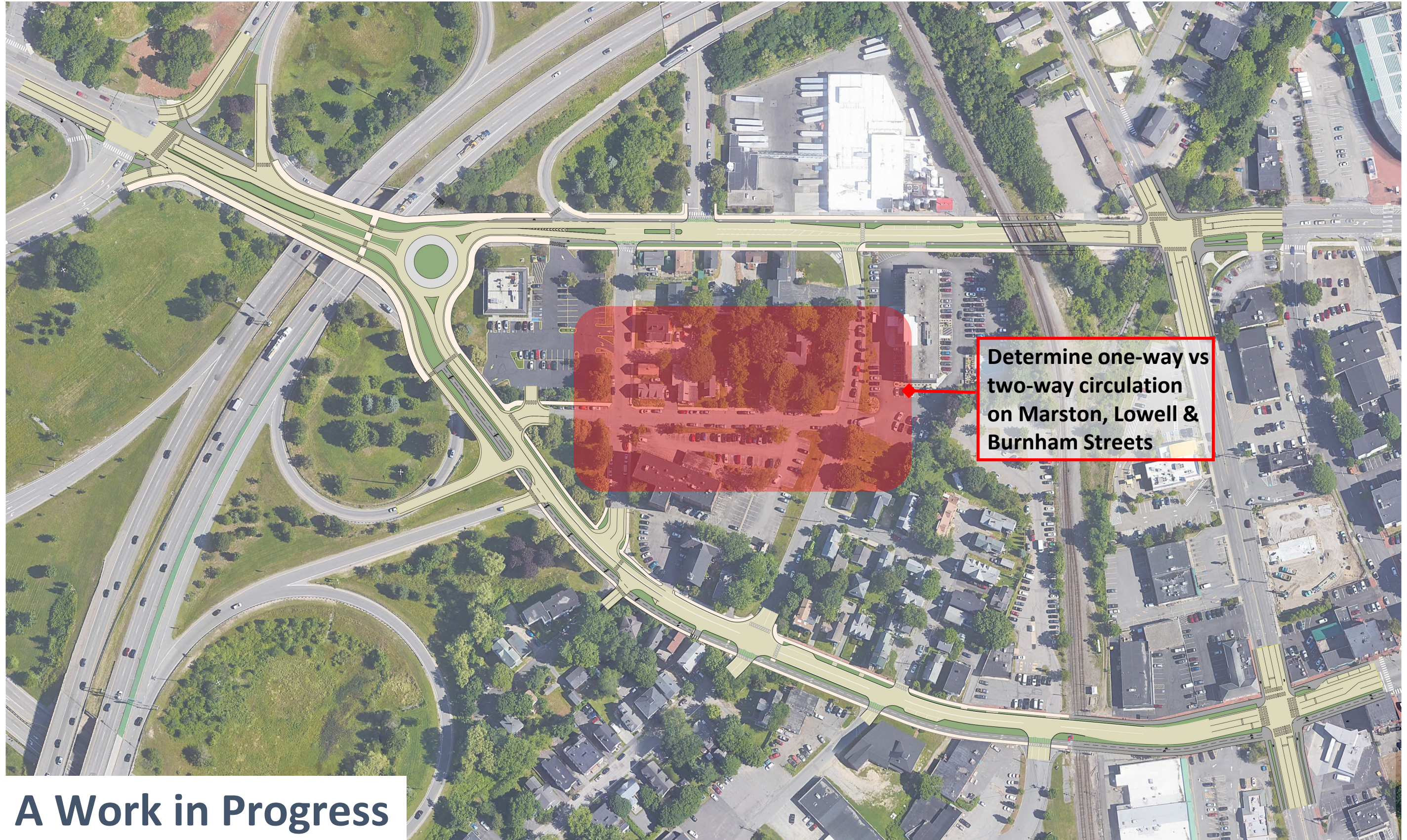
DRAFT Conceptual Street Layout Plan



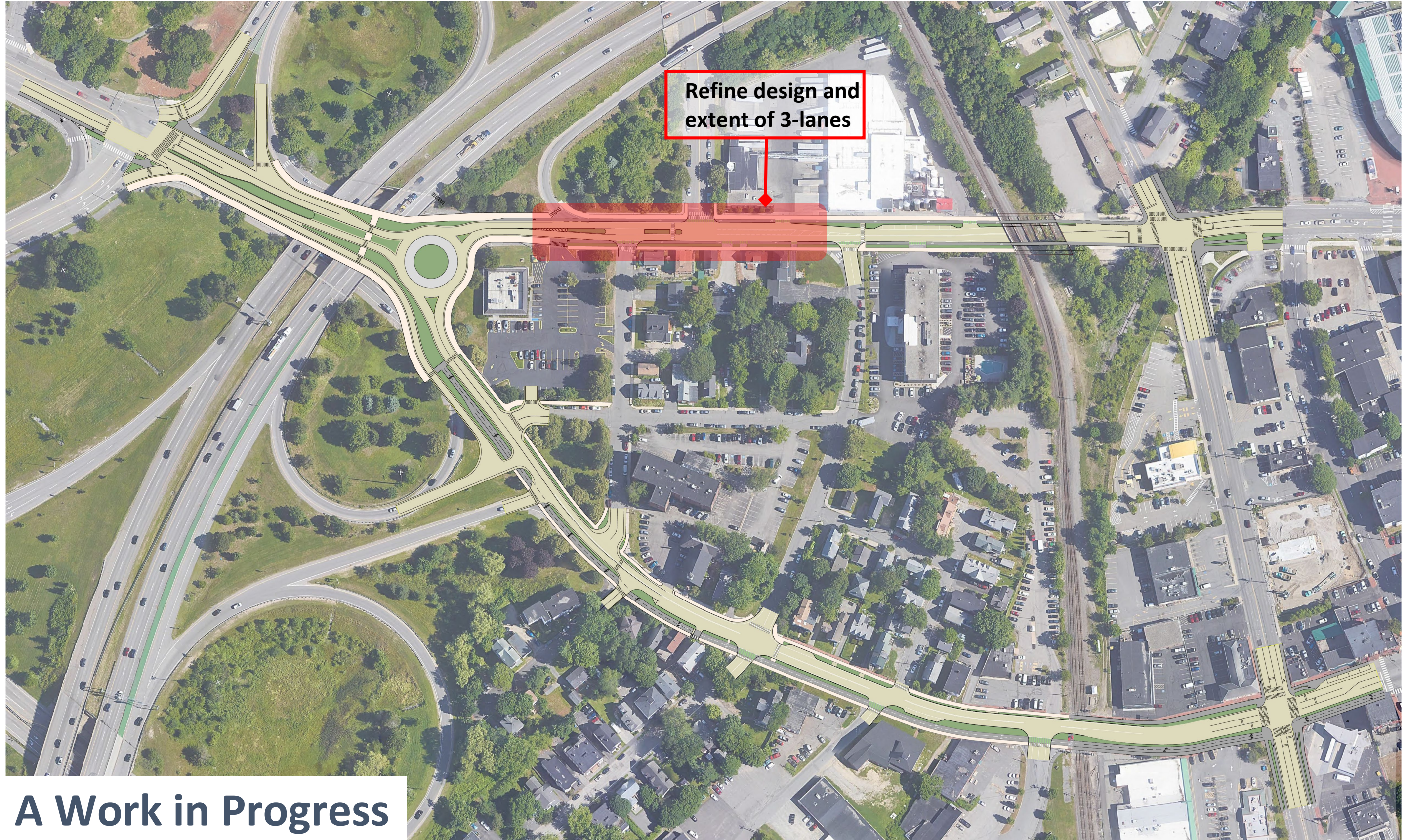
Refine interface between
I-295 and local streets

A Work in Progress

DRAFT Conceptual Street Layout Plan

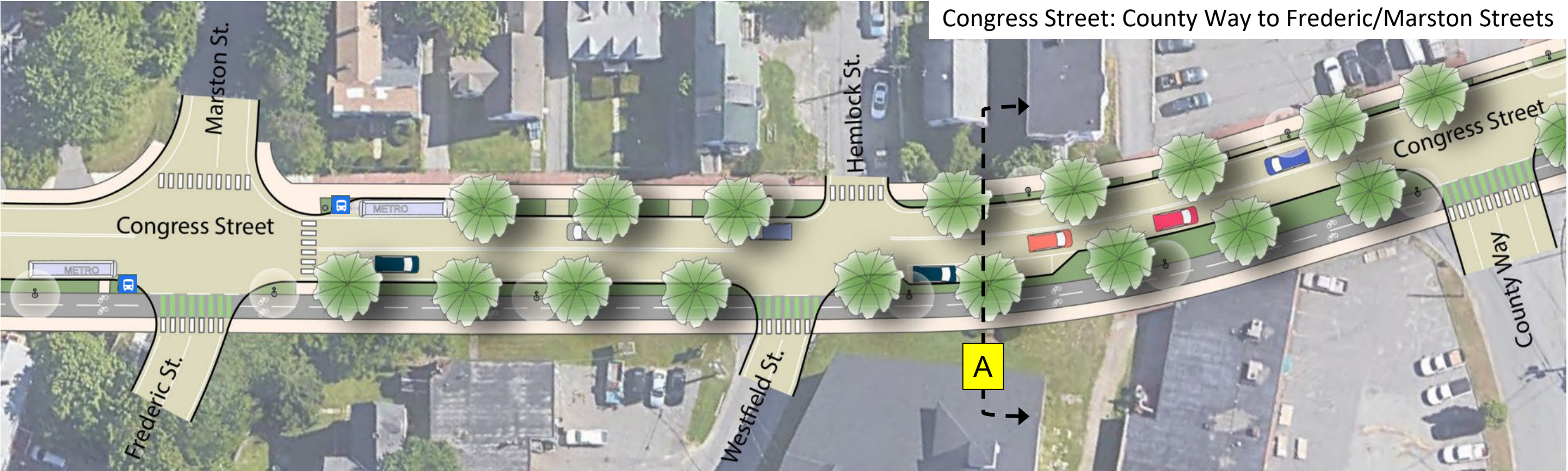


DRAFT Conceptual Street Layout Plan



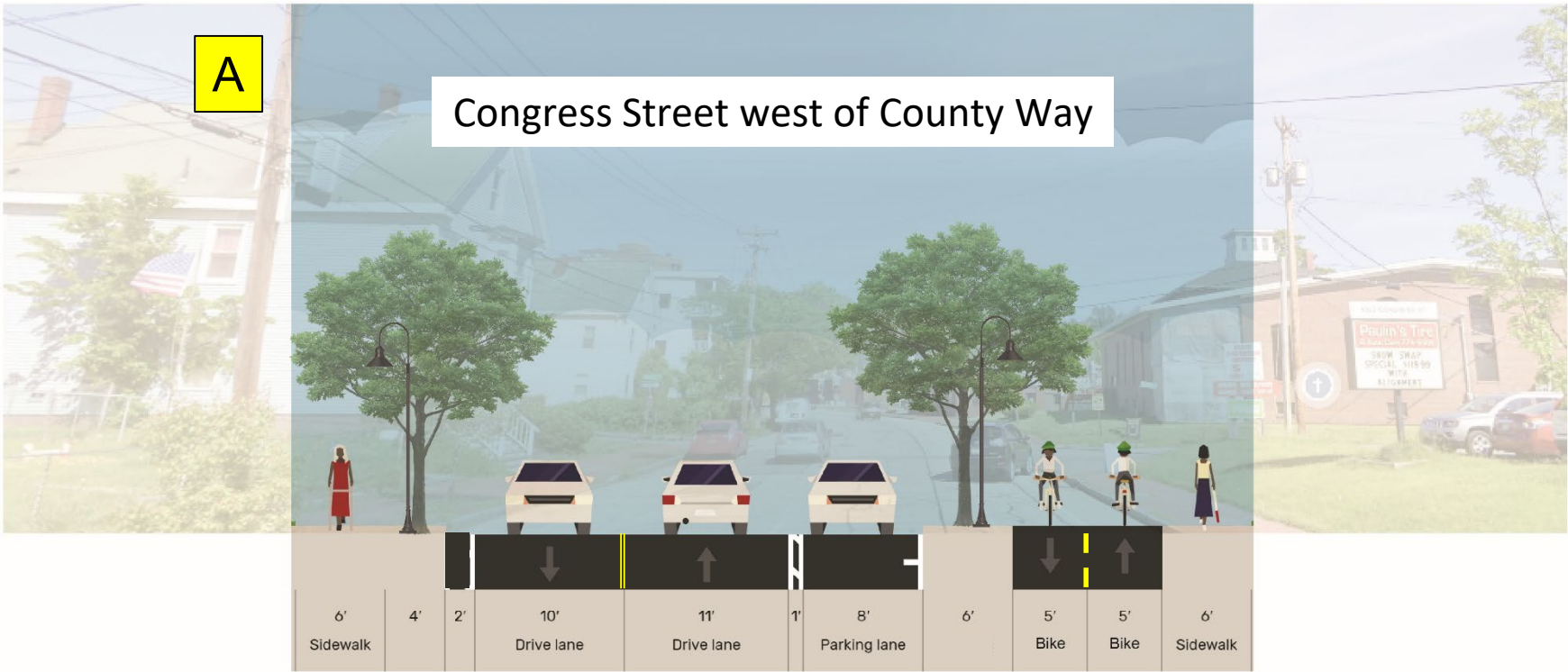
Congress Street Design Concepts

Congress Street: County Way to Frederic/Marston Streets

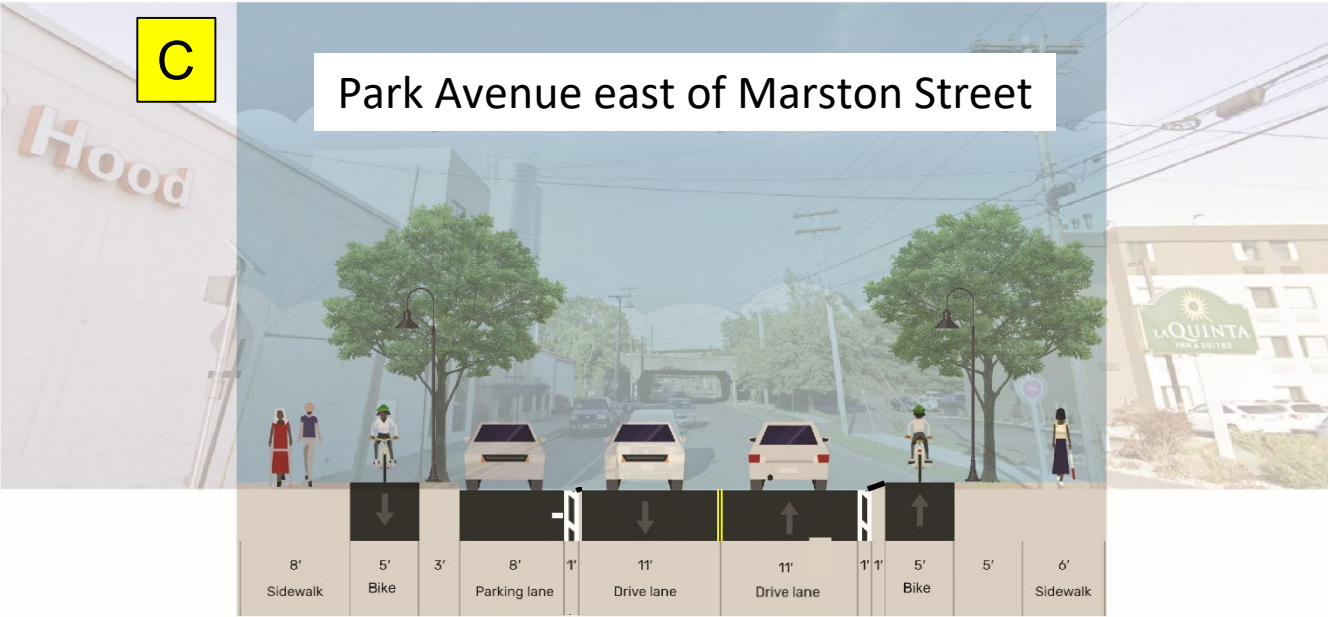
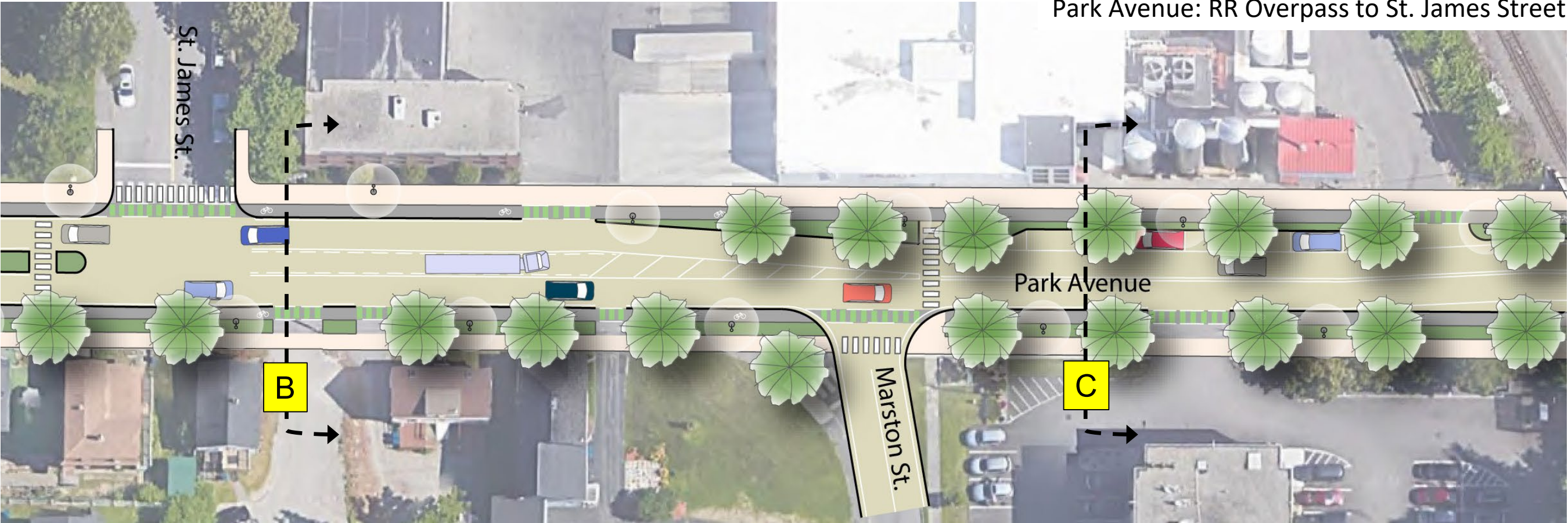


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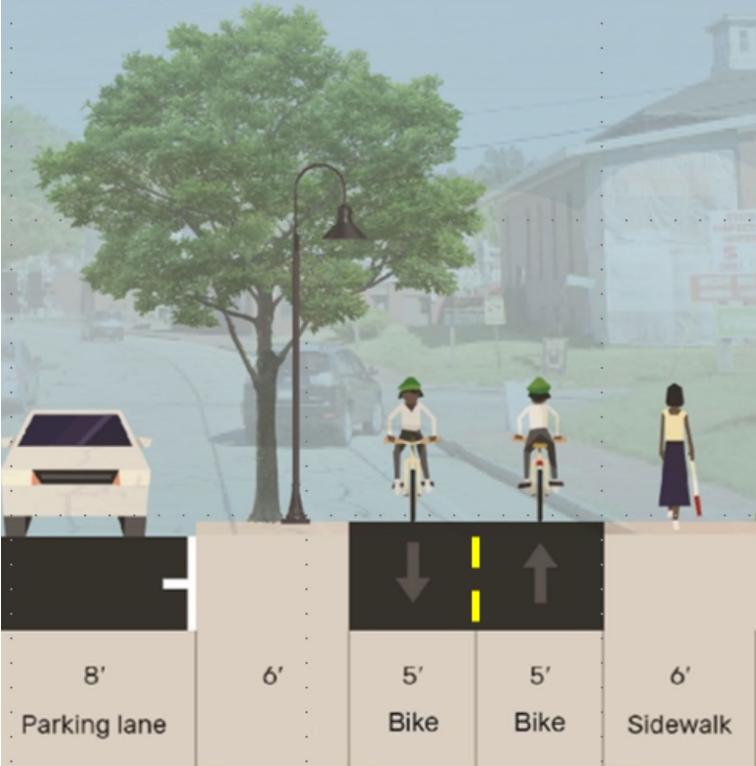
Congress Street west of County Way



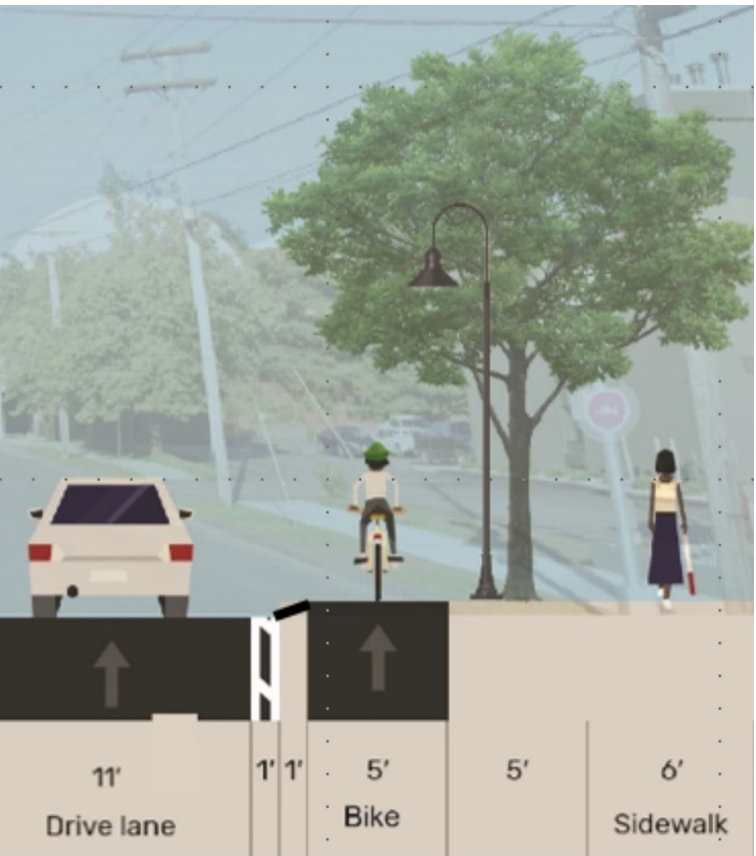
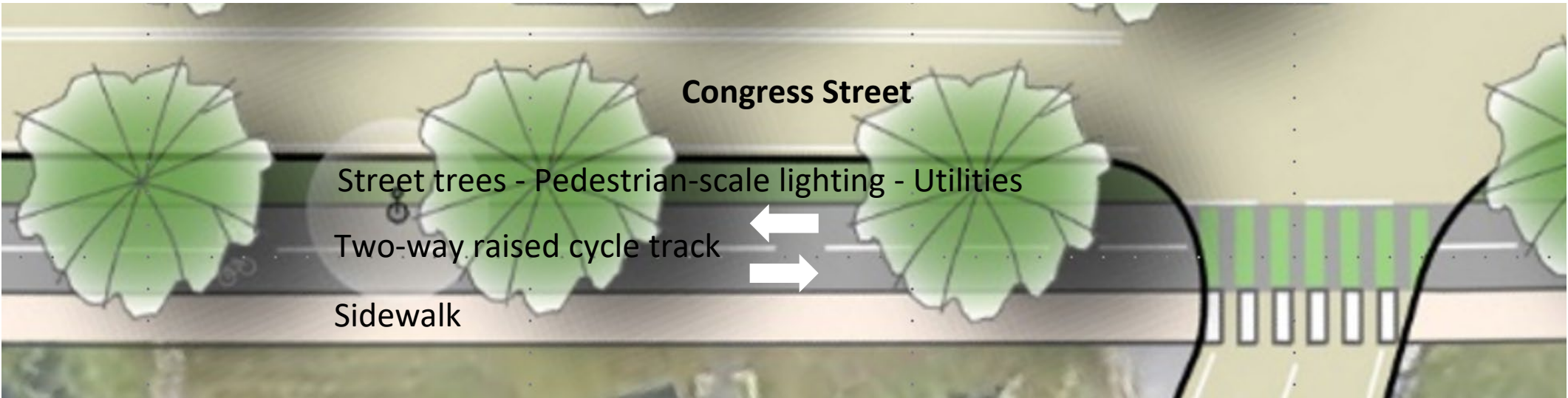
Park Avenue Design Concepts



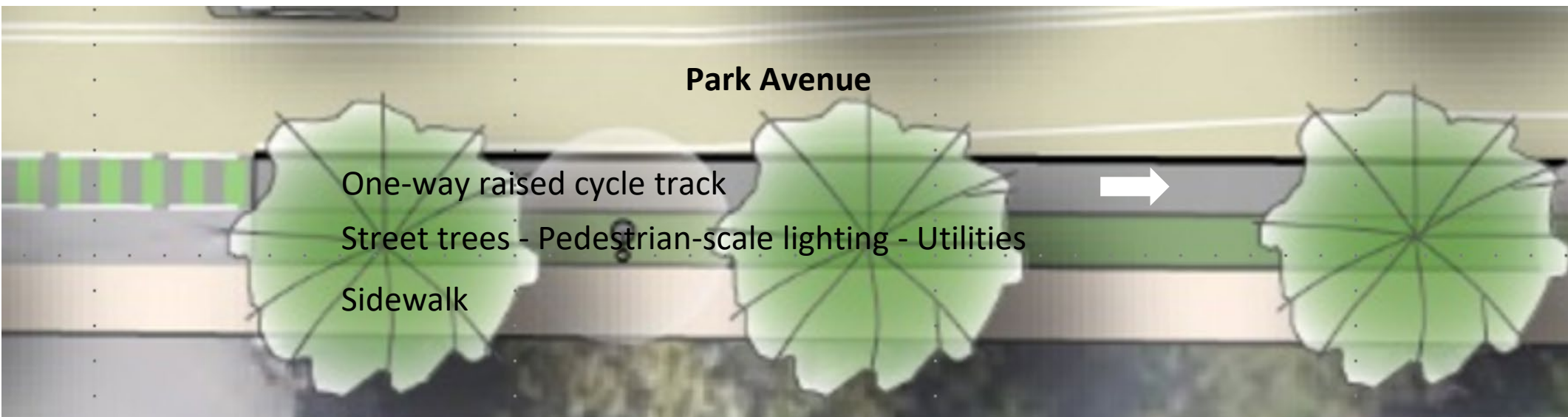
Streetscape - Bikeway Details



Congress Street



Park Avenue



Comments & Questions

- What do you like about the concept plan? Dislike?
- What do you suggest to make it better?
- Does the concept plan address the Design Goals?
- What's missing from the plan?

Next Steps

- Refine the concept plan and details based on comments
- Assess public support & readiness for next phases or need for more reworking
- Identify best federal grant strategy and develop applicable program elements (connectivity, equity, etc.)
- Reconvene at relevant stages for public input

For More Information

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