



State Street Bicycle and Pedestrian Alternatives Analysis

Public Meeting – Rines Auditorium

November 13, 2025



Agenda

Project Background

Existing Conditions

Physical Constraints

Concept Development

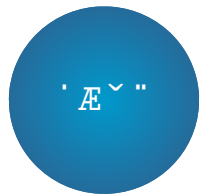
Preferred Alternatives

Project Costs

Q&A

Project Background

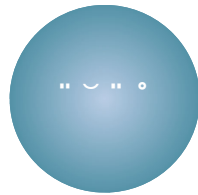
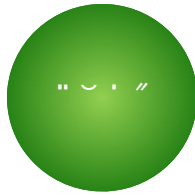
Became one-way streets in 1972



Peninsula Study identified preliminary feasibility of two-way



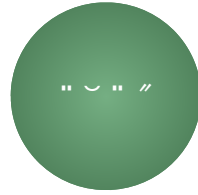
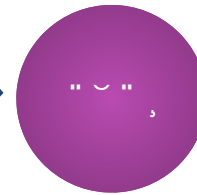
Two-way feasibility study



Updated feasibility study and final recommendations



City Council approved two-way reversion



Analysis of bicycle and pedestrian alternatives on State Street

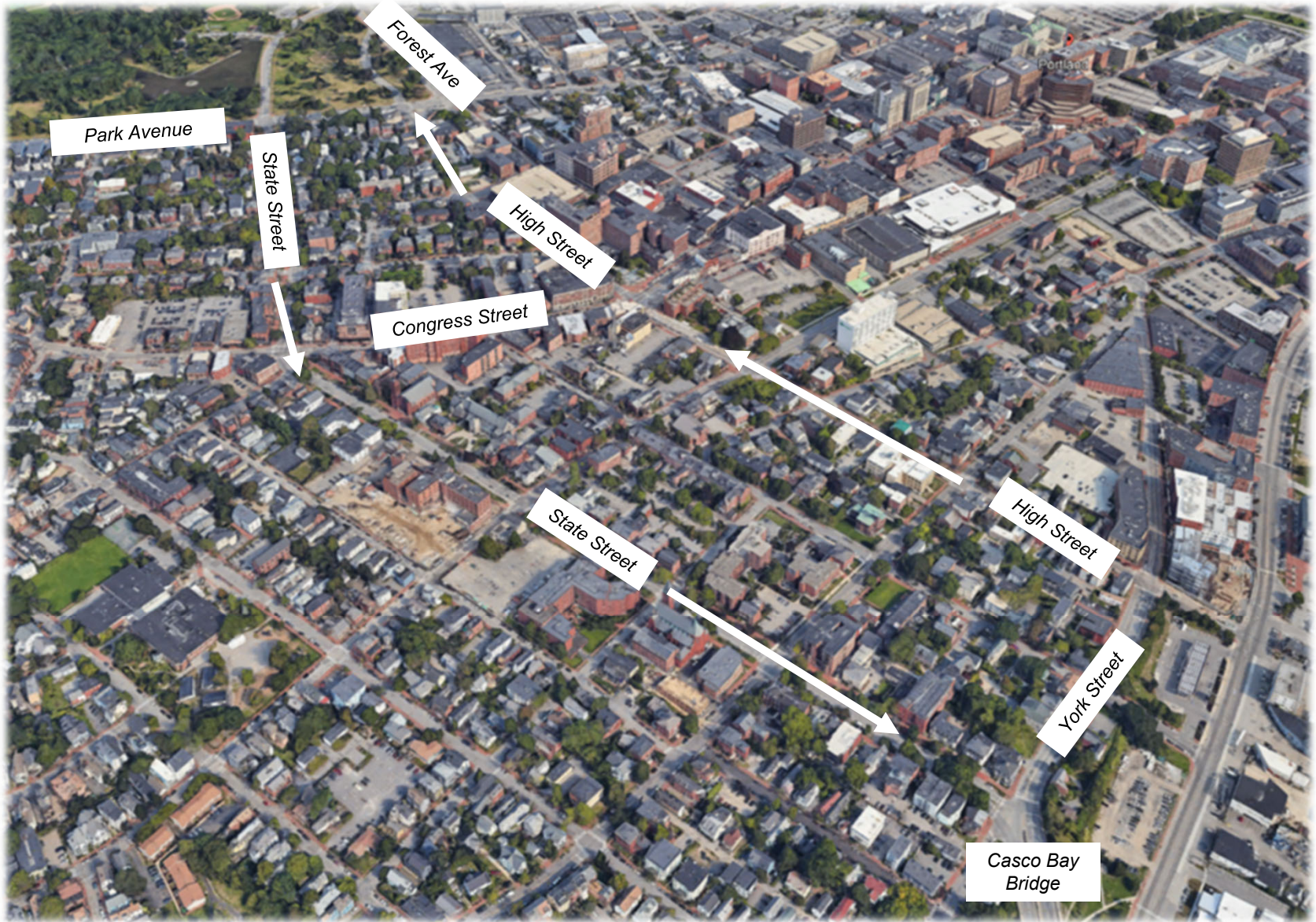


Two-Way Feasibility Results

Full Two-Way Reversion State and High

- Operations analysis indicates feasibility
- Reduced volumes reduce need for some turn lanes
- Shorter turn lanes reduce parking impacts
- State Street approach at the intersection with York Street requires two, not three lanes
- **MaineDOT concurs with finding of feasibility**

Existing Conditions



Park Avenue

State Street

Forest Ave

High Street

Congress Street

State Street

High Street

York Street

Casco Bay Bridge

Common Cross Section – State Street Today



Wide sidewalks
both sides of street

2 continuous
thru lanes

On-street
parking
throughout

Widens to 4 lanes at
most intersections

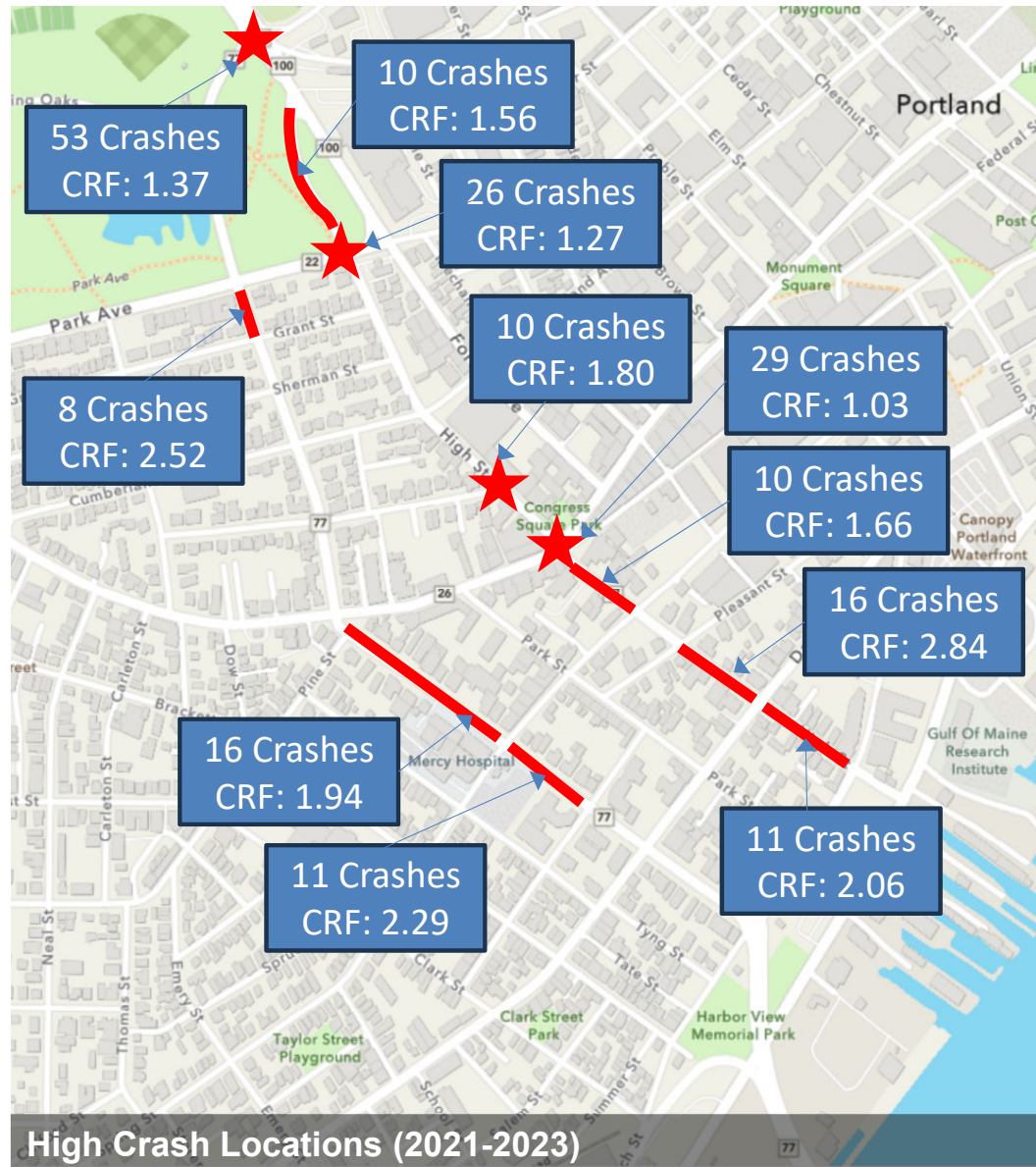
Safety

High Crash Locations

- ★ 4 Intersections
- 7 Segments

Two Way State and High

- Reduces vehicle speeds
- Eliminates double threat to pedestrians on both corridors



Physical Constraints

Physical and Operational Constraints

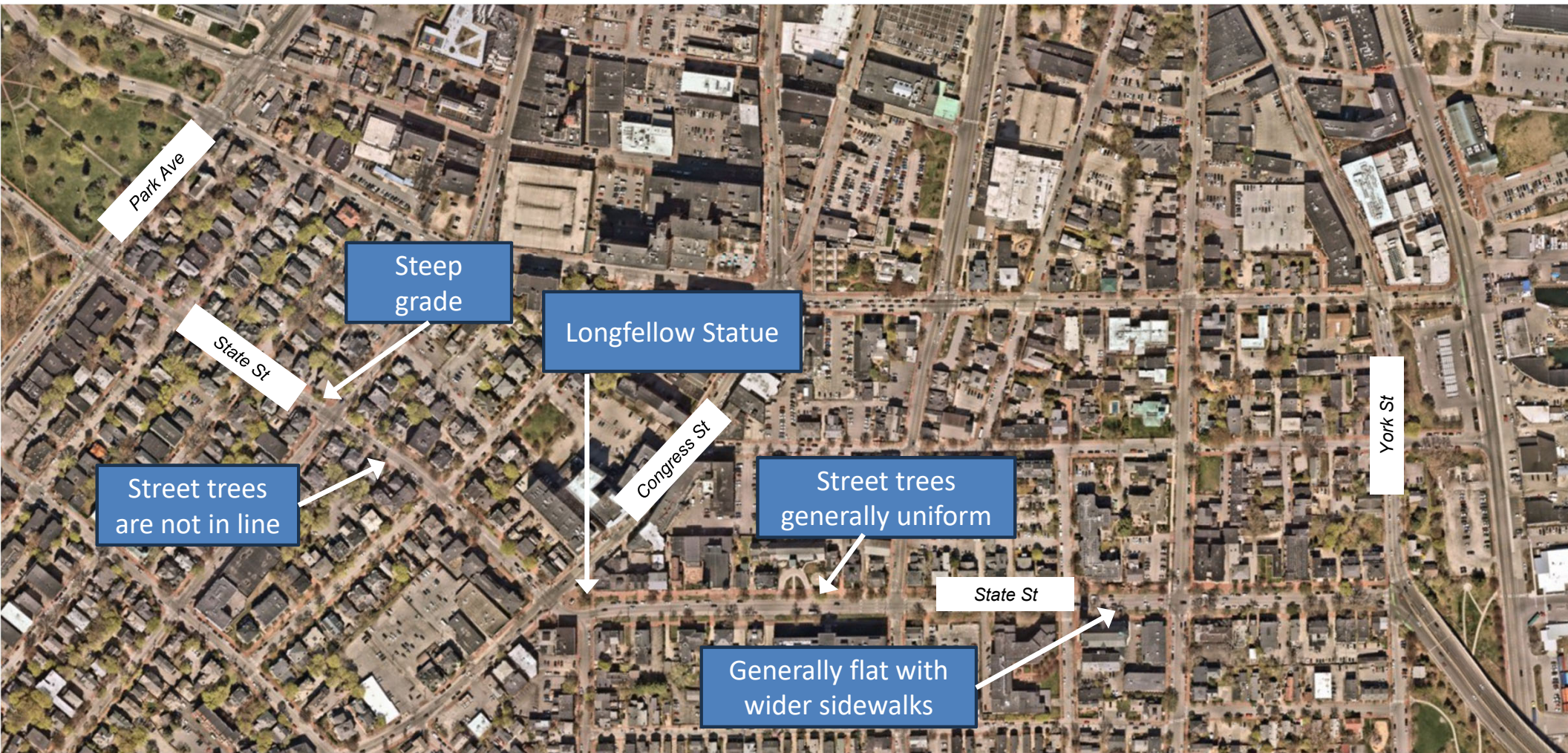
Outside Curb Constraints

- › Street trees
- › Narrow sections of sidewalk
- › Right-of-way width
- › Existing monuments / public park space
- › Closely spaced driveways

Inside Curb Constraints

- › Narrow curb to curb widths in several segments
- › On-street parking
- › Existing drainage infrastructure and utilities





Park Ave

State St

Steep grade

Longfellow Statue

Street trees are not in line

Congress St

Street trees generally uniform

York St

State St

Generally flat with wider sidewalks

Concept Development

Key Factors in Bicycle Accommodation



Tree Impact



Parking Impact



Stormwater Impact



Other Transportation Modes Impact



Magnitude Costs and Constructability

		Inside Curb						
Segment	Aspect	No-Build (Keep Existing)	Alternative 1 - One-way bike lane both sides of road (remove all parking)	Alternative 2 - Narrow two-way shared bike lanes on one side of road and parking on other	Alternative 3 - Wide two-way shared bike lane on one side of road (remove all parking)	Alternative 4 - Direct cyclist to Mellen Street Byway	Alternative 5 - Southbound bike lane and Northbound shared lane (remove all parking west side)	
Park to Congress	Tree Impact	No tree losses	No tree losses	No tree losses	No tree losses	No Tree Losses	No Tree Losses	
	Parking Impact	No parking losses	Loss of all parking	Major loss of parking	Major loss of parking	No Parking Losses	Major loss of parking	
	Storm Water Impact	None	Minimal	Minimal	Minimal	Minimal	Minimal	
	Other Transportation Modes Impact	Bikes in roadway	Dedicated bike lanes increases cycling safety however not desirable for vehicular mobility	Bicycle transitions to correct side of roadway. Potential bike do not use on other side of street	Bicycle transitions to correct side of roadway. Potential bike do not use on other side of street	Direct cyclists to a lesser volume road with shared travel lanes, but may be outside of their desired travel pathing	Dedicated bike lanes southbound increase safety and shared lane northbound	
	Streetscape Considerations	None	Delineate pedestrian and bike areas with paint and or physical elements	Delineate pedestrian and bike areas with paint and or physical elements	Delineate pedestrian and bike areas with paint and or physical elements	Improved wayfinding and retains State Street aesthetic	Delineate pedestrian and bike areas with paint and or physical elements	
	Magnitude Costs	None	Medium	Medium	Medium	Low	Low	
	Constructability	None	Multiple turn lanes at intersections	Multiple turn lanes at intersections	Multiple turn lanes at intersections	Minimal impacts to State Street and Mellen Street; signage, wayfinding, and sharrows	Removal of bump outs	
Congress to York	Tree Impact	No tree losses	No tree losses	No tree losses	No tree losses	N/A	N/A	
	Parking Impact	No parking losses	Loss of all parking	Major loss of parking	Major loss of parking	N/A	N/A	
	Storm Water Impact	None	Minimal	Minimal	Minimal	N/A	N/A	
	Other Transportation Modes Impact	Bikes in roadway	Dedicated bike lanes increases cycling safety however not desirable for vehicular mobility	Bicycle transitions to correct side of roadway. Potential bike do not use on other side of street	Bicycle transitions to correct side of roadway. Potential bike do not use on other side of street	N/A	N/A	
	Streetscape Considerations	None	Delineate pedestrian and bike areas with paint and or physical elements	Delineate pedestrian and bike areas with paint and or physical elements	Delineate pedestrian and bike areas with paint and or physical elements	N/A	N/A	
	Magnitude Costs	None	Medium	Medium	Medium	N/A	N/A	
	Constructability	None	Multiple turn lanes at intersections	Multiple turn lanes at intersections	Multiple turn lanes at intersections	N/A	N/A	

Feature Color Coding:

More Desirable

Neutral

Less Desirable

Not Considered

Recommended for Further Evaluation

Outside Curb

Segment	Aspect	Outside Curb					
		No-Build (Keep Existing)	Alternative 1 - Reallocate existing sidewalk space on both sides	Alternative 2 - Convert brick to 10' shared use path both sides	Alternative 3 - 6' sidewalk and 10' 2-way bike lanes west side	Alternative 4 - 6' sidewalk and 10' 2-way bike lanes east side	Alternative 5 - Bike facilities in tree belts
Park to Congress	Tree Impact	No tree losses	Major tree removal	Minimal Tree Removal	Major tree removal	Major tree removal	Major tree removal
	Parking Impact	No parking losses	No parking losses	No parking losses	No parking losses	No parking losses	No parking losses
	Storm Water Impact	None	Minimal	Minimal	Minimal	Minimal	Minimal
	Other Transportation Modes Impact	Bikes in roadway	Dedicated bike lanes and sidewalk increases cycling and pedestrian safety	Potential conflict with pedestrians and bikes traveling high speed on shared path (hill)	Increased signal delay, need to add transitions, and potential for bikes to not use facility	Increased signal delay, need to add transitions, and potential for bikes to not use facility	Dedicated bike lanes and sidewalk increases cycling and pedestrian safety
	Streetscape Considerations	None	Retains brick aesthetic but narrows sidewalk in areas	Significant change; removal of brick sidewalk	Retains brick aesthetic but narrows sidewalk in areas	Retains brick aesthetic but narrows sidewalk in areas	Significant change; removal of all trees
	Magnitude Costs	None	Medium	Higher due to resurfacing and path construction	Medium	Medium	Higher due to tree removal
	Constructability	None	Construction on two sides of street	Construction on two sides of street	Temporary sidewalk closure to replace bricks and construction only one side of street	Temporary sidewalk closure to replace bricks and construction only one side of street	Minimal impacts to existing roadway and sidewalks
Congress to York	Tree Impact	No tree losses	Minimal Tree Removal	Minimal Tree Removal	Minimal Tree Removal	Minimal Tree Removal	Major tree removal
	Parking Impact	No parking losses	No parking losses	No parking losses	No parking losses	No parking losses	No parking losses
	Storm Water Impact	None	Slope towards roadway; existing curb along esplanade	Slope towards roadway; existing curb along esplanade	Slope towards roadway; existing curb along esplanade	Slope towards roadway; existing curb along esplanade	None
	Other Transportation Modes Impact	Bikes in roadway	Dedicated bike lanes and sidewalk increases cycling and pedestrian safety	Potential conflict with pedestrians and bikes traveling high speed on shared path (hill)	Increased signal delay, need to add transitions, and potential for bikes to not use facility	Increased signal delay, need to add transitions, and potential for bikes to not use facility	Dedicated bike lanes and sidewalk increases cycling and pedestrian safety
	Streetscape Considerations	None	Retains brick aesthetic but narrows sidewalk in areas	Significant change; removal of brick sidewalk	Retains brick aesthetic but narrows sidewalk in areas	Retains brick aesthetic but narrows sidewalk in areas	Significant change; removal of all trees
	Magnitude Costs	None	Medium	Higher due to resurfacing and path construction	Bricks recently replaced this side of road	Medium	Higher due to tree removal
	Constructability	None	Construction on two sides of street	Construction on two sides of street	Temporary sidewalk closure to replace bricks and construction only one side of street	Temporary sidewalk closure to replace bricks and construction only one side of street	Minimal impacts to existing roadway and sidewalks

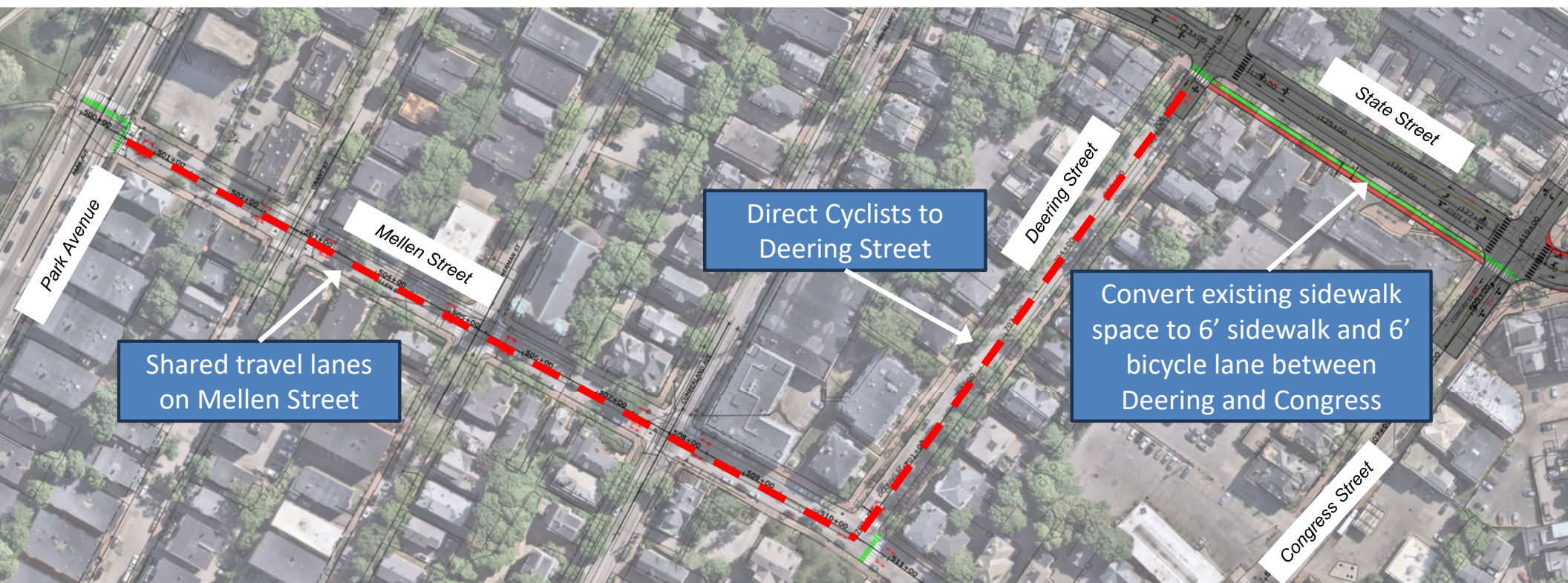
Feature Color Coding:

More Desirable	Neutral	Less Desirable	Not Considered	Recommended for Further Evaluation
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Alternatives for Further Evaluation

Evaluation Matrix - Park to Congress

Park to Congress (Inside Curb)			
	No-Build	Alternative 4: Direct Cyclists to Mellen St Byway	Alternative 5: South Bound Bike Lane and North Bound Shared Lane (Remove all parking west side)
Project Cost	n/a	\$312,500	\$312,500
Constructability	n/a	Mellen Street and Deering Street only require signing, striping, and stenciling changes.	Construction requires removal of existing bump outs, ADA adjustments, and drainage modifications.
Tree Impact	No tree losses	No Trees Removed	No Trees Removed
Parking Impact	No parking losses	No parking losses	Major Loss of approximately 37 additional parking spaces.
Stormwater Impact		Some drainage modifications with a slight increase to impervious area.	Some drainage modifications with no significant change to impervious area.
Other Transportation Modes Impact	Bikes in roadway	Directs bikes to lesser volume roads to enhance safety with shared travel lanes and dedicated bike lanes on State Street.	Bike safety is enhanced on the west side (southbound direction). Allows separated pedestrian space.
Streetscape Considerations	None	Retains brick aesthetic but narrows sidewalk in areas on State Street.	Retains brick aesthetic. Delineates pedestrian and bike areas with paint and/or physical elements



Direct Cyclists to Mellen / Deering Street



State Street from Deering to Congress (Looking South)



State Street from Park to Congress (Looking South)

Evaluation Matrix - Congress to York

Congress to York (Outside Curb)			
	No-Build	Alternative 1: Reallocate Existing Sidewalk Space on Both Sides	Alternative 4: 6' Sidewalk and 10' Two-Way Bike Lane on East Side
Project Cost	n/a	\$1.625M	\$1.250M
Constructability	n/a	Construction on two sides of the street. Traffic control is required at the intersections for bump-out and raised crosswalks on both sides of State Street.	Temporary sidewalk closure to replace bricks and construction on only one side of the street. Traffic control is required at the intersections for bump-out and raised crosswalks on the east side of State Street only.
Tree Impact	No tree losses	0-5 Potential tree removed	0-5 Potential trees removed
Parking Impact	No parking losses	No Parking Losses	No parking losses
Stormwater Impact		Some drainage modifications with a slight increase to impervious area.	Some drainage modifications with more significant increase to impervious area.
Other Transportation Modes Impact	Bikes in roadway	Bike safety is enhanced by being separated from roadway. Bikes cross at intersections using pedestrian phase.	Bike safety is enhanced by being separated from roadway. Bikes require an additional phase at all signalized intersections to cross, resulting in additional delays for all users.
Streetscape Considerations	None	Retains brick aesthetic but narrows sidewalk in areas on both sides of State Street.	Retains brick aesthetic but narrows sidewalk in areas on one side of State Street.



State Street from Congress to York (Looking South)

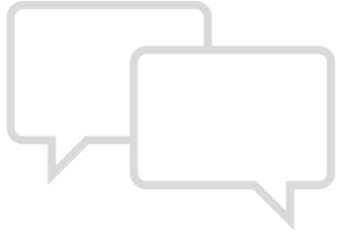


State Street from Congress to York (Looking South)

Next Steps

- › Determine Final Preferred Alternatives
- › Bring to Sustainability and Transportation Committee
- › Complete Memorandum of Agreement with MaineDOT
- › Seek CIP or other funds for bicycle facilities
- › Coordinate construction with overall two-way reversion project





Questions?

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🌐 [Portland, ME - Official Website | Official Website \(portlandmaine.gov\)](https://portlandmaine.gov)

<https://portland.civilspace.io/en/projects/state-high-street-two-way-project>

