

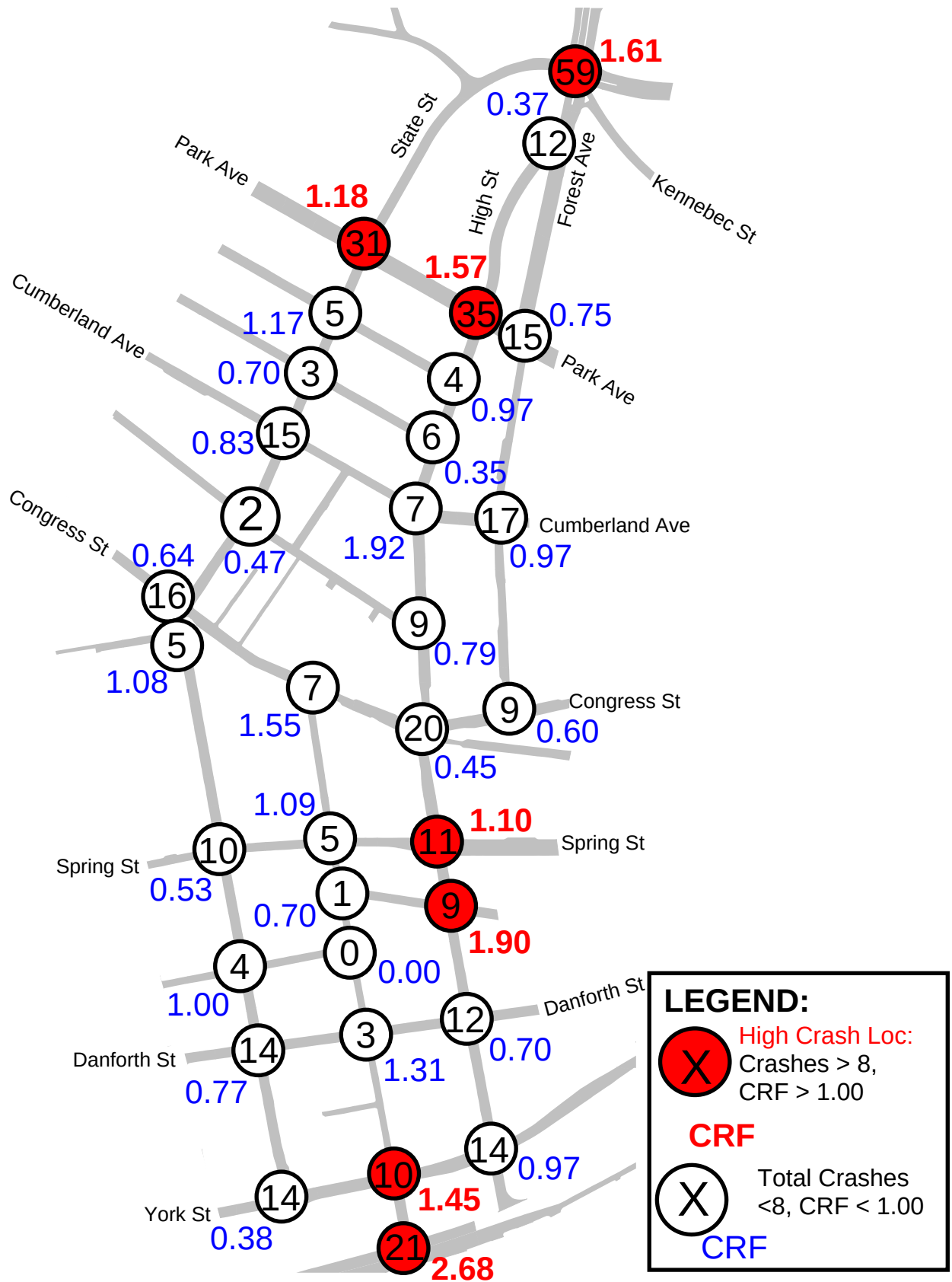
Figure: Study Area



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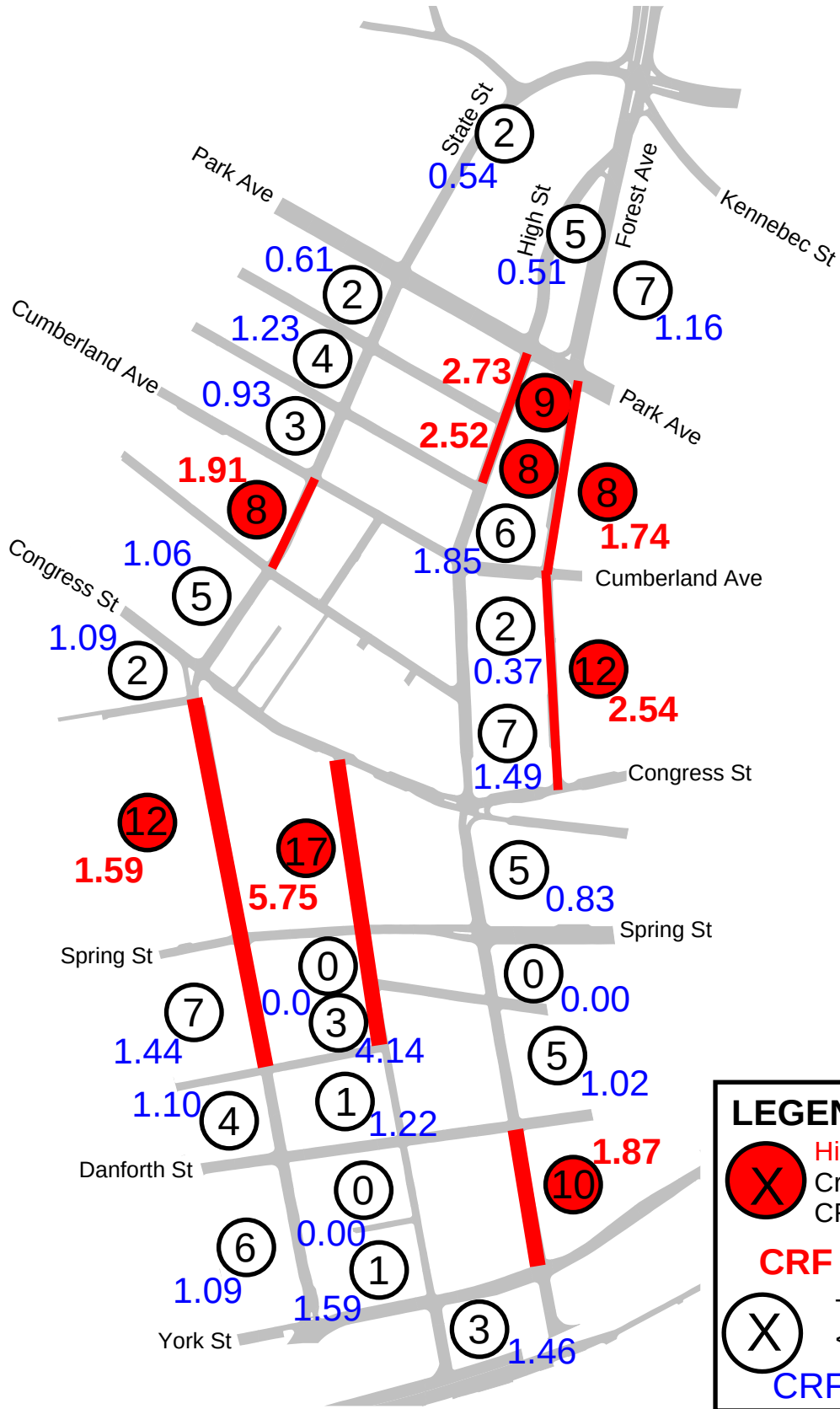
**Figure: Intersection Crash History
(2011-2013)**



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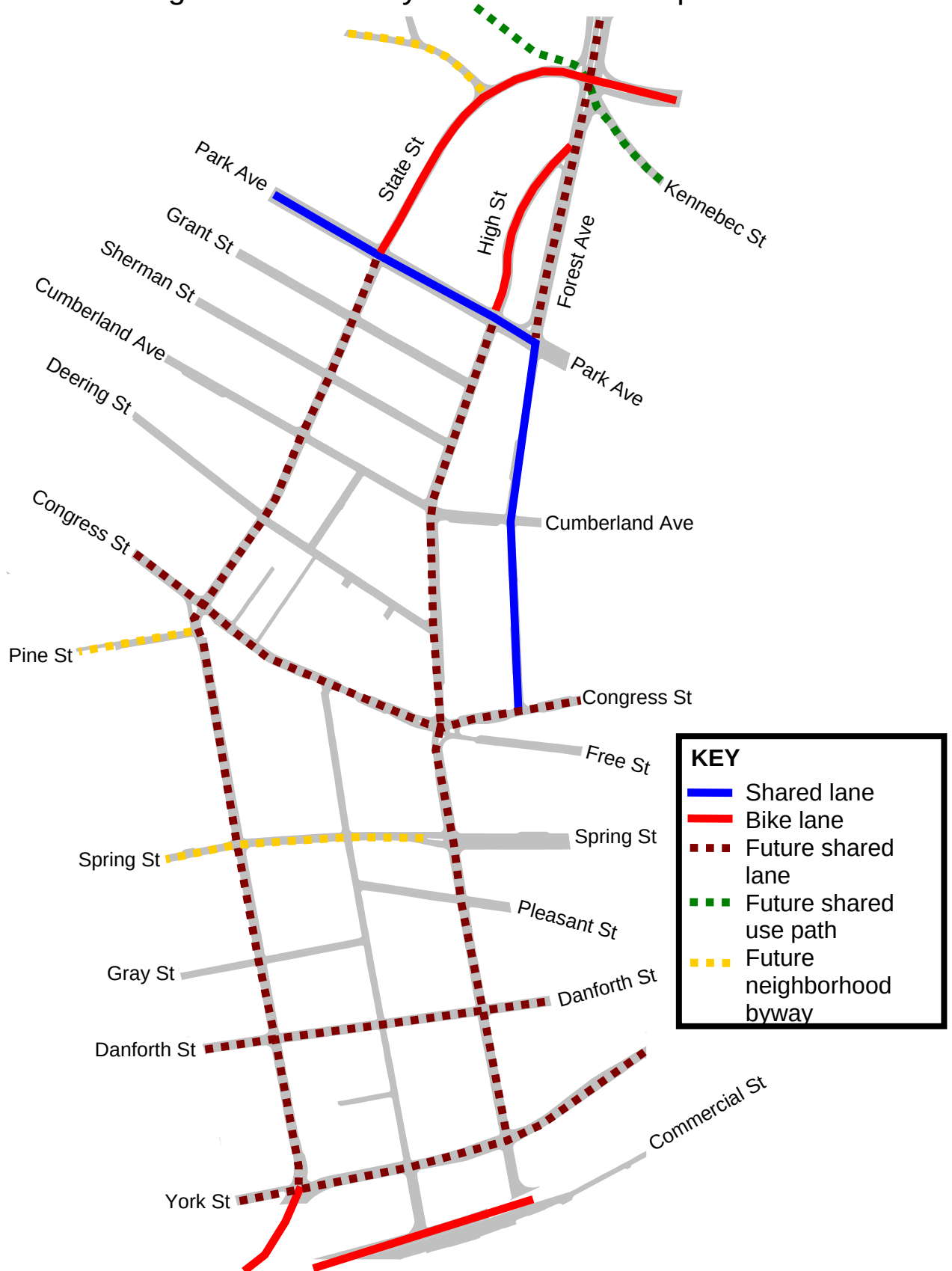
Figure: Segment Crash History (2011-2013)



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Figure: Corridor Bicycle Routes
Existing and Future Bicycle Routes as of April 2014



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Figure: Public Transit Map
 Portland and South Portland Metro

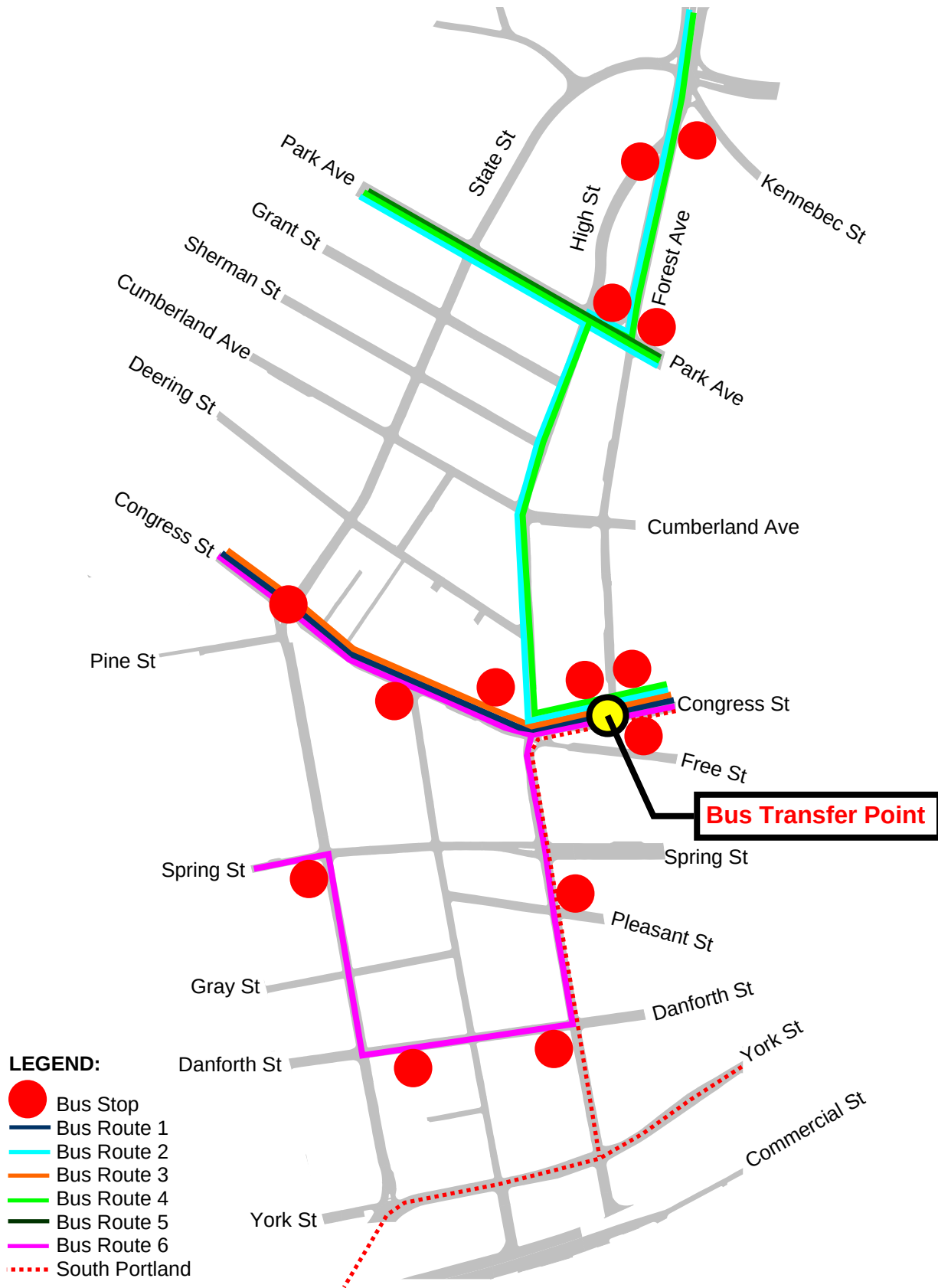
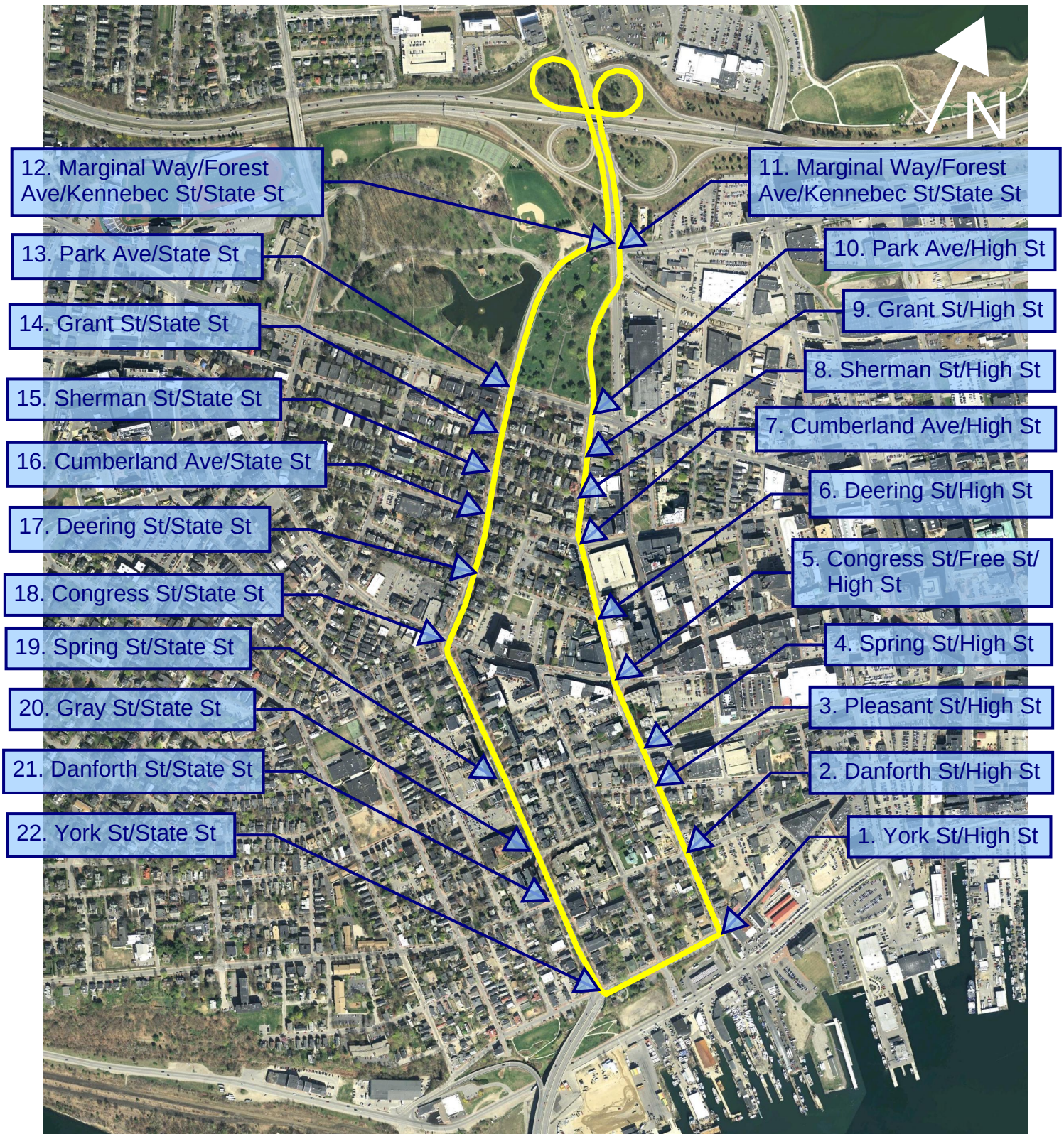


Figure: Time Travel Location Map
 Performed June 10, 2014

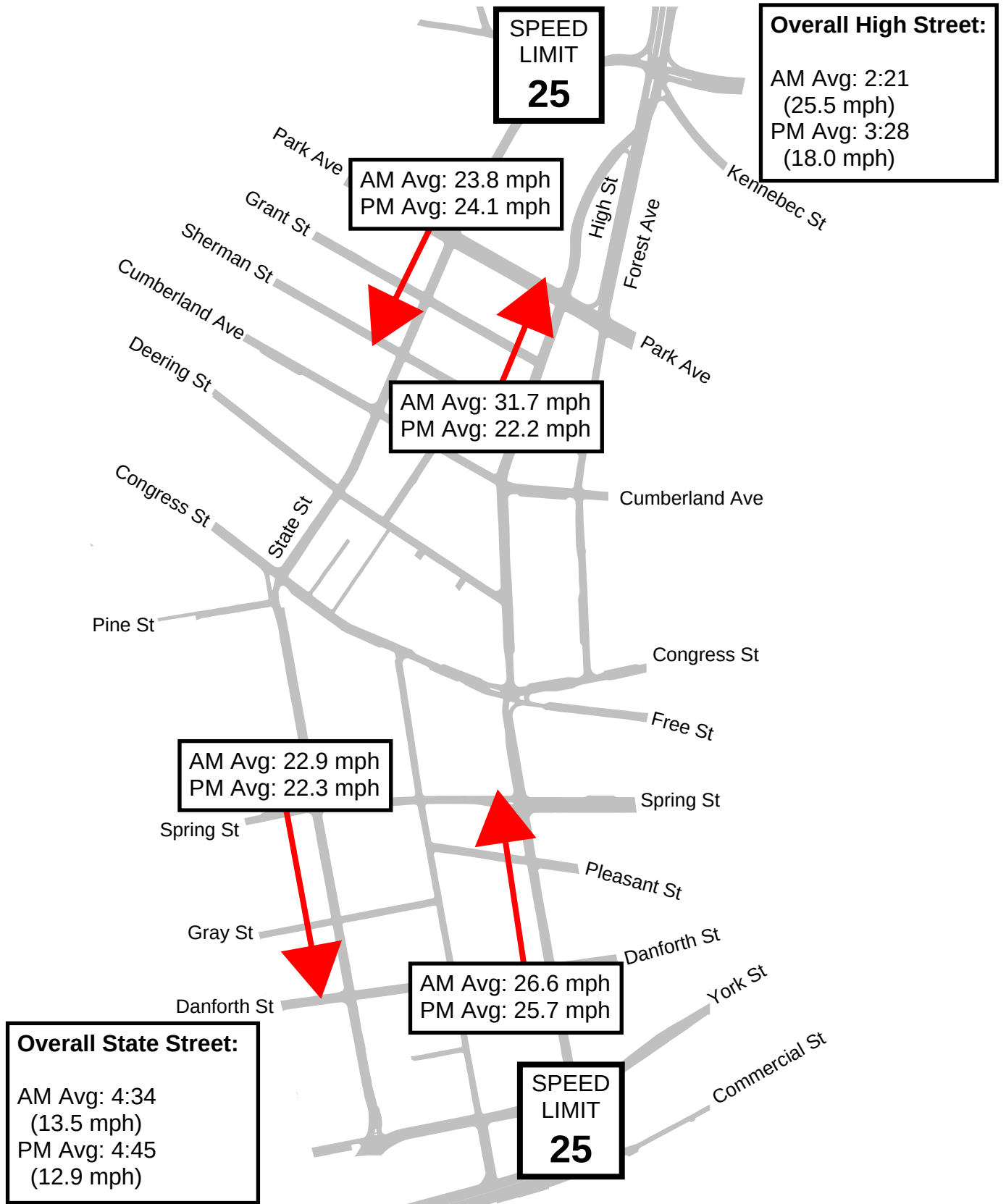


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Figure: Time Delay Study Results

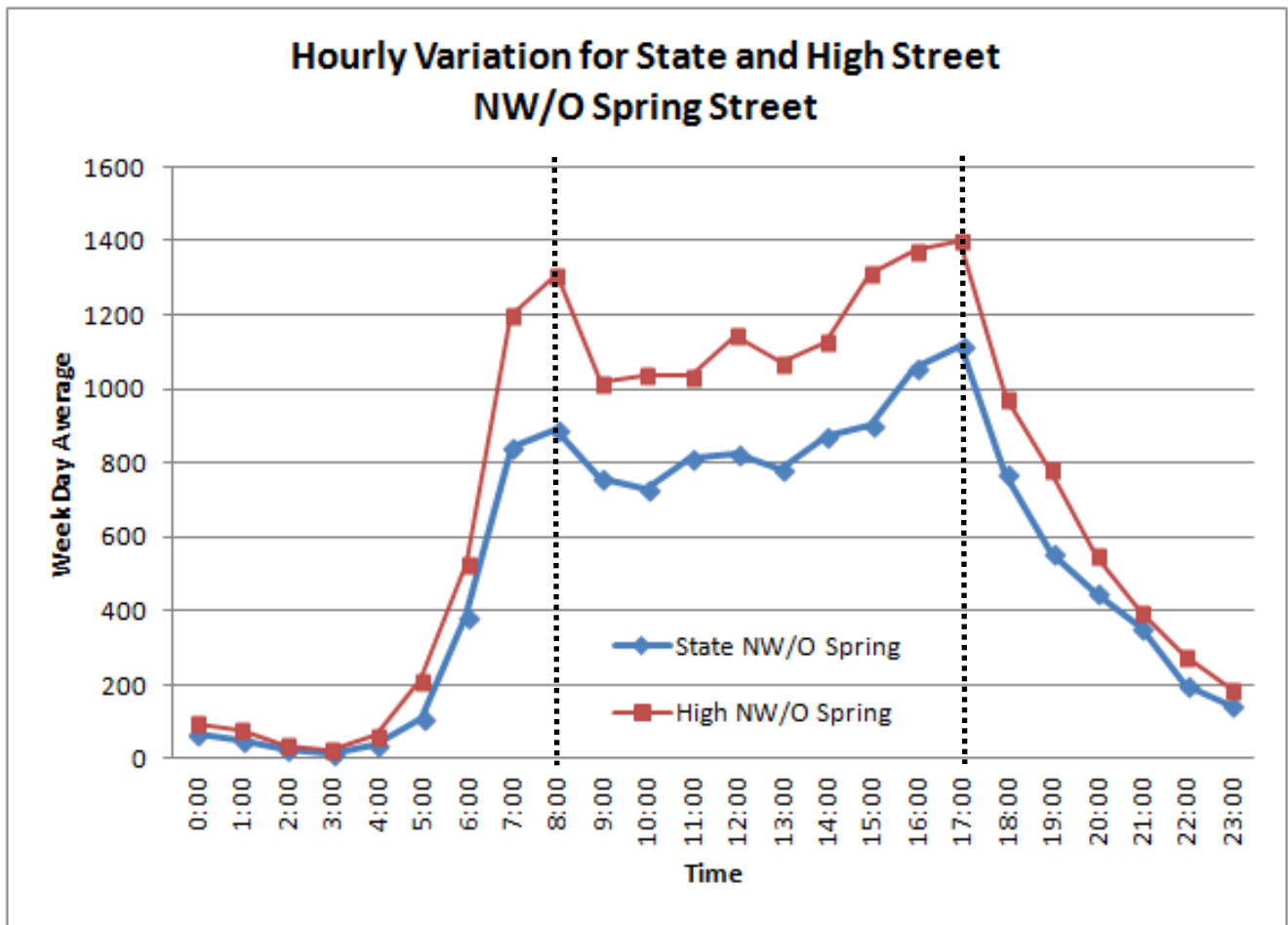
Based on 11 Runs Performed 7-9 am, 4-6pm June 10, 2014



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Figure: Hourly Variation Chart
State and High Street NW/O Spring Street



Source: MaineDOT, Counts performed 10/23/13 - 10/24/13

Commuter Peaks:

AM Peak: 8:00 AM

PM Peak: 5:00 AM



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Figure: Traffic Count Location Map

AM Count: June 10, 2014 7:00 - 9:00 AM

PM Count: June 10, 2014 4:00 - 6:00 PM

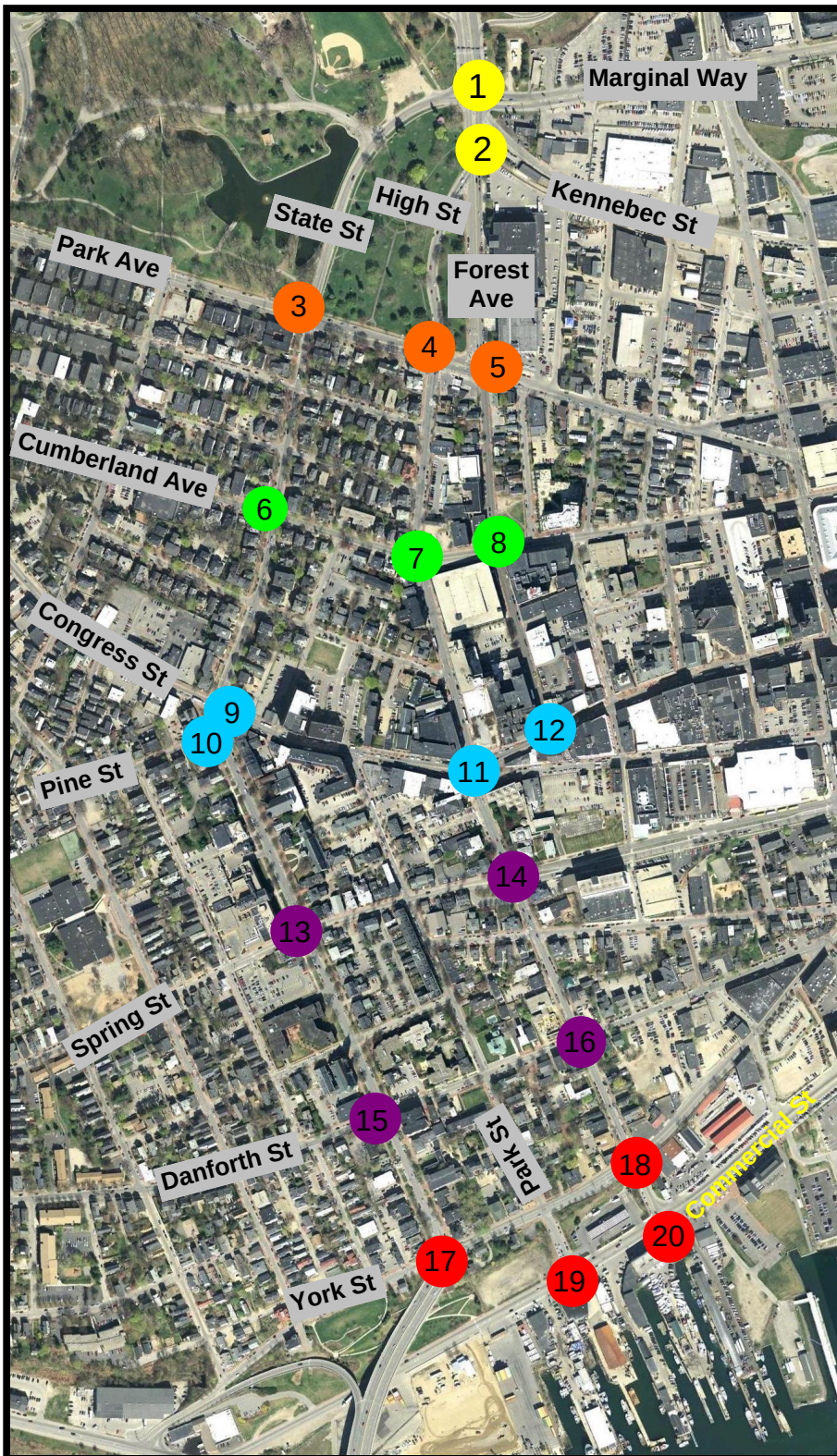


Figure A:

1 Marginal Way/State St/
Kennebec St/Forest Ave

2 Forest Ave/High St

Figure B:

3 State St/Park Ave

4 High St/Park Ave

5 Forest Ave/Park Ave

Figure C:

6 State St/Cumberland Ave

7 Forest Ave/Park Ave

8 Forest Ave/Park Ave

Figure D:

9 Forest Ave/Park Ave

10 Forest Ave/Park Ave

11 Forest Ave/Park Ave

12 Forest Ave/Park Ave

Figure E:

13 Forest Ave/Park Ave

14 Forest Ave/Park Ave

15 Forest Ave/Park Ave

16 Forest Ave/Park Ave

Figure F:

17 Forest Ave/Park Ave

18 Forest Ave/Park Ave

19 Forest Ave/Park Ave

20 Forest Ave/Park Ave

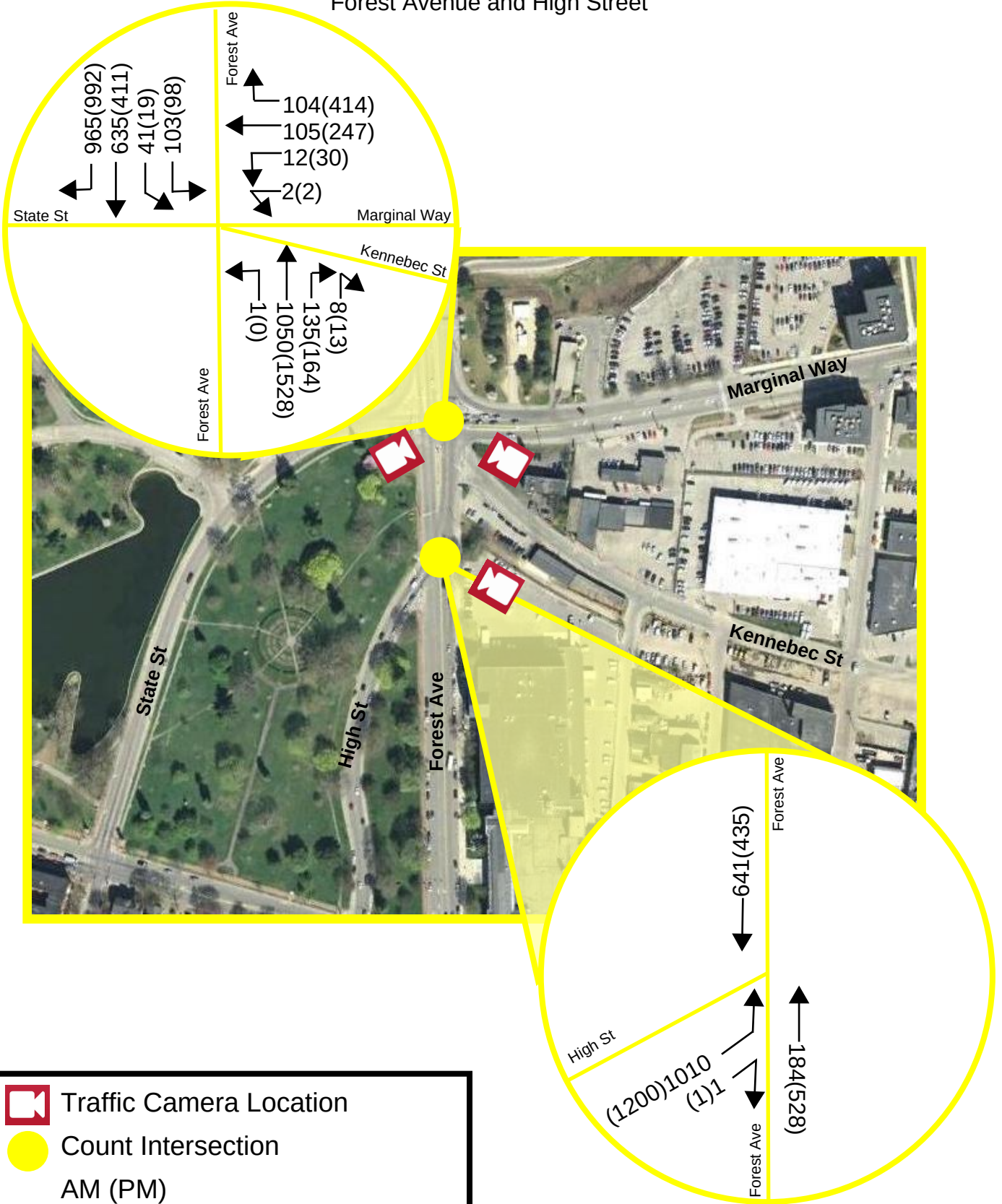


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Figure A: 2014 Existing Vehicular Volume Map

Forest Avenue, Marginal Way, State Street and Kennebec Street
Forest Avenue and High Street

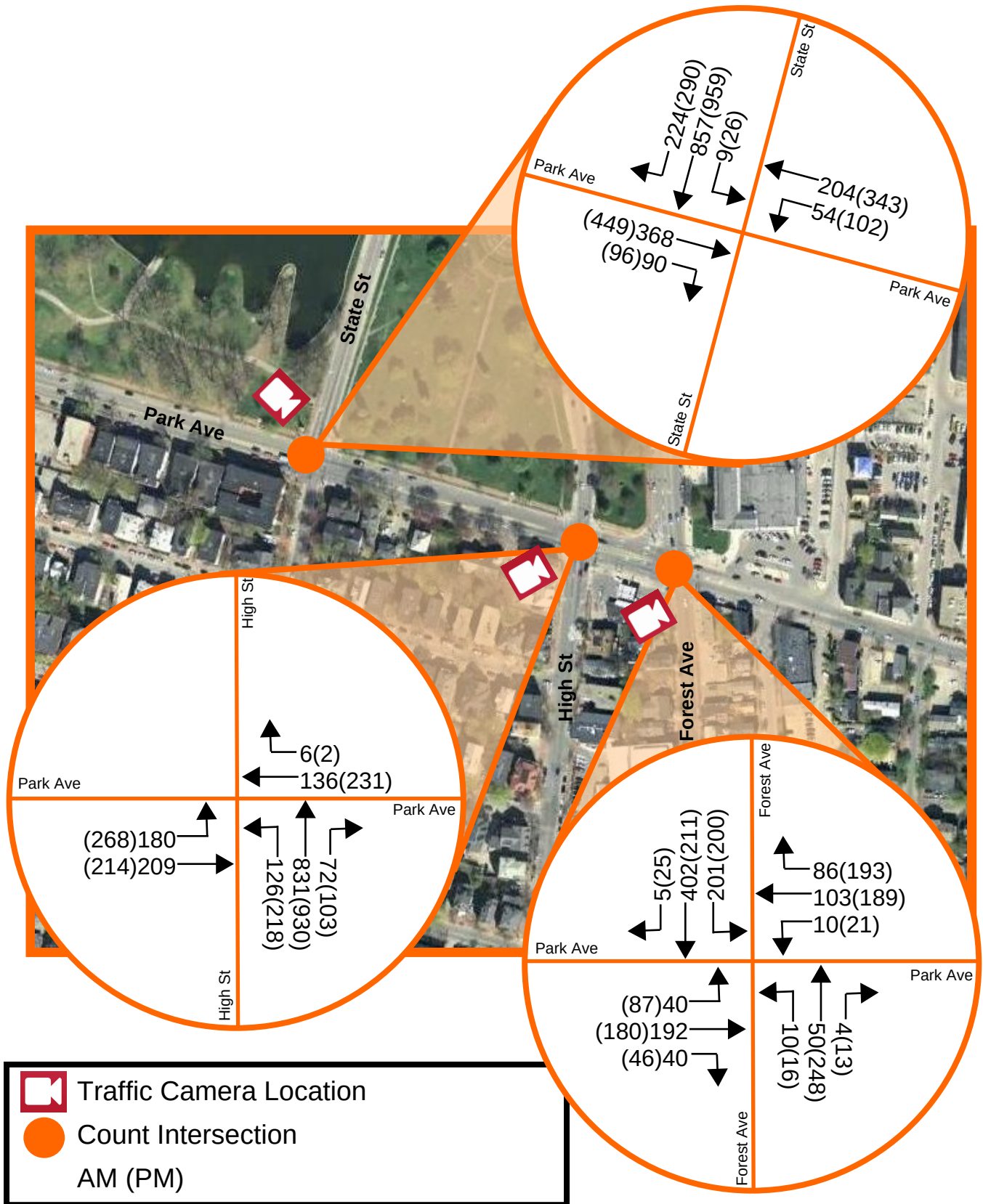


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Figure B: 2014 Existing Vehicular Volume Map

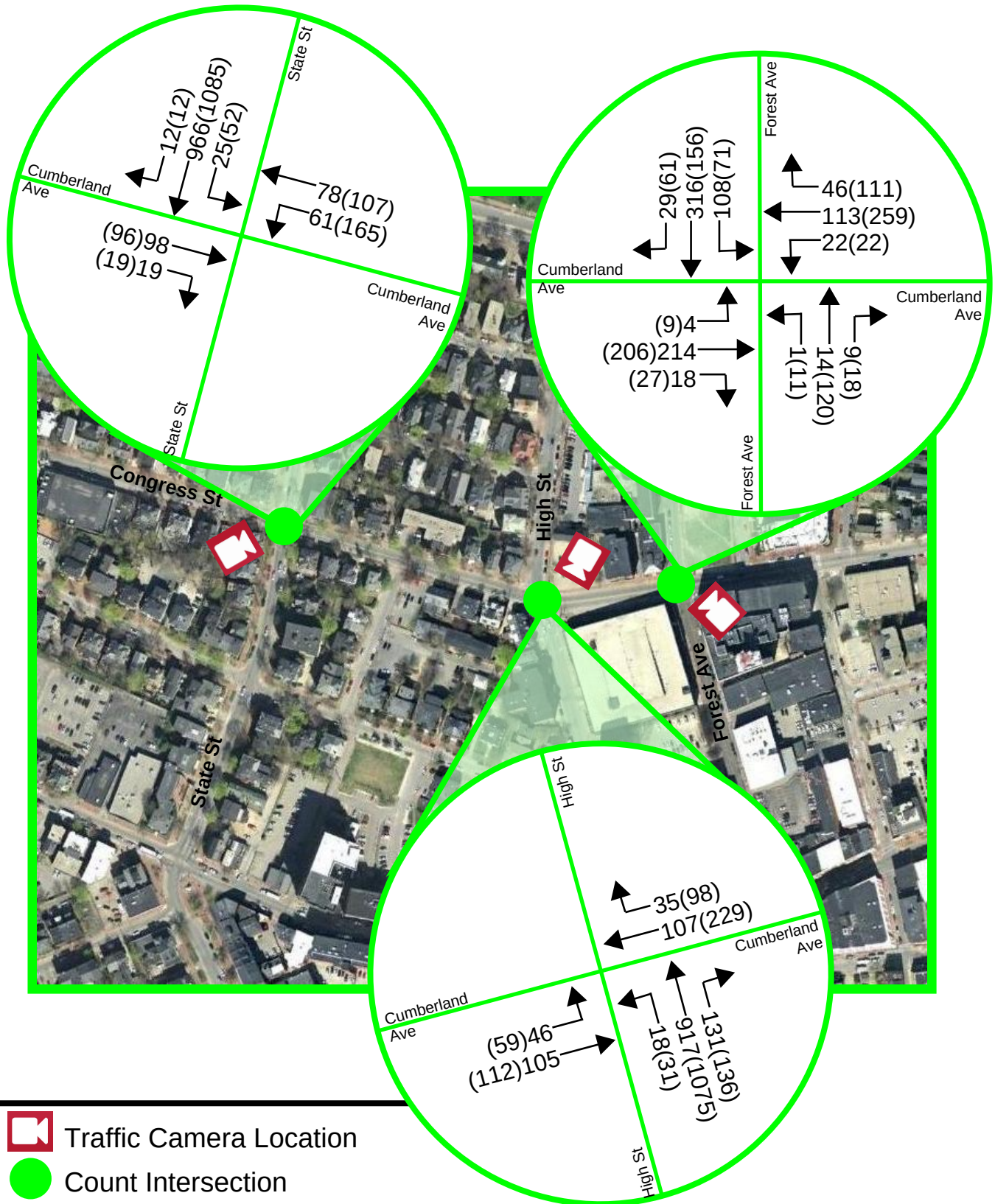
Park Avenue and State Street, High Street, and Forest Avenue



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Figure C: 2014 Existing Vehicular Volume Map
 Cumberland Avenue and State Street, High Street and Forest Avenue



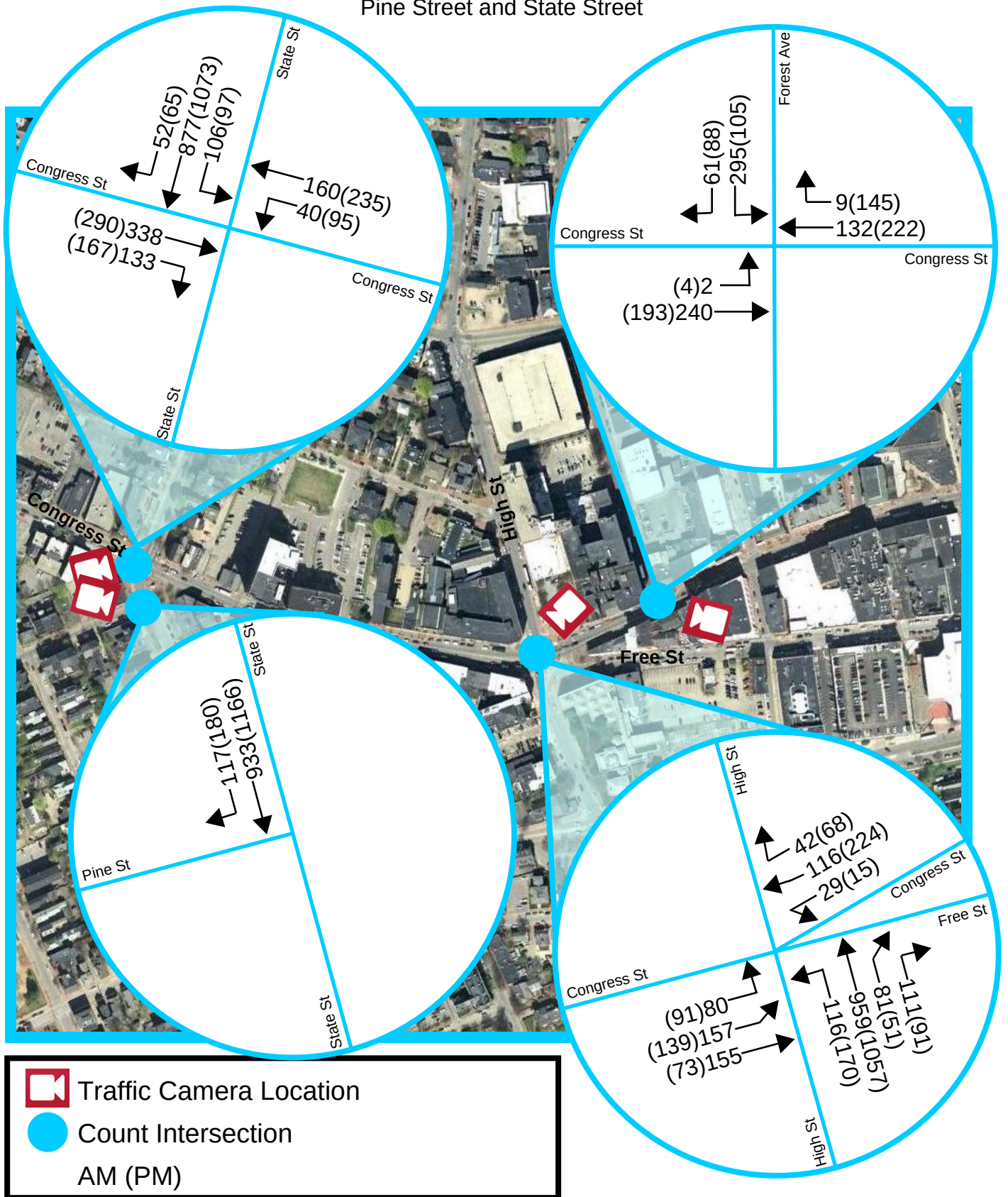

Traffic Camera Location


Count Intersection

AM (PM)

Figure D: 2014 Existing Vehicular Volume Map

Congress Street and State Street, High Street, and Forest Avenue
Pine Street and State Street

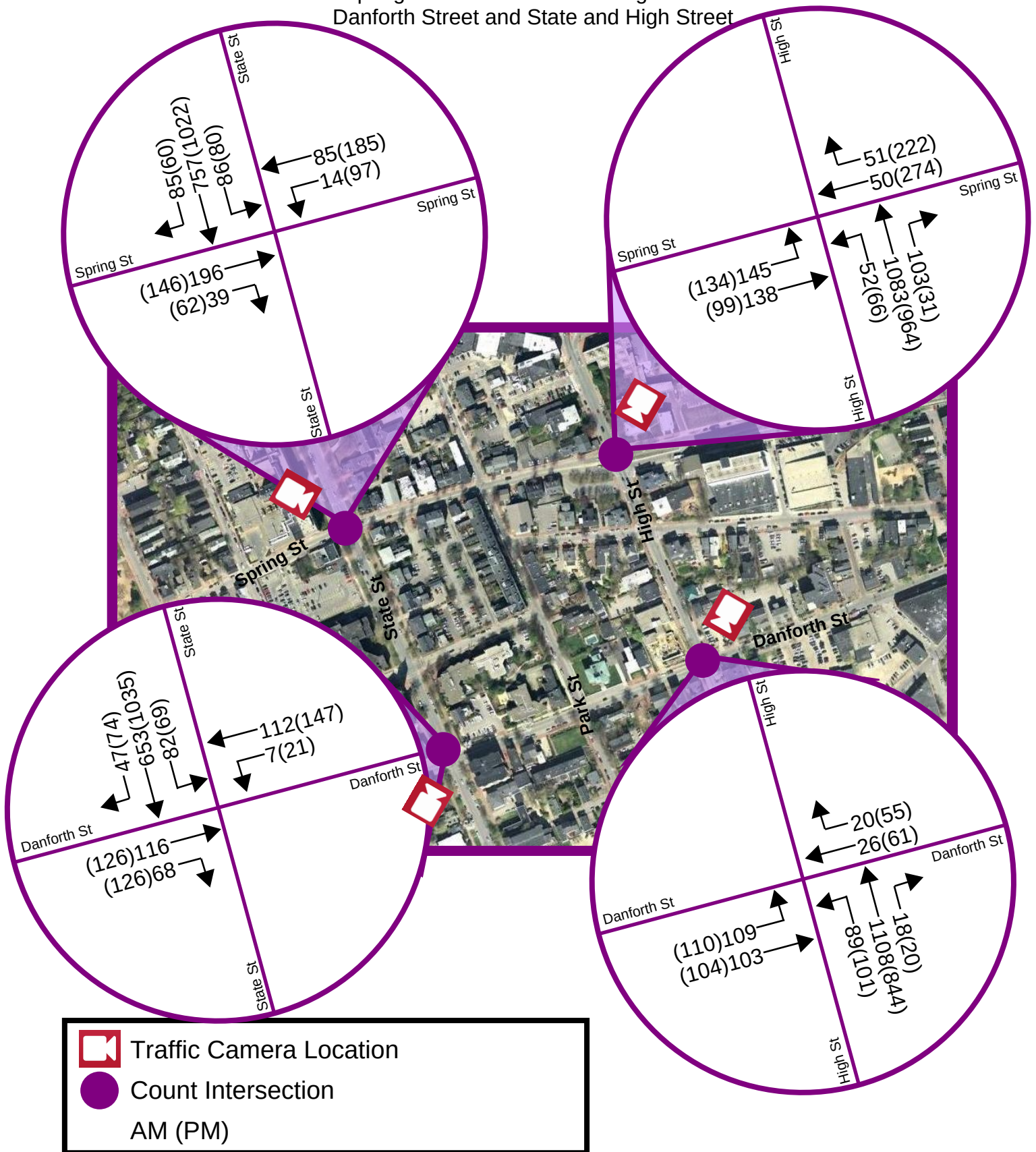


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Figure E: 2014 Existing Vehicular Volume Map

Spring Street and State and High Street
Danforth Street and State and High Street

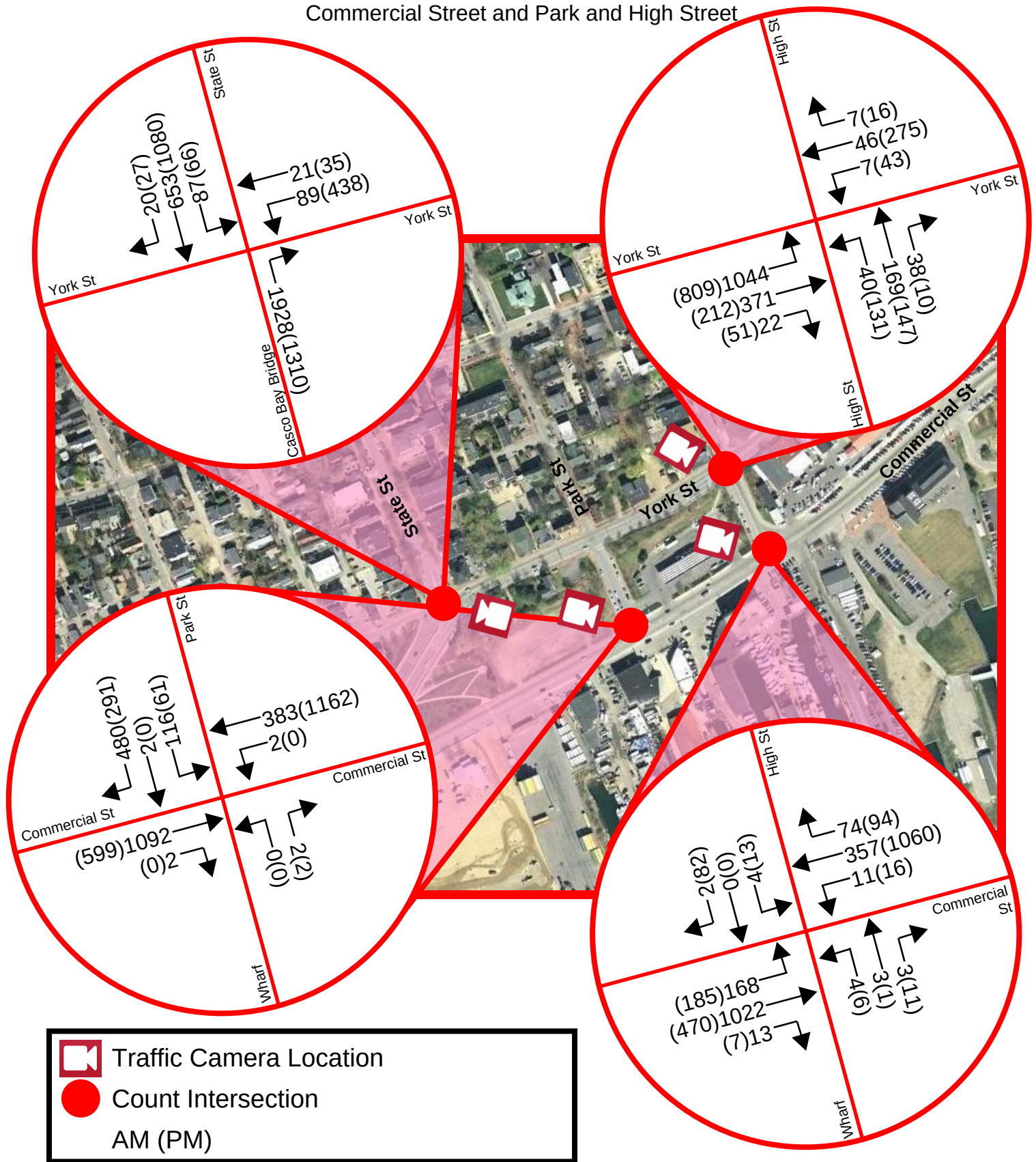


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Figure F: 2014 Existing Vehicular Volume Map

York Street and State and High Street
Commercial Street and Park and High Street



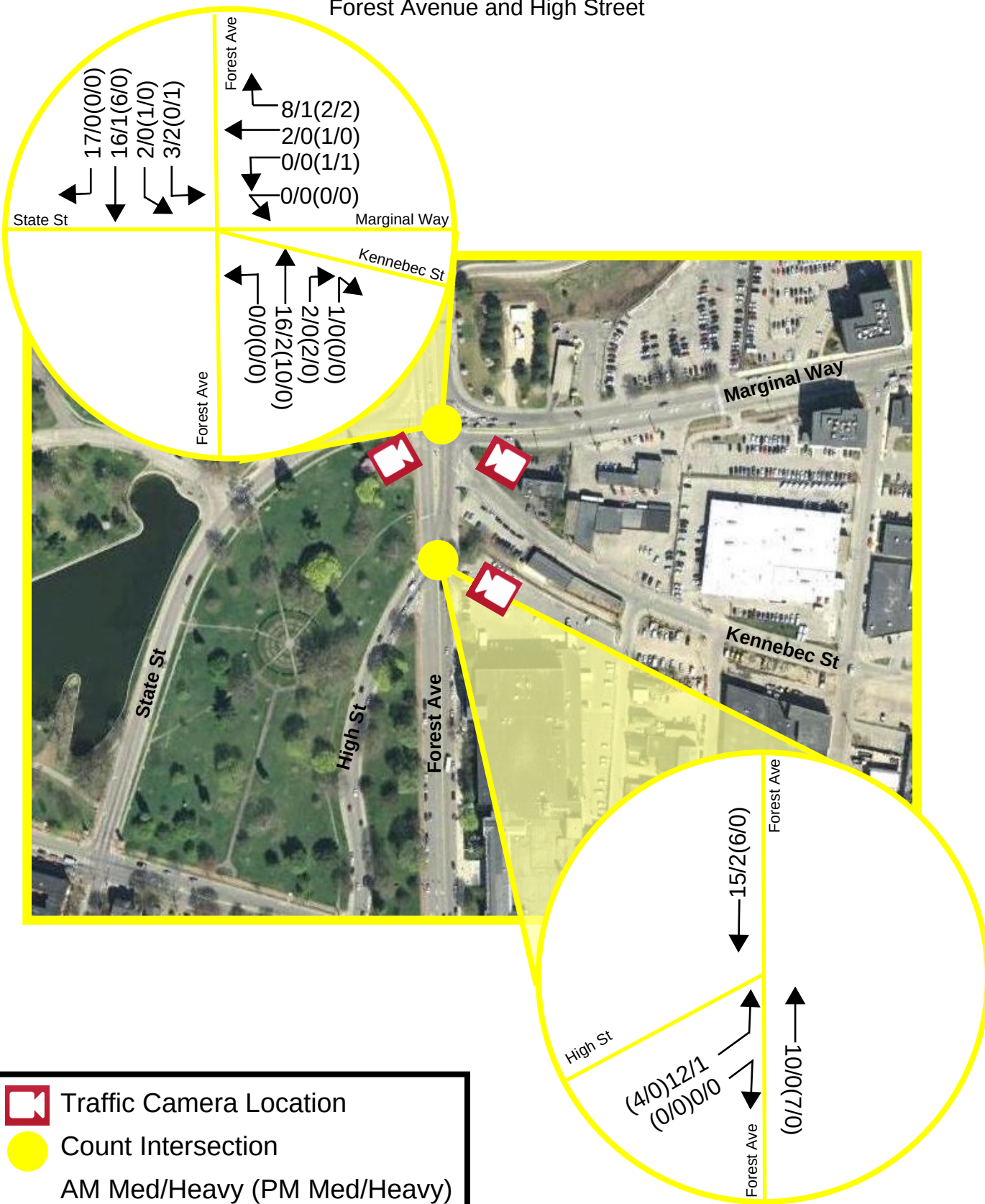
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Figure A: 2014 Existing Heavy Vehicle Volume Map

Forest Avenue, Marginal Way, State Street and Kennebec Street

Forest Avenue and High Street

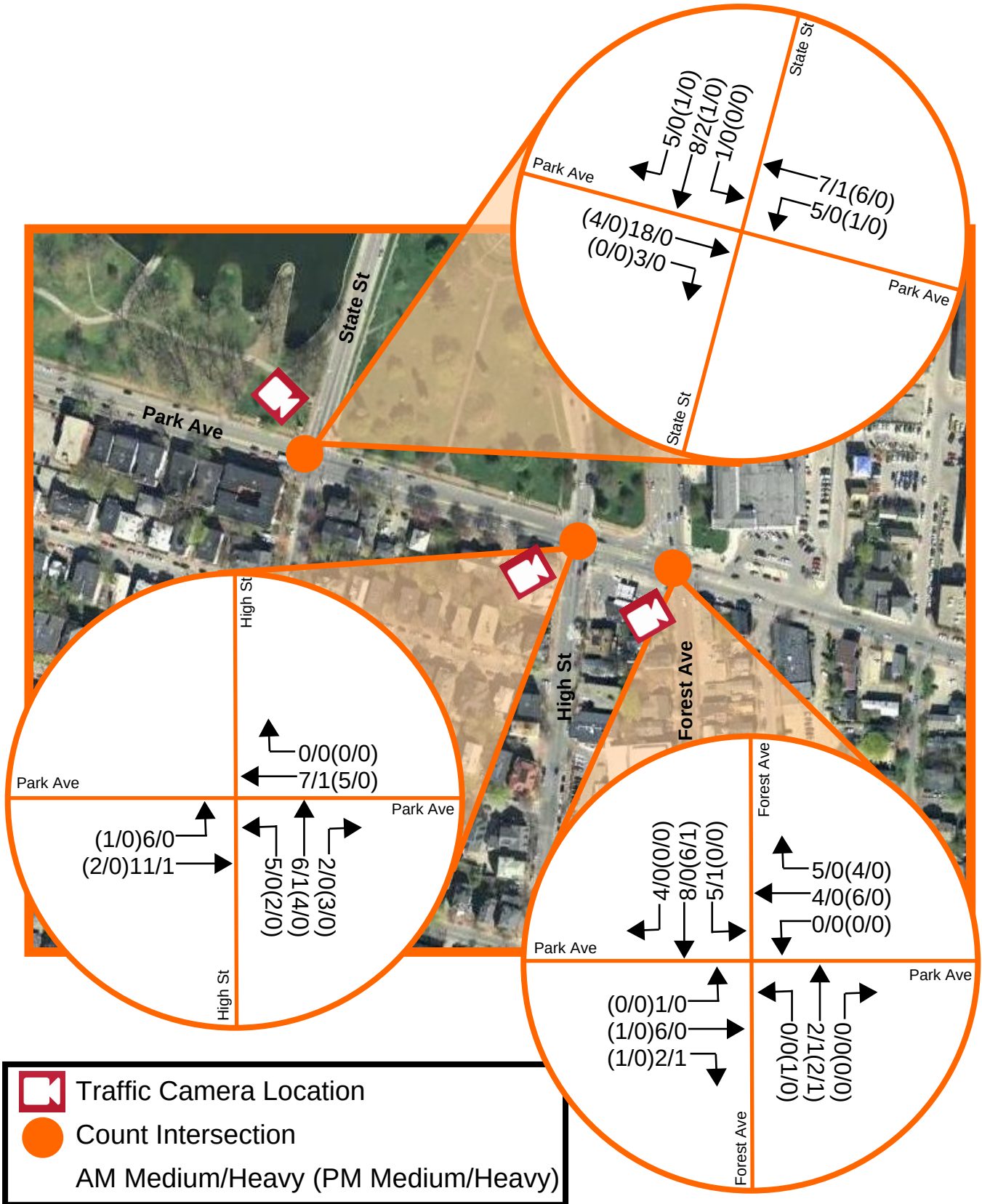


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Figure B: 2014 Existing Heavy Vehicle Volume Map

Park Avenue and State Street, High Street, and Forest Avenue

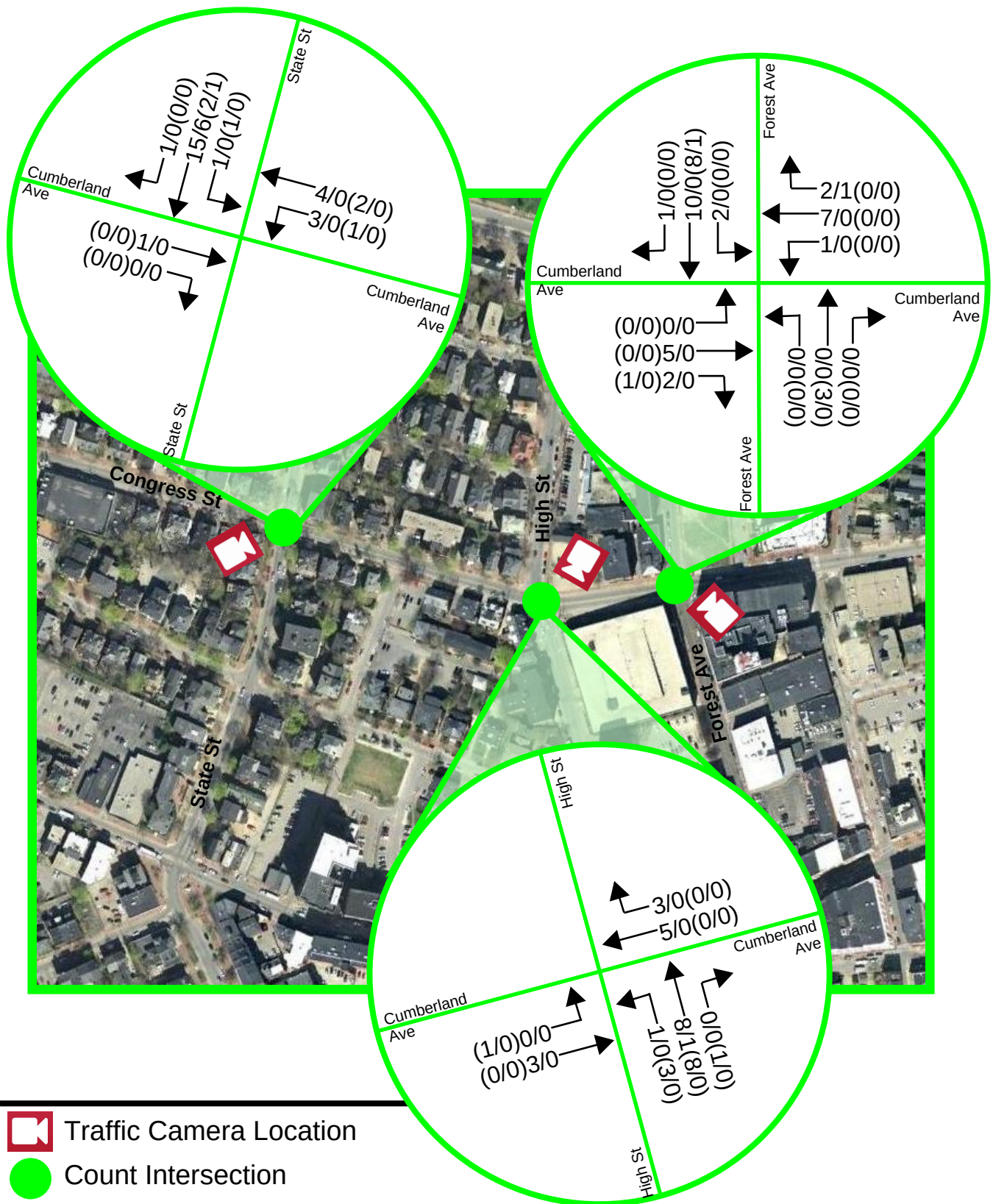


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Figure C: 2014 Existing Heavy Vehicle Volume Map

Cumberland Avenue and State Street, High Street and Forest Avenue

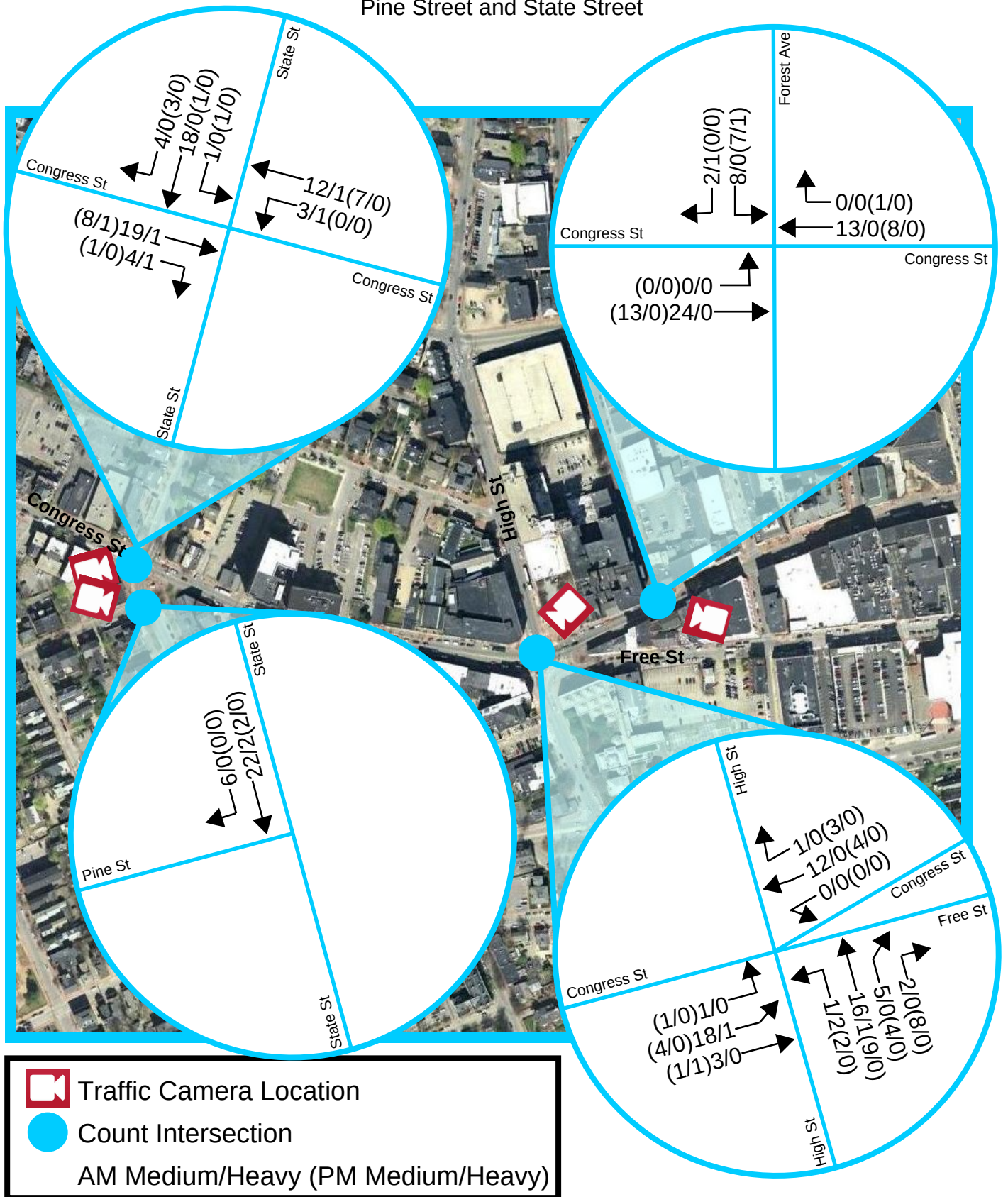


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Figure D: 2014 Existing Heavy Vehicle Volume Map

Congress Street and State Street, High Street, and Forest Avenue
Pine Street and State Street

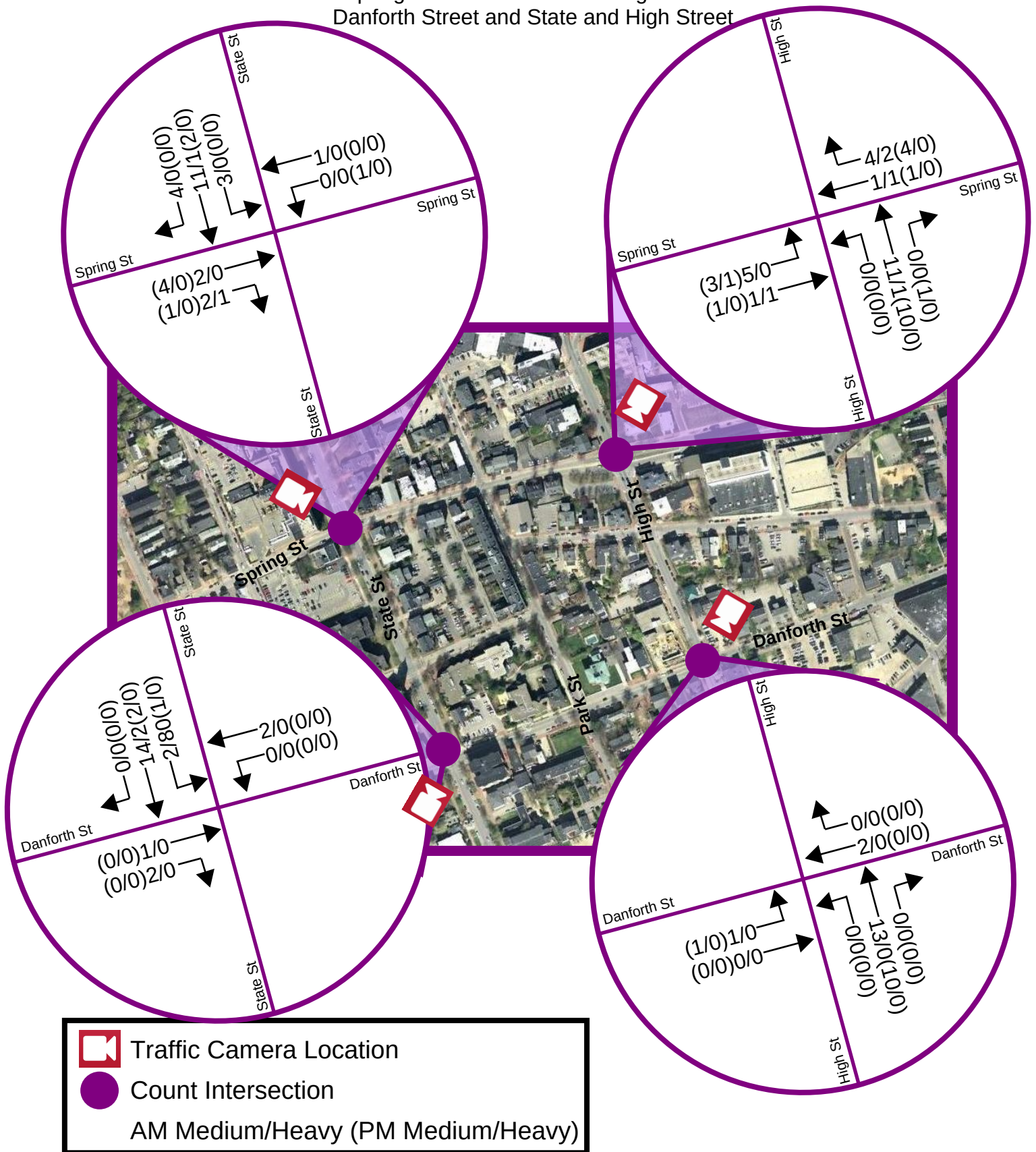


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Figure E: 2014 Existing Heavy Vehicle Volume Map

Spring Street and State and High Street
Danforth Street and State and High Street

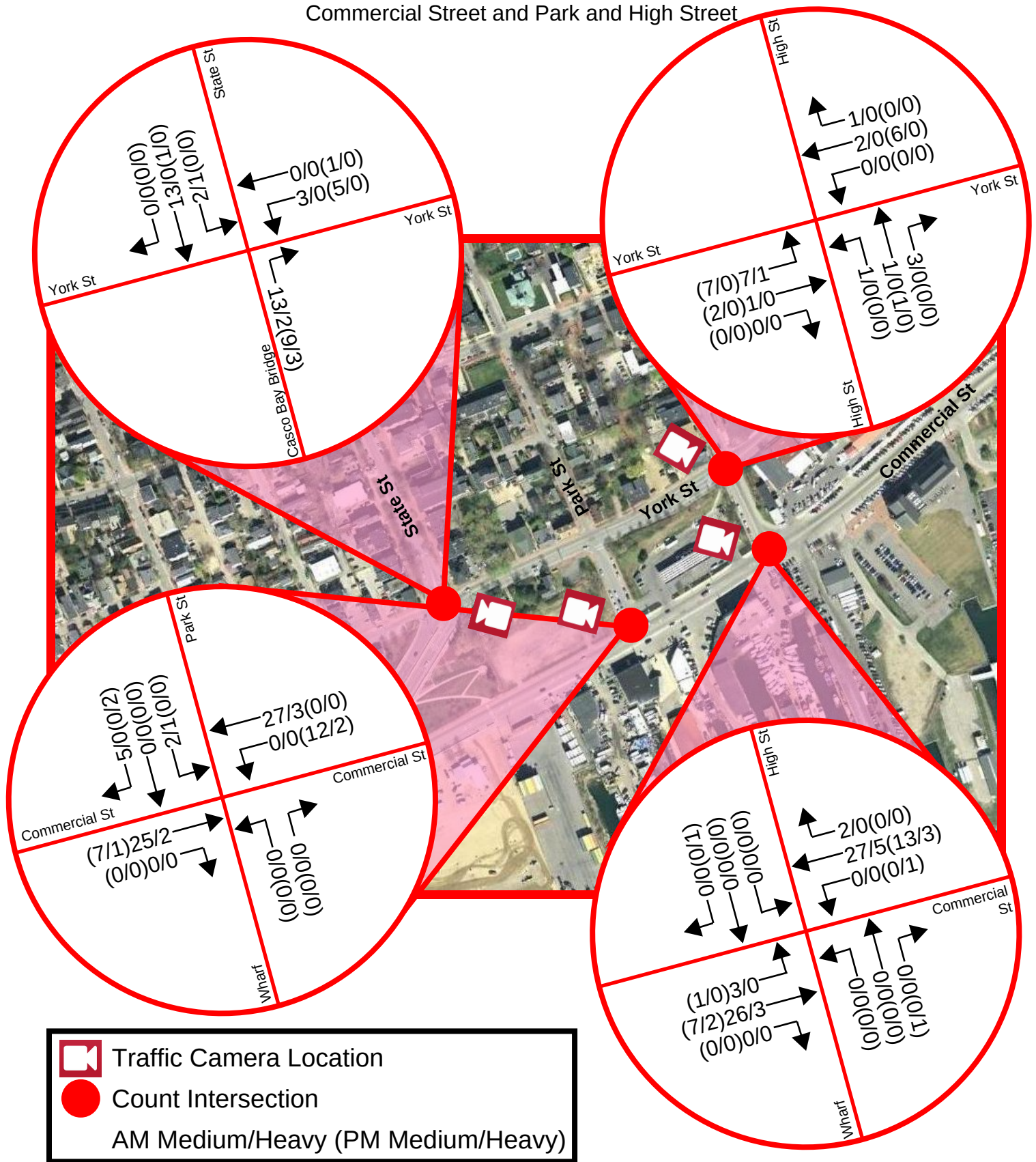


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York Street and State and High Street
Commercial Street and Park and High Street



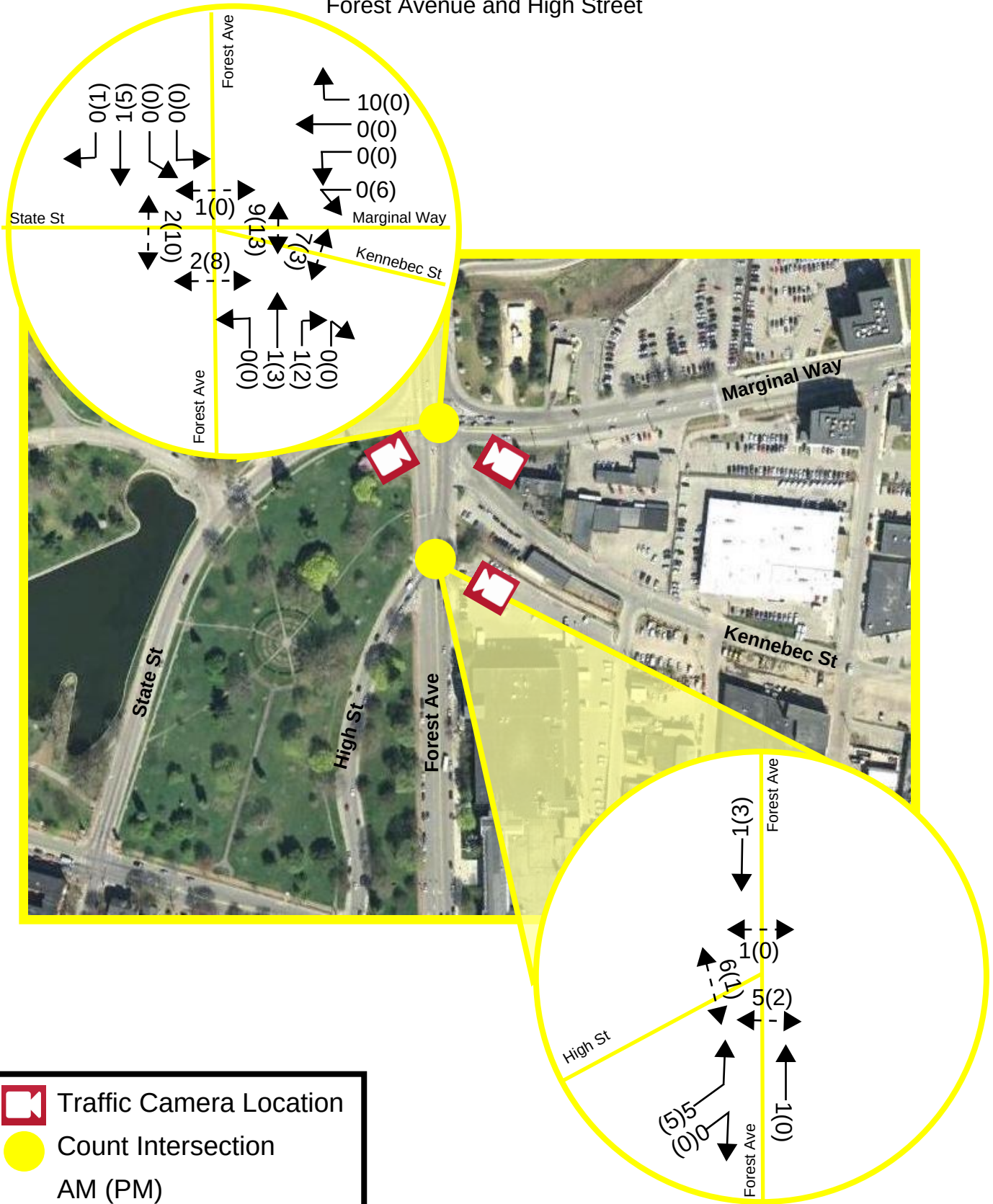
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Figure A: 2014 Existing Bicycle and Pedestrian Volume Map

Forest Avenue, Marginal Way, State Street and Kennebec Street

Forest Avenue and High Street

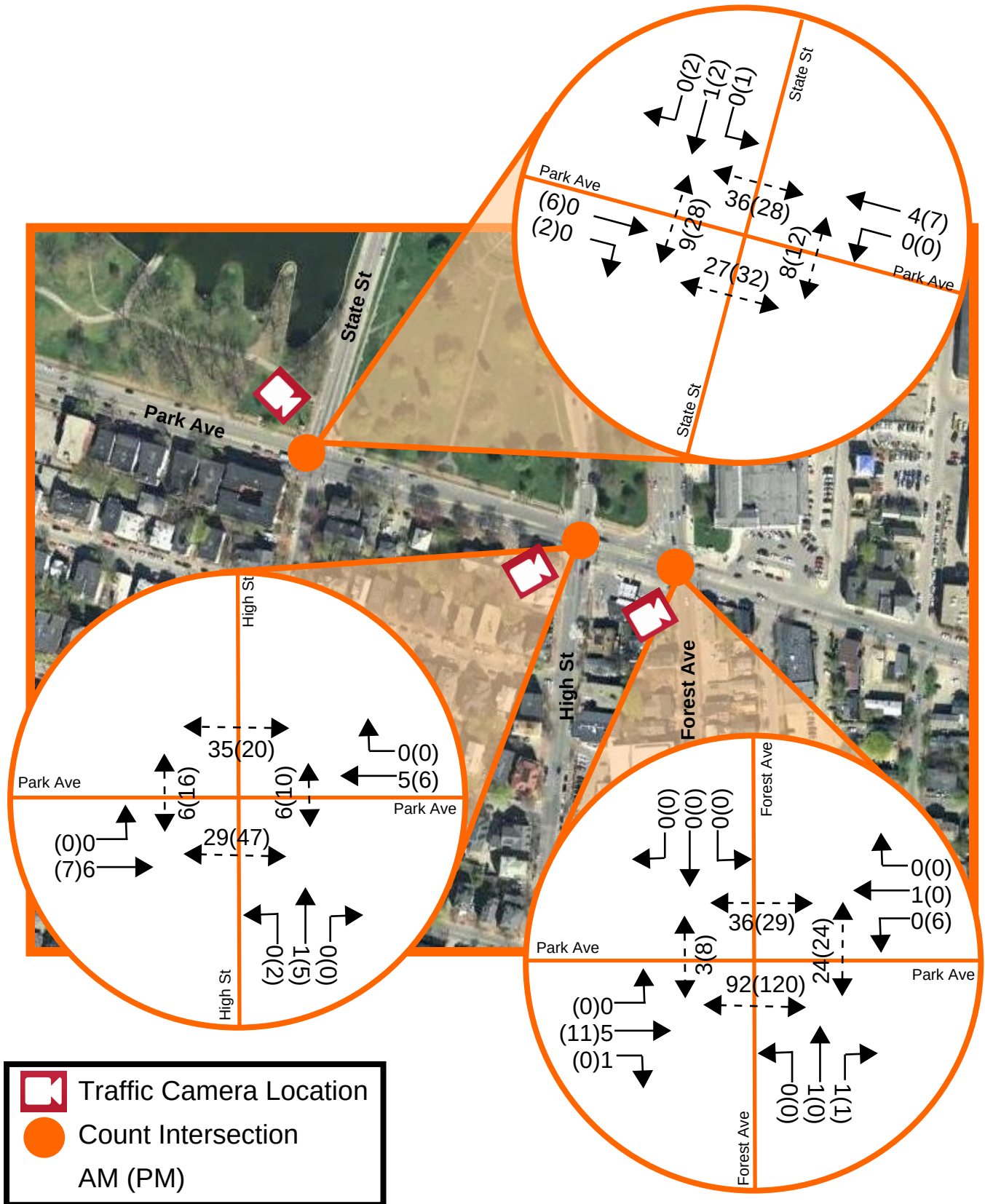


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Figure B: 2014 Existing Bicycle and Pedestrian Volume Map

Park Avenue and State Street, High Street, and Forest Avenue

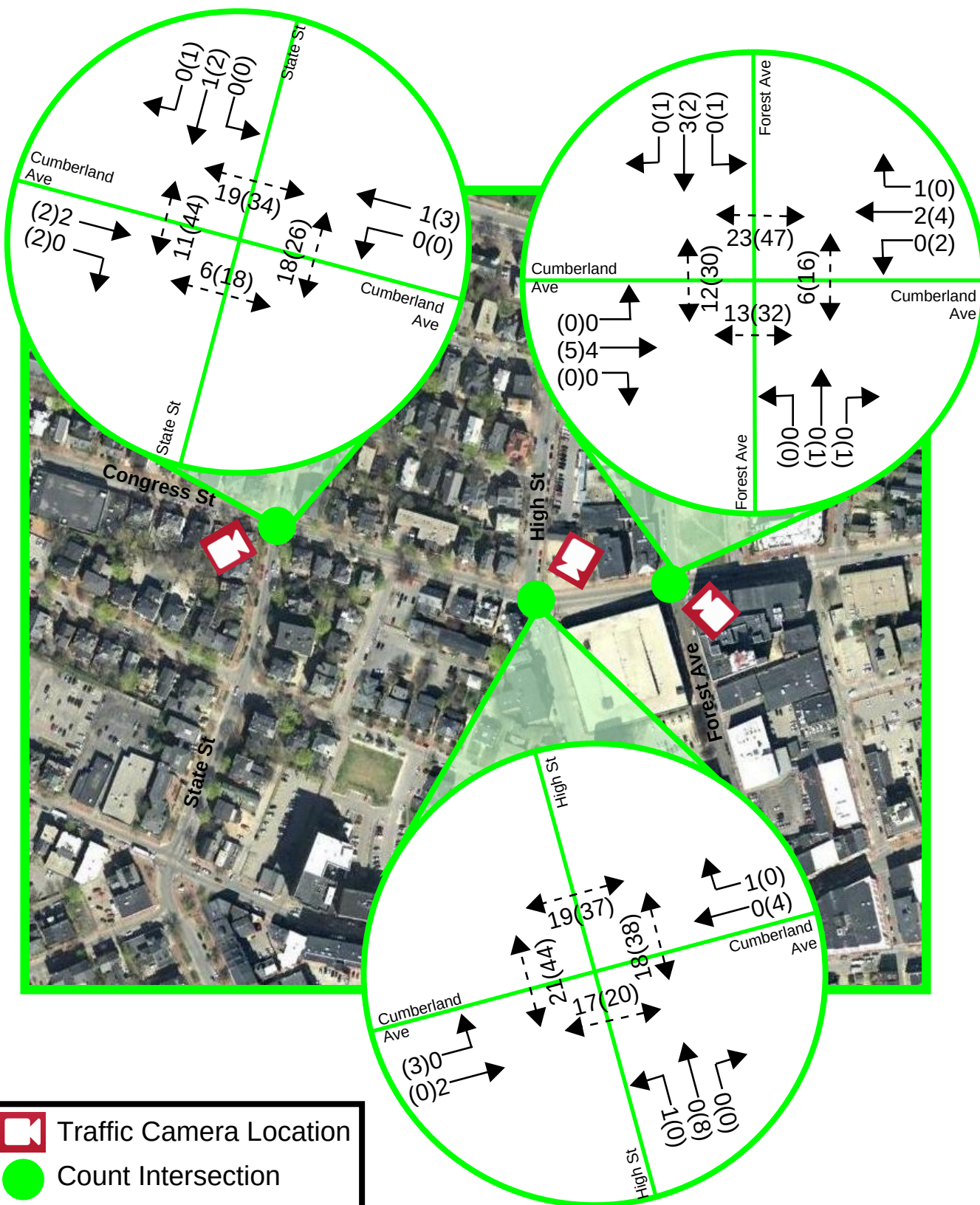


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Figure C: 2014 Existing Bicycle and Pedestrian Volume Map

Cumberland Avenue and State Street, High Street and Forest Avenue

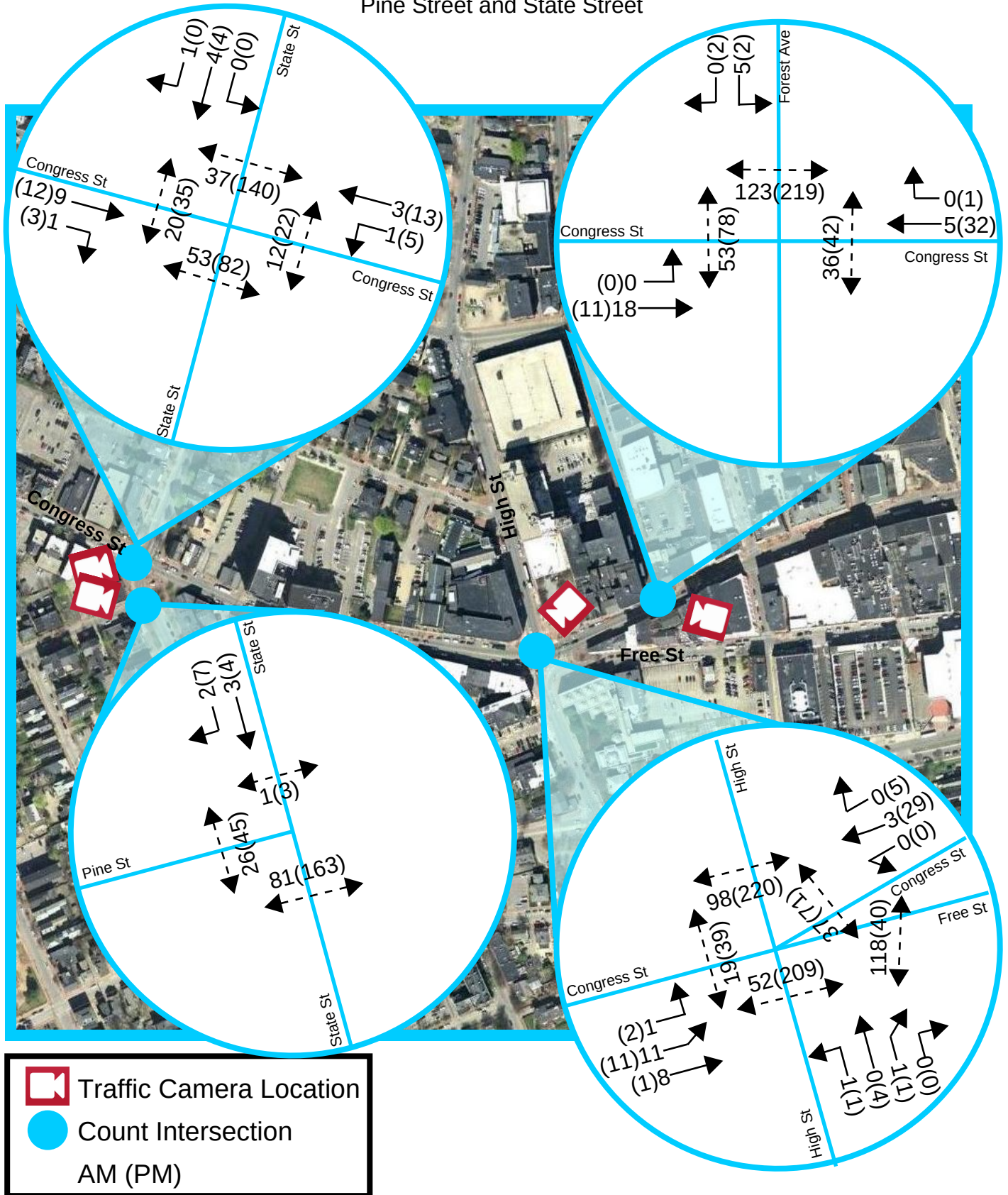


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Figure D: 2014 Existing Bicycle and Pedestrian Volume Map

Congress Street and State Street, High Street, and Forest Avenue
Pine Street and State Street

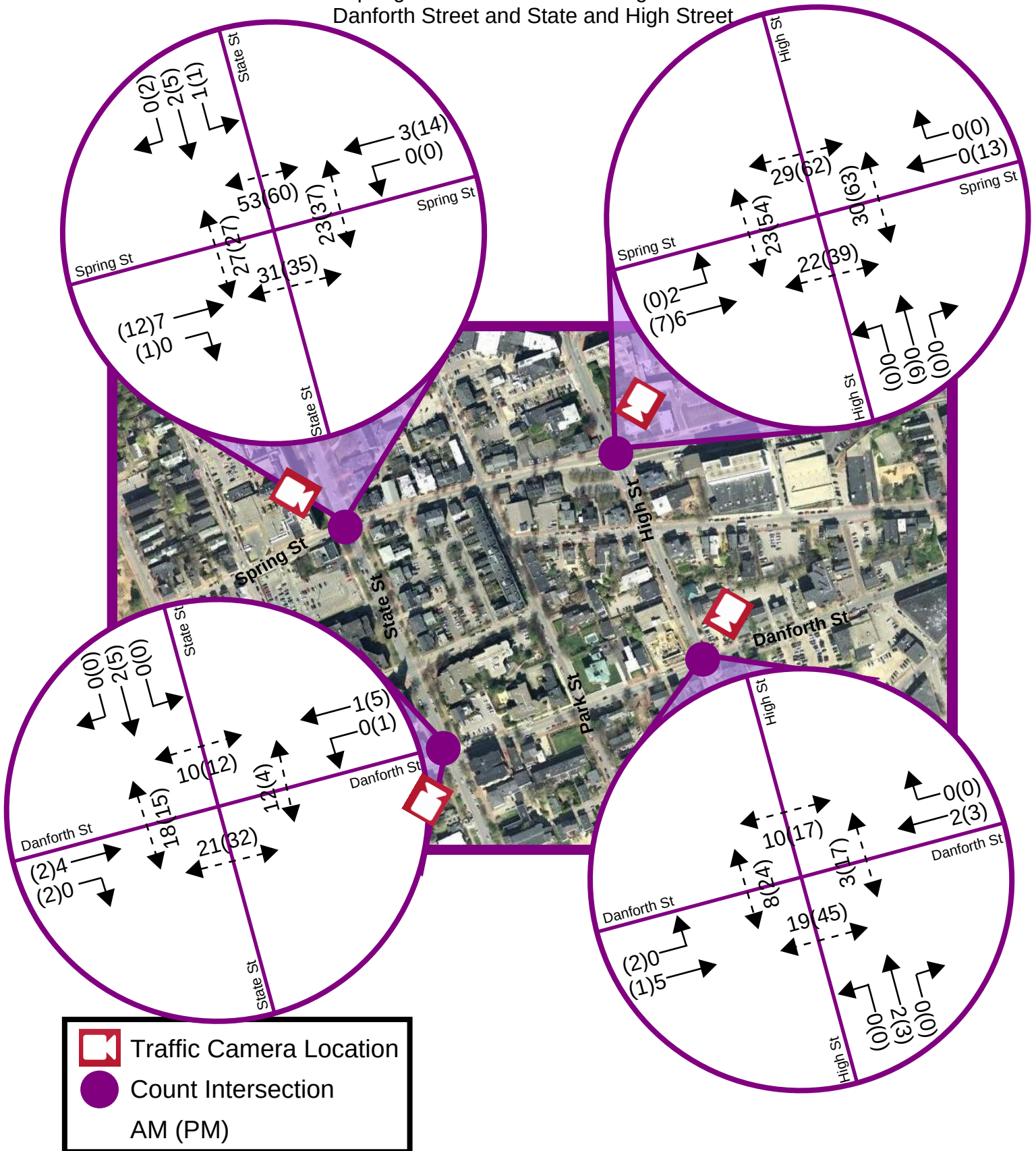


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Figure E: 2014 Existing Bicycle and Pedestrian Volume Map

Spring Street and State and High Street
Danforth Street and State and High Street

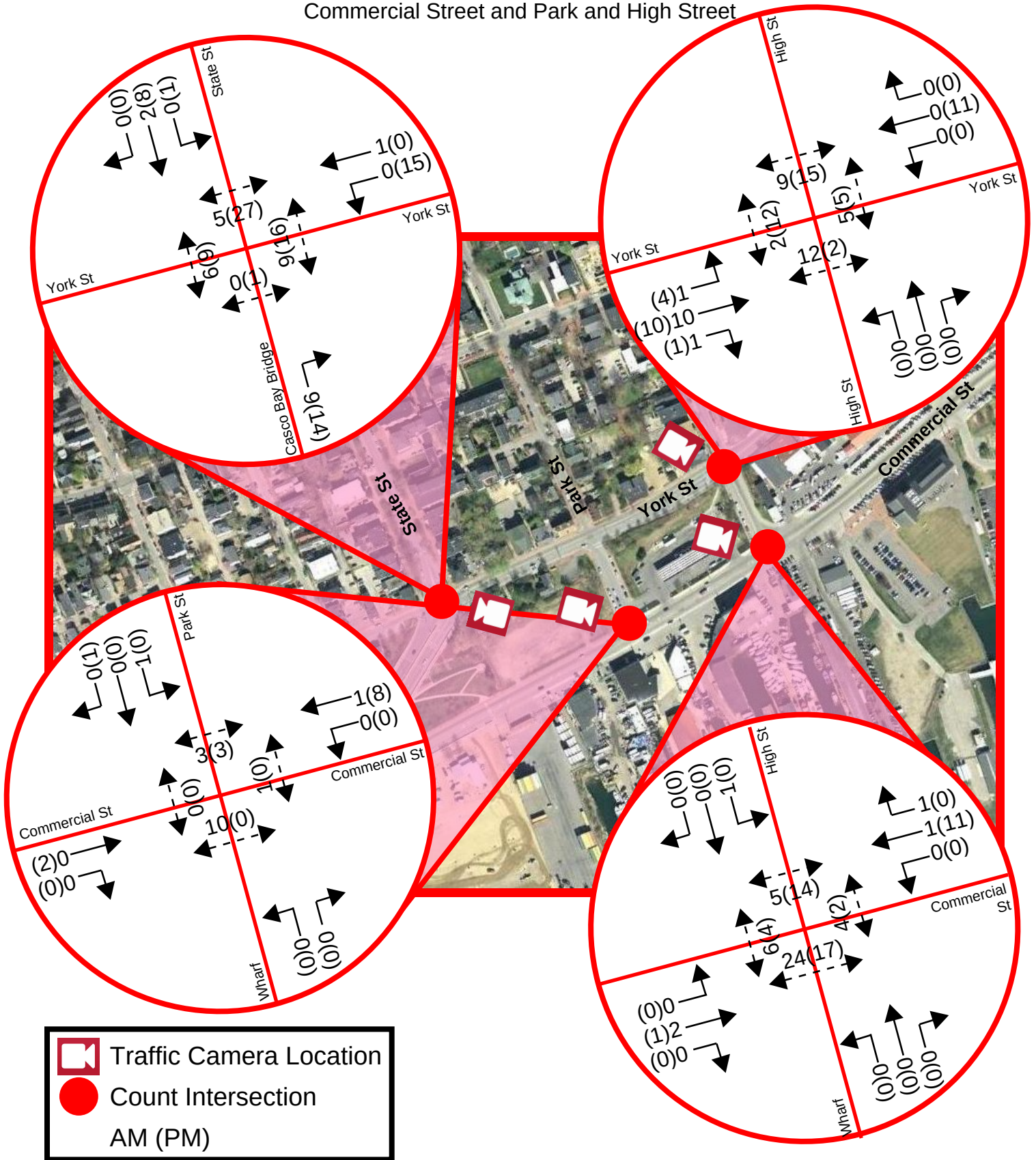


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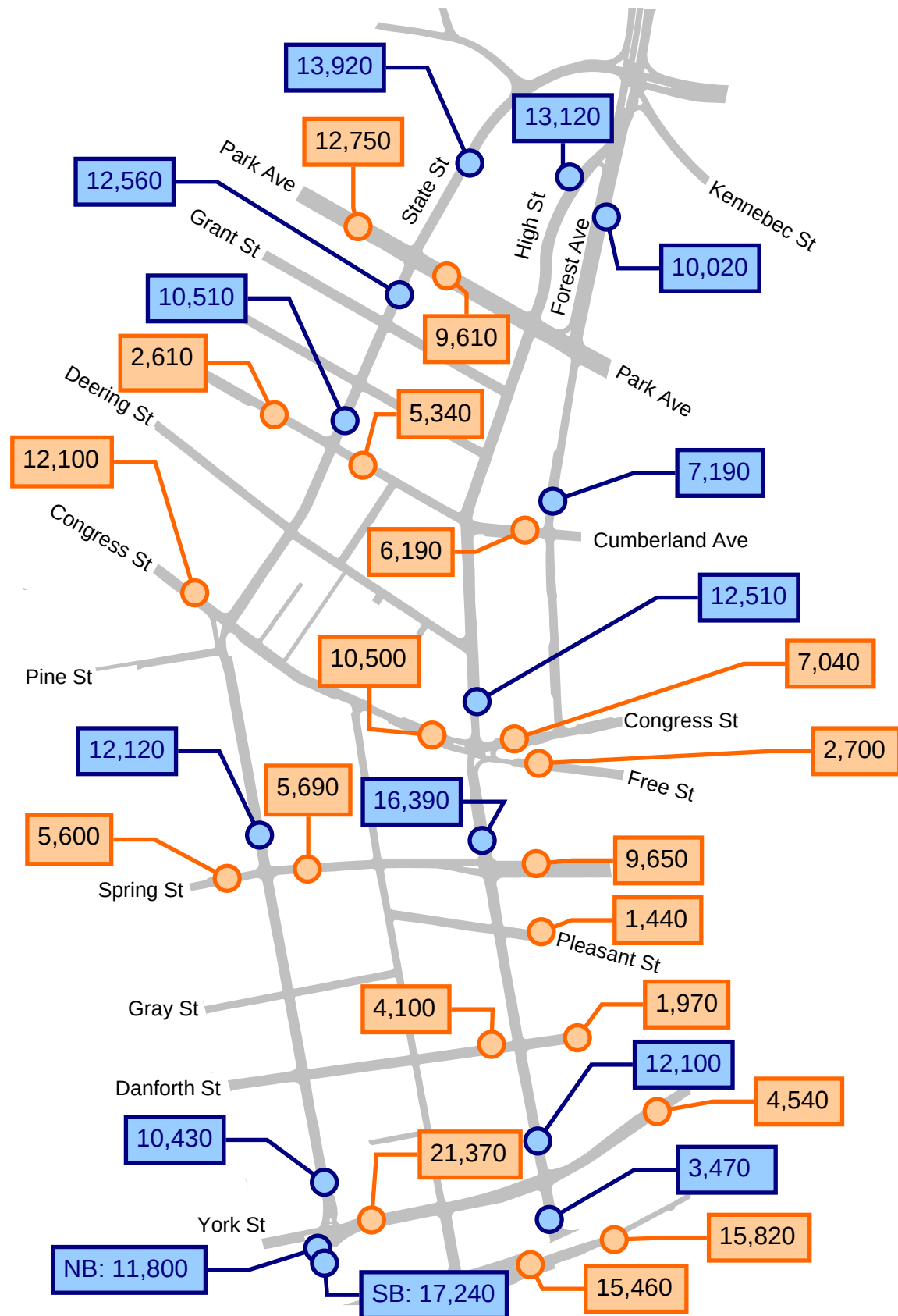
York Street and State and High Street
Commercial Street and Park and High Street



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Figure: AADT Values
Based on 2013 MaineDOT Tube Counts



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