

From: Tom Errico <thomas.errico@tylin.com>
To: Jean Fraser <JF@portlandmaine.gov>
Date: 8/4/2014 3:28 PM
Subject: 122 Anderson Street

Jean - I reviewed the application materials for the project and offer the following final comments and conditions of approval for the project.

- * The applicant has suggested a routing plan from 122 Anderson Street to Fox Street and Franklin Street. I find this routing to be reasonable given the driveway geometric alignment (left-turn exit movements and right-turn entry movements would be problematic). Accordingly, the following recommendations are based upon this routing.
- * Based upon the limited number of trucks being generated by the project during the typical commuter peak time period and that trucks will be metered into the streets system, as recommended below, a traffic impact study is not recommended.
- * Based upon my intimate knowledge of the Anderson Street/Fox Street intersection, temporary enhancements to the intersection should be implemented by the applicant in advance of the permanent improvements expected to be constructed later this year. These improvements shall include the following and a plan shall be provided for review and approval before installation occurs. It should be noted that this intersection will be under construction beginning later this summer and thus some of these temporary measures may be impacted. The applicant shall be responsible for maintaining these items throughout the Nova Star trucking season.
 - o A crosswalk shall be painted on the westerly Fox Street approach. The crosswalk shall be aligned with the apex on the southwest corner of the intersection and the Coffee By Design Driveway on the northwest corner (half of the crosswalk would be in the driveway).
 - o A crosswalk shall be painted on the easterly Fox Street approach. The crosswalk shall be aligned with each corner apex.
 - o STOP bars shall be re-painted on the eastbound Fox Street approach and the southbound Anderson Street approach.
- * The number of trucks entering or exiting the site over a delivery day time period (trucks arriving in advance of ship departure during the day and leaving the site to get to the ship) shall be limited to 15 trucks during 2014 operations. Following the results of the monitoring study, the number of trucks may be increased to a maximum number of 30 trucks either entering or exiting the site over a 24-hour period. It should be noted that the monitoring study shall include all roadways/intersections between 122 Anderson Street and the Ocean Gateway site.
- * The applicant shall fund a traffic monitoring study to be conducted by the Planning Authority. The monitoring study shall be conducted within two weeks after operations begin and at a later date in the 2014 season. The monitoring study will ensure the conditions noted are being met and to identify any issues that may need resolution. If the monitoring study identifies safety concerns, the applicant shall be fully responsible for implementation. It is anticipated that possible mitigation actions may include additional warning signs and pavement marking, traffic signal modifications at intersections along Franklin Street, truck arrival/departure management, and route adjustments.

- * The applicant shall implement a departure management plan that limits the truck departure rate to a one truck per minute or more. The westbound Fox Street signal phase at Franklin Street will not likely be able to process more than one truck and therefore is currently a limiting factor. The monitoring study will review this departure rate and recommend adjustments, as necessary.
- * The applicant shall install truck entering warning signs at the site driveway that are compliant with the Manual on Uniform Traffic Control Devices, Federal Highway Administration. Final details of signs shall be reviewed and approved by the Planning Authority.
- * Driveway access/egress conditions for both site driveways shall be monitored at the initiation of operations. Currently, Tandem Coffee and Bunker Brewery use both driveways and this will continue in the future. If deemed necessary, from the monitoring study, on-site circulation and access provisions will need to be formally regulated and controlled. An outcome of the monitoring study could be that the northerly driveway (with the truck scale) be used for trucks and employees only and the southerly driveway be used for Tandem Coffee and Bunker Brewery customers and the Community Center. Changes may require both regulatory and wayfinding signage and the applicant would be required to propose how to physically separate the two driveways, internally, so that vehicles are controlled.
- * The applicant shall be responsible for providing a fully paved driveway of a minimum width of 22 feet wide from the right-of-way boundary extending into the site for 50 feet. A plan of this improvement shall be provided for review and approval.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
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Traffic Engineering Director
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AMENDMENT TO THIRD BULLET POINT ABOVE:

From: Tom Errico <thomas.errico@tylin.com>
To: Jean Fraser <JF@portlandmaine.gov>
Date: 8/11/2014 1:12 PM
Subject: RE: Question re your comments Re: 122 Anderson Street

Agreed – they do not need to prepare a plan. I need to discuss this with Kathi tomorrow. She has been on vacation

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
[T.Y. Lin International]T.Y. Lin International