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To: Jean Fraser <JF@portlandmaine.gov>, Barbara Barhydt <bab@portlandmaine.gov>
Date: 7/21/2014 7:14 AM
Subject: 122 Anderson Street Traffic

----- Forwarded message -----

From: *Doug Cardente* <doug@cardente.com>
Date: Friday, July 18, 2014
Subject: Alternate routing
To: Mike Cardente <Mike@cardente.com>

The safest and quietest route: The entrance and exit driveway into this property is and always has been at a 45 degree angle to Anderson Street. This was done for the purpose of allowing vehicles to enter and exit without hindering traffic flow. Further, by exiting the property at the 45 degree angle, the vehicles do not have to cross over into the opposite lane which is much safer.

Once on Anderson street, each side of the road is fronted by commercial buildings. Noise and residential activities are of less concern. Then a right turn onto Fox street (a right turn always being the safest) and it is a straight shot to Franklin Arterial. Fox has historically accommodated warehouse trucks, tractor trailers and buses, and it still does.

The Fox street and Franklin street arterial intersection has an existing left lane turn signal. This allows vehicles to turn left to go to commercial street and makes the intersection safe for all traffic and for pedestrians.

This is really the safest route.

The only alternative is to allow exiting vehicles to turn left onto Anderson street. This would require a new drive way, it would force vehicles to cross both lanes, it would divert the traffic right into the residential area that fronts the street at that point and it would increase noise levels as he trucks up shifted to gain speed. This would also increase the safety risk to the children in that residential area.

Then the vehicles would need to go down one of the side streets to get to Marginal Way which would require every vehicle to cross over the new bayside trail both coming and going.

Upon reaching the intersection of Marginal Way and the Franklin street arterial a left turn would be required. There is no left turn arrow there and the intersection is near capacity at the present time.

These routes are not as safe and and are not practical.

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