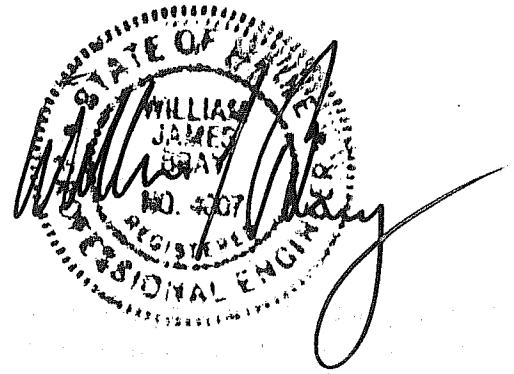


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Traffic Assessment Proposed Munjoy Heights

INTRODUCTION

Redfern Properties, LLC is proposing an urban in-fill development on Sheridan Street Extension, just west of the Walnut Street intersection. The proposed project will include 29 condominium/townhouse units with 1,800 to 2,600 square feet of livable space and a dedicated garage.

Access to the proposed project is provided with construction of a 20' wide private driveway connection across Sheridan Street Extension, a vacated "paper" street, to Walnut Street.

This document estimates the peak hour trip generation of the proposed project during typical weekday AM and PM peak travel times; reviews existing roadway safety conditions adjacent to the site, and provides an assessment of vehicle sight distance at the proposed driveway intersection with Sheridan Street Extension and at the Walnut Street intersection.

SITE TRAFFIC

The eighth edition of the Institute of Transportation Engineers (ITE) "TRIP GENERATION" manual was used to determine the volume of site trips generated by the proposed multi-use project. The ITE publication provides numerous Land-Use categories and the average volume of trips generated by each category. The following Land-Use categories and trip rates were used in that effort:

Land-Use Code 230 – Residential Condominium/Townhouse

Weekday Street Peak Hour – AM Peak	= 0.44 trips/dwelling unit
Weekday Street Peak Hour – PM Peak	= 0.52 trips/dwelling unit
Weekday AM Peak Hour – Generator	= 0.44 trips/dwelling unit
Weekday PM Peak Hour – Generator	= 0.52 trips/dwelling unit

Accordingly, the proposed project can be expected to generate a low of 13 vehicle trips during the morning peak commuter hour and a high of 15 trips in the PM peak hour of the site.

EXISTING SAFETY CONDITIONS

The Maine Department of Transportation's (MDOT) Accident Records Section provided the latest three-year (2010 through 2012) crash data for the section of Walnut Street between North Street and Washington Avenue. MaineDOT's report follows:

2010 through 2012 Accident Records

<u>Location</u>	<u>Total Accidents</u>	<u>Critical Rate Factor</u>
1. Walnut Street @ Washington Avenue	7	1.52
2. Walnut Street @ Sheridan Street	1	1.60
3. Walnut Street btw. Washington Avenue and Sheridan Street	2	2.31
4. Walnut Street btw. North Street and Poplar Street	1	1.68

The MaineDOT considers any roadway intersection or segment a high crash location if both of the following criteria are met:

- *8 or more accidents*
- *A Critical Rate Factor greater than 1.00*

As the data presented in the table shows, the incidence of traffic crashes for the noted section of Walnut Street is below MaineDOT's criteria for identification of a high crash location.

VEHICLE SIGHT DISTANCE

The City of Portland's Technical Standards require where driveways enter an existing street that vehicle sight distance conform to standards established by the Maine Department of Transportation as contained in their publication, Chapter 299, Highway Driveway and Entrance Rules. The stated standards are as follows:

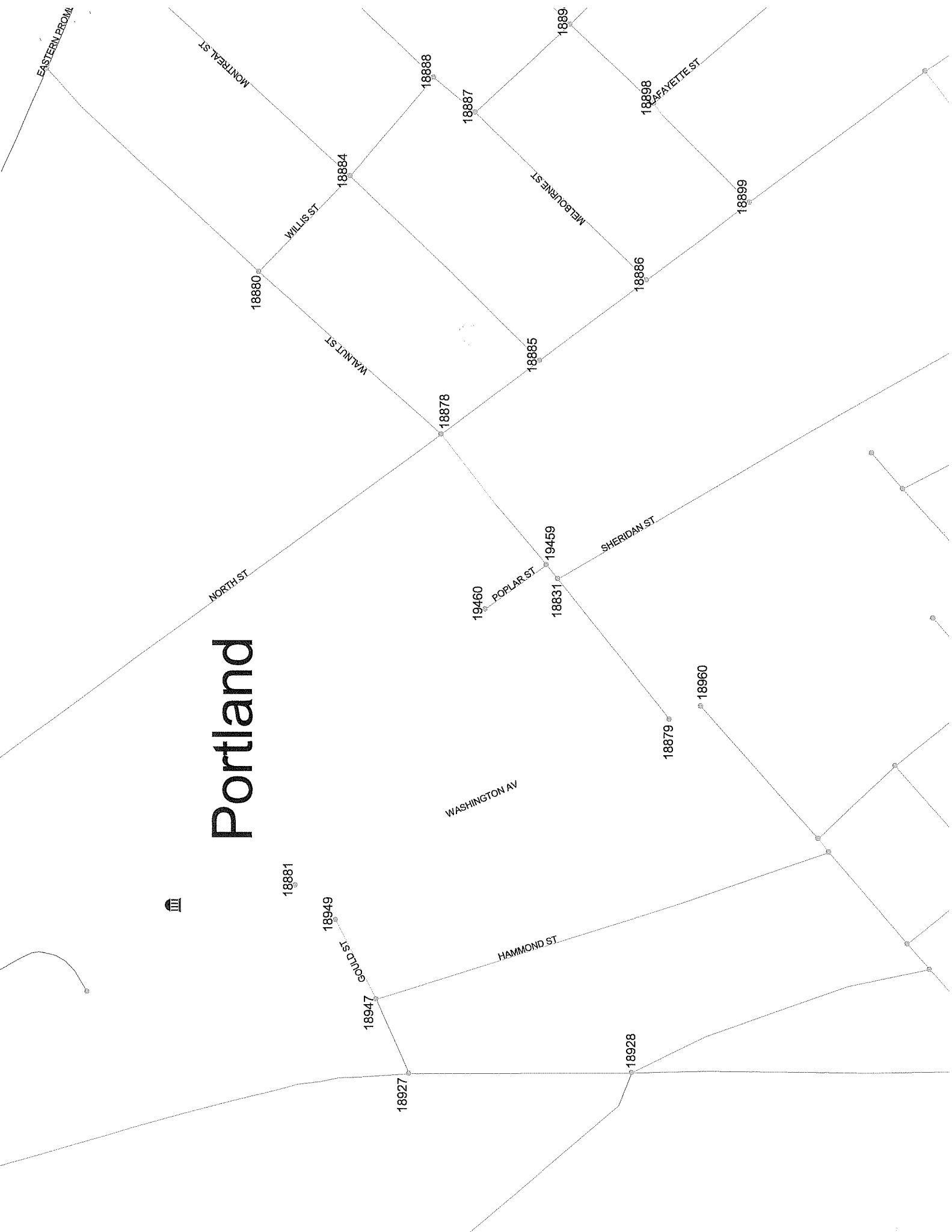
Speed Limit	Sight Distance
25 mph	200 feet
30	250
35	305
40	360
45	425
50	495
55	570

Vehicle sightlines were measured at the intersection of the unapproved portion of Sheridan Street and Walnut Street, in accordance with pre-described procedures outlined in the MaineDOT publication. It was assumed that public on-street parking would be prohibited on both approaches of Walnut Street for a minimum of 25' feet to provide an unobstructed sightline in either direction. Adoption of the assumed parking restrictions provides sightlines in excess of 200-feet, adequate for the posted speed limit of 25mph on Walnut Street.

SUMMARY

1. The proposed condominium/townhouse project can be expected to generate a range of 13 to 15 vehicle trips during the identified peak travel periods of a typical weekday.
2. MDOT's most recent traffic crash report (2010 through 2012) for the section of Walnut Street between North Street and Washington Avenue indicates the frequency of crashes is less than MaineDOT's criteria for identification of a high crash location.
3. Walnut Street is currently posted at 25mph, which requires an unobstructed sightline of 200' feet or greater. In-field measurements suggest that existing on-street parking along the west side of Walnut Street will impede vehicle sight distance for motorist exiting the proposed driveway connection onto Walnut Street. It is recommended that on-street parking be prohibited on both approaches of Walnut Street for a distance of 25'-feet minimum to ensure adequate vehicle sight distance for motorist exiting the driveway onto Walnut Street.

Portland



Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

Crash Summary I **Section Detail** **Crash Summary II** **1320 Public** **1320 Private** **1320 Summary**

REPORT DESCRIPTION

Walnut St

REPORT PARAMETERS

Year 2010, Start Month 1 through Year 2012 End Month: 12

Route: **0560766**

Start Node: **18879**

Start Offset: **0**

Exclude First Node

End Node: **18878**

End Offset: **0**

Exclude Last Node

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Notes

Node	Route - MP	Node Description	U/R	Crashes	K	A	B	C	PD	Injury	Percent Annual M	Crash Rate	Critical Rate	CRF
				Total							Ent-Veh			
P18879	0560766 - 0	Int of WALNUT ST, WASHINGTON AV	2	7	0	0	1	2	4	42.9	4,406	0.53	0.35	1.52
												Statewide Crash Rate: 0.13		
18831	0560766 - 0.06	0509251 POR,SHERIDAN,WALNUT ST.	2	1	0	0	0	0	1	0.0	0.370	0.90	0.56	1.60
												Statewide Crash Rate: 0.13		
19459	0560766 - 0.07	0509881 POR,WALNUT ST,POPLAR STREET	2	0	0	0	0	0	0	0.0	0.287	0.00	0.55	0.00
												Statewide Crash Rate: 0.13		
18878	0560766 - 0.12	0509298 POR,WALNUT,NORTH ST.	2	0	0	0	0	0	0	0.0	0.431	0.00	0.56	0.00
												Statewide Crash Rate: 0.13		
Study Years:	3:00			8	0	0	1	2	5	37.5	5,494	0.49	0.33	1.48
NODE TOTALS:														

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	A	B	C	PD	Injury Crashes	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
18831	18879	194449	0 - 0.06	0560766 - 0 RD INV 05 60766	0.06	2	0	0	0	0	2	0	0.0	0.00021	3235.01	1403.23	2.31
18878	19459	194530	0 - 0.05	0560766 - 0.02 RD INV 05 60766	0.05	1	0	0	0	0	1	0	0.0	0.00014	2390.69	1422.65	1.68
18831	19459	194450	0 - 0.01	0560766 - 0.06 RD INV 05 60766	0.01	0	0	0	0	0	0	0	0.0	0.00003	0.00	-443.79	0.00
Section Totals:					0.12	3	0	0	0	0	3	0	0.0	0.00037	2672.90	1281.22	2.09
Grand Totals:					0.12	11	0	0	1	2	8	27.3	0.00037	9800.65	1563.65	6.27	