



Helen Donaldson &lt;hcd@portlandmaine.gov&gt;

## 30 Merrill Street - Final Traffic Comments

1 message

Tom Errico &lt;thomas.errico@tylin.com&gt;

Thu, Oct 6, 2016 at 9:35 AM

To: Helen Donaldson &lt;HCD@portlandmaine.gov&gt;

Cc: Katherine Earley &lt;kas@portlandmaine.gov&gt;, Jeremiah Bartlett &lt;JBartlett@portlandmaine.gov&gt;, Jeff Tarling &lt;jst@portlandmaine.gov&gt;, Lauren Swett &lt;lswett@woodardcurran.com&gt;

Hi Nell – The following represent a status update of my prior comments and represent final traffic comments.

- The site plan depicts the driveway offset from the curb opening, while the existing driveway is centered. The applicant should note why an offset condition is proposed.

Status: Based upon the condition of both tip-down curbing and the driveway apron, the applicant shall center and renovate the driveway apron to meet City standards.

**Final Status: The plans have been revised to note that the driveway apron will be upgraded and centered with the proposed driveway. The plan notes a brick driveway apron and I would suggest a condition of approval that requires the project meet driveway design material standards currently being considered for revision by the City Council.**

- The applicant should formally request a waiver from the City's driveway separation standard and provide documentation on why the standard can't be met.

Status: Given site frontage limitations and that driveways on both southerly and northerly abutting properties impact spacing, I support a waiver for driveway separation.

**Final Status: I have no further comment.**

- A fence is proposed on the edge of the driveway. Details on the fence should be provided.

Status: Outstanding

**Final Status: The applicant has provided a fence detail that I find to be acceptable. Given that backing maneuvers are likely, I would suggest that the fence height be reduced to 3.5 feet for the first fence panel from the property line to ensure safe sight lines to pedestrians on the sidewalk.**

- Access and egress movements from parking spaces will be constrained. The applicant has provided vehicle turning templates that seem to illustrate parking space accessibility is feasible. Given the constrained conditions, I would suggest the applicant simulate the layout in a field test to be reviewed by me. I would note that the parking space adjacent to the handicap space will be difficult to maneuver into and out of.

Status: The applicant has provided vehicle turning template graphics that illustrate movements. Given tight circulation conditions, conflicts with pedestrians entering the building via the driveway and parking lot, I would suggest that the parking lot be designed to minimize conflicts. I would suggest that the parking space adjacent to the handicap parking space be eliminated and used for enhanced circulation space (While I do not oppose backing maneuvers onto Merrill Street, I would prefer that they are minimized). In my professional opinion the site will function adequately by removing the subject space and the previously noted field simulation would no longer be required.

**Final Status: The plans have been revised and I find them to be acceptable. I would note that given site constraints, I support waivers from the City's Technical Standards for aisle width and the provision of**

**compact parking spaces.**

### **Additional Comments**

· **Based upon disruption of the existing sidewalk due to utility connections, driveway apron improvements, and general construction activity, DPW requires full replacement of the existing sidewalk along the project frontage.**

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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