

From: Tom Errico <thomas.errico@tylin.com>
To: Shukria Wiar <SHUKRIAW@portlandmaine.gov>
CC: David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@portlandmaine.gov>, Jeff Tarling <JST@portlandmaine.gov>, "JeremiahBartlett" <JBartlett@portlandmaine.gov>
Date: 5/20/2015 5:06 PM
Subject: 16 Middle Street and 185 Fore Street - Final Traffic Comments

Shukria - I have reviewed project information and the following is a status update of my February 27, 2015 comments and represents my final comments.

· I have reviewed the traffic study prepared by Bill Bray, PE and find the methods and contents to be reasonable and I have the following comments.

§ I would like to gain a better understanding of the possible tenant types as it relates to the ground floor retail spaces. The applicant should provide information on anticipated retail uses.

Status: The trip generation analysis was based upon a specialty retail use and seems representative of the project. I find the trip generation to be acceptable and would note that if traffic generation is significantly higher than predicted in the traffic study, the applicant would be required to modify their Traffic Movement Permit.

§ The applicant conducted a Multi-Way STOP sign controlled warrant analysis at the India Street/Middle Street intersection. The conclusion was that while volumes met criteria, the delay on the minor street did not meet criteria. I need to continue to review analysis at this location as it relates to traffic control and improvement needs.

Status: The applicant shall conduct a traffic monitoring study following project occupancy at the subject intersection as it relates installation of an All-Way STOP controlled intersection. The applicant shall also contribute \$5,000.00 towards future multi-modal improvements at the subject intersection. I would note that the project is projected to add 46 vehicles in the AM peak hour and 48 vehicles in the PM peak hour.

§ The applicant conducted a traffic capacity evaluation at the India Street/Fore Street intersection and concluded that excellent levels of service conditions are predicted for both existing and post-development conditions. Several years ago a traffic signal was programmed for installation, but given current conditions a traffic signal does not appear warranted. The applicant should provide an opinion as to whether a traffic signal would be warranted following project completion.

Status: Based upon my review of traffic information, a traffic signal does not appear to be warranted. I have no further comment.

§ The India Street/Fore Street intersection is classified as a High Crash Location. I will continue to review and provide any suggested requirements.

Status: The applicant has noted that a pattern of angle collisions was identified. As a condition of approval the applicant should provide recommendations as it relates to mitigating the noted crash pattern. The applicant will be responsible for all costs associated with implementation of the mitigation strategy, if identified.

· The applicant will be satisfying parking demand for the project by leasing 124 parking spaces for the Middle Street project and 44 parking spaces for the Fore Street project in the Ocean Gateway garage and this supply meets zoning requirements. The traffic study notes that 239 parking spaces will be deduced from the garage and clarification should be provided. My initial reaction is an adequate parking supply will be provided, but how parking will be integrated into a TDM Plan needs to be assessed.
Status: I find parking conditions to be acceptable and I have no further comment.

· Greater detail is required for the Construction Management Plan. Specific details on how pedestrian and roadway conditions will be managed during construction.
Status: The construction management plan for 18 Middle Street is acceptable. It should be noted that all temporary sidewalk facilities need to be ADA compliant and have MUTCD compliant signage. Additionally, final review and approval of the Middle Street roadway width (22 feet) will be required by DPS staff before construction begins. The applicant is proposing a temporary barrier protected sidewalk for 185 Forest Street. I find the plan to be acceptable with final details of the barrier to be approved by DPS prior to construction. I would also note that the temporary sidewalk must be ADA compliant.

· A TDM plan shall be provided for review and comment.
Status: I have reviewed the TDM Plan and find it to be acceptable. The applicant will be responsible for conducting an annual survey and adjust the Plan as necessary. I have no further comment.

· I would suggest that the driveway apron on Fore Street be designed such that it favors the sidewalk and pedestrian use rather than vehicle movements, which is expected to be minimal.
Status: The applicant has revised the plan and I have no further comment.

If you have any questions or comments, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
[T.Y. Lin International]T.Y. Lin International
12 Northbrook Drive
Falmouth, ME 04105
207.781.4721 (main)
207.347.4354 (direct)
207.400.0719 (mobile)
207.781.4753 (fax)
thomas.errico@tylin.com<mailto:thomas.errico@tylin.com>
Visit us online at www.tylin.com<http://www.tylin.com>
Twitter | Facebook | LinkedIn | YouTube

"One Vision, One Company"

Please consider the environment before printing.