
Luminato, 169 Newbury Street - Final Traffic Comments

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Fri, Mar 18, 2016 at 10:31 AM

To: Caitlin Cameron <ccameron@portlandmaine.gov>

Cc: David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Jeff Tarling <JST@portlandmaine.gov>

Hi Caitlin – The following is a status update from my preliminary review and represents my final traffic comments.

- The applicant should provide vehicle turning templates for parking spaces to document accessibility.

Status: The applicant has provided turning templates for the parking spaces and the information notes that parking maneuvers can occur within the site. I have no further comment, but my assumption for approval is that backing maneuvers are not required onto Newbury Street and Federal Street.

- The parking area layout requires several waivers including aisle width, parking space dimensions, and the number of compact parking spaces. The applicant should provide detailed documentation on justification for waiving City standards. All parking spaces and aisle widths should be dimensioned.

Status: Supporting documentation on waivers from the City's Technical standards have not been provided.

- Driveway width dimensions shall be noted. Additionally, sight distance from the garage driveways shall be noted (see comment below regarding Franklin Street connections).

Status: Driveway dimensions have been provided and I find conditions to be acceptable. I support waivers for driveway width given low traffic generation and driveway locations. Sight distance measurements have not been provided.

- Turnaround requirements at both Newbury Street and Federal Street shall be coordinated with DPW.

Status: DPW finds conditions to be acceptable given that it is an existing condition and future Franklin Street changes will eliminate the dead-end conditions.

- The applicant should illustrate how the proposed project and the 18-foot driving easement will accommodate existing vehicle parking requirements for the property for which the easement is located. Additionally, the driveway width at the Federal Street curb should be noted.

Status: The plans note that the driveway width on Federal Street will be 23-feet wide and meets City standards. The plans also note that a portion of this driveway and parking lot is located in the public right-of-way. Further, the plans note that the parking lot is to be repaved. I would suggest that the parking lot have delineated parking stalls for the Federal Street apartment building and that the 18-foot travel lane be delineated so that vehicles do not encroach or block access. The applicant should also provide documentation that parking requirements for the apartment building are met.

- The Franklin Street Study recommendations note a full street connection of Federal Street with Franklin Street and a restricted right in/out connection at Newbury Street. I need to continue to review the implication of these future conditions as it relates to traffic/driveway operations.

Status: I find the driveway on Newbury Street to be acceptable and support a waiver for corner clearance distance given the proposed future right-in/out restriction at Franklin Street. The Federal Street shared driveway location does not meet City corner clearance requirements under a Federal Street connection to Franklin Street. Federal Street will likely have high traffic volumes when connected to Franklin Street, and therefore the driveway location concerns me. I would suggest that any changes to the driveway under this application not increase the non-compliant distance, and if possible increase corner clearance. Additionally, when the lot on Federal Street with the shared driveway is redeveloped, the driveway should be located to meet the corner clearance standard.

Additional Comments

- Based upon my review of site characteristics the proposed project is not expected to cause unreasonable highway or public road congestion or unsafe conditions with respect to impacts to the public street system.
- The driveway apron on Newbury Street shall be designed so that a maximum 2% cross-slope is constructed for pedestrians walking along Newbury Street.

If you have any questions, please contact me.

Best regards,

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