



**Traffic Solutions**

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Thomas A. Errico, P.E.  
Senior Associate  
Traffic Engineering Director  
T.Y. Lin International  
12 Northbrook Drive  
Falmouth, ME 04105

RE: cPort Credit Union 50 India Street – Franklin Arterial Financial Contribution

Dear Tom:

As you are aware, cPort Credit Union is proposing to construct a branch office at 50 India Street. The proposed four-story building will provide “walk-up” financial services on the first floor of the structure; general office space on the second floor, and a single luxury residential condominium will occupy the third and fourth floors. Prior correspondence from my office determined that the proposed project will generate approximately 34 vehicle trips during the weekday PM peak hour. Your email to the Portland Planning Office states that the Applicant will be assessed a \$22,000 contribution fee for future Franklin Arterial improvements. The total fee is calculated based upon a \$650 per trip assessment.

On behalf of cPort Credit Union we request your reconsideration of the estimated fee value. The “straight-line” calculation method used to calculate the total fee value appears to overlook three trip adjustments that, in our opinion, must be applied in determining the cost to cPort Credit Union.

- Captured Trip Adjustment: The proposed cPort Credit Union branch office will provide banking services to nearby office, retail and residential properties located in the general area of 50 India Street. As a result, a certain portion of the credit union customer base are expected to walk from nearby land uses to the site versus automobile travel. These trips are defined as “*captured or shared-use*” non-vehicular trips that do not adversely impact the Franklin Arterial corridor. We have very conservatively estimated that approximately 15% of the total trips generated by the cPort Credit Union site are “*captured or shared-use*” trips (5 trips), which should be deducted from the total trip projection for the project leaving a balance of 29 trips.
- Pass-by Trip Adjustment: A certain volume of trips already traveling on the India and Middle Street corridors referred to as “*pass-by*” trips will patronize the proposed cPort Credit Union site as they travel by the site. The Institute of Transportation Engineers (ITE) ninth edition of the **TRIP GENERATION** publication estimates that 47% of the total trips generated by a drive-through bank site are, in fact, “*pass-by*” trips. The ITE publication is silent in providing “*pass-by*” trip percentages for a walk-up bank facility; without question a certain number of the total trips generated by a banking institution are, in fact, derived from the existing roadway system and are not “*new*” vehicle trips to the

transportation system. We have very conservatively estimated that 25% of the total vehicle trip value (7 trips) generated by the proposed site are “*pass-by*” trips already on the existing road system and do not add additional traffic impact to the Franklin Arterial corridor.

- Trip Assignment: The PACTS (Portland Area Comprehensive Transportation System) TRIPs model, which was used to forecast trip origin and destination patterns for the recently approved #58 Fore Street Development Project provides evidence that approximately 28% of the trips generated by the noted project do not directly or indirectly impact the Franklin Arterial corridor. The majority of these trips use India Street and/or Mountfort Street to access Washington Avenue to ultimately reach I-295. Accordingly, we have reduced the total number of vehicle trips generated by the proposed project by the noted 28% (6 trips).
- Total Trip Adjustment: Eighteen (18) of the 34 total vehicle trips expected to be generated by the proposed project during the PM peak hour do not impact Franklin Arterial, therefore, the contribution fee for future Franklin Arterial improvements should be based upon a total of 16 vehicle trips resulting in a total fee assessment of \$10,400.

The Project Team feels very strongly that the fee calculation must be based upon actual trip impacts to the Franklin Arterial corridor not on the total trip projection of the project site. We are requesting your endorsement and approval of our suggested fee determination for the project. Please contact me directly at 400-6890 for additional information or discussion.

Thank you for your consideration.

Very truly yours,

William J. Bray, P.E.

