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Engineering Excellence Since 1998

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May 29, 2013

Mr. Marshall Bartlett Maine Medical Center 22 Bramhall Street Portland, Maine 04102

Subject: Collision Diagrams Management Program

Bramhall Campus

#### Dear Marshall:

Our office recently completed a traffic and parking assessment for planned Bean 2 expansion. That assessment determined that there were five high crash locations in the vicinity of the site between the years of 2009 and 2011. Our office has obtained the collision reports from the MaineDOT for the period from 2009 through 2011 for each of these locations which are included in this letter and summarized below:

#### St John Street between the intersection of A and C Streets

Eleven collisions occurred along this section of roadway. Two collisions involved pedestrians crossing St John Street and three involved parked cars with the remainder random in nature. The City of Portland is in the process of completing a project in this area which includes pedestrian improvements at the intersection of "A" Street and St John Street as well as islands to clarify lane use. These improvements may address some of these collisions.

### Congress Street between Forest Street and Weymouth Street

Of the ten collisions which occurred along this section of road, three involved parked vehicles on the easterly side of Congress Street. Two collisions involved vehicles striking parked cars, one involved a vehicle whose operator was under the influence striking a tree, one involved a bicyclist being struck by a driver turning left into the parking garage and four were rear end collisions, with the remaining being random. There does not appear to be a correctable pattern to these collisions.

### Congress Street between Weymouth and Ellsworth Street

Ten collisions occurred along this section of roadway. One collision occurred due to a vehicle traveling the wrong way, one due to intoxication, one due to a driver falling asleep, one involved a pedestrian attempting a mid block crossing, and three involved

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parked cars long the northerly side of Congress Street along the curve with the remainder random in nature. The only possible pattern is the three collisions with vehicles parked on the outside of the curve. We recommend this segment be monitored and that the City consider eliminating this parking if this pattern continues.

### Intersection of Congress Street with Gillman Street

Of the ten collisions which occurred at this intersection, five involved traffic exiting the north leg of Gilman Street opposite the approach serving the MMC garage. One collision involved a right turning vehicle exiting the southerly leg of Gilman. One collision involved a pedestrian and the remaining were rear end collisions on Congress Street. There does not appear to be a correctable pattern at this intersection. The traffic volume exiting Gilman is likely not high enough to warrant a traffic light and it would not be desirable given the existing traffic light in close proximity at Valley Street. The Manual on Uniform Traffic Control Devices requires a minimum of 5 crashes in a single year correctable by a traffic signal before consideration can be given to the installation of a traffic light if a volume warrant is not met.

### Intersection of Congress Street and Valley Street

There were a total of twenty three collisions at this intersection over the three year period. Six of the collisions were rear end with the large majority of the remaining collisions angular between vehicles exiting Valley Street and westbound Congress Street. The traffic signals lack sunshields which can improve visibility particularly westbound on Congress Street when the sun is setting. We recommend that the City install sunshields on the traffic signals for at this intersection.

If you have any questions please contact our office.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.

Thomas L. Gorrill, P.E., PTOE

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LOCATION (ONGRESS ST (btwo FOREST ST & WEYMOUTH ST) SHEET\_ L OF 2 TOWN PORTLAND NODE NO(S) 16827-16828 YEARS REVIEWED 2009-2011 DATE PREPARED 5:28.2013 MOUTH 100 U TREE CONGRESS ST MMC PARKING # 882 10 CRITICAL RATE FACTOR. EQUIV. PROP. DAMAGE ACC/YEAR ACC/MEV. LIGHT SYMBOLS 1. DAWN (MORNING) 4. DARK (ST. LIGHTS ON) 7. OTHER 2. DAYLIGHT 5. DARK (NO ST. LIGHTS) J. DUSK (EVENING) 8. DARK (ST. LIGHTS OFF) ANGLE PEDESTRIAN FATAL ACCIDENT P P ROAD SURFACE RACKING REAR END 1. DRY
2. WET
3. SNOW/SLUSH-SANDED
4. ICE/PACKED SNOW-SANDED
5. MUDDY
6. DEBRIS
7. OILY
8. SNOW/SLUSH-NOT SANDED
9. ICE-PKD, SNOW-NOT SANDED
10. OTHER VEHICLE (MOVING) FIXED OBJECT SIDE SWIPE HEAD ON TURNING MOVE BICYCLE B APPARENT CONTRIBUTING FACTORS - HUMAN APPARENT LOWITH DUTING FAUTORS - HOWAY 3. ILLEGAL UNSAFE SPEED

1. NO IMPROPER ACTION 2. FAIL TO YILD, RIGHT OF WAY 3. ILLEGAL UNSAFE SPEED

4. FOLLOW TOO CLOSE 5. DISREGARD TRAFFIC CONTROL DEWICE

8. IMP. UNSAFE LANE CHANGE 9. IMP. PARKING START/STOP 10. IMPROPER PASS—OVERTAKING

11. UNSAFE BACKING 12. NO SIGNAL OR IMP. SIGNAL 13. IMPEDING TRAFFIC

14. DRIVER HATTENTION—DISTRACTION 15. DRIVER INSOFRIENCE

16. PEDEST. VIOLATION ERROR 17. PHYSICAL IMPARMENT 18. VISION OBSCURED— OVERTURN CHANGE LANE A OUT OF PARKED VEHICLE -|\$ SLED CONTROL 11. UNSAFE BACKING 12. NO SIGNAL OR IMP. SIGNAL 13. IMPEDI 14. DRIVER INATTENTION—DISTRACTION 15. DRIVER 16. PEDEST. VIOLATION ERROR 17. PHYSICAL IMPARMENT 18. VISION WINDSHIELD GLASS 19. VISION OBSCURED—SUN, HEADLIGHTS 20. OTHER VISION OBSCUREMENT 30. OTHER HUMAN VIOLATION FACTOR 31. HIT AND RUN 51. UNKNOWN WEATHER R = RAIN CL = CLOUDY XW = CROSS WINDS C = CLEAR SL = SLEET F = FOG S = SNOW VEHICULAR INJURIES 41. DEFECTIVE BRAKES
44. DEFECTIVE SUSPENSION
OR FACTOR 42. DEFECTIVE TIRE/FAILURE 45. DEFECTIVE STEERING 51. UNKNOWN 43. DEFECTIVE LIGHTS 50. OTHER VEHICLE DEFECT B = NON-INCAPACITATING C = POSSIBLE INJURY K = FATAL A = INCAPACITATING INJURIES REPORT NO. DATE TIME LIGHT ROAD SURFACE ACF OTHER AIB 09-0719 01.16.09 12:00 MENL # 882 2 09.0359 01.2709 12:40 9 4 HIT POPKING 7 09.0875 03.04.0G 9:33 2 51 6. WALL Staging Ful Fe. van into VI 09.2026 9.25 30 07.10.09 NOAE # 887 09.2631 2 14 09.10.09 2 09.2649 18:47 09.12.09 ጄ OUL 2 09.2669 09.15.09 7:45 2 12:25 :45 2196 08.24.10 10.

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TOWN POETLAND	NODE	NO(S) 16827 - 16828
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TOWN	PORTLAND	NODE NO(S)_	16752
YEARS REVIE	WED 2009. 2011	DATE PREPAR	RFD 5/28/13

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