
MMC SP Review Mtg Feb 1, 2018 - MEETING NOTES

1 message

Jean Fraser <jf@portlandmaine.gov> Tue, Feb 6, 2018 at 12:10 PM

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Hello all

Key points from the Site Plan Review meeting with MMC held last **Thursday, February 1, 2018** plus (at end) future meeting agendas:

A. CMP with focus on analysis of detour options for any Congress Street closure - meeting was seeking to find consensus as to the best option

Updates re detour options from Gorrill-Palmer (circulated summary plans and narrative that included analysis of levels of service at intersections which was sent by e-mail the evening before- this is attached):

- Outlined two "local" (using Forest & Boynton) options: (A) two-way and (B) one-way on Boynton
- Outline option (C) using St John/Park/Weymouth
- Outlined wider add-on option (E) that diverted inbound vehicles further out in the system eg leaving I295 at different exits
- Acknowledged option (D) to make Park two-way but this was not analysed as it entailed a lot of changes to be completed in a short time and not recommended
- Subject to some further information and discussion, the Boynton one-way (B) combined with the add-on option (E) to divert inbound vehicles seemed to be worth considering further

METRO

- MMC had met with METRO who would work with them once final plan in place

- METRO had noted that they would probably need additional drivers and buses to maintain headways

Implications of detours - attendees highlighted concerns and Bruce Hyman offered to provide a coordinated note regarding key areas of additional info requested [this is below] and Gorrill-Palmer will provide updated and expanded info on these as "final package" for next discussion (2/15)

- Need to remove dedicated ped phase at St John/Congress
- Issues re access and parking for residents on Boynton
- Need for signal modifications eg timing, peds
- Note increase in traffic April-June (+20% - from Police)
- Suggestions for signage, including variable messaging VB and moving MMC sign(s) on I295
- Physical condition of Weymouth and need for emergency service access
- City does not recommend adding traffic to Deering
- See Bruce Hyman's note at end of e-mail

Timeframes/contingencies:

- Concern that the June 28th end date is crucial
- What penalties if this is not met?
- Question of whether can be shorter but keep some buffer (which might have impacts on neighbors)
- Timing of deliveries and where staged crucial to minimize impacts
- Turner to prepare communications info between contractor/MMC security/City re decisions needed if issues arise
- Police suggest have flaggers during the first week

B. Stormwater Review of Site Plan (note that W-P had previously provided review comments and Sebago had responded, so discussion focused on outstanding issues and questions)

- Wright-Pierce (W-P) attended on behalf of City; Sebago Technics (ST) attended on behalf of MMC
- ST explained existing situation:
 - ET sewer goes to Congress combined system; ER stormwater goes to A Street separated system
 - VG has treatment of stormwater on roof which then goes to Congress combined
 - Density of utilities prevents connection so ST consider only way to get stormwater to A street from VG and new hospital building is to pump
- New hospital building on Congress will have subsurface system along Congress to detain, and green roof- ultimately discharge to Congress combined system
- Other items raised by W-P and DPW for MMC to address:
 - Increase storage at visitor garage
 - Reduce disturbance & introduce erosion control etc at construction sites
 - Submit capacity letters

C. TDM- MMC had submitted TDM Plan and City had sent comments recently

- Discussion monitoring- methods of monitoring parking demand - questions
- City expects the TDM to include specific strategies and associated details, and then monitor and review in a year
- TDM needs to go one step beyond IDP
- Planning had seen good examples and will forward these (WEX; Thompsons Point)
- Discussion re bicycle by-ways and how these should be integrated with TDM for MMC - question of whether they would facilitate cycling by MMC staff

D. NEXT MEETINGS

THURS FEB 8 (most do not need to attend)

- **9:30am- 10:00 MMC building permits process**
- **10ish TO 11:00: Design with Jeff K of Perkins & Will**

PLANNING CONFERENCE ROOM (this meeting only)

THURS FEB 15 9AM - final discussion CMP and associated traffic/detours/signage/signals etc (based on a final package from MMC to be circ 2/13/18) in Room 209

Coordinated Note from Bruce:

Here are the consolidated comments from last Thursday's preliminary review of the MMC draft Congress Street detour analysis dated 1/31/18.

The following additional information is requested:

- More documentation of the actual morning and afternoon peak hours that are being referenced as part of the detour planning. It is not stated in the document itself and the Synchro printouts have the same START-STOP times for both the AM-PM analysis period. (It looks like 7AM-8AM are the AM peak hour from the printouts but it should be documented in the narrative and in the tables.)
- More documentation of the peak hour(s) for the detour analysis: do one or both of the actual peak traffic hours change to a different time period based on the amount of traffic that is deducted-credited based on the amount of traffic heading to the Gilman lot and MOB parking and the actual amount of traffic that remains?
- The configuration and specific type of temporary traffic signal equipment proposed for the Weymouth Street/Park Avenue intersection and the means of traffic signal coordination/communication with nearby traffic signals
- All traffic volume information that was used in the analysis to better understand the analysis' assumptions for traffic volumes on Congress Street between St. John and Brahmall. A review by the city of the actual Synchro models is also suggested.
- The specific location, placement and wording of detour signage associated with the proposed detour concept
- The specific recommended deployment of personnel (e.g., flaggers, police officers, etc) at the initiation of the proposed Congress Street detour to actively manage traffic associated with the detour and and coordinated with construction activities/the CMP.

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Congress St Detour 1-31-18 - reduced.pdf
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