

Craig Sweet

From: Randy Dunton <rdunton@gorrillpalmer.com>
Sent: Friday, July 6, 2018 9:59 AM
To: Helen Donaldson
Cc: Alexander M. Green; David Senus; Thomas Errico (Thomas.Errico@tylin.com); Jeremiah Bartlett; Bruce Hyman; Emily Tynes
Subject: MMC - Request for Traffic Information
Attachments: 2022 AM Post - signalized.syn; TMC for 06-19-18 Memo.pdf; AM St John-Union Station South2 15 min.pdf; PM Back Parking Lot 545-715 Passenger Cars.pdf; 2022 AM Post - signalized w right turn lane.syn; AM St John - D Street.pdf; PM St John-Union Station South 15 min.pdf; AM Back Parking Lot Passenger Cars.pdf; 2022 PM Post - signalized.syn; PM St John - D Street.pdf; PM St John-Union Station South2 15 min.pdf; 2022 PM Post - signalized w right turn lane.syn; AM St John-Union Station South.pdf; AM + PM Congress-Valley.pdf

Good morning Nell,

In recent reviews by Tom he identifies a request for supporting information.

Attached is the supporting information we understand Tom was requesting.

We understand there are also additional Traffic items that need to be addressed and will include those in a more detailed response in the near future, but wanted to get this supporting documentation / files out as soon as we could to keep things moving.

Thank you and have a great weekend.

Randy Dunton P.E., PTOE | Project Manager



707 Sable Oaks Drive, Suite 30 | South Portland, ME 04106
207.772.2515 x 246 (office) | 207.239.7430 (mobile)
www.gorrillpalmer.com

**ATTACHMENT 9: 222 ST. JOHN STREET
PARKING ASSESSMENT**

Parking Inventory & Occupancy Assessment 222 St. John Street Portland, Maine

Date: July 18, 2018
Subject: Parking Inventory & Occupancy Assessment
222 St. John Street, Portland, Maine
To: Al Green, MMC
From: Randy Dunton, Gorrill Palmer

The following is a parking inventory & occupancy assessment for parking areas associated with 222 St. John Street, Portland, Maine. The parking lots included in this study have been labeled A-E and are shown on the attached plan. The parking occupancy counts for the five areas were completed on Tuesday, July 18, 2018 at 9:00 AM, 11:00 AM, 2:00 PM, 4:00 PM, and 7:00 PM. A full inventory of parking spaces by category was previously completed and used in this assessment. A summary of the parking occupancy and inventory results is described in more detail as follows:

Daily Parking Occupancy Distribution:

The attached spreadsheet summarizes the results of the assessment and provides the following for each of the areas for each time period throughout the day:

- Occupied Spaces
- Number of total spaces
- Parking Rate expressed in percent of spaces occupied
- Unoccupied Spaces

The spreadsheet highlights both the individual peak parking demand times as well as the overall peak parking demand for each parking area. As highlighted in the spreadsheet, the overall peak parking demand occurred at 2:00 PM with a 51.5% occupancy.

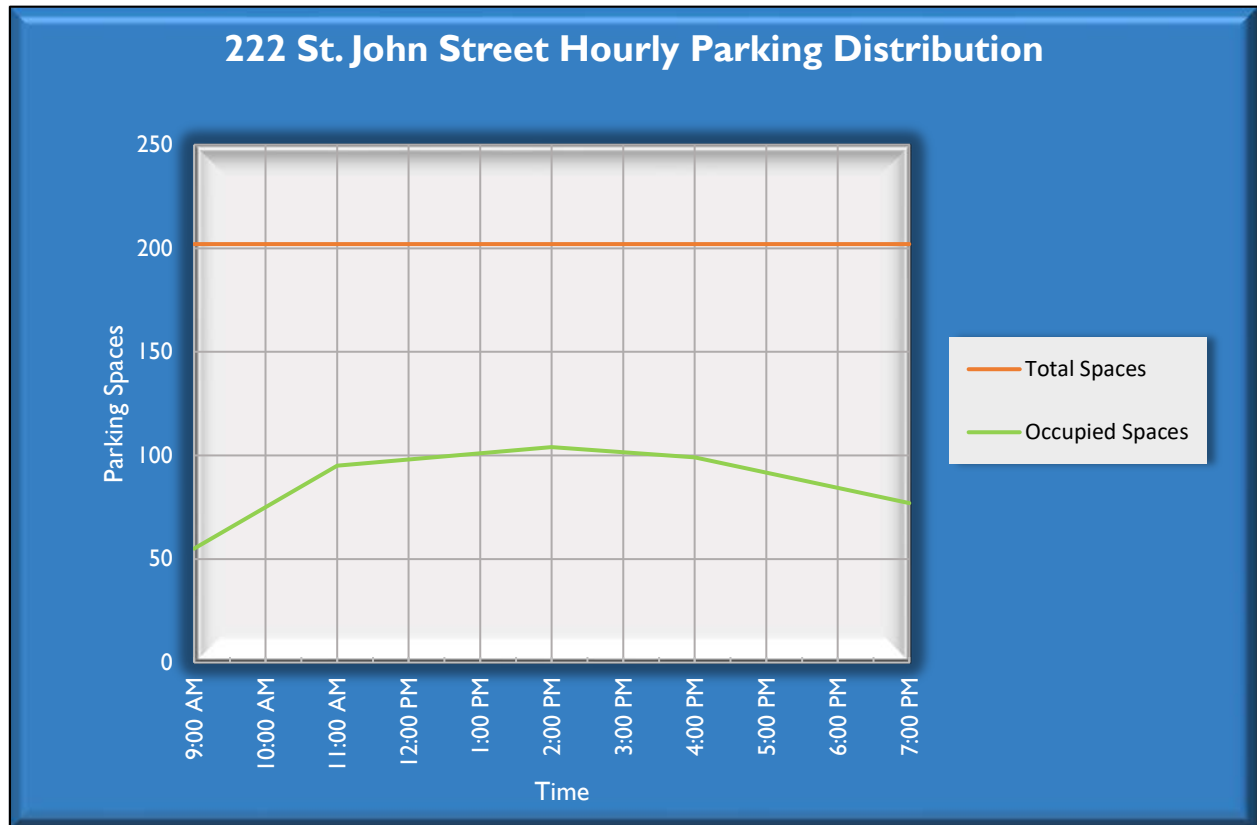
Typically, when parking area demand reaches approximately 85%, it is reaching practical capacity. This means that drivers are starting to drive up and down aisles seeking the last remaining available spaces, and then may require significant walking to get to their destination.

Overall, the parking areas are well below capacity for standard parking spaces or handicap accessible spaces. Areas 'D' and 'E', the two areas on the other side of St. John Street, appear to be the most utilized during the business day, while area 'A' nearest Margaritas is the busiest after business hours, as would be expected. This off set of peak parking demands could be an opportunity for shared parking.



Area C contains three parking spaces which are reserved for a separate building labeled “Building X” on the signs. All three reserved spaces were occupied during the 9:00 AM and 11:00 AM counts, so additional reserved parking spaces may be required to accommodate the parking for this building.

The following graph shows the parking demand distribution throughout the day for the five parking areas combined.

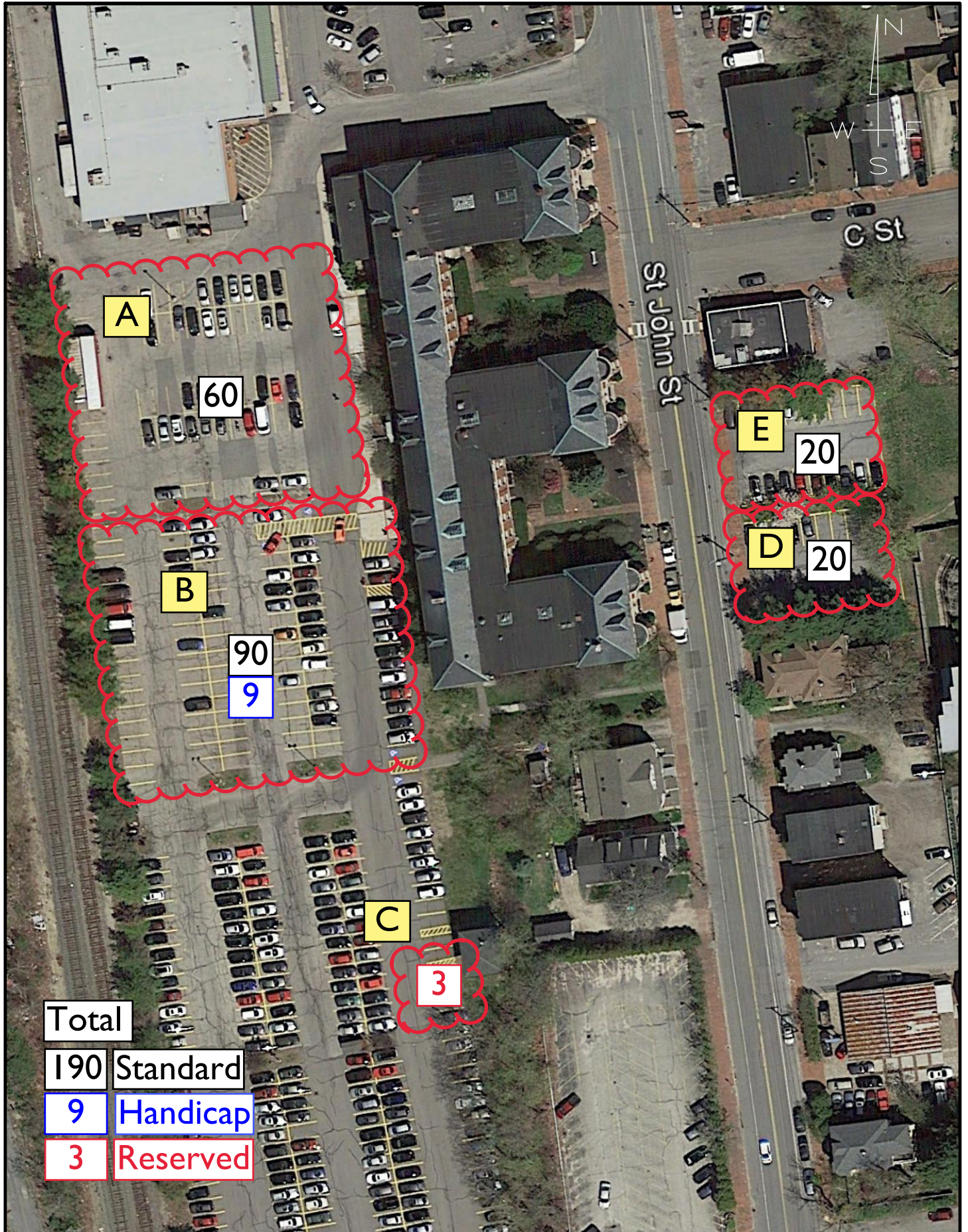


As the graph shows, the peak parking demand occurs at approximately 2 PM but is still well below capacity.

Conclusion:

Based on this assessment, it appears that the observed parking areas are well below capacity for standard parking spaces and handicap accessible spaces. The parking areas on the opposite side of St. John Street are nearest to reaching capacity during business hours while the area nearest Margaritas is the highest after business hours. Area C contains three parking spaces which are reserved for a separate building labeled “Building X” on the signs. All three reserved spaces were occupied during the 9:00 AM and 11:00 AM counts, so additional reserved parking spaces may be required to accommodate the parking for this building.

222 St. John Street Parking Assessment



Tuesday, July 17, 2018

222 St. John Street Parking Study

		Count Time				
		9:00 AM	11:00 AM	2:00 PM	4:00 PM	7:00 PM
A	Occupied Standard Spaces	5	16	19	25	45
	Standard Spaces	60	60	60	60	60
	Standard Parking Rate	8.3%	26.7%	31.7%	41.7%	75.0%
	Unoccupied Standard Spaces	55	44	41	35	15
B	Occupied Standard Spaces	26	47	50	51	15
	Standard Spaces	90	90	90	90	90
	Standard Parking Rate	28.9%	52.2%	55.6%	56.7%	16.7%
	Unoccupied Standard Spaces	64	43	40	39	75
	Occupied Handicap Spaces	2	2	3	2	1
	Handicap Spaces	9	9	9	9	9
	Handicap Parking Rate	22.2%	22.2%	33.3%	22.2%	11.1%
C	Unoccupied Handicap Spaces	7	7	6	7	8
	Occupied Reserved Spaces	3	3	2	1	1
	Reserved Spaces	3	3	3	3	3
	Reserved Parking Rate	100.0%	100.0%	66.7%	33.3%	33.3%
D	Unoccupied Reserved Spaces	0	0	1	2	2
	Occupied Standard Spaces	8	12	14	6	6
	Standard Spaces	20	20	20	20	20
	Standard Parking Rate	40.0%	60.0%	70.0%	30.0%	30.0%
E	Unoccupied Standard Spaces	12	8	6	14	14
	Occupied Standard Spaces	11	15	16	14	9
	Standard Spaces	20	20	20	20	20
	Standard Parking Rate	55.0%	75.0%	80.0%	70.0%	45.0%
Total	Unoccupied Standard Spaces	9	5	4	6	11
	Occupied Spaces	55	95	104	99	77
	Spaces	202	202	202	202	202
	Parking Rate	27.2%	47.0%	51.5%	49.0%	38.1%
	Unoccupied Spaces	147	107	98	103	125