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MMC Trip Distribution

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Al/Randy,

We have had a chance to take a look at the trip distribution. Here are our comments:

1. Can you provide an explanation as to whether/how VHB calibrated the travelsheds with actual employee travel surveys?
2. The percentages for trip assignment based on the travel sheds would appear to generally make sense, although they are likely somewhat conservative for the major in-town routes, as travelers will use any number of methods to accomplish what they feel is an optimal travel pattern. Can you speak to this concern?
3. There are no MMC trips assigned to Outer Congress Street. Some MMC traffic should be assigned to Outer Congress Street, or documentation on why it is not expected should be provided.
4. The regional assignment of trips closely matches the VHB Employee Travelshed analysis with the following conclusions:
 - a. 17% of the trips are from I-95 (from the south). **[VHB estimated 17%]**
 - b. 13% of South Portland area (Knightville/Cape Elizabeth) trips are split between 8% via Casco Bay Bridge and 5% via Exit 4 and VMB. **[VHB estimated 13%]**
 - c. Of the I-295 NB trips from the south most will use VMB (16% in AM) with 6% (AM) using Congress Street (Exit 5). In the PM it is 18% using VMB and 4% using Exit 5.
 - d. 20% of the trips will be destined to I-295 north of Forest Avenue with 17% using Park Avenue to the Exit 5 on-ramp and 3% using St. John Street/Park Avenue/High Street to Exit 6 on-ramp. **[VHB estimated 12% for I-295 north of Portland. It is unclear if trips are getting off Franklin or Washington – possibly to I-95NB].**
 - e. 28% of the trips are assigned to Brighton Avenue. **[VHB estimated 25%].**
 - f. 13% of the trips are assigned to Route 302 north of I-295. These trips originate from Park Avenue. **[VHB estimated 13%]**
 - g. 9% of the trips are assigned to the Peninsula with 2% via Commercial Street and 7% via Congress Street. **[VHB estimated 9%]**

GPCEI previously provided an Existing Employee Garage Trip Assignment estimate for the AM and Peak hours. This was based upon a traffic count at the existing garage and turning movement volumes at nearby intersections. The approximate outcome is noted below:

- a. During the AM peak hour the following inbound assignment was estimated:
 - Congress Street from west – 46%
 - St. John Street/Valley Street (VMB and outbound Commercial) – 19%
 - Park Avenue WB to St. John Street – 2%
 - Congress Street from east to Gilman Street – 16%
 - Brighton Avenue via St. John Street – 17%
- b. During the PM peak hour the following outbound assignment was estimated:
 - Park Avenue to the west – 28%
 - St. John Street/Valley Street (VMB and inbound Commercial) – 25%
 - Gilman to Park Avenue EB – 29%
 - St. John Street to Brighton Avenue – 15%

Based upon the above, we would suggest that the two sets of information be merged in the development of a final assignment. In general, the VHB regional travelshed methodology seems reasonable. What is not clear is how motorists will route to the travelshed areas, particularly in the vicinity of MMC. Some notable discrepancies:

- Congress Street inbound from the west approaching St. John – 23% vs. 46%
- Brighton Avenue – 28% vs. 17% in AM and 15% in PM

Now that our thoughts are in one place, if it would be helpful to have a call to discuss, I'm happy to arrange it. We also have our standing Thursday time slot for next week if that makes sense. Just let me know.

Nell

[Quoted text hidden]

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