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MMC traffic information & trip distribution - need for meeting Thursday?

Tom Errico <thomas.errico@tylin.com>

Thu, Apr 26, 2018 at 11:06 AM

To: Helen Donaldson <hcd@portlandmaine.gov>, Jeremiah Bartlett <jbartlett@portlandmaine.gov>, Bruce Hyman <bhyman@portlandmaine.gov>

Hi Nell – I have reviewed the trip assignment methodology contained in the April 18, 2018 email from Randy Dunton and I have the following comments:

1. 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.
2. 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%]**
3. 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, I 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 motorist 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

I would be happy to meet with Randy to review and gain an understanding on the assignment assumptions.

Thanks

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From: Helen Donaldson <hcd@portlandmaine.gov>

Sent: Tuesday, April 24, 2018 4:15 PM

To: Jeremiah Bartlett <jbartlett@portlandmaine.gov>; Bruce Hyman <bhyman@portlandmaine.gov>; Tom Errico <thomas.errico@tylin.com>

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All,

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