



Helen Donaldson <hcd@portlandmaine.gov>

MMC Parking Garage - Final Traffic Comments

Helen Donaldson <hcd@portlandmaine.gov>
To: Helen Donaldson <hcd@portlandmaine.gov>

Tue, Aug 14, 2018 at 11:12 AM

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From: **Tom Errico** <thomas.errico@tylin.com>
Date: Tue, Aug 14, 2018 at 9:20 AM
Subject: MMC Parking Garage - Final Traffic Comments
To: Helen Donaldson <HCD@portlandmaine.gov>
Cc: Bruce Hyman <bhyman@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>

Hi Nell – I have conducted comprehensive review of current application materials and offer the following final traffic comments as a status update of prior comments.

- The parking garage has a number of spaces that do not meet the City's dimensional standards for size. The applicant should request a formal waiver with supporting documentation.

Status: The applicant has provided supporting information and given long-duration parking conditions, I support a waiver from the City's Technical Standards.

- The garage plans should include dimensions for parking aisle widths.

Status: The plans include aisle widths and some do not comply with City standards. The applicant should request a formal waiver with supporting documentation.

- A traffic signal is proposed at the St. John Street/D Street/Garage Driveway location. I support the installation of a traffic signal given vehicle volume conditions and anticipate pedestrian movements. I would note that the applicant is responsible for development of design plans and equipment specifications for review and approval by the City. All costs associated with the installation of the traffic signal is the responsibility of the applicant.

Status: The Applicant has acknowledged this comment. I would note that I continue to communicate with Steve Landry at MaineDOT regarding the timing of traffic signal activation. I support the activation of the traffic signal at garage opening given traffic data and engineering judgement regarding area conditions and minimizing local street parking. I would note that if MaineDOT requires traffic data collection prior to activation, the applicant shall collect data at the time of garage opening, and periodically until sufficient data supporting traffic signal activation is obtained.

- The general layout of the St. John Street/D Street/Garage Driveway intersection is generally acceptable. It should be noted that the City is currently reviewing bicycle facility recommendations and final direction will be provided in the future. Some initial comments are provided below:
 - The number of pavement marking arrows is excessive and should meet either City of MaineDOT standards (they may be for traffic flow reasons). I would suggest the through lane arrows be eliminated on St. John Street.

Status: While the plans have been revised, the number of arrows continues to be excessive.

- A crosswalk on the St. John Street southerly approach shall be provided.

Status: A crosswalk has been included and I have no further comment.

- I continue to review the garage approach as it relates to providing a three-lane section with a reversible center lane and traffic control design elements.

Status: Specific details on how the three-lane approach will be managed shall be provided. Specifically, how will the two egress lanes (and when needed) be signed for use. One of the egress lanes will become the right-turn lane onto southbound St. John Street and the other will become the shared through/left lane. Dynamic signage is suggested. For entry movements, the applicant should note how the lane drop (two to one lane) will work under peak morning volume time periods.

- The applicant has provided a traffic evaluation and my initial comments are noted below:

- I have requested the Synchro traffic model for review.

Status: The requested files have been provided. I find the models to be reasonable but would note additional calibration may be requested during the TMP process during Phase 3 permitting.

- I have requested the traffic count data collection reports for review.

Status: The requested count data has been provided. I have no further comment.

- I find the methods used to estimate traffic volumes associated with the garage to be reasonable. I would note that additional review is required. The evaluation notes that a broader review of the area transportation system and parking garage will occur during Phase 3 of MMC's expansion.

Status: I have no further comment.

- From a vehicle capacity perspective, I would recommend a shared through/right shared lane configuration on the southbound St. John Street approach.

Status: In conjunction with a multi-modal review of conditions, the City has provided comments on the preferred lane configuration. This comment is not valid.

- Some of the intersection level of service conclusions seem better than actual field conditions. I would suggest the applicant field confirm intersection delays and queues.

Status: During the TMP process, refinement of the model may be required. As noted in the applicant's response to comments, the pedestrian phasing at the Congress Street/St. John Street intersection is inefficient and a contributing factor to long vehicular delays and queues. In conjunction with this application, the traffic signal equipment shall be upgraded to allow for concurrent pedestrian phasing. Implementation shall take place with the disposition of the Congress/Valley signal, prior to the opening of the garage.

- The applicant should provide information on the provision of temporary parking conditions for both MMC and 222 St. John Street during construction activities.

Status: The applicant has noted that the existing MMC vehicles parked at 222 St. John Street will be accommodated at the Gateway Garage. The applicant shall provide documentation noting an adequate parking supply. The applicant conducted a study of existing parking demand at 222 St. John Street and determined through field observations that parking during construction can be accommodated in the Union

Station Plaza Limited Partnership parking lot and the St. John Street east side parking lots. Based on the one day sample, it appears parking demand can be accommodated. The applicant should note occupancy of 222 St. John Street during the survey day to confirm future parking demand can be accommodated.

- The sidewalk from St. John Street to the rear of 222 St. John Street should be ADA compliant and continuous.

Status: The plans have been revised and I have no further comment.

- The applicant should provide a parking analysis for the parking demand and supply condition for 222 St. John Street.

Status: This comment is intended to confirm the final parking condition for 222 St. John Street complies with City standards for parking supply, not during construction.

- I would suggest a crosswalk be provided across the 222 St. John Street driveway.

Status: The plans have been revised and I have no further comment.

- The median refuge island on Valley Street needs to be a minimum width of 6-feet to meet ADA requirements. The ramp configuration on the west side should be revised to eliminate the flare condition. Warning signs may be required and direction will be provided in the future.

Status: City staff is coordinating this design and I have no further comment.

- It is my assumption that Bruce Hyman will provide comments as it relates to sidewalk design conditions for the entire project.

Status: I have no further comment.

Please note that these are initial comments and additional clarifying and new comments are likely. If you have any questions, please contact me.

Additional Comments

- **Construction Management Plan**
 - **Construction trucks time limits shall be extended to include both MMC and general traffic peak hours.**
 - **The secondary storage yard shall be specifically identified.**
 - **The applicant should note how will the Eagles parking demand be accommodated during construction.**
 - **All temporary crosswalks shall be ADA compliant.**
 - **Construction plans shall be provided for the roadway/signal work in St. John Street, D Street, and Valley Street.**
- **The applicant shall narrow the Eagles driveway width to match the aisle width.**
- **The Eagles existing parking lot shall provide an aisle width dimension.**
- **The applicant shall provide the grade of parking ramps within the garage.**

- To efficiently manage parking circulation, dynamic ITS signage noting parking availability per level shall be provided.
- End islands for parking spaces to remain in the Union Station Plaza Limited Partnership parking lot should be considered.
- The applicant should note when (and how will they be managed) movements to Level 1 from St. John Street be permitted.
- A STOP sign shall be installed at the egress from the 52 space parking lot.
- The northern aisle width for the 52 space parking lot shall be dimensioned.
- The applicant shall note who will park in the Union Station Plaza Limited Partnership parking lot and why not physically separate from the 52 spaces lot.
- The applicant should provide information on how internal garage traffic circulation will generally work if a connection to Fore River Parkway is implemented in the future.
- The applicant should note plans for expansion for electric vehicle charging to accommodate future demand.
- Sufficient traffic analyses have been conducted to document acceptable operations at the St. John Street signalized entrance. The applicant should provide documentation/examples of 2,400+ space parking garages that have adequate internal traffic circulation capacity to empty efficiently during PM peak periods with one primary entrance and exit.
- The applicant should note who will be permitted to park on the ground level and level 1.

If you have any questions, please contact me.

Best regards,

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