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## MMC Parking Garage / Saint John Street Evaluation Memo

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**Mike Tremblay** <mtremblay@portlandmaine.gov>

Mon, Feb 24, 2020 at 12:49 PM

To: Helen Donaldson <hcd@portlandmaine.gov>

Cc: Jeremiah Bartlett <jbartlett@portlandmaine.gov>, Bruce Hyman <bhyman@portlandmaine.gov>

Nell,

In response to Mr. Green from MaineHealth, DPW cannot recommend that the proposed signal at St. John Street at D Street be turned on until the signal meets at least one MUTCD Signal Warrant.

Traffic signals are a matter that concerns MaineDOT. MaineDOT approval is required before a signal can be activated. Based on the limited data provided to the city so far, it is almost certain that MaineDOT will not approve of a new signal at a location that does not yet meet warrants. Their position in the past has been very consistent: signals at locations that do not meet warrants should not be installed, and existing signals at locations that do not meet warrants should be removed. The city is supportive of this position and has worked with MaineDOT to remove unwarranted signals.

In order to determine if a signal meets warrants, typically 12 continuous hours of counts are required. Counts should consist of vehicle, pedestrian, and bicycle counts. Gorrill Palmer provided only peak-period vehicle counts in their memo, though it does appear more hours were counted. Warrant 1 considers the peak 8 hours of traffic throughout a given day; Warrant 2 considers the peak 4 hours of traffic in a given day; Warrant 3 considers the single highest peak hour of traffic in a given day; and Warrant 4 considers pedestrian volumes. The data provided by Gorrill Palmer to date has not suggested this location meets Warrant 3, and given the heavy peak periods associated with the parking garage, it is unlikely that Warrants 1 and 2, which have higher thresholds for meeting the warrant, will be met either. Gorrill Palmer did not provide pedestrian counts, so Warrant 4 could not be analyzed, but it is unlikely that a signal will be warranted based on Warrant 4 unless pedestrian volumes are robust. Note that meeting a warrant does not necessitate a signal, it only suggests that one should be considered; meeting multiple warrants strengthens the case for a signal.

The applicant should work with MaineDOT directly. Their traffic consultant, Gorrill Palmer, will be able to facilitate this communication. It is Gorrill Palmer and MaineHealth's responsibility to make the case that a signal is warranted; the City will defer to MaineDOT's decision.

-Mike

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