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## MMC - Congress Street Crash Analysis

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Fri, Nov 2, 2018 at 1:15 PM

To: Helen Donaldson &lt;HCD@portlandmaine.gov&gt;

Cc: "Hyman, Bruce" &lt;bhyman@portlandmaine.gov&gt;, Jeremiah Bartlett &lt;JBartlett@portlandmaine.gov&gt;

Hi Nell – I have conducted a review of police reports for the High Crash Location on Congress Street between Forest Street and Weymouth Street. There were 10 crashes reported over the most recent three-year period with a Critical Rate Factor of 1.45. The following summarizes each reported collision.

- January 10, 2015 at 8:40pm – Vehicle struck bicyclist in slushy roadway conditions. (crash not likely to be mitigated with center turn lane)
- May 11, 2015 at 4:35pm – A vehicle pulled over for an ambulance and was struck when re-entering travel lane. (crash not likely to be mitigated with center turn lane)
- June 1, 2015 at 4:55pm – Rear End Collision eastbound. During a congested period a motorist applied brakes but mechanical problems prevents an immediate stop. Not related to a turning movement (center turn lane would likely not mitigate this crash)
- August 12, 2015 at 3:02pm – Rear End Collision. Drive Inattention. (crash likely to be mitigated with center turn lane)
- January 7, 2016 at 4:28pm - Rear End Collision. Drive Inattention. (crash likely to be mitigated with center turn lane)
- September 27, 2016 at 10:36am – Westbound vehicle collided with park vehicles near Weymouth Street. Drive error was likely contributing factor. (crash not likely to be mitigated with center turn lane)
- January 4, 2017 at 1:50pm - Rear End Collision. Drive Inattention. (crash likely to be mitigated with center turn lane)
- April 19, 2017 at 8:01am - Rear End Collision. Drive Inattention. (crash likely to be mitigated with center turn lane)
- June 20, 2017 at 8:00am - Rear End Collision. Drive Inattention. (crash likely to be mitigated with center turn lane)
- September 25, 2017 at 8:20pm – Turning Collision Failed to yield right of way. (crash not likely to be mitigated with center turn lane)

Based upon my review of the data, at most 50% of the crashes could be mitigated with the introduction of a center turn lane. I would note that some of the rear end collisions may not have been related to a turn movement, but to a general dense slow-moving vehicle platoon. The center turn lane would not mitigate those crashes. In my professional opinion, the data does not support an urgent need to provide a center turn lane when considering context, potential for increased speeds, and number of crashes that would be mitigated.

Let me know if you need me to provide additional information.

Thanks

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