

MMC Workshop Nov 13 Questions

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Posted in group: **Planning Board**

Dear Planning Board Member,

Please inquire of the Planning Department at tonight's workshop why the high crash intersection (per MDOT statistics) of A and Valley Street has not been included in the traffic study that is to be included in the TMP for phase three of the MMC expansion.

Please also ask for clarification as to how the city arrived at the conclusion that the new garage (Phase II) will not "generate" new passenger vehicle trips and therefore a TMP was not required prior to the project being allowed to commence.

The lot where the new garage is being built to hold 2,400 parking spots previously provided parking for about 800 vehicles.

If the new garage isn't generating these 1,600 new spots then what is?

While I understand the city has delegated review authority pertaining to traffic movement permitting, it is also my understanding that they need to follow the MDOT standards in deciding to pursue or not pursue a TMP for a project.

Several intersections in our neighborhood that will be impacted by the new garage are considered high crash intersections by MDOT. These intersections would have been more closely scrutinized had the city sought a TMP prior to the start of construction of the new garage.

Perhaps the process of filing a TMP would have revealed the need for an automated traffic light at one of the several high crash intersection or the need to redirect the routes the shuttle buses will be taking.

At the very least, the TMP for Phase III needs to broaden the scope of review of traffic impact generated by all three Phases of expansion to a two mile radius and include all intersections classified as "high crash" by MDOT.

Thank you,

Tim McNamara

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