
Congress St - Outstanding Site Plan Related Conditions

Mike Tremblay <mtremblay@portlandmaine.gov>

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To: Helen Donaldson <hcd@portlandmaine.gov>

Cc: Thomas Errico <thomas.errico@tylin.com>, Bruce Hyman <bhyman@portlandmaine.gov>

Bruce's are very comprehensive and I agree with all. Some others:

- General: Crosswalk markings are 8-feet wide minimum; currently shown as 5'
- C05-03: No flare required for curb ramp adjacent to landscaping/tree pit
- General: Travel lanes of >11 feet are not recommended.
- C05-03: Wide buffered bike lanes are not recommended unless they include a vertical element to prevent vehicles from stopping or parking or driving in the lane.
- General: Bruce covered this, but it's an *absolute must* that the curb ramps are designed and constructed correctly. No exceptions. This is a medical campus on one of the busiest pedestrian streets in the city, but even if it wasn't, we'd still be adamant that ADA ramps must be designed and built correctly. This is one of the biggest reasons why a PE is required to stamp the plans; the ramp shown do not have enough detail and in many cases are plainly substandard. Any ramp that is constructed that is not compliant will be required to be reconstructed at the Applicant's cost. ADA compliance is federal law, and it's also the right thing to do. Curb extensions were approved at many locations along Congress Street in part to achieve compliance. If a ramp cannot be constructed due to technical infeasibility, this must be documented and verified by DPW and then designed and constructed as close to compliance as possible.

Happy to review the next iteration of this when it comes in.

Mike Tremblay, P.E.
Senior Engineer
Engineering Division
Department of Public Works
City of Portland, ME
mtremblay@portlandmaine.gov
P. 207.874.8881 F. 207.874.8852



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