

TAB 2 – TRANSPORTATION

TRAFFIC

The following is a description of existing and proposed access conditions in the site vicinity:

- The intersection of Johnson Road, Skyway Drive and Jetport Boulevard is fully signalized. Site generated traffic from points west (Gorham/Westbrook) likely uses the intersection to access Jetport Boulevard and the private City Line Drive to access the site.
- The intersection of City Line Drive and Jetport Boulevard is Stop Sign controlled on the City Line Drive leg. Exiting traffic may turn left or right. Eastbound traffic on Jetport Boulevard may turn left into City Line Drive from a center lane and there is a by-pass lane for Jetport bound traffic to continue straight thru, thus minimizing delays on the Jetport Boulevard.
- Site generated traffic from South Portland and Scarborough can turn right onto Jetport Boulevard to access City Line Drive or turn right onto City Line Drive off Johnson Road. This traffic may also turn right into the proposed driveway entrance into the parking area to be constructed at the 68 Johnson Road property. This entrance will utilize an existing curb opening on Johnson Road.



Existing Curb Opening on Johnson Road

Traffic to South Portland/Scarborough will be primarily directed to the signalized intersection where there is a stand-alone left turn lane for SB vehicles onto Johnson Road.

As currently configured exiting vehicles from the proposed parking lot may also turn left onto Johnson Road SB as there are two travels lanes in Johnson Road in this area. City line Drive cannot be used to turn left onto Johnson Road as there is an existing median island prohibiting this movement.

- Traffic from Congress Street (intown Portland or Westbrook) could turn left into the proposed parking lot entrance off Johnson Road or proceed to the signalized intersection to turn left onto Jetport Boulevard and onto City Line Drive. Traffic from the north (intown Portland) may also simply turn onto International Parkway at the Congress Street intersection and potentially travel to City Line Drive from the Jetport Direction.



- Exiting traffic from the proposed parking lot, intending to go northbound to Congress Street may also use a proposed exit only drive to be located at an existing curb opening at the far north end of the property. This exiting lane will allow right turn only exiting movements.



Existing Curb Opening to Become Right Turn Only Exit

- The METRO Route #5 travels on Jetport Boulevard in the vicinity of the site. There are bus shelters on both sides of the Boulevard (outbound at DHHS and inbound near the Skyway/Johnson/Jetport Boulevard intersection (runway side of the road)).

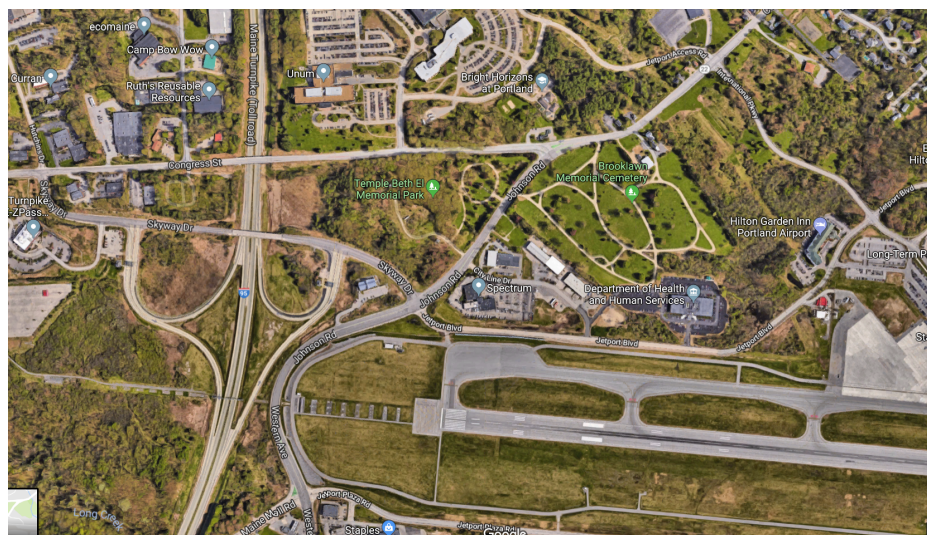
- The proposed building expansion and parking lot will result in an increase of approximately 18,262 SF of space. The following is an estimate of the additional trip generation attributable to the building expansion, assuming that a similar trip generation will apply for that portion of the building that already exists:

Description	Average Rate ¹	Estimated Additional Trips
AM Peak Hour	1.55 / 1,000 SFGFA	28 trips
PM Peak Hour	1.49 / 1,000 SFGFA	27 trips



Jetport Boulevard Inbound Bus Shelter (Metro Route 5)

The South Portland Bus service Route 24 goes thru the intersection of Maine Mall Road/Western Ave (near Burlington Coat Factory)



Vicinity Map

¹ Per ITE Trip Generation 7th Edition LUC 710

Section 14-526. Site Plan Standards.

The following statements are provided in accordance with the submission checklist Tab 2 and Section 14-526 of the ordinance.

(a) Transportation Standards

Transportation Analysis – Traffic Impact (14-526 (a) 1)

- *Provisions for pedestrian, bicycle, vehicle, and loading circulation and incremental volume of traffic impacts*
- *Traffic Impact Study (Technical Manual, Section 1) if applicable*

1. Impact on Surrounding Street Systems:

The development will fit in with the existing street system as it will continue to use the existing access locations off Johnson Road and City Line Drive. Based on the limited intensity of use, the project is expected to have an insignificant impact on traffic in the neighborhood. Vehicle and loading circulation to the building are accounted for on the plan.

2. Traffic Impact Study

A full traffic impact study has not been completed at this time on the basis that the proposed trip generation and existing robust access conditions do not warrant a study in our opinion. Much of the site is currently developed and in the past has generated traffic into the surrounding street system. The current tenant, Charter Communications, has decreased operations and staffing at the project location, thus in the more recent period, site generated traffic has decreased.

Access and Circulation (14-526 (a) 2 a)

- *Access and internal circulation, addressing ADA access*
- *Access and egress impacts on traffic flows*
- *Description and use of drive-up features, if applicable*

3. Access and Circulation:

a. Site Access and Circulation.

- (i) Access to the site is provided by a single two way driveway along Johnson Road and two full driveways along City Line Drive. A single right turn only exit drive will also be provided on Johnson Road. One original site curb cut on Johnson Road will be closed. Based on the primary parking field layout towards the north side of the site, we believe that adequate site access and circulation is provided.
- (ii) Access and egress have been designed to avoid conflict with existing turning movements and traffic flows.

(iii) The site does not feature drive up services as mentioned in this requirement.

(iv) Site access has been designed so as not to impede potential future connection to adjacent streets.

Loading and Servicing (14-526 (a) 2 b)

- *Loading and servicing needs, route and travel way geometrics for deliveries*
- *Turning templates for delivery vehicles, if applicable*

2. *Access and Circulation:*

b. Loading and Servicing:

(i) Adequate provisions are made at the site for periodic loading from panel trucks to service two overhead doors at the ground level. The site provides clear area in front of the solid waste enclosures for servicing and loading vehicles.

Sidewalks (14-526 (a) 2 c)

- *Sidewalks and condition along street frontages and internal walkways*
- *Engineered details for ADA ramps and public sidewalk details meeting sidewalk materials policy and ADA ramp construction details as applicable (Technical Manual, Section 1)*

2. *Access and Circulation:*

c. Sidewalks:

(i) The site benefits from an existing sidewalk system along Johnson Road and the Jetport Boulevard. Based on the lower traffic volumes on City Line Drive, it is not felt that a sidewalk is necessary along this route. The building improvements include a sidewalk along the perimeter of the building space and at the main building entrances.

Public Transit (14-526 (a) 3), if applicable

- *Existing available transit services*
- *Proposed site plan design details, such as easement, pad base, and shelter*

3. *Public Transit Access.*

a. The proposed project is not residential

b. Two transit shelters are located less than ¼ mile from the site each.

c. The two transit shelters are located on the Jetport Boulevard sidewalk.

d. A waiver of any further transit related activities is requested given the proximity of existing transit measures to the development.

Off-Street Parking: Vehicle & Motorcycle/Scooter (14-526 (a) 4 a and c)

- *Expected parking demand, proposed parking supply, ADA parking, and applicable Zoning Requirements*
- *Address Technical Manual standards (Section 1) for curb cut separation and parking lot layout and locate on site plan*

4. *Parking.*

a. *Location and Required Number of Vehicle Parking Spaces.*

- (i) Off-street parking is provided on the site to accommodate the proposed uses. Parking supply exceeds that which is required by the code for office use.
- (ii) The Applicant has not prepared a TDM strategy, as it is not applicable until a defined tenant is in place.
- (iii) The Applicant proposes the amount of parking which is appropriate for the anticipated uses of this site.
- (iv) Parking spaces and aisles have been designed to meet the dimensional requirements of the Technical Manual.
- (v) All parking lots will be paved.

c. *Motorcycles and Scooter Parking.*

- (i) Two spaces are provided for motorcycle/scooter parking.

Bicycle Parking (14-526 (a) 4 b)

- *Address bicycle parking requirements and identify locations on-site*
- *Construction details for bike racks (Technical Manual, Section 1)*

4. *Parking.*

b. *Location and Required Number of Bicycle Parking Spaces.*

- (i) Bicycle parking for up to ten bikes is identified on the plan. Based on a parking count of 188 spaces at least 24 bicycle spaces are required.
- (ii) The applicant is requesting a waiver to provide only 10 bike spaces when 24 are required.

Snow Storage (14-526 (a) 4 d)

- *Management plan for snow removal and locate snow storage areas on plans*

4. *Parking.*

d. *Snow Storage.*

(i) Snow storage management will employ two strategies:

- a. Limited snow storage of the parking areas (this will suffice for small storm events and temporary storage only).
- b. Snow removal and off-site disposal. The applicant owns all the land off City Line Drive and they have ample area to store snow as necessary on the property.

Traffic Demand Management (TDM) (14-526 (a) 5), if applicable

- *Develop TDM with Trip Reduction Targets and Strategies*

5. *Transportation Demand Management (TDM).*

- a. The applicant has not completed a TDM plan as they do not currently have a tenant for the proposed office space. Once a tenant is identified they will work with the tenant to identify and implement possible TDM strategies. The site's proximity to transit is an advantage as is the access to the Turnpike and regional transportation corridors.