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**Date:**  5/9/2013 11:23 AM

**Subject:**  2282 Congress Street - Final Traffic Comments

Jean – The following represents my final comments and also presents a status update on my April 18, 2013 preliminary comments.

April 18, 2013 Comments Status

* It is suggested that the pedestrian facility between Congress Street and the proposed convenience store building be as direct as possible.  This may require the loss of some of the 9 parking spaces located along the front of the property.

**Status: The applicant has revised the site plan to improve the crosswalk alignment and given constraints with Maine Turnpike Authority property, I find the proposed condition to be acceptable.**

* Parking supply seems excessive for the type and scale of the proposed land use.  Supporting documentation on the parking needs shall be provided.

**Status: The applicant has revised the site plan and is now proposing to construct 26 parking spaces with an option for future expansion of the parking supply if deemed necessary.  I find the proposed condition to be acceptable.**

* Auto-turn analyses shall be provided that supports on-site circulation aisle widths and the width of the driveway entrance on Congress Street. The applicant should also provide information on the number of large trucks anticipated to enter and exit the site.

**Status: The site plan has been revised based upon discussions with the applicant and I find the proposed plan to be acceptable.  I would note that the applicant did add a raised concrete apron at the driveway entrance and I find this condition to be acceptable.  A waiver for driveway width is required and given large truck turning requirements, I support a waiver from City standards.**

* It is unclear whether there are vehicle circulation restrictions on site (e.g. one-way vs. two-way).  Signage and pavements markings shall clearly support proposed circulation restrictions.

**Status: It is my understanding that the revised site plan accounts for a one-way circulation around the back side of the convenience store.  Signage and pavement markings should be provided.**

* Many aisle widths exceed City standards and waivers from our technical standards may be necessary.  As noted above, supporting information will be required before I render any decision on waivers.

**Status: Given the specific needs of on-site vehicle circulation and accessibility to fueling areas, I find the proposed layout to be acceptable and support waivers from City standards.**

**Traffic Study/New Comments**

* **I find the methods used in the traffic study to be acceptable.**
* **The analysis indicated the Congress Street/Site Drive/Blueberry Road intersection will operate at acceptable levels of service following build-out of the project. I concur with this conclusion.**
* **A signal warrant analysis was conducted at the Congress Street/Site Drive/Blueberry Road intersection.  According to the applicant a traffic signal is not warranted. I concur with this conclusion, but suggest that a post-occupancy signal warrant study be conducted one year after opening. If a traffic signal is warranted, the applicant shall be responsible for all costs associated with design and implementation of the traffic signal.**
* **According to a warrant analysis for a right-turn lane entering the site from Congress Street, a right-turn lane is warranted.  At this time I concur with the applicant that provision of a right-turn lane entering the site is not preferred given that it will increase the crosswalk length.  I would suggest that conditions be monitored one year following opening and if crash data suggests a problem exists, the applicant shall be responsible for installing a right-turn lane.**
* **The Congress Street/Skyway Drive/Hutchins Drive intersection is projected to have movements that will operate at an unacceptable level of service following the construction of the project.  In addition, while not a High Crash Location per MaineDOT criteria, the intersection does display a pattern of rear-end collisions.  The City has been collecting funds from developments in the area for the implementation of improvements to mitigate congestion and safety deficiencies.  Based upon prior contribution methods, the applicant shall contribute $5,000.00 towards improvements at the subject intersection.**
* **The applicant has developed an improvement plan for Congress Street such that left-turn accommodations are provided.  I support the general concept of the plan provided in the application. Final design plans shall be submitted to the City for review and approval (It should be noted that adjustments to the design may be required during this review process).**
* **A pedestrian crosswalk is being proposed on Congress Street between the project site and Blueberry Road.  Through the contract rezone process the crosswalk was to include a refuge median island in addition to a flashing sign warning system.  Given vehicle turning needs, a refuge island is not feasible at this location.  In lieu of the refuge island the applicant shall construction an ADA accessible landing on the northwest radius of Blueberry Road. In addition, the crosswalk pavement marking shall consist of durable paint. Final design elements shall be reviewed and approved by the City.**
* **Per City standards the applicant is required to construct a sidewalk along their property frontage (60 feet of frontage).  The project does not meet sidewalk waiver requirements.  In lieu of constructing the required sidewalk, the applicant shall install a painted crosswalk on the Blueberry Road approach to Congress Street.**

If you have any questions or comments, please contact me.

Best regards,

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