

**From:** Tom Errico <thomas.errico@tylin.com>  
**To:** Helen Donaldson <HCD@portlandmaine.gov>  
**CC:** "Margolis-Pineo, David" <DMP@portlandmaine.gov>, Katherine Earley <KAS@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Jeff Tarling <JST@portlandmaine.gov>  
**Date:** 3/18/2015 4:48 PM  
**Subject:** 1210 Brighton Avenue - Final Traffic Comments

Nell - The following is a status update of my prior comments and represents my final comments. I find the project to be acceptable with the following detailed comments.

1. A crosswalk shall be provided on the driveway at Brighton Avenue and the traffic signal shall be upgraded to include pedestrian crossing signal equipment and be fully ADA compliant.

Status: The applicant has provided the requested crosswalk and noted signal modification upgrades. The applicant will be responsible for submitting a traffic signal design plan that details specifications for review and approval by City staff.

2. I do not find the location of the Denny's Restaurant parking spaces along the access driveway to be a safe condition and suggest that design options be considered that eliminated the direct backing maneuver conflicts that will occur under the proposed design.

Status: The applicant has revised the site plan which now includes removal of the subject parking spaces. I have no further comment.

3. The applicant shall coordinate with METRO on the provision of a bus shelter at the site driveway bus stop area.

Status: The applicant has coordinated with METRO and the plans include a bus shelter. I have no further comment.

4. I have reviewed the traffic analysis conducted by Bill Bray, PE and concur that the project will reduce traffic generation from the site and that the Brighton Avenue/Riverside Drive intersection does not exhibit safety concerns. A Traffic Movement Permit is not required.

Status: No response required.

5. The applicant should provide a study that supports the need for the parking supply provided.

Status: The applicant has provided supporting parking analysis information and the current parking supply seems reasonable. I have no further comment.

6. The pedestrian routing for pedestrians between the proposed hotel building and destinations to Portland is indirect and the applicant should review a more direct connection.

Status: The applicant has illustrated a possible future connection to the abutting parcel fronting Brighton Avenue and it should be noted that this connection (or in another location) could serve pedestrian movements as well. I have no further comment.

7. The parking and circulation layout seems to be inefficiently designed from an excess pavement perspective and I would suggest the applicant consider revising the plan. One suggestion would be to combine the access road to the hotel and the 20 space parking area. This change could also help to reduce the number of pedestrian crossings.

Status: The applicant has revised the site parking and circulation layout and I find conditions to be acceptable. I have no further comment.

New Comment: The applicant should provide details on pavement markings (STOP Bar and lane line for traffic delineation purposes) at the intersection of the Hotel Drive and the main driveway from Brighton Avenue. This can be a condition of approval.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE  
Senior Associate  
Traffic Engineering Director  
[T.Y. Lin International]T.Y. Lin International  
12 Northbrook Drive  
Falmouth, ME 04105  
207.781.4721 (main)  
207.347.4354 (direct)