



Helen Donaldson <hcd@portlandmaine.gov>

1210 Brighton Avenue - Updated Traffic Comments

Tom Errico <thomas.errico@tylin.com>

Thu, May 11, 2017 at 1:49 PM

To: Helen Donaldson <HCD@portlandmaine.gov>

Cc: Katherine Earley <kas@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Jeff Tarling <jst@portlandmaine.gov>, Lauren Swett <lswett@woodardcurran.com>

Hi Nell – The following is a status update of my comments emailed on May 5, 2017.

- It is my understanding that you have directed the applicant to delete the formal inter-parcel connections to Lot 265 A-8. I would note that future provision of connections to the subject lot is suggested. For future planning reference, I do have concerns regarding the connection at the main driveway location and the potential to create spill back problems into Brighton Avenue. Implementation of a right-turn entry/exit connection would likely be acceptable. Given that the main driveway connection would have limited access conditions, it would seem appropriate to shift the internal connection closer the Brighton Avenue driveway thus providing a more direct connection.

Status: I would clarify that under future inter-parcel connections to Lot 265 A-8, I do not support a full movement access driveway on the entry driveway opposite the Denny's Restaurant. A right-turn entry/exit driveway may be permitted and if approved would require extension of the raised median island to physically restrict movements. As noted in my original comment above, the interior inter-parcel connection is too far from the Brighton Avenue traffic signal and relocation to a more convenient location is suggested. A possibility would be to reconfigure/relocate the internal four-way intersection such that the easterly leg of the intersection directly connects to Lot 265 A-8 and that this intersection shifts northerly.

- The applicant should provide supporting information regarding the design of the internal intersection (where the crosswalk is provided). The information should respond to the following issues:
 - The geometric alignment of the intersection, particularly the use of pavement markings to define the intersection configuration. I would suggest auto-turn information be provided.

Status: The revised plan is acceptable (although the above comment could impact this intersection).

- The location of the crosswalk in relationship to the STOP bar may create unsafe conflicts.

Status: The revised plan is acceptable.

- Given likely future use by the abutting parcel, this internal intersection has the potential to carry a significant amount of traffic and thus this needs to be a consideration.

Status: I have no further comment other than what has been noted previously.

- I would prefer alignment with the opposite parking lot driveway.

Status: The revised plan is acceptable.

- The design should consider a future pedestrian connection through Lot 265 A-8 to Brighton Avenue.

Status: During the original review of the project it was noted that pedestrians originating from the hotel with destinations to Brighton Avenue (inbound) would benefit if a pedestrian connection is provided through Lot 265 A-8. This site plan does not provide a connection to Lot 265 A-8 and would need to be retrofitted when the noted connection is provided. The applicant should acknowledge that this would be required during redevelopment of Lot 265 A-8.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate

Traffic Engineering Director

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