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CC: David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Jeff Tarling <JST@portlandmaine.gov>
Date: 5/13/2015 1:12 PM
Subject: 72 Bishop Street

Hi Nell - I have reviewed the application materials and offer the following traffic comments:

- * I find the parking lot layout and driveway condition to be acceptable.
- * A sidewalk is being constructed on Bishop Street, as identified during the zoning amendment process. I find it to be acceptable although the sidewalk should be extended to the corner at Forest Avenue/Stevens Avenue. I would suggest that the applicant develop a concept plan for review and approval. I can work with the applicant in the development of the plan from a traffic perspective, particularly how it interfaces with the existing parking lot.
- * The applicant has requested a waiver from the City's Technical Standards as it relates to off-street parking requirements. Gorrill-Palmer has provided a summary of parking needs based primarily on staffing requirements. According to the analysis, 12 parking spaces will be sufficient for demand needs. This demand calculation assumes that none of the proposed tenants will be allowed to have vehicles. In general I find the estimate to be reasonable, but I would suggest that a condition of approval note that if automobile ownership is permitted for residents, the project shall return to the Planning Board for review .
- * The applicant should provide general details as it relates to a construction management plan. I do not support a waiver for this request.
- * I have reviewed the traffic generation estimate prepared by Gorrill-Palmer and concur with the estimate that approximately 13 trips are projected to be generated during the AM peak hour and 11 trips during the PM peak hour. Based upon this level of traffic, I do not expect the project to have a significant impact to traffic safety and operations in the study area. It should be emphasized that while the tenants of the project are not expected to own cars, it is expected that they will be using the proposed sidewalk to gain access to METRO buses at Forest Avenue and general commercial land uses in the area.
- * The crash data provided by the applicant notes that the Morrill's Corner intersection(s) had significant crashes over the report 2011 to 2013 three-year period. While the Forest Avenue/Stevens Avenue/Bishop Street intersection was not classified as a High Crash Location, it still had 30 reported crashes. The Forest Avenue/Allen Avenue intersection is a High Crash Location and had 53 reported collisions. Given that the project is not generating a significant amount of traffic, I do not expect safety conditions to be exacerbated.

If you have any questions, please contact me.

Best regards,

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