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November 23, 2016

Traffic Assessment
For Proposed
Reed School Restoration and Reuse Project
Portland, Maine

INTRODUCTION

Developers Collaborative are proposing a building restoration and reuse program for the vacant City of Portland's Reed School. Approximately 17,000 square feet of the prior public school building will be occupied by the Children's Odyssey School, a private school presently located on Davis Farm Road in the City of Portland, and eight (8) market rate apartments will be developed in the remaining building area.

Access to the Reed School property will continue to be provided from either Libby Street or Homestead Avenue.

This document provides a summary of existing traffic conditions at the Forest Avenue/Libby Street and Forest Avenue/Homestead Avenue intersections including: an estimate of 2016 peak traffic volumes and a review of current roadway safety conditions; peak hour trip generation estimates are prepared for both projected site uses and assigned to both study intersections, and the report is concluded with a qualitative assessment of the projects traffic impacts.

EXISTING CONDITIONS

Existing Traffic: Manual turning movement counts were conducted at both study intersections (Forest Avenue/Libby Street and Forest Avenue/Homestead Avenue) during the first week of November to establish existing morning and evening "*peak*" roadway traffic volumes. All vehicular traffic entering each intersection was recorded in 15-minute intervals between the hours of 7:00 and 9:00 AM and, again, between 3:00 and 6:00 PM (A copy of the field data summary sheets are attached). From a summary of the data, separate peak hour times were established for both commuter time periods. The AM peak hour occurred between 7:15 and 8:15 at the Homestead Avenue intersection and between 7:45 and 8:45 at the Libby Street intersection. The PM peak hour fell between 4:30 and 5:30 PM at both study intersections.

Traffic data collected during the month of November requires a minor adjustment to reflect "*peak*" travel conditions experienced during the summer months. MaineDOT provides factors for adjusting traffic data collected during other periods of time. MaineDOT utilizes highway classifications of I, II, or III for all State and Local roadways. Group I roadways are defined as urban roadways or those roads that typically see commuter traffic and experience little fluctuation from week to week throughout the year. Group II roadways or arterial roads are those that see a combination of commuter and recreational traffic and, therefore, experience

moderate fluctuations during the year. Group III roads or recreational roadways are typically used for recreational purposes and experience significant seasonal fluctuations. MaineDOT has designated the noted section of Forest Avenue as a Group I road, which requires the traffic data collected to be adjusted by a factor of approximately 1.08. Figures 1 through 4 present the estimated peak traffic volumes at both study intersections. As highlighted on the traffic figures, it is estimated that Libby Street experiences two-way traffic volumes of 45 vehicles in the AM peak hour and 63 vehicles in the evening peak hour. Traffic volumes measured on Homestead Avenue show a total of 37 vehicles in the morning peak hour and 29 vehicles in the evening peak hour.

Existing Safety Trends: The Maine Department of Transportation’s (MaineDOT) Accident Records Section provided the latest three-year (2013 through 2015) crash data for the section of Forest Avenue between Wall Street and Newton Street, a distance of approximately 0.42 miles. Their report is summarized as follows and attached as an appendix to the report:

2013 -2015 Traffic Accident Summary

<u>Location</u>	<u>Total Crashes</u>	<u>Critical Rate Factor</u>
1. Forest Avenue @ Wall Street	7	1.62
2. Forest Avenue @ Hicks Street	3	0.43
3. Forest Avenue @ Homestead Avenue	3	0.73
4. Forest Avenue @ Libby Street	3	0.45
5. Forest Avenue @ Eastlawn Road	2	0.37
6. Forest Avenue @ Commonwealth Avenue	6	1.51
7. Forest Avenue @ Belfort Street	3	0.76
8. Forest Avenue @ Harris Avenue	2	0.51
9. Forest Avenue @ Newton Street	9	0.40
10. Forest Avenue btw. Wall St. and Hicks St.	3	0.48
11. Forest Avenue btw. Hicks St. and Homestead Ave.	2	0.46
12. Forest Avenue btw. Homestead Ave. and Libby St.	2	0.23
13. Forest Avenue btw. Libby St. and Eastlawn Rd.	2	0.40
14. Forest Avenue btw. Eastlawn Rd. and Commonwealth Ave.	1	0.24
15. Forest Avenue btw. Commonwealth Ave. and Belfort St.	2	0.35
16. Forest Avenue btw. Belfort St. and Harris Ave.	1	0.40
17. Forest Avenue btw. Harris Ave. and Newton St.	1	0.24

The MaineDOT considers any roadway intersection or segment a high crash location if **both** of the following criteria are met:

- **8 or more accidents**
- **A Critical Rate Factor greater than 1.00**

As the data presented in the table shows, the incidence of traffic crashes occurring on the 0.42 mile section of Forest Avenue is below MaineDOT’s threshold criteria for identification of a high crash location.

SITE TRAFFIC

The Children’s Odyssey School presently operates from an existing 4,600 square foot building located at 110 Davis Farm Road in the City of Portland. The School has an existing enrollment of 65 students, 24 staff employees and 8 therapists. The School Administrator has projected modest increases in both the number of

students and staff for the proposed Reed School site. It is expected that a total of 100 students will be enrolled at the new site with an operating staff of 32 employees and 12 therapists.

Site Trip Generation – Children’s Odyssey School: Peak hour trip estimates were prepared for the proposed Children’s Odyssey School project based upon trends measured at the existing school property on Davis Farm Road. This process included the collection of manual counts conducted at the existing school site and a nearby satellite parking lot used by staff. All vehicle trips entering and exiting the school site and satellite parking lot were recorded between the hours of 7:00 to 9:00 AM and, again, between 3:00 and 5:00 PM. From a summary of the data, it was determined that a total of 49 trips were generated during the morning peak hour (7:45 to 8:45 AM) and 34 trips in the afternoon peak hour (3:30 to 4:30 PM). The following Table 1 provides peak hour trip rates at the existing school site calculated for two variables; students and number of staff:

Existing
Children’s Odyssey School
Peak Hour Vehicle Trip Rate Summary

<u>Unit of Measurement</u>	<u>Unit Size</u>	<u>AM Peak Hour Trips</u>	<u>PM Peak Hour Trips</u>	<u>AM peak Hour Trips Rate</u>	<u>PM Peak Hour Trip Rate</u>
Students	65 students	49	34	0.75 trips/student	0.52 trips/student
Staff	32 staff/therapist	49	34	1.53 trips/each staff member	1.06 trips/each staff member

Peak hour trip generation of the proposed school project at the Reed School Site is expected to mirror trends measured at the existing Davis Farm Road site. Table 2, as follows, summarizes the peak hour trip calculations completed for the proposed project and the determined “average” volume of trips that will be generated during both peak travel periods:

Proposed
Children’s Odyssey School
Peak Hour Vehicle Trip Generation Summary

<u>Unit of Measurement</u>	<u>Unit Size</u>	<u>Trip Rate AM Peak Hour</u>	<u>Total Trips AM Peak Hour</u>	<u>Trip Rate PM Peak Hour</u>	<u>Total Trips PM Peak Hour</u>
Students	100 Students	0.75 trips/student	75	0.52 trips/student	52
Staff	44 staff/therapist	1.53 trips/staff member	67	1.06 trips/staff member	47
Average Trips	-	-	71 trips	-	50 trips

The proposed relocated Children’s Odyssey School project can be expected to generate an “average” volume of 71 vehicle trips during the morning peak hour and 50 trips in the PM peak hour.

Site Trip Generation – Eight Market Rate Apartment Units: Peak hour trip generation estimates were prepared for the proposed apartment units based upon trip tables presented in the ninth edition of the Institute of Transportation Engineers (ITE) “TRIP GENERATION” handbook. The following trip rates were used in that effort:

Land-Use Code 220 – Apartment

Street Peak Hour – AM Peak = 0.51 trips/dwelling unit

Street Peak Hour – PM Peak = 0.62 trips/dwelling unit

Accordingly, the proposed 8 residential apartments can be expected to generate a total of 4 trips in the morning peak hour and 5 trips during the afternoon peak hour.

Total Trip Generation – Reed School Site: Combined, the proposed Reed School site can be expected to generate approximately 75 vehicle trips in the morning peak hour and an additional 55 trips during the evening peak hour.

Site Trip Distribution: Existing trip distribution patterns measured at the existing Children’s Odyssey School site shows that 55% of the site generated traffic enters and 45% exits in the morning peak hour and a 50%/50% directional split occurs in the afternoon peak hour. Similar distribution patterns can be anticipated at the proposed Reed School site with 41 trips entering and 34 trips exiting the site in the AM peak hour and approximately 28 vehicle trips both entering/exiting the site in the PM peak hour.

Site Trip Assignment: Vehicle trips generated by the proposed Reed School Restoration and Reuse project were assigned through both study intersections based upon the existing travel patterns of Children’s Odyssey School staff and students. The following assumptions were applied in that process:

General Traffic Routing Information

Staff and students will reside in similar communities as existing students and staff
Parent’s place of work will follow existing patterns.

AM Peak Hour

All entering trips are home to school trips

- 60% arrive from west on Forest Avenue
- 40% arrive from east on Forest Avenue

20% of departure trips are school to home trips

- 50% of trips travel east and 50% travel west

80% of departure trips are school to work trips

- 65% of trips travel east and 35% of trips travel west

PM Peak Hour

20% of entering trips are home to school trips

- 50% of trips enter from west on Forest Avenue
- 50% of trips enter from east on Forest Avenue

80% of entering trips are work to school trips

- 65% of trips arrive from east on Forest Avenue
- 35% of trips arrive from west on Forest Avenue

All departure trips are school to home trips

- 60% travel west on Forest Avenue
- 40% travel east on Forest Avenue

Figure 5 illustratively presents the assignment of the site generated trips to both study intersections.

REPORT SUMMARY

- Existing 2016 adjusted traffic volumes recorded at both the Libby Street and Homestead Avenue intersections with Forest Avenue would suggest that both streets operate and function as “*typical*” residential streets. The measured volumes of traffic on Libby Street were 41 vehicles in the morning peak hour and 63 vehicles in the evening. Traffic volumes recorded on Homestead Avenue are slightly lower with a total of 37 vehicles in the AM peak hour and 29 vehicles in the PM peak hour.
- MaineDOT’s Traffic Safety Bureau’s latest three-year (2013 through 2015) safety report for the section of Forest Avenue between Wall and Newton Streets, a distance of 0.42 miles, shows that all identified roadway segments and intersections experience fewer traffic crashes than the threshold criteria for identification of a high crash location.
- The proposed Reed School re-development project is forecast to generate approximately 75 vehicle trips during the “*morning*” peak hour and a reduced volume of 55 vehicle trips in the “*afternoon*” peak hour.
- Existing travel desires of both staff and students at the Children’s Odyssey School, principal tenant of the proposed school reuse project, would suggest that the majority of trips in the AM peak hour will arrive at the site from the west on Forest Avenue and departure trips will exhibit a strong desire to travel east on Forest Avenue to reach major employment areas. A somewhat opposite pattern is projected for the afternoon commuter hour with the majority of parents traveling to the site from their points of employment and entering the site from the east on Forest Avenue. The majority of parents and staff leaving the site will be heavily oriented towards the west on Forest Avenue.
- Traffic generated by the proposed project should not adversely impact intersection mobility at either study intersection. The level of vehicle delay experienced by motorist at either study intersection will be consistent with existing trends found along Forest Avenue and other major arterial corridors.



Portland: Forest & Homestead
 Wednesday November 2, 2016
 Sunny
 Count By: Dawn-Marie Fahey

File Name : Portland Homestead & Forest AM 110216
 Site Code : 00110316
 Start Date : 11/2/2016
 Page No : 5

Start Time	From North			From East			From West			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	2	4	6	1	93	94	232	1	233	333
07:30 AM	1	4	5	0	125	125	267	2	269	399
07:45 AM	3	7	10	1	156	157				
08:00 AM	4	1	5	3	138	141	172	1	173	319
Total Volume	10	16	26	5	512	517	875	4	879	1422
% App. Total	38.5	61.5		1	99		99.5	0.5		
PHF	.625	.571	.650	.417	.821	.823	.819	.500	.817	.891

adjusted

11

17

5

553

945

4

Portland: Forest & Homestead
 Wednesday November 2, 2016
 Sunny
 Count By: Dawn-Marie Fahey

File Name : Portland Forest & Homestead PM 110216
 Site Code : 01110216
 Start Date : 11/2/2016
 Page No : 5

Start Time	Homestead Ave From North			Forest Ave From East			Forest Ave From West			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	1	1	2	1	262	263	176	2	178	443
04:45 PM	1	3	4	0	238	238	134	2	136	378
05:00 PM	1	1	2	3	230	233	162	2	164	399
05:15 PM	3	0	3	4	241	245	189	2	191	439
Total Volume	6	5	11	8	971	979	661	8	669	1659
% App. Total	54.5	45.5		0.8	99.2		98.8	1.2		
PHF	.500	.417	.688	.500	.927	.931	.874	1.00	.876	.936

adjusted

6

5

9

1049

714

9

Portland:Forest & Libby
 Thursday November 3, 2016
 Cloudy with occasional rain
 Count By: Dawn-Marie Fahey

File Name : Portland Libby & Forest AM 110316
 Site Code : 01110416
 Start Date : 11/3/2016
 Page No : 5

Start Time	Libby From North				Forest Ave From East				Un-Named Road From South				Forest Ave From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	6	0	6	12	0	148	0	148	2	0	0	2	0	164	0	164	326
08:00 AM	2	0	7	9	0	154	0	154	1	0	1	2	1	180	1	182	347
08:15 AM	3	0	7	10	2	143	1	146	5	0	0	5	1	187	1	189	350
08:30 AM	3	0	4	7	0	85	2	87	4	0	0	4	0	227	0	227	325
Total Volume	14	0	24	38	2	530	3	535	12	0	1	13	2	758	2	762	1348
% App. Total	36.8	0	63.2		0.4	99.1	0.6		92.3	0	7.7		0.3	99.5	0.3		
PHF	.583	.000	.857	.792	.250	.860	.375	.869	.600	.000	.250	.650	.500	.835	.500	.839	.963

Adjusted #'s 15 26 2 572 3 13 1 2 819 2

Portland: Forest & Libby
 Tuesday November 2, 2016
 Sunny
 Count By: Patirck

File Name : Portland Libby & Forest PM 110216
 Site Code : 00011216
 Start Date : 11/2/2016
 Page No : 5

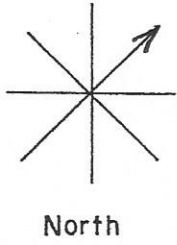
Start Time	Libby From North				Forest Ave From East				Un named Road From South				Forest Ave From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	0	4	5	5	247	4	256	1	0	0	1	1	171	4	176	438
04:45 PM	2	0	5	7	9	216	2	227	1	0	0	1	0	127	1	128	363
05:00 PM	1	0	2	3	5	213	3	221	2	0	1	3	1	154	4	159	386
05:15 PM	1	0	6	7	7	237	2	246	0	0	1	1	1	183	2	186	440
Total Volume	5	0	17	22	26	913	11	950	4	0	2	6	3	635	11	649	1627
% App. Total	22.7	0	77.3		2.7	96.1	1.2		66.7	0	33.3		0.5	97.8	1.7		
PHF	.625	.000	.708	.786	.722	.924	.688	.928	.500	.000	.500	.500	.750	.867	.688	.872	.924

5 18 28 986 12 4 2 3 686 12

VEHICLE VOLUME COUNT GRAPHIC SUMMARY SHEET

Intersection of FOREST AVE. @ HOMESTEAD AVE. Date _____

Weather _____ Road Surface Condition _____ Time _____ to _____



Name FOREST AVE.

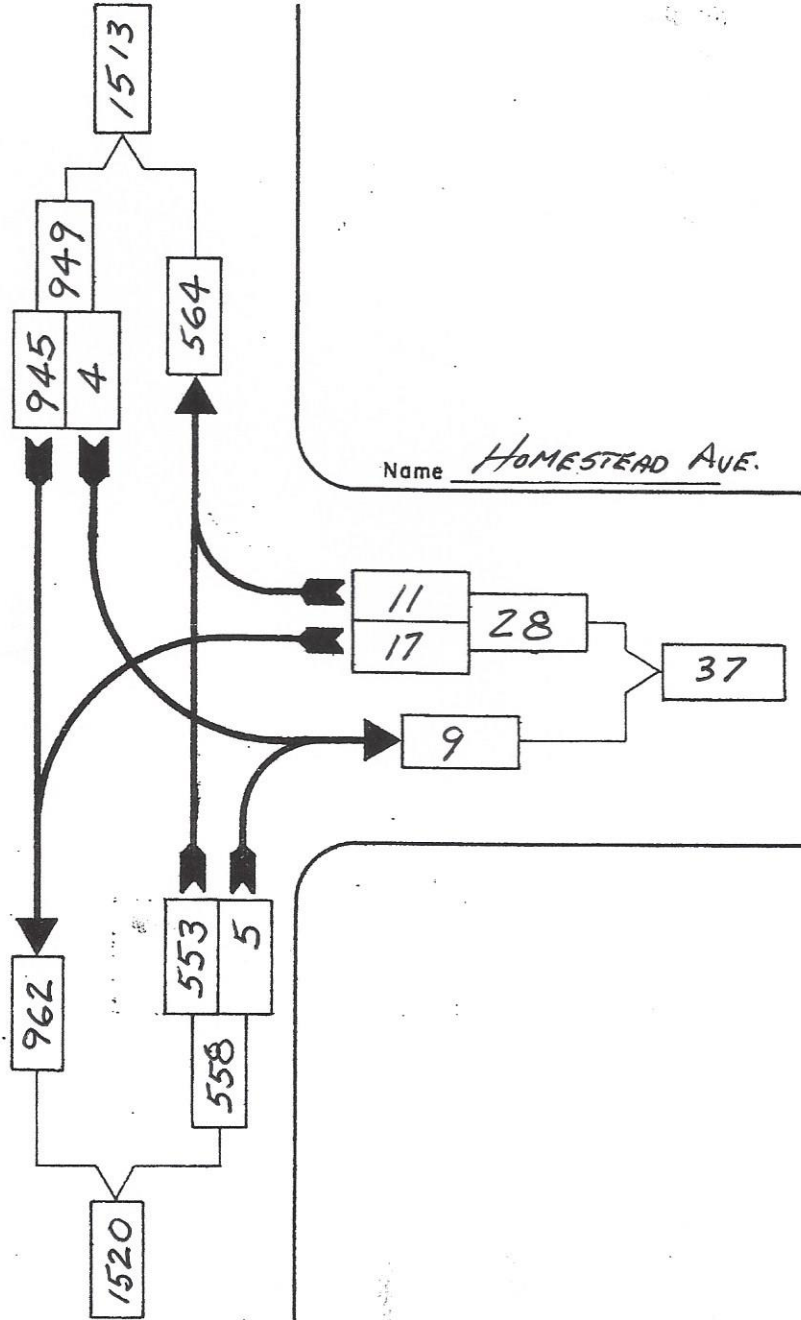
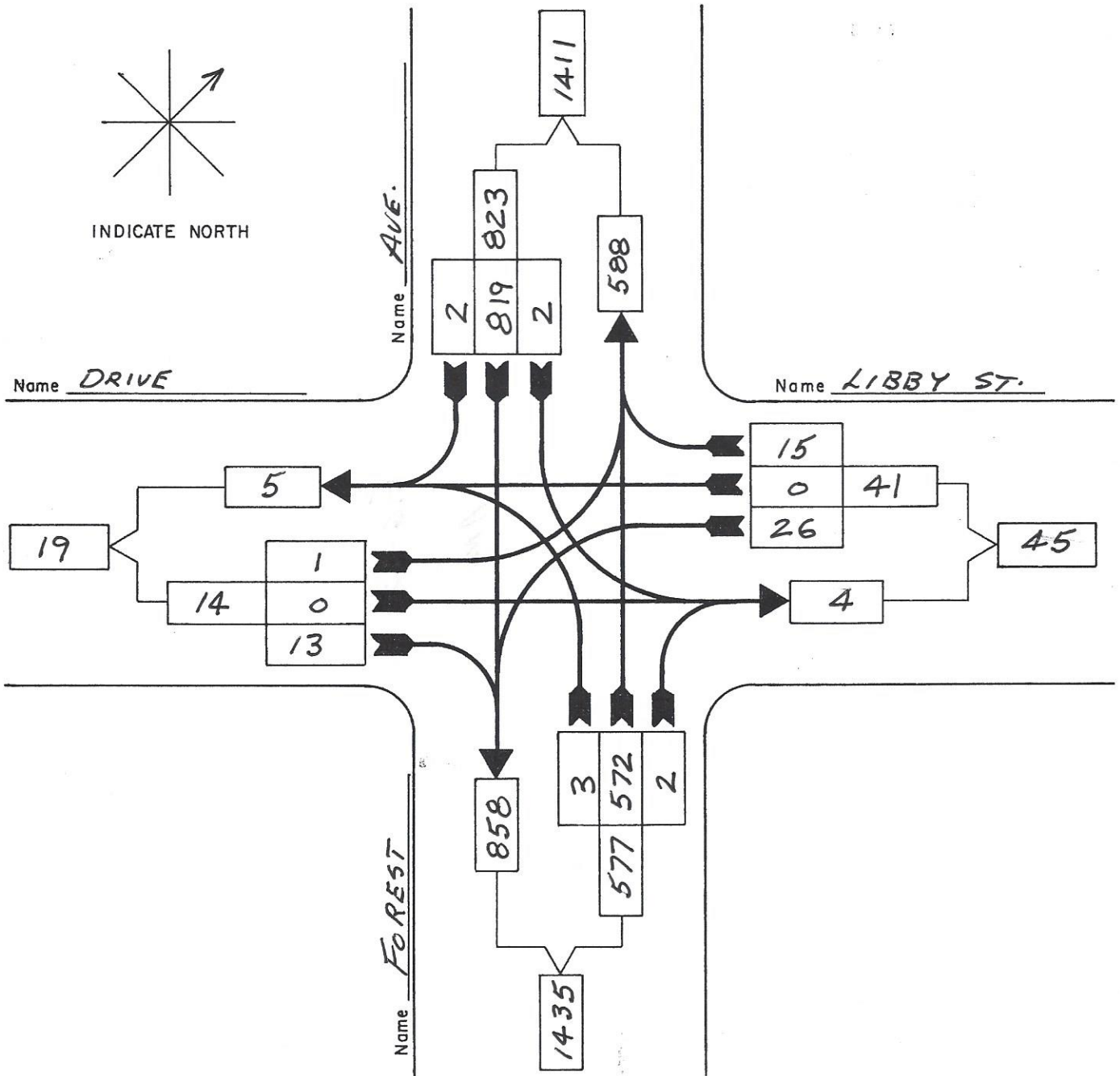


FIGURE 1: 2016 Design Hour Traffic – AM Peak Hour

VEHICLE VOLUME COUNT GRAPHIC SUMMARY SHEET

Intersection of FOREST AVE @ LIBBY ST. Date _____

Weather _____ Road Surface Condition _____ Time _____ to _____



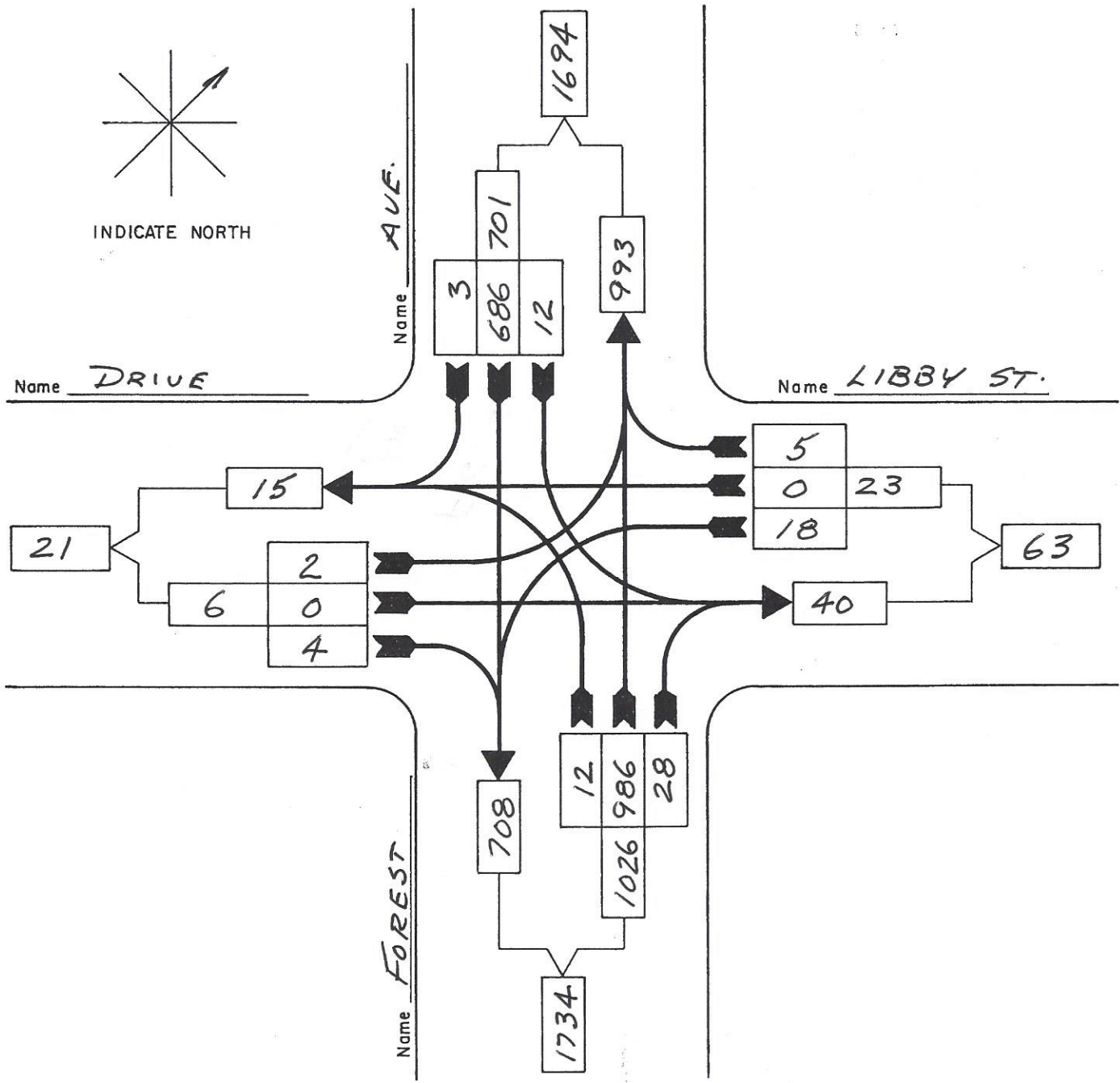
Remarks:

FIGURE 3: 2016 Design Hour Traffic – AM Peak Hour

VEHICLE VOLUME COUNT GRAPHIC SUMMARY SHEET

Intersection of FOREST AVE @ LIBBY ST. Date _____

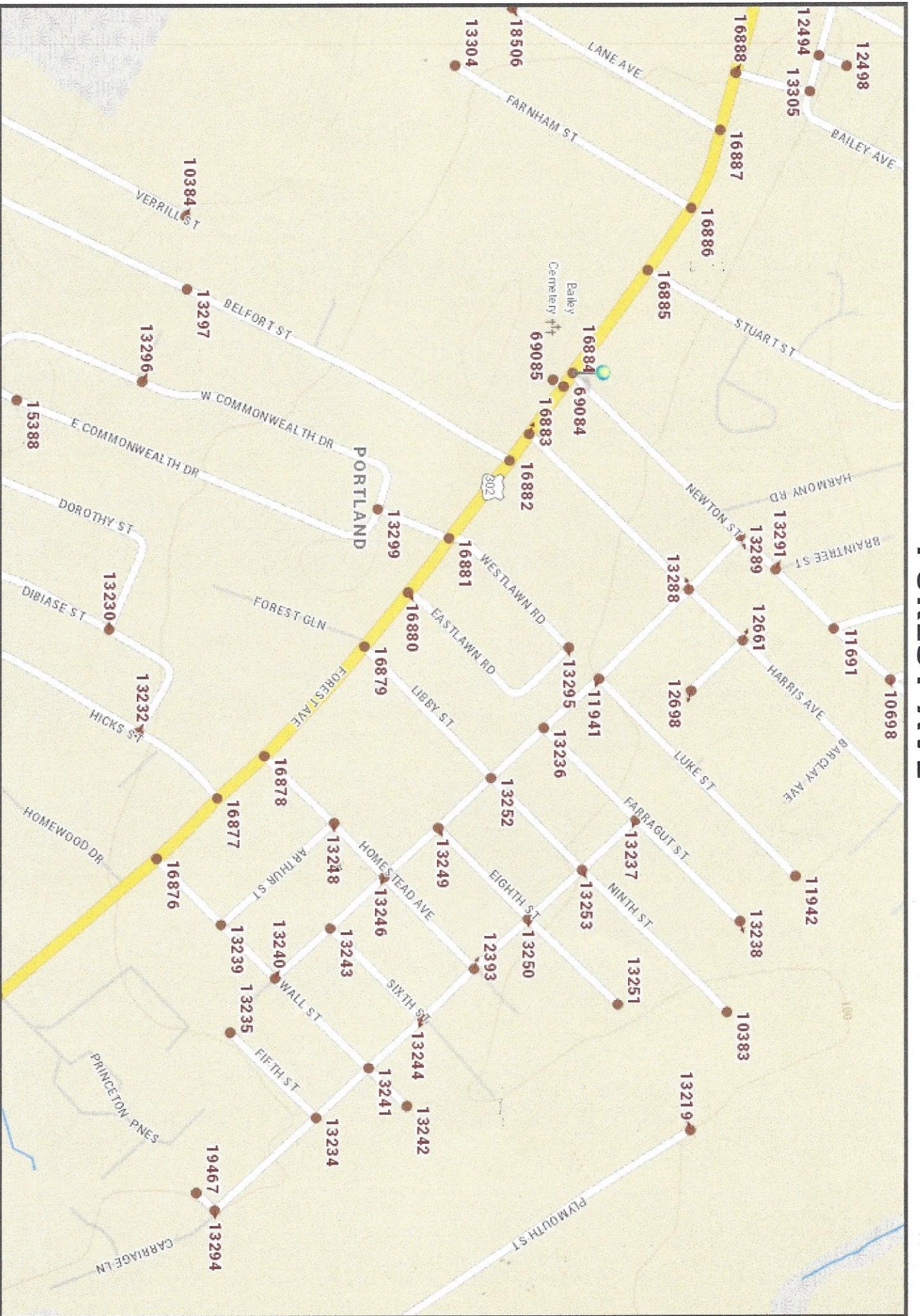
Weather _____ Road Surface Condition _____ Time _____ to _____



Remarks:

FIGURE 4: 2016 Design Hour Traffic – PM Peak Hour

FOREST AVE



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0.15

Miles

1 inch = 0.11 miles

Date: 10/24/2016
Time: 12:11:47 PM

Maine Department Of Transportation - Traffic Engineering, Crash Records Section
Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

- Crash Summary I
 Section Detail
 Crash Summary II
 1320 Public
 1320 Private
 1320 Summary

REPORT DESCRIPTION

Forest Ave area

REPORT PARAMETERS

Year 2013, Start Month 1 through Year 2015 End Month: 12

Route: 0302X	Start Node: 16876 End Node: 16884	Start Offset: 0 End Offset: 0	<input type="checkbox"/> Exclude First Node <input type="checkbox"/> Exclude Last Node
Route: 0560444	Start Node: 13252 End Node: 16879	Start Offset: 0 End Offset: 0	<input type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 0560380	Start Node: 13246 End Node: 16878	Start Offset: 0 End Offset: 0	<input type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 0560652	Start Node: 13246 End Node: 12393	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input type="checkbox"/> Exclude Last Node

Maine Department Of Transportation - Traffic Engineering; Crash Records Section

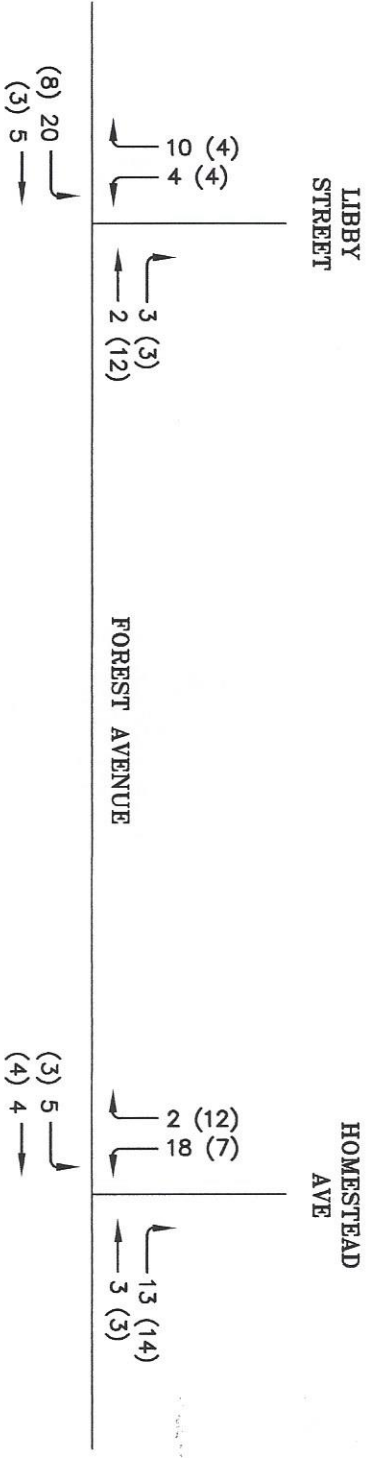
Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes	Percent Annual M	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF				
				K	A	B	C	PD	Injury	Ent-Veh	Crash Rate	Critical Rate	CRF	
16876	0302X - 2.78	Int of FOREST AV WALL ST	2	7	0	0	0	1	6	14.3	4.053	0.58	0.36	1.62
											Statewide Crash Rate:	0.13		
16877	0302X - 2.84	Int of FOREST AV HICKS ST	2	3	0	0	0	2	1	66.7	7.601	0.13	0.30	0.00
											Statewide Crash Rate:	0.13		
16878	0302X - 2.88	Int of FOREST AV HOMESTEAD AV	2	3	0	0	0	1	2	33.3	3.643	0.27	0.37	0.00
											Statewide Crash Rate:	0.13		
16879	0302X - 2.98	Int of FOREST AV LIBBY ST	2	3	0	0	0	0	3	0.0	7.116	0.14	0.31	0.00
											Statewide Crash Rate:	0.13		
16880	0302X - 3.03	Int of EASTLAWN RD FOREST AV	2	2	0	0	0	2	0	100.0	3.449	0.19	0.37	0.00
											Statewide Crash Rate:	0.13		
16881	0302X - 3.07	Int of COMMONWEALTH DR FOREST AV WESTLAWN RD	2	6	0	0	2	3	1	83.3	3.628	0.55	0.37	1.51
											Statewide Crash Rate:	0.13		
16882	0302X - 3.13	Int of BELFORT ST FOREST AV	2	3	0	0	0	0	3	0.0	3.592	0.28	0.37	0.00
											Statewide Crash Rate:	0.13		
16883	0302X - 3.15	Int of FOREST AV HARRIS AV	2	2	0	0	0	0	2	0.0	3.529	0.19	0.37	0.00
											Statewide Crash Rate:	0.13		
A69084	0302X - 3.19	Int of ENT TO RIVERTON SCHOOL FOREST AV	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
											Statewide Crash Rate:	0.13		
P16884	0302X - 3.20	Int of FOREST AV NEWTON ST	9	9	0	0	0	3	6	33.3	6.860	0.44	1.11	0.00
											Statewide Crash Rate:	0.67		
13252	0560444 - 0	0503666 POR,LEXINGTON,NINTH,LIBBY ST.	2	0	0	0	0	0	0	0.0	0.267	0.00	0.59	0.00
											Statewide Crash Rate:	0.14		
13246	0560380 - 0	Int of HOMESTEAD AV LEXINGTON AV	2	0	0	0	0	0	0	0.0	0.133	0.00	0.41	0.00
											Statewide Crash Rate:	0.14		
13248	0560380 - 0.06	0503662 POR,HOMESTEAD AVE,ARTHUR ST	2	0	0	0	0	0	0	0.0	0.172	0.00	0.51	0.00
											Statewide Crash Rate:	0.14		
12393	0560652 - 0.08	Int of BROADWAY HOMESTEAD AV	2	0	0	0	0	0	0	0.0	0.039	0.00	-1.35	0.00
											Statewide Crash Rate:	0.14		
Study Years:	3.00													
		NODE TOTALS:		38	0	0	2	12	24	36.8	44.082	0.29	0.31	0.91

Maine Department Of Transportation - Traffic Engineering, Crash Records Section
Crash Summary I

Start Node	End Node	Element	Offset	Route - MP	Section U/R Length	Total Crashes	Sections					Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF		
							K	A	B	C	PD							
16876	16877	3118908	0 - 0.06	0302X - 2.78 US 302	0.06	2	3	0	0	1	0	2	33.3	0.00461	216.97	449.77	0.00	
		Int of FOREST AV WALL ST													Statewide Crash Rate: 186.64			
16877	16878	3123977	0 - 0.04	0302X - 2.84 US 302	0.04	2	2	0	0	0	2	0	100.0	0.00284	234.36	509.00	0.00	
		Int of FOREST AV HICKS ST													Statewide Crash Rate: 186.64			
16878	16879	3117946	0 - 0.10	0302X - 2.88 US 302	0.10	2	2	0	0	1	0	1	50.0	0.00711	93.74	404.14	0.00	
		Int of FOREST AV HOMESTEAD AV													Statewide Crash Rate: 186.64			
16879	16880	3106431	0 - 0.05	0302X - 2.98 US 302	0.05	2	2	0	0	0	1	1	50.0	0.00342	195.02	485.40	0.00	
		Int of FOREST AV LIBBY ST													Statewide Crash Rate: 186.64			
16880	16881	3106432	0 - 0.04	0302X - 3.03 US 302	0.04	2	1	0	0	0	0	1	0.0	0.00273	121.89	514.23	0.00	
		Int of EASTLAWN RD FOREST AV													Statewide Crash Rate: 186.64			
16881	16882	3130491	0 - 0.06	0302X - 3.07 US 302	0.06	2	2	0	0	0	0	2	0.0	0.00410	162.52	463.25	0.00	
		Int of COMMONWEALTH DR FOREST AV WESTLAWN RD													Statewide Crash Rate: 186.64			
16882	16883	3131657	0 - 0.02	0302X - 3.13 US 302	0.02	2	1	0	0	0	0	1	0.0	0.00137	243.78	614.22	0.00	
		Int of BELFORT ST FOREST AV													Statewide Crash Rate: 186.64			
16883	69084	3506324	0 - 0.04	0302X - 3.15 US 302	0.04	2	1	0	0	1	0	0	100.0	0.00273	121.89	514.23	0.00	
		Int of FOREST AV HARRIS AV													Statewide Crash Rate: 186.64			
69084	16884	3506325	0 - 0.01	0302X - 3.19 US 302	0.01	2	0	0	0	0	0	0	0.0	0.00068	0.00	719.93	0.00	
		Int of ENT TO RIVERTON SCHOOL FOREST AV													Statewide Crash Rate: 186.64			
13252	16879	187948	0 - 0.11	0560444 - 0 RD INV 05 60444	0.11	2	0	0	0	0	0	0	0.0	0.00031	0.00	1500.87	0.00	
		0503666 POR LEXINGTON, NINTH, LIBBY ST.													Statewide Crash Rate: 384.10			
13246	13248	187938	0 - 0.06	0560380 - 0 RD INV 05 60380	0.06	2	0	0	0	0	0	0	0.0	0.00008	0.00	1559.23	0.00	
		Int of HOMESTEAD AV LEXINGTON AV													Statewide Crash Rate: 384.10			
13248	16878	187942	0 - 0.05	0560380 - 0.06 RD INV 05 60380	0.05	2	0	0	0	0	0	0	0.0	0.00009	0.00	1592.10	0.00	
		0503662 POR, HOMESTEAD AVE, ARTHUR ST													Statewide Crash Rate: 384.10			
12393	13246	186712	0 - 0.08	0560652 - 0 RD INV 05 60652	0.08	2	0	0	0	0	0	0	0.0	0.00004	0.00	769.79	0.00	
		Int of BROADWAY HOMESTEAD AV													Statewide Crash Rate: 384.10			
Study Years:	3:00																	
		Section Totals:			0.72	14	0	0	3	3	3	8	42.9	0.03012	154.92	302.62	0.51	
		Grand Totals:			0.72	52	0	0	5	15	32	38.5	0.03012	575.42	425.25	1.35		



LEGEND
 XX = AM PEAK HOUR
 (XX) = PM PEAK HOUR

**SITE TRAFFIC
 TRIP ASSIGNMENT
 FIGURE 5**

Reed Street and Libby Street
**REED STREET
 RESTORATION PROJECT**
 PORTLAND, MAINE
 DATE: NOVEMBER, 2016 PROJECT: 5

E:\LAND PROJECTS\34000\34439 TRAFFIC SOLUTIONS\REED SCHEME-TRAFFIC ASSIGNMENTS.DWG
TRAFFIC SOLUTIONS
 233 BANCROFT STREET, PORTLAND, MAINE 04102-1730