



Jean Fraser <jf@portlandmaine.gov>

RE: Traffic condition re Taco Bell, 1363 Washington Ave, Portland, ME

1 message

Fenstermacher, Dave <DFenstermacher@vhb.com>

Wed, Apr 20, 2016 at 1:19 PM

To: Jean Fraser <jf@portlandmaine.gov>

Cc: "Barhydt, Barbara" <bab@portlandmaine.gov>, "angel.robinson@guggenheimpartners.com"

<angel.robinson@guggenheimpartners.com>, Kyle Gibson <kyle.gibson@guggenheimpartners.com>, "Ohlson, Malia" <MOhlson@vhb.com>

Good Afternoon Jean,

Thank you for the email. We understand your position on the conditions and the applicant's suggested recommendations. However, I would just like to request that a couple recommended items be reconsidered, as described below.

- *"A report summarizing the outcomes of the Traffic Monitoring Study, including the identification of all crashes and any other problems observed in the 12 month period, shall be submitted to the City Planning Authority immediately upon completion and no later than one month after the Study is conducted."* – **The intent of our suggested language "The applicant will obtain the crash data from the MaineDOT for the Study but will not be responsible for time frame that the data becomes available" was to highlight that the timing of the data becoming available from MaineDOT is out of our control. More often than not, after the 12 months the DOT needs to collect and process the data, we just don't want the applicant to be held to 1 month if the data is not available. Perhaps the suggested language does not need to be used, but the note modified to state that DOT will determine the timeline (one month following DOT data availability).**
- *"If the Study indicates that the full turn access has contributed to a significant increase in crashes along Washington Avenue involving site vehicles (as determined by the City based on the cause of the crashes and on the City Traffic Engineer's recommendations), the applicant shall modify the access to be right-out and right-in only".* **The applicant agrees with the intent of the condition, however we feel it should be noted that the crashes should be focused on crashes that could be remedied by the installation of right-turn only driveways. For example, a crash resulting from someone taking a right-turn out of the driveway would still happen in either scenario. I assume that the "cause of the crashes" above would take this into account, but clarifying in the text would be beneficial.**

Please let me know if you have any questions or comments.

Thank you,

Dave

David Fenstermacher

Project Manager

P 603.391.3929

www.vhb.com**From:** Jean Fraser [mailto:jf@portlandmaine.gov]**Sent:** Wednesday, April 06, 2016 1:39 PM**To:** Fenstermacher, Dave <DFenstermacher@VHB.com>**Cc:** Barhydt, Barbara <bab@portlandmaine.gov>; angel.robinson@guggenheimpartners.com; Kyle Gibson <kyle.gibson@guggenheimpartners.com>; Ohlson, Malia <MOhlson@VHB.com>**Subject:** Traffic condition re Taco Bell, 1363 Washington Ave, Portland, ME

Dave,

Thank you for the suggested revisions to the draft condition, as attached to your 3.31.2016 e-mail.

I have consulted with my colleagues and we are not supportive of the suggested revisions. The wording as originally presented already reflects a compromise given the high levels of traffic along that corridor, the nearby intersection that results in lane-changes, and the proposed intensification of traffic from the site because of the introduction of the Taco Bell drive through.

A key element of the original draft condition is that the City would preserve its discretion to determine, based on the monitoring information, what access modifications were necessary. Such modifications would be implemented and funded by the applicant (or current owner) and designed to ensure safety for both motorists and pedestrians including school children.

If the original draft condition (basis of your redline) is not considered acceptable to the applicant, then any approval will be subject to a condition requiring the restriction of the Washington Avenue access to right-in and right-out only. This restriction would not be required if the connection via the Rite Aid access drive were implemented by the applicant (in a form approved by the City), at the applicant's cost, prior to the Taco Bell being opened to the public.

Thank you
Jean

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*Jean Fraser, Planner**City of Portland*

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7/11/2018

City of Portland Mail - RE: Traffic condition re Taco Bell, 1363 Washington Ave, Portland, ME

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