**TACO BELL- 1363 Washington Ave., Portland, ME**

DRAFT CONDITIONS OF APPROVAL RE TRAFFIC

(To be read in conjunction with Tom Errico’s final review comments dated 3.16.2016.)

1. That applicant shall conduct a detailed *Crash Monitoring Study* at the drive access with Washington Avenue (to be conducted in accordance with a methodology agreed with the City's Traffic Engineering Reviewer and particularly focusing on crashes caused by Taco Bell vehicles entering or exiting the site) for the 12 months following the opening of the drive through to the public, such date to be informed to the City Planning Authority. A report summarizing the outcomes of the *Crash 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 applicant will obtain the crash data from the MaineDOT for the *Study* but will not be responsible for the time frame that the data becomes available. If the *Study* indicates that the full turn access has contributed to a significant number of crashes along Washington Avenue involving site vehicles that could be remedied by the installation of a right-turn only driveway, the applicant shall modify the access to be right-out and right-in only. For the purpose of defining “significant number of crashes”, the *Study* will rely upon the Standard described in the Manual on Uniform Traffic Control Devices (MUTCD 2009 Edition, page 445) where 5 or more crashes at one location in a 12 month period is considered statistically significant enough to warrant the investigation of alternative traffic control measures.

2. That the applicant shall allow for the future creation of a road connection to the "Rite Aid" driveway to the north in order to encourage Taco Bell exiting customers to use the access via Allen Avenue and reduce potential conflicts in Washington Avenue. The applicant shall preserve space for an egress from the current site plan and agree to allow others to construct it in the future if the Rite Aid site is redeveloped or at a time period when the site is being reviewed by the City, and if the connection can safely accommodate traffic exiting the Taco Bell site and not interfere with its on-site circulation and operations. If this connection is achieved and permanent (i.e. open to Taco Bell vehicles) within the first 12 months following the opening of the drive through to the public (i.e. during the monitoring period), the applicant shall not be responsible for submitting the final report associated with the *Crash Monitoring Study* nor the associated potential restrictions as outlined in Condition 1 above. (An ingress from the “Rite Aid” driveway to the Taco Bell site has been excluded from this condition as it was deemed not feasible and could not safely accommodate vehicles entering the site without being in conflict with the on-site circulation pattern and drive through operation.)