



Jean Fraser <jf@portlandmaine.gov>

Portland Transportation Center - Final Traffic Comments

1 message

Tom Errico <thomas.errico@tylin.com>

Thu, Sep 20, 2018 at 9:13 AM

To: Jean Fraser <jf@portlandmaine.gov>

Cc: Keith Gray <kgray@portlandmaine.gov>, Bruce Hyman <bhyman@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, "Jeff Tarling (JST@portlandmaine.gov)" <JST@portlandmaine.gov>

Hi Jean – I have reviewed the application materials and offer the following final traffic comments.

- A Traffic Movement Permit Application was submitted on July 16, 2018 and a Scoping meeting was held on August 2, 2018. In response to the scoping meeting, the Applicant conducted a detailed traffic evaluation of the Terminal pick-up/drop-off area to ensure safe and efficient traffic conditions. The Site Plan was developed based upon the traffic evaluation and improvements are proposed, which I generally find to be acceptable. I find the project meets TMP requirements with the conditions noted separately.
- The Traffic Movement Permit is based upon a peak hour trip generation estimate of 426 trips, 205 entering vehicles and 221 exiting vehicles. It should be noted that these trips are currently being generated by the Transportation Center and are not “new” trips to the area. The TMP is being required due to the incremental increase in traffic over the last 10-years, a MaineDOT TMP rule requirement. This effort brings the site into MaineDOT compliance.
- The parking lot has aisle widths that do not meet City Technical standards. I support a waiver from standards given long duration parking and that space within the lot will be allocated to provision of safe pedestrian facilities.
- The site plan maintains a detectible warning panel/ramp but removes the painted access area. The applicant should provide an explanation for this change and consider removing this feature. In this same area, a parking space of 8-foot wide is proposed. This is similar to compact size parking spaces in the main lot. I find the space to be acceptable.
- Wayfinding sign layout details (size, lettering, etc.) shall be provided for review and approval to ensure readability standards are met.
- The Applicant has provided a Construction Management Plan, which I generally find to be acceptable. I would note that greater detail is required during Phase 2/3 activities, when construction activity in the Terminal area will occur. It will be critically important that safe pedestrian and bicycle conditions be provided. Additionally, it appears that access and egress movements will be permitted at the existing egress driveway. I would suggest that greater detail be provided as a condition of approval.

If you have any questions, please contact me.

Best regards,



Jean Fraser <jf@portlandmaine.gov>

PTC Parking Lot/Site Circulation Changes Comments (Rev.): #2018-002

1 message

Bruce Hyman <bhyman@portlandmaine.gov>

Wed, Sep 12, 2018 at 4:24 PM

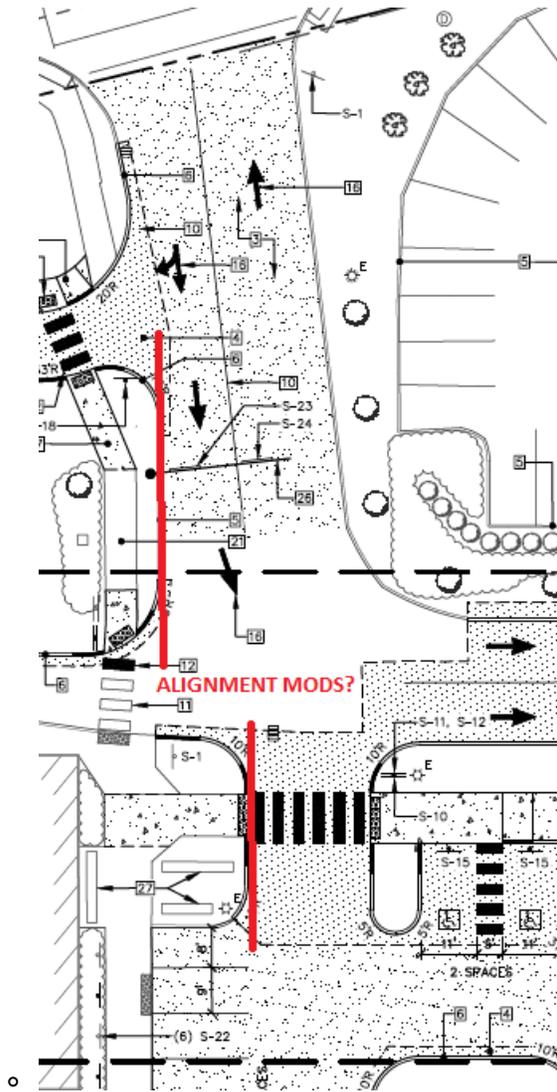
To: Jean Fraser <jf@portlandmaine.gov>

Cc: Tom Errico <thomas.errico@tylin.com>, Jeremiah Bartlett <jbartlett@portlandmaine.gov>, Keith Gray <kgray@portlandmaine.gov>, Barbara Barhydt <bab@portlandmaine.gov>

Good afternoon, Jean,

The following are my comments on the latest submittals by Sebago Technics following our most recent meeting:

- I find the site circulation in front of the PTC terminal much improved over the previous concept - one potential additional modification that should be considered is to provide a sidewalk extension for some length along the outside perimeter of the Drop-off lane - I anticipate that some riders who are running late for departures will exit vehicles while in the queue with baggage and would otherwise have to walk within the queueing lane area
- the pavement markings within the handicapped parking spaces is not correct and is to be corrected (it is not to be striped as/similar to the crosswalks)
- the spacing of the new bicycle racks is to be adjusted to show no less than 3' on center (o.c) between the bike racks to allow for proper usage - labels should be added to the drawing to indicate this spacing to ensure proper installation
- during the TMP scoping meeting and subsequent meetings discussing transportation/traffic strategies to reduce parking demand, the topic of wayfinding signage was raised to highlight bicycling and walking opportunities to the PTC to/from the Downtown - a commitment by the applicant to produce or contribute to a wayfinding program is recommended
- I find the tree wells, as placed in a staggered configuration within the pedestrian walkways with the parking lot, intrusive to pedestrian circulation as shown - their intrusiveness should be minimized - I could not find a detail to indicate whether tree grates or open tree wells were proposed
- consideration should be given to providing better alignment between the entry driveway and the entrance to the Short-Term Parking lot - currently these are off-set considerably - the driveway curb line/width and/or the curb extension extent could be modified to provide better alignment



- any detectable warning panels, if used at corners with public streets/row, are to be cast iron, not composite as shown in the detail sheet

Please do not hesitate to contact me if you or the applicant have any questions on the above items.

Bruce

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 Bruce Hyman
 Transportation Program Manager
 Transportation Division

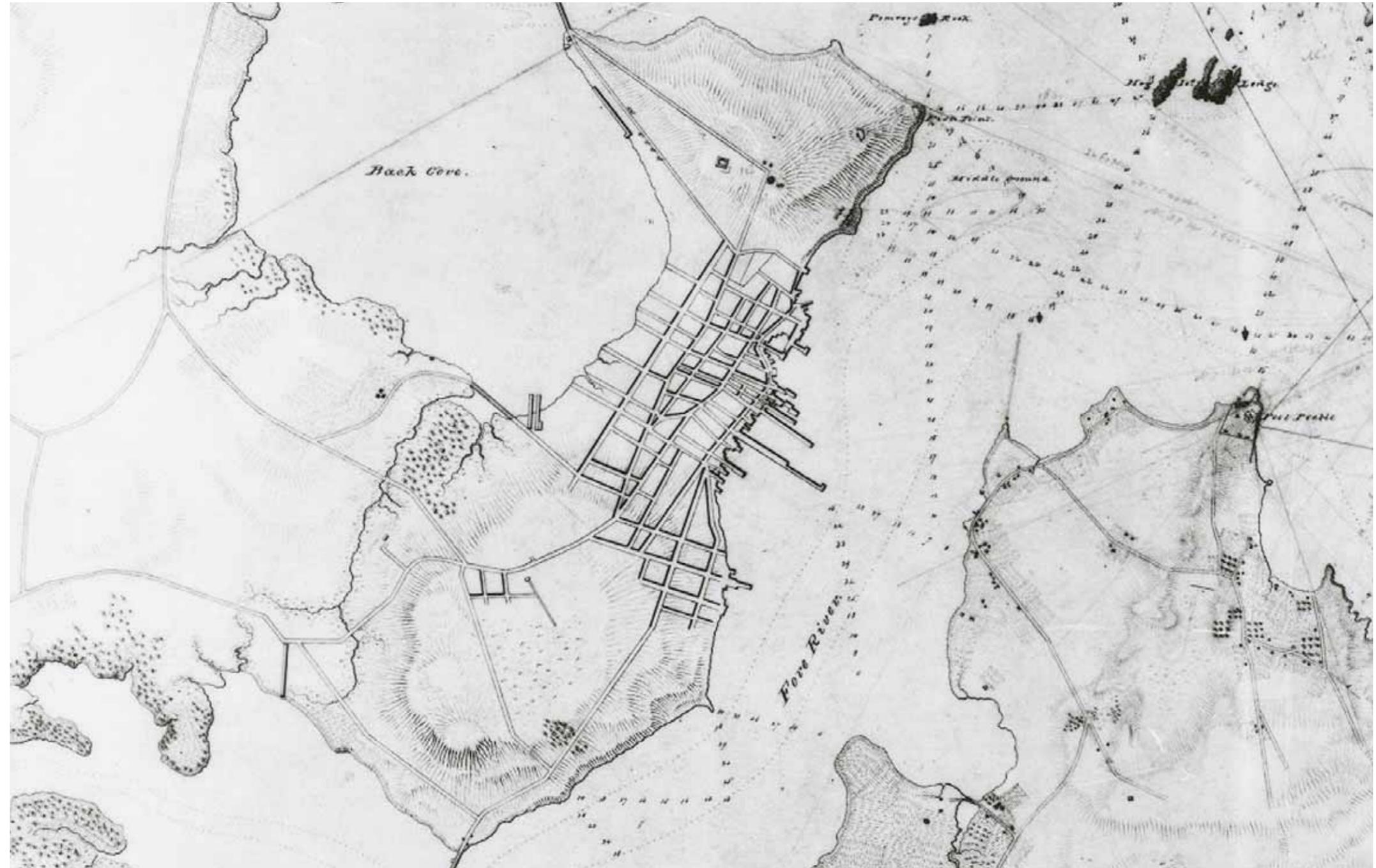
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<http://www.portlandmaine.gov/1363/Transportation-Division>
 Yes! Transportation's Good Here



Portland Peninsula Vehicular Wayfinding Plan

Bicycle Wayfinding System
Excerpt



Bicycle Wayfinding Criteria and Policy

The Bikeway will work in combination with the Neighborhood Byway program to expand options on the Peninsula for cyclists of all abilities.

Note:
The Bicycle Wayfinding Criteria and Policy shown on pages 51-54, the Wayfinding System Map shown on Page 55, and the Sign Types shown on Page 56 should serve as the departure points for additional planning, coordination, discussion, and refinement of the Bicycle Wayfinding System.

Users

All visiting and neighborhood travelers (cyclists).

Location

Throughout the Portland Peninsula as defined by the Portland Wayfinding Study, with extensions to University of Southern Maine in the Deering area and to the Portland Transportation Center on Thompson's Point. *(Note: Does not extend to the Jetport.)*

Definition

Portland's Bikeway uses a combination of local streets with on-road bicycle facilities (may include designated bike lanes, shared lanes, and cycle tracks) and off-road bicycle facilities (shared use paths) to create a cross-Peninsula system of bicycle infrastructure for cyclists who are more comfortable riding on a designated facility. The cross-Peninsula network is intended to allow riders to navigate between the City's zones and downtown districts and to accept visitors arriving to the major bicycle gateways to the Peninsula (the Portland Transportation Center, Veterans' Memorial Bridge, the Casco Bay Bridge, the Ferry Terminal, Tukey's Bridge, Preble Street as it crosses Rt. 295, and Deering Avenue as it crosses Rt. 295). The Bikeway does not presume to constrain riders to the system, merely to provide an option for cyclists who may need encouragement to navigate the City and to make vehicular drivers more aware of cyclists in those areas. It will identify routes to shared use paths (bicycle routes that are off-limit to vehicles), thus adding a layer of bicycle-specific information to the directional content on the vehicular wayfinding signs, and will supplement the signage programs of existing regional routes. The Bikeway will work in combination with the Neighborhood Byway program to expand options on the Peninsula for cyclists of all abilities.

The Bikeway should not be confused with Portland's Neighborhood Byway program or the East Coast Greenway/US Bike Route 1. The Neighborhood Byway program identifies particular routes between neighborhood centers, parks and schools, and stresses neighborhood travelers and trips by children. The East Coast Greenway and US Bike Route 1 are regional routes that connect multiple communities. The Bikeway intersects with the Neighborhood Byway system in several locations. Where the East Coast Greenway and US Bike Route 1 cross the Peninsula on existing roadways, the Bikeway intentionally follows the official regional route. As new shared use paths and on-road bicycle facilities are developed within the City, the Bikeway system will be modified to reflect new or altered routes. Not every new shared use path or on-road bicycle facility will necessarily be incorporated into the Bikeway wayfinding system. As new facilities are developed, they should be evaluated for incorporation on the basis of whether they provide enhanced connectivity to a bicycle gateway or between zones and districts and/or whether they should replace an inferior facility in the current Bikeway system.

Intent (follows Neighborhood Byway Language): The intent of the criteria below is to create a consistent and repetitive information path along the designated Bikeway routes. Bikeway wayfinding components shall:

- Identify the route as a component of the system;
- Direct users to and mark specific destinations (destinations that are off-limit to vehicular drivers);
- Identify terminations (limits) of the system so that users know when they have entered or left the system. In some cases, the limits of Bikeway routes will be known by the presence or absence of a bicycle facility (shared use path, cycle track, or pavement markings) until a Bikeway identifier is reached. It is not the intent of the Bikeway program to sign every intersection with a designated Bikeway facility;

- Employ consistent design and information conventions appropriate for bicyclists;
- Be located and installed to avoid visual clutter and confusion with other signage systems; and,
- Neither dissuade nor attract automobile travelers to the Bikeway route.

In the Event of Geographic Overlap

- *Portland's Vehicular Wayfinding System:* The Bikeway will be addressed within a dedicated zone at the bottom of proposed vehicular directional signs. Bikeway information will only be included on vehicular wayfinding signs where the vehicular wayfinding sign will be installed in a location on a designated Bikeway route. Where no vehicular wayfinding sign is present and bicycle-specific wayfinding information is needed, Bikeway wayfinding will be addressed with pavement markings (bike lanes and sharrows) in combination with Bikeway-specific signs. At shared gateways (bicycles and vehicles), it may be desirable to have distinct Bikeway directional signs in order to be able to list several destinations with approximate travel times and distances, even where vehicular directional signs will be present.
- *Portland Trails:* The shared use paths designated as portions of the Bikeway are locally managed by Portland Trails. Where the Bikeway meets a Portland Trails trail, a Bikeway destination sign will be used. The Bikeway destination sign will use the Portland Trails name for the trail and incorporate all pertinent sponsorship branding (i.e. East Coast Greenway, Sebago to the Sea, U.S. Bike Route 1), with local sponsorship branding appearing toward the left, and national trail sponsorship branding appearing toward the right. On the Portland Trails trails, Portland Trails signage will provide a wayfinding function, but it is recommended that the Portland Trails signage incorporate all pertinent sponsorship branding, including Bikeway identification, to reduce sign clutter. Where a significant Bikeway decision point occurs on a Portland Trails trail (for example, at the confluence of routes occurring at the south end of Tukey's Bridge, or where Frederic Street intersects the Fore River Parkway Trail), Bikeway wayfinding signage will be used.
- *Neighborhood Byway:* The Bikeway will not address neighborhood Byways as destinations within the system. Where a Bikeway and Neighborhood Byway intersect, the Neighborhood Byway signage will serve to identify the Byway. It may be desirable for the Neighborhood Byway signs to include the Bikeway as an included destination for wayfinding purposes.
- *Regional or National Sponsored Route:* The Bikeway encompasses several regional routes. Where the Bikeway route overlaps with a sponsored regional or national route, regional or national route markers will be used in conjunction with the Bikeway signage.

Sign Types

- *Pavement Markings* are an integral part of the bicycle wayfinding system on the Peninsula. They can take the place of route markers in many instances, reducing sign clutter.
- *Directional/Decision Signs* are primarily to be used where travelers are entering or leaving the Bikeway system at the major bicycle gateways to the Peninsula, and at the junction of two or more Bikeway routes. At shared gateways (bicycles and vehicles), it may be desirable to have Bikeway directional signs that are separate from the vehicular wayfinding signs in order to be able to list several destinations with approximate travel times and distances.

- *Trail Blazer/Confirmation signs* are smaller signs located periodically along the Bikeway route to reinforce the presence of the corridor between directional signage. These may be incorporated into vehicular directional signs, where vehicular directional signs will be present on a Bikeway route.
- *Trail Blazer/Turn Signs* are similar to trail blazer/confirmation signs, but with an arrow to indicate that the Bikeway route is turning from one street onto another street. These may be incorporated into vehicular directional signs, where vehicular directional signs will be present on a Bikeway route.
- *Destination Marker signs* indicate arrival at specific destinations along the Bikeway, in particular, shared use paths. Destination marker signs should employ the same or identifiably similar graphic conventions as the bikeway directional signs to cue the user that they have found their destination. The markers shall be installed in the public right of way, shall be readily visible from the Bikeway Route, and shall be orientated to clearly indicate the subject destination.
- *Kiosks* will not be installed as part of the Bikeway system, but inclusion of schematic Bikeway maps into existing or planned kiosks on Bikeway routes is encouraged

Graphic Criteria: See examples on pages 56 and 71.

Installation Criteria (TBD by City of Portland)

Information Criteria

The Bikeway system is comprised of a connected system of local streets with on-road bicycle facilities (may include designated bike lanes, shared lanes, and cycle tracks) and off-road bicycle facilities (shared use paths) to create a cross-Peninsula system of bicycle infrastructure for cyclists who are more comfortable riding on a designated facility. Bikeways are selected by virtue of more bikeable grades; low(er) traffic volumes; access to bicycle gateways, wayfinding zones, and wayfinding districts; and existence of formal bicycle facilities/likelihood of receiving formal bicycle facilities in the next year to year-and-a-half. Destinations will be included on signs providing that they meet the criteria for inclusion (see below) and/or are not specifically excluded from the signs (b, below.) Limited sign size, information clarity, and limited ability to change sign information dictate that no more than 4 destinations are permitted on any one sign. Where more than 4 destinations warrant inclusion on the sign, but room is not available, “categories” of like uses can be combined (i.e., “Schools”, or “Parks”) and “destination markers” naming specific destinations can be employed on route at the destination. It is recommended that distances in miles and average time to destinations be included where space permits, with distances receiving priority over time to destinations.

A. CRITERIA FOR INCLUSION ON BIKEWAY WAYFINDING SIGNS

- Wayfinding districts or neighborhood centers on the Bikeway
- Bridges that are reached by the Bikeway
- Municipalities adjacent to the major bicycle gateways to the Peninsula

-
- University of Southern Maine
 - The Portland Transportation Center
 - Casco Bay Ferry Terminal
 - Ocean Gateway Terminal
 - Metro Hub
 - Public parks with capacity to accommodate 200 or more visitors on the Bikeway
 - Intersections with public or publically accessible shared use paths that are part of the Bikeway system
 - Sponsored regional or national bike routes

B. CRITERIA FOR EXCLUSION ON BIKEWAY WAYFINDING SIGNS

- Places of business
- Seasonal activities
- Non-ADA accessible destinations

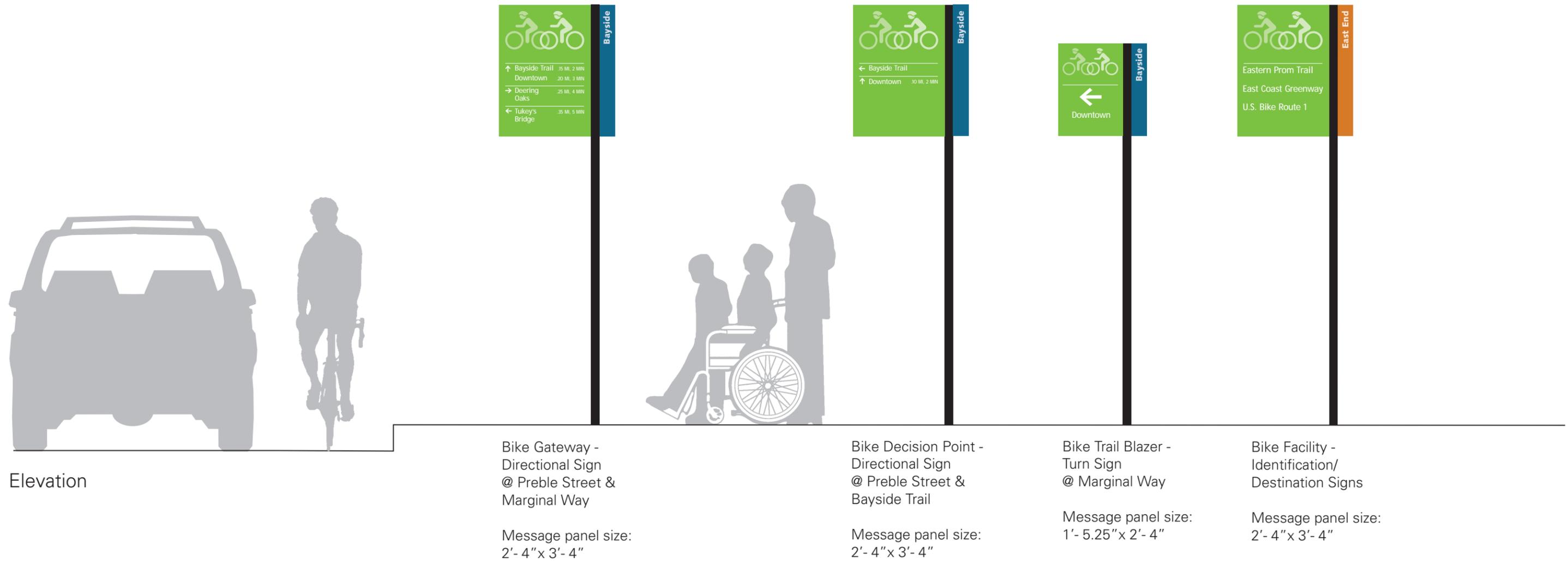
Recommended Bicycle Wayfinding System

-  Bike Entry Portal/Gateway
-  Bike Decision Point
-  Bike Trail Blazer-Confirmation/Turn Sign
-  Existing Shared Use Path
-  On Road Bike Facilities - Completed as 1st Priority
-  Regional Bike Route
-  Shared Decision Point - (Automobiles & Bicycles)
-  East Coast Greenway/ US Bike Route 1
-  Sebago to Sea Route

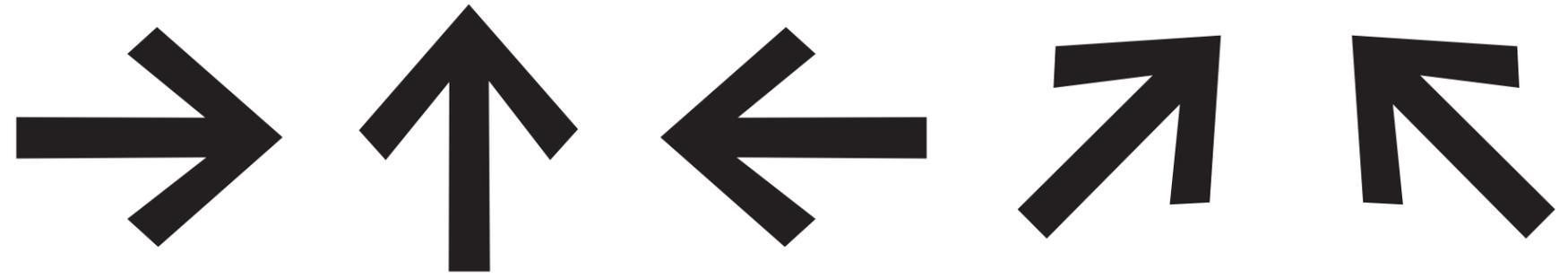


Sign Types

Bicycle Directional Bicycle Facility



Arrows and Symbols



Symbols



Ferry Terminal



Visitor Information



Public Parking Facility



Train Station - Amtrak



Bus Station - Concord



Jetport



Bike Facility



City Golf Course Facility



Cross Country Skiing



Snowshoeing

Note: The recreational symbols, shown above, are for use only on off-Peninsula vehicular directional signs at the City of Portland's discretion.

CLEARVIEW
HIGHWAY 3W

(Vehicular
Directional
Messages)

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

CLEARVIEW
HIGHWAY 2W

(Parking and
Bicycle Messages)

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

Font Design and Description
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and Meeker Associates

Clearview, also known as Clearview Hwy, is the name of a humanist sans-serif typeface family for guide signs on roads in the United States. It was developed by independent researchers with the help of the Texas Transportation Institute and the Pennsylvania Transportation Institute, under the supervision of the Federal Highway Administration (FHWA). It is expected to gradually replace the FHWA typefaces over the next few decades in many applications.

The standard FHWA typefaces, developed in the 1940s, were designed to work with a system of highway signs in which almost all words are capitalized. The designers of Clearview sought to create a typeface adapted for mixed-case signage, initially expecting it would be based on an existing European sans-serif typeface. Instead, using a similar weight to the FHWA fonts, a new font was created from scratch. Two key differences are much larger counter spaces, the enclosed spaces in letters like the lower case “e” or “a,” and a higher x-height, the relative height of the lower case “x” to the upper case “X.” Smaller counter spaces in the FHWA fonts reduced legibility, particularly when the letters glowed from headlight illumination at night.

Clearview was granted interim approval by the FHWA for use on positive contrast road signs (light legend on dark background, such as white on green, blue, or brown) on September 2, 2004.

- Font Highlights:
- Federally approved alternative to Standard Alphabets for Traffic Control Devices
 - Faster recognition at increased distances
 - Improved legibility in a similar footprint
 - Reduced halation (or overglow) for older drivers



Jean Fraser <jf@portlandmaine.gov>

Performance guarantees

1 message

Jennifer Thompson <jlt@portlandmaine.gov>
To: Jean Fraser <jf@portlandmaine.gov>

Fri, Sep 21, 2018 at 4:04 PM

Hi Jean - I understand that as part of the review of the Transportation Center project there have been questions around the site plan ordinance's requirement for a performance guarantee and what the guarantee covers. Below are what I think are the relevant sections of the Code that I hope will help answer those questions.

Section 14-530 provides, in relevant part:

Performance Guarantee and Defect Guarantee:

a. Performance Guarantee Required. Following approval of Level I, II and III site plan applications and prior to the issuance of a building permit, the developer shall post with the City a performance guarantee in the form and amount specified in section 14-501 specifying the completion of the required site plan improvements within two (2) years from the origination date of such guarantee. In no case shall the term of such guarantee be for a period of less than one (1) year, nor shall any performance guarantee expire between October 30 and April 15 of the following year.

b. Required site improvements. Development improvements include, but are not limited to, sanitary sewers, storm drains, drainage systems, erosion control, catch basins, manholes, other improvements constructed chiefly below grade, slope stabilization, curbing, paving, sidewalks, lighting, landscaping and buffers.

With respect to drawing down performance guarantees, the Code provides, in relevant part:

(d) Performance guarantees may be reduced periodically by the public works authority and the planning authority in the manner provided herein. Upon request, but in no event more than three (3) times in any calendar year, the developer shall be eligible to receive reductions in the performance guarantee equal to the estimated cost of the completed improvements. In no case, however, shall any performance guarantee be reduced (1) by less than one hundred thousand dollars (\$100,000.00) or fifty (50) percent of the initial amount of the performance guarantee, whichever is less, at any one (1) time; or (2) in any line item where improvements remain to be completed: or (3) to a value which is less than the estimated cost of completing all remaining prescribed improvements for which a performance guarantee is required by section 14-530 as determined by the public works authority. Notwithstanding any other provision of this section, no performance guarantee shall be reduced to less than the amount of the defect guarantee to be posted upon completion of the improvements.

I hope this helps. If, however, you or the Board have any additional questions, please just let me know.

Best,
Jen

Jennifer L. Thompson
Associate Corporation Counsel
City of Portland
207.874.8915