

From: Jonathan R. Earle
Sent: Thursday, June 22, 2017 9:50 AM
To: Amanda L. Lessard
Subject: FW: Traffic Peer Review - Anglers Road Commercial Development

FYI.

Jon Earle, PE
Town Engineer
Town of Windham

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From: Randy Dunton [<mailto:rdunton@gorrillpalmer.com>]
Sent: Thursday, June 22, 2017 9:50 AM
To: Jonathan R. Earle; Will Haskell
Cc: Ben Smith
Subject: RE: Traffic Peer Review - Anglers Road Commercial Development

Good morning Jon,

See my comments below in red.

Hope this helps.

Randy Dunton P.E., PTOE | Project Manager



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From: Jonathan R. Earle [<mailto:jrearle@windhammaine.us>]
Sent: Wednesday, June 21, 2017 11:57 AM
To: Will Haskell <whaskell@gorrillpalmer.com>; Randy Dunton <rdunton@gorrillpalmer.com>
Cc: Ben Smith <bwsmith@windhammaine.us>
Subject: Traffic Peer Review - Anglers Road Commercial Development

Will & Randy,

Ben and I have a couple questions with the traffic study for the Anglers Road Commercial Development, which is proposed to be a restaurant with outdoor entertainment. I've attached the site plan application for review:

- Page 67 – We are unclear as to the reference to two different peak out numbers in the second paragraph under trip generation (69 trips during the peak hour of the adjacent street and 94 trips of the generator). Many uses do not experience their own individual business peak the same time as the commuter peak on the adjacent roadway. For instance, a restaurant with entertainment may not hit their peak of business until say 7 PM, which is after the commuter peak hour which probably occurred sometime between 4 – 6 PM. The ITE Trip Generation Manual recognizes this fact so it often provides trip generation for both on many uses.

Based on the information provided, the use sounds more like a high turnover sit down restaurant that happens to have entertainment than a drinking place, but I am not as familiar with the use as you and Ben are. If that were the case, the site would require a MaineDOT Traffic Movement Permit since the trip generation is higher for a high turnover restaurant than a drinking place. Even if it remains viewed as a “Drinking Place”, the report also does not seem to include the outdoor space, which when included, brings them over the 100 threshold also requiring a MaineDOT Traffic Movement Permit.

- Page 68 – For the impact fee calculation, a third trip generation number was used (60 trips), of which 37% were deemed to be primary trips. This seems low to us for the proposed use. It would seem this would serve as more of a destination than a pass by trip. I concur, the use as described sounds more like a destination than a high pass by use, and therefore the primary trips would be higher.

I agree with the applicant that they do not fall nicely into a specific category. However, my opinion is that they chose a direction that went light on both the trip generation as well as the impact fee. One approach may be for them to be consistent and use High Turnover Sit Down Restaurant for both Trip Generation and Impact Fee and include the outdoor space.

We would like a peer review of the traffic study, but focusing on the items noted above.

Thanks, Jon

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