

February 5, 2021

Emily Wentworth – Senior Planner
Planning Board
Town of Hingham
210 Central Street
Hingham, MA 02043-0239

Re: Supplemental Traffic Engineering Peer Review
100 Industrial Park Road
Proposed Package Delivery Station

Dear Ms. Wentworth:

We are in receipt of Vanasse & Associates, Inc.'s (VAI) supplemental traffic engineering peer review comment letter dated January 19, 2021, regarding the project noted above. Our responses are indicated below in ***bold italic*** text and are as follows:

Based on our review of latest supplemental materials, we are satisfied that the Applicant has addressed the comments that were raised relative to the transportation impact analysis and it is our opinion that appropriate conditions can be developed, many of which have been agreed to by the Applicant, to monitor and mitigate the impact of the Project. The suggested conditions would include the following measures:

1. Traffic Signal Timing - Design and implementation of an optimal traffic signal timing, phasing and coordination plan for the Derby Street corridor within 90-days after receipt of a Certificate of Occupancy for the Project to include the following intersections:
 - Industrial Park Road
 - Route 3 southbound ramps
 - Route 3 northbound ramps
 - Old Derby Street
 - Derby Street Shoppes
 - Cushing Street

Response: The Developer agrees to do a post occupancy analysis and to review the timing plans for the existing signals.

2. Traffic Monitoring and Reporting - Implementation of a comprehensive Traffic Monitoring and Reporting Program that will commence upon occupancy and extend for a period of 5-years thereafter to include traffic counts at the Project site driveways and at the signalized intersections along the Derby Street corridor defined above. The monitoring program would include data collection during the peak holiday shopping season and monitoring of DSP van travel routes. Specific thresholds for additional mitigation or corrective actions that are to be undertaken by the Applicant as a result of exceedances relative to trip-generation, operating conditions, safety and/or impacts to Garner Street and Cushing Street would be defined.

Response: The Developer agrees to implement a post-occupancy traffic monitoring and reporting program with appropriate and reasonable parameters.

3. Transportation Demand Management – Adoption of a Transportation Demand Management (TDM) program that is designed to reduce the overall volume of employee-related trips to the Project site and to reduce or attenuate traffic associated with the release of DSP vans.

Response: The Developer is aware of concerns about potential traffic impacts from employee and operational traffic and agrees to adopt reasonable TDM measures to address these impacts. The facility operations, as described in this application, already has been designed so that van traffic and most van driver traffic will not occur until after the morning peak hours on the surrounding road network.

4. The revised Site Plans continue to indicate that the presence of on-street parking along Commerce Road will inhibit the ability of delivery trucks to enter and exit the Project site and will require that delivery trucks cross over the centerline of Commerce Road and into the opposing travel lane (see Sheet No. TT-3). As such and consistent with our prior comments, the Applicant should advance improvements along Commerce Road and at the intersection of Industrial Park Road to accommodate the turning and maneuvering requirements of tractor semi-trailer delivery vehicles with consideration of on-street parking to the extent that on-street parking cannot be relocated outside of the traveled-way or suitably restricted.

Response: The Applicant has included Commerce Road Exhibit (Sheet EXH-1) that proposes a 9' wide gravel parking lane within the Right-of-Way on the northwest side of Commerce for the existing parking to remain at 110 Industrial Park Road (abutter). This proposed 9' wide gravel parking lane accommodates the same number of parked cars and area fronting Commerce for 110 Industrial park drive and allows for two-way traffic without crossing the centerline. The southern-most entrance to 100 Industrial Park has been revised to prevent the tractor trailer from crossing the centerline when exiting the site entrance with a right turn onto Commerce.

5. In addition, the Applicant should develop an enhanced sign and pavement marking plan for the horizontal curve approaching the Industrial Park Road Project site driveway, to

include the installation of curve warning signs, chevron signs and speed advisory signs, that are consistent with the requirements of the Manual on Uniform Traffic Control Devices (MUTCD).¹ Further, the Applicant should provide widened shoulders along Industrial Park Road through the curve (4-foot minimum along both sides of the roadway) to allow for truck off-tracking through the curve and to enhance sight lines. These improvements should be advanced as a part of the Project and completed prior to the issuance of a Certificate of Occupancy.

Response: The Applicant has provided the WB-67 truck analysis from the Derby Street Intersection along Industrial Park to Commerce Road (Sheets EXH1, EXH-2, EXH-3, and EXH-4) and our findings are that the inbound and outbound tractor trailer truck currently crosses the centerline at the existing horizontal curve at the Industrial Park Road project site driveway. The Applicant has included off-site roadway improvement plans (Sheets HWY-01, SMP-01, and DN-10) consistent with the requirements of MUTCD for the horizontal curve approaching the Industrial Road Project site driveway. The Applicant has prepared off-site roadway improvement plan to widen the shoulders to 6 feet on either side so that the WB-67 truck can maneuver without crossing the centerline of Industrial Park which is a Public Way.

We trust our response addresses the concern that was posed. Should you require additional information, please feel free to contact me at 203-608-2438.

Sincerely,

A handwritten signature in blue ink, appearing to read 'KH', written in a cursive style.

Kevin Hixson
Senior Project Manager