

Ref: 8205

May 22, 2019

Ms. Mary F. Savage Dunham, AICP, CFM
Director of Community Planning
Town of Hingham
210 Central Street
Hingham, MA 02043

Re: Supplemental Traffic Engineering Peer Review
Proposed Dunkin' Restaurant – 315 Lincoln Street (Route 3A)
Hingham, Massachusetts

Dear Mary:

Vanasse & Associates, Inc. (VAI) has completed a review of the supplemental materials submitted on behalf of Panek Donuts, LLC (the "Applicant") in support of the proposed Dunkin' restaurant to be located at 315 Lincoln Street (Route 3A) in Hingham, Massachusetts (hereafter referred to as the "Project"). This information was prepared in response to the comments that were raised in our March 12, 2019 review letter and consisted of a memorandum dated May 15, 2019 prepared by MDM Transportation Consultants, Inc. (MDM) and *Site Development Plans* prepared by CHA Consulting, Inc. (CHA) dated February 19, 2019, last revised May 20, 2019.

Based on our review of supplemental information, we are generally satisfied that the Applicant has addressed the comments that were raised in our March 12, 2019 review letter. It is our opinion that the revisions to the Project have resulted in improved access, circulation and parking availability. As such, it is our opinion the safe and efficient access can be afforded to the Project site, and that the Project can be accommodated within the confines of the existing transportation infrastructure with appropriate conditions.

For reference, listed below are the comments that were raised in our March 12, 2019 review letter followed by a summary of the response submitted on behalf of the Applicant, with additional comments indicated in **bolded** text for identification.

January 2019 TIAS

Comment 1: The Applicant's engineer should provide a description of pedestrian and bicycle accommodations within the study area and their relationship to the accommodations that will be provided within the Project site

Response: A description of the pedestrian and bicycle accommodations that will be provided within the Project site and their connectivity to existing pedestrian facilities was provided. These accommodations include sidewalk connections to the existing sidewalk along the north side of Lincoln Street and the sidewalk system within the adjacent Avalon Hingham Shipyard residential community, and the installation of loop racks for bicycles proximate to the front of the proposed building. **No further response required.**

Comment 2: The Applicant's engineer should provide a description of public transportation accommodations within the study area how the accessibility of the accommodations has been integrated into the planning of the Project (i.e., trip-reduction measures for employees).

Response: A description of public transportation services that are available in the vicinity of the Project site was provided. The Massachusetts Bay Transportation Authority (MBTA) provides bus service along Lincoln Street by way of the Route 220 bus which includes a stop at USS Amesbury Drive which is located approximately 200-feet east of the Project site. In addition, the Hingham Ferry, which is operated by Boston Harbor Cruises under contract to the MBTA, provides service from the Hewitt's Cove to Rowe's Wharf, Long Wharf and Logan Airport in Boston. **No further response required.**

Comment 3: In addition to Phase II of the Avalon at the Hingham Shipyard project, traffic volumes associated the Broadstone at Bare Cove multifamily residential development should be included in the future traffic volume projections (200-unit multifamily residential development to be located at 230 Beal Street). In addition, the Applicant's engineer should review the current status of the build-out and occupancy of The Launch at Hingham Shipyard and include trip projections for any unbuilt/vacant space within the development.

Response: Traffic volumes associated with the Broadstone at Bare Cove multifamily residential development and the remaining build-out and occupancy of The Launch at Hingham Shipyard (75 multifamily residential units) were incorporated into the future condition traffic volumes (No-Build and Build). **No further response required.**

Comment 4: The trip-distribution pattern, trip-assignment network and Build condition traffic volumes should be revised to reflect the right-turn only restriction for both entering and exiting traffic as shown on the Site Development Plans. As shown thereon, left-turn movements entering and exiting the Project site will be prohibited.

Response: The trip-distribution pattern, trip-assignment network and Build condition traffic volumes have been revised to reflect the right-turn only restriction. **No further response required.**

Comment 5: The No-Build and Build condition traffic operations analyses should be revised to reflect the comments pertaining to the background development projects and the turn restrictions at the Project site driveways. Further, the Applicant's engineer should review and revise the peak-hour factors used in the analysis to be consistent with the measured values and to comply with MassDOT standards.

Response: The traffic operations analysis was revised as requested. The revised analysis continues to indicate that the addition of Project-related traffic to the Lincoln Street corridor will not result in a significant impact (increase) on motorist delays or vehicle queuing over existing or anticipated future conditions without the Project. With the prohibition of left-turn movements entering and exiting the Project site, exiting movements from the Project site driveway are predicted to operate under acceptable conditions with limited vehicle queuing predicted (up to 3 vehicles). **No further response required.**

Comment 6: The Applicant's engineer should review the status of the improvements to the traffic signal system along the Route 3A corridor that are associated with Phase II of the Avalon at the Hingham Shipyard project.

Response: MassDOT has indicated that the traffic signal timing adjustments that are associated with Phase II of the Avalon at Hingham Shipyard project have not yet been implemented. **No further response required. It is suggested that the Town follow-up with Avalon as to the timing of the completion traffic signal timing and coordination improvements.**

Comment 7: A Transportation Demand Management (TDM) program should be developed and implemented as a part of the Project. At a minimum, the TDM program should include the following elements:

- The Applicant or property manager should become a MassRIDES employer partner to facilitate and encourage healthy transportation options for employees of the Project, and to coordinate a carpool/vanpool matching program;*
- A packet should be provided to new employees detailing available public transportation services, bicycle and walking alternatives, and commuter options available through MassRIDES and their Bay State Commute program which rewards individuals that choose to walk, bicycle, carpool, vanpool or that use public transportation to travel to and from work;*
- Information regarding public transportation services, maps, schedules and fare information should be posted in a central location and/or otherwise made available to employees;*
- Employees should be made aware of the Emergency Ride Home (ERH) program available through MassRIDES, which reimburses employees of a participating MassRIDES employer partner worksite that is registered for ERH and that carpool, take transit, bicycle, walk or vanpool to work;*
- Direct deposit of employee pay checks should be offered; and*
- Bicycle parking should be provided at an appropriate location that is accessible to employees and customers.*

Response: The Applicant has agreed to implement a TDM program for the Project inclusive of the suggested elements. **This should be a condition of an approvals that may be granted for the Project. No further response required.**

Site Development Plans

Comment 1a: The Hingham Fire Department design cannot maneuver in an unimpeded manner within the Project site, with multiple curblin incursions and off-tracking through parking spaces. The Site Plans should be revised to eliminate these incursions.

Response: The Site Development Plans have been revised to accommodate the turning and maneuvering requirements of the Hingham Fire Department design vehicle as evidenced by a truck turning diagram that was prepared by MDM. **No further response required.**

Comment 1b: The Project eliminates the emergency vehicle connection to the parking lot for the Avalon at the Hingham Shipyard. The Applicant should provide correspondence from the Hingham Fire Department and Avalon indicating their acceptance of the removal of this accommodation.

Response: The emergency vehicle connection has been restored. **No further response required.**

Comment 1c: The 20-foot wide circulating drive within the Project site does not provided sufficient area to accommodate the staging of delivery trucks and one-way circulation around the building.

Response: Circulating drives within the Project site have been increased in width to 24-feet and a loading zone has been added separate from the circulating areas that can accommodate a box truck for daily donut deliveries. In addition, a staging area has been developed parallel to Lincoln Street to accommodate deliveries by a small tractor semi-trailer combination. Truck turning analyses were provided by MDM for the aforementioned delivery vehicles and for a garbage truck which demonstrate that the vehicles can access and circulate within the Project site in an unimpeded manner. **No further response required.**

Comment 1d: The Applicant should confirm that deliveries by tractor semi-trailer combinations will not be allowed at the Project site. We note that deliveries by such vehicles are common at Dunkin' restaurants.

Response: Deliveries by tractor semi-trailer combinations will be limited to a small urban-type delivery truck with a 40-foot wheel base (WB-40 design vehicle). **This limitation on the maximum size of delivery vehicles to the Project site should be a condition of any approvals that may be grated for the Project. No further response required.**

Comment 2: The Project site driveways should be redesigned to provide appropriate channelization to physically restrict left-turn movements entering and exiting the Project site. Absent such physical restrictions, it is unlikely that the proposed turn prohibitions will be effective. Further, "No Left-Turn" signs (graphic symbol) should be installed on Route 3A at both driveways and located in accordance with the installation requirements specified in the Manual on Uniform Traffic Control Devices (MUTCD).¹

Response: The Project site driveways have been designed to discourage left-turn maneuvers while providing the necessary geometry to accommodate the turning and maneuvering requirements of delivery trucks and the Hingham Fire Department design vehicle. "Do Not Enter" and "Right Turn Only" signs and arrow pavement markings have been added to the Site Development Plans.

We would recommend that a second "Do Not Enter" sign be installed on the back side of the STOP-sign at the exit drive, a "Do Not Enter" sign be added along the west side of the entrance driveway facing the proposed building, and that a "No Left Turn" sign be added on the east side of the entrance driveway facing Lincoln Street.

Comment 3: The Applicant should clarify the number of seats (interior and exterior) that will be provided; the narrative that was submitted with the Special Permit A2 indicates that 24 seats are to be provided while the Site Development Plans indicate that 36 seats are proposed.

Response: The Site Development Plans indicate that 14 seats will be provided within the restaurant and 10 seats will be provided in an outdoor patio area for a total of 24 seats. **No further response required.**

¹Manual on Uniform Traffic Control Devices (MUTCD); Federal Highway Administration; Washington, DC; 2009.

Comment 4: A note should be added to the Site Development Plans stating: "All Signs and pavement markings to be installed within the Project site shall conform to the applicable specifications of the Manual on Uniform Traffic Control Devices (MUTCD).²"

Response: The requested note was added to the Site Development Plans (see Drawing C-101). **No further response required.**

Comment 5: The sight triangle areas for the Project site driveway intersections should be shown on the Site Development Plans along with a note to indicate: "Signs, landscaping and other features located within sight triangle areas shall be designed, installed and maintained so as not to exceed 2.5-feet in height. Snow windrows located within sight triangle areas that exceed 3.5-feet in height or that would otherwise inhibit sight lines shall be promptly removed."

Response: The sight triangles and the requested note have been added to the Site Development Plans (see Drawings C-101 and C-102). **No further response required.**

Comment 6: A narrative should be provided indicating how loading/deliveries and trash/recycling will be managed. The staging area for deliveries should be identified and should be reflected in the truck turning analysis.

Response: A loading zone has been added within the Project site to accommodate daily donut deliveries and a staging area has been established for deliveries by small tractor semi-trailer combinations that will allow for circulation to continue within the Project site when delivery vehicles are present. Truck turning analyses were provided by MDM for both delivery vehicles (box truck using the loading area and a small tractor semi-trailer delivery vehicle using the staging area) and for a trash/recycling vehicle accessing the dumpster enclosure area that is situated in the northwest corner of the Project site. **No further response required.**

Comment 7: A sidewalk connection to the Avalon at the Hingham Shipyard project should be provided at an appropriate location and should include a marked crosswalk with Americans with Disabilities Act (ADA) compliant wheelchair ramps for crossing the internal circulating drive.

Response: Sidewalk connections have been provided to the Avalon Hingham Shipyard project and to the sidewalk along the north side of Lincoln Street, with the Lincoln Street sidewalk connection incorporating a raised crosswalk within the Project site. **No further response required.**

Comment 8: Additional detail should be provided to indicate how the parking spaces along the west property line will be constructed and what approvals or rights have been obtained from the abutting property owner to allow for: i) construction of the parking spaces; ii) vehicle overhang beyond the property line; and iii) snow removal/storage.

Response: The parking spaces along the west property line will be constructed from within the Project site or a construction easement will be obtained from the abutting property owner. A minimum off-set to the property line of 2-feet has been established to accommodate vehicle

²Ibid.

overhang and snow storage. Snow accumulations that cannot be accommodated within the off-set will be removed. **No further response required.**

Comment 9: Bicycle parking should be provided at an appropriate location within the Project site and shown on the Site Development Plans.

Response: Bicycle loop racks have been added to the Site Development Plans adjacent to the proposed building. **No further response required.**

Parking

Comment: The Applicant should provide parking demand observations from a similar Dunkin' restaurant in order to demonstrate that the proposed parking supply will be sufficient to accommodate the parking demands of the Project.

Response: Historic parking demand data was provided for three (3) Dunkin' restaurants without drive-through windows and was supplemented by recent (April/May 2019) parking demand data that was obtained at the Dunkin' restaurant located at 187 Whiting Street in Hingham for three weekdays and a Saturday. The parking demand observations at the Whiting Street restaurant indicate that the average peak parking demand ranges from 20 to 22 vehicles, which is slightly above the average parking demand obtained from the historic data (18 vehicles) and is generally consistent with the parking demands that were derived for the Project using the parking demand data from the Institute of Transportation Engineers (ITE)³ for a similar land use (coffee/donut shop without drive-through window).

Given that the Project will provide 25 parking spaces and a separate loading zone for daily deliveries, it is our opinion that sufficient parking should be afforded to accommodate the Project as currently designed. No further response required.

This concludes our review of the supplemental materials that have been submitted to date in support of the Project. If you should have any questions regarding our review, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE
Partner

Professional Engineer in CT, MA, ME, NH, RI and VA

JSD/jsd

cc: File

³*Parking Generation Manual*, 5th Edition; Institute of Transportation Engineers; Washington, D.C.; 2019.