



Memorandum

To: Lt. Steven Skory, Chair
Wakefield Traffic Advisory Comm.
Mr. Steven Maio
Town Administrator, Wakefield, MA

Date: January 2, 2019

Project #: 06298.01

From: Matt Kealey, P.E., PTOE
Project Manager

Re: Tarrant Lane Residential Development, Wakefield, MA

This memorandum has been prepared to provide a summary of traffic/transportation findings relative to the construction of a 190-unit residential development on Tarrant Lane in Wakefield, Massachusetts. The site is currently occupied by 12 single-family homes that would be demolished as part of the proposed project. On-site parking will be provided for 299 vehicles. The original site plans presented at the December 11, 2018 Traffic Advisory Committee (TAC) meeting showed access being provided at four locations along Hopkins Street, with the primary access provided at the intersection of Hopkins Street at Tarrant Lane/South Street.

The Transportation Impact Assessment, conducted by Vanasse & Associates, Inc. (VAI) in August 2018, was completed in accordance with procedures appropriate for a development of this type and size. The study area included the following five intersections

- Hopkins Street at Tarrant Lane/South Street
- Main Street (Route 28) at Hopkins Street
- Hopkins Street at Brook Street and Layton Avenue
- Main Street (Route 28) at South Street
- Main Street (Route 28) at I-95 (Route 128) Southbound Ramps

Turning movement counts (TMCs) were conducted in June 2018, while schools were still in session, during the weekday morning peak period (7 AM to 9 AM) and the weekday evening peak period (4 PM to 6 PM). In addition, automatic traffic recorder counts, including speed measurements, were conducted along Hopkins Street north of Tarrant Lane concurrently with the TMCs. The study area and the data collection program are generally appropriate to assess the potential impacts of the proposed project.

Trip generation for the proposed project is estimated at approximately 1,034 trips per day on an average weekday. During the morning peak hour, the site is expected to generate approximately 68 trips (18 entering and 50 exiting). During the evening peak hour, the site is expected to generate approximately 84 trips (51 entering and 33 exiting). As discussed at the December 11, 2018 TAC meeting, the Proponent noted that a Permit to Access State Highway would be filed with MassDOT as part of the proposed project. Based on the proposed plan, the trip generation summarized in the traffic impact assessment coupled with the proposed parking supply would exceed the thresholds for filing an Environmental Notification Form (ENF) under the Massachusetts Environmental Policy Act (MEPA). However, it is important to note that no trip generation credit was taken for the existing use on the site. At the TAC meeting, VHB recommended that VAI prepare a revised trip generation table incorporating the existing land use to verify that no MEPA review will be required.

Capacity analysis indicated only minor impacts to Level of Service, volume/capacity ratio, delay and average and queue lengths in a comparison between the 2025 design year "No Build" and 2025 design year "Build" conditions at the study area intersections with the exception of Main Street (Route 28) at South Street and Hopkins Street at Tarrant Lane/South Street. As discussed at the TAC meeting, the intersection of Main Street (Route 28) at South Street is

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expected to drop from LOS E to LOS F during the weekday morning peak hour between the 2025 No Build conditions and 2025 Build conditions. VHB recommended that the Proponent should evaluate potential signal timing modifications to minimize or avoid this impact.

At the intersection of Hopkins Street at Tarrant Lane/South Street, the South Street eastbound approach is expected to drop from LOS C to LOS E during the weekday morning peak hour between the 2025 No Build conditions and 2025 Build conditions. The Proponent is proposing to implement an all-way STOP conditions at this location as part of the mitigation for the proposed project. This proposal is expected to improve the overall operations at this intersection. In addition, this improvement should improve safety due to sight distance constraints on the South Street approach. However, the heavy left-turn movement from Hopkins Street northbound to South Street during the weekday morning peak hour, which is currently a free flow maneuver, will now be required to stop. VHB raised concerns about the vehicle queues on Hopkins Street blocking the proposed site driveway during the weekday morning peak hour. VHB would recommend consideration of "Do Not Block the Box" signage and striping at the intersection of Hopkins Street at the proposed site driveway.

During the discussion about the site plan at the December 11, 2018 TAC meeting, the Proponent introduced a draft of a modified site plan that consolidated the two site driveways south of Tarrant Lane into a single driveway. The driveway consolidation was also a recommendation from the Board of Appeals. From an access management perspective, this would represent a significant improvement over the original plan. VHB supports the driveway consolidation but would recommend field verification that adequate sight distance can be provided at this intersection.

One other topic that was discussed at the December 11, 2018 TAC meeting, was the provision of sidewalks along Hopkins Street. Due to the lack of sidewalk connections and complaints from residents about the bridge over I-95, there is a desire from the Town of Wakefield to provide sidewalks along Hopkins Street. The Proponent should continue to work closely with the Town of Wakefield to identify opportunities to provide new sidewalks in this area.

In summary, VHB would recommend that the following items be discussed further as the project proceeds through the local permitting process:

- Evaluate potential signal timing improvements at the intersection of Main Street (Route 28) at South Street.
- Consider implementing "Do Not Block the Box" signage and striping at the southern site driveway on Hopkins Street.
- Work closely with the Town of Wakefield regarding the potential implementation of sidewalks along Hopkins Street.