

October 26, 2020

Mary Savage-Dunham
Planning Board
Town of Hingham
210 Central Street
Hingham, MA 02043-0239

Re: 100 Industrial Park Road, Hingham

Dear Ms. Savage-Dunham:

We are in receipt of Bolt Depot's letter dated October 14, 2020, containing concerns for road safety and traffic issues regarding the application noted above. Our responses are indicated below in ***bold italic*** text and are as follows:

1. Having operated from 100 Research Road since early 2016, Bolt Depot's employees and vendors are very familiar with the layout and limitations of the industrial park's road network. Specifically, the sharp 90-degree turn at the driveway to 100 Industrial Park Road is an obvious existing problem. The introduction of such a significant volume of traffic from Amazon delivery vans, personal FLEX delivery vehicles and employee vehicles onto the weakest point of the entire roadway will severely affect the safety of all users in the park. We encourage the Board to visit 100 Industrial Park Road and view the road layout - and envision the effect of introducing hundreds of new delivery vehicles (daily) onto an already dangerous choke point. The dipping and twisting layout has long been a safety concern, and that remains the case even with the site virtually vacant over recent years. Realigning and widening of the right of way to current standards would benefit pedestrians within the park that must choose between circling around buildings during lunch breaks or venturing out onto unprotected roadway shoulders. The road layout and lack of sidewalks is an existing problem that would be worsened under the Amazon proposal.

Response: The site operation as envisioned by Amazon will mitigate the issues with high volumes during peak times. The on-site circulation has also been revised to have the 90-degree driveway in question be an out only. Right turns out of the driveway will be prohibited and signage will be provided. This will eliminate the movement in question in the comment that will cause safety concerns. Warning signage and clearing and grubbing will also be occurring at Commerce Road to provide sufficient intersection sight distance for vehicles coming out of the facility.

2. Additionally, every user of the entire industrial park must pass through a single entry/exit point at Derby Street. Currently, existing employer work shifts specific to the park itself result in back-ups at that traffic light, even with the Collaborative School who is not functioning at its usual levels due to COVID. The Amazon report focuses on avoiding commuting peaks on surrounding roadways, and they do this by concentrating van and personal FLEX delivery traffic trips (using "average" trips, as opposed to seasonal or promotional peaks) at hours that are used historically for workforce or student release. This is problematic.

Response: Based on the operations provided by Amazon, the number of trips during the peak times and placing them at times where most people are not commuting. The shift structure is designed between 2:00 A.M. and 12:30 P.M. This mitigates traffic impact during rush hour periods. During the day, approximately 15 managers and dispatchers supervising the delivery operations arrive at 6:00 A.M. and depart at 2:30 P.M. followed by another shift of dispatchers arriving at 1:30 P.M. and departing at 10:00 P.M.

The delivery associates arrive at a delivery station at 9:20 A.M. Starting at 9:50 A.M. and ending at 10:50 A.M., 95 delivery vans will load and depart from the delivery station at a rate of 32 vans every 20 minutes to facilitate a regulated traffic flow into the surrounding area. The 1st wave of delivery vans leave at 10:10 A.M. The departure window is designed to mitigate impact on rush hour periods. Approximately 8-10 hours after dispatch, delivery routes are completed and the vans return to the station between 7:10 P.M. and 8:50 P.M.

This is outside the Collaborative School's hours of pickup and drop-off times, which are at 9:00 A.M. and 3:30 P.M.

3. Most concerning is that Fire, Police and Emergency vehicles' travel time and access to businesses will also be greatly impacted by the addition of the fulfillment center and increased traffic along the narrow roadway. The office park is home to rubber, asphalt and industrial gas companies, which could present potentially disastrous conditions in an emergency event.

Response: Fire, Police, and Emergency vehicle travel times should not be impacted by Amazon's operation. Travel times will not be greatly increased for emergency vehicles during operations. The additional traffic from the Amazon facility will not significantly impact delays on the surrounding roadway network because of shifting traffic outside the peak hours.

4. We note the recent experience and observations of "last-mile" operations elsewhere and conclude that the true impacts of 1,200-plus vehicle trips per day, without providing any appreciable traffic and safety improvements, will be severe. At a minimum, it is essential that Industrial Park Road and Commerce Road be brought to current standards of design if Amazon will be allowed to introduce the proposed traffic to the park. Finally, it is critical that the Amazon trip projections be scrutinized, critically evaluated, and reviewed with a significant margin of likely deviation. This is important given reports of both unanticipated

off-site vehicle staging issues and growing spikes in Amazon operations around the holidays/Amazon Prime Day.

Response: Improvements are proposed for the Site and access points. Amazon has agreed to a traffic monitoring program, which will verify the number of vehicles entering and exiting the Site. If there are significantly more vehicles than what was anticipated, mitigation will then be provided based on this traffic monitoring program.

We trust this addresses their concerns. If you require additional information, please feel free to contact me at 203-608-2438.

Sincerely,



Kevin Hixson
Senior Project Manager