

Ref: 8591

January 19, 2021

Mr. Kevin M. Ellis, Chairman
Planning Board
Town of Hingham
210 Central Street
Hingham, MA 02043

Re: Supplemental Traffic Engineering Peer Review
Proposed Package Delivery Station – 100 Industrial Park Road
Hingham, Massachusetts

Dear Chairman Ellis and Members of the Planning Board:

Vanasse & Associates, Inc. (VAI) has completed a review of the latest supplemental materials submitted by BL Companies on behalf of JEB Group LLC (the “Applicant”) in support of the proposed renovation of the existing warehouse building located at 100 Industrial Park Road in Hingham, Massachusetts, to accommodate a package delivery station (hereafter referred to as the “Project”). This information has been prepared in response to the comments that have been raised in our prior review letters, as well as those provided by the Planning Board, Town Departments and Chessia Consulting Services, LLC, and consisted of the following materials which are the subject of this review:

1. *Land Development Plans*, Issued for Town of Hingham Conservation Commission and Planning Board Approval, 100 Industrial Park Road, Hingham, MA; BL Companies; March 6, 2020, last revised January 8, 2021 (the “Site Plans”); and
2. *Traffic Analysis Addendum #1*, Proposed Delivery Station Building Improvements, 100 Industrial Park Road, Hingham, MA; BL Companies; January 2021.

The revised Site Plans reflect a number of refinements to circulation within the Project site, the most significant of which is the addition of a drive aisle that allows for circulation between the parking fields entirely within the Project site without the need to use Commerce Road. This connection (one-way) will allow the delivery service provider (DSP) vans to access the warehouse for loading without the need to circulate along Commerce Road.

The *Traffic Analysis Addendum #1* presents an assessment of Project-related impacts along the Derby Street corridor during the peak holiday shopping season and was prepared in consultation with both the Massachusetts Department of Transportation (MassDOT) and VAI.

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

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.

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.

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.**

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.

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



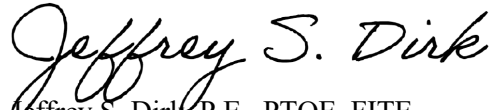
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This concludes our review of the latest supplemental materials that have been submitted in support of the Project. If you should have any questions regarding our review, please feel free to contact me.

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Sincerely,

VANASSE & ASSOCIATES, INC.



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

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

JSD/jsd

