

Ref: 8591

February 15, 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 were raised in our January 19, 2021 review letter and consisted of the following materials which are the subject of this review:

1. *[Response to] Supplemental Traffic Engineering Peer Review*, 100 Industrial Park Road, Proposed Package Delivery Station; BL Companies; February 5, 2021;
2. *Offsite Roadway Improvement Plans*, Issued for Town of Hingham Planning Board Approval, 100 Industrial Park Road, Hingham, MA; BL Companies; February 5, 2021;
3. *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 February 4, 2021 (the “Site Plans”); and
4. *Supplemental Traffic Information*, Proposed Delivery Station Building, 100 Industrial Park Road, Hingham, MA; BL Companies; February 2021.

Based on our review of this information, we are satisfied that the Applicant has addressed the comments that were raised in our January 19, 2021 letter, a summary of which follows along with the responses that were provided on behalf of the Applicant. In addition, we have provided commentary relative to our review of the revised Site Plans and a description of the Supplemental Traffic Information.

February 5, 2021 Response to Supplemental Traffic Engineering Peer Review

Comment 1: *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 Applicant has agreed to the suggested condition.

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 Applicant has agreed to the suggested condition 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 Applicant has agreed to adopt reasonable TDM measures.

Comment 2: *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 proposes to complete improvements along Commerce Road to include: i) repaving Commerce Road to include corner radii improvements at the Industrial Park Road/Commerce Road intersection; ii) the construction of a 9-foot wide gravel parking lane along the west side of the roadway to accommodate parking for 110 Industrial Park Road; iii) the installation of centerline pavement markings between Industrial Park Road and the south driveway to the Project site; and iv) the installation of a STOP-line and accompanying STOP-line on the Commerce Road approach to Industrial Park Road. In addition, the southern driveway to the Project site has been redesigned to increase the corner radius for exiting truck maneuvers. A truck turning diagram was provided (EXH-1) that illustrates the proposed improvements and demonstrates that delivery trucks are able to turn to and from Commerce Road and access the Project site without crossing the centerline of Commerce Road, with the exception of truck maneuvers exiting the driveway where the truck will use the entire width of Commerce Road to exit. This is not an uncommon occurrence and is confined to a short segment of roadway approaching the driveway.

We are in agreement with the suggested improvements to Commerce Road and would recommend that the improvements be included as a part of any conditions of approval that may be issued for the Project. The Applicant should commit to maintaining the improvements to include the removal of snow from the parking lane and the replacement and regrading of gravel within the parking lane, as necessary.

Comment 3: *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-feet 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: Truck turning plans were prepared for the tractor semi-trailer delivery truck (WB-67) design vehicle that indicated that specific improvements are required at the horizontal curve approaching the Industrial Park Road Project site driveway in order to accommodate truck off-tracking through the curve. The Applicant developed an improvement plan that includes roadway widening of up to 6-feet in order to provide widened shoulders through the horizontal curve along both sides of the roadway and the installation of curve warning signs, chevron signs and speed advisory signs that are consistent with the requirements of the MUTCD. These improvements are detailed on the February 5, 2021 *Offsite Roadway Improvement Plans*.

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



We are in agreement with the suggested improvements to Industrial Park Road and would recommend that the improvements be included as a part of any conditions of approval that may be issued for the Project.

February 4, 2021 Revised Site Plans

The Site Plans have been revised to increase the width of the exit drive to Industrial Park Road and the north-south internal connection drive for delivery service provider (DSP) vans to 20-feet, which resulted in a reduction of four (4) automobile parking spaces and two (2) van parking spaces. In addition, the concrete barriers that separate the northern parking field from the exit drive to Industrial Park Road have been replaced with removable bollards. Revised vehicle turning analyses were provided for the Hingham Fire Department design vehicle, a single-unit truck and a tractor semi-trailer combination (WB-67 design vehicle). The following comments are offered regarding the revised Site Plans:

- 1. Explain how will snow removal operations be impacted by the use removal bollards.**
- 2. The fire truck turning analysis indicates that the ladder overhang will traverse outside of the traveled way in specific areas. These areas should be reviewed to ensure that no obstructions are present.**
- 3. Explain the difference in the swept path for the WB-67 exiting movement shown on Sheet TT-3 and Sheet EXH-1 of the February 5, 2021 *Response to Supplemental Traffic Engineering Peer Review*.**

February 4, 2021 Supplemental Traffic Information

The February 4, 2021 *Supplemental Traffic Information* submission provides additional detail on the roadways that are expected to be used by Project-related traffic, including the predicted increase in traffic and baseline traffic volumes. This information is consistent with that previously provided and reviewed.

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.



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JSD/jsd

