

Ref: 9132

January 21, 2022

Ms. Emily Wentworth  
Community Planning Director  
Town of Hingham  
210 Central Street  
Hingham, MA 02043

Re: Supplemental Traffic Engineering Peer Review  
Flexible Residential Development – 213 and 215 Cushing Street  
Hingham, Massachusetts

Dear Emily:

Vanasse & Associates, Inc. (VAI) has completed a review of the follow-up materials submitted on behalf of Bristol Bros. Development Corp. (the “Applicant”) in support of the proposed Flexible Residential Development (FRD) that has been proposed for the property located at 213 and 215 Cushing Street in Hingham, Massachusetts (hereafter referred to as the “Project”). This information was prepared to address the outstanding items that were identified in our January 14, 2022 review letter pertaining to: i) the addition of a crosswalk across Cushing Street at the Project site roadway; ii) access to the open space areas that are associated with the FRD; and iii) sight lines at the Project site roadway intersection with Cushing Street; and consisted of a letter dated January 19, 2022 with accompanying sight distance exhibit prepared by Crocker Design Group.

Based on our review of the supplemental materials, the Applicant has addressed the outstanding comments that were raised in our January 14, 2022 review letter, with reaming items to be included as a part of the Definitive FRD Plan Set. For reference, listed below are the outstanding comments that were raised in our letter followed by a summary of the information submitted on behalf of the Applicant, with additional comments indicated in **bolded** text for identification.

Comment 5: *Consideration should be given to providing a marked crosswalk for crossing Cushing Street at the Project site roadway given that a sidewalk is provided along the east side of Cushing Street. The crossing should include ADA compliant wheelchair ramps and the installation of pedestrian crossing warning signs on Cushing Street at and in advance of the crosswalk.*

Response: The Applicant has agreed to provide a crosswalk with accompanying wheelchair ramps and pedestrian crossing warning signs for crossing Cushing Street at the Project site roadway. The crossing will be shown on the Definitive FRD Plan Set. **No further response required.**

Comment 6: *Drawing No. C-3.1 of the revised Site Plans includes a note stating “Connectivity of Open Space to Abutting Town Conservation Land” to the south of the Project site; however, formal connections, access easements, sidewalks or pathways are not shown to indicate how residents will access the open space areas, particularly given the presence of retaining walls (less than 4-feet in height) throughout the Project site. We would recommend that the connections be formalized and clearly defined on the Site Plans.*

Response: The Applicant has agreed to add pedestrian trails to access the open space areas as a part of the Definitive FRD Plan Set. **No further response required.**

Comment 7: *A sight distance analysis (intersection and stopping sight distance) should be completed for the Project site roadway intersection with Cushing Street following American Association of State Highway and Transportation Officials (AASHTO)<sup>1</sup> standards and using the measured 85<sup>th</sup> percentile vehicle travel speed along Cushing Street or the posted speed limit, whichever is higher.*

Response: A sight distance analysis was provided for the Project site roadway intersection with Cushing Street using the 85<sup>th</sup> percentile vehicle travel speed that was measured along Cushing Street at this location by VAI as a part of a prior sight line assessment (determined to be 38 miles per hour (mph)).<sup>2</sup> Based on this assessment and with consideration of: a) the removal of four (4) pine trees along the west (Project) side of Cushing Street to the north of the driveway and two (2) pine trees to the south; and b) the regrading of the embankment and relocation of the existing retaining wall to the north of the roadway; the available lines of sight will exceed the recommended minimum sight distance for the intersection to operate in a safe manner (280 feet is recommend for a 38 mph approach speed). This finding is consistent with our prior assessment of sight lines at the subject location.

The Applicant received approval from the Tree Warden on January 12, 2022, to remove the six (6) shade trees that are located within the public right-of-way identified above, and has agreed to relocate the existing retaining wall. These improvements will be shown on the Definitive FRD Plan Set. **No further response required.**

Comment 8: *The sight triangle areas for the Project site roadway should be added to the Site 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: A sight distance plan was provided; however, the sight triangle was not defined on drawing and the requested note was not added.

**The sight triangle area and the requested note should be added to the Definitive FRD Plan Set.**

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<sup>1</sup>*A Policy on Geometric Design of Highway and Streets*, 6th Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2011.

<sup>2</sup>*Sight Distance Assessment, Corey’s Way Subdivision – 213 Cushing Street, Hingham, Massachusetts; VAI; November 9, 2020.*



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Page 3 of 3

This concludes our review of the 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*

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

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

JSD/jsd

