

Ref: 9374

May 23, 2022

Mr. Michael B. Silveira
Senior Planner
Town of Hingham
210 Central Street
Hingham, MA 02043

Re: Supplemental Traffic Engineering Peer Review
South Shore Country Club Pool Complex – 247 South Street
Hingham, Massachusetts

Dear Michael:

Vanasse & Associates, Inc. (VAI) has completed a review of the supplemental materials submitted on behalf of the Town of Hingham (the “Applicant”) in support of the proposed construction of a new pool complex within the South Shore Country Club located at 274 South Street in Hingham, Massachusetts (hereafter referred to as the “Project”). This information was prepared in response to the comments that were raised in our May 16, 2022 review letter and consisted of a letter dated May 20, 2022 prepared by Pare Corporation (Pare), with accompanying Site Plans prepared by Pare and revised through May 20, 2022, and Vehicle Turning Movements plan (two sheets) prepared by Rotti McGroddy Design Collaborative LLC (RMD Collaborative) dated March 17, 2022.

Based on our review of the supplemental materials, we have determined that the Applicant has been generally responsive to the comments that were raised in our May 16, 2022 review letter. We have indicated areas of the Site Plans that require further review with regard to pedestrian circulation and emergency vehicle access that should be addressed prior to the approval of the Project.

For reference, listed below are the 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.

COMMENTS

Comment 1: *Using trip-generation statistics published by the Institute of Transportation Engineers (ITE)¹ for the closest comparable land use (golf course, which includes many of the amenities that are currently provided), the South Shore Country Club is estimated to generate approximately 526 vehicle trips on an average weekday (two-way volume over the operational day of the club), with 53 vehicle trips during weekday morning peak-hour of the club and 67 vehicle trips during the weekday evening peak-hour. The peak-hour trip estimates are consistent with the observations that were provided in the April 9, 2018 Traffic Engineering Assessment prepared*

¹Trip Generation, 11th Edition; Institute of Transportation Engineers; Washington, DC; 2021.

by Pare. When banquets and events are scheduled, typically during off-peak traffic volume periods, the daily and peak traffic volumes would be higher than the cited volumes.

Response: No response required.

Comment 2: *Pare noted that the sight lines looking toward Fort Hill Street from the South Shore Country Club driveway do not meet the recommended minimum sight distance for safe operation based on an approach speed of 35 miles per hour (mph) (250 feet is recommended), which is 5 mph above the statutory or “prima facie” speed limit pursuant to M.G.L. c. 90 § 17 (30 mph) in the absence of the regulatory or posted speed limit.² That being said, the available sight distance meets the requirements for the statutory speed limit (200 feet is recommended) and clear line of sight is/can be provided to and from the MBTA Commuter Rail track and Fort Hill Street.*

We would recommend that Signs, landscaping and other features located within sight triangle areas of the driveway be designed, installed and maintained so as not to exceed 2.5-feet in height. Snow accumulation (windrows) located within sight triangle areas that exceed 3.5-feet in height or that would otherwise inhibit sight lines shall be promptly removed. This may require modifications to the landscaped island within the driveway approaching South Street.

Response: The South Shore Country Club will maintain the landscaped island to ensure that the requisite sight lines are provided.

This should be a condition of any approvals that may be granted for the Project.

Comment 3: *A STOP-Sign and marked STOP-line should be provided for vehicles exiting the driveway to South Street, and “Do Not Enter” and “Keep Right” signs should be installed within the island facing South Street.*

Response: The Site Plans have been revised to include the installation of a STOP-sign and marked STOP-line exiting the driveway (Sheet C2.1). It was noted that the driveway currently has an “Exit Only” sign installed at South Street to inform motorists of the proper side of the island for entering and exiting traffic and it was requested that the “Do Not Enter” and “Keep Right” signs be omitted to preserve the aesthetics of the Club entrance.

We agree that the requisite signs are provided for a motorist exiting the Club approaching South Street; however, similar guidance is not provided for a motorist entering the driveway from South Street. Sheet C2.1 of the revised Site Plans shows the installation of a STOP-sign, marked STOP-line and a “Do Not Enter” sign facing South Street as requested. The STOP-line should be extended the full width of the exiting lane (curb-to-curb). The “Keep Right” sign (R4-7c) is not shown in the correct location and should be removed from Sheet C2.1. A “Keep Right” arrow sign (R4-7a) should be added to the island facing South Street. The revisions should be reflected on the final Site Plans.

²The statutory or “prima facie” speed is defined in M.G.L. Chapter 90, Section 17, as the speed which would be deemed reasonable and proper to operate a motor vehicle.



Comment 4: *All Signs and pavement markings shall conform to the applicable specifications of the Manual on Uniform Traffic Control Devices (MUTCD).³*

Response: The requested note has been added to the Site Plans (Sheet C2.1).

No further response required.

Comment 5: *A pedestrian plan that includes the location of crosswalks within the site to link the pool complex to the clubhouse and parking area should be developed. Consideration should be given to developing the identified crosswalk locations as raised crossings where these accommodations cross the main driveway.*

Response: A crosswalk has been added that connects the clubhouse to the pool complex (Sheet C2.0).

A pedestrian connection between the parking lot to the north of clubhouse building and the proposed pool complex should be provided. In addition, the Site Plans should be reviewed to determine if an Americans with Disabilities Act (ADA) compliant connection can be provided that allows a mobility impaired person to travel between the clubhouse and the pool. It is suggested that these accommodations be shown on an overall plan of the site (similar to Sheet C6.1) so that the context of the travel routes and connections is discernable.

Comment 6: *Parking should be prohibited along the main driveway in order to maintain unfettered access for emergency vehicles.*

Response: No parking signs (two (2)) have been added to the driveway (Sheet C2.1).

It is recommended that “No Parking Any Time” signs with direction arrow (R7-1) be installed along both sides of the driveway at regular intervals to define the limits of the no parking zone (entirety of the length of the driveway between South Street and the clubhouse). These signs should be shown on the final Site Plans.

Comment 7: *Secure bicycle parking should be provided at appropriate locations.*

Response: Bicycle racks have been added to the Site Plans (Sheet C2.0).

No further response required.

Comment 8: *A vehicle turning analysis should be provided for a trash/recycling/maintenance vehicle (SU-30/40) and the Hingham Fire Department design vehicle that illustrates that the subject vehicles can access and circulate within the parking area for the pool complex given that a structure is being added.*

Response: Vehicle turning diagrams were provided for the requested vehicles.

The vehicle turning analysis indicates that a responding fire truck cannot directly access the pool complex, requiring a backing maneuver to both enter and exit from the front of the pool complex. Further, the single-unit truck is shown off-tracking within parking spaces to maneuver. The turning analyses should be reviewed and revised to eliminate conflicts, and

³Manual on Uniform Traffic Control Devices (MUTCD); Federal Highway Administration; Washington, DC; 2009.



the fire truck should be able to directly enter the drive aisle along the front of the pool complex when responding without the need to perform a backing maneuver. A backing maneuver is acceptable for exiting, subject to review and approval by the Fire Chief. In addition, the single-unit vehicle turning analysis should also demonstrate that the subject vehicle can access the front of the pool complex, and is representative of an ambulance that may be responding to a medical emergency.

Comment 9: *Parking demand data published by the ITE⁴ for a golf course that includes many similar amenities to those provided indicates a peak parking demand of 153 parked vehicles. This demand appears to be a reasonable approximation of a non-event peak condition (defined as a Saturday midday period with favorable weather conditions when the pool is open for use) with the golf course, pool, restaurant and other amenities in active use, and would indicate that the 235 parking spaces that are to be provided should be sufficient to accommodate the current and proposed uses under typical conditions.*

Response: No response required.

Comment 10: *A Traffic and Parking Management Plan (TMP) should be developed for event conditions and for those occasions when the demand for parking may exceed the available parking supply. This plan should not include the use of parking within the MBTA parking lot at West Hingham Station since the lot is not under the control of the Town and its use by non-commuters may conflict with MBTA operations and planning. The TMP should included a strategy to schedule events so as not to overlap with the peak-use periods of other facilities within the South Shore Country Club or other events, to the extent that an event would result in overlapping peak traffic and parking demands. The use of other Town owned facilities for parking with shuttle buses or carpooling should be included as a part of the TMP. It is suggested that elements of the TMPs that were developed for the High School athletic fields and for events at the World's End Reservation be reviewed for inclusion in the TMP.*

Response: A TMP was developed for the South Shore Country Club that includes the goal of the TMP; general traffic and parking management strategies; definition of major (Tier 1) and minor (Tier 2) events, and the strategies that will be used for each event type; and staffing, protocols and annual review procedures.

The TMP provides a thoughtful approach to defining and managing special events at the South Shore Country Club, with annual review with the Police Chief and Town Departments to refine the elements of the plan as necessary. The TMP should be included as a condition of any approvals that may be granted for the Project.

⁴*Parking Generation Manual*, 5th Edition; Institute of Transportation Engineers; Washington, DC; January 2019.

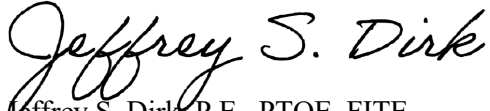


Mr. Michael B. Silveira
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This concludes our review of the materials that have been submitted to date in support of the Project. If you should have any questions regarding our review, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.

Handwritten signature of Jeffrey S. Dirk in black ink.

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

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

JSD/jsd

