

Proposed Residential Development

55 and 65 Farm Road

Sherborn, Massachusetts

Transportation Impact Assessment Summary

Prepared by:



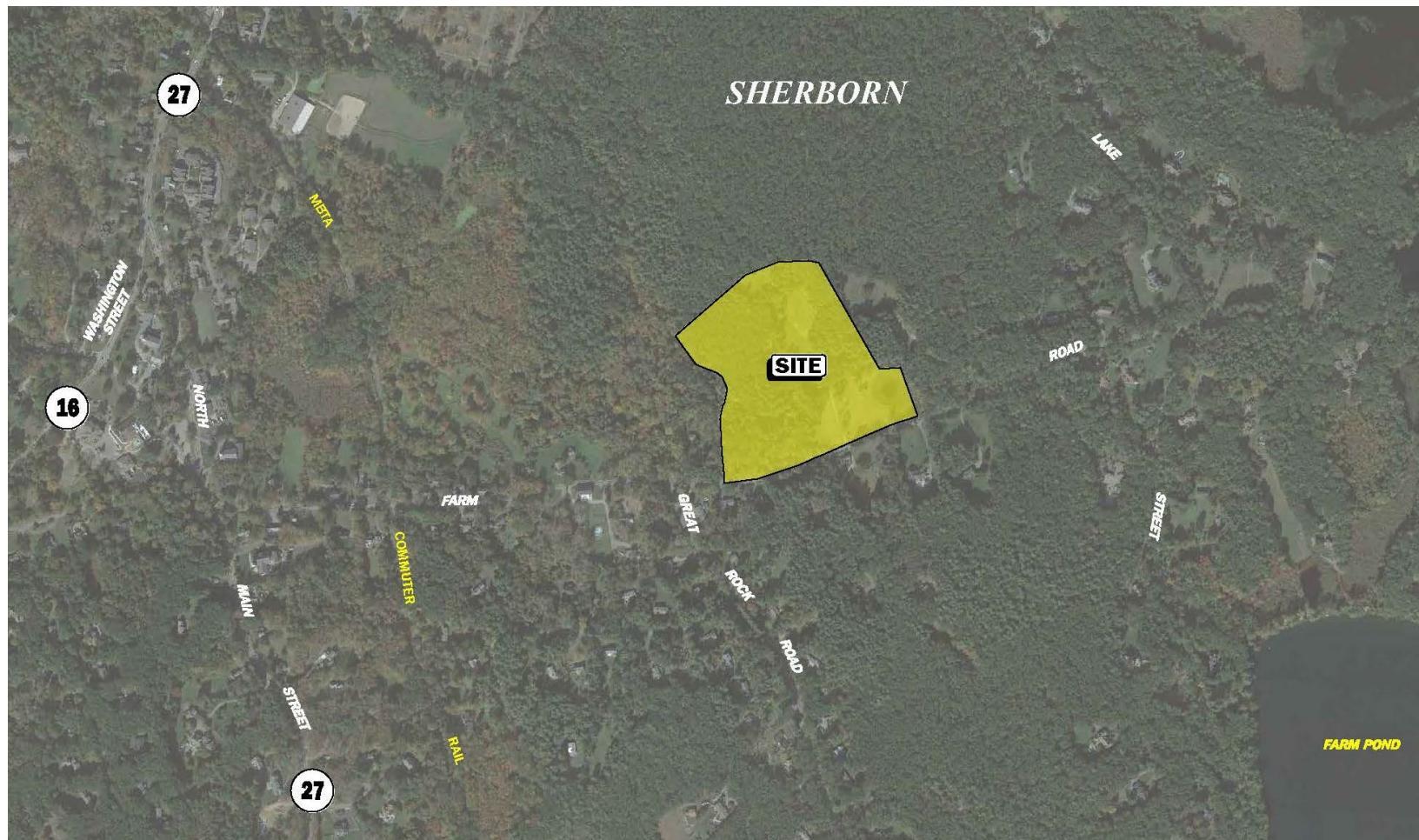
September 6, 2023

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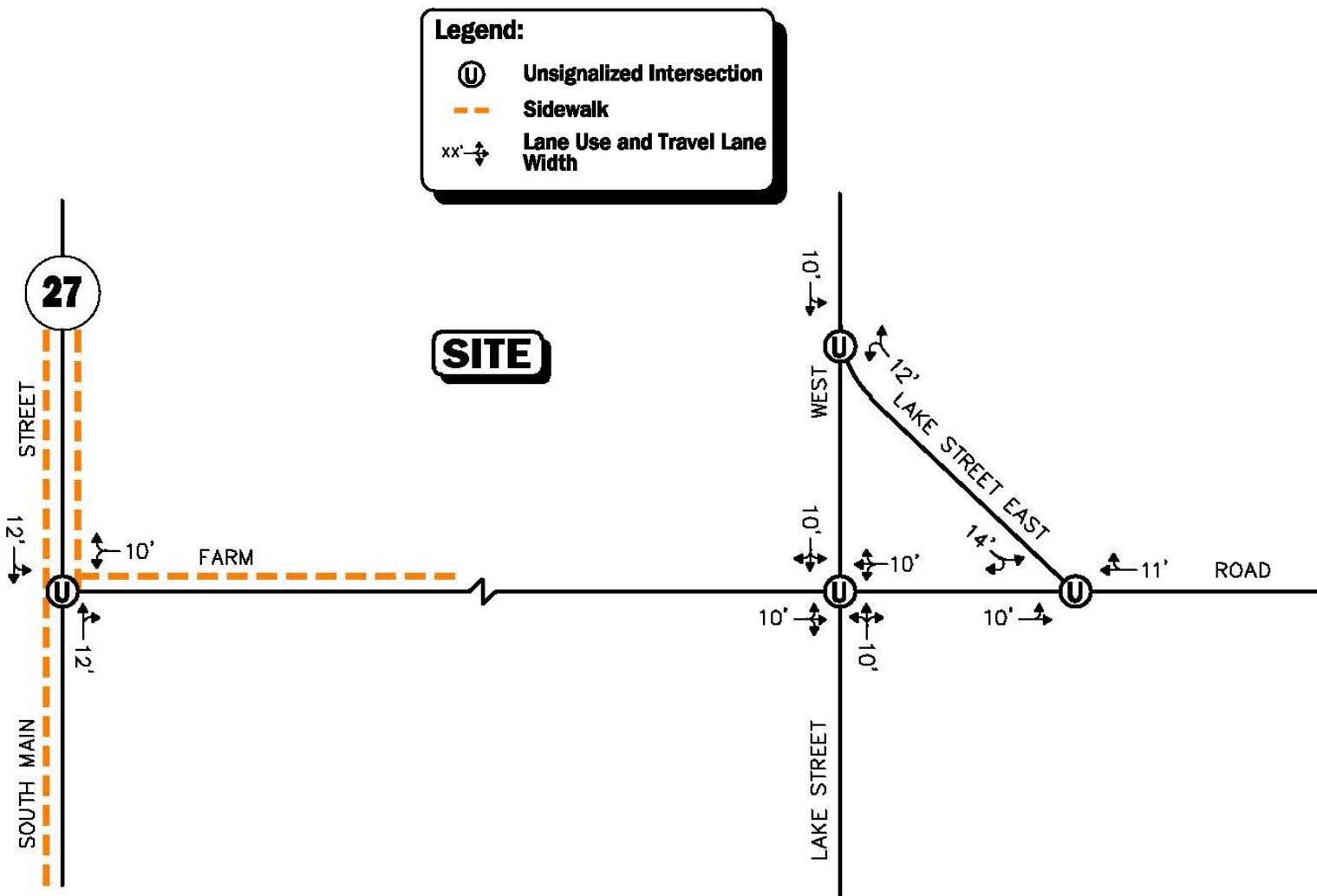
- ▶ ***Prepared in consultation with the Town and MassDOT and in accordance with MassDOT Guidelines***, and includes a detailed assessment of traffic volumes, pedestrian and bicycle accommodations and public transportation services;
- ▶ ***The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over anticipated future conditions without the Project (No-Build condition)***, with the majority of the movements at the study area intersections shown to operate at a level of service (LOS) of C or better, where an LOS of “D” or better is generally defined as “acceptable” operating conditions;
- ▶ ***All movements at the Project site driveway intersection with Farm Road were shown to operate at LOS A during the peak hours with negligible vehicle queuing predicted;***
- ▶ ***No apparent safety deficiencies were noted with respect to the motor vehicle crash history at the study intersection; and***
- ▶ ***Lines of sight at the Project site driveway will exceed the recommended minimum sight distance to function in a safe manner based on the appropriate approach speed.***

Conclusion – “..the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner” with implementation of the recommendations defined in the TIA.

Site Location Map



Existing Conditions Context



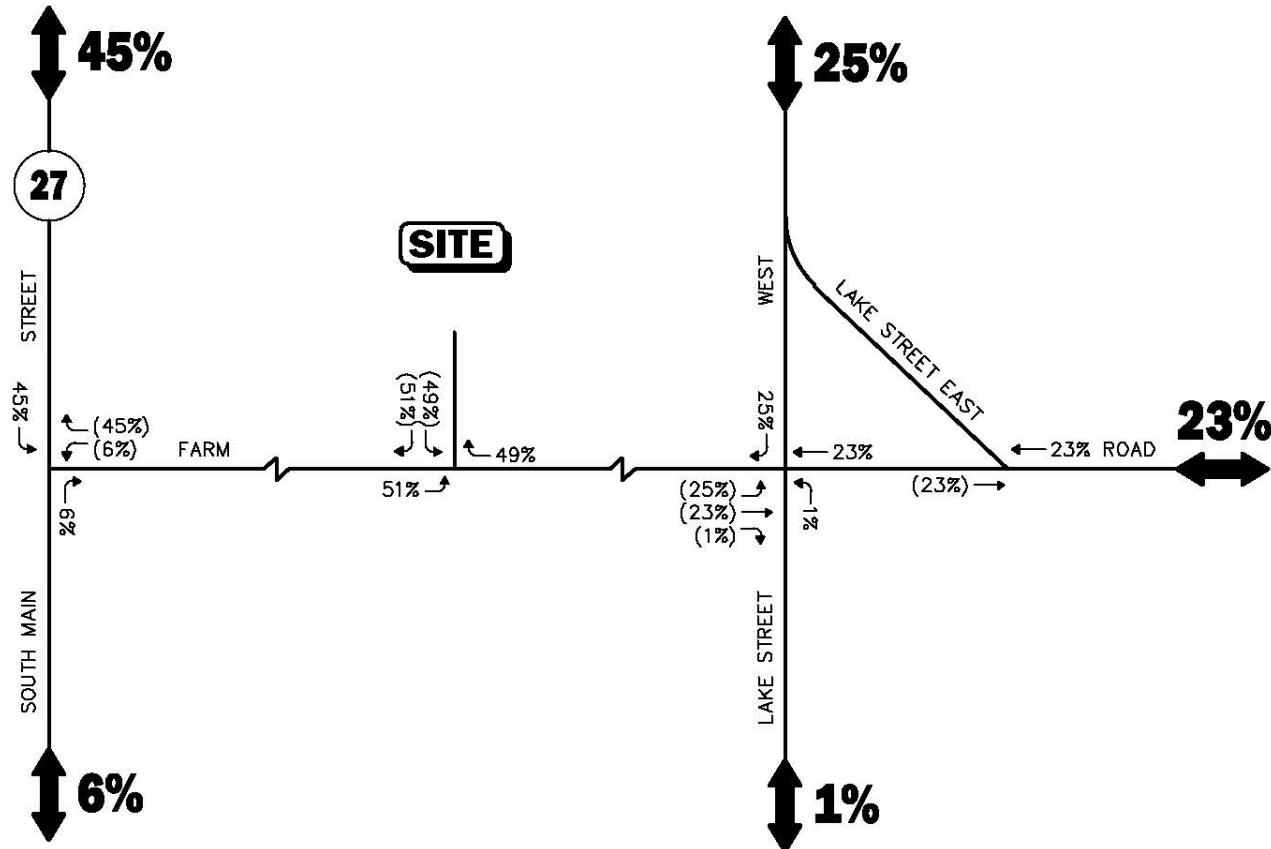
Trip Generation

Time Period/Direction	Vehicle Trips		
	(A) Single-Family Detached Housing (18 units) ^a	(B) Single-Family Attached Housing (14 units) ^b	(A+B) Total Trips
Average Weekday Daily:			
Entering	104	28	132
Exiting	<u>104</u>	<u>28</u>	<u>132</u>
Total	208	56	264
Weekday Morning Peak-Hour:			
Entering	4	0	4
Exiting	<u>12</u>	<u>2</u>	<u>14</u>
Total	16	2	18
Weekday Evening Peak-Hour:			
Entering	12	3	15
Exiting	<u>8</u>	<u>1</u>	<u>9</u>
Total	20	4	24

^aBased on ITE LUC 210, Single-Family Detached Housing (18 units).

^bBased on ITE LUC 215, Single-Family Attached Housing (14 units).

Trip Dispersal



Recommendations – Site Access and Circulation

- The Project site driveway and internal drives should be a minimum of 22 feet if parking along one or both sides of the drive will be prohibited and 24 feet otherwise, and designated to accommodate the turning and maneuvering requirements of emergency vehicles.
- Vehicles exiting the Project site shall be under STOP-sign control with a marked STOP-line provided.
- All signs and pavement markings to be installed within the Project site will conform to the applicable standards of the Manual on Uniform Traffic Control Devices (MUTCD).
- A sidewalk should be provided along at least one side of the main driveway that should extend to Farm Road, where a school bus waiting area (widened sidewalk) should be provided.
- Driveways to the residential units should be a minimum of 21 feet long measured between the garage door and the far edge of the sidewalk where a sidewalk is provided, and 23 feet measured between the garage door and the edge of the traveled-way in locations without a sidewalk.
- Signs and landscaping within the intersection sight triangle areas should be designed and maintained so as not to restrict lines of sight.
- Existing trees and vegetation located along the north side of Farm Road within the sight triangle area of the Project site driveway should be selectively trimmed or removed and maintained.
- Snow accumulations (windrows) within the sight triangle areas of the Project site driveway will be promptly removed.

Transportation Demand Management

- A transportation coordinator will be assigned for the Project to coordinate the TDM program;
- Information regarding public transportation services, maps, schedules, and fare information will be posted in a central location and/or otherwise made available to residents;
- A “welcome packet” will be provided to new residents detailing available public transportation services, bicycle and walking alternatives, and commuter options available;
- Pedestrian accommodations have been incorporated within the Project site and include a sidewalk that extends to Farm Road;
- A central maildrop should be provided; and
- Secure bicycle parking will be available to residents within the individual garages that are associated with each unit.