Proposed Residential Development
121-129 Washington Street (Route 16)
Sherborn, Massachusetts

Transportation Impact Assessment Summary

Prepared by:

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Transportation Impact Assessment Summary

- ***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 Project-related impacts generally defined as an increase in average motorist delay of up to 1.0 seconds with no (0) material increase in vehicle queuing shown to occur;

- ***All movements at the Project site driveway intersection with Route 16 were shown to operate at LOS C or better during the peak hours with negligible vehicle queuing predicted;***

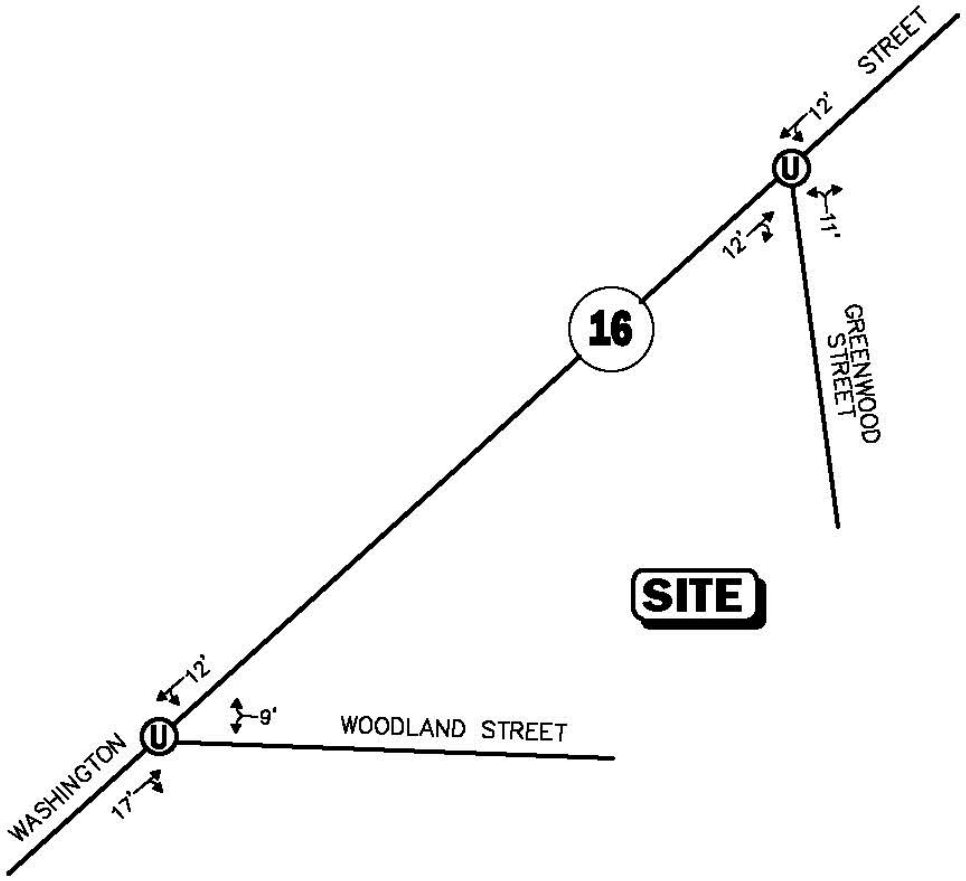
- ***No apparent safety deficiencies were noted with respect to the motor vehicle crash history at the study intersection; and***

- ***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

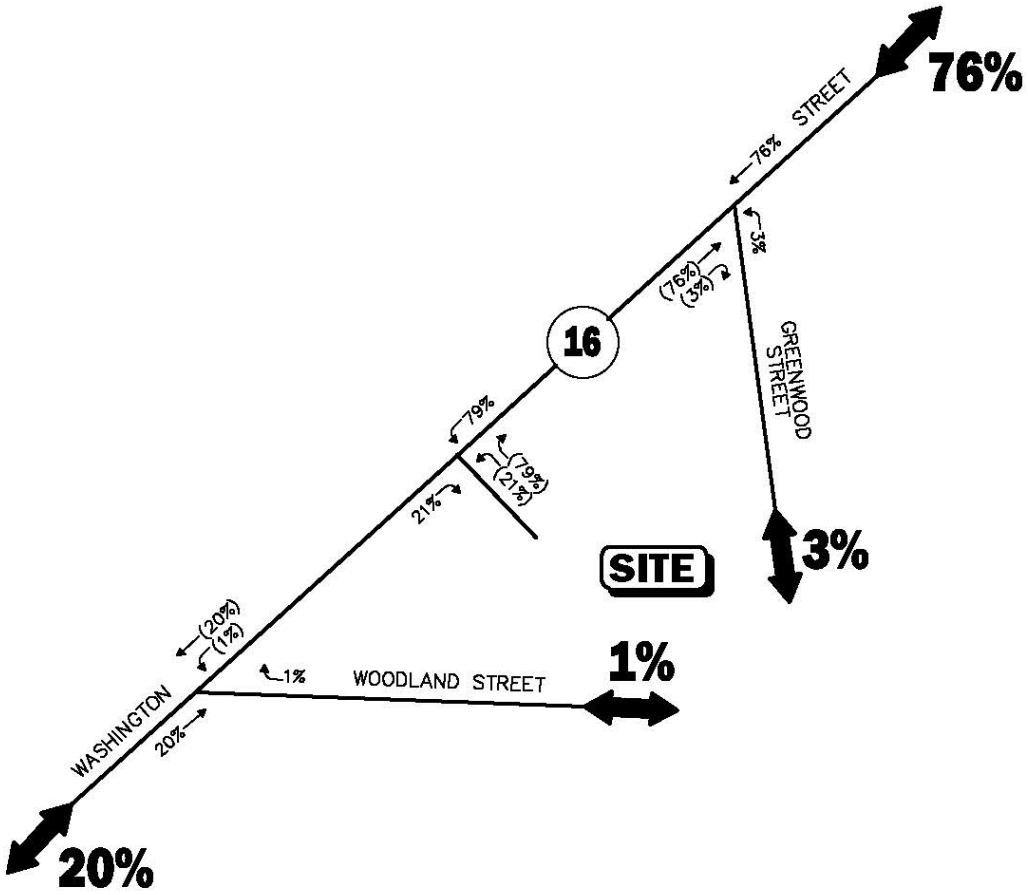


Trip Generation

	Vehicle Trips[a]		
Time Period	Entering	Exiting	Total
Average Weekday:	166	166	332
Weekday Morning Peak-Hour:	8	27	35
Weekday Evening Peak-Hour:	24	14	38

[a]Based on ITE LUC 220, Multifamily Housing (Low-Rise) (40 units).

Trip Dispersal



Recommendations – Site Access and Circulation

- The Project site driveway will be 22 feet in width and designed to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle.
- Where perpendicular parking is proposed the drive aisle behind the parking will be a minimum of 23 feet to facilitate parking maneuvers.
- Vehicles exiting the Project site will be placed 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 constructed along one side of the driveway that should connect the proposed building to Route 16, where a widened sidewalk area should be provided to serve as a school bus waiting area.
- Signs and landscaping should be designed and maintained so as not to restrict lines of sight.
- Existing trees and vegetation located within the sight triangle areas of the Project site driveway should be selectively trimmed or removed and maintained to provide the necessary sight lines for safe operation.
- Snow accumulations (windrows) within sight triangle areas should be promptly removed where such accumulations would impede sight lines.

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 other commuting options;
- Amenities will be provided to support telecommuting by residents of the Project;
- A central maildrop and package delivery station will be provided within the building; and
- Secure bicycle parking will be provided for residents and visitors.