

MEMORANDUM

TO: Ms. Jane Fisher Carlson
Chair
Zoning Board of Appeals
Town of Weston
P.O. Box 378
Weston, MA 02493

FROM: Mr. Shaun P. Kelly *SPK*
Associate
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DATE: June 25, 2021

RE: 8195

SUBJECT: Response to Peer Review Comments
Proposed 40B Residential Development
518 South Avenue – Weston, Massachusetts

INTRODUCTION

Vanasse and Associates, Inc. (VAI) has prepared this technical memorandum in order to respond to comments issued by the Town of Weston's transportation peer review consultant, MDM Transportation Consultants (MDM), as summarized in their May 14, 2021 peer review letter¹ issued on the above-referenced project. As requested by MDM, the initial Transportation Impact Assessment (TIA)² has been updated to include modifications to the future year growth projections, additional information on the trip distribution methodology, new vehicle speed data, an updated sight distance analysis, a revised site access design and internal circulation plan, and commitments towards the preparation of a Road Safety Audit for the intersection of South Avenue with Wellesley Street.

As documented in this memorandum, based on the supplemental information provided as part of this response, the overall findings of the initial TIA prepared for the Project remain relatively unchanged, with project-related traffic impacts resulting in only minor impacts to vehicle delays and queuing, with the proposed site driveway location meeting applicable sight distance requirements following implementation of proposed grading modifications within the South Avenue right-of-way.

The following provides responses to comments issued by MDM on the traffic impact assessment. Comments related to the site plan have been addressed and provided to the Town as part of the updated site plan submittal under separate cover.

¹*Transportation Peer Review Comments – 518 South Avenue (Route 30) 40B Development, Weston, MA, MDM, May 14, 2021*

²*Traffic Impact and Access Study – Proposed Residential Development, Weston, Massachusetts; VAI, July 2019.*



RESPONSE TO PEER REVIEW COMMENTS

To facilitate your review of this document, the comments and responses provided below follow the general outline of the peer review letter:

Traffic Impact and Access Study Comments

Existing Conditions

Comment 1: “*Study Area:* The study area includes locations along Route 30 that include the proposed Site driveway, Highland Street, Winter Street and Wellesley Street. These study locations are consistent with guidelines for study area selection published by MassDOT (locations sustaining 100 vehicle-trip increases or that may experience more than a 5% change in volume); MDM concurs that these study locations are appropriate and in context with the likely traffic impacts for the Project.

Response: Comment noted.

Comment 2: “*Traffic Volumes:* Traffic volumes for study locations were conducted in March 2019 for the weekday AM peak period (7 AM to 9 AM) and weekday PM peak period (2 PM to 6 PM), adjusted to reflect seasonal correction factors derived from nearby MassDOT permanent count stations. VAI also conducted supplemental traffic counts in October 2019 when schools in Weston were in session as a means of comparing the seasonally-adjusted count data used in the TIAS. MDM has reviewed these seasonally-adjusted data against the provided supplemental October 2019 count data as well as traffic volumes along Route 30 from prior studies. The seasonally-adjusted traffic volumes presented in the TIAS are a reasonable representation of typical/average (and likely above-average) traffic volume conditions for weekday peak AM and PM peak hours along Route 30.

While the TIAS volumes are generally consistent with (and in many cases higher than) the Route 30 FDR count data collected in September 2018, VAI should clarify a discrepancy in peak hour volumes along Route 30 at Highland Street eastbound AM and westbound PM relative to those counts. The TIAS volumes appear to be as much as 300 trips higher than prior (September 2018) count data along Route 30 in the project vicinity.”

Response: As suggested by MDM, VAI has reviewed the existing condition count data for the intersection of Route 30 with Highland Street, both from the 2019 data collection effort associated with the initial TIA and prior 2018 traffic volumes collected as part of the Functional Design Report prepared for the Route 30 corridor improvements. Based on a review of this data, the traffic count data utilized for analysis purposes, collected in March 2019, in a number of instances revealed higher mainline volumes along South Avenue than the traffic volumes collected in 2018 as part of the Functional Design Report for the Route 30 corridor improvements. However, in order to provide a conservative assessment of traffic operations, the higher 2019 data continue to be utilized for analysis purposes.

Comment 3: “*Accidents/Crash Data:* The TIAS presents relevant crash data for the study intersections for the period 2012-2016 and confirms that there are two locations that are classified by MassDOT as high crash locations: Route 30 at Winter Street and Route 30 at Wellesley Street. The Wellesley Street location is also listed by MassDOT as a Highway Safety Improvement Program (HSIP) crash cluster for the 2015-2017 period; however, more recent crash data for this location as documented in the Route 30 FDR prepared by Howard



Stein Hudson indicates a notable reduction in crash experience subsequent to 2016. This reduction in annual crashes is potentially the result of improvements to the intersection that were implemented subsequent to 2016 under MassDOT Project File No. 602000 (supplemental turn lanes and sidewalk improvements).

The Town is also advancing improvements along the Route 30 corridor that are currently at the initial (25%) design stage which include realignment and signalization of the Winter Street intersection, realignment of Highland Street and additional pedestrian accommodation (Multiuse path along the southerly side of Route 30) in the project area. These design improvements are part of a larger \$15 Million improvement package; however, this project is not currently funded through the state's Transportation Improvement Program (TIP).

MDM recommends that the Applicant augment the crash data/analysis at study intersections based on local records through 2020 to verify crash trends reported in the FDR that may further inform proposed Route 30 improvements identified in the 25% design plans including that portion of Route 30 in the immediate vicinity of the proposed driveway. MDM further recommends that Applicant should consult with MassDOT Safety Division to determine the status of the Wellesley Street intersection as a current HSIP-eligible location. Completion of a Road Safety Audit (RSA) in accordance with MassDOT guidelines for the Route 30 and Wellesley Street intersection may be appropriate based on updated crash analysis and consultation with MassDOT. Given the uncertain timing of Route 30 corridor improvements and the importance of the Wellesley Street intersection as a primary gateway for the project and the Weston High School, the Applicant should further commit to implementing the identified near-term safety recommendations of the RSA which typically comprise low cost/ readily implementable improvements. Such improvements would precede longer-range improvements to the Route 30 corridor and would also serve to inform longer-range improvements to the intersection as the Route 30 Corridor improvement design is advanced.

Response: As requested by MDM, and as summarized in the Updated Traffic Impact and Access Study³ (UTIAS) prepared for the project, VAI has updated the crash data analysis through the year 2019 to reflect current conditions, prior to COVID-19's impact on area traffic operations in 2020. The updated data for the intersection of Route 30 with Wellesley Street, reflects the implementation of recently completed improvements to this location, including supplemental turn lanes and new sidewalk. As noted, the crash frequency for the years 2018 and 2019 (average of 7 crashes per year) falls below the prior crash rate for the years 2012 to 2017 (approximately 12 crashes per year), prior to the completion of improvements at this location.

The applicant is committed to conducting a Road Safety Audit for the intersection of Route 30 with Wellesley Street as mitigation for the project, including the implementation of near-term safety recommendations at this location.

Comment 4: *Vehicle Speeds:* Vehicle speeds presented in the TIAS are derived from 48-hour automatic traffic recorder (ATR) counts conducted by an independent third-party vendor at a location east of the proposed driveway. The TIAS relies on these data to calculate average and 85th percentile travel speeds along Route 30 as the basis for calculating driveway sight line

³ Updated Traffic Impact and Access Study – Proposed Residential Development – Weston, Massachusetts; VAI May 2021.



requirements.

MDM recommends that supplemental speed data be collected along Route 30 west of the driveway location which represents the appropriate area of study for sight lines looking left of the driveway. These data should include a minimum 48-hour count period and should be conducted at a location that approximately 300 to 400 feet distant from the proposed driveway to correspond to the approximate first point of visibility (i.e., sight line) to the driveway for oncoming vehicles travelling eastbound.

Response: As requested by MDM, vehicle speeds were recorded along Route 30, west of the proposed driveway location, in the vicinity of the first point of visibility. These data were collected to ascertain vehicle speeds in the eastbound direction approaching the proposed driveway from the west. Previous data utilized in the initial TIA were collected along Route 30, east of the proposed driveway location. Based on the collected data, the 85th percentile operating speed in the eastbound direction, approaching the proposed site driveway location, was determined to be 41 miles per hour (mph) and as requested by MDM, has been utilized for sight distance analysis purposes as outlined in subsequent sections of this document.

Comment 5: *“Driveway Sight Distance: Calculated minimum stopping sight distance (SSD) requirement for the proposed driveway is 360 feet (minimum) based on measured 85th percentile travel speeds following AASHTO and MassDOT guidance and a design speed (85th percentile) of 45 mph. MDM concurs with this calculated minimum sight line; however this value is subject to revision based on updated speed data identified in Comment No 4 above. Calculation of Intersection Sight Distance (ISD) following AASHTO is also recommended to identify minimum and ideal ISD requirements for the driveway.*

The driveway sight line profiles provided by VAI indicate that minimum SSD requirements are exactly met for an 85th percentile travel speed of 45 mph travelling eastbound; regrading of the roadside left (west) of the driveway is required to achieve minimum SSD requirements.

(a) Applicant should confirm the impacts associated with roadside regrading west of the proposed driveway as a number of existing utility and natural features exist within the "sight line triangle" that may require relocation/adjustment or that may require reconstruction to include (a) a utility pole and guy wire; (b) gas line and vent pipe; (c) stone wall and mature tree root systems from the adjoining property. An updated plan and profile of the sight line looking west should be developed including specific grading contours to ensure that grading does not adversely impact the stone wall feature and that impacted utilities are mitigated.

(b) Calculation of SSD and ISD criteria following AASHTO guidance should be provided in tabular and summary form based on updated speed survey results for a location 300-400 feet west of the proposed driveway. MDM recommends that the applicable sight line triangles be shown on the Site Layout Plan along with measured sight lines indicating that minimum sight line criteria are met, and if possible the ideal Intersection Sight Distance (ISD). The sight line triangles should not encroach onto adjoining (private) property to achieve sight line criteria. The Site Layout Plan should also include a note citing that "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 above driveway grade or that would otherwise inhibit sight lines shall be promptly removed."

Response: As requested by MDM, an updated sight distance analysis was conducted based on the 85th percentile eastbound approach speed on Route 30. Based on the 41 mph design speed, a total of 315 feet of sight distance is required to and from the west. An updated grading plan has been prepared that indicates that approximately 352 feet of stopping sight distance and 318 feet of intersection sight distance will be provided following the proposed regrading of land within the South Avenue layout, which exceeds the required sight distance at the proposed driveway location.

Based on recently collected survey data, the proposed regrading will impact the aforementioned utility pole and gas line/vent pipe as well as a water gate. The proponent is committed to working with the appropriate utility companies to mitigate any impacts to existing utilities within the area of regrading. Additionally, the proposed regrading is also expected to eliminate a number of trees within the South Avenue right-of way between the stone wall and edge of pavement.

Comment 6: *"Public Transportation:* The TIAS identifies MBTA Hastings and Kendall Green stations as the only area services provided.

MWRTA has recently implemented a new commuter shuttle service along the Route 20 corridor connecting to the MBTA Riverside Station in Newton. MDM further notes that the Town of Weston is evaluating feasibility of a shuttle pilot project that will provide a connection to the MBTA Kendal Green station on Church Street. MDM recommends that the Applicant, as part of its Transportation Demand Management programming, engage in discussions with the MWRTA to consider the Site as a potential service stop following initial building occupancy. Likewise, the Applicant should consider participation in the Town's pilot shuttle service to/from Kendal Green station, including a potential funding contribution to be used toward testing or implementation of such a service."

Response: The applicant is agreeable to the provision of commuter shuttle service to the site by the MWRTA if deemed appropriate by the transit authority. The proposed site layout has been designed to allow for pick-up and drop-off at the building entry, with a designated pick-up and drop-off area for this activity to occur. Similarly, should the Town of Weston advance a shuttle pilot project to provide connections to the MBTA Kendall Green station, the applicant is committed to work with the Town to allow for direct service to the site. At this time no financial contributions are proposed for this service.

Future Conditions

Comment 7: *"Traffic Growth:* Future traffic volumes are projected to a 7-year horizon using a 1.0 percent annualized growth. No specific background projects were identified for inclusion in the background growth.

MDM notes that since 2019 there have been two projects undergoing local review that should be considered in the TIAS: 751 Boston Post Road 40B and Riverside Campus Redevelopment. As the annualized growth rate of 1.0 percent notably exceeds the area historic average annualized growth rate of 0.5 percent the impacts of these projects to



study locations is likely to be accounted for but this should be confirmed.

The TIAS should also be updated to include a 7-year horizon from time of application (2028) for consistency with industry standards.

Response: As requested by MDM and provided in the UTIAS, the future year analyses have been updated to reflect an additional two years of growth in area traffic, as well as traffic associated with specific area development projects. Specifically, an additional two years of background growth (1% compounded annually) were applied to the existing condition data utilized in the initial TIA. Furthermore, based on a review of the traffic impact assessment⁴ prepared for the Riverside Campus redevelopment, additional peak hour traffic volumes associated with this project were applied to the Route 30 corridor.

Based on a review of the TIA⁵ prepared for the 751 Boston Post Road development, the majority of traffic (approximately 90 percent) is expected to arrive and depart via Boston Post Road to the east, with only 8 percent traveling south on Highland Street towards the Route 30 corridor. This small percentage, amounting to approximately 5 to 6 total peak hour trips, is expected to be captured through the application of the background growth rate.

Comment 8: *“Planned Area Improvements: The study assumes implementation of corridor improvements identified in the recently submitted preliminary (25%) design plans for MassDOT Project File No. 608954. Improvements include signalization of the Winter Street intersection, realignment of Highland Street and additional pedestrian accommodation (Multi-use path along the southerly side of Route 30) in the project area.*

MassDOT Project File No. 608954 improvements as identified in the preliminary (25%) design submittal are not currently funded through the state's Transportation Improvement Program (TIP). As such, implementation timeline is uncertain and it is possible that if the subject 40B project receives approval with conditions that the corridor improvements will not be in place at time of occupancy. As such, analysis should assume existing conditions for future analysis as a reference point.

The proposed driveway layout should also be updated to depict proposed driveway orientation relative to corridor improvements identified in the 25% design submittal drawings to ensure proposed location/orientation is consistent with planned improvements including pedestrian crossings and Highland Street alignment.

Response: As requested by MDM, the future year analyses have been updated to reflect current traffic conditions, including the current unsignalized traffic control at the intersection of Route 30 with Winter Street. An updated site access plan that reflects the proposed Route 30 corridor improvements is provided as an attachment to this document.

Comment 9: *“Trip Generation: Trip estimates for the Project are appropriately based on characteristics published by the Institute of Transportation Engineers (ITE) in Trip Generation 10th Edition for mid-rise residential use, Land Use Code (LUC) 221. Resulting peak-hour trip estimates are modest and range from 72 to 88 vehicle-trips during AM and PM peak hours,*

⁴ *Transportation Impact Study – Riverside Campus, VHB, March 11, 2021.*

⁵ *Transportation Impact Assessment – Proposed Multifamily Residential Community, 751-761 Boston Post Road, Weston, Massachusetts, VAI, April 2019.*



respectively using this methodology.”

Response: Comment noted.

Comment 10: “*Trip Distribution:* Regional trip patterns for Site traffic presented in the TIAS are based on existing travel patterns on area roadways which indicate a high orientation to/from the east (toward I-95) during peak hours. MDM finds that the resulting trip distribution is generally consistent with observed patterns and prior submitted TIAS evaluations for residential projects in Weston.

While proposed trip distribution patterns appear to present a reasonable representation of likely patterns for impact analysis purposes, additional supporting information on potential commuter patterns should be validated by review of US Census Journey to Work data and "least time travel path" assignment methodology.”

Response: As requested by MDM, US Census Journey to Work data were reviewed to validate the trip distribution patterns identified in the TIA. Based on this data, the trip distribution patterns identified in the TIA are generally consistent with the calculated distribution, with any minor discrepancies resulting in only minor shifts to peak hour traffic generation that would not be expected to result in a change to the overall findings of the TIA.

Comment 11: “*Operations Analysis:* Operational analyses are presented in the TIAS follow generally accepted traffic engineering practices and protocols, indicating ample capacity at study intersections to accommodate Project trip increases. While longer delays are reported for turns from side-street approaches to Route 30 (particularly the Site Driveway), modest trip increases due to the Project are not expected to materially change operations, delays or LOS designation relative to "No Build" conditions.

Capacity analysis should assume existing conditions for future analysis as a reference point since implementation timeline for Route 30 corridor improvements are not certain (i.e., remain unfunded). This would include a non-signalized analysis of the Winter Street intersection to determine impact to operations that may occur at occupancy and prior to completion of signal improvements.”

Response: VAI concurs with MDM that project-related traffic impacts are not expected to materially change traffic operations within the study area. As requested by MDM, the UTIAS provides updated capacity analyses that have been prepared for all study area locations to reflect changes in the future condition traffic volumes to reflect two additional years of background growth as well as traffic associated with the Riverside Campus redevelopment. Updated capacity analyses results for the intersection of Route 30 with Winter Street under existing unsignalized operations are provided as an attachment to this document.

Site Parking, Access and Circulation Comments

Comment 12: “*Site Parking:* The proposed parking supply for the project in the aggregate represents a parking ratio of approximately 1.76 spaces per residential unit which MDM finds adequate to accommodate anticipated peak parking demands per ITE Parking Generation (5th Edition) standards.

Bicycle parking should be provided at appropriate locations within the Project site and shown on the Site Development Plans.”



Response: VAI concurs with MDM that the proposed parking supply is adequate to accommodate the anticipated parking demand for the project. As noted on the updated site plan, safe and secure bicycle parking for residents and guests of the project will be provided in the proposed parking garage.

Comment 13: *“Site Access Design:* Proposed Site driveway at Route 30 is located just east of the existing Highland Street alignment. The TIAS also identifies proposed implementation of a radar speed feedback sign on Route 30 eastbound to the west of the proposed driveway in combination with driveway ahead signs to enhance driver awareness and potentially reduce ambient travel speeds. MDM concurs with the proposed traffic control measures, noting several considerations that should be addressed by the Applicant as follows:

(a) Applicant should confirm the impacts associated with roadside regrading west of the proposed driveway as a number of existing utility and natural features exist within the "sight line triangle" that may require relocation/adjustment or that may require reconstruction to include (a) a utility pole and guy wire; (b) gas line and vent pipe; (c) stone wall and mature tree root systems from the adjoining property. An updated plan and profile of the sight line looking west should be developed including specific grading contours to ensure that grading does not adversely impact the stone wall feature and that impacted utilities are mitigated.

(b) MDM recommends that the applicable sight line triangles be shown on the Site Layout Plan along with measured sight lines to confirm that minimum sight line criteria are met, and if possible the ideal Intersection Sight Distance (ISD) as calculated based on updated speed survey west of the driveway. The sight line triangles should not encroach onto adjoining (private) property to achieve sight line criteria.

(c) The Site Layout Plan should also include a note citing that "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 height above driveway grade or that would otherwise inhibit sight lines shall be promptly removed."

(d) The proposed driveway location requires modification of the stone wall along the Route 20 property frontage. As Route 20 is a designated Scenic Road in Weston, the Applicant should be aware that removal/modification or relocation of the stone wall and removal of any significant trees is subject to Planning Board approval in accordance with Article XXIII of the Town of Weston General Bylaw.

(e) The proposed driveway layout should also be updated to depict proposed driveway orientation relative to corridor improvements identified in the 25% design submittal drawings to ensure proposed location/orientation is consistent with planned improvements including pedestrian crossings and Highland Street alignment.

(f) The easterly curb radius of the primary driveway is located beyond the extension of the property line shared with the abutting land owner. Typical design standards maintain the entirety of the curb radius within the bounds (including the linear extension thereof) of the subject property to avoid encroachment issues unless written acknowledgement of same is secured from the adjoining property owner.



(g) The relatively high rate of speed along Route 30 eastbound will require significant deceleration to navigate the right-turn movement into the proposed driveway given the 25 foot curb radius, 12 foot wide entering lane and lack of shoulders along Route 30. Likewise, delivery vehicles (ie, box trucks or equivalent such as UPS or Fed X vehicles), service vehicles and emergency vehicles (ambulances for instance) are likely to make wider turns from Route 30 that may encroach into the exiting/departure lane of the driveway given these limited dimensions. Accordingly, the Applicant should consider a larger turn radius, wider driveway throat or widening of Route 30 eastbound (or combination thereof) to better accommodate these vehicle movements as supported by AutoTurn® vehicle turn analysis/exhibits.

Response: An updated sight distance plan and profiles is provided as an attachment to this document. As indicated, with the proposed regrading of land within the Route 30 right-of-way, 352 feet of stopping sight distance is provided from the west, with 318 feet of intersection sight distance provided from the proposed driveway location, which exceed the AASHTO minimum requirement for both stopping sight and intersection sight distance.

It is recognized that the regrading will result in impacts to an existing utility pole, gas line and vent pipe and water gate. The applicant is committed to working with the appropriate utility companies and will mitigate as required any impacts to the existing utilities. Additionally, the regrading will result in the removal of a number of trees and brush within the Route 30 right-of-way, however impacts to the existing stone wall are not anticipated. It is recognized that modifications to the stone wall and/or removal of significant trees may require approval from the Town of Weston Planning Board.

As requested by MDM, the proposed site driveway location has been shifted to the west to eliminate the encroachment of the eastern curb radius on the abutting property to the east.

An updated site plan that depicts the Route 30 corridor improvements is provided as an attachment to this document.

Comment 14: *“Site Circulation:*

- (a) Applicant should confirm that the Site Layout Plan provides sufficient maneuvering area to accommodate the Town's largest responding fire apparatus (ladder truck) and service vehicles (SU-30 type design vehicles or equivalent) by conducting AutoTurn® vehicle turn analysis/exhibits.*
- (b) Applicant should consult with the Weston Fire Department to determine requirements for emergency vehicle circulation around proposed apartment buildings. The need for additional structured/reinforced travel ways sufficient to accommodate emergency apparatus along the southerly building should be determined.*
- (c) Prepare AutoTurn® vehicle turn analysis/exhibits for service vehicles accessing/circulating to the refuse removal area at the site and delivery vehicles at the building front/circular design feature at the building front.*
- (d) Consideration should be made for a designated ride hail/delivery zone at the building front to accommodate short-term delivery activity (parcel delivery vans, food delivery service, tenant pick-up/drop-off).*



- (e) *The circular design element at the building front presents potentially confusing traffic movement patterns and conflicts; consider a revised/refined design that incorporates a roundabout feature with uni-directional flow pattern or that introduces appropriate lane striping and signs to provide positive driver lane guidance and turn restrictions that facilitate flow and reduce potential conflicts.*
- (f) *Consider signage and potential gate control at the entry to the "emergency only" driveway within the site; vehicles circulating behind the southerly building do not have adequate wayfinding to avoid potentially travelling up the emergency only driveway and could become trapped at the gated driveway at Route 30 requiring a long backing movement to exit the driveway.*

Response: The applicant has coordinated with the Town of Weston fire department and has prepared Autoturn analyses that demonstrate the proposed site layout can accommodate emergency vehicle access, including to the rear of the proposed building. Additionally, Autoturn analyses have been prepared for both refuse removal and delivery vehicles at the designated short term parking area for deliveries and ride sharing service.

In response to comments issued by MDM, the circular design element at the building front has been redesigned to facilitate flow and reduce potential conflicts by having traffic operate in a one-way counterclockwise traffic flow pattern, with a designated area for deliveries and ride sharing service.

The emergency vehicle access drive will be gated at both ends to ensure residents and guest of the project do not enter this access way.

Comment 15: “General Site Plan Comments:

- (a) *A school bus waiting area/shelter should be considered at an appropriate location near the Site driveway. This area may also serve as a waiting area for potential future shuttle service along Route 30 as may be implemented by MWRTA or others.*
- (b) *Consideration should be given to installing electric vehicle (EV) charging stations within the Project Site.*
- (c) *Americans with Disabilities Act (ADA) compliant wheelchair ramps should be provided at all pedestrian crossings internal to the Project site.*
- (d) *MUTCD-compliant signs and markings should be identified in the site development plans at driveways to ensure positive driver guidance and pedestrian awareness/visibility.*

Response: As requested by MDM, the site plan has been updated to include a school bus waiting area proximate to the intersection of the proposed site driveway with Route 30. Continuous sidewalk will be provided between the proposed bus waiting area and the residential building to accommodate pedestrian activity.

The project will include EV charging stations within the proposed parking garage. Currently a total of 15 EV charging stations are initially proposed, with infrastructure in place to increase to 30 EV charging stations as demand requires.

All proposed pedestrian accommodations within the project limits will be designed to be



ADA compliant, including all sidewalks, wheelchair ramps and pedestrian crossings.

All signs and pavement markings within the project will be designed and installed in accordance with MUTCD guidelines.

Transportation Demand Management (TDM) Programming

Comment 16: “TDM Programming: *Applicant should identify elements of a Transportation Demand Management (TDM) program for the site that encourages tenant use of and access to alternative travel modes.*”

Response: The applicant is committed to promoting the use of alternative modes of travel to and from the Project site. The proposed site layout will provide for continuous sidewalk between the proposed residential building and the existing sidewalk system along Route 30 to facilitate and promote walking trips by residents and guest of the project. Additionally, the project will provide safe and secure bicycle parking within the proposed garage to promote bicycle travel by residents and guest of the project. While it is recognized that direct transit service is not currently provided within the study area, the proponent is agreeable to working with both the WMRTA and Town of Weston to provide direct shuttle service to the project if available and deemed appropriate by either party.

CONCLUSION

As documented in this memorandum, supplemental analyses as requested by MDM have been provided that confirm the findings of the initial TIA. The applicant is committed to working with the Town of Weston to modify the existing topography within the South Avenue right-of-way to improve sight lines to and from the west. Additionally, the applicant is committed to conducting a Road Safety Audit for the intersection of South Avenue with Wellesley Street, and implementing the recommended short term mitigation measures to enhance safety at this location.

