

Ref: 7198

July 25, 2016

Ms. Lillian Vert
Planning & Zoning Coordinator
Town of Sudbury
278 Old Sudbury Road
Sudbury, MA 01776

Re: Supplemental Traffic Engineering Peer Review
The Village at Sudbury Station – 30 Hudson Road
Sudbury, Massachusetts

Dear Lillian:

Vanasse & Associates, Inc. (VAI) has completed a review of the July 21, 2016 letter and accompanying attachments prepared by MDM Transportation Consultants, Inc. (MDM) on behalf of Sudbury Station LLC (the “Applicant”) concerning design options for the Hudson Road and Peter’s Way/Concord Road driveways associated with the proposed The Village at Sudbury Station residential community to be located at 30 Hudson Road in Sudbury, Massachusetts (hereafter referred to as the “Project”). This information was prepared in response to comments that have been received by the Applicant from the Zoning Board of Appeals (ZBA) and the Sudbury Police and Fire Departments.

Below is a summary of the design options that were developed by MDM for the Project site driveways followed by our comments.

Hudson Road Project Site Driveway

The Applicant has developed an alternative driveway design for the Hudson Road access based on comments that have been received from the ZBA during the public hearing and review process for the Project. This alternative design would align the Project site driveway with Peakham Road and realign the TI Sales driveway to intersect the Project site driveway to the north of Hudson Road. In order to advance this design alternative, the Applicant would need to obtain rights and approvals (easements) from TI Sales and the Commonwealth of Massachusetts, and the current alignment of the Bruce Freeman Rail Trail approaching Hudson Road would need to be modified. MDM noted that the alternative design would allow for the future installation of a traffic control signal at the intersection by others if and when the applicable criteria (warrants) are met.

Comment: We support the alternative driveway design developed MDM as it would minimize the number of conflict points along Hudson Road and afford opportunities for improved control of the Hudson Road/Peakham Road intersection, particularly with respect to the future rail-trail crossing. We would recommend that the Applicant advance the alternative alignment for the Hudson Road driveway including obtaining all necessary rights and approvals to construct the alternative design. This recommendation could be structured as a condition of any approvals that may be granted for the Project and would

require the Applicant to construct the alternative design to the extent that all rights, permits and approvals are obtained. If the Applicant is unable to obtain the required approvals, the driveway would be constructed in accordance with the driveway design that has been developed by MDM and included as a part of their May 31, 2016 *Supplemental Transportation Responses*, with the addition of the pedestrian activated rectangular rapid flashing beacons (RRFBs) on either side of the proposed crossing of Hudson Road.

Concord Road Project Site Driveway

The Applicant has developed three (3) alternative designs for the Concord Road access to the Project site, each of which has been designed to address comments that have been received during the Project review process. The initial design proposed a full access driveway that would accommodate two-way traffic and would allow all turning movements at the newly formed intersection. After further review and with consideration of impacts to lines of sight exiting the driveway resulting from vehicle queuing along Concord Road, the Applicant revised the driveway design to include the addition of a raised island and accompanying regulatory signs to prohibit left-turn movements exiting the Project site driveway while allowing for exiting left-turn movements by emergency vehicles.

After review of the revised driveway design by the Sudbury Police and Fire Departments, the reviewing agencies indicated a concern for allowing emergency vehicles to make an otherwise prohibited movement and further stated a desire to eliminate any impedance to timely emergency response, including those that may be posed by the introduction of a raised island or the use of a flush serrated median. As a result of these concerns, the Applicant has developed a third alternative for the Concord Road driveway that would entail the implementation of a peak period restriction on left-turns exiting the driveway from 7-9 AM and 4-6 PM, the time periods during which vehicle queues were observed to extend to or past the driveway. The left-turn prohibition would be designed by signs posted at the driveway and, pending approval of the regulation by the Town, would be enforceable by the Police Department.

Comment: Given the concerns raised by the Sudbury Police and Fire Departments and the desire to maintain two-way access to the Project from Concord Road as a means to disperse Project-related traffic between Hudson Road and Concord Road, the Applicant's proposal to implement a peak period left-turn restriction for vehicles exiting the Concord Road driveway represents a reasonable approach to facilitating safe and efficient access to the Project site. Further, this alternative creates a more traditional driveway design in a suburban setting and would allow for the Town to remove the turn restriction should the pending completion of the improvements at the Hudson Road/Concord Road intersection result in a reduction in vehicle queuing along Concord Road to the extent that the queues no longer impact sight lines at the Project site driveway intersection. In addition, we note the Applicants' commitment to improve the pedestrian crossing of Concord Road north of the Project site driveway which will include the installation of pedestrian activated RRFBs on either side of the crossing.

SUMMARY

VAI has completed a review of the July 21, 2016 letter and accompanying attachments prepared by MDM on behalf of Sudbury Station LLC concerning design options for the Hudson Road and Peter's Way/Concord Road driveways associated with the proposed The Village at Sudbury Station residential community to be located at 30 Hudson Road in Sudbury, Massachusetts. This information was prepared in response to comments that have been received by the Applicant from the ZBA and the Sudbury Police and Fire Departments. Based on our review of the design alternatives that were presented in the subject letter, it is our opinion that the Applicant has been responsive to the comments that have been received during the Project review process with respect to the design and operation of the Project site driveways. The Hudson Road access alternative would afford an improved intersection design for the Project to the extent that the Applicant is able to obtain the necessary rights and approvals to advance the alternative, and we would suggest that an appropriate condition could be developed relative to the alternative access configuration should the ZBA be inclined to act favorably on the Application. Further, the Concord Road access alternative (peak period left-turn restriction for exiting traffic) balances the need to provide timely emergency response to the Project while addressing the periodic sight distance limitations that are posed by vehicle queuing along Concord Road.

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
Principal

cc: File