

To: Alison C. Steinfeld, Planning Director
Department of Planning and Community Development
333 Washington Street
Brookline, MA 02445

From: James. D. Fitzgerald, P.E., LEED AP

Date: October 26, 2016

Subject: 40 Centre Street, Brookline (40B)
Traffic Peer Review

The Traffic & Parking Assessment Memorandum prepared by MDM Transportation Consultants dated October 14, 2016 presents anticipated trip generation associated with the proposed residential development located at 40 Centre Street in Brookline and discusses operations and parking at the site. The Memorandum was intended to address comments made by the Town and Environmental Partners Group (EPG). The following is response to MDM's Memorandum and provides a summary of EPG's review of both documents. A separate peer review of the parking configuration and access is being provided by Walker Parking Consultants.

Proposed Project

The project entails the development of 40 apartments to be located at 40 Centre Street in Brookline, Massachusetts. The project is situated on the west side of Centre Street just north of Beacon Street. Access to the project site is proposed by way of a 20-foot wide driveway onto Centre Street leading to on-site parking for 21 vehicles occupying the ground floor of the building (including 4 mechanical stackers).

Baseline Conditions

The project limits were identified to only include the site driveway approach to Centre Street and the opposite parking lot driveway (referred to in the study as the study "intersection").

The nearby Beacon Street/Centre Street intersection was not included in the study to quantify impacts to the congested intersection. MassDOT Traffic Impact Assessment (TIA) Guidelines indicates that "intersections (to be assessed by approach) or roadway segments where site-generated trips increase the peak hour traffic volume by a) five (5) percent or more or b) by more than 100 vehicles per hour should be included in the study. Intersections or road segments that do not meet the five percent threshold may be included in the study area if... the intersection is highly congested/near or over capacity and prone to significant operational deterioration from even a small increment in traffic." Although it would have been preferred to have analyzed the Beacon Street/Centre Street intersection since we anticipate a greater percentage of traffic traveling through the intersection given its significance and location, it is likely that the analysis

Memorandum

September 1, 2016

Page 2

would not have shown a substantial increase in delay from current conditions given low site generated traffic.

Based on information from the Brookline police department, no crashes were reported at the site driveway during the evaluated three-year period of 2012 to 2014. One crash was reported along Centre Street between Beacon Street and Wellman Street during this period. (According to an email from the Brookline Police Department, 15 crashes in 3 years were reported at the Beacon Street at Centre Street intersection but a crash rate was not provided since the intersection was not included in this study's limits.)

Projected Future Traffic Volumes

Traffic volumes were projected to five years (2021) instead of the conventional seven years (2023).

The Memorandum indicates that a nearby permanent count station shows historical reductions in traffic (-0.3%) per year but the supporting documentation in the Appendix shows count stations located in Abington and Weymouth. Regardless, the used growth rate of 0.5% per year appears to be reasonable for the project area.

Because the study was limited to Centre Street at the site driveway, the five projects that the Brookline Planning staff identified as increasing traffic in the area were not individually included in the future traffic networks. It is anticipated that these specific projects will be covered in the anticipated background growth rate.

The MDM Memorandum establishes new trip generation to account for the changed number of apartment units (40). Reductions in site generated traffic were taken based on the 2010-2014 American Community Survey 5-Year Estimates showing a 56% reduction consisting of public transportation (30%), walking (16%), carpool (6%) and taxi/bicycling (4%). Reductions were not taken, however, for the existing medical office and apartment traffic that will be eliminated when the existing building is removed. During the morning peak hour, 10 trips are anticipated (2 entering and 8 exiting). During the evening peak hour, 12 trips are anticipated (8 entering and 4 exiting).

Trip distribution of site generated traffic has been shown as a 50/50 split with half of the site traffic traveling to/from the east (towards Beacon Street) and half to/from the west (towards Fuller Street and other residential streets). Given the close proximity to Beacon Street, its significance and its connections to Boston, it is suspected that the majority of site traffic will be directed towards Beacon Street instead of having an even distribution towards Fuller Street. Support documentation such as journey to work distributions would be required to justify the 50/50 mode split suggested in the Memo. Even with a substantial change in trip distribution to increase the percentage of site traffic to/from Beacon Street, however, a change of only a couple of vehicles over the course of one hour would result.

The evaluations performed of the site driveway approach to Centre Street show a negligible difference between 2021 No-Build and 2021 Build operations.

Memorandum

September 1, 2016

Page 3

Parking

Concerns regarding parking will be addressed by Walker Parking.

Sight Distance

Sight distance was previously reviewed for the site. MDM committed to trimming back an existing shrub along the northern property line 3 feet from the back of sidewalk and by maintaining it at a 2 foot height to provide proper sight distance.

It should be noted that police monitoring is recommended to enforce the posted “no parking” signs in front of the site since on-street parking would greatly decrease visibility from the driveway.

SUMMARY (including comments from the last peer review that were not addressed)

- Traffic volumes were projected to five years (2021) instead of the conventional seven years (2023).
- Parking comments have been provided under a separate Memorandum by Walker Parking Consultants.
- Police monitoring is recommended to ensure that vehicles do not park in front of the site and decrease visibility from the driveway.
- Bicycle racks in the garage should be shown on plan.
- Transit schedules should be posted on site in the lobby and shown on plan.
- Considerations should be made for traffic signal upgrades (including Accessible Pedestrian Signals/audible pedestrian signals) such as at the Centre Street/Williams Street intersection to accommodate the increase in foot traffic.