

FRASER POLYENGINEERING SERVICES

TRAFFIC, TRANSPORTATION, CIVIL SITE, AND

SURVEYING ENGINEERING SERVICES

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MEMORANDUM

DATE: October 20, 2021

TO: Dawn Bellante Holland, and Ellaine Miller - Tisbury Planning Board
P.O. Box 602
Town Hall Annex Vineyard Haven, Massachusetts 02568

FROM: Kurt A. Fraser P.E. President Fraser Poly-Engineering Services (FPES)
Maaza Mekuria PHD, P.E. PTOE – Senior Transportation Engineer FPES

SUBJECT: FPES Response to Fuss & O’Neill Comments – October 6, 2021

The purpose of this memo is to provide a response to comments made by Fuss and O’Neill (F&O) to the peer review provided by Fraser Polyengineering Services (FPES). We have condensed our comments to avoid the confusion of commenting on each item separately. FPES offers the following responses to Fuss & O’Neill comments:

- (1) Data collection for the Main Street Medicinal development occurred between July 8 to 10, 2021, which appears to have been before the opening of Patient-Centric facility. No Build-Volume should not include the Patient-Centric volume since the facility was not yet open at that time. The total build volume is expected to include both facilities (Patient-Centric and Main Street Medicinal) site generated volume to the no-build scenario to show the impact of the development at the target year. Comparison of pre-post development must show the change between these two scenarios. The answer to whether there is significant impact depends on the difference between the No-Build (base year) scenario and Build at the target year. Final impact at Target year of 2028 should be used to determine whether there is an impact. The traffic characteristics include changes between the two scenarios detailing the relevant impacts in level of service (LOS), 95% Queue and Control Delay at all examined intersections. By convention, LOS beyond “D” indicates an unstable system and must be addressed with a mitigation plan.
- (2) The intersections within a hundred feet of each other are to be modeled together as a single intersection. For example, there would be no storage place to hold turning vehicles if they were modeled separately (As in Mechanics St and Surveyors Lane intersection, etc.) In the latest modeling done by Fuss and O’Neil, the latest version of the data analyzes shows the dog-legged intersections as separate intersections making the results effectively useless.

- (3) The Egress from Mechanics Street to Eleanor Street is a completely unexplored mitigation that is hard to verify its feasibility. FPES had a difficult time reviewing whether this measure would be an improvement over the existing traffic conditions or would create a whole new set of traffic patterns that may bring new and unanticipated realities to the adjacent street network. There are many unanswered questions from the first peer review response, and it is up to the Town to decide whether this can be considered a valid mitigation measure. As of right now there is minimal information about geometric consideration, improvements that can be made, and valid counts on Eleanor Street to understand the impact creating a new intersection as part of the mitigation effort. It should also be noted that the egress if allowed may also be opening the local streets to cut through traffic that may negatively impact other neighborhood roads such as Olga Street, Lyle Road, Cook Street, and High Point Lane.
- (4) The current travel experience on State Road in the vicinity of the proposed development site indicates that the roadway is already congested, and further development will only compound the delay experienced by those traversing the segments around the site. Hence, FPES recommends that a larger network study be undertaken by the Town to determine how to handle the growth at a more manageable rate.

Please feel free to contact us with any questions that you may have about our assessment.

Best Regards,

Kurt A. Fraser P.E.

President - FPES

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Senior Transportation Engineer - FPES