



August 3, 2022

Michael Mauro
Transportation Program Manager
Martha's Vineyard Commission
P.O. Box 1447
Oak Bluffs, MA 02557

Re: Proposed Skilled Nursing Facility – 490 Edgartown-Vineyard Haven Road
Traffic Study Peer Review
Fuss & O'Neill Reference No. 20220714.A10

Dear Mr. Mauro:

Fuss & O'Neill has conducted a review of the traffic study relating to the proposed development at 490 Edgartown-Vineyard Haven Road in Edgartown, Massachusetts. The development includes a skilled nursing facility with 66 beds and 48 workforce housing units.

Materials Reviewed:

1. Traffic Impact Assessment completed by Vanasse & Associates Inc. titled "Proposed Skilled Nursing Facility and Workforce Housing" dated October 2020.
2. Response to Martha's Vineyard Commission Comments prepared by Vanasse & Associates Inc. dated April 29, 2022.
3. Layout and Parking Plan completed by Pesce Engineering and Associates, Inc. dated September 22, 2021, and revised April 29, 2022.

We offer the following comments:

Existing Conditions

Traffic Volumes

1. The proponent reduced traffic counts collected in August of 2020 by 24 percent to model an average month traffic condition on the island. This reduction factor is based upon a 2011 seasonal adjustment factor of 0.76. The Massachusetts Department of Transportation (MassDOT) 2019 seasonal adjustment factor of 0.81 indicates that a reduction of 19 percent would be more appropriate.

Additionally, at the time that this study was completed, information on post-COVID traffic volumes was not available. We believe that the COVID adjustment of eight percent

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was determined correctly given the data available at the time, but based on available data from August of 2021, an adjustment factor of ten percent would be more appropriate.

Based on these findings, the existing condition average month volumes are thought to be under-represented by approximately seven percent, and the existing conditions peak month volumes are under-represented by approximately two percent. It is recommended that the capacity and queue analysis be revised to incorporate these updated adjustment factors.

Motor Vehicle Crash Data

2. The five-year crash period examined (2013-2017) indicated that no crashes occurred within the vicinity of the project site. The proponent should examine the most recent five years of available crash data to ensure that no significant crash patterns have developed since 2017.

Future Conditions

Project Generated Traffic

3. Trip Generation was originally estimated for a skilled nursing facility with 70 beds and 24 workforce housing units. After the original study was completed, the development program was altered to include 48 workforce housing units and 66 beds at the skilled nursing facility. Trip Generation was updated accordingly in the proponent's response to MVC comments. We concur that the trip generation estimate is conservative given that a portion of the residential units will be reserved for employees of the skilled nursing facility.

Trip Distribution and Assignment

4. The Martha's Vineyard Commission (MVC) requested a discussion of the nature of trips and directional traffic to and from the site. We concur with the distribution outlined in the traffic study and do not anticipate significant difference in trip pattern for residents, employees, and visitors.

Traffic Operations Analysis

Analysis Results

5. It is recommended that the capacity and queue analysis be revised to reflect the updated trip generation resulting from the change in the development program.

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6. The MVC inquired about potential traffic impacts to the Triangle (intersection of Beach Road, Upper Main Street and Edgartown-Vineyard Haven Road). The proponent provided a figure depicting the peak hour volumes anticipated to be added to the intersection. Traffic count data has not been provided for this intersection and capacity analysis has not been performed, so it is difficult to definitively assess specific traffic impacts, however, we concur with the proponent that the impact is not expected to be significant. We do not believe it is necessary for the proponent to analyze this intersection further.

The irregular intersection configuration may eventually lead to congestion as the area continues to develop, so the intersection could be a candidate for redesign in the future.

Sight Distance Evaluation

7. The MVC requested photos showing the sight distances at the proposed site driveway location. The requested photos have not yet been provided. Based on the google street view images, sight distance is not anticipated to be limited or obstructed in any way provided that the vegetation on either side of the site driveway is well maintained. However, photos of the sight lines from the proposed driveway location should be provided to confirm.

We appreciate the opportunity to provide the Martha's Vineyard Commission with this peer review. Please do not hesitate to contact us with any questions.

Sincerely,



Katherine O'Shea, EIT
Transportation Engineer



Matthew W. Skelly, PE, PTOE
Project Manager