



Memorandum

To: Mr. Adam Turner,
Executive Director Martha's Vineyard
Commission

Date: June 25, 2017

Project #: 13242.00

From: Randall C. Hart
Principal

Re: Proposed Stop & Shop Redevelopment
Response to Traffic Peer Review Comments

VHB has prepared this memorandum to summarize responses to the March 24th, 2017 traffic engineer peer review comments prepared by Howard Stein Hudson regarding the February 2016 Traffic Impact and Access Study (TIAS) for the proposed S&S Redevelopment project located along Upper Main Street in Edgartown, Massachusetts.

For ease of reference, each peer review comment is paraphrased below followed by the response.

Traffic Volume Data

Comment 1: *HSH generally agrees with the Applicant's data collection methodology, assuming the nearby schools were active at the times of the data collection. HSH verified schools were active and operating with regular schedules. No further action required..*

Response: As confirmed by HSH, schools were active during periods when traffic count data was collected.

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Memorandum

Seasonality of Count Data

Comment 2: *The applicant compared traffic count data with historical seasonal data available from the 2014 Traffic Counting Report for Cape Cod Massachusetts. Additionally, the applicant states that the ATR data was collected at the same location (Upper Main Street between site driveways) during the August 2015, September 2015, and April 2016 counts and a comparison of the ATR data suggests a seasonal adjustment factor of 1.12 should be applied to the September counts and a factor of 1.75 to the April counts. Since no ATR data was collected during the June 2016 counts, the MVC's historic seasonal data from the 2014 report suggests a factor of 1.17 to be applied to the June traffic counts. The applicant does not explicitly state whether a percent annual growth factor was applied to the August 2015 counts, which corresponds to the majority of the intersections.*

Response: The 2016 traffic counts were adjusted by an annual growth factor (0.5% per year) to represent 2017 Existing Conditions which is conservative given historic growth data.

Build Condition

Comment 3: *HSH conducted a Roadway Safety Audit (RSA) in the Town of Edgartown on Thursday, August 9, 2012, with a focus on safety issues at the intersection of Upper Main Street/Pinehurst Road/Stop & Shop Driveways. Based on crash data and field observations, it was noted by the RSA team members that the offset between Pinehurst Road and the driveways (Edgartown National Bank driveway and stop & Shop West Driveway) generally adds confusion to motorist at the intersection. HSH agrees with the Applicant's assessment in reducing curb cuts along Upper Main Street and aligning the Stop & Shop Driveway (west) with the Pinehurst Road intersection as recommended in the 2012 RSA.*

Response: We are in agreement that the S&S Driveway (west) should align with Pinehurst Road.

Parking

Comment 4: *HSH reviewed the latest site plan from February 2017 and found minor discrepancies. The Parking Summary Chart indicates a total of 139 existing parking spaces (including standard and van accessible spaces), not 161 parking spaces as stated in the TIAS. Also the Applicant is proposing a total of 178 parking spaces (including standard and van accessible spaces), not 203 parking spaces as stated in the TIAS. However, HSH verified parking requirements per Town of Edgartown Zoning Guidelines and the Applicant's proposed parking spaces are appropriate for the Upper Main Street District and size of redevelopment. No further actions required.,*

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Response: The final proposed parking spaces for future conditions will be determined during final plan preparation and through input from the town. However, we expect that the final number will meet or exceed the local zoning requirements.

Trip Generation

Comment 5: *HSHS agrees with the Applicant's trip generation methodology.*

Response: No response necessary

Traffic Operational Analysis

Comment 6: *The analysis indicates that overall delays and queues are at or under capacity along most intersections within the study area, with the exception of Upper Main Street at Pinehurst Road, at the Stop & Shop Driveways, and at Cooke Street, where some movements operation at LOS E or F during all conditions. However, the majority of movements operate at LOS D or better, indicating that the roadway network has adequate capacity and vehicles experience moderate delays when traveling through the area during the peak hours. The Applicant concluded that the proposed Project will have minimal operational impacts to traffic operations. HSH agrees with this assessment.*

Response: No response required.

Mitigation

Comment 7: *The Proponent has included bicycle storage for residents (secure/covered) and for visitors (outdoor). This will help to promote bicycling to and from the site.*

Response: No response required.

Mitigation

Comment 8: *The applicant states that the TDM coordinator will encourage employees to participate in TDM initiatives including but not limited to car pool programs and "guaranteed ride" home program through a taxi voucher system, as well as provide financial incentives for employees who choose to use the MVTA and/or walk and bike to and from work.*

On-site services would be provided to employees to reduce the need to leave the site to conduct errands during the day such as food services, employees refrigerators, break room, and automatic teller machines. HSH agrees with the proposed employee TDM measures.

Response: No response required.

Comment 9: *The applicant proposed an extensive network of sidewalks and crosswalks on site to provide connectivity between the pedestrian and bicycle facilities along Upper Main Street to the Stop & Shop. The proposed site plan includes three bike racks located throughout the site providing a total of 27 bicycle parking spaces. As previously mentioned, at the existing VTA Edgartown National Bank transit stop, a concrete bus shelter pad will be constructed as well as a bus pull-out on the north side of Upper Main Street. HSH reviewed the site plan, which provides 25 bicycle parking spaces, not the 27 spaces as stated in the TIAS. The town of Edgartown Zoning Guidelines require one bicycle per (3) parking spaces, for a total of 60 bicycle parking spaces for this size of redevelopment. HSH recommends the Applicant revise the proposed bicycle parking and follow the Town's guidelines.*

Response: The number of bicycle parking spaces that is practically required will be determined through the town and MVC review process. The Proponent will provide the number of spaces necessary.

Intersection Improvements

Comment 10: *The Applicant proposed to relocate the Stop & Shop Driveway (west) to align with the unsignalized intersection of Pinehurst Road. With the above relocation and alignment, opportunity to relocate the existing crosswalk located on the east side of the existing Stop & Shop Driveway (west), which could benefit VTA riders as they would be more included to cross the street near the bus stop instead of jaywalking or walking the 75 feet to use the crosswalk.*

The Applicant will work with the MVC, the Town of Edgartown, and MassDOT to implement lighting of the relocated crosswalk and will replace the green crosswalks along the site frontage with more visible, customary pattern/color and will update the signing leading to and at the crosswalks to make them conform to the current MUTCD standards. HSH agrees with the proposed intersection improvements.

Response: No response required.

Site Plan Assessment

Comment 11: *HSH reviewed the Applicants internal circulation in the proposed site plan per MVC request and concluded that the proposed circulation around the Stop & Shop is the same as the existing circulation. The only proposed changes are related to the bank's circulation, where the closure of the existing driveway requires one-way circulation primarily around the bank. HSH agrees with the proposed circulation.*

Response: No response required.

Conclusions

Comment 12: *Based on the overall review of the TIAS, and the proposed site plan, HSH generally agrees with the methodology used in the TIAS and the proposed mitigation. Due to the immediate residential uses around the site, noise levels area concern for the residents. However, the expansion of the Project will only generate about four new vehicle trips per minute during both the weekday and Saturday midday peak hours during the summer peak season only. It should also be noted that the results the Applicant provided assume very conservative traffic generation.*

HSH recommends that the Applicant provide draft plans for the improvements along the site frontage sidewalk and realignment of Pinehurst Road to the Town for further review. HSH also recommends to the Town and the applicant that all proposed improvements are consistent with the current and ongoing planning studies and that there is agreement on priority level of the proposed improvements, as there are significant transportation infrastructure upgrades that were identified within the vicinity of the Project during the RSA in August 2012.

Response: We agree that the traffic projections are highly conservative and likely overstate the change in traffic that would be anticipated as a result of the redevelopment project. A noise study of the project is currently being prepared and will be submitted to the MVC in the in near future as will more draft plans of the site and improvements that are proposed in the area.