

TAJ Estates of Franklin II 230 East Central Street (Route 140) Franklin, Massachusetts

Transportation Impact Assessment Summary

Prepared by:



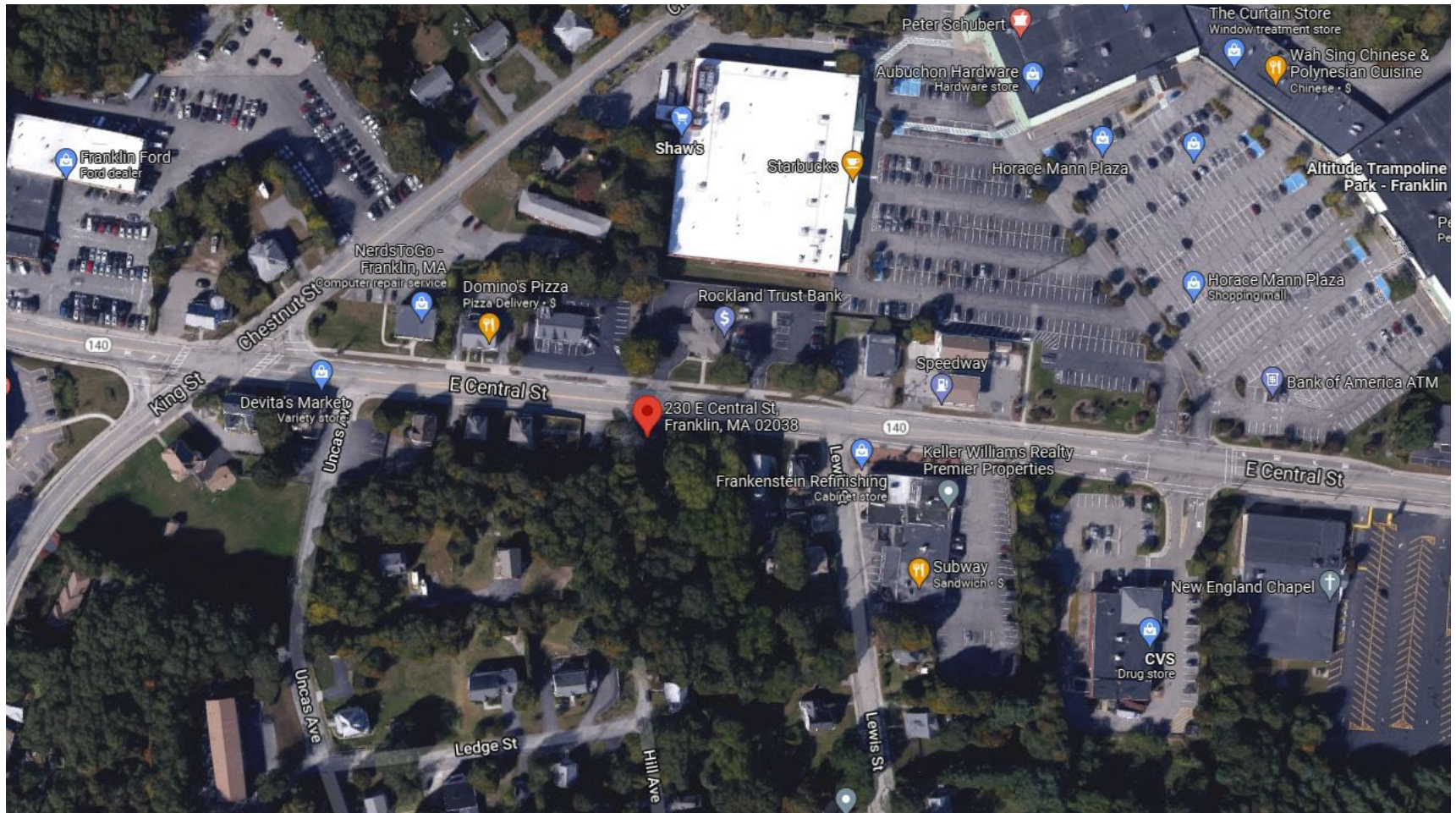
February 7, 2022

Transportation Impact Assessment Summary

- ▶ Prepared in accordance with MassDOT's *Transportation Impact Assessment (TIA) Guidelines* and includes a detailed assessment of traffic volumes, pedestrian and bicycle accommodations and public transportation services;
- ▶ Pre-COVID traffic volumes were used and adjusted to 2022 following MassDOT guidelines;
- ▶ The analysis concluded that the Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions), with the majority of the movements shown to continue to operate at acceptable levels (LOS "D" or better);
- ▶ No apparent safety deficiencies were noted with respect to the motor vehicle crash history at the study area intersections; and
- ▶ Lines of sight at the Project site driveway intersection were found to exceed the recommended minimum distances for safe and efficient operation based on the appropriate approach speed.



Site Location Map



Trip Generation Summary

| | Vehicle Trips | | |
|-----------------------------------|--|--|----------------|
| Time Period/Direction | (A) Residential Component (35 units) ^a | (B) Office Component (900 sf) ^a | (A+B) Total |
| Average Weekday Daily: | | | |
| Entering | 150 | 7 | 157 |
| <u>Exiting</u> | <u>150</u> | <u>7</u> | <u>157</u> |
| Total | 300 | 14 | 314 |
| Weekday Morning Peak Hour: | | | |
| Entering | 8 | 1 | 9 |
| <u>Exiting</u> | <u>26</u> | <u>1</u> | <u>27</u> |
| Total | 34 | 2 | 36 |
| Weekday Evening Peak Hour: | | | |
| Entering | 22 | 1 | 23 |
| <u>Exiting</u> | <u>14</u> | <u>1</u> | <u>15</u> |
| Total | 36 | 2 | 38 |

^aBased on ITE LUC 220, Multifamily Housing (Low-Rise).

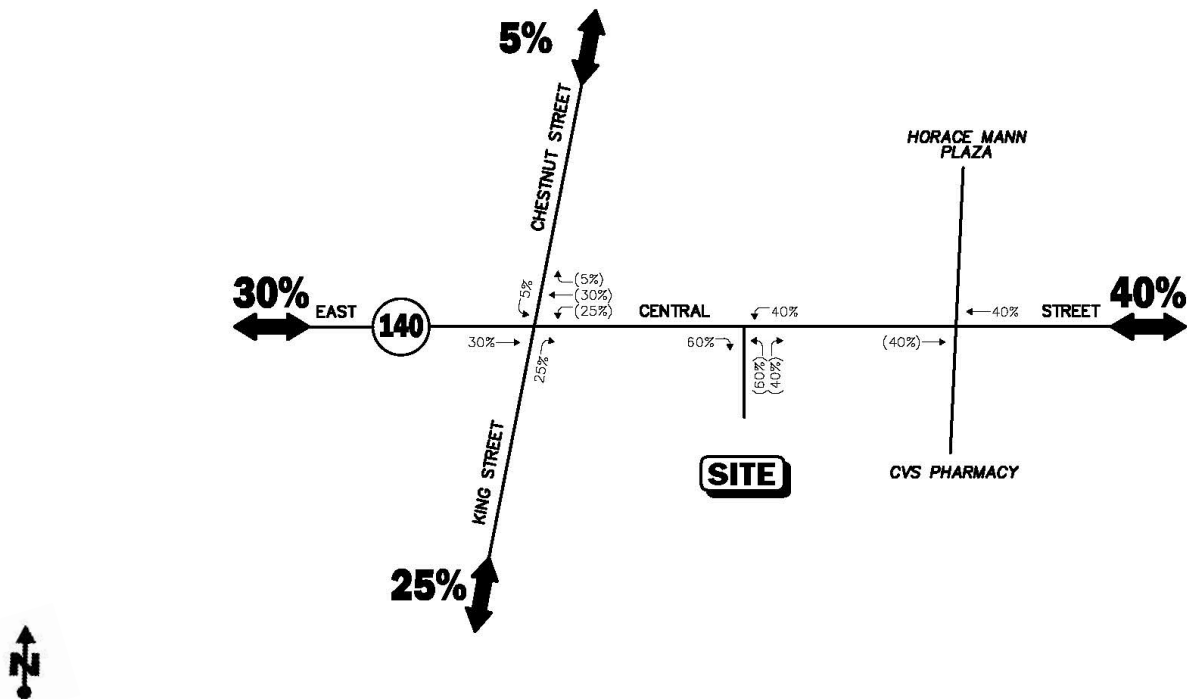
^bBased on ITE LUC 712, Small Office Building..



Trip Distribution

Legend:

XX Entering Trips
(XX) Exiting Trips



Recommendations

❖ Site Access

- ▶ The Project site driveway and internal circulating drives should be 24 feet in width and designed to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle.
- ▶ Where perpendicular parking is proposed, the drive aisle behind the parking should be a minimum of 23 feet in order to facilitate parking maneuvers.
- ▶ Vehicles exiting the Project site should be placed under STOP-sign control with a marked STOP-line provided.
- ▶ All signs and pavement markings to be installed within the Project site should conform to the applicable standards of the Manual on Uniform Traffic Control Devices (MUTCD).
- ▶ Signs, landscaping and snow accumulations within intersection sight triangle areas should be designed and maintained so as not to restrict lines of sight.

❖ Off-Site

- ▶ ***Route 140 at King Street and Chestnut Street*** - An optimal traffic signal timing plan should be considered for advancement independent of the Project



Transportation Demand Management Program

- ▶ A transportation coordinator, who may also have other operations/management responsibilities, will be assigned for the Project to coordinate the TDM program;
- ▶ Information regarding public transportation services, maps, schedules, and fare information will be posted in a central location and/or otherwise made available to residents and employees;
- ▶ A “welcome packet” will be provided to residents and employees detailing available public transportation services, bicycle and walking alternatives, and commuter options;
- ▶ Pedestrian accommodations will be incorporated into the Project and consist of sidewalks and ADA-compliant wheelchair ramps at all pedestrian crossings where a sidewalk is present;
- ▶ An internal mailroom will be provided; and
- ▶ Secure bicycle parking will be provided within the Project site consisting of: i) exterior bicycle parking conveniently located proximate to building entrance; and ii) weather protected bicycle parking located in a secure area within the building.

