

Proposed Residential Development

47 Main Street

Upton, Massachusetts

Transportation Impact Assessment Summary

Prepared by:

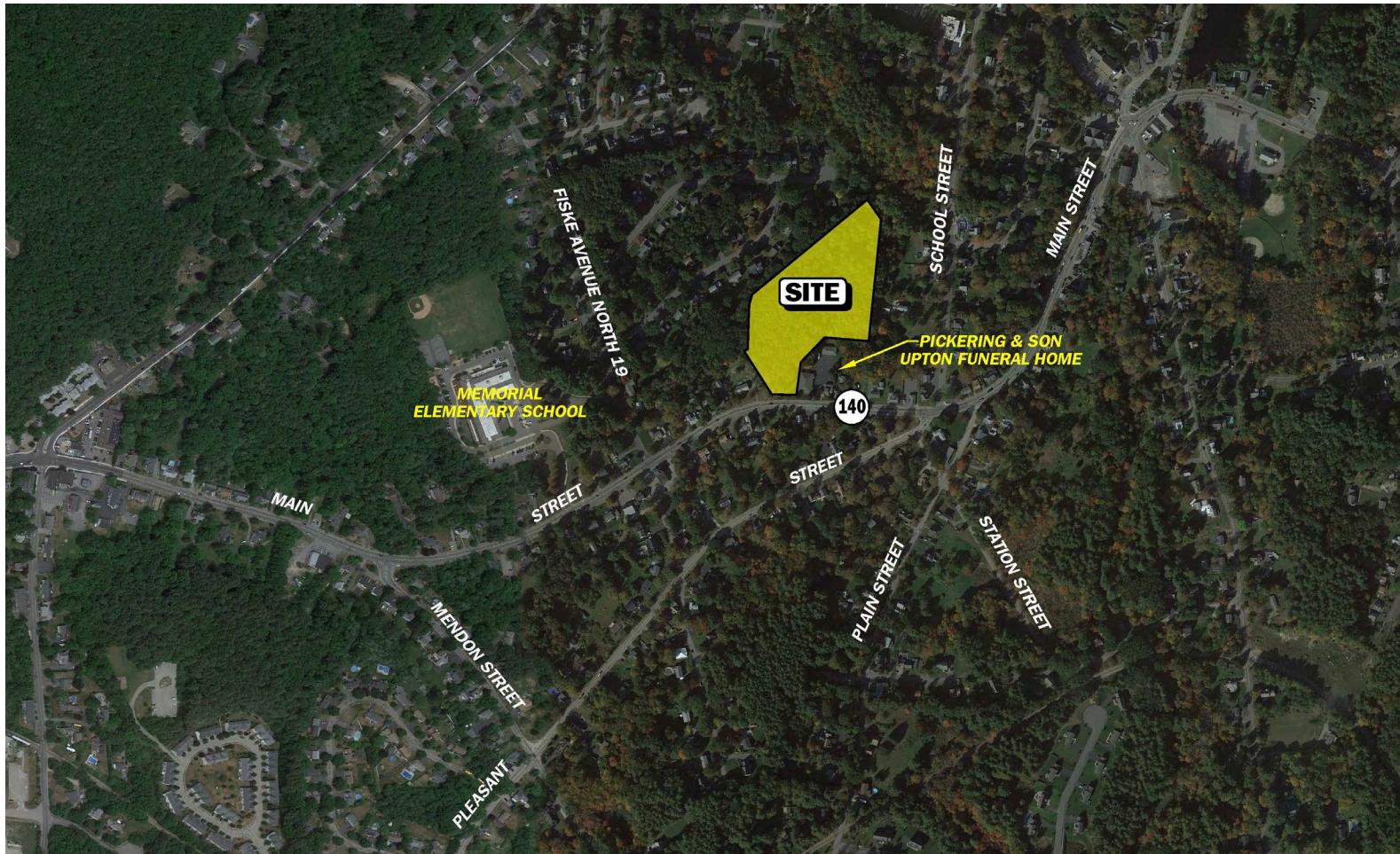


November 15, 2023

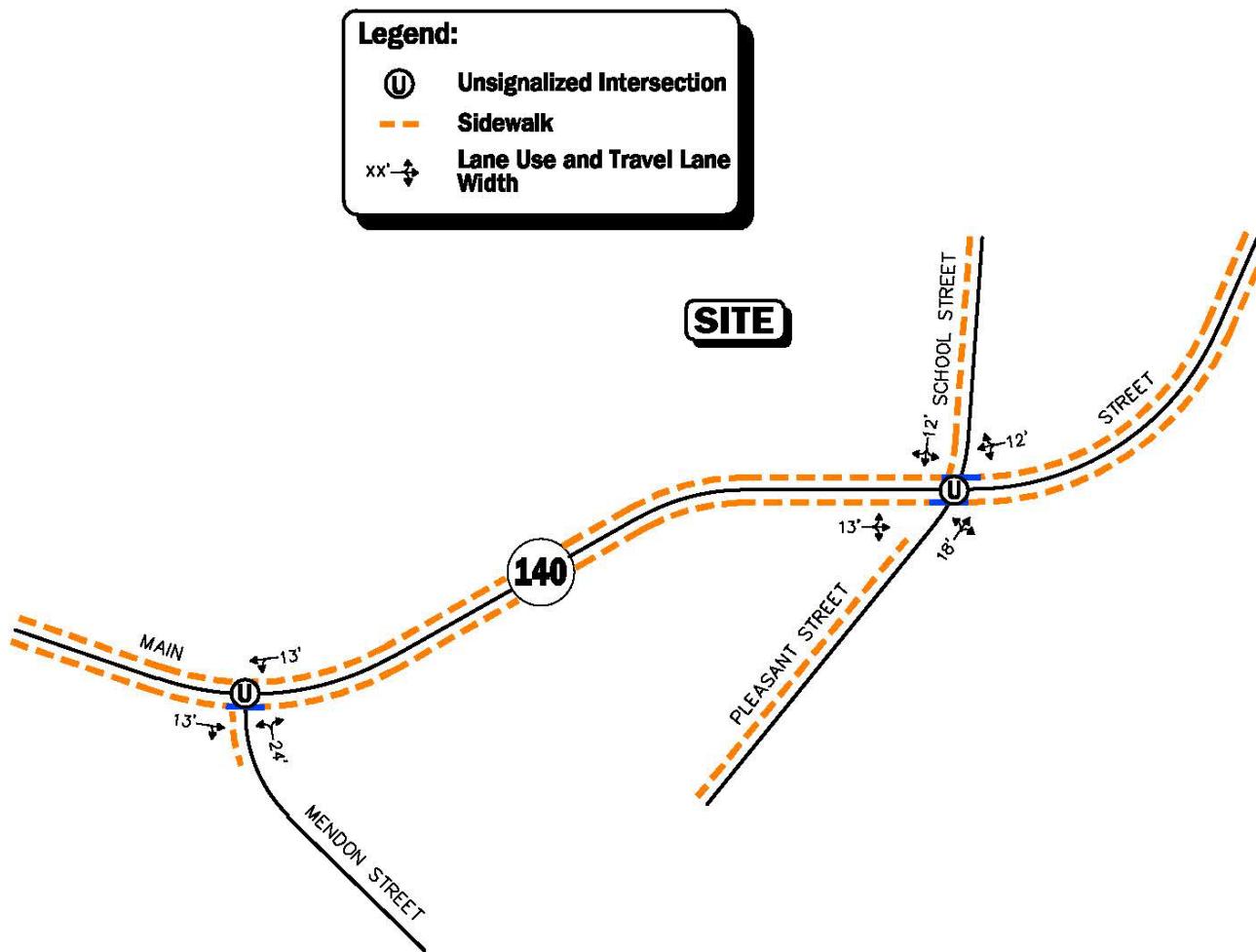
Transportation Impact Assessment Summary

- ▶ ***Prepared in consultation with the Town and MassDOT and in accordance with MassDOT Guidelines***, and includes a detailed assessment of traffic volumes, pedestrian and bicycle accommodations and public transportation services;
- ▶ ***The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over anticipated future conditions without the Project (No-Build condition)***, acknowledging that specific movements at the Route 140/School Street/Pleasant Street and Route 140/Mendon Street intersections are currently or are predicted to operate at or over capacity;
- ▶ ***All movements at the Project site driveway intersection with Route 140 were shown to operate at LOS B during the peak hours with negligible vehicle queuing predicted;***
- ▶ ***The Route 140/School Street/Pleasant Street intersection was identified to have a crash rate that is above the MassDOT average crash rate for similar intersections and is planned to be reconstructed as a part of a pending (2025) MassDOT improvement project; and***
- ▶ ***Lines of sight at the Project site driveway exceed the recommended minimum sight distances to function in a safe and efficient manner based on the appropriate approach speed.***

Site Location Map



Existing Conditions Context

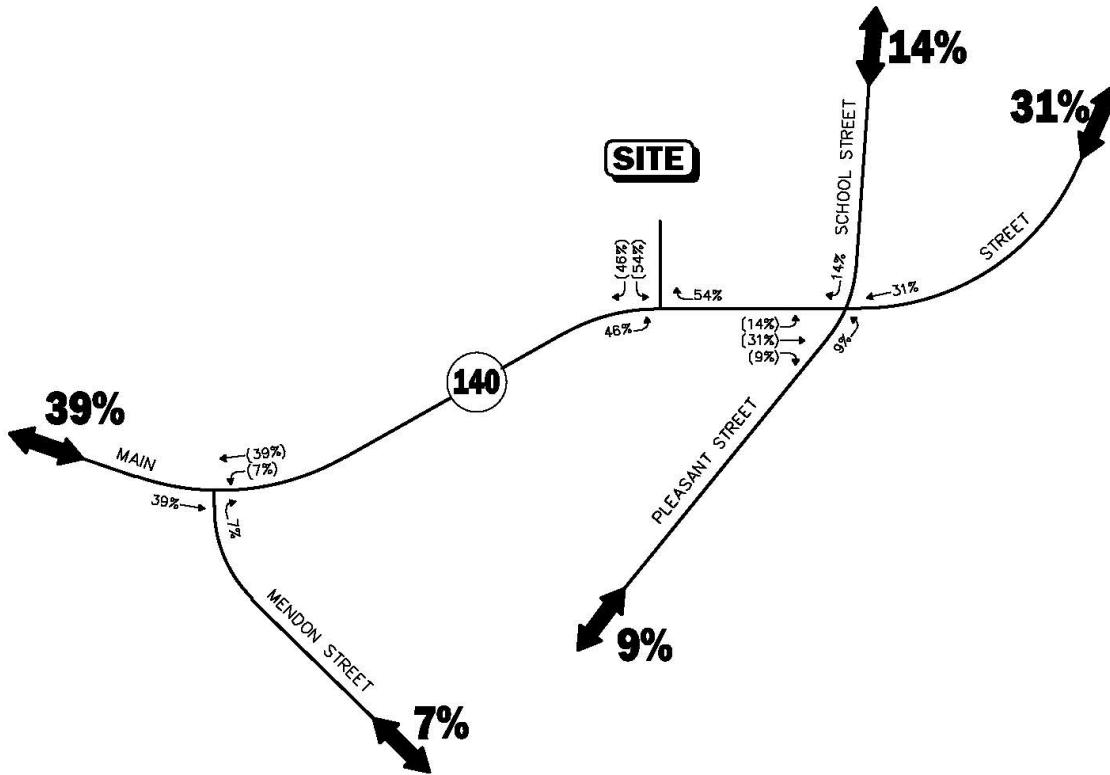


Trip Generation

Time Period	Vehicle Trips ^a		
	Entering	Exiting	Total
Average Weekday:	155	155	310
Weekday Morning Peak-Hour:	4	14	18
Weekday Evening Peak-Hour:	16	11	27

^aBased on ITE LUC 221, Multifamily Housing (Mid-Rise) (68 units).

Trip Dispersal



Recommendations – Site Access and Circulation

- The Project site driveway will be a minimum of 24 feet in width and designed to accommodate the turning and maneuvering requirements emergency vehicles.
- Where perpendicular parking is proposed the drive aisle behind the parking will 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).
- A sidewalk has been provided along the Project site driveway that extends to Route 140 where it will connect to the existing sidewalk along the north side of Route 140.
- ADA-compliant wheelchair ramps will be provided for crossing the Project site driveway and at pedestrian crossings within the Project site.
- Signs and landscaping within the intersection sight triangle areas of the Project site driveway will be designed and maintained so as not to restrict lines of sight.
- Snow accumulations (windrows) within sight triangle areas should be promptly removed where such accumulations would impede sight lines.

Transportation Demand Management

- A transportation coordinator will be assigned for the Project to coordinate the TDM program;
- A “welcome packet” will be provided to residents detailing available transportation options, including those offered by the Council on Aging (COA); and
- Secure bicycle parking will be provided for residents and visitors.