

Emilie Cademartori  
Director of Planning & Conservation  
Town of Lynnfield  
55 Summer Street  
Lynnfield, MA 01940

March 7, 2024

Re: The Regency at Lynnfield  
1301 Main Street – Traffic Peer Review #1

Dear Ms. Cademartori,

On behalf of the Town of Lynnfield, TEC, Inc. (TEC) reviewed documents as part of a transportation engineering peer review for the proposed 66-unit residential development. This letter supplements TEC's initial peer review letter dated March 6, 2024; the comments listed in this letter incorporates sequential comment numbers for clarity in future correspondences. On the behalf of Sagamore Spring Real Estate Trust (the "Owner"), Toll Bros., Inc. (the "Applicant") submitted the following documents which TEC reviewed for conformance with Town of Lynnfield Zoning Bylaw and generally accepted transportation engineering industry standards:

- *Site Development Plans for The Regency at Lynnfield Senior Housing Development Located at 1301 Main Street, Lynnfield, Massachusetts*, prepared by The Morin-Cameron Group, Inc., dated November 30, 2023.
- *Traffic Assessment – The Regency at Lynnfield Senior Housing Development, 1301 Main Street, Lynnfield, Massachusetts*, prepared by McMahon Associates (A Bowman Company), dated December 12, 2023.

Upon review of the documents and plans, TEC has compiled the following comments for the Board's consideration:

#### **Supplemental Site Plan Comments:**

75. TEC recommends that the proposed on-site sidewalk be connected to the sidewalk along the periphery of the Friendship Lane cul de sac. Portions of the existing sidewalk will need to be reconstructed due to the current sidewalk conditions. The proposed sidewalk connection should not be impeded by the proposed vehicle gate.
76. The proposed sight lines should be clearly depicted on the site plans based on the AASHTO criteria provided by McMahon and accompanied by sight line profiles (See Comment #81 below). The side slopes along the easterly edge of Main Street should be sufficiently modified to provide the requisite sight lines and adequate space for snow storage at the back of the Main Street sidewalk.

#### **Traffic Assessment Comments**

77. The Traffic Assessment (TA) included a review of operations on Main Street in the vicinity of the proposed Road A intersection. No existing intersections were included in the study area. TEC recommends the study area be expanded to include the intersection of the Sagamore Springs Golf Course driveway/1282 Main Street as it may have an influence on the proposed Road A

intersection and the intersection of Main Street / Lowell Street because most site-generated traffic will likely distribute through this intersection.

78. Automatic Traffic Recorder (ATR) volume counts were conducted on Main Street north of the Sagamore Springs Golf Course in November 2023 when schools were in session. TEC recommends that Turning Movement Counts (TMC) be taken at the golf course access during its normal seasonal operations to assess potential design considerations as they relate to the proposed Road A intersection; and further south at the intersection of Main Street / Lowell Street.
79. The ATR volumes were not adjusted for seasonal fluctuations since November represents an average month based on MassDOT's 2019 Weekday Seasonal Adjustment Factors. TEC concurs with this methodology. *No response required.*
80. Main Street is posted at 25 MPH in the area of proposed Road A. However, the ATR data has determined that the 85<sup>th</sup> percentile speed in both directions is 39 MPH. The Applicant has used the 85<sup>th</sup> percentile speed in its recommended sight distances. TEC concurs with this methodology. *No response required.*
81. In a review of the sight distance calculations, TEC notes that the Applicant calculated the Stopping Sight Distance (SSD) for Main Street at proposed Road A in accordance with American Association of State Highway and Transportation Officials (AASHTO) requirements. The results are reported in Table 3. However, Intersection Sight Distance (ISD) should also be calculated for the proposed Road A access. If the ISD is at least equal to the SSD for Main Street, then drivers will generally have sufficient sight distance to anticipate or avoid collisions. In a cursory review, TEC notes that, due to the presence of a vertical crest curve on Main Street roughly 325 feet south of proposed Road A, and existing trees, brush, and utility poles, it is possible that ISD will not be met. The Applicant should provide these calculations and, if ISD is determined to be substandard, they should commit to providing countermeasures to alleviate any potential safety issues. The Applicant has recommended that any existing or proposed plantings within the proposed access should be maintained at a height of 2.5 feet or less to ensure unobstructed lines of sight. The site plans should show the sight line triangles based on the AASHTO criteria provided in McMahon's report. The Applicant should also commit to maintain vegetation along the site frontage consistently to ensure that sight lines remain unobstructed at the site driveway intersection with Main Street.
82. The Applicant reviewed MassDOT crash data on Main Street solely in the area of proposed Road A between 2016 and 2020, the most recent 5-year period in which full data is available. They have indicated there were no crashes. However, TEC conducted a cursory review of crash data during the same time period for an expanded area between the Sagamore Springs Golf Course access and Friendship Lane. A total of five crashes occurred - three at the golf course, one near Old Road, and one near Friendship Lane. TEC recommends that the Applicant provide a formal crash data review for the locations listed above and the intersection of Main Street / Lowell Street; and implement countermeasures for any safety issues that may be discovered.
83. Vehicle Trip Generation estimates were conducted using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition*. Trips were determined using Land Use Code (LUC) 251 (Senior Adult Housing – Single Family) and have been shown in Table 2 for weekday morning,

weekday evening, and Saturday midday peak periods. No credit has been taken for trips associated with the golf course driving range, which is being removed as part of the project. TEC concurs with the methodology used. The Applicant should provide additional information related to the distribution of the vehicle trips to assess the potential impacts at the intersection of Main Street / Lowell Street to the south.

84. The Applicant has concluded the project will not have a significant impact on adjacent roadway operations. However, aside from potential safety characteristics associated with the proposed Road A intersection, the assessment does not assess future traffic growth with and without the project, nor any trip distribution through the Town's intersection at Main Street / Lowell Street to the south. *TEC recommends the Applicant provide traffic growth to 2030 for No-Build and Build conditions, provide a trip distribution network, and conduct a capacity analysis for the new intersection as well as the existing intersection at Main Street / Lowell Street.*
85. No off-site transportation mitigation has been proposed in the traffic assessment. A connection to the existing sidewalk is also shown conceptually on the plans. Additional off-site mitigation may be warranted, such as the installation of intersection warning signs on each Main Street approach to proposed Road A (and possibly the existing golf course driveway), reconstruction of the sidewalk along the site frontage, and potential off-site improvements at the golf course access (e.g. new sidewalk and accessible ramps) to provide a ADA/AAB-compliant sidewalk connection for the proposed development. *The Applicant should work with the Town of Lynnfield Planning Department and Department of Public Works to determine the extent of any mitigation.*

Please do not hesitate to contact me directly if you have any questions concerning our peer review at 978-794-1792. Thank you for your consideration.

Sincerely,  
TEC, Inc.  
"The Engineering Corporation"



Kevin R. Dandrade, PE, PTOE  
Director of Transportation Planning



John Gregg, P.E.  
Senior Technical Advisor