

Town of Norwell
BOARD OF APPEALS
Traffic Working Group Memo
15 High Street
September 17, 2021

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| MEETING DATE: | Friday, September 17, 2021 |
| TIME SCHEDULED: | 2:00 P.M. |
| LOCATION: | Norwell Police Station |
| PANEL MEMBERS: | William J. Lazzaro |
| On behalf of the Board of Appeals | John C. Chessia, P.E., of Chessia Consulting John G. Morgan Jr., PE, PTOE, of CHA Chief Edward Lee, Norwell Police Officer Ken Camerota, Norwell Police Captain Tyler Hannigan, Norwell Fire |

Traffic Working Group Report: During the public hearing of the 15 High Street Comprehensive Permit application on September 9, 2021, Member Barbour proposed the formation of a Traffic Working Group to review public feedback and develop a list of questions and actions related to traffic safety. Member Lazzaro volunteered and organized a Traffic Group Meeting on Friday, September 17, 2021. A summary report of the discussion items and the recommended actions can be found below:

1. Request applicant address questions and issues specific to the data and assumptions used in the traffic impact study and COVID-19. Specifically, the following items should be incorporated into the responses:
 - The information contained in the Route-53 Corridor Study recently completed. The applicant proposal should take into consideration the issues and recommendations. <https://www.ctps.org/data/html/studies/highway/Route-53-Corridor-Norwell-Study/Route-53-Corridor-Norwell-Study.html> [nam10.safelinks.protection.outlook.com]
 - Other local traffic studies completed prior to COVID-19. Baseline traffic and speed observations may be unreliable given the COVID-19 pandemic and the resulting impact to traffic patterns.
 - Comparative observations of entry/exit volume of similar development locally. Estimated traffic impacts as a result of the proposed development may be unreliable given the COVID-19 pandemic and unique characteristics of Norwell.
 - Stress testing the key traffic report assumptions (Trip Generation rates and volume adjustment rates) to determine "what if" impacts of COVID-19 related changes to traffic patterns.
2. Driveway/Access Road: The current design is unsafe and may create significant traffic queues heading north on High St. to route 53 and accidents. The applicant should:
 - Evaluate alternatives such as making the northern entry one-way, making the entire access road one-way or moving the driveway/access road further away from the route 53 intersection.

- Given queue issues, the northern entry may need to be widened for a potential Fire Truck entry turning radius.
 - Consider more visitor parking, turnarounds and drop off areas away from High Street within the project design to help traffic flow.
3. The applicant should work with CVS and the abutting property owner to redesign pedestrian and vehicle traffic flow to ensure safety:
- A cross walk with rectangular rapid flashing beacon or other MUTCD compliant signal should be added where High Street changes to two lanes (further South from current location where the road widens due to queue volume with route 53). Consideration should be given to lane configurations shown in Conceptual Plans from Route 53 Corridor Study
 - Work with CVS to redesign island and include signage or other measures to prevent a left exit from CVS.
 - No parking or drop off signs should be added to High Street.
4. Consider the Architectural review recommendations for the following items:
- Expand sidewalks to include planting strips and move buildings away from High Street.
 - Incorporate potential design recommendations from the Route-53-Corridor study for bicycle and pedestrian safety as part of these changes.
5. Address in writing all previous questions posed by the traffic review consultant comment letter (7/26/21) and the public hearing meetings minutes from 8/4/21 and 9/9/21.