

# Memorandum

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CC	Arlington Planning Department		
Subject	Review of Traffic Impact and Access Study for Proposed Mill Street Residential & Retail Development 30-50 Mill Street, April 2010		
From	Jeffrey Maxtutis, Chair of Transportation Advisory Committee Working Group		
Date	May 25, 2010		

## Introduction

The Arlington Transportation Advisory Committee (TAC) has formed a working group, comprised of TAC members, to review the *Traffic Impact and Access Study, Proposed Mill Street Residential & Retail Development 30-50 Mill Street*, April 2010, prepared by MS Transportation Systems. The initial review has identified the need for additional transportation data and clarification of analysis and findings. The additional information will be necessary to fully evaluate the potential impacts of the project on the surrounding transportation network.

We request that the following data and information be provided by the proponent's traffic consultant:

- ◆ Provide one-hour counts of bicycles and pedestrians crossing Mill Street at the Minuteman Bikeway during the weekday morning peak hour and Saturday midday peak hour under clear weather conditions while school is in session. The Saturday midday peak period is between 12:00 Noon and 2:00 PM.
- ◆ Accident data supplied by the Arlington Police Department should be reported in addition to the MassDOT data.
- ◆ The number of existing and future parking spaces needs to be discussed. The number of existing parking spaces, percent occupancy of those spaces, and displacement with the project needs to be discussed.
- ◆ Clarify the 7,000 square feet of Re-Use of the Existing Site (page 14). Does this also represent a credit of trips that occurred previously on-site?
- ◆ Check trip generation numbers presented in Table 3. Residential daily trips do not match figures in Appendix. Consider using Specialty Retail rate (LU 814) for retail component.
- ◆ Provide a figure showing total project-generated trips for the entire proposed project.
- ◆ A project site plan needs to be provided. Discussion of site circulation, parking, pedestrian connections and circulation, and truck deliveries needs to be provided.
- ◆ Provide vehicle queue length analysis results for study intersections for all scenarios.
- ◆ For the No-Build, the capacity analysis assumes two southbound travel lanes on Jason Street approaching Mass Ave. Currently the southbound approach can only accommodate 1 to 2 vehicles stacked in two lanes, but not a full two lanes for storage. This improvement would be appropriate for the Build condition with mitigation, but not the No-Build. Please clarify.
- ◆ There are several cases in Table 8 where delay, and in some cases Level of Service, improve from the No-Build to the Build scenario – please explain.
- ◆ To better understand the circulation and queuing for each of the access alternatives we request that simulations be provided for the Mill Street corridor for the Build scenarios.
- ◆ In Table 9 the Exit delay for the One Way Enter Option is significantly greater than the Two Way option. Shouldn't the delay for these cases be the same or very close?
- ◆ Does the project proponent own the Site Drive on Mill Brook Drive? Are there any access easements to Shattuck's or others that need to be maintained?
- ◆ Please provide the traffic measurement data electronically for the 24 hour traffic counts made

