

ONE CIRCLE

September 28, 2022

City of Beverly Planning Board
Beverly City Hall
191 Cabot Street
Beverly, MA 01915

Re: 40 Dunham Ridge ("Project") Site Plan Hearing Follow up

Ms. Wynne,

Based on comments and questions raised at the September 13, 2022 Planning Board meeting, the Project team has prepared responses to be proactive and address any concerns leading up to the October 4, 2022 meeting.

Comment: Provide an update on the status of the proposed roundabout design for the intersection of Brimbal Avenue/Dunham Road/Route 128 Ramp.

Response: The \$11.3B state infrastructure bill includes a \$1 million bond to construct a roundabout at the intersection of Brimbal Avenue and Dunham Road, including the Route 128 on and off ramps. This funding is in addition to approximately \$328k that was previously funded by Cummings Properties for future improvements at this intersection. To date, conceptual layout plans have been prepared, which have been discussed with the City and MassDOT. A formal timeline for implementation has not been defined at this time.

Comment: Provide details of what volumes go into the Build Condition.

Response: As described at the September 13, 2022 meeting, VHB's traffic study was comprehensive and included future traffic projections out to 2029. This included a one percent per year growth rate for seven years. In addition, VHB contacted the City of Beverly to identify other planned developments that would add traffic to the area. Based on those conversations, the following projects were identified:

- Landry & Acari Rug & Carpet Showroom
- Anchor Point Residential Development
- Briscoe Village for Living & The Arts
- Dunham Ridge (remaining development of 48, 50, and 52 Dunham Ridge)

The historic growth of one percent per year, as well as the traffic associated with the developments listed above, were used to establish the 2029 No Build condition. Trip generation projections for the Project were based on the ITE Trip Generation Manual. These projected volumes were added onto the 2029 No Build conditions to establish the 2029 Build condition.

Comment: What are the traffic volumes on Dunham Road?

Response: Based on the volumes provided in the July 2022 TIA, Dunham Road carries approximately 240 vehicles per hour during the weekday morning peak hour and 250 vehicles per hour during the weekday evening peak hour.

Comment: What is the crash history on Dunham Road?

Response: Based on data available from MassDOT, Dunham Road experienced 3 crashes along the corridor during the most recent five years of available data (2015-2019) which is below the MassDOT District Average crash rates.

Comment: Provide some examples of traffic calming measures that could be considered for Dunham Road

Response: To gauge the need for traffic calming measures, speed measurements were taken September 21 and 22, 2022 on Dunham Road on the curve between College Lane and Presidential Circle. These measurements showed an average vehicle speed of 25-26 mph during the observations; the observed speeds approximate the posted speed limits of 20 - 25 mph and are typical for a two-way through street.

Based on the recent data collected on Dunham Road, traffic calming measures may not be necessary. Nevertheless, we are open to exploring them with the City and neighbors. The Institute of Transportation Engineers has published fact sheets for a number of traffic calming measures; some of the measures that could be applied to Dunham Road include:

- Chicane (a series of alternating curves)
- Choker (curb extensions to narrow the road)
- Lateral shifts (modifying the alignment of straight sections of roadway)
- Raised intersections
- Speed humps
- Speed table/Raised crosswalk
- Radar feedback signs
- Additional warning signage

Most of the above-noted measures require narrowing of the roadway further.

Comment: Provide more information regarding the opportunity to participate with the Via Shuttle.

Response: In December 2020, the City of Salem launched the Salem Skipper, an on-demand minibus shuttle, powered by technology from Via, the leader in TransitTech solutions. Riders can hail a ride on their mobile device with the Salem Skipper app or by calling in. Riders will enter a desired pickup and drop-off address to book a ride and will receive vehicle information and an estimated pickup time and location. Via's advanced algorithms will enable multiple riders to seamlessly and safely share the same vehicle, directing passengers to a nearby virtual bus stop within a short walking distance for pick up and drop off, allowing for quick and efficient shared trips without lengthy detours.

New riders will get their first 10 trips free until February 16. After that, rides are \$2 for the general public and \$1 for senior citizens, students, and people with disabilities. The service will be available 7 a.m. – 7 p.m., Monday through Friday and 10 a.m. – 6 p.m. on Saturday. There will be four Salem Skipper vehicles in service, two Chrysler Pacificas and two Dodge Caravans. The Dodge Caravans are wheelchair accessible.

Salem Skipper is being supported by a \$75,000 Workforce Transit Grant from Massachusetts Department of Transportation (MassDOT), \$75,000 from the city transportation enhancement fund, and \$150,000 from Footprint Power as part of their community agreement. The Salem Skipper is also made possible through the efforts of the Salem for All Ages initiative (salemforallages.org).

In 2021, the City of Beverly filed a funding request to support a regional on-demand micro-transit pilot in five North Shore communities: Salem, Danvers, Peabody, Lynn, and Beverly. The earmark request was for \$2,000,000 in funding to launch the expanded micro-transit pilot and study its results. With this funding, the five communities will be able to create a service with 13 vehicles that would operate five days a week, from 7am to 7pm. The service would operate with a reduced fleet during low-demand hours from 10am to

4pm.

We are interested in working with local stakeholders to raise awareness about this on-demand micro transit pilot program and generating financial support through donations from development projects, property owners and businesses in the City.

Comment: The North Shore Crossing project prepared a traffic simulation. Would it make sense to do that here?

Response: Typically, visual simulations are used to show a comparison of traffic flow before and after a project is implemented. Oftentimes these projects include a significant change in traffic volume and/or significant changes to roadways and intersections. For this Project, there are no significant changes to roadways and intersections and the site-generated traffic is only 37 trips during the weekday morning peak hour and 45 trips during the weekday evening peak hour. This minor change in volume would be imperceptible in a visual simulation comparison of No Build and Build conditions. As such, a simulation would not be useful for this Project.

Comment: Can you comment on the safety of bike sharrows on narrow roads?

Response: Based on information provided by the National Association of City Transportation Officials (NACTO), the following is a list of benefits of bike sharrows, which contribute to enhancing safety for bicyclists and motorists:

- Encourage bicyclists to position themselves safely in lanes too narrow for a motor vehicle and a bicycle to comfortably travel side by side within the same traffic lane.
- Alert motor vehicle drivers to the potential presence of bicyclists.
- Alert road users of the lateral position bicyclists are expected to occupy within the travel lane.
- Advertise the presence of bikeway routes to all users.
- Provide a wayfinding element along bike routes.
- Encourage safe passing by motorists.
- Reduce the incidence of sidewalk riding.
- Reduce the incidence of wrong-way bicycling.

Comment: The City is focused on Transit Oriented Development, but the proposed project does not fit that description.

Response: The Project site is located approximately one mile from the North Beverly station. As such, the Project would not be considered a TOD. However, participating in the Via Shuttle and providing a zip car on-site are ways to provide a convenient connection to public transit and vehicle sharing, which would reduce dependence on vehicles at the site.

Comment: Is geothermal viable for this project?

Response: Due to its high upfront costs, geothermal is rarely used as a heating/cooling system for multifamily buildings. While we are interested in exploring this as a resource going forward, the 40 Dunham Project will be designed to pursue other important sustainable standards.

- Pursuit of Passive House certification
- PV solar panels
- EV charging stations
- Fitwel certification
- Stormwater strategies such as rain gardens and rain barrels

We look forward to further discussion of these topics at the October 4, 2022 meeting. If you have further questions or need any additional information in advance of that meeting, please contact us.

Sincerely,

A handwritten signature in black ink that reads "Lauren Jezienicki". The signature is written in a cursive, flowing style.

Lauren Jezienicki
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