

Ref: 10588

January 2, 2026

Ms. Emily Wentworth  
Community Planning Director  
Town of Hingham  
210 Central Street  
Hingham, MA 02043

Re: Traffic Engineering Peer Review  
Proposed Hingham Center for Active Living – Bare Cove Park Drive  
Hingham, Massachusetts

Dear Emily:

Vanasse & Associates, Inc. (VAI) has completed a review of the materials that have been submitted on behalf of the Town of Hingham (the “Applicant”) in support of the review of the proposed Hingham Center for Active Living (HCAL) to be located off of Bare Cove Park Drive in Hingham, Massachusetts (hereafter referred to as the “Project”), by the Planning Board and the Zoning Board of Appeals. The Applicant is requesting Major Site Plan Approval from the Planning Board and a Special Permit A2 from the Zoning Board of Appeals to allow for the construction of the Project. Our review focused on the following specific areas as they relate to the Project: i) vehicle and pedestrian access and circulation; ii) Massachusetts Department of Transportation (MassDOT) design standards; iii) Town Zoning requirements as they relate to access, parking and circulation; and iv) accepted Traffic Engineering and Transportation Planning practices.

The Applicant has submitted the following materials which are the subject of this review:

1. *Hingham Planning Board Application for Site Plan Approval*, with supporting plans and narratives, prepared by SLR International Corporation, on behalf of the Applicant and dated December 10, 2025;
2. *Site Plan*, Hingham Center for Active Living, Bare Cove Park Drive, Hingham, MA; SLR International Corporation, et al; December 9, 2025, no revisions (the “Site Plan”); and
3. *Traffic Impact Study*, The Hingham Center for Active Living, Town of Hingham, Massachusetts; SLR International Corporation; December 4, 2025 (the “December 2025 TIS”).

In addition, VAI reviewed the site locus in order to validate the existing conditions context of the Project and to observe factors related to the design and location of the access to the Project site, internal circulation and potential off-site improvements.

Based on our review of the aforementioned materials that have been submitted in support of the Project, we have determined that the materials were prepared in a professional manner and following the applicable standards of care. That being said, the Applicant should address the following comments that were identified as a part of our review, a detailed summary of which is attached:

### **December 2025 TIS**

- Comment T1: The December 2025 TIS should be stamped and signed by the Professional Engineer (P.E.) in responsible charge for preparing the document or an affidavit should be provided by the P.E. attesting to their oversight in preparing the document and providing their Massachusetts P.E. Registration Number.
- Comment T2: Related to the new HCAL facility, it should be acknowledged that the MBTA provides The Ride paratransit services to eligible persons in accordance with the Americans with Disabilities Act (ADA). In addition, the HCAL provides transportation for Hingham residents to local medical appointments for well visits, essential shopping, local errands and to senior center programs. These accommodations will serve the new location of the HCAL and have been considered in the design of the facility.
- Comment T3: Traffic volumes associated with the identified specific development projects by others (Beal Street senior housing and Bare Cove Pickleball Courts) should be generated separate from the general background traffic growth (1.0%) and added to the future condition traffic volumes. In particular, the pickleball courts will add turning volumes at the Fort Hill Street/Bare Cove Park Drive intersection and along Bare Cove Park Drive that may not be represented by the background traffic growth rate alone.
- Comment T4: Traffic volumes associated with the South Shore Country Club pool complex should be included in the future year traffic volume projections.
- Comment T5: The Town of Hingham DPW should be consulted to determine if there are any planned roadway improvement projects in the area that may result in changes to traffic volumes, traffic patterns or operating conditions within the study area.
- Comment T6: The Build condition traffic volumes should be revised to reflect the comments pertaining to the No-Build condition traffic volumes.
- Comment T7: The traffic operations analysis should be revised to reflect the changes to the No-Build and Build condition traffic volumes and the response should clarify that the Synchro 11® capacity analysis software was used.
- Comment T8: The impact of vehicle queuing on the Fort Hill Street approach to the Fort Hill Street/West Street/South Street intersection on traffic operations at the Fort Hill Street/Bare Cove Park Drive intersection should be discussed as the predicted vehicle queue from the traffic signal was identified to extend beyond Bare Cove Park Drive.
- Comment T9: In the absence of a speed measurement, it is customary to assess sight lines based on an approach speed of 5 to 10 miles per hour (mph) above the posted or statutory speed limit (25 to 30 mph in the case of Bare Cove Park Drive). In addition, the stopping sight distance along Bare Cove Park Drive should also be evaluated at both driveways in accordance with American Association of



State Highway and Transportation Officials (AASHTO)<sup>1</sup> requirements. A review of the site plan and available imagery for Bare Cove Park Drive indicates that the stopping sight distance is provided and that the intersection sight distance can be provided with the trimming/removal of trees and vegetation within the sight triangle areas. Given that the Town owns and controls the areas within which the trimming/removal will occur, the required minimum sight lines for an exiting motorist can be provided. Our comments pertaining to the sight line requirements follow.

Comment T10: We are in agreement with the TDM measures that have been identified for the Project and the elements that will be included as a part of the Construction Management Plan (CMP), both of which should be included as a part of any conditions of approval that may be granted for the Project. In addition, the following recommendations should be considered that are directly associated with providing safe access to the Project site and facilitating improvements that are desirable independent of the Project:

- Fort Hill Street/Bare Cove Park Drive Intersection - As documented in the December 2025 TIS, all movements exiting Bare Cove Park Drive to Fort Hill Street are currently operating over capacity during one or more peak hours and motorist delays and vehicle queuing are expected to increase in the future independent of the Project. Improving this existing condition has been the subject of previous studies that have been undertaken by the Town and improvements have been implemented that include the widening of the Bare Cove Park Drive approach to provide two exiting travel lanes; providing left-turn lanes on the Fort Hill Street approaches; the addition of a sidewalk along the south side of Bare Cove Park Drive; and sign, pavement marking and sight line improvements. Independent of the Project, the Town has been advancing the planning for additional improvements along Fort Hill Street and at the Fort Hill Street/Bare Cove Park Drive intersection that include both traffic control measures to reduce motorist delays and vehicle queuing and mobility improvements to enhance pedestrian and bicycle access and safety. These improvements are expected to be a part of a Community One Stop for Growth grant application or other appropriate state grant application(s) that will be filed with the state.

In the interim and prior to the construction of the traffic control improvements at the intersection, the scheduling of events at the HCAL should be coordinated so as to avoid conflicts with the commuter peak periods at West Higham Station and when tournaments or other large events are scheduled within Bare Cove Park. When scheduling conflicts cannot be avoided, a police detail officer should be assigned to facilitate the movement of vehicles, pedestrians and bicyclists at the Fort Hill Street/Bare Cove Park Drive intersection as deemed necessary by the Police Chief, who should be consulted prior to the scheduling of overlapping events.

- Fort Hill Street/West Street/South Street Intersection – As documented in the December 2025 TIS, vehicle queuing on the Fort Hill Street approach to the Fort Hill Street/West Street/South Street intersection currently extends beyond Bare Cove Park Drive at times during the peak hours. In order to address this existing condition, an optimal traffic signal timing and phasing plan should be developed for the intersection with consideration of the at-grade rail crossing of South Street.

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<sup>1</sup>A Policy on Geometric Design of Highway and Streets, 7<sup>th</sup> Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2018.



- Safety – Existing trees and vegetation located along Bare Cove Park Drive should be reviewed and maintained. The AASHTO *Guidelines for Geometric Design of Low-Volume Roads*<sup>2</sup> recommends establishment of a minimum clear zone or recovery area of 6-feet where such an accommodation can be provided “*at low cost and with minimum social or environmental impacts...*”.
- Project Site Access – (see Site Plan comments)
- Mobility – Consideration should be given to establishing the drop-off zone and the entirety of the drive opposite the drop-off zone as a raised table or using textured and colorized pavement to differentiate this area as a pedestrian zone. These features are shown on the rendering that was included as a part of the Site Plan but are not detailed on the plans.

### **Site Plan**

- Comment S1: A vehicle turning analysis (swept path) should be provided for the following design vehicles: trash/recycling vehicle (SU-40) and the largest anticipated delivery truck (WB-62 minimum for an articulated truck). The turning analysis should depict all maneuvers required to enter and exit the Project site from both directions and to access the required areas within the Project site.
- Comment S2: The vehicle turning analysis for the Hingham Fire Department design vehicle indicates that the aerial portion of the design vehicle will swing beyond the curblineline of the center island when entering the east Project site driveway. No objects should be placed in the island within the swing area that would exceed 7-feet in height or that would otherwise impede access by the fire truck.
- Comment S3: The Fire Department should confirm if an ambulance will be responding curbside to the entrance of the building. If so, the underside of the roof of the overhang should be at least 14.5-feet above the surface elevation of the pavement surface.
- Comment S4: Consideration should be given to provide double-yellow centerline pavement markings on the approaches to the west driveway within the Project site for a minimum distance of 100 linear feet.
- Comment S5: The sight triangles for both driveways should be added to the Site Plan. The sight triangles should be established with the driver exiting the Project site at a point 14.5-feet from the edge of the traveled-way on Bare Cove Park Drive and a minimum sight distance of 200 feet. In addition, the following note should be included on the plan sheet that depicts the sight triangles: “Signs, landscaping and other features located within sight triangle areas shall be designed, installed, and maintained so as not to exceed 2.0-feet in height. Snow accumulation (windrows) located within sight triangle areas that exceed 3.5-feet in height or that would otherwise inhibit sight lines shall be promptly removed.”
- Comment S6: A note should be added to the Site Plan stating: “All Signs and pavement markings to be installed within the Project site shall conform to the applicable specifications of the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD).<sup>3</sup>”

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<sup>2</sup>*Guidelines for the Geometric Design of Low-Volume Roads*, Second Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2019.

<sup>3</sup>Federal Highway Administration, op. cit. 3.



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Comment S7: “No Left Turn” and “One-Way” signs should be installed along Bare Cove Park Drove opposite the exit from the east Project site driveway.

Comment S8: Consideration should be given to establishing raised islands with landscaping to define the edge of the traveled-way and parking areas rather than the striping that is proposed at the west end of Bare Cove Park Drive. This is particularly important where directional and regulatory signs are to be installed.

### **Parking**

We agree that the proposed parking and circulating aisles are designed in accordance with the requirements of the Hingham Zoning By-Law and that the parking supply that will be provided should be sufficient to meet the anticipated parking demand of the Project.

This concludes our review of the materials that have been submitted to date in support of the Project. Written responses to our comments should be provided so that we may continue our review on behalf of the Town. If you should have any questions regarding our review, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE

Managing Partner

*Professional Engineer in CT, MA, ME, NH, RI and VA*

JSD/jsd

Attachment



**TRAFFIC ENGINEERING PEER REVIEW  
PROPOSED HINGHAM CENTER FOR ACTIVE LIVING  
BARE COVE PARK DRIVE  
HINGHAM, MASSACHUSETTS  
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The following details Vanasse & Associates, Inc.'s (VAI's) review of the December 4, 2025 *Traffic Impact Study* (the "December 2025 TIS") and the December 9, 2025 *Site Plan* (the "Site Plan"), both prepared by SLR International Corporation, that were submitted in support of the proposed Hingham Center for Active Living to be located off of Bare Cove Park Drive in Hingham, Massachusetts (hereafter referred to as the "Project"). Our comments are indicated in *italicized* text, with those requiring responses or additional information **bolded**.

**PROJECT DESCRIPTION**

The Project will entail the construction of a 26,000± square foot (sf) building with supporting parking and appurtenances to be located off of Bare Cove Park Drive in Hingham, Massachusetts, that will serve as the new Hingham Center for Active Living (HCAL) and will replace the existing center that is located adjacent to Hingham Town Hall at 224 Center Street. The Project will be developed on a 5.38± acre parcel of Town owned land located within Bare Cove Park that is situated to the west of the Bare Cove Fire Museum, a portion of which is currently improved by a 1.5-story concrete building that served a Naval Ammunition Depot with supporting driveway and loading areas, all of which will be removed to accommodate the Project, with the balance of the property containing areas of open and wooded space.

Access to the Project will be provided by way of two (2) new driveway that will intersect the north side of Bare Cove Park Drive, with the west driveway to be located at the west end of the landscaped median at the end of Bare Cove Park Drive (opposite the South Shore Model Railway Club & Museum building) and the east driveway to be located approximately 150 feet west of the Bare Cove Fire Museum building. The east driveway will be limited to right-turn movements only (i.e., right-in/out only) as the segment of Bare Cove Park Drive along which the driveway will be located is one-way westbound.

On-site parking will be provided for 140 vehicles, including 12 handicapped/van accessible parking spaces and three (3) bus parking spaces, in a surface parking lot situated between Bare Cove Park Drive and the HCAL building. Two (2) handicapped parking spaces and 14 standard parking spaces will include EV charging stations, with two (2) handicapped parking spaces and 18 standard parking spaces to be EV ready (i.e., conduit will be installed for future EV charging station installation). Two-way circulation is proposed throughout the parking lot.

**DECEMBER 2025 TIS**

**General**

**Comment T1: The December 2025 TIS should be stamped and signed by the Professional Engineer (P.E.) in responsible charge for preparing the document or an affidavit should be provided by the P.E. attesting to their oversight in preparing the document and providing their Massachusetts P.E. Registration Number.**



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**Existing Conditions**

**Study Area**

The study area that was assessed in the December 2025 TIS consisted of Bare Cove Park Drive, Fort Hill Street, South Street and West Street, and the following specific intersections:

- Fort Hill Street at Bare Cove Park Drive
- Fort Hill Street at South Street and West Street

*Comment: This study area includes all intersections where the Project is predicted to result in an increase in peak hour traffic volumes by: a) five (5) percent or more, or b) by more than 100 vehicles per hour.*

**Traffic Volumes and Data Collection**

Traffic volume data was collected by means of automatic traffic recorder (ATR) counts and turning movement counts (TMCs) that were conducted in June 2025. The ATR counts were performed on Fort Hill Street, between Bare Cove Park Drive and South Street, from Tuesday, June 10, 2025 through Wednesday, June 11, 2025, inclusive, that included vehicle travel speed measurements. The TMCs were conducted at the study area intersections on Tuesday, June 10, 2025, during the weekday morning (7:00 to 9:00 AM) and evening (3:00 to 6:00 PM) peak periods, and on Saturday, June 14, 2025 during the midday peak period (11:00 AM to 1:00 PM). The data collection time periods were selected for analysis as they were determined to be representative of the peak traffic volume periods for both the Project and the adjacent roadway network.

A review of seasonal adjustment data available from MassDOT indicated that traffic volumes within the study area during the month of June are representative of traffic volumes that are higher than those that occur under “average-month” conditions. In order to provide an “above average” analysis condition, the June traffic volumes were not adjusted downward to average-month conditions.

*Comment: The data collection effort and seasonal adjustment (none required) was completed following accepted standards, and we are in agreement with the resulting traffic volumes.*

*We note that MassDOT no longer requires pandemic-related adjustment of traffic counts performed after March 2022 except in locations where the predominant land use consists of offices or similar uses.<sup>4</sup>*

**Pedestrian and Bicycle Facilities**

A description of pedestrian facilities along Bare Cove Park Drive and at the study area intersections was included as a part of the roadway and intersection descriptions in the December 2025 TIS. Sidewalks are not provided along Bare Cove Park Drive in the vicinity of the Project site, but will be provided along the

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<sup>4</sup>25% Design Submission Guidelines; MassDOT Highway Division, Traffic and Safety Engineering; Revised May 31, 2022.



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Project site frontage as a part of the Project. Sidewalks are provided along both sides of Fort Hill Street south of South Street, with marked crosswalks provided for crossing Bare Cove Road and the driveway to West Higham Station on the Massachusetts Bay Transportation Authority (MBTA) system (Greenbush Commuter Line) at the Fort Hill Street/Bare Cove Park Drive/MBTA driveway intersection. Sidewalks are also provided along the west side of West Street, along the north side of South Street and along the south side of South Street between Fort Hill Street and the driveway to the South Shore Country Club, with marked crosswalks provided for crossing all legs of the Fort Hill Street/West Street/South Street intersection that include pedestrian traffic signal equipment and phasing.

*Comment: A description of existing bicycle accommodations within the study area was not included as a part of the December 2025 TIS. The study area roadways generally provide sufficient width (combined travel lane and shoulder) to accommodate bicycle travel in a shared traveled-way condition<sup>5</sup> or, in the case of Bare Cove Park Drive, accommodate relatively low traffic volumes at slow travel speeds that are conducive to shared use of the traveled-way.*

### **Public Transportation**

A description of public transportation services that are available within the study area was provided as a part of the December 2025 TIS. As described therein, the MBTA provides Commuter Rail Services within the study area from West Higham Station on the Greenbush Commuter Rail Line, with is located opposite Bear Cove Park Drive and off of Fort Hill Street.

*Comment: To the north and east of the Project site, the MBTA provides fixed-route bus services by way of Route 220, Hingham Depot - Quincy Center Station, with service along Lincon Street and Otis Street (both Route 3A) and North Street to Hingham Depot, where connections can be made to the Route 714 bus with service to Pemberton Point in Hull.*

**Comment T2: Related to the new HCAL facility, it should be acknowledged that the MBTA provides The Ride paratransit services to eligible persons in accordance with the Americans with Disabilities Act (ADA). In addition, the HCAL provides transportation for Hingham residents to local medical appointments for well visits, essential shopping, local errands and to senior center programs. These accommodations will serve the new location of the HCAL and have been considered in the design of the facility.**

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<sup>5</sup>A minimum combined travel lane and paved shoulder width of 14-feet is required to support bicycle travel in a shared traveled-way condition.



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### **Motor Vehicle Crash Summary**

Motor vehicle crash information for the study area intersections was obtained from MassDOT for the period 2017 through 2021 in order to examine motor vehicle crash trends occurring within the study area and a summary table was provided in the December 2025 TIS.

Based on a review of the MassDOT crash data, the study area intersections were identified to have experienced an average of 1.2 or fewer reported crashes per year over the five-year review period, the majority of which occurred on a weekday and involved “other” type crashes that resulted in property damage only. The calculated motor vehicle crash rate (i.e., number of motor vehicle crashes occurring per million entering vehicles (MEV)) was found to be below the MassDOT statewide and District average crash rates for similar intersections. No (0) motor vehicle crashes that resulted in a fatality were reported to have occurred within the study area over the five-year review period.

*Comment: The motor vehicle crash analysis was completed following accepted standards and we agree with the results. A review of the MassDOT High Crash Location (HSIP) database indicates that there are no (0) designated high crash locations along Fort Hill Street, West Street, North Street or South Street.*

### **Future Conditions**

#### **No-Build Conditions**

Traffic volumes within the study area were projected to 2032, which represents a 7-year planning horizon from the date of the filing of the December 2025 TIS consistent with MassDOT’s *Transportation Impact Assessment (TIA) Guidelines*. The future condition traffic volume projections were developed by: i) applying a background traffic growth rate to the 2025 Existing traffic volumes; and ii) adding traffic associated with specific development projects by others that may increase traffic volumes within the study area beyond that accounted for by the background traffic growth rate.

Based on a review of historic traffic volume data obtained from MassDOT permanent count stations, a 1.0% per year compounded annual background traffic growth rate was identified as being higher than the historic background traffic growth rate that has been experienced within the study area (reported to be 0.5%).

The following projects were identified that may result in an increase in traffic or alter traffic patterns within the study area:

- Beal Street Senior Housing, 100 Beal Street (100 residential units)
- Bare Cove Park Pickleball Courts (9 courts)

Traffic volumes that are expected to be generated by these projects within the study area were assumed to be reflected in the general background traffic growth rate.



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*Comment:* We agree with the methodology that was used to develop the future No-Build condition traffic volume projections, including the background traffic growth rate (1.0%).

**Comment T3:** Traffic volumes associated with the identified specific development projects by others (Beal Street senior housing and Bare Cove Pickleball Courts) should be generated separate from the general background traffic growth (1.0%) and added to the future condition traffic volumes. In particular, the pickleball courts will add turning volumes at the Fort Hill Street/Bare Cove Park Drive intersection and along Bare Cove Park Drive that may not be represented by the background traffic growth rate alone.

**Comment T4:** Traffic volumes associated with the South Shore Country Club pool complex should be included in the future year traffic volume projections.

**Comment T5:** The Town of Hingham DPW should be consulted to determine if there are any planned roadway improvement projects in the area that may result in changes to traffic volumes, traffic patterns or operating conditions within the study area.

**Build Conditions**

The traffic characteristics of the Project were developed by the Applicant’s engineer using trip-generation statistics published by the Institute of Transportation Engineers (ITE)<sup>6</sup> for a similar land use as that proposed. ITE Land Use Code (LUC) 495, *Recreational Community Center*, was used to develop the base trip characteristics for the Project.

The table below summarizes the trip characteristics of the Project as presented Table 5 of the December 2025 TIS.

Time Period	Vehicle Trips		
	Entering	Exiting	Total
<i>Average Weekday:</i>	403	404	<b>807</b>
<i>Weekday Morning Peak-Hour:</i>	35	18	<b>53</b>
<i>Weekday Evening Peak-Hour:</i>	50	57	<b>107</b>
<i>Saturday Midday Peak-Hour:</i>	16	14	<b>30</b>

Project-related traffic was assigned to the roadway network based on a review of the transportation system serving the Project site and existing traffic patterns within the study area. Using this methodology, Project-related traffic was assigned as follows:

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<sup>6</sup>*Trip Generation*, 11<sup>th</sup> Edition; Institute of Transportation Engineers; Washington, DC; 2021.



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**TRIP DISTRIBUTION**

<b>Roadway</b>	<b>Trip Assignment To/From (%)</b>
<i>West Street to/from North</i>	30
<i>Fort Hill Street to/from South</i>	50
<i>South Street to/from East</i>	20
<b>TOTAL:</b>	100

*Comment:* We agree with the methodology that was used to develop the traffic characteristics of the Project and the resulting values, as well as the trip distribution pattern that was used to assign Project-related traffic to the study area roadways and intersections.

*We note that the 12<sup>th</sup> Edition of Trip Generation<sup>7</sup> was published by ITE in August 2025 and includes updated trip-generation information, including for the land use that was used to establish the traffic characteristics of the Project. Using trip rates from the 12<sup>th</sup> Edition of Trip Generation would result in minor increases and decreases in the predicted peak-hour traffic volumes associated with the Project that would not impact the assessment of Project-related impacts on the transportation infrastructure or the design of the Project.*

**Comment T6: The Build condition traffic volumes should be revised to reflect the comments pertaining to the No-Build condition traffic volumes.**

**Traffic Operations Analysis**

In order to assess the potential impact of the Project on the transportation infrastructure, a detailed traffic operations analysis was performed for the study intersections under 2025 Existing, 2032 No-Build (without the Project) and 2032 Build conditions (with the Project). In brief, traffic operations are described by six “levels of service” which are defined by letter grades from “A” through “F”, with a level-of-service (LOS) “A” representing the best operating conditions (average motorist delay of less than 10 seconds and little or no apparent vehicle queuing) and a LOS “F” representing constrained operating conditions (average motorist delay of 50 to 80 seconds or more and often with apparent vehicle queuing). A LOS of “E” is representative of an intersection or traffic movement that is operating at its design capacity, with a LOS of “D” typically representing the limit of acceptable traffic operations.

The addition of Project-related traffic was identified to result in the following impacts to critical movements at the study area intersections:

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<sup>7</sup>*Trip Generation*, 12<sup>th</sup> Edition; Institute of Transportation Engineers; Washington, DC; August 2025.



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- **Fort Hill Street/Bare Cove Park Drive:** All movements from Bare Cove Park Drive at this unsignalized intersection were identified to operate over capacity (i.e., LOS F) during the weekday and Saturday peak hours with the addition of Project-related traffic, with impacts associated with the Project defined as a predicted increase in average motorist delay of approximately 42 seconds during the weekday morning peak-hour and >80 seconds during both the weekday evening and Saturday midday peak hours. Vehicle queues on the Bare Cove Park Drive approach were identified to increase by up to 197 feet (approximately eight (8) vehicles) and exceed a distance of up to 900 feet in length total (approximately 36 vehicles).
- **Fort Hill Street/West Street/South Street:** This signalized intersection was identified to continue to operate at an overall LOS D or better during the peak hours with the addition of Project-related traffic, with impacts associated with the Project generally defined as a predicted increase in overall average delay of up to 2.1 second and in vehicle queuing of up to 29 feet (approximately two (2) vehicles).
- **Bare Cove Park Drive/East Project Site Driveway:** All movements exiting the Project site driveway to Bare Cove Park Drive were identified to operate at LOS A with minimal delays and vehicle queuing of generally less and one (1) vehicle. All movements entering and exiting the east Project site driveway will be limited (restricted) to right-turn movements only.
- **Bare Cove Park Drive/ West Project Site Driveway:** All movements exiting the Project site driveway to Bare Cove Park Drive were identified to operate at LOS A with minimal delays and vehicle queuing of generally less and one (1) vehicle.

**Comment T7: The traffic operations analysis should be revised to reflect the changes to the No-Build and Build condition traffic volumes and the response should clarify that the Synchro 11® capacity analysis software was used.**

**Comment T8: The impact of vehicle queuing on the Fort Hill Street approach to the Fort Hill Street/West Street/South Street intersection on traffic operations at the Fort Hill Street/Bare Cove Park Drive intersection should be discussed as the predicted vehicle queue from the traffic signal was identified to extend beyond Bare Cove Park Drive.**

### **Sight Distance**

An evaluation of sight lines for motorists exiting the Project site driveways to Bare Cove Park Drive was performed following American Association of State Highway and Transportation Officials (AASHTO)<sup>8</sup> standards. Based on this evaluation, it was determined that the available sight lines for a motorist exiting both Project site driveways will exceed the recommended minimum sight distance for safe operation based on an approach speed of 20 mph along Bare Cove Park Drive (a minimum sight distance of 115 feet is required for an approach speed of 20 mph; the available sight line was identified to exceed 250 feet).

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<sup>8</sup>*A Policy on Geometric Design of Highway and Streets*, 7<sup>th</sup> Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2018.



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**Comment T9:** In the absence of a speed measurement, it is customary to assess sight lines based on an approach speed of 5 to 10 mph above the posted speed limit (25 to 30 mph in the case of Bare Cove Park Drive). In addition, the stopping sight distance along Bare Cove Park Drive should also be evaluated at both driveways in accordance with AASHTO requirements. A review of the site plan and available imagery for Bare Cove Park Drive indicates that the stopping sight distance is provided and that the intersection sight distance can be provided with the trimming/removal of trees and vegetation within the sight triangle areas. Given that the Town owns and controls the areas within which the trimming/removal will occur, the required minimum sight lines for an exiting motorist can be provided. Our comments pertaining to the sight line requirements follow.

**Recommendations**

A review of the operating conditions with the installation of a traffic control signal at the Fort Hill Street/Bare Cove Park Drive intersection was presented as a potential measure to improve traffic operations and reduce motorist delays at the intersection; however, recommendations for physical improvements were not provided in the December 2025 TIS. Recommendations were provided to establish the framework for a Transportation Demand Management (TDM) program for the HCAL and to reduce impacts during the construction phase of the Project.

**Comment T10:** We are in agreement with the TDM measures that have been identified for the Project and the elements that will be included as a part of the Construction Management Plan (CMP), both of which should be included as a part of any conditions of approval that may be granted for the Project. In addition, the following recommendations should be considered that are directly associated with providing safe access to the Project site and facilitating improvements that are desirable independent of the Project:

- **Fort Hill Street/Bare Cove Park Drive Intersection** - As documented in the December 2025 TIS, all movements exiting Bare Cove Park Drive to Fort Hill Street are currently operating over capacity during one or more peak hours and motorist delays and vehicle queuing are expected to increase in the future independent of the Project. Improving this existing condition has been the subject of previous studies that have been undertaken by the Town and improvements have been implemented that include the widening of the Bare Cove Park Drive approach to provide two exiting travel lanes; providing left-turn lanes on the Fort Hill Street approaches; the addition of a sidewalk along the south side of Bare Cove Park Drive; and sign, pavement marking and sight line improvements. Independent of the Project, the Town has been advancing the planning for additional improvements along Fort Hill Street and at the Fort Hill Street/Bare Cove Park Drive intersection that include both traffic control measures to reduce motorist delays and vehicle queuing and mobility improvements to enhance pedestrian and bicycle access and safety. These improvements are expected to be a part of a Community One Stop for Growth grant application or other appropriate state grant application(s) that will be filed with the state.



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In the interim and prior to the construction of the traffic control improvements at the intersection, the scheduling of events at the HCAL should be coordinated so as to avoid conflicts with the commuter peak periods at West Higham Station and when tournaments or other large events are scheduled within Bare Cove Park. When scheduling conflicts cannot be avoided, a police detail officer should be assigned to facilitate the movement of vehicles, pedestrians and bicyclists at the Fort Hill Street/Bare Cove Park Drive intersection as deemed necessary by the Police Chief, who should be consulted prior to the scheduling of overlapping events.

- **Fort Hill Street/West Street/South Street Intersection** – As documented in the December 2025 TIS, vehicle queuing on the Fort Hill Street approach to the Fort Hill Street/West Street/South Street intersection currently extends beyond Bare Cove Park Drive at times during the peak hours. In order to address this existing condition, an optimal traffic signal timing and phasing plan should be developed for the intersection with consideration of the at-grade rail crossing of South Street.
- **Safety** – Existing trees and vegetation located along Bare Cove Park Drive should be reviewed and maintained. The AASHTO *Guidelines for Geometric Design of Low-Volume Roads*<sup>9</sup> recommends establishment of a minimum clear zone or recovery area of 6-feet where such an accommodation can be provided “at low cost and with minimum social or environmental impacts...”.
- **Project Site Access** – (see Site Plan comments)
- **Mobility** – Consideration should be given to establishing the drop-off zone and the entirety of the drive opposite the drop-off zone as a raised table or using textured and colorized pavement to differentiate this area as a pedestrian zone. These features are shown on the rendering that was included as a part of the Site Plan but are not detailed on the plans.

## **SITE PLAN**

The following comments are offered with regard to our review of the December 9, 2025 *Site Plan* prepared by SLR International Corporation.

**Comment S1:** A vehicle turning analysis (swept path) should be provided for the following design vehicles: trash/recycling vehicle (SU-40) and the largest anticipated delivery truck (WB-62 minimum for an articulated truck). The turning analysis should depict all maneuvers required to enter and exit the Project site from both directions and to access the required areas within the Project site.

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<sup>9</sup>*Guidelines for the Geometric Design of Low-Volume Roads*, Second Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2019.



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- Comment S2:** The vehicle turning analysis for the Hingham Fire Department design vehicle indicates that the aerial portion of the design vehicle will swing beyond the curblines of the center island when entering the east Project site driveway. No objects should be placed in the island within the swing area that would exceed 7-feet in height or that would otherwise impede access by the fire truck.
- Comment S3:** The Fire Department should confirm if an ambulance will be responding curbside to the entrance of the building. If so, the underside of the roof of the overhang should be at least 14.5-feet above the surface elevation of the pavement surface.
- Comment S4:** Consideration should be given to provide double-yellow centerline pavement markings on the approaches to the west driveway within the Project site for a minimum distance of 100 linear feet.
- Comment S5:** The sight triangles for both driveways should be added to the Site Plan. The sight triangles should be established with the driver exiting the Project site at a point 14.5-feet from the edge of the traveled-way on Bare Cove Park Drive and a minimum sight distance of 200 feet. In addition, the following note should be included on the plan sheet that depicts the sight triangles: “Signs, landscaping and other features located within sight triangle areas shall be designed, installed, and maintained so as not to exceed 2.0-feet in height. Snow accumulation (windrows) located within sight triangle areas that exceed 3.5-feet in height or that would otherwise inhibit sight lines shall be promptly removed.”
- Comment S6:** A note should be added to the Site Plan stating: “All Signs and pavement markings to be installed within the Project site shall conform to the applicable specifications of the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD).<sup>10</sup>”
- Comment S7:** “No Left Turn” and “One-Way” signs should be installed along Bare Cove Park Drive opposite the exit from the east Project site driveway.
- Comment S8:** Consideration should be given to establishing raised islands with landscaping to define the edge of the traveled-way and parking areas rather than the striping that is proposed at the west end of Bare Cove Park Drive. This is particularly important where directional and regulatory signs are to be installed.

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<sup>10</sup>Federal Highway Administration, op. cit. 9.



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**PARKING**

On-site parking will be provided for 140 vehicles, including 12 handicapped/van accessible parking spaces and three (3) bus parking spaces. Two (2) handicapped parking spaces and 14 standard parking spaces will include EV charging stations, with two (2) handicapped parking spaces and 18 standard parking spaces to be EV ready (i.e., conduit will be installed for future EV charging station installation). Curb stops are proposed at the end of each parking space and timber guardrails, where provided, are set-back from the edge of the parking field to accommodate vehicle overhang.

Section V-A 2, *Off-Street Parking Requirements*, of the Hingham Zoning By-Law requires that 1.0 parking spaces per three (3) persons at capacity of the use be provided for a “Recreation” use. The Site Plan indicates a maximum capacity of 420 persons, which requires 140 parking spaces to meet the requirements of the Zoning By-Law. Given that 140 parking spaces are proposed, the proposed parking supply meets the requirements of the Zoning By-Law for the use and the maximum capacity that is identified on the Site Plan.

The standard parking spaces will be 9-feet in width and 18-feet long with a curb stop and allowance for an overhang, which meets the parking space dimensional requirements of Section V-A 3, *Parking Dimension Requirements*, of the Zoning By-Law. The three (3) bus parking spaces will be 12-feet wide and 24-feet long and do not include a curb stop. The dimensions of the bus parking spaces exceed the requirements of the Zoning By-Law and will be used by professional drivers.

Drive aisles within the Project will be 24-feet in width for two-way travel and a minimum of 12-feet in width where one-way traffic is to be conveyed, which exceeds the driveway width requirements of Section V-A 3 of the Zoning By-Law.

*Comment: We agree that the proposed parking is designed in accordance with the requirements of the Zoning By-Law and that the parking supply should be sufficient to meet the anticipated parking demand of the Project.*

