

Ref: 10588

February 4, 2026

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

Re: 2nd 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 supplemental materials that have been submitted on behalf of the Town of Hingham (the “Applicant”) in support 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”). This information was prepared in response to the comments that were raised in our January 2, 2026 *Traffic Engineering Peer Review* letter, as well as those offered by Town Departments, the Planning Board, the Zoning Board of Appeals and other professional consultants retained by the Town, and consisted of a letter dated February 2, 2026 prepared by SLR International Corporation (SLR) that was accompanied by a revised (through January 30, 2026) *Traffic Impact Study* (the “January 2026 Revised TIS”) and revised (through February 3, 2026) *Site Plan*, both prepared by SLR.

Based on our review of the supplemental materials, the information provided is responsive to the comments that were raised in our January 2, 2026 letter. We have provided suggested conditions of approval for consideration as a part of the Project. For reference, listed below are the comments that were identified in our January 2, 2026 letter followed by a summary of the information submitted on behalf of the Applicant, with additional comments indicated in **bolded** text for identification.

December 2025 TIS¹

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.

Response: An affidavit was provided attesting that the January 2026 Revised TIS was prepared under the direction of Nijdeh (“Nick”) H. Havan, P.E. (MA P.E. 40108, Civil).

Comment closed.

¹*Traffic Impact Study*, The Hingham Center for Active Living, Town of Hingham, Massachusetts; SLR International Corporation; December 4, 2025 (the “December 2025 TIS”).

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.

Response: The Public Transportation section of the January 2026 Revised TIS includes an updated discussion of public transportation resources, including ADA services.

Comment closed.

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.

Response: Traffic volumes associated with the Beal Street senior housing and Bare Cove Pickleball Courts projects were incorporated into the future condition traffic volumes that are presented in the January 2026 Revised TIS.

Comment closed.

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

Response: Traffic volumes associated with the South Shore Country Club pool complex were incorporated into the future condition traffic volumes that are presented in the January 2026 Revised TIS.

Comment closed.

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.

Response: The Town of Hingham DPW was consulted and indicated that there are currently no planned roadway improvement projects in the area that would result in a change to traffic volumes, traffic patterns or operating conditions within the study area.

Comment closed.



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

Response: The Build condition traffic volumes that are presented in the January 2026 Revised TIS have been revised to reflect the change to the No-Build condition traffic volumes.

Comment closed.

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.

Response: The traffic operations analysis has been revised to reflect the updated No-Build and Build condition traffic volumes and uses the Synchro 11® capacity analysis software.² A review of the revised traffic operations analysis indicates that Project-related impacts at the Fort Hill Street/West Street/South Street intersection are similar to those that were identified in the December 2025 TIS (overall average motorist delays were identified to increase by less than 2.0 seconds); however, delays and vehicle queuing on the Bare Cove Park Drive approach were shown to increase significantly due to the addition of traffic volumes attributable to the other development projects in the area that are unrelated to the Project (Beal Street senior housing, Bare Cove Pickleball Courts and the South Shore Country Club pool complex). Specifically, delays are predicted to increase to the extent that vehicle queues along Bare Cove Park Drive after the construction of the Project may increase by over 200 feet during the weekday evening and Saturday midday peak hours, or approximately eight (8) vehicles, with the predicted vehicle queue on a Saturday extending over 900 feet in length (approximately 36 vehicles).

Comment closed.

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.

Response: The January 2026 Revised TIS includes a review of 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 and notes that the predicted vehicle queue extends beyond Bare Cove Park Drive and the MBTA Driveway under existing conditions. As a result, actual delays and the associated residual vehicle queuing for motorists exiting Bare Cove Park Drive and the MBTA Driveway will be greater than predicted by the analysis model. These conditions affirm the need to implement improvements that include both the Fort Hill Street/West Street/South Street and Fort Hill Street/Bare Cove Park Drive intersections that are desirable independent of the Project, the planning for which has been advanced by the Town.

Comment closed.

²We note that the narrative of the January 2026 Revised TIS continues to indicate that the Synchro 8® capacity analysis software; however, the capacity analysis worksheets are based on Synchro 11®.



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)³ 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.

Response: The sight distance evaluation for the Project site driveway intersections that is presented in the January 2026 Revised TIS has been revised to use a 30 mph approach speed along Bare Cove Park Drive and indicates that the required sight lines to allow for safe operation of the driveways is or can be provided with the selective trimming/removal and maintenance of existing trees and vegetation as noted on the revised Site Plan (a minimum sight distance of 200 feet is required for an approach speed of 30 mph).

Comment closed.

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

³A Policy on Geometric Design of Highway and Streets, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2018.



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 Roads⁴ 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.*

Response: The suggested recommendations were affirmed.

The recommendations should be considered for incorporation into any conditions of approval for Project. Comment closed.

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.

Response: A vehicle turning analysis was provided for a trash/recycling vehicle and illustrated the swept path for the vehicle to access the required areas within the Project site. Deliveries by a tractor semi-trailer are not anticipated; however, it was noted that such vehicles could be accommodated by backing into the Project site along the western drive aisle.

A review of the vehicle turning analysis for the trash/recycling vehicle indicates that the vehicle should be restricted to using the west driveway to both enter and exit the Project site. This should be a condition of any approvals that are granted for the Project and will also serve to limit truck activity across the primary entrance to the HCAL.

⁴*Guidelines for the Geometric Design of Low-Volume Roads*, Second Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2019.



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.

Response: No objects will be placed within the swing area for the fire truck that will exceed 7-feet in height or that would otherwise impede access by the fire truck.

Comment closed.

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.

Response: The proposed height of the underside of the roof is 14.5-feet and will accommodate the passage of an ambulance.

Comment closed.

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.

Response: Double-yellow centerline pavement markings have been added to the west driveway for a distance of 75-feet, which extends to the access to the first parking area served by the driveway.

Comment closed.

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."

Response: The sight triangle areas and requested note have been added to the Site Plan.

Comment closed.

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)."⁵

Response: The requested note has been added to the Site Plan.

Comment closed.

⁵Federal 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 Drive opposite the exit from the east Project site driveway.

Response: The requested signs have been added to the Site Plan.

Comment closed.

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.

Response: The Town of Hingham DPW and Town Engineer indicated that the addition of raised islands is not desirable due to issues with snow plowing and the flow of stormwater.

The identified issues are noted. Consideration should be given to adding flexible delineator posts or similar devices to define the island areas that can be removed for snow removal operations. Directional signs are proposed within the striped island areas which necessitates that some form of definition be provided for the islands.

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.

Response: No response required.

This concludes our review of the materials that have been submitted in support of the Project. If you should have any questions regarding our follow-up review, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



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