MARTHA'S VINEYARD COMMISSION

To: Land Use Planning Committee

From: Michael Mauro, Transportation Planner

Date: December 16, 2010

Re: **DRI# 629 Barnes Gas Station, High Point Lane, Tisbury**
Transportation Impact Analysis – Proposed Scope

Staff recommends the following as the scope of the Barnes Gas Station (DRI# 629) traffic impact study. Given the proposal is for a high traffic generating use in an already congested corridor, it is essential that a professional traffic engineer be hired to carry out the study. Note that the MVC may hire (at the applicant's expense) its own consultant to peer review the applicant's study.

Given that the Town of Tisbury is planning to build a network of connector roads that would materially alter the physical layout of High Point Lane, as well as the traffic and transportation patterns in the immediate vicinity of the project, all aspects of the transportation study including trip generation and Level of Service analysis should be calculated based on the current layout of High Point Lane as well as the projected layout and traffic levels if and when the Tisbury Connector Roads are built. This analysis should include the following options:

a) The existing configuration
b) Only the High Point Lane connection is made
c) Both the High Point Lane and Evelyn Way connections are made,
d) All three connections, High Pont Lane, Evelyn Way, and Holmes Hole Road are built.

1. Introduction and Site Description

- A brief description of the proposed development.
- A general description of the location, zoning, access to the site, and maps.

2. Traffic, Trip Generation, and Level of Service (LOS)

- All traffic analysis should be made for the peak summer season.
- A summary of recent traffic counts on the neighboring street network should be compiled.
  - The traffic counts should give a contextual analysis, including an aerial photo.
  - Note that the MVC has conducted several automatic traffic recorder counts and turning movement counts from roads in the vicinity and will make these counts available to the consultant.
- Additional traffic counts and turning movement counts will be required. The MVC will provide adjustment factors to convert off-season counts to estimated seasonal counts.
- A trip generation estimate should be prepared indicating the expected traffic from the proposed land use. It should include the total daily traffic generated by the site and traffic generated during the peak hours using the most recent version of ITE's *Trip Generation.*
- A LOS calculation should be made.
- The trip generation and LOS calculations should compare:
  - The Existing Situation,
  - A No-Build Scenario, namely a projection of the background increase without the proposal, and

- A Build Scenario, namely a projection of the total traffic with the proposal including all potential uses on the property.

- Trip generation and LOS should be calculated at the following locations:
  - The intersection of upper State Road and High Point Lane, as well as its relation to Colonial Drive.

3. Safety

- Provide an analysis of accidents at the intersection of High Point Lane/State Road for the most recent 3 years (2006-2008).
- Analyze sight distances at access points to the property and at the intersection of High Point Lane/State Road, as they exist today and when the proposed connector road is built.
- A summary of safety issues as they are today as they would be with the project should be prepared, as well as a discussion of how these issues will be addressed

4. Parking

- A parking study should include the analysis of the required parking spaces under town zoning and *ITE Parking Generation* guidelines.
- Indicate the number and layout of proposed parking spaces on site, compare this to the parking requirements, and, if the full parking demand cannot be accommodated on site, indicate alternative means to provide the additional spaces in the vicinity of the project, or to provide other equivalent mitigation measures. Note that it is preferable that the proposal minimizes paved parking.

5. Site Access and Design

- Indicate the proposed access to the site via new curb cuts, both with the existing configuration of High Point Lane and in relation to the connector road. Indicate how the areas between the curb cuts will be delineated to prevent unauthorized entry.
- Analyze the turning movements into and out of the site by all types of vehicles including large fuel delivery trucks.
- Indicate and discuss how to deal with potential conflicts with pedestrians.
- Analyze internal site design including the width, and layout (including turning radii), and internal circulation for all types of vehicles including large fuel delivery trucks. Indicate how vehicles would turn around within the site.

6. Public Transit, Bicycles, and Pedestrians

- Describe the existing public transit in the area, how it might be affected by the proposal, and how any problems could be solved and the situation improved. This includes the impact of traffic delays on the operation of the shuttle between the Park-and-Ride and the ferry, which is quite time-sensitive.
- Describe existing pedestrian and bicycle accommodation in the area as they are today and as they will be with the construction of the connector road.

7. Proposed Mitigation

- List all mitigation measures proposed to deal with the issues raised above, or to make other improvements to transportation in the area.