

# Traffic Study Deficiencies - Methodology

Mass DOT Guidelines <sup>1</sup>	FoxRock Traffic Study
2.IV – Transportation Scoping Letter (TSL)	No scoping letter submitted to PCD or TPAL
2.V – TIA Scoping Meeting	No update to the (nonexistent) TSL to confirm meeting outcomes
3.I – Study Area	Study area should be expanded based on 1) 5% criterion for several downstream intersections, and 2) impact of URD projects
3.II – Traffic Volume Data Requirements	Turning Movement Counts and Traffic Speeds, <i>see peer review</i>
3.II.J – Planned Projects	Study ignores impact of traffic from downtown URD (< 1 mi. away) which includes several significant projects under construction or in planning process, including FoxRock’s own Ross Parcel Campus.
3.III – Analysis Methodology Requirements	Multimodal Level-of-Service (MMLOS) not provided – does not account for ped/cycle movement. No traffic signal warrant analysis
3.VI.c – Trip Type and Distribution	Trip distribution assumptions do not reflect reality, e.g. 28% of the total generated traffic travels West on Whitwell St. only to head back East on Quarry St!

# Traffic Study Deficiencies - Report

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5.B (Existing Conditions) 2 – 3	No pedestrian or bicycle flow maps. No volume data provided.
5.C (Future Conditions) 1(a)(2)	Does not account for in-process/planned development (vs. general background growth)
5.C.2(b) – (c)	“Build with” and “Build without mitigating conditions” scenarios not provided
5.C.4	No signal warrant analysis
5.C.5	No visual representation of queue length analysis
5.C.6	No turn lane analysis (e.g. slip lanes at Whitwell/Granite and Whitwell/Adams)
5.D (Access/Circulation)	No Access Management and Circulation Analysis section
5.E (Parking)	Notable omissions: Comparison to industry standard ratios (e.g. ITE Parking Generation) <u>in addition</u> to local requirements; parking management strategies, including pricing; potential off-site parking and on-street parking facilities w/ map
5.H (Mitigation)	Minimal mitigation measures – <i>see peer review</i>

1. Adopted by Quincy Planning Board (Dec 5, 2018)