

# Memorandum

To: Shrewsbury Zoning Board of Appeals  
From: Jennifer Conley, P.E., PTOE  
Date: June 15, 2016  
Re: Traffic Engineering Peer Review, The Pointe at Hills Farm, Shrewsbury, MA

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Conley Associates, Inc. has reviewed Traffic Impact and Access Study (TIAS) associated with The Pointe at Hills Farm project and provided comment on the TIAS and the associated public hearing. The results were summarized in a memorandum dated January 22, 2016. Since that time, the proponent has investigated a number of alternatives. Conley Associates, Inc. is in receipt of the TetraTech memorandum dated May 25, 2016 (TetraTech memo). The TetraTech memo outlines the five concepts that were considered for access to Phase 1 of the project.

As outlined in the TetraTech memo, the five concepts are as follows:

- Concept 1 – Full Access on Stoney Hill Road and Partial Access on Route 20
- Concept 2 – Partial Access on Route 20 (Left In/Right In and Right Out)
- Concept 3 – Partial Access on Route 20 (Right In/ Right Out)
- Concept 4 – Full Access on Stoney Hill Road and Partial Access on Route 20 with Traffic Signal Control at Stoney Hill Road (west)
- Concept 5 – Full Access on Stoney Hill Road and Partial Access on Route 20 with Traffic Signal Control at Stoney Hill Road (east)

The TetraTech memo outlined key components of each concept. Concept 1 provides access to both Stoney Hill Road (full access) and Route 20 (right in and right out). The presence of full access on Stoney Hill Road was opposed strenuously by the neighborhood.

Concept 2 provides lefts and rights into the site and rights out of the site via a Route 20 access only. The left turn lane required to accommodate left turns into the site would result in large amounts of property acquisition. Adjacent property owners have indicated that there is not interest in selling these parcels.

Concept 3 also provides access via Route 20, but limits that access to right in and rights out only. Any vehicle that wants to enter the site from the east or exit the site to the west will be required to reverse direction at another location.

Concept 4 is similar to Concept 1, but includes a traffic signal at Stoney Hill Road (west). As indicated above, the neighborhood opposed any access via Stoney Hill Road, even with the benefit associated with the installation of a traffic signal. In addition, MassDOT indicated that it would not support a traffic signal at this location, making this concept not an option.

Concept 5 included a traffic signal at a full access intersection at Stoney Hill Road (east). Because this concept would require modification of Stoney Hill Road (west) to a right in, right out access, it would require traffic from both ends of the subdivision to use Stoney Hill Road (east) to make left turns. The neighborhood was not in support of this concept.

TetraTech has indicated that the proponent is pursuing Concept 3 moving forward. As outlined in the TetraTech memo and above, Concepts 1, 4, and 5 were opposed by the neighborhood and the proponent was unable to acquire the right of way necessary for Concept 2. These issues resulted in TetraTech recommending Concept 3. Conley Associates, Inc. agrees that the issues associated with the other Concepts would eliminate those concepts from consideration.

The primary challenge associated with Concept 3 is that many vehicles will be required to reverse direction to either enter or exit the proposed site. These turns may cause impacts at other intersections that have not been quantified. In addition, Concept 3 does not provide mitigation in the way of roadway improvements, such as a deceleration lane at Stoney Hill Road (west), that were considered in other Concepts.

### **Recommendations and Conclusions**

As outlined above and in the TetraTech memo, five concepts were evaluated for the proposed access to Phase 1 of the project. Of the five concepts, three were eliminated due to strong opposition to change from the neighborhood, even when that change would involve signalization and potentially improve the access to the neighborhood. Of the remaining two concepts, Concept 2 was preferred traffic wise as it provided access solely via Route 20 and allowed left turns into the site via a left turn lane. Because the right of way required to build this concept is not available to the proponent at this time, this concept is no longer under consideration. As a result, Concept 3 has been proposed by the proponent. Conley Associates, Inc. agrees that this access alternative is the least objectionable to the neighbors and the most buildable, the Town is reminded that some vehicles accessing and egressing the site may use adjacent intersections to reverse direction. In addition, no off site mitigation has been proposed by the applicant.