

Healthcare South, P.C.

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March 17, 2007

To; Scituate Zoning Board of Appeals
C/o John F Danehey, Chairman

From; Francis J. Kilduff MD
125 Chief Justice Cushing Highway
Scituate, Massachusetts

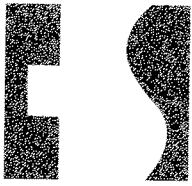
Dear Mr. Danehey,

I would like to request that the Board consider some concerns I have regarding the Traffic Impact Study for the Herring Brook Meadow development as provided by McMahon Transportation Engineers and Planners, dated March 2007. Having lived at 125 Chief Justice Cushing Highway for the past 24 years I feel I may be able to offer some worthwhile observations, as the proposed intersection with this development will be directly opposite my driveway.

First I would like to thank the Board for requiring the Traffic Study to address the soon to be functioning MBTA train station, as the original document failed to do so. Secondly I would like to thank the Board for their patience and professionalism in dealing with this proposed project.

To be brief, I would like to point out several aspects of the Traffic Study that I feel need to be addressed. First, the Accident Summary uses Martha's Lane as a comparison intersection with Rt. 3A for crash rate statistics. In fact there are only 6 homes on Martha's Lane and therefore much less traffic than the proposed project would create. In fact the MassHighway Crash Data Files for 2002 through 2005 show accidents at 3A and Martha's Lane (1), Neal Gate ST.(1), and at 123 (17 times), with cumulative data showing that in 2002 17% of accidents in Scituate occurred at intersections of 3A and other roads, 26% in 2003, and 24% in 2005. Creating what will in essence be a new intersection will not go without risk.

Second, in the section "Future-Year, 2011, Capacity Analysis With Development" second paragraph states that all movements at the intersection (site and 3A) are shown to operate at LOS A during peak hours. This is shown in Appendix E for vehicles exiting from the site, but not for vehicles entering the site. Page 1 of Appendix E does not indicate what the 24 vehicles southbound on 3A at Weekday Afternoon Peak Hour will have as a control delay in seconds, which is what defines the LOS. This is important because these vehicles will have to stop and turn across the oncoming northbound traffic to enter the site. The control delay for the 8 vehicles turning south at the same time is calculated at 21.8 seconds. If the delay is similar for the 24 vehicles



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turning into the site at the same time it will mean 24 vehicles X 21.8 sec = 8.8 minutes of cars stopped in the southbound lane of Rt 3A (not a passing lane) at the peak time for traffic in the evening. The calculated number of vehicles traveling south at that time is 751/hr or 12.5 per minute. At 50 mph posted speed a car would pass this intersection southbound every 4.8 seconds and so every in turning vehicle would cause at least 4 cars to stop while it waited to turn left. Thus I do not understand why this information is not provided and why this issue would not be considered in a traffic impact study.

Lastly, I would like to question the conclusions drawn in the SIGHT DISTANCE part of the report. The site distance from the site to the crest of the hill near Neal Gate ST is 640 feet. According to the information in Table 2 (Site Distance Requirements) a distance of 645 feet is needed to meet the ASHTO Stopping Sight Distance for 65 mph. If the Intersection Sight Distance has to be "at least equal to the appropriate stopping sight distance for the major road" then the 640 feet sight distance is below the required 645 feet and the statement made "that the SD requirements for vehicles traveling on Chief Justice Cushing Highway (Route 3A) are met for travel speeds in excess of 60 miles per hour" is incorrect. Admittedly this is a small difference, but I wonder what happens to these distances in suboptimal conditions such as fog and snow.

I think it is a disservice to the town to provide a study that fails to point out that there are dangers in creating this intersection. Glossing over the numbers of accidents, providing information on only those turns that will be "easy" to make, and providing less than accurate information regarding safety issues may be the norm for such traffic impact studies, but I don't think that will count for much if people get hurt or killed. Please consider these thoughts when you decide on this project. Thanks again to you and the Board.

Sincerely,

Francis J. Kilduff, MD