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September 29, 2015

Town of Winchester, MA
Board of Appeals
c/o Lawrence Beals, Chair
Town Hall
71 Mt. Vernon St.
Winchester, MA 01890

Subject: Traffic Impact and Access Study Peer Review - Winchester North Residential development at 416 Cambridge Street, Winchester, Massachusetts under a Chapter 40B Comprehensive Permit Application

Dear Members of the Board:

As requested, **Fay, Spofford & Thorndike (FST)** is pleased to submit this peer review of the *Traffic Impact Assessment Proposed Residential Development 416 Cambridge Street, Winchester, MA* (referred to from here on as the 'TIAS'). The TIAS was prepared by from VAI dated July 2015 in connection with the proposed Winchester North affordable housing development proposed at 416 Cambridge Street in Winchester, Massachusetts. During this peer review, FST's peer reviewer made a couple of visits to the project site and contacted the Winchester Police Department pertaining to recent crashes in the site vicinity between 2012 and 2015.

The site developer proposes to obtain a comprehensive Chapter 40B permit to construct 95 apartment style units plus a renovated single family home. While the nearly 3-acre site is primarily located within the Town of Winchester, a small triangular piece that will not be modified straddles its border with the City of Woburn.

The TIAS and the Applicant's site plans indicate a single median-divided access drive to the site is proposed off the north side of Wainwright Road. Wainwright Road is a steep two-lane local road accessing Cambridge Street (State Route 3). Cambridge Street, under MassDOT jurisdiction, is a four-lane divided principal arterial intersecting Wainwright Road. Due to a grade difference in the northbound and southbound Cambridge Street flows, only right turns in and out are allowed at the Wainwright Road intersection with Cambridge Street. Because the site borders a state highway layout, it will require an indirect access permit from MassDOT.

In conducting this peer review the following materials were reviewed:

- Comprehensive Permit Narrative:

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- Comprehensive Permit Site Plans
- *Traffic Impact Assessment Proposed Residential Development 416 Cambridge Street, Winchester, MA* (focus report - referred to from here on as the ‘TIAS’) by from VAI dated July 2015.

Additionally, the primary document pertaining to the regulatory framework of this review is:

- *Commonwealth of Massachusetts Comprehensive Permit Rules and Regulations Guidelines (December, 2014)*

Secondary documents pertaining to the Winchester regulatory framework of this traffic impacts review are:

- *MassDOT’s Healthy Transportation Policy Directive (September 9, 2013)*
- *Zoning Bylaw of the Town of Winchester, Massachusetts (on-line version dated November 4, 2010)*
- *Town of Winchester Official Zoning Map (June, 2013)*
- *Rules and Regulations Governing the Subdivision of Land in the Town of Winchester, Massachusetts issued by the Winchester Planning Board (on-line version dated November 29, 2012)*
- *Town of Winchester Phase I Master Plan – Housing Neighborhoods Town Center Economic Development that includes the following statement:*

“Create pedestrian, traffic, and streetscape plans as part of neighborhood plans...look at traffic calming, traffic management, walkability, safe paths to schools, and mobility for persons with physical disabilities.”

FST’s peer reviewer also contacted the Winchester Police and Fire Departments to review emergency access issues and MassDOT District 4 Traffic Section to understand what it may review when this site applies for an access permit, and the Applicant’s traffic engineer to review findings.

Executive Summary

The Traffic Impact and Access Study (TIAS) was professionally completed using widely accepted engineering and MassDOT traffic analysis procedures. Review of the TIAS calculations indicate that estimates of site traffic generation, distribution patterns, existing, No-Build, and Build traffic analyses were done reasonably and acceptably.

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Additionally, the TIAS findings that the future driveway sightlines exceed typical safety requirements are reasonable for most conditions. During periods when snow banks in excess of 3.5' in height occur on the west side of Wainwright Road looking southwest from the future boulevard-style site driveway, sight lines would be compromised unless the Applicant is willing to remove snow on the corner opposite the site driveway where Wainwright Road curves to the left. Generally, during snow or icy conditions, the steep grade of Wainwright Road requires continuous attention.

Except by *driving*, site-generated pedestrians will have no accessible route to access the nearby Horn Pond Plaza and the closest MBTA northbound Bus Route 350 stop serving Alewife Station on Cambridge Street. Data provided in the TIAS implies that any site-generated pedestrian and bicycle trips will largely need to stay on-site.

While recommending a study of Cambridge Street, recommended off-site pedestrian or vehicle circulation mitigation measures contained in the TIAS do not include physical modifications to allow pedestrians to cross Cambridge Street in an ADA-compliant manner, nor do they include any measures to address potential U-turn increases, particularly in Woburn, but also in Winchester. Future site-generated pedestrians or bicyclists who elect to cross Cambridge Street to access the T stop will need to do so at their own risk.

From a traffic circulation perspective, there are three critical safety concerns:

- **Even though they were not found to be high crash rate intersections under existing conditions, the two *required* U-turn maneuvers on Cambridge Street are problematic. Both are uncontrolled and *potentially hazardous*, particularly the northerly one at the outbound Horn Pond Plaza exit with Cambridge Street in the City of Woburn.** This location requires complicated decisions by motorists who elect to make U-turns. They must judge the actions of conflicting vehicles from five directions, four in front of them and one behind them. Complicating this, U-turning motorists do not have a storage lane to provide protection from following motorists in the outer (fast) travel lane northbound on Cambridge Street. U-turn maneuvers at both uncontrolled intersections are tight, even for automobiles. Trucks and buses that require greater turning radii will not be able make either the U-turn in Winchester or the one in Woburn. During the 5-year crash analysis period between 2008-2012 reported in the TIAS, of the eight crashes reported at the Woburn U-turn intersection, four involved personal injuries, including one involving a pedestrian/cyclist.
- **Future crossings of Cambridge Street (State Route 3) by site-generated bicyclists and pedestrians are potentially hazardous.** If a Winchester North pedestrian chooses to cross Cambridge Street, traffic approaching at a high speed

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(42-43 miles per hour 85th percentile speeds) roadway with a sloped median and no available ADA compliant refuge areas or special accommodations will be hazardous.

Directly across Cambridge Street from Wainwright Road, is the northbound MBTA's Route 350 bus stop and Horn Pond Plaza that includes a grocery store, a donut shop, and a restaurant among many other retail businesses. The only way future residents can safely access these amenities is *by driving*. The need to drive for virtually all site trips is inconsistent with the goals of MassDOT's Healthy Transportation Directive. Walking and bicycling from this site cannot be encouraged within the proposed circulation realm. Resolving this problem, while not insurmountable, but will not be easy.

- **Wainwright Road has a steep (10%) grade in front of the site with no leveling areas at the future site driveway.** During normal conditions, this should not be a problem as adequate intersection and stopping sight distances were measured in the field. However, when snow banks, due to plowing are higher than 3.5 feet on the west side of Wainwright Road, the available sight line looking the west/southwest would be reduced to approximately 150 feet, which is less than adequate sight distance. Constant monitoring and attention to snow removal and friction on the paved surface of Wainwright Road will be needed.

Lastly, within the context of the measured traffic speeds from the TIAS, *safe bicycle-friendly* accommodations are not currently available and are not proposed on the segment of Cambridge Street serving the site, as the shoulders identified in the field are no greater than 2-3 feet in width adjacent to a 12-foot travel lane. While minimum bike accommodation is met when the lane plus shoulder is 15 feet or more, Cambridge Street, as it is currently striped, does not provide a *bicycle-friendly environment* with high-speed traffic adjacent to a 2-3 foot shoulder. Therefore, *except by driving*, the future Tri-community bikeway, cited in the TIAS as a future transportation amenity, is also not readily accessible by site-generated bicyclists via Cambridge Street to Pond Street.

Because the proposed Winchester North site abuts a state highway layout (SHLO), the Applicant must apply for and obtain an access permit from MassDOT. In accordance with MassDOT's Healthy Transportation Directive/Green DOT objectives, the access permit should consider the potential need to, at minimum:

- 1) **Create a new controlled pedestrian (bike) crossing of Cambridge Street** to access the MBTA stops and the Horn Pond Plaza; and
- 2) **Create a more bicycle-friendly environment on Cambridge Street with improved U-turn protection in Woburn and pedestrian crossing features.** While not identified as a 'high' crash location, half the recent reported crashes at

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the U-turn intersection at the Horn Pond Plaza exit involved injuries, and five of the eight reported crashes occurred during 2011-2012. Increasing the amount of unprotected U-turning traffic that must wait in the high speed lane and merge into a fairly high speed/complex environment before slowing to make a right turn onto Wainwright Road is not necessarily something that MassDOT will find to be acceptable during the access permit application process. This U-turn intersection is complicated by a relatively high volume of left turn traffic exiting from the Plaza seeking the same gaps in Cambridge Street that the U-turners will be seeking. This is the most problematic during the afternoon peak hour with LOS F conditions for these motorists, as indicated in the TIAS.

The intersection of the Horn Pond Plaza exit with Cambridge Street appears to meet warrants for consideration of full traffic signal control. If this is possible, pedestrian crossings as well as left and U-turn movements could be addressed at the new signal, instead of creating a separate controlled mid-block pedestrian crossing, which is a second option.

Cambridge Street goes from a typical two-lane cross-section to a typical four-lane cross-section for a half-mile through the study area and back to a two-lane cross-section within a half-mile on both sides of Wainwright Road. It would seem that reverting back to a typical two-lane section within the same paved layout while providing necessary auxiliary lanes at critical intersections might be a possibility given the volumes on Cambridge Street and existing traffic controls in the area. As a regional traffic issue, re-striping the half-mile four-lane section of Cambridge Street to include one typical through lane in each direction with auxiliary lanes at intersections, should MassDOT approve it, could be done as a part of MassDOT's Complete Streets program. Such a change is not an irreversible or ir retrievable action, as it would involve striping and signage only, not necessarily curb alterations.

Due to visible chip sealing for cracking, the pavement on Cambridge Street is likely to be in need of resurfacing in the not to distant future. Repaving would be an ideal time to implement any safety-related traffic control, pavement marking, or signage modifications.

Additionally, *neither of the required automobile U-turn locations along the Cambridge Street median is signed to permit U-turns*, probably because they were not originally designed to accommodate U-turns, particularly not for trucks. State law indicates that U-turns are permitted except where expressly prohibited. Cambridge Street is not designed to provide left turns or U-turns in the City of Woburn opposite the Horn Pond Plaza exit, but neither movement is expressly prohibited.

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With an assumption that access to Wainwright Road requires more U-turns on Cambridge Street, the Applicant should obtain *assurances from MassDOT that increasing the level of U-turns* at both intersections due to the development by up to 300 U-turns per day, or more than 100,000 annually on Cambridge Street will be acceptable without additional modifications, even though existing crash rates are below averages for unsignalized intersections.

Winchester North mitigation measures should be revisited to address the above issues.

Detailed Peer Review

Sight Visit Findings

A site visit was conducted during an evening peak period on the afternoon of Wednesday, September 23, 2015. Observations were as follows:

- ❖ While it was difficult to find the center of the future side driveway where exiting traffic will occur, using data provided in the TIAS/Comprehensive Permit plans, the sight lines looking southwest and east, i.e., to the right and left at the future Wainwright Road intersection with the proposed boulevard style site drive were acceptable as indicated in the TIAS. (see photos below).



Sight line right from future Winchester North Driveway 9 – 23 - 15



Sight line looking left from future Winchester North Driveway 9 – 23 - 15

- ❖ Cambridge Street northbound is signed for 40 miles per hour on the 4-lane median divided segment.
- ❖ Negotiating a right turn from Wainwright Road onto Cambridge Street requires some delay, similar to that reported in the TIAS.
- ❖ Negotiating the U-turn at the Horn Pond Plaza entrance involved use of a protected lane with *left turn markings* on it. There is no sign indicating U-turns are permitted, so it is unclear whether making a U-turn is an acceptable maneuver at the intersection. Trucks

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- and buses will not be unable to negotiate a U-turn acceptably from this intersection. While not a particularly comfortable maneuver, visibility of on-coming traffic was ok for making a U-turn with an automobile and the driveway entrance provides some added pavement to accomplish the maneuver.
- ❖ Unlike the U-turn in Winchester, the U-turn at the Horn Pond Plaza exit at the gas station in Woburn was perceptively hazardous. Between watching for the on-coming southbound traffic, exiting left turn movements from Horn Pond Plaza, traffic leaving the gas station, and the following traffic, the maneuver was intimidating. Traffic both followed and approached at high speeds and there is no protected lane to wait in prior to making the U-turn maneuver.
 - ❖ Leaving the Horn Pond Plaza exit in the City of Woburn, it was very difficult to make a left turn maneuver toward the site during the PM peak hour. Guardrail on the east side of Cambridge Street approaching this left turn/U-turn median break impairs visibility of oncoming left turning traffic. The left turn driveway from Horn Pond is on an uphill slant. At times, two vehicles were observed waiting in the median to turn left abreast.
 - ❖ The Cambridge Street Route 350 bus stops were used a few times during the peak hour, but the bus must stop in the travel lane to accommodate riders.
 - ❖ Only one pedestrian was observed crossing Cambridge Street during the observations. This occurred at the Horn Pond Plaza exit in Woburn after an MBTA bus stopped. Similarly, only two bicyclists were observed on Cambridge Street, one traveling in each direction in Winchester.



Looking left from Horn Pond Plaza Left Turn Lane on 9-23-15



Looking west to Cambridge Street median break on the Horn Pond Plaza approach 9-23-15

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- ❖ The sloped median with a guardrail adjacent to the southbound Cambridge Street lanes deters pedestrian crossings.
- ❖ The alternative of approaching accessing the site from the south via the traffic signal at Wildwood Street via Socrates Way and Wainwright Road only makes sense if you are approaching eastbound on Johnson Road, as it takes a few minute longer than using Cambridge Street, even with its U-turn access at the Horn Pond Plaza exit in Woburn opposite a gas station. Due to the U-turn requirement, except for Winchester Fire Department fire trucks, which will need to accomplish a multi-point turn at the Crescent/Country Club Road intersection in Woburn, any trucks or school buses will need to access the site from Wainwright Road approaching from the southwest.
- ❖ Wainwright Road at Cambridge Street between the southerly Wainwright Road sidewalk and the limited sidewalk on the west side of Cambridge Street, near the MBTA Route 350 southbound bus stop, is not ADA compliant (see photo right).



Looking south on the west side of Cambridge Street to SB T stop and Wainwright Road intersection on 9 – 23 - 15

TIAS conformance with industry standard traffic impact and access study guidelines

Off-site

The TIAS identified and examined a reasonably complete study area that will be significantly affected by the development's generated traffic within the Town of Winchester and the City of Woburn.

The TIAS's information as it pertains to the site's expected vehicle trip generation, distribution, and growth assumptions, as well as analyses of existing conditions, No-Build and Build conditions were all done reasonably and acceptably, in accordance with standard traffic engineering principles, Winchester's Journey to Work data, and MassDOT's *Transportation Impact Assessment Guidelines*.

Reported queuing and traffic capacity findings with existing conditions are acceptable and were found to be consistent with site visit observations. Seasonal adjustments, 'background' traffic related to nearby developments, and regional traffic growth rates were done in accordance with typical requirements and are reasonable and acceptable.

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While the crash history data analysis was done using typical crash type and crash rate analyses, *not specifically addressed in the TIAS are conclusions pertaining to the design adequacy of the circulation features on Cambridge Street from a safety perspective.* These features include the *absence of signage or markings indicating U-turns are permitted at either of the two intersections where increased U-turns are proposed,* the absence of any features permitting pedestrians to cross Cambridge Street to access the MBTA northbound bus stop and the absence of a U-turn storage area for the northbound U-turn intersection in the City of Woburn.

MassDOT will review site conditions and the TIAS to determine whether Cambridge Street has an acceptable layout to accommodate the expected increase in U-turning traffic in a safe and efficient manner.¹

The maximum size of a vehicle that can make a U-turns from both the Horn Pond Plaza entrance (in Winchester) and the Horn Pond Plaza exit (in the City of Woburn) should be identified. As it exists, only automobiles entering or leaving Wainwright Road are making, and are able to make, the required U-turns. All larger trucks and buses originated south of the site need to access via Wainwright Road some other way. The Applicant should show the maximum size vehicle that can make a U-turn at both intersections and how much clearance a design vehicle will have to make a U-turn.

Winchester fire emergency access equipment will not be able to make U-turns on Cambridge Street at the Horn Pond Plaza exit.² Fire trucks instead will make a multi-point maneuver to reverse direction at the Country Club Lane/Crescent Street signal in Woburn. Firetruck travel via local back roads results in a 2-minute delay, so the Woburn turnaround will be used. Only fire trucks coming from the closest City of Woburn fire station may approach via a right turn onto Wainwright Road from the north.

Moving trucks as well as delivery/trash removal trucks that will be approaching the Winchester North site from the south cannot use Cambridge Street to access the site via the Horn Pond Plaza exit. If approaching from the south, they will need to use neighborhood streets entering the site, but will be able to leave via a right turn on Cambridge Street when traveling towards Winchester. This will increase truck usage of Wainwright Road.

Contact with the Winchester Safety Officer³ indicated that during the last few years since 2012, only one crash was reported in Winchester at either the Horn Pond Road entrance or at Wainwright Road. Most crashes have occurred at Pond Street and Cambridge Street, which MassDOT has scheduled to be signalized in the near future.

¹ Personal communication, MassDOT District 4 Traffic Engineering staff, Sara Timoner, Traffic Section.

² Personal communication, Chief John Nash, Town of Winchester Fire Department.

³ Personal communication, Safety Officer Groux, Winchester Police Department.

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Without this development, it is anticipated that the future No-Build alternative will not significantly increase U-turns, nor will crash rates at the two U-turn intersections increase without the proposed Winchester North development. Attempted pedestrian crossings of Cambridge Street, while unaddressed, should remain similar to what they are today.

On-site

Based on the submitted site plans, on-site circulation system is reasonable and generally adequate to accommodate anticipated traffic flows. The proposed supply of parking of 146 parking spaces or approximately 1.5 spaces per apartment unit is reasonable based on ITE apartment parking demand data. The site plan leveling area for vehicles approaching Wainwright Road from the site driveway is reasonable and adequate from a grading perspective. On Wainwright Road itself, the existing steep 10% grades will require constant monitoring/treatment during snow/icy conditions. Vehicles approaching from the southwest will have a restricted sight line during heavy snow conditions if snow banks along Wainwright Road exceed 3 feet in height opposite the site driveway along the curve approaching the site from the south.

Providing level uphill and downhill leveling areas on Wainwright Road approaching the future site driveway are not possible, which is why maintaining a sight line looking southwest is particularly important. We note that the adjacent Ledges development has this same issue.

Recommended Traffic Mitigation Measures for Consideration

Additional mitigation elements the Applicant should address include:

- 1) **Enhance the ability of pedestrians who live west of Cambridge Street at Winchester North, Ledges, or Woburn to safely cross it.** In accordance with the MassDOT's Healthy Transportation Directive, future Winchester North residents should have the ability to be able to walk to nearby MBTA Bus Route 350 with services to and from Alewife Garage and to do walk-in business at the Horn Pond Plaza. Doing nothing increases the likelihood that people who live at Winchester North may be injured trying to cross Cambridge Street. We suggest consideration of the following in consultation with MassDOT:
 - Provision of an ADA compliant sidewalk in front of the site along the north side of Wainwright Road to the southbound MBTA bus stop.
 - Consideration of a pedestrian hybrid beacon-controlled 'Z' crossing of Cambridge Street, fully ADA-compliant, connecting the two bus stops with stop enhancements on Cambridge Street in front of the site and across the street. A rough concept sketch of a possible mitigation measure to be considered by the Applicant is attached with photos.

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- As an alternative to the ‘Z’ crossing, consider simultaneously addressing northbound U-turn and pedestrian crossings by signaling the intersection of the Horn Pond Plaza exit/gas station at Cambridge Street in Woburn. While a signal might be warranted and appropriate, constraints related to future signal spacing on Cambridge Street, the guard-rail/grade and absence of a viable accessible sidewalk connecting to the Plaza driveway and bus stop will be very challenging. It would likely require moving the MBTA northbound stop to the Horn Pond Plaza exit intersection in Woburn, and moving the southbound stop closer to Wainwright Road in Winchester, and coordination with the signals at Country Club/Crescent and Pond Streets.

Providing such a controlled pedestrian crossing of Cambridge Street will be challenging given the Cambridge Street traffic high approach speeds.

The solution to this issue is not easy, but the Winchester North development *will surely generate some pedestrian demands* off-site, to and from the buses and the Plaza, whether or not this is addressed. Based on the TIAS data and observations, warrants for a full traffic signal controlling crossing at Wainwright Road will likely *not be met*, not to mention the difficult grading issues.

MassDOT may consider the need for a pedestrian hybrid beacon ‘or HAWK signal during the access permit process for the possible ‘Z’ crossing. A significant issue will be meeting warrants for adding a controlled HAWK crossing and constructing the ADA-compliant crosswalk via median work. In the future, at least 20 pedestrian crossings need to occur during a peak hour to warrant installation of a HAWK signal. HAWK signals are rarely seen in Massachusetts, so motorists and pedestrians would require a public information campaign to understand how they work. If installed, enhanced pedestrian access to the MBTA stops and the Plaza would also benefit the Ledges and nearby Woburn residents who may need to cross Cambridge Street.

- 2) **Confirm with MassDOT that no modifications to the two required U-turn intersections on Cambridge Street – particularly the one in Woburn-- are needed to accommodate additional site-generated traffic.** In aggregate, the TIAS data indicates the site will generate nearly new U-turning demands on this segment of Cambridge Street, approximately mainly in Woburn, but also in Winchester. The TIAS indicates the historic crash rates at these two U-turn locations are lower than the Statewide and District average crash rates for similar intersections. This, while true, should not be interpreted to mean that introducing additional conflict points to a high volume/high speed MassDOT state highway will be acceptable to MassDOT from a safety perspective.

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In particular, increases in U-turn demands at the Horn Pond Plaza Exit in the City of Woburn is the most troubling feature of the vehicle access plan. Conflicts with future U-turns at this intersection operate at LOS F during typical weekday AM and PM peak hours. Congestion increases the possibility for U-turn motorist errors in judgment that can lead to crashes.

Increasing *required* U-turns at both Horn Pond Plaza intersections is a *general* safety concern, especially during snowy/inclement weather.

The TIAS estimates the Winchester North site will generate approximately 20 additional AM peak hour U-turn maneuvers and approximately 31 additional PM peak hour U-turn maneuvers compared to the No-Build. Therefore, U-turns at the two intersections could increase by a total of nearly 300 per day of which approximately 170 will be in Woburn and 130 in Winchester. We estimate this to be a 90% increase in U-turns in Woburn and a 30-35% increase in Winchester U-turns.

Any U-turn maneuver on Cambridge Street at the Horn Pond Plaza entrance (in Winchester) and exit (in Woburn) requires the motorist not only to see well in advance on-coming traffic but to choose a gap in traffic long enough to be able to accelerate up to prevailing speeds. This may be difficult for elderly users and those whose driving abilities are impaired.

3) The Applicant should monitor and address the surface of Wainwright Road between the site and Cambridge Street during all weather conditions. The sight line looking to the southwest should be kept clear of winter snow bank obstructions.

Lastly, we believe existing Cambridge Street design features are not conducive to increasing U-turn maneuvers in Woburn and pedestrian crossings of the median in a safe manner. Mitigation measures should specifically be developed to address this.

The TIAS recommends a contribution be made to the Town to conduct a study of sidewalks including Cambridge Street bus access enhancements. This measure is beneficial, but does not solve the cited Cambridge Street U-turn and crossing issues.

MassDOT, through the access permit process, will decide whether a study is sufficient to address the above two above safety issues or whether actual physical modifications are needed. As Cambridge Street is a MassDOT roadway, we will defer to its judgment about the issues cited.

While we do not believe the above issues represent an *insurmountable obstacle* for the Applicant, further physical mitigation measures beyond those proposed to date should be considered for implementation prior to occupancy.

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FST sincerely appreciates the opportunity to assist the Winchester Zoning Board of Appeals in its deliberations. We are prepared to address questions on the above comments at an upcoming Zoning Board of Appeals meeting.

Very truly yours,
Fay, Spofford & Thorndike
By

A handwritten signature in cursive script, appearing to read "Gary L. Hebert".

Gary L. Hebert, PE
Associate-Consultant

Attachment: Concept Sketch enhanced pedestrian access to MBTA Stops/nearby pedestrian activity generators.

Winchester North Site



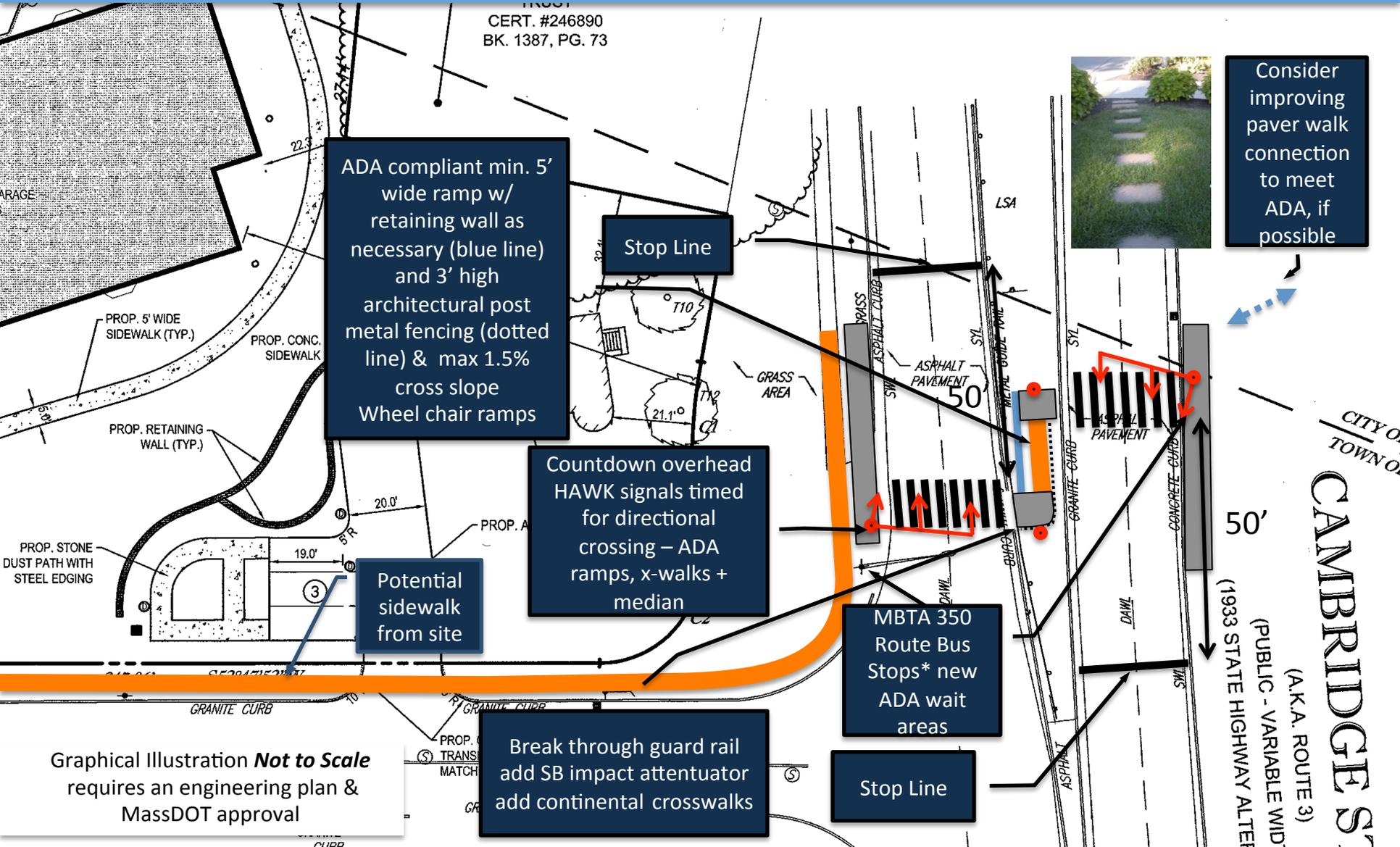
Cambridge Street Looking West to Median & Wainwright Road
(Existing Conditions 9 – 23 – 15)



**Cambridge Street Looking north on Median east of Wainwright Road
(Existing Conditions 9 – 23 – 15)**

Pedestrian Crossing Enhancement for Consideration

Cambridge Street (Route 3) at Wainwright Road
Winchester, Massachusetts





**Cambridge Street Looking north on Median east of Wainwright Road
Pedestrian Crossing Enhancement Concept**