

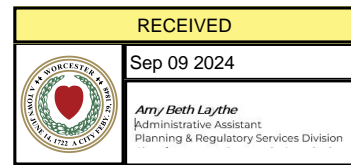


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RE: Transportation Demand Management (TDM) Program for
10 Grosvenor Street project in Worcester, MA 01610

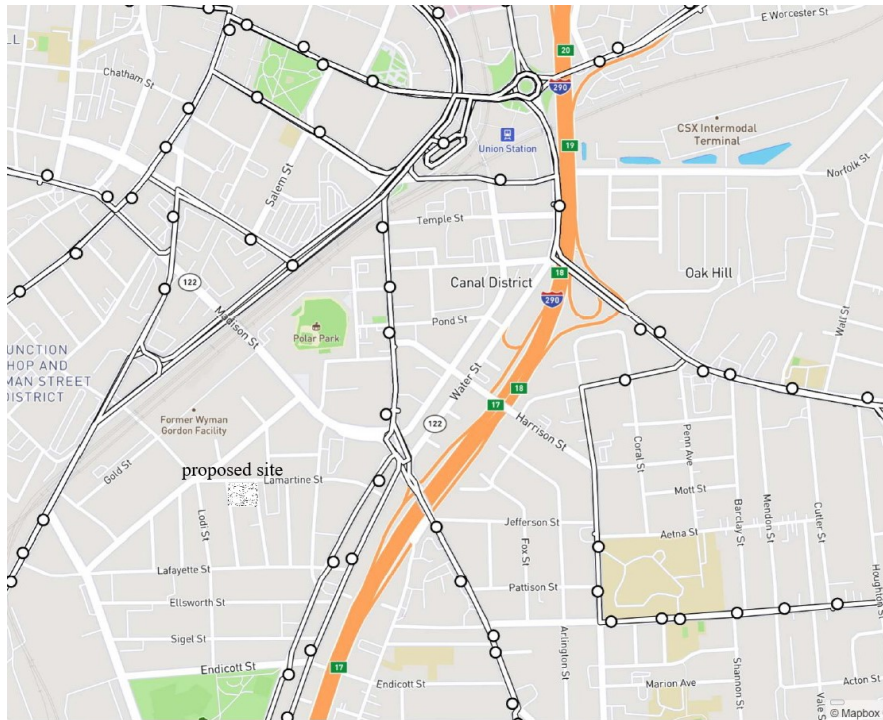
TDM Program

The proposed development at 10 Grosvenor Street, which is located across Grosvenor Street from the 39 Lamartine Street development project, and which includes a total of 12 apartment units, will benefit from many of the city conveniences when it comes to different modes of transportation. The proposed site is located approximately a half mile from the Transportation Hub that provides access to all Worcester Regional Transit Authority (WRTA) bus routes, as well as Greyhound intercity busses, and it is also connected to Worcester Union Station at Washington Square that provides services via Amtrak and the MBTA to points east, including the City of Boston. Thus, this TDM program is largely geared toward the use of these public transportation services and other modes such as pedestrian walkability, bicycling, etc. Therefore, it is suggested the consideration of advancement of the following improvements as part of the Project, which are commensurate with the predicted impact of the Project on the transportation infrastructure and are focused on safety and encouraging the use of alternative modes of transportation to single-occupancy vehicles:

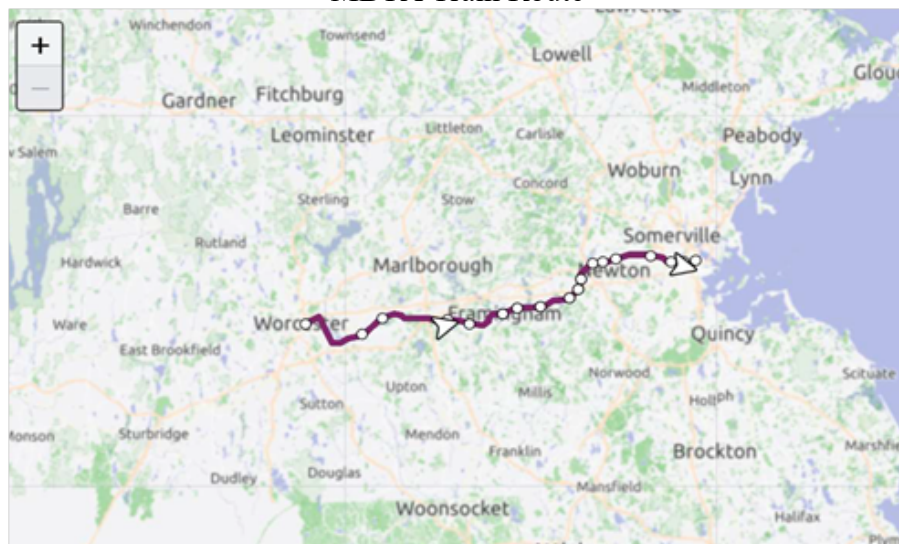
Public Transportation – is a large component of this TDM program. There are WRTA bus stops located within 4-5 minutes of walking distance of the proposed site at 10 Grosvenor Street. Since this area of the Canal District section of the city is being developed with many new residential uses, and since the surrounding streets have sidewalks, this distance could be further reduced to less than a two-minute walk by providing additional bus stops on Green Island Boulevard and/or Lamartine Street. Therefore, WRTA should be consulted about establishing additional bus routes and bus stops in the general area of this and other future developments. Currently, there are bus stops that include WRTA Route 4 with 15-minute headways, two of which are located on Harding Street at Lafayette Street and Lamartine Street for inbound direction, and one is located on Millbury Street at Lafayette Street for outbound direction. The residents of the proposed development could walk 10-13 minutes directly to the Transportation Hub or Union Station to transfer to other parts of the city or for commuting purposes particularly to points east, as far as the City of Boston by utilizing the MBTA train services. Therefore, the need for owning a motor vehicle and available off-street parking facilities is minimal. Also, to further discourage the use of personal vehicles, it is recommended that all information about the above-mentioned public transportation services such as maps of bus routes, bus and MBTA schedules, and

fares should be made available to the future residents of the proposed apartments. Additionally, it is recommended that WRTA be consulted to provide a dynamic monitor placed either inside or outside visible to the residents of both 39 Lamartine Street and the proposed site which will display live information relative to available WRTA routes through the area. Below, is a bus route map that shows the existing bus stops in the vicinity of the proposed development as well as an MBTA map showing the stops along its route to Boston.

WRTA Bus Routes



MBTA Train Route



Walkability – is considered a major part of Healthy Transportation mode and an advantage to the future residents of the proposed development at 10 Grosvenor Street, particularly since all streets to and from the proposed development site have sidewalks and proper handicap ramps at their intersections. The proposed site is bound by Lamartine Street to the north, Grosvenor Street to the east, and Lodi Street to the west. Lamartine Street leads to Harding and Millbury Streets in the easterly direction and to Green Island Boulevard and Hermon Street in the westerly direction. All of the above-mentioned streets provide proper sidewalks and handicap ramps making travel on foot to many points of interest practicable. Therefore, no additional pedestrian accommodation is warranted, further minimizing the need for owning personal motor vehicles and off-street parking facilities.

Bicycling – is also considered a Healthy Transportation mode for the future residents of the proposed site at 10 Grosvenor Street, particularly since several of the streets in proximity of the proposed site feature dedicated bike lanes such as Lamartine Street between Quinsigamond Avenue and Green Island Boulevard, Green Island Boulevard, Harding Street, and Millbury Street. Some other nearby streets that do not have dedicated bike lanes may also be candidates for being marked with Sharrow symbols to let motorists know they have to share the road with bicyclists. Therefore, to further reduce the demand for motor vehicle ownership and on/off-street parking, the proposed site should provide a secure indoor and outdoor bicycle parking facility to accommodate 4-6 bicycles.

Accessible Parking – should be an important component of this TDM program as some residents will ultimately own personal motor vehicles that will need off-street parking accommodation. Although this demand will be significantly lower than in other locations with lower density and less accessibility to public transportation, they will require off-street parking to a lower degree. On-street parking should be made available for use by some of the residents of the proposed site, even if it is for short-term parking to allow passenger pick-up/drop-off and loading and unloading groceries. Presently, on-street parking is allowed on the west side of Lodi Street, except for a dedicated handicap parking space in front of number 5 Lodi Street. Parking is not allowed on the east side of Lodi Street as it is a one-way Street in the southerly direction. Finally, to better manage the available on-site parking and to further discourage the need for personal car ownership, the applicant may have to assign each space only to the few residents who may own a vehicle or even charge a premium for off-street parking. It should be noted that in case of the need for on-street parking for the purpose of moving in/out of these apartments, a special consideration could be obtained from the Parking Control section of the City's DTM's.

Ride-Sharing Mode – is a valuable form of transportation that could further reduce the need for personal vehicle ownership, and thus, reduce traffic on area streets as well as decrease the need for on and off-street parking facilities. On-street parking is currently available on most of all three streets bordering the

proposed site at 10 Grosvenor Street that could be used for ride sharing purposes. Therefore, ride-sharing vehicles can use the nearby on-street parking to pick up/drop off passengers, as they are only short-term parking. Ride-share vehicles can also use the internal off-street parking spaces if on-street parking should not be available. Consequently, no special parking space designation would be necessary.

Work-at-Home – accommodations should be included within the proposed project. Although the COVID-19 pandemic has ended, a sizeable portion of the workforce continues to work from home as both employers and employees have become accustomed to the practice of the work-at-home concept. Therefore, the work-at-home accommodation may take the form of providing a meeting space and potentially a business office in the common area with such amenities as available internet, a computer and a printer.

Transportation Coordinator – or a building superintendent would be an asset for the new residents of the proposed development. The coordinator or superintendent who may also have other responsibilities, would coordinate all components of the above-mentioned TDM program such as providing the new residents with information relative to public transportation, off-street parking arrangements, and bicycle storage.

In conclusion, given the location of the proposed site, the availability of a strong public transportation accommodation and the available walkable and cyclable streets, this project and other similar projects should have little or no impact on the area traffic.

I trust the above TDM program will suffice. Please feel free to contact me should you have any questions or need additional information.

Sincerely,



Ali Khorasani, PE