

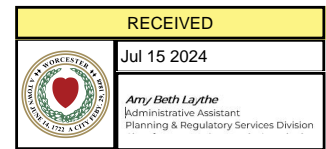


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July 15, 2024

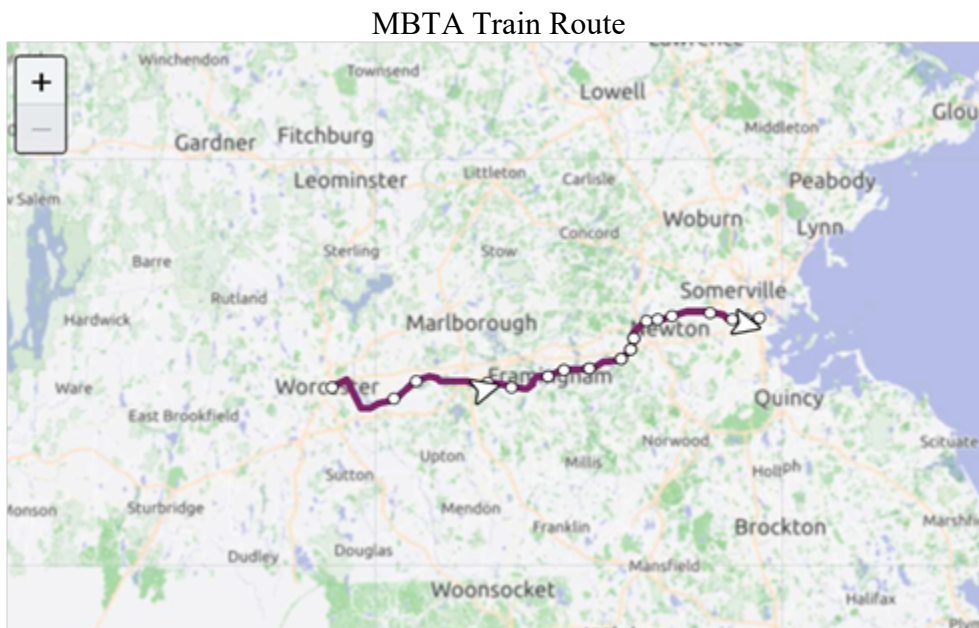
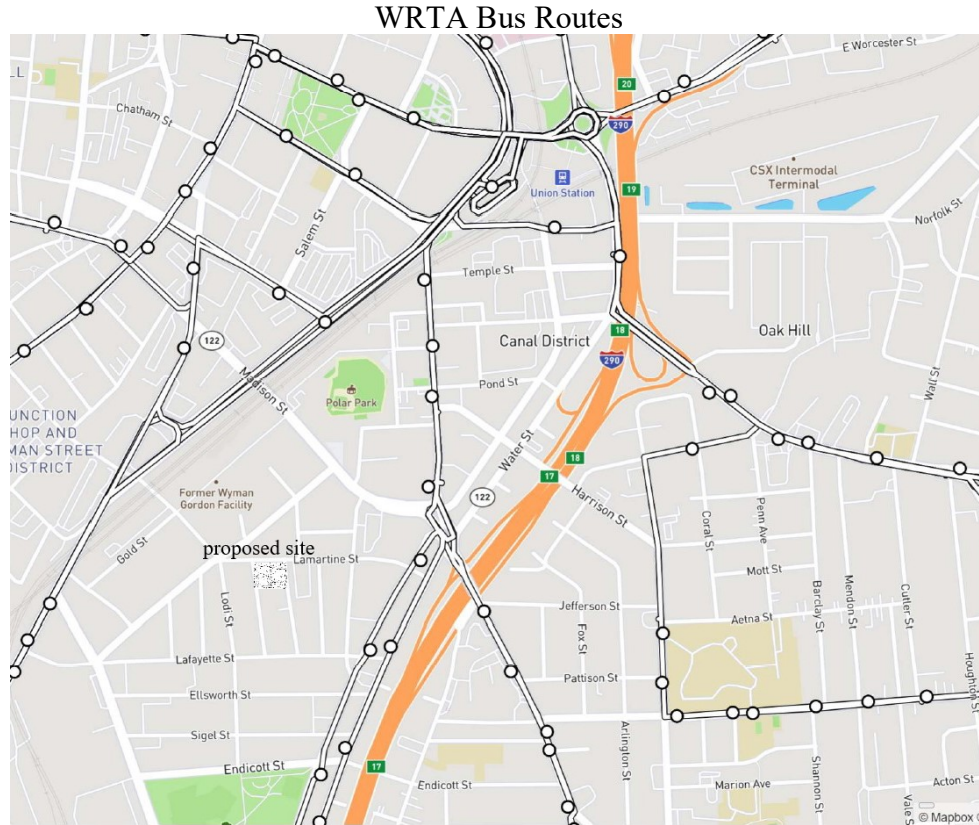
RE: Transportation Demand Management (TDM) Program for  
39 Lamartine Street, Worcester, MA 01610

### **TDM Program**

The proposed development at 39 Lamartine Street, which includes a total of 36 apartment units, will be benefiting from many 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 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 a 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. Since this area is being developed with many new residential uses, this distance could be further reduced to less than a two-minute walk by providing additional bus stops on Green Island Boulevard. Therefore, WRTA should be consulted about establishing additional bus routes and stops in the general area of this and other future developments. These current 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. Passengers can also take the inbound bus to the Transportation Hub and transfer to other routes in any direction. Alternatively, 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 site. Additionally, it is recommended that

WRTA be consulted to provide a dynamic monitor, either inside or outside the building, that displays live information relative to available public transportation. 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.



**Walkability** – is considered a major part of Healthy Transportation mode and an advantage to the future residents of the proposed development, particularly since all streets to and from the proposed development site have sidewalks and proper handicap ramps. The proposed site is bound by Lamartine Street to the north, Meade Street to the east, Grosvenor to the west, and finally, the Worcester Department of Inspectional Services to the south. 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 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 the need for off-street parking facilities.

**Bicycling** – is also considered a Healthy Transportation mode for the future residents of the proposed site, particularly since a number of the streets in close 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 plan provides for a secure indoor bicycle parking facility. Additionally, it is recommended that an outdoor bicycle rack be provided to accommodate at least 6-8 bicycles.

**Accessible Parking** – should be an important component of this TDM program as some residents will ultimately own personal motor vehicles that would 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. On-street parking should be made available for the retail portion of the proposed site as they are always used for short-term parking. Presently, there are no on-street parking restrictions on Meade Street, except a dedicated handicap parking space in front of number 12 Meade Street, a 100-foot distance on the west side of Meade Street from a point just north of the Worcester Inspectional Services Department entrance in the northerly direction, and a distance of 250 feet on the east side of the street from Lamartine Street southerly. Parking is not allowed on the south side of Lamartine Street. To accommodate the needs of the retail use component of this development, it is important to allow a 50-foot distance for short-term parking as shown on the site plan. This will require a petition to the City Council for a change in the existing ordinances for this section of Meade Street. Additionally, to better manage the available on-site parking, and to further discourage the need for personal car ownership, the proponent may have to assign each space only to the few residents who may own a vehicle, or even charge a premium.

**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. Also, 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. Finally, during special events and for the purpose of moving in/out of these apartments, if on-street parking should be needed, a special consideration should be requested from the City DTM’s Parking Control section.

**Work-at-Home** – accommodations should be included within the proposed project. Although the COVID-19 pandemic has ended, a considerable 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 (lobby/lounge) area with such amenities as available internet, a computer and a printer.

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

In conclusion, given the location of the proposed site, the availability of 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