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MEMORANDUM

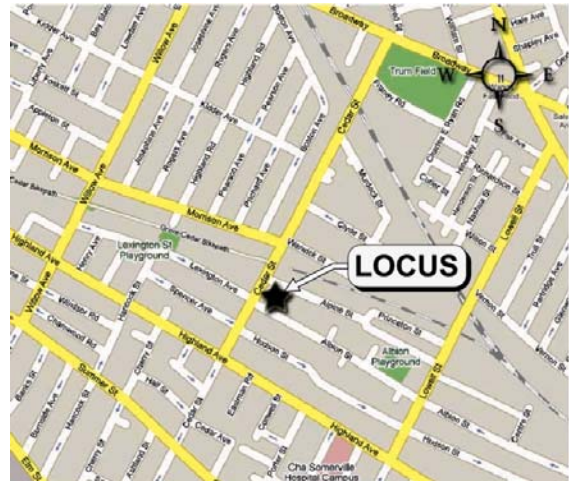
DCI JOB NO. 2006-029

TO: Terry Smith, Traffic Eng.
Somerville Traffic and
Parking Department

FROM: William Carlson
Senior Transportation
Engineer

SUBJECT: **Traffic & Parking Assessment
143-145 Cedar Street**

DATE: January 25, 2012



This memo is a response to DRC's January 12, 2012 comments on the 10-unit residential development which included traffic issues, specifically its impact on Alpine and Lowell Streets and its impact related to the nearby Maxwell Green project. DCI has estimated site generated peak hour trips by utilizing trip rates presented in the ITE Trip Generation Manual - 8th Edition.

With the site driveway on Alpine Street, which is a one-way street in the eastbound direction, exiting vehicles must travel eastbound on Alpine St to Lowell St. The estimated site generated exiting traffic will be 3 trips in the AM peak hour and 2 trips in the PM peak hour. These added trips will have little, if any, measurable impact on traffic flows at the Alpine Street/Lowell Street intersection. DCI observed traffic at this intersection in the AM peak hours and found that Lowell Street traffic has sufficient gaps to accept the added trips and levels-of-service at the intersection will remain unchanged.

The Maxwell Green development on Clyde Street will also add traffic to Lowell Street. Lowell Street is capable of handling the additional traffic from the Maxwell Green development and the 143-145 Cedar Street development.

Vehicles entering the site must do so via Cedar Street to the Alpine Street driveway. Estimated site generated peak hour PM trips are 1-3 vehicles. Again, these added trips are minimal and will have little, if any, measurable impact on traffic flows at the Alpine Street/Cedar Street intersection.