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Traffic Assessment

**Elksy Senior Living Facility
1197 Washington Street
Weymouth, Massachusetts**

Prepared for:

**Elksy Development, LLC
180 Canton Avenue
Milton, MA 02186**

May 18, 2022



Quality



Accuracy



Integrity





Traffic Assessment

To: Mr. Tim Russell
Elksy Development, LLC
180 Canton Avenue
Milton, MA 02186

From: Kirsten Braun, P.E., Associate
Ron Müller, P.E., Principal

Reg: Elksy Senior Living Facility
1197 Washington Street
Weymouth, MA

Date: May 18, 2022
Project #: 22029

INTRODUCTION

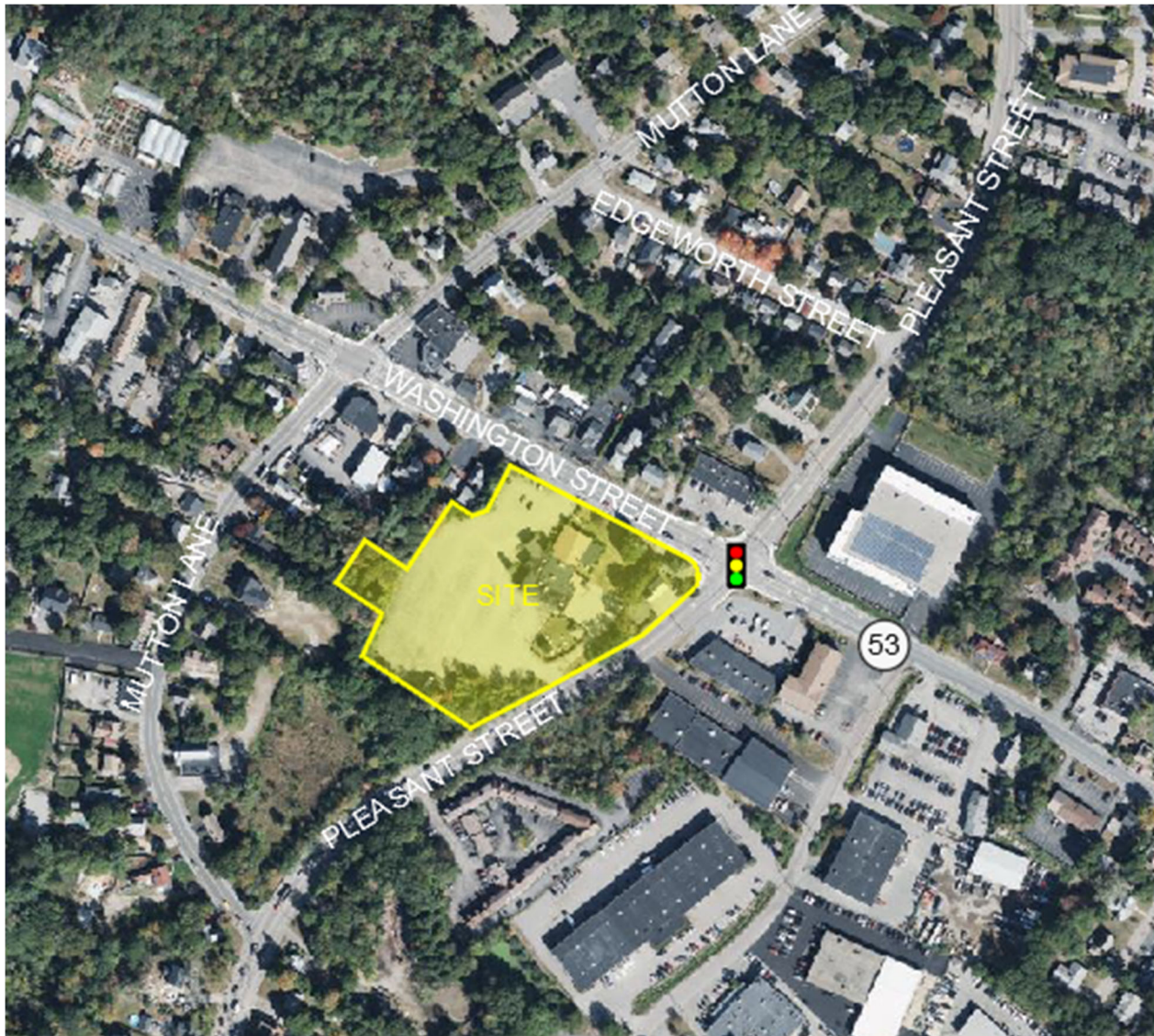
Ron Müller & Associates (RMA) has conducted this Traffic Assessment for the proposed independent senior housing community to be constructed on the corner of Pleasant Street and Washington Street at 1197 Washington Street in Weymouth, Massachusetts. As proposed, the existing Lodge of Elks club on site will be razed and a three-story building containing 147 independent senior living units will be constructed. Access will be provided via two full access driveways, one on Washington Street and another on Pleasant Street. Washington Street (Route 53) adjacent to the site is under Massachusetts Department of Transportation (MassDOT) jurisdiction and a Highway Access Permit will therefore be required for the new driveway. A total of 133 parking spaces are proposed on site. The site location is shown in Figure 1.

This report has been prepared to estimate the project traffic generation, evaluate the safety of the site access points, and provide a qualitative assessment of the impacts of this traffic on the adjacent streets. As documented in this report, assuming the removal of overgrown vegetation, the proposed site driveway intersections with Pleasant Street and Washington Street exceed the minimum required sight distances and therefore safe operation can be expected. It is recommended that any proposed landscaping, signs or fencing in the vicinity of the driveways be kept low (maximum 2 feet in height from street level), or set back sufficiently so as not to impede the available sight distances.

Traffic volume increases during the weekday AM peak hour are expected in the range of three to 16 additional vehicles on Washington Street and three to seven additional vehicles on Pleasant Street. These increases represent on average about one additional vehicle every three to 20 minutes. As the Lodge of Elks club is currently generating traffic during the weekday PM peak hour, volume

increases are expected to be negligible during this time period and well within the daily fluctuation of traffic.

Figure 1
Site Location Map



It is recommended that all internal roadways through the parking lot be a minimum of 24 feet wide. STOP signs (R1-1) and stop lines should be installed at both driveway exits. Both driveways

should be 24 feet in width, provide 30-foot corner radii, and be constructed in accordance with MassDOT Standard Detail E 107.7.0 providing a cement concrete driveway apron that allows the sidewalk to continue across the driveways without the need for wheelchair ramps.

TRAFFIC VOLUMES

Traffic volumes along Washington Street and Pleasant Street near the site were obtained from an automatic traffic recorder (ATR) count conducted in April 2022. To determine if the count data needed to be adjusted to represent annual average-month conditions consistent with state and local guidelines for traffic impact assessment, historical traffic volume data were obtained from MassDOT. Based on the nearest MassDOT permanent count station with the most complete data, located on Route 3 at the Route 18 exit (Station 6255), traffic during the month of April is approximately one percent above annual average-month conditions. Therefore, to provide a conservative assessment, the traffic volumes were not adjusted. The ATR counts and the MassDOT permanent count station data are provided in the Appendix.

Additionally, given the current traffic conditions associated with the coronavirus pandemic, historic traffic counts in the area were reviewed to determine if the counts collected needed to be adjusted to represent normal, pre-COVID traffic conditions. Using the same permanent count station mentioned above it was found that traffic in April 2019 was approximately one percent higher than April 2022. Therefore, the counts were adjusted upwardly by one percent to represent normal, pre-pandemic conditions. Table 1 summarizes the adjusted 2021 Existing traffic volumes on the study roadways.

Table 1
Existing Traffic Volume Summary

Location	Daily Volume ^a	Peak Hour Volume ^b	K-Factor ^c	Directional Distribution ^d
Pleasant Street adjacent to the Site:	15,955	AM: 1,277 PM: 1,333	8.0% 8.4%	55% NB 52% NB
Washington Street adjacent to the Site:	9,485	AM: 606 PM: 753	6.4% 7.9%	59% WB 51% EB

^a In vehicles per day.

^b In vehicles per hour.

^c Percentage of daily traffic occurring during the peak hour.

^d NB = northbound, WB = westbound, EB = eastbound.

VEHICLE SPEEDS

Vehicle speed measurements were conducted along Pleasant Street and Washington Street adjacent to the site by measuring the elapsed time for vehicles traveling a short, pre-measured distance between two checkpoints. The travel time was recorded using automatic traffic recorders and the speed is derived by dividing the elapsed time into the measured distance between checkpoints. The results of the speed measurements are summarized in Table 2.

Table 2
Observed Travel Speeds ^a

Location/Direction	Posted Speed Limit	Average Speed	85 th Percentile Speed ^b
Pleasant Street adjacent to the Site			
Northbound	30	30	35
Southbound	30	31	34
Washington Street adjacent to the Site			
Eastbound	35	21	27
Westbound	35	26	30

^a In miles per hour (mph).

^b Speed at, or below which 85 percent of all observed vehicles travel.

As shown in Table 2, average travel speeds along Pleasant Street adjacent to the site are comparable to the posted speed limit of 30 miles per hour (mph) with 30 mph traveling northbound and 31 mph traveling southbound. The 85th percentile speeds were slightly higher than the posted speed limit with 35 mph traveling northbound and 34 mph traveling southbound.

Average travel speeds along Washington Street adjacent to the site were much lower than the posted speed limit of 35 mph, with 21 mph traveling eastbound and 26 mph traveling westbound. The 85th percentile speeds were comparable to the posted speed limit with 27 mph traveling eastbound and 30 mph traveling westbound. The lower travel speeds are likely attributed to the traffic signal just east of the site driveway, as vehicles were either accelerating or decelerating as they approached or departed the traffic signal.

The higher of the 85th percentile speed or the posted speed limit were used in calculation of minimum sight distance requirements at the site driveways located on Pleasant Street and Washington Street as described below.

SIGHT DISTANCE

To identify potential safety concerns associated with site access and egress, sight distances have been evaluated at the proposed site driveway intersections with Pleasant Street and Washington Street to determine if the available sight distances for vehicles exiting the site meet or exceed the minimum distances required for approaching vehicles to safely stop. The available sight distances were compared with minimum requirements, as established by the American Association of State Highway and Transportation Officials (AASHTO).¹ AASHTO is the national standard by which vehicle sight distance is calculated, measured, and reported. The Massachusetts Department of Transportation (MassDOT) and the Executive Office of Energy and Environmental Affairs (EEA) require the use of AASHTO sight distance standards when preparing traffic impact assessments and studies, as stated in their guidelines for traffic impact assessments.

Sight distance is the length of roadway ahead that is visible to the driver. Stopping Sight Distance (SSD) is the minimum distance required for a vehicle traveling at a certain speed to safely stop before reaching a stationary object in its path. The values are based on a driver perception and reaction time of 2.5 seconds and a braking distance calculated for wet, level pavements. When the roadway is either on an upgrade or downgrade, grade correction factors are applied. Stopping sight distance is measured from an eye height of 3.5 feet to an object height of 2 feet above street level, equivalent to the taillight height of a passenger car. The SSD is measured along the centerline of the traveled way of the major road.

Intersection sight distance (ISD) is provided on minor street approaches to allow the drivers of stopped vehicles a sufficient view of the major roadway to decide when to enter the major roadway. By definition, ISD is the minimum distance required for a motorist exiting a minor street to turn onto the major street, without being overtaken by an approaching vehicle reducing its speed from the design speed to 70 percent of the design speed. ISD is measured from an eye height of 3.5 feet to an object height of 3.5 feet above street level. The use of an object height equal to the driver eye height makes intersection sight distances reciprocal (i.e., if one driver can see another vehicle, then the driver of that vehicle can also see the first vehicle). When the minor street is on an upgrade that exceeds 3 percent, grade correction factors are applied.

SSD is generally more important as it represents the minimum distance required for safe stopping while ISD is based only upon acceptable speed reductions to the approaching traffic stream. However, the ISD must be equal to or greater than the minimum required SSD in order to provide safe operations at the intersection. In accordance with the AASHTO manual, *“If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions. However, in some cases, this may require a major-road vehicle to stop or slow to accommodate the maneuver by a minor-road vehicle. To enhance traffic operations, intersection sight distances that exceed stopping sight distances are desirable along the major road.”*

¹A Policy on Geometric Design of Highways and Streets; American Association of State Highway and Transportation Officials (AASHTO); 2009.

Accordingly, ISD should be at least equal to the distance required to allow a driver approaching the minor road to safely stop.

The available sight distances at the proposed site driveways on Pleasant Street and Washington Street were measured and compared to minimum requirements as established by AASHTO. The 85th percentile speeds on Pleasant Street were used over the posted speed limit of 30 mph to determine the minimum required sight distances. Since the posted speed limit of 35 mph on Washington Street is higher than the 85th percentile speeds, the posted speed limit was used to determine the minimum required sight distances. The required minimum sight distances are compared to the available distances, as shown in Table 3.

Table 3
Sight Distance Summary

Location/Direction	Intersection Sight Distance (feet)		
	Measured	Minimum Required ^a	Desirable ^b
Pleasant Street at Site Driveway:			
North of intersection	364	235	335
South of Intersection	500+	250	335
Washington Street at Site Driveway:			
East of intersection	500+	250	390
West of Intersection	416	250	390

^a Values based on AASHTO SSD requirements for an 85th percentile speed of 35 mph traveling northbound and 34 mph traveling southbound on Pleasant Street and the posted speed limit of 35 mph on Washington Street.

^b Values based on AASHTO ISD requirements for a posted speed limit of 30 mph on Pleasant Street and 35 mph on Washington Street.

As shown in the table, both the minimum required and desirable sight distances are exceeded at the proposed site driveway on Washington Street and safe operation of the driveway can therefore be expected. On Pleasant Street, the minimum required sight distances are exceeded looking both directions from the proposed site driveway. The desirable sight distance can be achieved with the removal of overgrown vegetation near the site driveway. Safe operation of this driveway can therefore also be expected. To ensure that maximum sight distances are maintained, it is recommended that any proposed landscaping or signs in the vicinity of the driveways be kept low (maximum two feet in height from street level), or set back sufficiently so as not to impede the available sight distances.

TRIP GENERATION

The traffic to be generated by the proposed senior housing residential development was estimated using the 11th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*². The site plan prepared by Crocker Design Group, shows 147 senior housing units being built on site. There will be a mix of studio, one bedroom and two-bedroom units. The proposed building will be three-stories tall. Accordingly, ITE Land Use Code (LUC) 252 (Senior Adult Housing - Attached) was used in estimating the traffic generation characteristics of the project, as shown in Table 4. The trip generation calculations are provided in the Appendix.

Table 4
Trip Generation Summary

Time Period	Senior Adult Housing ^a
Weekday Daily	450
Weekday AM Peak Hour	
Enter	10
Exit	19
Total	29
Weekday PM Peak Hour	
Enter	21
Exit	16
Total	37

^a ITE Land Use Code 252 (Senior Adult Housing - Attached) for 147 units.

As shown, the senior housing development is expected to generate 450 weekday daily vehicle trips, with 29 vehicle trips (10 in and 19 out) occurring during the weekday AM peak hour and 37 vehicle trips (21 in and 16 out) occurring during the weekday PM peak hour.

The site is currently occupied by the Lodge of Elks, a fraternal organization that provides event space for various occasions. Accordingly, a comparison was made between the current use and the proposed senior living facility to determine the change in traffic between the two uses. To compare the trip generation between the two uses, traffic counts were conducted at the existing site driveways on Washington Street and Pleasant Street to determine how much traffic the site currently generates. The Lodge of Elks is open Monday, Wednesday, Friday and Saturday from

² *Trip Generation Manual, 11th Edition*; Institute of Transportation Engineers; Washington, DC; 2021.

3:00 PM to 11:00 PM with the busiest operating days being Thursday and Saturday. Therefore, counts were conducted on Thursday, May 5, 2022 during the weekday PM peak period (between 4:00 PM and 6:00 PM) as this is when the site and the adjacent streets generate the greatest volume of traffic. Table 5 summarizes this trip generation comparison. The traffic counts are provided in the Appendix.

Table 5
Trip Generation Comparison

Time Period	Proposed Senior Living Facility ^a	Existing Lodge of Elks Traffic Generation ^b	Change in Site Trips
Weekday AM Peak Hour			
Enter	10	0	+10
<u>Exit</u>	<u>19</u>	<u>0</u>	<u>+19</u>
Total	29	0	+29
Weekday PM Peak Hour			
Enter	21	20	+1
<u>Exit</u>	<u>16</u>	<u>12</u>	<u>+4</u>
Total	37	32	+5

^a From Table 4.

^b Based on counts conducted at the existing site driveways on Washington Street and Pleasant Street on May 5, 2022.

As shown, since the existing Lodge of Elks facility doesn't open until 3:00 PM, the proposed senior living facility will generate 29 additional trips (10 in and 19 out) during the weekday AM peak hour. During the weekday PM peak hour, a much smaller increase in trips is anticipated with 5 additional trips (1 in and 4 out) expected.

TRIP DISTRIBUTION

The distribution of traffic generated by the project is based on Journey-to-Work data provided by the U.S. Census Bureau for people residing in Weymouth. A summary of the Journey-to-Work data is provided in the Appendix. Accordingly, approximately 55 percent of the new site traffic is expected to/from the west on Washington Street, 10 percent is expected to/from the east on Washington Street, 10 percent is expected to/from the south on Pleasant Street and 25 percent is expected to/from the north on Pleasant Street.

TRAFFIC INCREASES

Traffic volume increases on Washington Street during the weekday AM peak hour are expected in the range of 3 to 16 vehicles, representing on average about one additional vehicle every four to 20 minutes. On Pleasant Street, traffic increases during the weekday AM peak hour are expected in the range of three to seven additional vehicles, representing about one additional vehicle every eight and a half to 20 minutes. Traffic increases during the weekday PM peak hour are expected to be negligible and well within the daily fluctuation of traffic.

MEPA THRESHOLDS

The site abuts and proposes to access a state highway (Route 53) and therefore will require a Highway Access Permit from MassDOT. Massachusetts Environmental Policy Act (MEPA) review of the project is required if the project requires a Highway Access Permit from MassDOT and exceeds one or more of the following review thresholds:

- Generation of 2,000 or more daily vehicle trips
- Creation of 300 or more new parking spaces
- Generation of 1,000 or more daily vehicle trips plus 150 or more parking spaces
- Creation of 5 or more acres of additional impervious surface
- Alteration of 25 or more acres of additional land
- Site is located within an Area of Critical Environmental Concern (ACEC)

As shown in Table 4, even excluding the daily volume of traffic currently generated by the Lodge of Elks club, the project will generate only 450 weekday daily vehicle trips, well below the above thresholds. The site plan shows a total of 133 parking spaces proposed on site. The transportation review thresholds are accordingly not exceeded. The total site area is less than 5 acres and the land thresholds regarding impervious surface and land alteration will accordingly not be exceeded. Finally, the site is not located within an ACEC as designated by the Secretary of Environmental Affairs. MEPA review of the project will therefore not be required.

SITE ACCESS

Access to the 147 senior housing units is proposed via two full access driveways, one on Pleasant Street and one on Washington Street. The driveways will be connected via a travel lane that circulates through the parking lot around the front of the building. It is recommended that all internal roadways be a minimum of 24 feet wide. It is further recommended that STOP signs (R1-

1) and stop lines be installed at both driveways. Since Washington Street is a state highway, the driveway should be 24 feet in width, provide 30-foot corner radii, and be constructed in accordance with MassDOT Standard Detail E 107.7.0 providing a cement concrete driveway apron that allows the sidewalk to continue across the driveway without the need for wheelchair ramps. Although not a state highway, the Pleasant Street driveway should be similarly constructed.

PARKING DEMAND

Parking demand for the site was estimated using the ITE *Parking Generation*, 5th Edition³. Based on LUC 252 for Senior Adult Housing – Attached, the ITE has found an average peak parking demand of 0.61 spaces per dwelling unit and an 85th percentile peak parking demand of 0.67 spaces per dwelling unit. Based on these studies, the proposed 147-unit senior housing facility is expected to have an average parking demand of 90 parking spaces and an 85th percentile peak parking demand of 99 spaces. The site plan proposes 133 parking spaces for the senior housing facility. This supply exceeds both the average and 85th percentile peak parking demand projections using the nationally-accepted guidelines of the ITE.

Parking demand was also estimated using empirical data supplied by Buildable Sites, LLC. Parking data were collected at 16 similar senior living facilities and parking ratios were developed. Based on the data, parking ratios ranged from 0.44 to 0.75 spaces per unit. Conservatively utilizing a parking ratio of 0.75 spaces per unit, 146 units would require 111 parking spaces. Since 133 parking spaces are proposed on site, demand can be met. The empirical parking data are included in the Appendix.

CONCLUSIONS

- The project will raze the existing Lodge of Elks club on site and a new three-story building containing 147 independent senior living units will be constructed. Access will be provided via two full access driveways, one on Washington Street and another on Pleasant Street.
- The development project is expected to generate 450 vehicle trips, with 29 vehicle trips (10 in and 19 out) occurring during the weekday AM peak hour and 37 vehicle trips (21 in and 16 out) occurring during the weekday PM peak hour.
- The site is currently occupied by the Lodge of Elks that is open Monday, Wednesday, Friday and Saturday from 3:00 PM to 11:00 PM. Since the lodge is not open during the weekday AM peak hour, all of the traffic generated by the senior living facility will be new

³ *Parking Generation, 5th Edition*; Institute of Transportation Engineers; Washington, DC; January 2019.

during this time period. However, based on traffic counts conducted at the existing driveways during the weekday PM peak period, the proposed senior living facility will generate only five trips more than the existing use.

- Traffic volume increases during the weekday AM peak hour are expected in the range of three to 16 additional vehicles on Washington Street and three to seven additional vehicles on Pleasant Street. These increases represent on average about one additional vehicle every three to 20 minutes. As the Lodge of Elks club is currently generating traffic during the weekday PM peak hour, volume increases are expected to be negligible during this time period and well within the daily fluctuation of traffic.
- It is recommended that all internal roadways through the parking lot be a minimum of 24 feet wide. STOP signs (R1-1) and stop lines should be installed at both driveway exits. Both driveways should be 24 feet in width, provide 30-foot corner radii, and be constructed in accordance with MassDOT Standard Detail E 107.7.0 providing a cement concrete driveway apron that allows the sidewalk to continue across the driveways without the need for wheelchair ramps.
- Assuming the removal of overgrown vegetation, the minimum required sight distances as well as the desired sight distances are exceeded at both site driveways on Pleasant Street and Washington Street and therefore safe operation can be expected.
- It is recommended that any proposed landscaping or signs in the vicinity of the driveway be kept low to the ground (less than two feet above street level) or set back sufficiently so as not to impede sight distances for drivers exiting the site.
- The site plan proposes 133 parking spaces for the senior living facility. This supply exceeds both average and 85th percentile peak parking demand projections using nationally-accepted guidelines.
- Empirical parking data were also collected at 16 similar senior living facilities. Based on these data, a maximum parking demand of 111 spaces is expected. Given that 133 parking spaces are proposed on site, the parking demand can be met.
- The site abuts and proposes to access a state highway (Route 53) and therefore will require a Highway Access Permit from MassDOT. MEPA review of the project however will not be required as none of the thresholds are exceeded.

APPENDIX

Traffic Count and Vehicle Speed Data
Traffic Count Adjustment Data
Trip Generation Calculations
Journey-to-Work Data
Buildable Sites Parking Data

22029001

4/12/2022	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	1	0	3	2	3	0	4	1	0	0	14
1:00	0	0	0	0	0	0	3	3	0	0	0	0	0	1	7
2:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
3:00	0	0	0	1	0	2	2	1	0	0	0	0	0	1	7
4:00	0	0	0	1	4	0	5	3	2	4	1	0	0	1	21
5:00	0	0	0	1	2	7	14	4	4	6	2	2	4	0	46
6:00	0	0	0	0	6	17	32	19	30	19	9	4	4	4	144
7:00	0	0	2	6	18	25	47	60	36	20	10	1	6	1	232
8:00	0	0	1	18	20	27	41	61	53	21	9	6	2	0	259
9:00	0	0	4	10	16	41	56	65	54	20	10	7	0	1	284
10:00	0	0	15	26	32	34	53	61	55	17	15	3	4	3	318
11:00	0	0	35	37	32	53	84	54	34	8	11	4	0	0	352
12:00 PM	0	0	2	10	24	50	77	74	54	23	12	7	2	0	335
1:00	0	0	3	10	41	37	77	64	41	29	17	8	3	1	331
2:00	0	0	17	26	49	60	80	68	45	22	8	2	1	1	379
3:00	0	0	28	18	43	52	86	71	38	17	9	1	0	1	364
4:00	0	0	18	17	39	57	95	86	34	19	7	4	2	0	378
5:00	0	0	6	16	40	27	98	67	43	27	13	1	3	2	343
6:00	0	0	0	4	13	36	61	81	47	26	6	2	3	0	279
7:00	0	0	0	0	10	22	48	65	42	13	9	0	2	2	213
8:00	0	0	0	0	6	20	31	42	32	14	2	2	1	1	151
9:00	0	0	0	0	8	15	22	25	21	6	1	2	0	0	100
10:00	0	0	0	1	3	11	15	13	12	7	2	0	0	0	64
11:00	0	0	0	0	5	7	9	6	7	4	4	0	0	2	44
Total	0	0	131	202	412	600	1041	996	687	322	161	57	37	22	4668
Percentile				15th	50th	85th	95th								
Speed				15	20	27	31								
Mean Speed (Average)				21.4											
10 MPH Pace Speed				17-26											
Number in Pace				2921											
Percent in Pace				62.6%											
Number > 24 MPH				1286											
Percent > 24 MPH				27.5%											

Location : Route 53 (Washington St)

22029001

Location : West of Elks Driveway

City/State: Weymouth, MA

Direction: WB,

4/12/2022	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	4	4	7	2	1	1	19
1:00	0	0	0	0	0	0	0	1	2	0	5	0	0	0	8
2:00	0	0	0	0	0	0	0	1	1	1	1	1	0	1	6
3:00	0	0	0	0	0	0	0	1	2	3	1	1	2	1	11
4:00	0	0	0	0	0	0	0	0	6	7	4	3	3	0	23
5:00	0	0	0	0	0	0	8	4	19	22	12	8	4	3	80
6:00	0	0	2	4	2	2	7	20	43	44	38	16	8	1	187
7:00	0	0	2	15	10	16	12	60	76	79	45	15	4	6	340
8:00	0	0	4	12	6	7	25	46	66	72	48	7	7	2	302
9:00	0	0	2	5	5	14	23	43	80	38	27	10	3	7	257
10:00	0	0	6	6	4	12	32	47	73	56	27	7	3	0	273
11:00	0	0	18	10	22	29	57	68	70	45	26	3	2	0	350
12:00 PM	0	0	10	14	15	19	51	59	76	52	24	12	2	0	334
1:00	0	0	4	3	6	10	24	56	99	68	31	12	3	0	316
2:00	0	0	9	13	10	15	42	74	97	43	37	9	2	0	351
3:00	0	0	5	7	18	10	22	59	88	60	23	12	5	0	309
4:00	0	0	4	9	17	15	32	53	84	77	41	12	7	4	355
5:00	0	0	10	11	17	8	38	63	88	67	48	17	1	0	368
6:00	0	0	3	8	7	5	14	38	58	60	36	11	2	3	245
7:00	0	0	3	0	3	5	21	44	48	33	29	7	2	3	198
8:00	0	0	0	0	2	2	21	23	55	50	16	7	2	0	178
9:00	0	0	0	0	0	2	5	12	19	28	18	9	5	2	100
10:00	0	0	0	0	1	0	0	9	15	7	9	3	3	1	48
11:00	0	0	0	0	0	0	1	2	8	13	2	6	0	1	33
Total	0	0	82	117	145	171	435	783	1177	929	555	190	71	36	4691

Percentile 15th 50th 85th 95th
Speed 19 25 30 34

Mean Speed (Average) 25.9

10 MPH Pace Speed 21-30

Number in Pace 3070

Percent in Pace 65.4%

Number > 24 MPH 2958

Percent > 24 MPH 63.1%

22029001

4/13/2022	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	2	5	1	0	1	0	9
1:00	0	0	0	0	0	0	0	2	1	2	3	2	1	1	12
2:00	0	0	0	0	0	0	1	0	0	2	1	0	1	0	5
3:00	0	0	0	0	0	0	0	0	0	1	3	1	1	1	7
4:00	0	0	0	0	0	0	0	1	6	7	5	1	1	0	21
5:00	0	0	0	0	0	0	3	4	18	13	10	7	5	2	62
6:00	0	0	1	0	12	4	9	25	36	48	24	16	9	4	188
7:00	0	0	0	12	9	8	18	36	68	67	42	19	10	5	294
8:00	0	0	11	15	13	13	31	36	62	61	40	14	6	0	302
9:00	0	0	2	3	7	11	35	47	88	83	39	12	3	2	332
10:00	0	0	4	8	7	7	27	52	69	44	34	15	3	3	273
11:00	0	0	4	4	12	9	33	70	80	67	38	6	4	3	330
12:00 PM	0	0	3	4	16	17	46	82	76	68	33	10	3	4	362
1:00	0	0	11	12	10	7	41	83	73	55	31	11	4	1	339
2:00	0	0	5	11	16	15	46	65	88	72	23	6	7	0	354
3:00	0	0	4	12	18	13	53	64	79	65	25	9	8	0	350
4:00	0	0	10	19	18	10	42	61	80	64	31	10	4	1	350
5:00	0	0	3	5	14	11	26	43	83	53	32	7	5	2	284
6:00	0	0	0	5	15	13	15	25	76	55	52	15	5	1	277
7:00	0	0	3	1	3	2	19	38	66	47	28	4	4	1	216
8:00	0	0	0	0	2	4	11	26	38	38	22	3	10	0	154
9:00	0	0	0	0	0	0	7	12	35	25	20	8	5	0	112
10:00	0	0	0	0	0	0	2	2	15	17	15	4	2	2	59
11:00	0	0	0	0	0	0	2	3	4	12	8	1	1	1	32
Total	0	0	61	111	172	145	466	777	1143	971	560	181	103	34	4724
Percentile															
Speed				15th	50th	85th	95th								
Mean Speed (Average)				19	25	30	34								
10 MPH Pace Speed				21-30											
Number in Pace				3075											
Percent in Pace				65.1%											
Number > 24 MPH				2992											
Percent > 24 MPH				63.3%											
Grand Total	0	0	143	228	317	316	901	1560	2320	1900	1115	371	174	70	9415
Stats															
Percentile				15th	50th	85th	95th								
Speed				19	25	30	34								
Mean Speed (Average)				25.9											
10 MPH Pace Speed				21-30											
Number in Pace				6145											
Percent in Pace				65.3%											
Number > 24 MPH				5950											
Percent > 24 MPH				63.2%											

Location : Route 53 (Washington St)

22029001

Location : West of Elks Driveway

City/State: Weymouth, MA

Direction: Combined

4/12/2022	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	1	0	3	2	7	4	11	3	1	1	33
1:00	0	0	0	0	0	0	3	4	2	0	5	0	0	1	15
2:00	0	0	0	0	0	0	2	2	1	1	1	1	0	1	9
3:00	0	0	0	1	0	2	2	2	2	3	1	1	2	2	18
4:00	0	0	0	1	4	0	5	3	8	11	5	3	3	1	44
5:00	0	0	0	1	2	7	22	8	23	28	14	10	8	3	126
6:00	0	0	2	4	8	19	39	39	73	63	47	20	12	5	331
7:00	0	0	4	21	28	41	59	120	112	99	55	16	10	7	572
8:00	0	0	5	30	26	34	66	107	119	93	57	13	9	2	561
9:00	0	0	6	15	21	55	79	108	134	58	37	17	3	8	541
10:00	0	0	21	32	36	46	85	108	128	73	42	10	7	3	591
11:00	0	0	53	47	54	82	141	122	104	53	37	7	2	0	702
12:00 PM	0	0	12	24	39	69	128	133	130	75	36	19	4	0	669
1:00	0	0	7	13	47	47	101	120	140	97	48	20	6	1	647
2:00	0	0	26	39	59	75	122	142	142	65	45	11	3	1	730
3:00	0	0	33	25	61	62	108	130	126	77	32	13	5	1	673
4:00	0	0	22	26	56	72	127	139	118	96	48	16	9	4	733
5:00	0	0	16	27	57	35	136	130	131	94	61	18	4	2	711
6:00	0	0	3	12	20	41	75	119	105	86	42	13	5	3	524
7:00	0	0	3	0	13	27	69	109	90	46	38	7	4	5	411
8:00	0	0	0	0	8	22	52	65	87	64	18	9	3	1	329
9:00	0	0	0	0	8	17	27	37	40	34	19	11	5	2	200
10:00	0	0	0	1	4	11	15	22	27	14	11	3	3	1	112
11:00	0	0	0	0	5	7	10	8	15	17	6	6	0	3	77
Total	0	0	213	319	557	771	1476	1779	1864	1251	716	247	108	58	9359

Percentile 15th 50th 85th 95th
Speed 16 23 29 33

Mean Speed (Average) 23.7
10 MPH Pace Speed 18-27
Number in Pace 5520
Percent in Pace 59.0%
Number > 24 MPH 4244
Percent > 24 MPH 45.4%

22029001

4/13/2022	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	3	3	5	0	4	5	3	0	1	0	24
1:00	0	0	0	0	1	2	3	3	1	3	4	2	2	1	22
2:00	0	0	0	0	0	1	1	2	2	2	1	0	1	0	10
3:00	0	0	0	0	1	1	0	1	1	2	3	1	2	1	13
4:00	0	0	0	0	2	4	5	4	8	10	6	1	2	1	43
5:00	0	0	0	0	5	11	11	13	27	20	12	8	5	4	116
6:00	0	0	2	4	22	20	28	55	70	66	27	19	11	8	332
7:00	0	0	0	15	27	43	61	84	105	85	59	24	13	8	524
8:00	0	0	16	20	49	48	84	103	100	91	57	19	10	0	597
9:00	0	0	3	7	21	44	96	116	144	109	49	17	6	3	615
10:00	0	0	28	28	27	54	94	98	108	70	42	16	8	4	577
11:00	0	0	23	29	42	58	110	148	110	89	47	11	6	3	676
12:00 PM	0	0	21	24	73	59	140	157	110	86	44	12	5	4	735
1:00	0	0	43	34	42	62	99	139	116	79	35	17	7	1	674
2:00	0	0	32	38	60	67	122	137	132	91	30	14	7	0	730
3:00	0	0	37	48	80	59	140	127	123	78	30	11	8	0	741
4:00	0	0	40	46	81	65	128	127	112	78	34	12	5	1	729
5:00	0	0	33	25	62	47	83	119	116	72	42	9	5	3	616
6:00	0	0	0	5	33	43	74	90	118	79	60	18	7	3	530
7:00	0	0	4	2	14	28	43	95	102	71	39	5	8	1	412
8:00	0	0	0	1	11	21	56	55	71	50	29	6	10	2	312
9:00	0	0	0	0	9	12	36	35	57	36	23	9	5	1	223
10:00	0	0	0	0	3	8	10	17	26	21	19	4	2	2	112
11:00	0	0	0	0	1	4	10	11	7	16	9	1	1	1	61
Total	0	0	282	326	669	764	1439	1736	1770	1309	704	236	137	52	9424
Percentile				15th	50th	85th	95th								
Speed				15	23	29	33								
Mean Speed (Average)				23.4											
10 MPH Pace Speed				18-27											
Number in Pace				5363											
Percent in Pace				56.9%											
Number > 24 MPH				4208											
Percent > 24 MPH				44.6%											
Grand Total	0	0	495	645	1226	1535	2915	3515	3634	2560	1420	483	245	110	18783
Stats				Percentile	15th	50th	85th	95th							
Speed				16	23	29	33								
Mean Speed (Average)				23.5											
10 MPH Pace Speed				18-27											
Number in Pace				10883											
Percent in Pace				57.9%											
Number > 24 MPH				8452											
Percent > 24 MPH				45.0%											

Location : Route 53 (Washington St)

22029001

Location : West of Elks Driveway

City/State: Weymouth, MA

4/12/2022	EB,		Hour Totals		WB,		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	6	97			6	86				
12:15	3	80			5	81				
12:30	3	79			3	77				
12:45	2	79	14	335	5	90	19	334	33	669
1:00	1	93			4	80				
1:15	5	97			1	70				
1:30	0	68			2	89				
1:45	1	73	7	331	1	77	8	316	15	647
2:00	1	82			1	92				
2:15	1	98			2	83				
2:30	1	97			1	91				
2:45	0	102	3	379	2	85	6	351	9	730
3:00	2	92			0	79				
3:15	1	98			4	71				
3:30	3	88			4	77				
3:45	1	86	7	364	3	82	11	309	18	673
4:00	4	99			7	93				
4:15	4	106			5	89				
4:30	5	69			1	96				
4:45	8	104	21	378	10	77	23	355	44	733
5:00	6	99			12	105				
5:15	10	79			18	88				
5:30	10	92			25	95				
5:45	20	73	46	343	25	80	80	368	126	711
6:00	18	85			41	60				
6:15	29	74			55	57				
6:30	43	63			36	65				
6:45	54	57	144	279	55	63	187	245	331	524
7:00	50	60			62	62				
7:15	67	55			74	46				
7:30	57	57			94	44				
7:45	58	41	232	213	110	46	340	198	572	411
8:00	65	49			75	45				
8:15	63	38			72	46				
8:30	67	29			79	59				
8:45	64	35	259	151	76	28	302	178	561	329
9:00	74	32			75	26				
9:15	82	27			64	25				
9:30	67	31			57	20				
9:45	61	10	284	100	61	29	257	100	541	200
10:00	75	18			51	15				
10:15	77	9			66	15				
10:30	74	20			74	11				
10:45	92	17	318	64	82	7	273	48	591	112
11:00	117	14			82	13				
11:15	75	10			89	5				
11:30	74	12			89	8				
11:45	86	8	352	44	90	7	350	33	702	77
Total	1687	2981			1856	2835			3543	5816
Percent	36.1%	63.9%			39.6%	60.4%			37.9%	62.1%

Location : Route 53 (Washington St)

22029001

Location : West of Elks Driveway

City/State: Weymouth, MA

4/13/2022	EB,		Hour Totals		WB,		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	3	98			5	92				
12:15	5	86			2	99				
12:30	4	91			1	80				
12:45	3	98	15	373	1	91	9	362	24	735
1:00	4	90			7	86				
1:15	3	80			1	81				
1:30	3	79			3	90				
1:45	0	86	10	335	1	82	12	339	22	674
2:00	0	101			1	96				
2:15	1	97			2	93				
2:30	2	88			1	89				
2:45	2	90	5	376	1	76	5	354	10	730
3:00	4	89			2	93				
3:15	0	100			2	80				
3:30	1	95			2	90				
3:45	1	107	6	391	1	87	7	350	13	741
4:00	4	95			5	77				
4:15	8	88			1	92				
4:30	4	101			4	93				
4:45	6	95	22	379	11	88	21	350	43	729
5:00	7	90			11	71				
5:15	11	72			16	77				
5:30	10	82			22	74				
5:45	26	88	54	332	13	62	62	284	116	616
6:00	15	66			35	72				
6:15	30	62			48	82				
6:30	45	62			55	60				
6:45	54	63	144	253	50	63	188	277	332	530
7:00	51	49			77	61				
7:15	58	56			70	46				
7:30	60	53			71	50				
7:45	61	38	230	196	76	59	294	216	524	412
8:00	57	48			75	45				
8:15	69	42			89	34				
8:30	92	29			73	40				
8:45	77	39	295	158	65	35	302	154	597	312
9:00	73	24			73	40				
9:15	68	35			99	32				
9:30	76	30			73	24				
9:45	66	22	283	111	87	16	332	112	615	223
10:00	72	19			61	28				
10:15	88	11			66	11				
10:30	71	8			66	11				
10:45	73	15	304	53	80	9	273	59	577	112
11:00	88	7			85	12				
11:15	106	9			76	11				
11:30	78	9			78	7				
11:45	74	4	346	29	91	2	330	32	676	61
Total	1714	2986			1835	2889			3549	5875
Percent	36.5%	63.5%			38.8%	61.2%			37.7%	62.3%
Grand Total	3401	5967			3691	5724			7092	11691
Percent	36.3%	63.7%			39.2%	60.8%			37.8%	62.2%
ADT	ADT: 9,392		AADT: 9,392							

Location : Route 53 (Washington St)
Location : West of Elks Driveway
City/State: Weymouth, MA

22029001

[illegible]

Location : Pleasant Street
 Location : South of Elks Driveway
 City/State: Weymouth, MA
 Direction: SB,

22029002

4/6/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	1	11	7	3	0	1	0	0	0	0	0	23
1:00	0	0	3	4	4	0	0	0	0	0	0	0	0	11
2:00	0	0	2	5	0	0	0	0	0	0	0	0	0	7
3:00	0	0	0	2	2	3	1	0	0	0	0	0	0	8
4:00	0	0	1	4	13	4	0	0	0	0	0	0	0	22
5:00	1	0	7	37	35	6	1	0	0	0	0	0	0	87
6:00	0	2	13	90	144	32	4	1	2	0	0	0	0	288
7:00	0	2	30	225	270	52	0	0	0	0	0	0	0	579
8:00	1	5	37	180	289	73	3	0	0	0	0	0	0	588
9:00	0	2	45	168	208	38	0	0	0	0	0	0	0	461
10:00	0	8	11	162	212	45	0	0	0	0	0	0	0	438
11:00	1	2	8	155	186	35	1	0	0	0	0	0	0	388
12:00 PM	1	10	22	161	216	36	2	1	0	0	0	0	0	449
1:00	2	3	48	216	178	35	2	0	1	0	0	0	0	485
2:00	2	5	39	199	204	45	1	0	0	0	0	0	0	495
3:00	0	14	22	228	330	47	2	0	0	0	0	0	0	643
4:00	0	0	14	211	308	69	9	0	0	0	0	0	0	611
5:00	0	6	23	137	334	76	3	1	0	0	0	0	0	580
6:00	0	2	14	151	205	47	6	1	0	0	0	0	0	426
7:00	1	2	10	142	160	32	1	1	0	0	0	0	0	349
8:00	2	3	6	98	105	33	0	0	0	0	0	0	0	247
9:00	2	5	10	57	76	19	1	0	0	0	0	0	0	170
10:00	2	5	2	48	47	4	1	0	0	0	0	0	0	109
11:00	0	1	4	19	22	7	0	0	0	0	0	0	0	53
Total	15	77	372	2710	3555	741	38	6	3	0	0	0	0	7517

Percentile	15th	50th	85th	95th
Speed	27	30	34	37
Mean Speed (Average)	30.6			
10 MPH Pace Speed	25-34			
Number in Pace	6201			
Percent in Pace	82.5%			
Number > 30 MPH	4343			
Percent > 30 MPH	57.8%			

22029002

4/7/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	3	11	11	3	1	0	0	0	0	0	0	29
1:00	0	0	3	3	2	3	0	0	0	0	0	0	0	11
2:00	0	0	2	4	2	1	0	0	0	0	0	0	0	9
3:00	0	0	0	1	2	2	0	0	0	0	0	0	0	5
4:00	0	0	0	3	9	1	0	0	0	0	0	0	0	13
5:00	0	0	9	38	39	11	1	1	0	0	0	0	0	99
6:00	0	1	10	104	167	20	5	1	0	0	0	0	0	308
7:00	7	83	83	161	198	59	3	0	0	0	0	0	0	594
8:00	1	3	35	205	313	37	8	0	0	0	0	0	0	602
9:00	0	2	21	186	211	58	4	0	0	0	0	0	0	482
10:00	0	1	10	142	184	52	7	0	0	0	0	0	0	396
11:00	0	4	11	131	219	41	6	0	0	0	0	0	0	412
12:00 PM	2	5	31	166	225	51	5	0	0	0	0	0	0	485
1:00	2	3	20	187	267	56	2	2	0	0	0	0	0	539
2:00	1	3	17	205	256	55	4	1	0	0	0	0	0	542
3:00	1	3	23	255	337	62	3	0	0	0	0	0	0	684
4:00	1	15	35	209	348	61	3	0	0	0	0	0	0	672
5:00	68	20	29	235	200	46	3	2	0	0	0	0	0	603
6:00	1	6	8	156	277	57	2	0	0	0	0	0	0	507
7:00	1	1	12	141	177	37	3	0	0	0	0	0	0	372
8:00	2	3	10	87	141	24	6	0	0	0	0	0	0	273
9:00	6	8	3	58	85	26	1	0	0	0	0	0	0	187
10:00	0	4	8	41	49	7	1	0	0	0	0	0	0	110
11:00	1	6	7	21	27	7	1	0	0	0	0	0	0	70
Total	94	171	390	2750	3746	777	69	7	0	0	0	0	0	8004
			Percentile	15th	50th	85th	95th							
			Speed	27	31	34	37							
			Mean Speed (Average)	30.3										
			10 MPH Pace Speed	25-34										
			Number in Pace	6429										
			Percent in Pace	80.3%										
			Number > 30 MPH	4599										
			Percent > 30 MPH	57.5%										
Grand Total	109	248	762	5460	7301	1518	107	13	3	0	0	0	0	15521
Stats			Percentile	15th	50th	85th	95th							
			Speed	27	31	34	37							
			Mean Speed (Average)	30.5										
			10 MPH Pace Speed	25-34										
			Number in Pace	12630										
			Percent in Pace	81.4%										
			Number > 30 MPH	8942										
			Percent > 30 MPH	57.6%										

Location : Pleasant Street
 Location : South of Elks Driveway
 City/State: Weymouth, MA
 Direction: NB,

22029002

4/6/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	5	8	11	2	0	0	0	0	0	0	26
1:00	0	0	1	0	4	3	1	0	0	0	0	0	0	9
2:00	0	0	0	2	3	1	1	0	0	0	0	0	0	7
3:00	0	0	0	0	4	0	1	1	0	0	0	0	0	6
4:00	0	0	0	3	5	1	2	0	0	0	0	0	0	11
5:00	0	0	1	9	19	19	11	1	1	0	0	0	0	61
6:00	7	11	46	71	97	49	13	0	0	0	2	1	0	297
7:00	37	69	109	183	175	66	6	0	0	0	1	0	0	646
8:00	11	13	63	182	199	92	7	0	0	0	1	0	0	568
9:00	11	17	41	111	196	53	3	1	0	0	1	0	0	434
10:00	3	3	24	94	176	72	4	0	0	0	0	0	0	376
11:00	1	14	41	134	206	67	5	0	0	0	0	0	0	468
12:00 PM	1	33	31	135	203	75	11	0	0	0	0	0	0	489
1:00	0	7	27	124	181	60	10	1	0	0	0	0	0	410
2:00	94	91	89	152	145	48	3	1	0	0	0	0	0	623
3:00	43	39	65	192	188	49	6	0	1	0	0	0	1	584
4:00	14	28	70	201	254	54	4	0	0	0	0	0	0	625
5:00	23	49	91	193	247	82	8	0	0	0	0	0	0	693
6:00	2	6	36	109	236	78	13	3	0	0	0	0	0	483
7:00	3	17	20	85	179	58	11	2	0	0	0	0	0	375
8:00	0	2	5	49	116	61	10	1	0	0	0	0	0	244
9:00	0	0	3	16	96	45	7	0	0	0	0	0	0	167
10:00	0	0	0	12	47	24	3	1	0	0	0	0	0	87
11:00	0	0	1	11	27	20	6	2	0	1	0	0	0	68
Total	250	399	764	2073	3011	1088	148	14	2	1	5	1	1	7757

Percentile	15th	50th	85th	95th
Speed	24	30	35	38
Mean Speed (Average)	29.6			
10 MPH Pace Speed	25-34			
Number in Pace	5039			
Percent in Pace	65.0%			
Number > 30 MPH	4271			
Percent > 30 MPH	55.1%			

22029002

4/7/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	3	14	12	0	0	0	0	0	0	0	29
1:00	0	0	1	0	3	4	3	0	0	0	0	0	0	11
2:00	0	0	2	2	1	3	2	0	0	0	0	0	0	10
3:00	0	0	0	0	4	2	1	0	0	0	0	0	0	7
4:00	0	0	0	2	11	3	1	0	0	0	0	0	0	17
5:00	0	0	2	12	18	31	13	0	1	0	0	0	0	77
6:00	1	9	42	78	101	56	7	2	1	0	0	1	0	298
7:00	26	42	115	184	181	58	6	2	0	0	0	0	0	614
8:00	12	38	87	136	227	91	9	1	0	1	1	0	0	603
9:00	14	21	51	97	183	77	7	0	1	1	0	0	0	452
10:00	5	4	35	120	144	82	6	2	0	0	0	1	0	399
11:00	5	10	37	130	197	88	8	1	0	1	0	0	0	477
12:00 PM	2	7	47	125	221	76	10	0	0	1	2	0	0	491
1:00	9	16	59	138	202	64	5	3	0	2	0	0	1	499
2:00	50	78	157	161	169	45	5	2	0	3	0	0	0	670
3:00	40	39	113	193	181	78	3	1	4	1	0	1	0	654
4:00	21	24	75	213	215	72	5	1	0	0	1	0	0	627
5:00	53	62	140	183	155	69	4	1	1	0	0	0	0	668
6:00	9	26	67	151	224	85	14	1	2	1	1	0	0	581
7:00	6	9	19	129	208	82	9	3	0	0	0	0	0	465
8:00	0	0	5	62	138	78	8	1	0	0	0	0	0	292
9:00	0	0	5	33	118	51	5	0	0	0	0	0	0	212
10:00	0	0	2	21	47	25	3	0	0	0	0	0	0	98
11:00	0	0	0	6	33	23	3	0	0	0	0	0	0	65
Total	253	385	1061	2179	2995	1255	137	21	10	11	5	3	1	8316
			Percentile	15th	50th	85th	95th							
			Speed	24	30	35	38							
			Mean Speed (Average)	29.6										
			10 MPH Pace Speed	25-34										
			Number in Pace	5135										
			Percent in Pace	61.7%										
			Number > 30 MPH	4438										
			Percent > 30 MPH	53.4%										
Grand Total	503	784	1825	4252	6006	2343	285	35	12	12	10	4	2	16073
Stats			Percentile	15th	50th	85th	95th							
			Speed	24	30	35	38							
			Mean Speed (Average)	29.6										
			10 MPH Pace Speed	25-34										
			Number in Pace	10174										
			Percent in Pace	63.3%										
			Number > 30 MPH	8709										
			Percent > 30 MPH	54.2%										

22029002

[illegible]

22029002

4/7/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	3	14	25	15	1	0	0	0	0	0	0	58
1:00	0	0	4	3	5	7	3	0	0	0	0	0	0	22
2:00	0	0	4	6	3	4	2	0	0	0	0	0	0	19
3:00	0	0	0	1	6	4	1	0	0	0	0	0	0	12
4:00	0	0	0	5	20	4	1	0	0	0	0	0	0	30
5:00	0	0	11	50	57	42	14	1	1	0	0	0	0	176
6:00	1	10	52	182	268	76	12	3	1	0	0	1	0	606
7:00	33	125	198	345	379	117	9	2	0	0	0	0	0	1208
8:00	13	41	122	341	540	128	17	1	0	1	1	0	0	1205
9:00	14	23	72	283	394	135	11	0	1	1	0	0	0	934
10:00	5	5	45	262	328	134	13	2	0	0	0	1	0	795
11:00	5	14	48	261	416	129	14	1	0	1	0	0	0	889
12:00 PM	4	12	78	291	446	127	15	0	0	1	2	0	0	976
1:00	11	19	79	325	469	120	7	5	0	2	0	0	1	1038
2:00	51	81	174	366	425	100	9	3	0	3	0	0	0	1212
3:00	41	42	136	448	518	140	6	1	4	1	0	1	0	1338
4:00	22	39	110	422	563	133	8	1	0	0	1	0	0	1299
5:00	121	82	169	418	355	115	7	3	1	0	0	0	0	1271
6:00	10	32	75	307	501	142	16	1	2	1	1	0	0	1088
7:00	7	10	31	270	385	119	12	3	0	0	0	0	0	837
8:00	2	3	15	149	279	102	14	1	0	0	0	0	0	565
9:00	6	8	8	91	203	77	6	0	0	0	0	0	0	399
10:00	0	4	10	62	96	32	4	0	0	0	0	0	0	208
11:00	1	6	7	27	60	30	4	0	0	0	0	0	0	135
Total	347	556	1451	4929	6741	2032	206	28	10	11	5	3	1	16320
			Percentile	15th	50th	85th	95th							
			Speed	25	30	35	37							
			Mean Speed (Average)	29.9										
			10 MPH Pace Speed	25-34										
			Number in Pace	11564										
			Percent in Pace	70.9%										
			Number > 30 MPH	9038										
			Percent > 30 MPH	55.4%										
Grand Total	612	1032	2587	9712	13307	3861	392	48	15	12	10	4	2	31594
Stats			Percentile	15th	50th	85th	95th							
			Speed	25	30	35	37							
			Mean Speed (Average)	30.0										
			10 MPH Pace Speed	25-34										
			Number in Pace	22805										
			Percent in Pace	72.2%										
			Number > 30 MPH	17653										
			Percent > 30 MPH	55.9%										

Location : Pleasant Street
 Location : South of Elks Driveway
 City/State: Weymouth, MA

22029002

4/6/2022	SB,		Hour Totals		NB,		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	2	110			6	127				
12:15	12	111			6	137				
12:30	5	112			9	111				
12:45	4	116	23	449	5	114	26	489	49	938
1:00	1	132			1	90				
1:15	4	123			1	106				
1:30	4	126			6	110				
1:45	2	104	11	485	1	104	9	410	20	895
2:00	1	116			0	104				
2:15	0	138			3	104				
2:30	5	113			1	198				
2:45	1	128	7	495	3	217	7	623	14	1118
3:00	2	144			2	149				
3:15	3	153			0	123				
3:30	2	176			1	164				
3:45	1	170	8	643	3	148	6	584	14	1227
4:00	3	145			4	170				
4:15	4	149			1	161				
4:30	4	148			1	150				
4:45	11	169	22	611	5	144	11	625	33	1236
5:00	7	135			5	182				
5:15	19	174			15	192				
5:30	20	156			12	168				
5:45	41	115	87	580	29	151	61	693	148	1273
6:00	38	98			37	131				
6:15	58	98			39	121				
6:30	70	128			90	123				
6:45	122	102	288	426	131	108	297	483	585	909
7:00	174	91			117	95				
7:15	150	94			140	109				
7:30	130	80			195	91				
7:45	125	84	579	349	194	80	646	375	1225	724
8:00	166	62			163	57				
8:15	146	57			145	73				
8:30	141	63			135	59				
8:45	135	65	588	247	125	55	568	244	1156	491
9:00	133	51			107	47				
9:15	112	58			117	43				
9:30	111	34			81	49				
9:45	105	27	461	170	129	28	434	167	895	337
10:00	114	39			98	17				
10:15	97	30			106	27				
10:30	109	14			88	23				
10:45	118	26	438	109	84	20	376	87	814	196
11:00	90	7			111	23				
11:15	85	17			133	19				
11:30	105	20			117	15				
11:45	108	9	388	53	107	11	468	68	856	121
Total	2900	4617			2909	4848			5809	9465
Percent	38.6%	61.4%			37.5%	62.5%			38.0%	62.0%

Location : Pleasant Street
 Location : South of Elks Driveway
 City/State: Weymouth, MA

22029002

4/7/2022	SB,		Hour Totals		NB,		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	9	120			8	117				
12:15	6	108			7	129				
12:30	8	123			10	116				
12:45	6	134	29	485	4	129	29	491	58	976
1:00	8	124			4	107				
1:15	1	148			3	121				
1:30	2	131			2	119				
1:45	0	136	11	539	2	152	11	499	22	1038
2:00	3	135			3	129				
2:15	1	142			2	127				
2:30	4	115			1	198				
2:45	1	150	9	542	4	216	10	670	19	1212
3:00	0	153			1	149				
3:15	2	158			3	150				
3:30	2	176			1	158				
3:45	1	197	5	684	2	197	7	654	12	1338
4:00	2	163			2	151				
4:15	2	178			3	166				
4:30	3	146			6	158				
4:45	6	185	13	672	6	152	17	627	30	1299
5:00	11	163			9	142				
5:15	17	146			17	150				
5:30	26	148			23	185				
5:45	45	146	99	603	28	191	77	668	176	1271
6:00	45	139			42	167				
6:15	59	110			45	153				
6:30	83	120			94	129				
6:45	121	138	308	507	117	132	298	581	606	1088
7:00	171	87			96	99				
7:15	166	99			155	164				
7:30	118	88			178	95				
7:45	139	98	594	372	185	107	614	465	1208	837
8:00	140	74			168	82				
8:15	151	73			157	83				
8:30	165	67			137	62				
8:45	146	59	602	273	141	65	603	292	1205	565
9:00	144	48			122	55				
9:15	139	52			120	67				
9:30	94	42			103	46				
9:45	105	45	482	187	107	44	452	212	934	399
10:00	92	33			92	27				
10:15	100	29			106	24				
10:30	100	22			103	21				
10:45	104	26	396	110	98	26	399	98	795	208
11:00	109	23			117	25				
11:15	96	16			109	20				
11:30	96	17			121	9				
11:45	111	14	412	70	130	11	477	65	889	135
Total	2960	5044			2994	5322			5954	10366
Percent	37.0%	63.0%			36.0%	64.0%			36.5%	63.5%
Grand Total	5860	9661			5903	10170			11763	19831
Percent	37.8%	62.2%			36.7%	63.3%			37.2%	62.8%
ADT	ADT: 15,797		AADT: 15,797							

AADT: 15,797

Ron Müller & Associates

Traffic Engineering and Consulting Services

E-W Street:Elks Club E Drwy
N-S Street:Pleasant St

File Name : 22029 Elks Club E Drwy at Pleasant St PM
Site Code : 22029
Start Date : 5/5/2022
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Pleasant St From North				Pleasant St From South				Elk's Club East Driveway From West				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
04:00 PM	188	2	0	190	0	173	0	173	0	3	0	3	366
04:15 PM	161	0	1	162	2	163	0	165	0	0	3	3	330
04:30 PM	173	0	0	173	1	181	0	182	0	2	0	2	357
04:45 PM	188	1	0	189	2	185	0	187	1	1	0	2	378
Total	710	3	1	714	5	702	0	707	1	6	3	10	1431
05:00 PM	165	0	0	165	0	187	0	187	0	1	1	2	354
05:15 PM	176	0	0	176	1	216	0	217	1	2	0	3	396
05:30 PM	164	1	0	165	0	169	0	169	0	0	0	0	334
05:45 PM	154	1	0	155	3	180	0	183	0	0	0	0	338
Total	659	2	0	661	4	752	0	756	1	3	1	5	1422
Grand Total	1369	5	1	1375	9	1454	0	1463	2	9	4	15	2853
Apprch %	99.6	0.4	0.1		0.6	99.4	0		13.3	60	26.7		
Total %	48	0.2	0	48.2	0.3	51	0	51.3	0.1	0.3	0.1	0.5	
Cars	1358	5	1	1364	9	1449	0	1458	2	9	4	15	2837
% Cars	99.2	100	100	99.2	100	99.7	0	99.7	100	100	100	100	99.4
Trucks	11	0	0	11	0	5	0	5	0	0	0	0	16
% Trucks	0.8	0	0	0.8	0	0.3	0	0.3	0	0	0	0	0.6

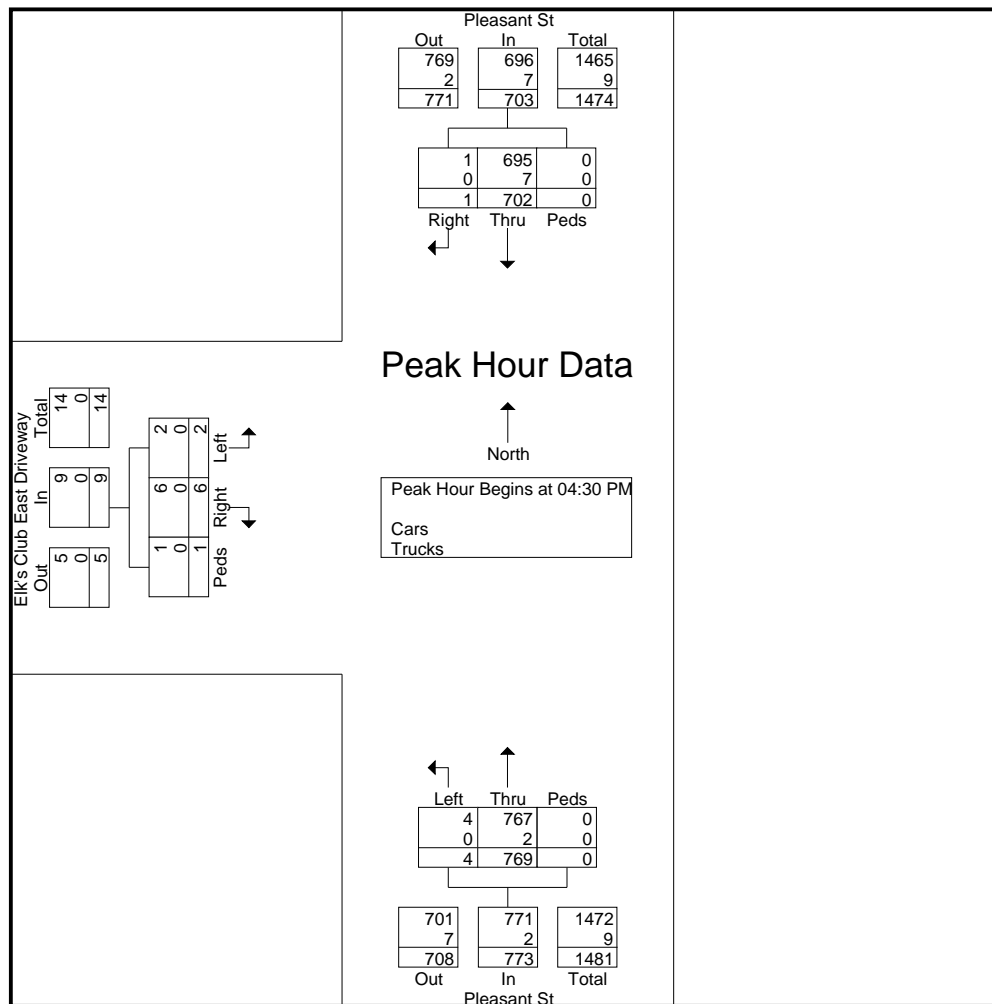
Ron Müller & Associates

Traffic Engineering and Consulting Services

E-W Street:Elks Club E Drwy
N-S Street:Pleasant St

File Name : 22029 Elks Club E Drwy at Pleasant St PM
Site Code : 22029
Start Date : 5/5/2022
Page No : 2

	Pleasant St From North				Pleasant St From South				Elk's Club East Driveway From West				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	173	0	0	173	1	181	0	182	0	2	0	2	357
04:45 PM	188	1	0	189	2	185	0	187	1	1	0	2	378
05:00 PM	165	0	0	165	0	187	0	187	0	1	1	2	354
05:15 PM	176	0	0	176	1	216	0	217	1	2	0	3	396
Total Volume	702	1	0	703	4	769	0	773	2	6	1	9	1485
% App. Total	99.9	0.1	0		0.5	99.5	0		22.2	66.7	11.1		
PHF	.934	.250	.000	.930	.500	.890	.000	.891	.500	.750	.250	.750	.938
Cars	695	1	0	696	4	767	0	771	2	6	1	9	1476
% Cars	99.0	100	0	99.0	100	99.7	0	99.7	100	100	100	100	99.4
Trucks	7	0	0	7	0	2	0	2	0	0	0	0	9
% Trucks	1.0	0	0	1.0	0	0.3	0	0.3	0	0	0	0	0.6



Ron Müller & Associates

Traffic Engineering and Consulting Services

File Name : 22029 Elks Club N Drwy at Washington St Rte 53 PM

Site Code : 22029

E-W Street: Washington St/Rte 53 Start Date : 5/5/2022

N-S Street: Elks Club N Driveway Page No : 1

Groups Printed- Cars - Trucks

Start Time	Washington Street/Rte 53 From East				Elk's Club North Driveway From South				Washington Street/Rte 53 From West				Int. Total
	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
04:00 PM	0	87	0	87	0	0	0	0	106	0	0	106	193
04:15 PM	0	82	0	82	0	0	0	0	100	1	0	101	183
04:30 PM	0	89	0	89	0	0	0	0	102	2	0	104	193
04:45 PM	1	81	0	82	0	1	0	1	98	1	0	99	182
Total	1	339	0	340	0	1	0	1	406	4	0	410	751
05:00 PM	1	101	0	102	0	0	0	0	100	2	0	102	204
05:15 PM	4	86	0	90	1	2	0	3	108	2	0	110	203
05:30 PM	0	89	0	89	1	1	0	2	103	4	0	107	198
05:45 PM	0	96	0	96	1	1	0	2	88	1	0	89	187
Total	5	372	0	377	3	4	0	7	399	9	0	408	792
Grand Total	6	711	0	717	3	5	0	8	805	13	0	818	1543
Apprch %	0.8	99.2	0		37.5	62.5	0		98.4	1.6	0		
Total %	0.4	46.1	0	46.5	0.2	0.3	0	0.5	52.2	0.8	0	53	
Cars	6	690	0	696	3	5	0	8	786	13	0	799	1503
% Cars	100	97	0	97.1	100	100	0	100	97.6	100	0	97.7	97.4
Trucks	0	21	0	21	0	0	0	0	19	0	0	19	40
% Trucks	0	3	0	2.9	0	0	0	0	2.4	0	0	2.3	2.6

Ron Müller & Associates

Traffic Engineering and Consulting Services

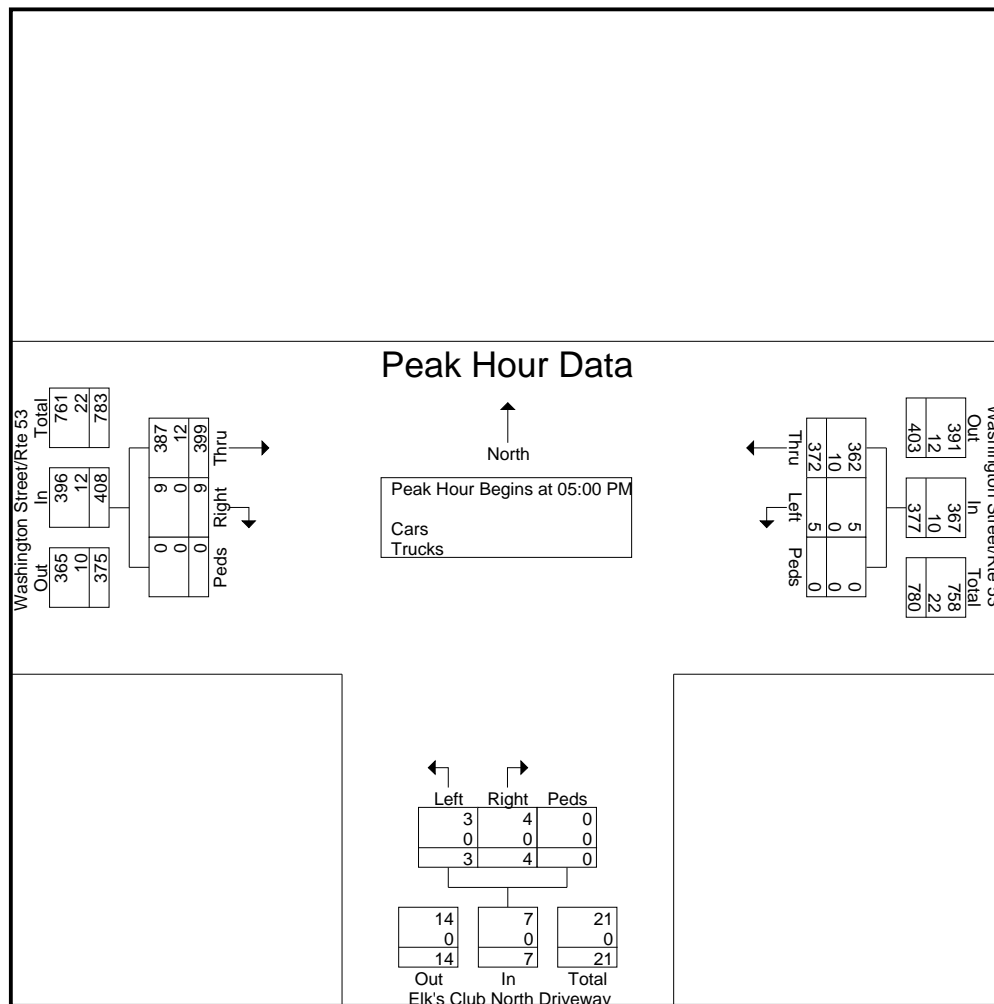
File Name : 22029 Elks Club N Drwy at Washington St Rte 53 PM

Site Code : 22029

E-W Street: Washington St/Rte 53 Start Date : 5/5/2022

N-S Street: Elks Club N Driveway Page No : 2

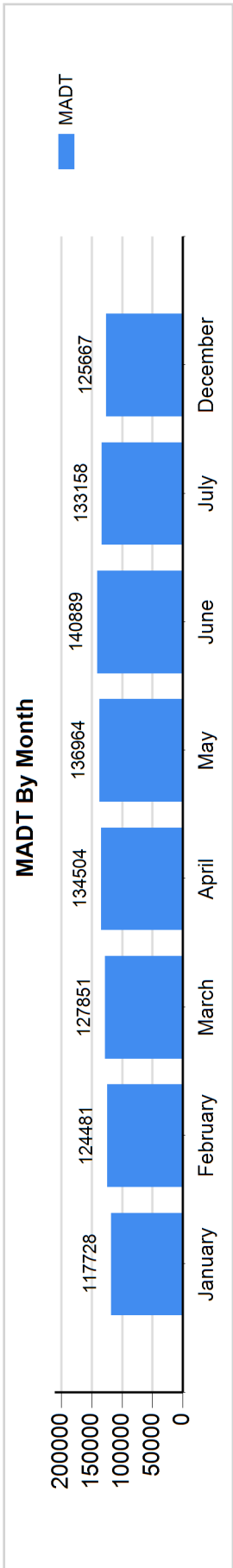
	Washington Street/Rte 53 From East				Elk's Club North Driveway From South				Washington Street/Rte 53 From West				
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	1	101	0	102	0	0	0	0	100	2	0	102	204
05:15 PM	4	86	0	90	1	2	0	3	108	2	0	110	203
05:30 PM	0	89	0	89	1	1	0	2	103	4	0	107	198
05:45 PM	0	96	0	96	1	1	0	2	88	1	0	89	187
Total Volume	5	372	0	377	3	4	0	7	399	9	0	408	792
% App. Total	1.3	98.7	0		42.9	57.1	0		97.8	2.2	0		
PHF	.313	.921	.000	.924	.750	.500	.000	.583	.924	.563	.000	.927	.971
Cars	5	362	0	367	3	4	0	7	387	9	0	396	770
% Cars	100	97.3	0	97.3	100	100	0	100	97.0	100	0	97.1	97.2
Trucks	0	10	0	10	0	0	0	0	12	0	0	12	22
% Trucks	0	2.7	0	2.7	0	0	0	0	3.0	0	0	2.9	2.8



ADT by Day of Week by Month for 1/1/2019 - 12/31/2019
Criteria: Location ID = 6255, From 1/1/1900 To 12/31/2049 12:00:00 AM

District	Location ID 6255	Located On PILGRIM HIGHWAY
Community Weymouth	Direction 2-WAY	AADT 130967
County Norfolk	RoadBed ML	Collection Type HPMS
Factor Group U2		Functional Class (2) Freeway & Expressway

	Average Daily Number of Vehicles							Avg. Day as % of Year Avg.	Avg. Weekday (Mon-Thu)	Avg. Day as % of Avg. Weekday (Mon-Thu)	Avg. Weekday (Mon-Fri)	Avg. Day as % of Avg. Weekday (Mon-Fri)
	Sun	Mon	Tue	Wed	Thu	Fri	Sat					
JAN			87,159	131,427	134,598			117,728	117,728	100.00%	117,728	100.00%
FEB	104,247	116,039	125,763	133,478	130,211	136,957	124,674	124,481	126,373	98.50%	128,490	96.88%
MAR	105,972	118,192	134,438	136,609	138,868	139,747	121,139	127,851	132,027	96.84%	133,571	95.72%
APR	116,566	129,734	137,131	141,597	143,375	142,324	130,806	134,504	137,959	97.50%	138,832	96.88%
MAY	120,093	128,289	139,558	144,077	145,584	144,978	136,173	136,964	139,377	98.27%	140,497	97.49%
JUN	123,460	142,752	142,019	146,837	145,511	147,234	138,419	140,889	144,280	97.65%	144,871	97.25%
JUL	122,691	145,102	147,208	148,146	106,214	135,752	126,994	133,158	136,668	97.43%	136,484	97.56%
AUG												
SEP												
OCT												
NOV												
DEC	112,735	131,015	130,514	104,566	128,143	143,612	129,089	125,667	123,560	101.71%	127,570	98.51%
Year	115,109	130,160	130,474	135,842	134,063	141,515	129,613	130,155	132,246	98.42%	133,505	97.49%



NOTE: VALUES ARE ROUNDED; TOTALS AND PERCENTS MAY NOT ADD UP.

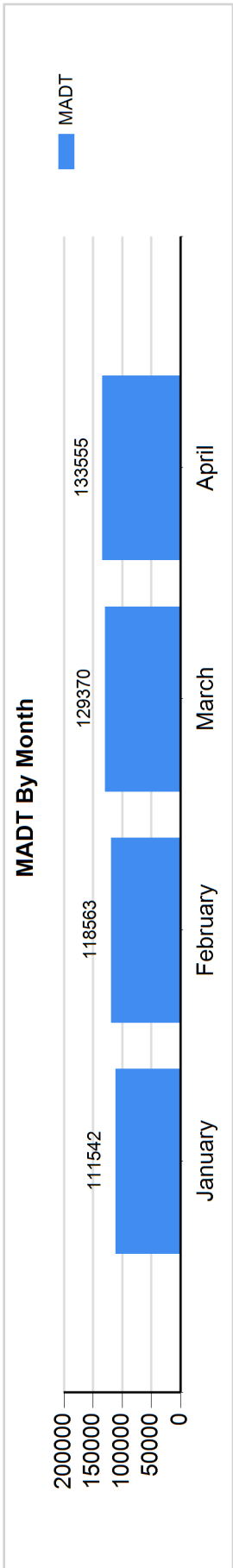
ADT by Day of Week by Month for 1/1/2022 - 12/31/2022
Criteria: Location ID = 6255, From 1/1/1900 To 12/31/2049 12:00:00 AM

District
Community Weymouth
County Norfolk
Factor Group U2

Location ID 6255
Direction 2-WAY
RoadBed ML

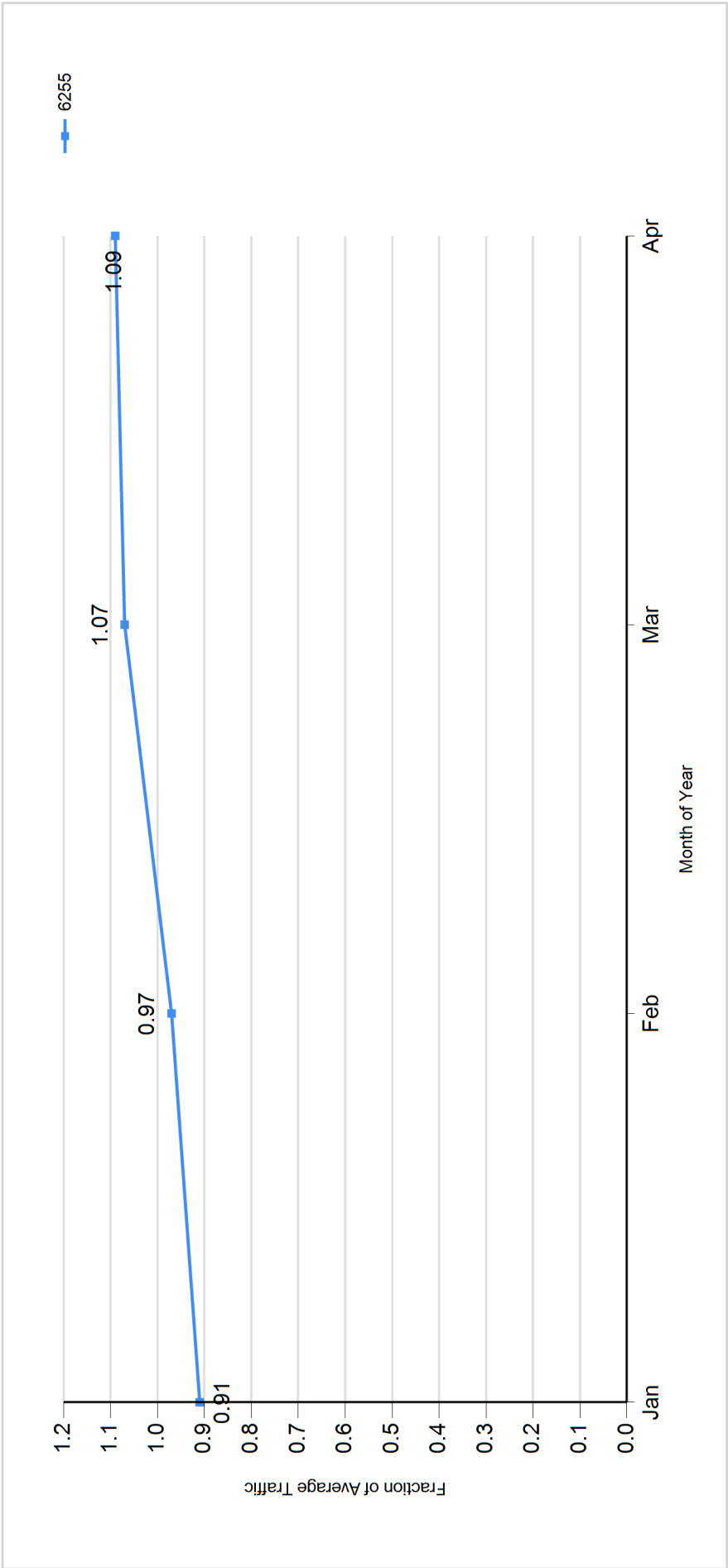
Located On PILGRIM HIGHWAY
AADT
Collection Type HPMS
Functional Class (2) Freeway & Expressway

	Average Daily Number of Vehicles							Avg. Day as % of Year Avg.	Avg. Day as % of Avg. Weekday (Mon-Thu)	Avg. Weekday (Mon-Fri)	Avg. Day as % of Avg. Weekday (Mon-Fri)		
	Sun	Mon	Tue	Wed	Thu	Fri	Sat						
JAN	84,647	112,818	121,041	124,252	126,700	112,874	98,467	111,542	90.50%	121,203	92.03%	119,537	93.31%
FEB	98,492	119,216	126,508	130,472	136,203	102,018	117,042	118,563	96.19%	128,100	92.56%	122,883	96.48%
MAR	111,518	127,894	132,510	134,267	135,580	141,124	122,701	129,370	104.96%	132,563	97.59%	134,275	96.35%
APR	114,606	132,530	138,253	137,649	141,392	141,067	129,396	133,555	108.35%	137,456	97.16%	138,178	96.65%
MAY													
JUN													
JUL													
AUG													
SEP													
OCT													
NOV													
DEC													
Year	102,316	123,115	129,578	131,660	134,969	124,271	116,902	123,258		129,830	94.94%	128,718	95.76%



NOTE: VALUES ARE ROUNDED; TOTALS AND PERCENTS MAY NOT ADD UP.

Traffic Pattern by Month for 1/1/2022 - 12/31/2022
Criteria: Location ID = 6255, From 1/1/1900 To 12/31/2049 12:00:00 AM



Traffic Pattern by Month for 1/1/2022 - 12/31/2022
Criteria: Location ID = 6255, From 1/1/1900 To 12/31/2049 12:00:00 AM

Factor Group	Station	Weight	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
U2	6255		0.909	0.973	1.070	1.089								
	Average of Weighted Factors		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Institute of Transportation Engineers (ITE); 11th Edition
Land Use Code (LUC) 252 - Senior Adult Housing - Multifamily

Average Vehicle Trips Ends vs: Dwelling Units
Independent Variable (X): 147

AVERAGE WEEKDAY DAILY

$$T = 2.89 * (X) + 24.82$$

$$T = 449.65$$

T = 450 vehicle trips
with 50% (225 vpd) entering and 50% (225 vpd) exiting.

WEEKDAY AM PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.19 * (X) + 0.90$$

$$T = 28.83$$

T = 29 vehicle trips
with 34% (10 vph) entering and 66% (19 vph) exiting.

WEEKDAY PM PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.25 * (X) + 0.07$$

$$T = 36.82$$

T = 37 vehicle trips
with 56% (21 vph) entering and 44% (16 vph) exiting.

SATURDAY DAILY

$$T = 2.33 * (X) + 31.21$$

$$T = 373.72$$

T = 370 vehicle trips
with 50% (185 vpd) entering and 50% (185 vpd) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

$$\ln T = 0.93 \ln (X) - 0.81$$

$$\ln T = 3.831$$

$$T = 46.11$$

T = 46 vehicle trips
with 54% (25 vph) entering and 46% (21 vph) exiting.

Date:

3/22/22

Summary:

Buildable Sites, LLC has compiled a list of its recent senior living community projects to assist in determining the supply of parking spaces that will be adequate to accommodate the projected demand for the proposed senior living community at 1197-1215 Washington Street (Route 53), in Weymouth, Massachusetts. The majority of residents living in independent senior living communities do not drive or own a car; as the age range for residents is into the high-70s and low-80s. It is critical to these communities to provide adequate parking to match demand, as well as ample greenspace and open-air amenity spaces for its residents to view and utilize-in order to make the senior living community feel like a home to the residents, staff, and family.

Recommendation

As reflected in the below table of parking space counts and ratios at similar senior living facilities, the parking ratio for senior living communities (Independent Living/Assisted Living) range from 0.44 to 0.75 spaces per unit. Based upon these comparable projects, Buildable Sites recommends that Elksy Development, LLC utilize a parking ratio of 0.75 spaces per unit for the Weymouth Senior Living Project. Utilizing this ratio, 147 units would require 110 parking spaces. This ratio is typical (if not high) in the senior living sector, based on age demographic of residents that do not drive or own cars. The maximum number of staff (including 3rd party in home health care) at this community during peak work shifts hours is estimated to be 30 people, and customarily there are only 5-10 visitors at any given time. Additionally, the proposed Weymouth senior living community will provide a 14+ passenger van for transportation of community residents to local shops, medical appointments, and organized day trips. As currently designed, Elksy proposes to provide 129 parking spaces. This equates to a parking ratio of .87 spaces per unit. This amount of proposed parking exceeds the ratios for Buildable Sites' most recently completed senior living projects (see below), and is more than adequate to support the senior living community.

Senior Living Communities

Name	City	State	Age Group	Senior Category	Units	Parking Spots	Ratio
Woods at Merrimack	Methuen	MA	75+	Independent Living/ In Home Health Care	140	107	76%
Heatherwood Retirement	Tewksbury	MA	75+	Independent Living/ In Home Health Care	126	75	60%
Sunshine Fountain Valley	Fountain Valley	CA	75+	Independent Living/ In Home Health Care	150	110	73%
Maplebrook Terrace	Greenville	SC	75+	Independent Living/ In Home Health Care	150	105	70%
Brightview North Andover	North Andover	MA	75+	Independent Living/Assisted Living	136	88	65%
Brightview Wakefield	Wakefield	MA	75+	Independent Living/Assisted Living	140	101	72%
Stonehill at Andover	Andover	MA	75+	Independent Living/Assisted Living	96	51	53%
The Residence at Melrose Station	Melrose	MA	75+	Independent Living/Assisted Living	96	49	51%
The Residence at Watertown Square	Watertown	MA	75+	Independent Living/Assisted Living	96	46	48%
The Residence at Brookside	Avon	CT	75+	Independent Living/Assisted Living	96	42	44%
The Residence at South Windsor Fair	South Windsor	CT	75+	Independent Living/Assisted Living	96	42	44%
Atria Norwood	Norwood	NJ	75+	Assisted Living	83	48	58%
Arbor Terrace at Morris Plains	Morris Plains	NJ	75+	Assisted Living	82	48	59%
The Chelsea at Shrewsbury	Shrewsbury	NJ	75+	Assisted Living	85	44	52%
The Chelsea at Greenburgh	Greenburgh	NY	75+	Assisted Living	101	65	64%
Atria New City	New City	NY	75+	Assisted Living	76	53	70%