

MEMORANDUM

DATE: April 23, 2026

TO: Amesbury Zoning Board of Appeals
City of Amesbury
62 Friend Street
Amesbury, MA 01913

FROM: Robert J. Michaud, P.E. – Managing Principal
Daniel A. Dumais, P.E. – Senior Project Manager

RE: **Response to Comment – Amesbury Police**
Proposed Residential Development
27 Kimball Road – Amesbury, MA

MDM Transportation Consultants, Inc. (MDM) has prepared the following responses to transportation-related comments as issued in a letter by the Amesbury Police Department dated April 2, 2026. To facilitate review, specific comments are paraphrased with corresponding responses.

Comment 1: "The Additional traffic that will be added to the already congested street long with traffic violations the will come with the added traffic."

Response 1: Kimball Road is a relatively low volume roadway that carries approximately 2,170 vehicles per day (vpd) on weekdays. Peak hour traffic flow on Kimball Road ranges from approximately 165 to 195 vehicles per hour (vph), which represents approximately 8 to 9 percent of daily traffic flow. Consistent with commuter travel, the traffic flow on Kimball Road is skewed in the southbound direction during the weekday morning peak hour and is skewed northbound during the weekday evening peak hour. The capacity analysis provided in the January 23, 2026, Traffic Impact and Access Study indicates that the proposed development is not expected to materially impact study area intersections. Kimball Road and the study intersections have been shown to have ample capacity to accommodate the added traffic.

While no off-site mitigation measures are warranted based on operations, Applicant sponsored off-site improvements including traffic calming along Kimball Road and intersection improvements at the Kimball Road intersection with Haverhill Road will enhance operations in the study area compared to existing conditions.

Comment 2: "The lack of sidewalks on Kimball Rd. to support the additional pedestrian traffic (both walking and biking) the additional 95 units will bring."

Response 2: The installation of sidewalks and bicycle facilities along Kimball Road is outside the scope of the proposed development. However, the proposed development has been designed to not preclude a future connection to Kimball Road if a sidewalk were to be installed in the future by others (Town) along Kimball Road. The Proponent is also willing to work with the Town with respect to any temporary or permanent easements that may be required in the future for sidewalk.

Comment 3: *"The location of the entrance in relation to the blind curve with is approximately 150' to the south."*

Response 3: As outlined in the January TIAS, based on sight distance measurements (see **Exhibit 1**) conducted in the field at the location of the proposed site driveway, analysis results indicate that with selective clearing and grading as part of the installation of the Site driveway, the available sight lines will satisfy the recommended sight line requirements from AASHTO. New plantings (shrubs, bushes) and structures (walls, fences, etc.) shall be maintained at a height of 2 feet or less within the sight lines in vicinity of the Site Driveway intersection to Kimball Road to provide unobstructed sight lines. Snow windrows located within sight triangle areas that exceed 3.5-feet in height or that would otherwise inhibit sight lines shall be promptly removed.

Comment 4: *"The lack of a second entrance/exit forcing 100% of the vehicular traffic to leave and enter from one single point."*

Response 4: The TIAS includes analysis that Kimball Road and the study intersections have been shown to have ample capacity to accommodate the added traffic. The site driveway approach to Kimball Road will operate well below capacity with minimal delay and queuing.

The TIAS also included turning-movement simulations using the largest fire apparatus (Amesbury Ladder 4 – 2023 E-One Typhoon 100' RMA). The apparatus is able to enter/exit the site via the boulevard style driveway without impact to opposing passenger vehicle traffic and is able to circulate the site via the proposed loop roadway.

Comment 5: *"The intersection of Rte. 110 and Kimball is poorly laid out and currently does little to deter traffic crashes. Additional volume will more likely result in increased crashes at this intersection."*

Response 5: While no off-site mitigation measures are warranted based on operations, Applicant sponsored off-site improvements including traffic calming along Kimball Road and intersection improvements at the Kimball Road intersection with Haverhill Road will enhance operations in the study area compared to existing conditions. As outlined in the TIAS, an island is recommended around the existing utility pole to provide a separate left and right turn lane on the approach to Haverhill Road. The pedestrian sidewalk, ADA compliant ramps and a marked crosswalk should be provided to allow for a pedestrian refuge area, shorter crosswalk and relocate the crosswalk outside the utility pole.