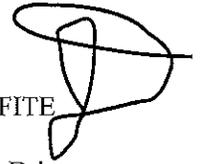


MEMORANDUM



TO: Mr. Daniel Krantz
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FROM: Mr. Jeffrey S. Dirk, P.E., PTOE, FITE
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DATE: June 2, 2014

RE: 6712

SUBJECT: Transportation Impact Assessment
Gillette Stadium Parking and Access Improvements
Foxborough, Massachusetts

Vanasse & Associates, Inc. ("VAI") has conducted a Transportation Impact Assessment ("TIA") in support of the parking and access improvements (the "Project") for Gillette Stadium. These improvements have been specifically designed to reduce the volume of traffic travelling along Washington Street (Route 1) before and after events on so-called "Major Event Days" thereby improving traffic flow, reducing motorist delays, and enhancing pedestrian safety proximate to the Stadium. This study was prepared in consultation with the Massachusetts Department of Transportation (MassDOT) and evaluates the following specific areas as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations with respect to motor vehicles, pedestrians and bicyclists.

As more fully detailed herein, the Project will allow for improvements to the parking facilities proximate to the Stadium by relocating a portion of the employee parking from existing Stadium parking facilities to two newly constructed satellite parking lots, and providing a shuttle bus to link the new satellite parking lots to the Stadium along a new connector roadway. The parking relocation will serve to reduce traffic demands along Route 1 before and after events on Major Event Days resulting in improved traffic flow and reduced motorist delays. A further benefit of the Project is the reallocation of parking proximate to the Stadium from employee use to patron use where pedestrian and vehicle conveyance to and from the Stadium are under the carefully coordinated control of police detail officers and Stadium parking and event staff as a part of the Gillette Stadium Event Traffic Management Plan.

In consideration of the aforementioned improvements, **it has been concluded that the Project represents an overall benefit to the flow of traffic along the Route 1 corridor before and after events on Major Event Days, and will afford enhanced safety for pedestrians, motorists and bicyclists through: i) the noted traffic volume reductions; and ii) increasing the availability of patron parking proximate to the Stadium where pedestrian and vehicle conveyance to and from the Stadium are carefully managed as a part of the Gillette Stadium Event Traffic Management Plan. Emergency vehicle access will also be improved by the addition of an additional means of access directly to/from Route 140, thereby allowing emergency vehicles to bypass Route 1.**

The following details our findings with respect to the Project.

PROJECT DESCRIPTION

The Project is a continuation of the parking and access improvements that have been advanced over the past several years and will entail the relocation of a portion of the employee parking from parking areas proximate to the Stadium (currently located within the Stadium P-10 and P-11 lots) to two (2) new employee parking lots to be situated to the south of the Stadium and accessed from Washington Street (Route 1), Pierce Street (Route 140) and the internal roadway network within the Stadium property. A shuttle bus will be provided to transport employees between the new satellite parking facilities and the Stadium along a new connector roadway (the "Route 140 Connector") to be constructed on Stadium land. The connector roadway will link Route 140 to the service road behind (i.e., east of) the Bass Pro Shop and the south retail portion of Patriot Place. The proposed employee parking lots and the Route 140 Connector will be restricted access facilities and will not be open to general patron use. The completion of these improvements will serve to reduce the volume of traffic travelling along Route 1 before and after events on Major Event Days thereby improving traffic flow, reducing motorist delays, and enhancing pedestrian safety proximate to the Stadium. Figure 1 depicts the elements of the Project in relation to the existing roadway network. The Route 140 Connector will also serve as alternative emergency vehicle access.

The Project will require the issuance of a State Highway Access Permit from MassDOT for access to both Route 1 and Route 140, State Highways under the jurisdiction of MassDOT. Further, MassDOT approval of the modifications to the Stadium Event Traffic Management Plan necessitated by the Project will be required and initiated as a part of the annual permit renewal for the 2014-2015 season.

CUMULATIVE IMPACT ASSESSMENT

The Project is not expected to result in the creation of additional traffic demands outside of the Overall Project Site (defined as the segment of Route 1 between the Stadium P1 (Patriot Place) and P9 (Bass Pro Drive)) given that there are neither any planned increase in the seating or occupancy capacity of the Stadium, nor any changes proposed to Patriot Place that would result in increased traffic demands. The intent of the Project is to create an alternate access route for employees and emergency vehicles, thereby reducing traffic on Route 1 and providing additional parking for patrons proximate to the Stadium by relocating Stadium employee parking to satellite parking areas. The increased availability of parking at the Stadium will off-set the net reduction in parking that has occurred within Stadium controlled parking facilities as a result of improvements to Stadium facilities to address NFL requirements for enhanced safety and security, as well as parking modifications that have occurred since the initial construction of Patriot Place to accommodate further build-out of the approved development program and improvements to pedestrian circulation and landscaping. Further, the parking relocation will also free-up areas for the storage of parking equipment and snow, both of which are currently accommodated within Stadium parking areas.

Given that most Stadium employee arrivals and departures occur outside of peak Stadium event travel periods on Major Event Days, the impacts associated with employee-related travel are anticipated to reduce traffic volumes proximate to the Stadium during employee travel periods as a result of the consolidation of parking to the south of the Stadium and the use of shuttle buses to transport employees to the Stadium along the proposed connector roadway and outside of the Route 1 corridor.

In the immediate vicinity of the Stadium entrances, a minor localized increase in traffic may occur during Major Stadium Events as a result of the parking reallocation within the Stadium P-10 and P-11 parking lots due to the Project; however, any such increases will be managed in a safe and efficient manner in conjunction with the Stadium Event Traffic Management Plan to be updated in conjunction with the



Project. As noted herein, the majority of these spaces will replace those displaced as a result of the improvements made during the modifications to Patriot Place to accommodate the pharmacy, hotel and related uses. The P-10 parking facility affords 9 parking attendant booths at the north and south driveways (18 booths total), and the P-11 parking lot provides 6 to 8 attendant booths, each with a processing capacity exceeding 120 vehicles per hour per booth (30 seconds per transaction).¹ These facilities afford sufficient processing capacity to efficiently accommodate any adjustments to patron arrivals that may result from the Project. Outside of the immediate Stadium area, the Project will not result in a material increase in traffic over current conditions with a Stadium event.

CONCLUSIONS

VAI has completed a TIA in support of the parking and access improvements for Gillette Stadium as a part of Phase II of the Overall Stadium Project. This study was prepared in consultation with MassDOT and evaluated the following specific areas as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations with respect to motor vehicles, pedestrians and bicyclists. Based on this assessment, we have concluded the following with respect to the Project:

1. **The Project will result in an overall reduction in the volume of traffic travelling along Route 1** before and after events on Major Event Days thereby improving traffic flow and reducing motorist delays;
2. **The Project will promote the consolidation of patron parking proximate to the Stadium where pedestrian access and vehicle conveyance to and from the Stadium are under the carefully coordinated control of police detail officers and Stadium parking and event staff** as a part of the Gillette Stadium Event Traffic Management Plan; and
3. **The Project will create an additional means of access to the Stadium and Patriot Place for emergency vehicles.**

In consideration of the above, **we have concluded that the Project represents an overall benefit to the flow of traffic along the Route 1 corridor before and after events on Major Event Days, and will afford enhanced safety for pedestrians, motorists and bicyclists.**

RECOMMENDATIONS

As described herein, the Project will entail the development of two (2) new parking lots to be situated to the south of the Stadium and accessed from Route 1 and Route 140. Both lots will accommodate employee parking that will be relocated from the Stadium P-10 and P-11 parking lots. A shuttle bus will be provided to transport Stadium employees between the parking facilities and the Stadium along a new connector roadway that will be constructed parallel to Route 1 along a portion of its alignment, and will link Route 140 to the service road behind (i.e., east of) the Bass Pro Shop and the south retail portion of Patriot Place. The Project is not expected to result in a material impact on motorist delays or vehicle queuing outside of the immediate Stadium area, with any noted increase that may be attributable to the resulting increase in available patron parking within the Stadium P-10 and P-11 parking lots accommodated by the parking infrastructure that has been constructed to serve these facilities.

¹*Supplemental Parking Analysis*, Bay State Lot, Washington Street (parcel 324, Map 15 and Parcel 447, Map 22) Parking Modifications (P-11 Lot), Foxborough, Massachusetts; VAI; August 10, 2017.



The following sections detail recommendations with respect to the design and operation of the proposed parking facilities and the connector roadway, and include the necessary modifications to the Event Parking Management Plan that are required to accommodate the Project.

Employee Lots A and B

The Project includes the development of two new parking facilities that will be used for employee parking during Stadium events. Employee Lot B, the northernmost of the two parking areas, will be situated along the east (Stadium) side of Route 1, between Route 140 and the Bass Pro Shops. This proposed parking facility will be accessed from the Route 140 Connector and will not have direct access to Route 1 or Route 140. Recommendations concerning access to this facility are included as a part of the Route 140 Connector roadway design (discussion follows).

Employee Lot A, the southernmost of the two parking areas will be located at 119 Washington Street situated along the west side of Route 1, south of Route 140. Access to Employee Lot A will be accessed by way of driveway connections to both Route 1 and Route 140 that will be a minimum of 24-foot wide and will accommodate two-way traffic. Stadium employee parking on Employee Lot A will occur on Major Event Days during which time the driveways on Route 1 and Route 140 will be under police detail officer control; the driveways will be closed and gated at all other times.

Route 140 Connector Roadway

The Route 140 Connector will be constructed to link Route 140 to the Stadium and Employee Lots A and B, and will allow access for emergency vehicles. The Route 140 Connector will intersect the north side of Route 140 south of Route 1, and will traverse an alignment parallel to Route 1 before turning easterly and then northerly to Employee Lot B, and continuing northerly to the service road behind (i.e., east of) the Bass Pro Shop and the south retail portion of Patriot Place. The Route 140 Connector design and alignment are depicted on Figure 1 and reflect a 24-foot wide roadway that is designed to accommodate two-way travel. The Route 140 Connector will accommodate shuttle bus traffic transporting employees to and from the Stadium and Employee Lots A and B, and will also serve as an additional means of access to the Stadium and Patriot Place for emergency vehicles. As with other Stadium parking facilities, any operational adjustments that require updating the Stadium Event Traffic Management Plan shall be coordinated in consultation with public safety officials. The Route 140 Connector will be used on Major Event Days and access will be controlled or limited at all other times. When the Route 140 Connector is in use, access will be controlled by a police detail at Route 140 and by Stadium parking operations staff internally.

Event Traffic Management Plan

In conjunction with the Project, the Stadium Event Traffic Management Plan will be updated to incorporate the driveways serving Employee Lot A and the Route 140 Connector. During Stadium events when Employee Lot A and the Route 140 Connector are in use, police detail officers and Stadium parking staff will be present at the access points to these facilities to manage parking and traffic flow related to the use of these facilities. The Route 1 driveway serving the former motorcycle retail location will be closed by means of a barrier or similar device when the Route 140 Connector is in use, and Stadium parking operations staff will be present to prohibit access to the Route 140 Connector by patron vehicles and pedestrians. When not in use, these facilities will be gated or otherwise secured in a manner that will limit use other than by authorized personnel. Patrons on Major Event Days will not be permitted to park within Employee Lots A or B. The Route 140 Connector may be used in the event of an emergency to allow life safety access to the Stadium and related facilities for emergency responders or to evacuate the Stadium when access to Route 1 may be impeded. No other changes are proposed or required to the



Stadium Event Traffic Management Plan to accommodate the Project. Figure 2 depicts the modifications to the approved Stadium Event Traffic Management Plan.

cc: P. Tamm, Esquire – Goulston & Storrs, P.C.
C. Lizotte, P.E. – VHB|Vanasse Hangen Brustlin, Inc.

