

MILLIS PLANNING BOARD
MEETING MINUTES
VIRTUAL/REMOTE MEETING VIA ZOOM PLATFORM

May 12, 2020

The remote meeting was called to order at 7:35 p.m. by Mr. Richard Nichols, Chair.

Members present: Richard Nichols, Chair
 George Yered, Acting Clerk
 James McKay
 Bodha B. Raut Chhetry
 Joshua Guerrero, Associate Member

 Camille Standley – Administrative Assistant

Members Absent: Nicole Riley

Also present: Daniel Merrikin, Legacy Engineering, LLC
 Robert Fox, 38 Benjamins Gate, Plymouth. MA
 Robert Michaud, P.E., MDM Transportation Consultants, Inc.

APPLICATION FOR APPROVAL OF DEFINITIVE PLAN, PUB. HEAR., CONT.
RIDGE STREET – “EMERSON PLACE” OPEN SPACE SUBDIVISION
TD DEVELOPMENT, LLC

The public hearing continuation was opened at 7:35 p.m. with notice being read by Mr. Yered, Acting Clerk.

Mr. Merrikin, representing the applicant, stated that he has been working on addressing comments from the various Town boards and is in the process of revising the plans. The purpose of tonight’s hearing, he said, is to present the traffic study.

Mr. Michaud, of MDM Transportation Consultants, presented a Transportation Analysis, dated May 12, 2020 (attached). Under the proposed development plan 43 single family homes will be constructed. Primary access/egress for the project is proposed via a direct connection to the western side of Ridge Street, approximately 250 feet south of Curve Street. The secondary access/egress will be provided along Rolling Meadow Drive. He stated that the Traffic Impact Assessment was done to Industry Standards (TIA). Key findings for the proposed 43-lot subdivision are modest generating traffic use; more than ample capacity. A review of the crash data indicated no immediate safety countermeasures warranted. The project is one of “modest traffic-generating use.” They study also includes recommended access improvements. BETA Group has reviewed the study, he said, and provided initial comments. BETA is currently reviewing the response to comments from MDM Transportation Consultants.

Mr. Michaud summarized the existing traffic volumes, speed study results and sight lines on Ridge Street. He presented the site generated trips during “AM” and “PM Peak Hour,” and a stopping sight distance summary. They estimated “one vehicle every two minutes; or just over 30 cars per hour” from the new subdivision during morning peak hours, for example. Traffic volume data was presented.

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Mr. Michael Edmonds, 191 Curve Street, questioned the traffic numbers presented and the methodology used. Mr. Michaud stated that they applied an “Industry Standard Trip Rate” methodology which follows all protocols for residential projects. The numbers presented “are modest and consistent with known projects in the Commonwealth,” Mr. Michaud said. He stated that methodology used is to apply industry trip rates to the land use – in this case, single family homes. The methodology is subject to peer review, as well. The Traffic Study is posted on the Planning Board’s webpage, Mr. Merrikin stated.

The intersections at Ridge Street at Curve Street and Ridge Street at Auburn Road were discussed. Mr. Michaud stated that they would discuss appropriate signage and markings. Mr. Merrikin stated that no street light is proposed at the end of the subdivision road; however, they would put in signage that would be appropriate if the Board wishes.

Mr. Michaud stated that there is no proposal to widen out already existing public ways. “Appropriate signage at certain locations will be important,” he said. No off-site improvements are proposed.

Sidewalks were discussed. Mr. Merrikin stated that the applicant has requested a waiver to require a sidewalk on only one side of each proposed roadway in the subdivision. The sidewalk would extend through the development and terminate at Ridge Street. Mr. Merrikin stated that the applicant would submit the equivalent amount of funds for the second sidewalk to the Town’s Sidewalk Fund. The Select Board as the roadway commissioners determines an appropriate place for sidewalks throughout the Town, Mr. Merrikin said. Ms. Farrar stated that her development, Ridge Farm Estates, would be interested in the sidewalk funds to install a sidewalk there and asked that the Board take that into consideration. This issue would have to be determined by the Select Board.

Questions from audience members raised were concerns over wear and tear on current roadways and how traffic would impact road quality; specifically Ridge Street. Mr. Michaud stated that they do not anticipate marked impact as the increase is from residential vehicles, not commercial. Pedestrian usage and pedestrian safety concerns over the existing roadways (Ridge St./Curve St.) were expressed.

A motion was made by Mr. McKay, seconded by Mr. Yered, to continue the public hearing at 8:20 p.m. to Tuesday, May 26, 2020, 7:30 p.m. By Roll Call Vote: Nichols – aye; Yered – aye; McKay – aye; Raut Chhetry – aye; Guerrero – aye. The motion passed unanimously.

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FORM A APPLICATION

APPROVAL NOT REQUIRED PLAN – 29 FOREST ROAD

Mr. DeSimone filed an Application for Endorsement for 29 Forest Road, Lawrence Mastropieri. The plans purpose is to grant a small piece of land to the abutter on the right (25 Forest Road) as they need 40,000 square feet to add a bedroom to the existing home. No frontage change and the area conforms to zoning.

On a motion made by Mr. Nichols, seconded by Mr. Guerrero, it was voted unanimously by roll call vote: Nichols – aye; Yered – aye; McKay – aye; Raut Chhetry – aye; Guerrero – aye, to approve and endorse an ANR plan entitled, “Plan of Land in Millis, MA, Owner: Lawrence G. Mastropieri, 29 Forest Road, Millis, MA 02054” (1 sheet) dated March 9, 2020, stamped and prepared by Paul J. DeSimone, PLS, Colonial Engineering, Inc., 11 Awl Street, Medway, MA 02053, finding the Form A in order and subdivision control not required. The Board endorsed the plan accordingly

OTHER BUSINESS:

MINUTES

A motion was made by Mr. Nichols, seconded by Mr. Yered, to approve, as written, the minutes from April 7, 2020. By Roll Call Vote: Nichols – aye; Yered – aye; McKay – aye; Raut Chhetry – aye; Guerrero – aye. The motion passed unanimously.

ADJOURN

There being no further business, a motion was made by Mr. Nichols, seconded by Mr. McKay, to adjourn the remote meeting at 8:26 p.m. By Roll Call Vote: Nichols – aye; Yered – aye; McKay – aye; Raut Chhetry – aye; Guerrero – aye. The motion passed unanimously.

Scheduled Planning Board Meetings: May 26, 2020
June 9, 2020 (tentative)

Respectfully submitted,

Camille Standley, Administrative Assistant

Emerson Place – Millis, MA

Transportation Analysis

Millis Planning Board

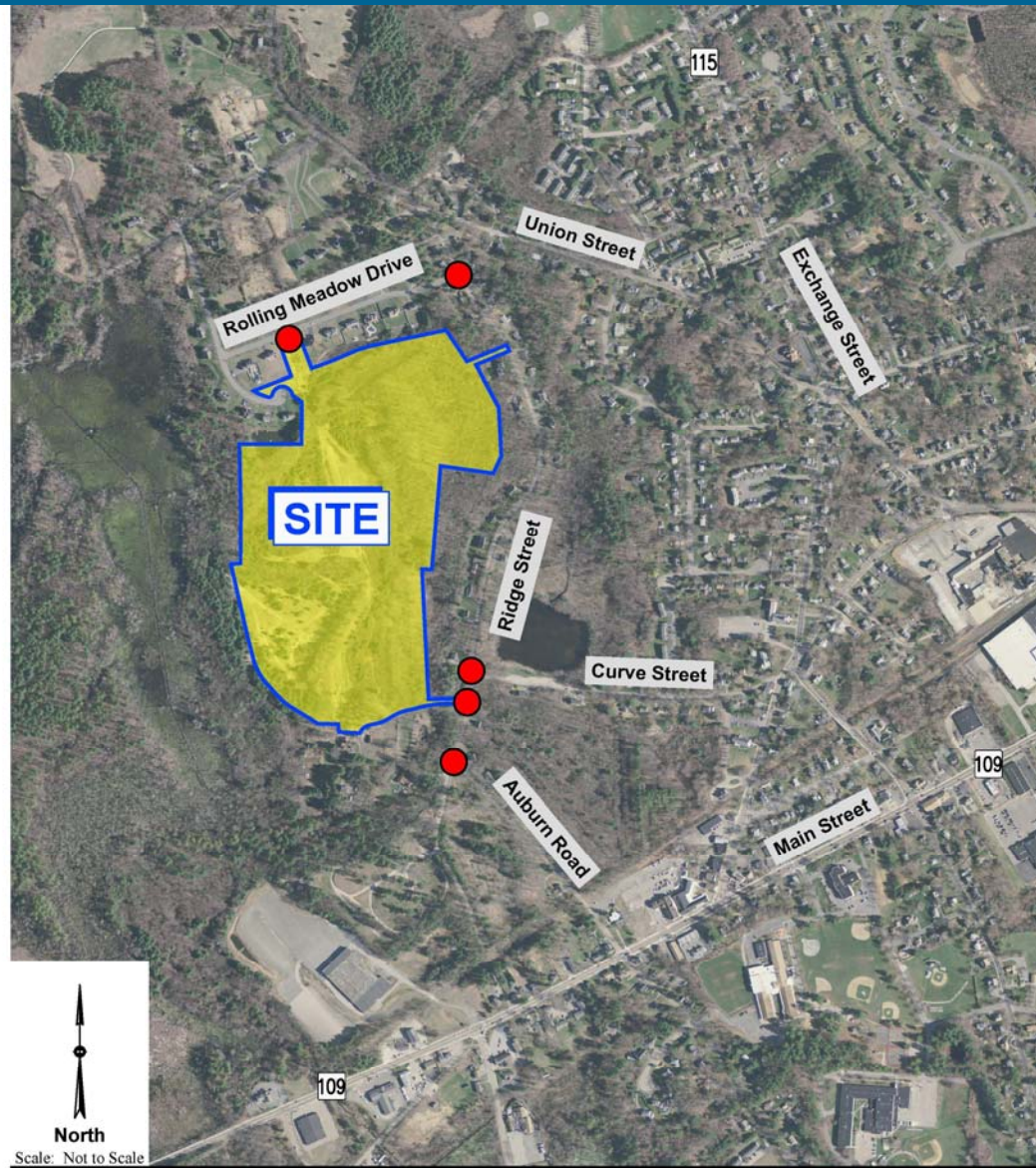
Robert J Michaud, P.E. – Managing Principal

May 12, 2020

Overview

- ***Traffic Impact Assessment (TIA) to Industry Standards***
 - ***Modest Traffic Generator***
 - ***No material impacts to area intersections – ample capacity***
 - ***No safety countermeasures required at area roads (low crash experience)***
 - ***Site Access improvements to meet applicable safety Criteria***
 - ***Recommended access improvements***
- ***Independent Peer Review (BETA)***
 - ***Responses submitted per MDM April 14, 2020 technical memo***
 - ***Updated data/analysis confirms findings of original study***
 - ***Concurrence on access improvements/recommendations***

Study Locations



Site Plan

LEGACY ENGINEERING



Site Plan Source: Legacy Engineering

Existing Traffic Volumes

TABLE 1
EXISTING TRAFFIC VOLUME SUMMARY
RIDGE STREET SOUTH OF CURVE STREET

Time Period	Daily Volume (vpd) ¹	Percent Daily Traffic ²	Peak Hour Volume (vph) ³	Peak Flow Direction ⁴	Peak Hour Directional Volume (vph)
Weekday Morning Peak Hour	1,160	9%	100	57% NB	57
Weekday Evening Peak Hour	1,160	9%	105	58% SB	61

¹Two-way daily traffic expressed in vehicles per day without seasonal adjustment.

²The percent of daily traffic that occurs during the peak hour.

³Two-way peak-hour volume expressed in vehicles per hour.

⁴NB = Northbound, SB = Southbound

Measured Travel Speeds – Ridge Street

TABLE 2
SPEED STUDY RESULTS – RIDGE STREET

Travel Direction	Regulatory Speed Limit ¹	Travel Speed	
		Average ²	85 th Percentile ³
Northbound	n/a	25	28
Southbound	n/a	26	29

¹Regulatory Posted Speed in miles per hour (mph).

²Arithmetic Mean in mph

³The speed at or below which 85 percent of the vehicles are traveling in mph.

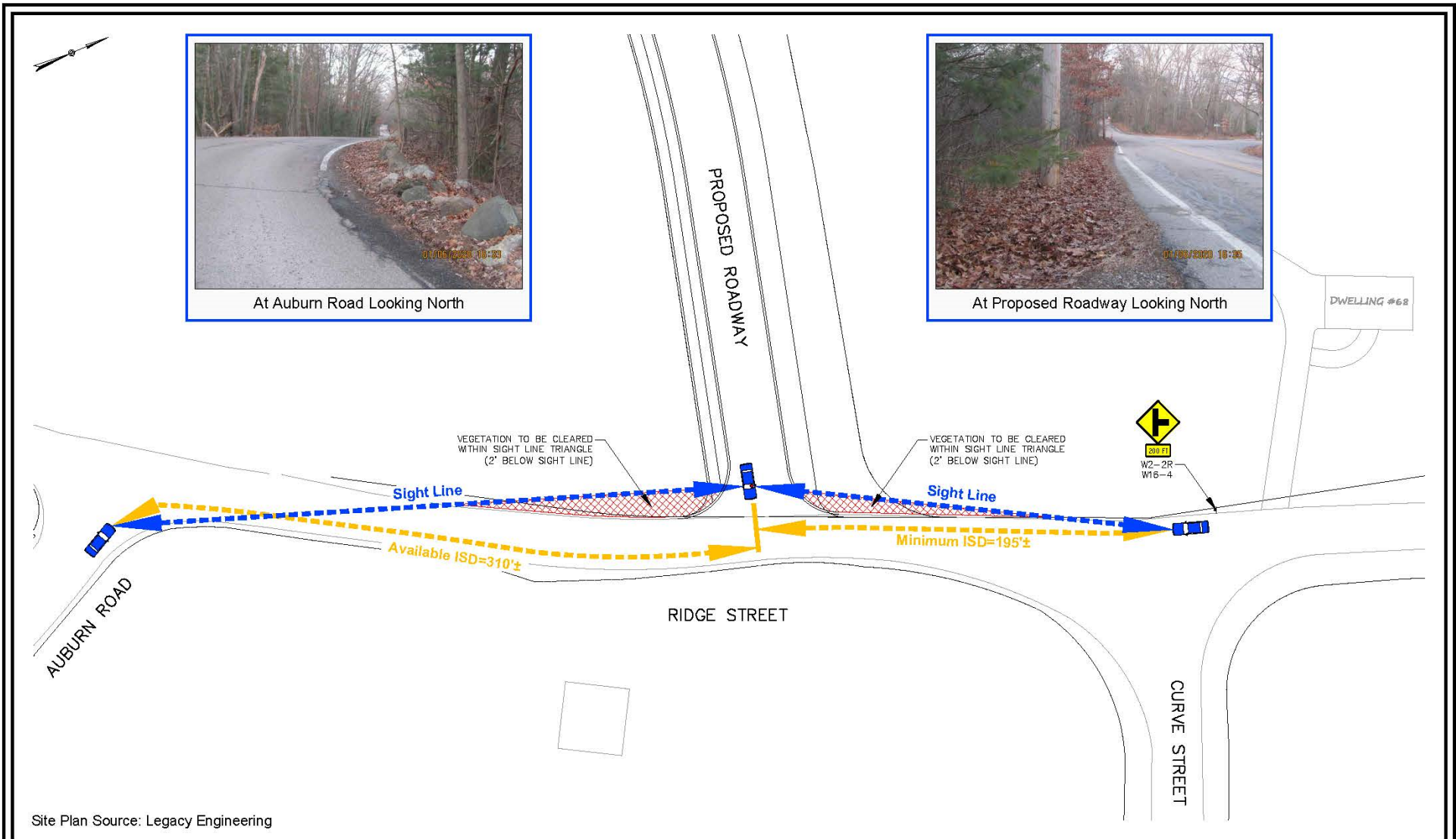
Proposed Roadway – Looking North



Approaching Rolling Meadow Drive – From North



Sight Lines



MDM TRANSPORTATION CONSULTANTS, INC.
Planners & Engineers
28 Lord Road, Suite 280
Marlborough, MA 01752

Scale: As Noted
DWG No. 1050 Sight Distance (2020-3-9).dwg

Date: March 2020
Project No. 1050

Proposed Residential Development
Millis, Massachusetts

SCALE
0 10 20 30 40 FEET

Figure 5
Intersection Sight
Distance Analysis

Stopping Sight Distance Summary

Approach/ Travel Direction	Available SSD	AASHTO Recommended ¹	
		Average Speed ²	85 th Percentile Speed ³
<i>Ridge Street at Rolling Meadow Drive</i>			
<i>Northbound</i>	500± Feet	155 Feet	185 Feet
<i>Southbound</i>	300± Feet	165 Feet	195 Feet
<i>Ridge Street at Proposed Site Roadway</i>			
<i>Northbound</i>	300± Feet	155 Feet	185 Feet
<i>Southbound</i>	>500 Feet	165 Feet	195 Feet

¹Recommended sight distance based on AASHTO, A Policy on Geometric Design of Highways and Streets. Based on driver height of eye of 3.5 feet to object height of 2.0 feet.

²Average Speed; Ridge Street: NB = 25 mph and SB = 26 mph.

³85th Percentile Speed; Ridge Street: NB = 28 mph and SB = 29 mph.

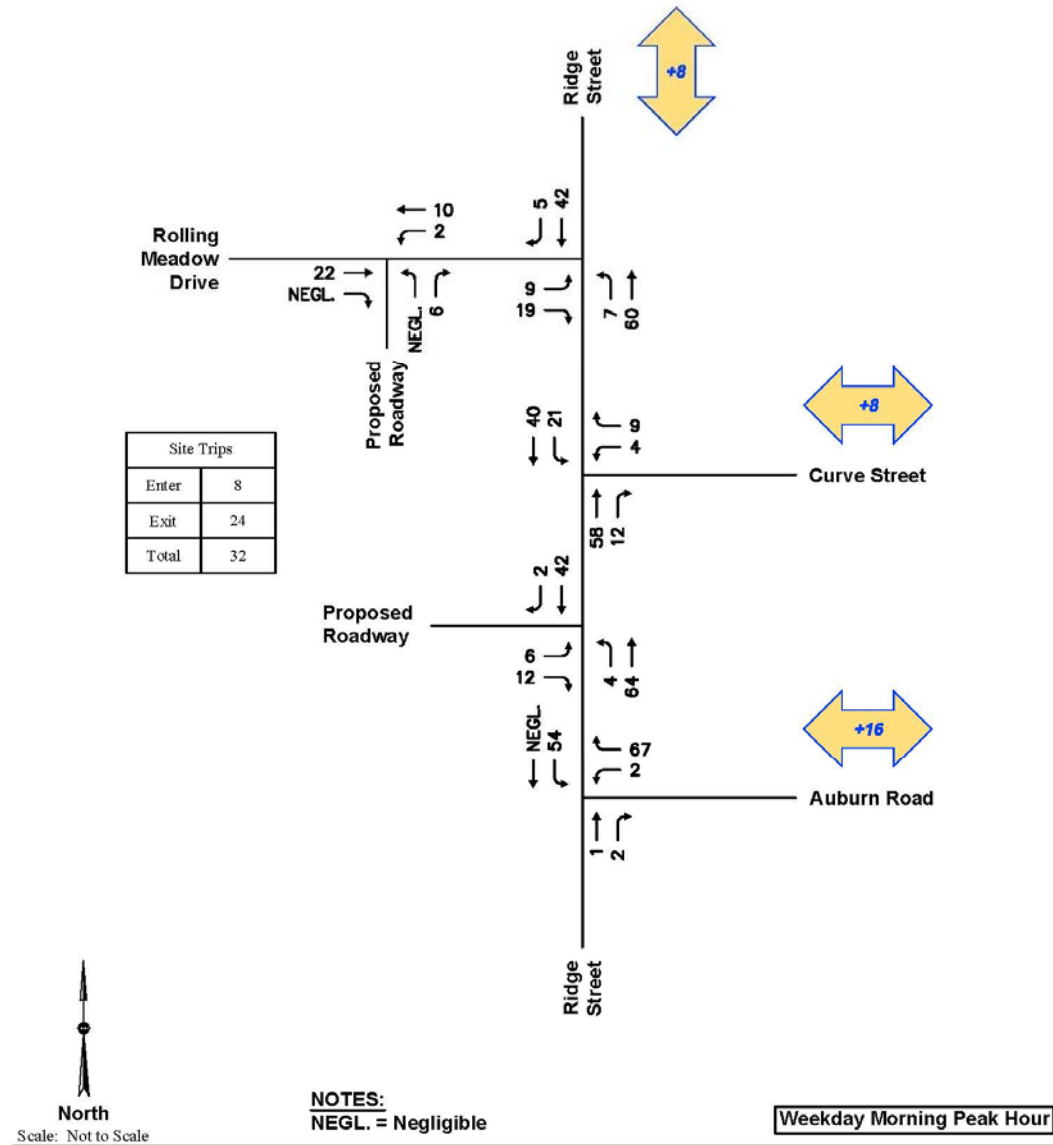
Intersection Sight Distance Summary

View Direction	Available ISD	AASHTO Minimum ¹	AASHTO Ideal ²
		85 th Percentile Speed ²	85 th Percentile Speed ²
Ridge Street at Rolling Meadow Drive			
Looking North	200± Feet	195 Feet	280 Feet
Looking South	500± Feet	185 Feet	310 Feet
Ridge Street at Proposed Site Roadway			
Looking North	195± Feet	195 Feet	280 Feet
Looking South	310± Feet	185 Feet	310 Feet

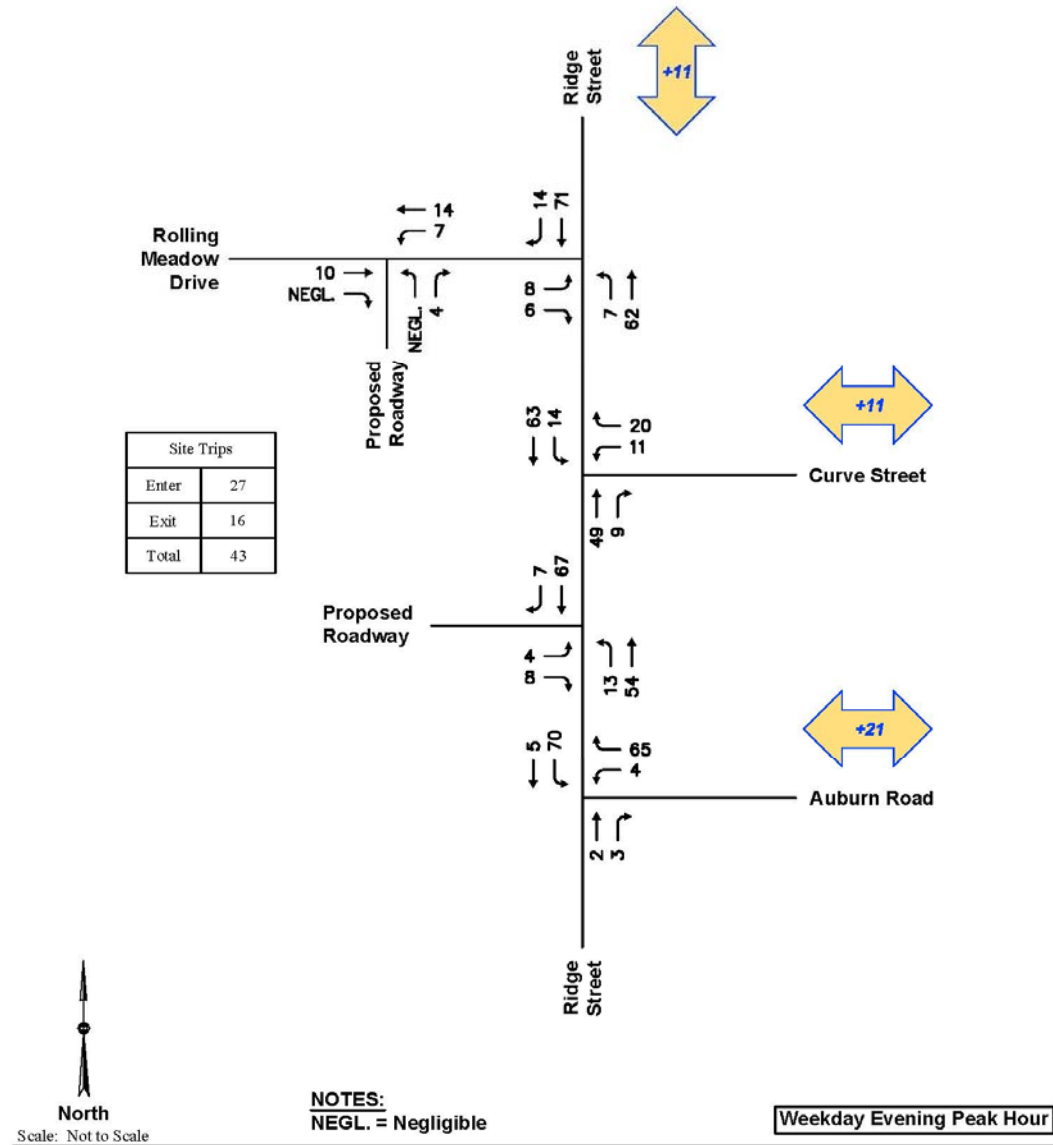
¹Recommended sight distance based on AASHTO, A Policy on Geometric Design of Highways and Streets. Based on driver height of eye of 3.5 feet and an object height of 3.5 feet and adjustments for roadway grade if required. Minimum value as noted represents SSD per AASHTO guidance.

²85th Percentile Speed; Ridge Street: NB = 28 mph and SB = 29 mph.

Site Generated Trips – AM Peak Hour



Site Generated Trips – PM Peak Hour



Recommendations

- ***Signage and Markings***
 - MUTCD compliant STOP sign (R1-1) and STOP line markings for driveways
- ***Roadway Design***
 - Perpendicular orientation to Ridge Street
 - Curb radii and road width to accommodate Town's largest fire apparatus
 - Roadway grading and orientation to meet/exceed minimum recommended stopping sight distance (SSD)
- ***Sight Line Triangles***
 - Placement of advanced intersection warning sign (W2-2) and supplemental warning plaque (W16-2P) on approaches to Rolling Meadow and Primary Drive
- ***Sidewalk Connection***
 - Connect to the existing sidewalk system along Rolling Meadow Drive
 - ADA-compliant ramps as appropriate/required