



# TOWN OF FRANKLIN

## DEPARTMENT OF PUBLIC WORKS

Franklin Municipal Building

257 Fisher Street

Franklin, MA 02038-3026

August 30, 2020

Mr. Anthony Padula, Chairman  
Members of the Franklin Planning Board  
355 East Central Street  
Franklin, MA 02038

**RE: Definitive Subdivision –Maple Hill, Maple St**

Dear Mr. Chairman and Members:

We have reviewed the traffic consultant Vanasse & Associates's September 21, 2020 letter and associated plans addressing proposed modifications to Maple St to improve sight distance and the proposed traffic calming measures to be installed along Kimberlee Ave and Bridal Path.

We agree with these proposed improvements and recommend that if the project is to be approved, construction of these improvements by the developer would be a condition of that approval.

Should you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

Michael Maglio, P.E.  
Town Engineer

October 1, 2020

Mr. Anthony Padula, Chairman  
Franklin Planning Board  
355 East Central Street  
Franklin, MA 02038

**Re: Maple Hill Subdivision  
Traffic Peer Review**

Dear Mr. Padula:

BETA Group, Inc. (BETA) has reviewed revised traffic related documents provided by the applicant for the proposed project entitled “Maple Hill” located in Franklin, Massachusetts. This letter is provided to outline findings, comments, and recommendations.

## **BASIS OF REVIEW**

The following documents were received by BETA and formed the basis of the review:

- Plans (40 Sheets) entitled **Maple Hill**, dated December 15, 2019, prepared by Bay Colony Group, Inc. of Foxborough, MA
- **Traffic Impact Assessment (TIA)**, dated November 2019, prepared by Vanasse & Associates, Inc., Andover, MA
- **Response to Comments**, dated April 13, 2020, prepared by Vanasse & Associates, Inc., Andover, MA
- **Response to Follow-Up Review Comments**, dated July 30, 2020, prepared by Vanasse & Associates, Inc., Andover, MA
- **Response to Follow-Up Review Comments**, dated August 6, 2020, prepared by Vanasse & Associates, Inc., Andover, MA
- **Sight Distance and Traffic Calming Improvements**, dated September 21, 2020, prepared by Vanasse & Associates, Inc., Andover, MA

## **COMPILED REVIEW LETTER KEY**

BETA reviewed this project previously and provided review comments in letters to the Board dated March 12, 2020, July 24, 2020, and August 4, 2020 (original comments in standard text), Vanasse & Associates, Inc. (VAI) provided responses (responses in *italic text*), and BETA has provided comments on the status of each (status in **standard bold text**).

## **FINDINGS, COMMENTS AND RECOMMENDATIONS**

The study area includes the following three unsignalized intersections in the vicinity of the site:

- Maple Street at Kimberlee Avenue (Site access/egress)

- Maple Street at Franklin Springs Road
- Lincoln Street at Bridle Path (Site access/egress)

The intersection of Maple Street and Main Street/Lincoln Street was not included as part of the study area. This intersection will accommodate more new vehicle trips (24 AM, 32 PM) than each of the proposed development access roadways.

- T1. Consideration should be given to adding the intersection of Maple Street and Main Street/Lincoln Street to the study area. *VAI: The Main Street/Lincoln Street/Maple Street intersection is located approximately 1-mile south of the Maple Street/Kimberlee Avenue and Lincoln Street/Bridle Path intersections, and consists of a "Y"-type unsignalized intersection, with the intersecting roadways providing a single 11± foot wide travel lane per direction that are separated by a double-yellow centerline with 4± foot wide marked shoulders provided along Main Street and Lincoln Street, and the Maple Street approach under STOP-sign control. Sidewalks are provided along both sides of Main Street and Lincoln Street, with a marked crosswalk provided for crossing Maple Street.*

*For the purpose of this analysis, the peak-hour traffic volume data that was collected at the Maple Street/Kimberlee Avenue and Lincoln Street/Bridle Path intersections was used to develop the traffic volumes at the Main Street/Lincoln Street/Maple Street intersection. Project-related traffic was assigned to the intersection assuming that trips to and from Maple Street would be oriented to/from the south on Main Street (toward Pleasant Street). The annotated traffic volume networks are attached for 2019 Existing, 2026 No-Build and 2026 Build conditions, consistent with the analysis years that were assessed in the November 2019 TIA.*

*In order to evaluate Project-related impacts at the intersection, a detailed traffic operations analysis (level-of-service, motorist delay and vehicle queuing) was performed following the methodology described in the November 2019 TIA, the results of which are summarized in Table 8A, with the detailed analysis results attached.*

*As can be seen in Table 8A, critical movements at this unsignalized intersection (all movements from Maple Street) were shown to operate at level-of-service (LOS) C during both the weekday morning and evening peak hours under all analysis conditions, with no changes in LOS shown to occur with the addition of Project-related traffic. Project-related impacts were defined as an increase in average motorist delay of up to 1.1 seconds with no material increase in vehicle queuing. All movements along Main Street and Lincoln Street were shown to operate at LOS A during the peak hours with negligible vehicle queuing predicted. **BETA2: Clarify how the traffic volume distribution and splits were determined on all approaches for the Main Street/Lincoln Street/Maple Street intersection.** *VAI2: In order to estimate the turning movements at the Main Street/Lincoln Street/Maple Street intersection, the following methodology was used:**

- 1. The arrival and departure volumes at the intersection were obtained from the peak-hour traffic volumes at the Maple Street/Kimberlee Avenue and Lincoln Street/Bridal Path intersections by assuming that the traffic volumes would balance between these intersections.*
- 2. The directional distribution of peak-hour traffic along Lincoln Street between Maple Street and Bridal Path as measured at the Lincoln Street/Bridal Path intersection was used to distribute traffic volumes arriving at the Main Street/Lincoln Street/Maple Street intersection to a specific movement at the intersection (i.e., if 51 percent of the traffic on Lincoln Street was observed to travel north during the weekday morning peak-hour, it was assumed that 51 percent of the traffic*

*arriving at the intersection on the Maple Street approach would turn left to travel north along Lincoln Street and that 51 percent of the traffic departing from the intersection on Maple Street would originate from Main Street and would turn left from Main Street onto Maple Street).*

*3. Traffic volumes for the remaining movements at the intersection were then derived such that the traffic volumes arriving and departing from the intersection would balance with the corresponding traffic volumes at the Maple Street/Kimberlee Avenue and Lincoln Street/Bridle Path intersections* **BETA3: Information provided – issue resolved.**

Manual turning movement counts (TMCs) were collected on Wednesday, May 22<sup>nd</sup>, 2019 from 7:00 AM to 9:00 AM and 3:00 PM to 6:00 PM. These time periods were chosen because they are representative of the peak generator times of the proposed development and roadways. Data indicates the weekday AM peak hour occurs from 7:00 AM to 8:00 AM and the PM peak hour from 5:00 PM to 6:00 PM. BETA concurs with the traffic data collection time periods.

Traffic volume data were collected via automatic traffic recorder (ATR) on Lincoln Street, Kimberlee Avenue, and Bridle Path over a 48-hour period on Wednesday, May 22<sup>nd</sup> and Thursday, May 23<sup>rd</sup>, 2019. ATR data were collected on Maple Street on Tuesday, June 4<sup>th</sup> and Wednesday, June 5<sup>th</sup>, 2019.

Although Franklin public schools were in session during the time of the data collection, it should be noted that Franklin High School dismissed early on June 5<sup>th</sup> due to exams. BETA anticipates that this early release would have minimal impact on the data collection.

Permanent count station data from I-495 were reviewed to determine the need for seasonal adjustment. Traffic volumes in May and June were found to be above average-month conditions, therefore, the volumes were not adjusted.

Vehicle speeds were also collected via ATR along Maple Street, Lincoln Street, Kimberlee Avenue, and Bridle Path in the vicinity of the development roadways. The prima facie speed limit along Kimberlee Avenue and Bridle Path is 30 miles per hour (mph) in the absence of posted speed limit signs. The posted speed limit on Maple Street is 30 mph and on Lincoln Street is 35 mph. The mean speeds were less than the posted or prima facie on all roadways with the exception of Maple Street. **The Maple Street mean speeds were 35 mph and 36 mph in the northbound and southbound directions, respectively, which is five to six miles over the regulatory/speed limit.**

The 85th percentile speeds along Kimberlee Avenue were slightly below the 30 mph speed. The 85th percentile westbound directional speed was less than the prima facie along Bridle Path but the 85th percentile eastbound speed was slightly higher at 32 mph. The Lincoln Street 85th percentile directional speeds were 2 to 3 mph higher than the posted speed at 38 mph and 37 mph in the northbound and southbound direction, respectively. **The Maple Street 85th percentile directional speeds were 9 to 10 mph higher than the prima facie speed at 39 mph and 40 mph in the northbound and southbound direction, respectively.**

T2. Clarify the exact ATR locations on the roadways. *VAI: The ATR's were performed at the following locations:*

- Maple Street - between Kimberly Avenue and Lilly Way*
- Lincoln Street – between Bridle Path and Clara Loise Drive*
- Kimberlee Avenue – between Maple Street and Tyler Road*
- Bridle Path – between Lincoln Street and Steeplechase Lane*

**BETA2: Information provided – issue resolved.**

Crash data were collected, compiled and analyzed for the intersections of Maple Street at Kimberlee Avenue, Maple Street at Franklin Springs Road, and Lincoln Street at Bridle Path for a five year period from 2013 through 2017 based on the most recent data available from MassDOT, which is an industry standard practice. Crash rates quantified in number of crashes per million entering vehicles were found to be 0.20 or less. All are below the District 3 average crash rate of 0.61 for unsignalized intersections.

T3. Crash analysis should be provided for the additional intersection identified in comment T1. *VAI: A review motor vehicle crash data obtained from MassDOT for the five-year review period 2013-2017 indicated that no (0) motor vehicle crashes were reported to have occurred at the Main Street/Lincoln Street/Maple Street intersection. The current (post 2017) crash data available from MassDOT indicates that one (1) crash was reported to have occurred at the intersection in 2019. Based on a review of the MassDOT crash data, no inherent safety deficiencies are apparent at the Main Street/Lincoln Street/Maple Street intersection. BETA2: Information provided – issue resolved.*

The No-Build condition also includes the addition of the background development-related growth which may increase traffic within the study area. Trip generation data for The Maple Preserve at Franklin development on Maple Street just north of the Kimberlee Avenue was included in the study.

No-Build traffic volumes were determined by applying a one (1) percent per year growth rate over seven years. A 1% growth rate is consistent with other recent studies for the Town of Franklin; therefore, BETA agrees with the growth rate.

Project-generated traffic volumes were determined by utilizing trip-generation statistics published by the Institute of Transportation Engineers (ITE) for land use code 210 (Single-Family Detached Housing). The land uses and methodology chosen are accurate and consistent with industry standards. The project site will generate 630 new trips on an average weekday. New peak hour trips are 46 (12 entering, 34 exiting) in the weekday morning peak hour, and 60 (38 entering, 22 exiting) in the weekday afternoon peak hour.

New trips were distributed through the study area based on Journey-To-Work data and existing travel patterns which BETA finds acceptable for the site location.

Capacity analysis results show that all movements at the Maple Street and Kimberlee Avenue intersection and Maple Street and Franklin Springs Road currently operate and would continue to operate at LOS A during both peak periods. The Bridle Path eastbound movement at Lincoln Street currently operates at LOS C during the morning peak period and LOS B during the evening peak period. During Build conditions, the eastbound movement would continue to operate at LOS C during the morning peak and degrade from LOS B to LOS C during the evening peak period. All other movements at the intersection of Lincoln Street and Bridle Path would operate at LOS A. The 95<sup>th</sup> percentile queue would be equivalent to one vehicle or less during the peak periods. The methodology is consistent with industry standards



**Figure 1: Looking to the south onto Maple Street from Kimberlee Avenue**



The available stopping sight distance (SSD) and intersection sight distance (ISD) were measured by the proponent and also field checked by BETA. **The SSD approaching Kimberlee Avenue from the north on Maple Street is less than the AASHTO required minimum of 305' (approximately 260') based on the measured 85th percentile speed. The ISD looking to the north and south onto Maple Street from Kimberlee Avenue are both significantly less than the required minimum of 445' and 385' (approximately 270' and 290'), respectively, based on the measured 85<sup>th</sup> percentile speeds.** As shown in Figure 1 there is a tree partially obstructing the line of sight which appears to be within the Town's right-of-way. As shown in Figure 2 the vertical curvature of Maple Street limits the ISD.



**Figure 2: Looking to the north onto Maple Street from Kimberlee Avenue**

T4. The designer should evaluate alternatives, including but not limited to, tree removal and reconstructing the vertical curve, to provide sight distances meeting current design standards. *VAI: Subject to receipt of all necessary rights, permits and approvals, the Project proponent will selectively trim and/or remove trees and vegetation located within the sight triangle areas of the Maple Street/Kimberlee Avenue intersection that are situated within the public right-of-way. We note that the identified sight distance limitations are existing conditions that are unrelated to the Project, and that the lines of sight that are available meet the requirements for the posted speed limit along Maple Street (30 mph) and for an approach speed of up to 35 mph.*

*Given the impacts to abutting properties and the Maple Street/Franklin Springs Road intersection that would result from lowering the profile of Maple Street, measures to achieve a reduction in travel speeds along Maple Street would prove to be less disruptive. As such, we continue to recommend that the following measures be implemented as described in the November 2019 TIA.*

- *Install radar speed feedback signs north of Franklin Springs Road and south of Kimberlee Avenue;*
- *Based on the data collected through the radar speed feedback signs (speed data by time of day), provide speed enforcement during the times of day when speeding is most prevalent; and*
- *Reduce the width of Franklin Springs Road approaching Maple Street through the use of curblines bump-outs, the elements of which can be combined with installation of a crosswalk and Americans with Disabilities Act (ADA) wheelchair ramps for crossing Franklin Street (discussion follows).*

**BETA2:** Based on our experience, the radar speed feedback signs alone would not reduce the speeds along Maple Street enough to meet the posted speed limits, let alone the 85<sup>th</sup> percentile speed. Reducing the widths of Franklin Springs Road would also not reduce the speeds along Maple Street nor improve the sight distance. Roadway grades should also be considered when determining the acceptable sight distances. Although the proponent has correctly identified that that sight distance issues are an existing condition, consideration must also be given to the fact that the development will result in a change in street classification from "major" to "collector" per the Subdivision Regulations and the number of homes serviced by the roadway will be significantly increased. At the discretion of the Board, BETA recommends that additional measures should be evaluated by the proponent to reduce travelling speeds and increase the sight

**distance along Maple Street. The proponent should also identify the specific impacts to abutting properties referenced in their response as part of any evaluation.** *VAI 2: In order to reduce travel speeds along Maple Street approaching Kimberlee Avenue, it is suggested that consideration be given to placing the Maple Street southbound approach to Franklin Springs Road under stop control. This alternative to reduce travel speeds along Maple Street was suggested during public comment at the July 13, 2020 Planning Board hearing and can be implemented without the identified potential impacts to abutting properties that would result from reducing the profile of Maple Street. With the implementation of stop control, travel speeds would be reduced on the Maple Street southbound approach to Kimberlee Avenue such that the available line of sight would exceed the recommended minimum distance for safe operation of both Maple Street and the Maple Street/Kimberlee Avenue intersection. A review of traffic operations at the Maple Street/Franklin Springs Road intersection with the Franklin Springs Road and Maple Street southbound approaches under stop control indicates that operating conditions on all approaches would continue to be acceptable, with average motorist delays predicted to be 10 seconds or less (level-of-service A/B).* **BETA3: Identify the Manual on Uniform Traffic Device (MUTCD) criteria/guidelines that are met for the installation of a stop sign on the Maple Street southbound approach to the Franklin Springs Road intersection. In addition, verify the adequacy of the existing stopping sight distance approaching the proposed stop sign.** *VAI 3: The suggested STOP-sign installation is intended to address the existing sight distance limitation along Maple Street approaching Kimberlee Avenue and would be considered as a multi-way stop application as defined in the Manual on Uniform Traffic Control Devices (MUTCD). A review of the guidance provided in the MUTCD indicates that neither the Maple Street/Franklin Springs Road intersection nor the Maple Street Kimberlee Avenue intersection meet the suggested criteria, however, under the optional criteria, criteria C, "Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop" would be met for the Maple Street/Kimberlee Avenue intersection. As such, multi-way stop control could be implemented at the Maple Street/Kimberlee Avenue intersection vs. at the Maple Street/Franklin Springs Road intersection. To the extent that all-way stop control is implemented at the intersection, advance "Stop Sign Ahead" warning signs would be installed on Maple Springs Road approaching the intersection.* **BETA4: The proponent has eliminated their proposed installation of a stop sign and has committed to reconstructing the vertical curve on Maple Street to provide the required sight distance. Preliminary plans for the reconstruction of Maple Street have been submitted to the Town Engineer for review – issue resolved.**

The TIA suggested the following neighborhood traffic calming measures:

- Install a raised island on Bridle Path approaching Lincoln Street and on Kimberlee Avenue approaching Maple Street.
- Install a raised median in between 33 and 44 Bridle Path.
- Install a raised intersection/speed table at the Bridle Path and Steeplechase Lane intersection.
- Install a raised median along Kimberlee Avenue between Tyler Road and Madison Avenue.
- Reduce the corner radii of Tyler Road and Madison Avenue.
- Reduce traveled way to 22-feet on Kimberlee Avenue north of Madison Avenue and on Bridle Path between Steeplechase Lane and Phaeton Lane.

Provide concept plans which show the traffic calming devices and locations outlined in the TIA for the consideration of the Board and for ease in review. *VAI: A plan showing the location of*

*the suggested traffic calming features along Kimberly Avenue and Bridle Path is attached. The formal design of the improvements will be advanced as a condition of any approvals that may be granted for the Project. BETA2: A more detailed plan, including typical details, should be provided for the Board to evaluate the types of devices and locations prior to approval. BETA recommends for the Board to discuss how the proposed project roadways will integrate with the geometry, widths, and sight distances of the surrounding existing roadways in coordination with any proposed traffic calming measures. VAI2: Typical sections for a raised intersection, speed hump and the installation of a sidewalk to reduce the width of the existing traveled way along Kimberlee Avenue and Bridal Path are attached. The exact location and design of these features will be advanced as a condition of the approval of the Project and will be subject to the review and approval of the Department of Public Works. The Planning Board has indicated that they are not inclined to approve the use of raised medians or islands as traffic calming devices. BETA3: Typical details were provided for a raised intersection and speed hump. BETA defers to the preference of the Board to request more detail from the proponent at this time.*

- T5. Verify that the types of traffic calming devices suggested in the TIA were discussed with and found to be acceptable by the Franklin Department of Public Works. *VAI: The Project proponent has been and will continue to consult with the Town and the Department of Public Works (DPW) regarding the elements of the transportation improvement program for the Project, including the components of the neighborhood traffic calming plan. The specific traffic calming measures that are identified in the November 2019 TIA are appropriate for low volume residential streets, the details and location of which will be subject to review and approval by the DPW. BETA2: A more detailed plan, including typical details, should be provided for the Board and DPW to evaluate the types of devices and locations prior to approval. VAI2: Typical sections for a raised intersection, speed hump and the installation of a sidewalk to reduce the width of the existing traveled way along Kimberlee Avenue and Bridal Path are attached. The exact location and design of these features will be advanced as a condition of the approval of the Project and will be subject to the review and approval of the Department of Public Works. BETA3: Typical details were provided for a raised intersection and speed hump. BETA defers to the preference of the Board and DPW to request more detail from the proponent at this time. BETA4: The proponent has provided an updated traffic calming proposal. Refer to Sight Distance and Traffic Calming Improvements Letter section.*

The proposed off-site mitigation includes the following:

- Install radar speed feedback signs on Maple Street north of Franklin Springs Road and south of Kimberlee Avenue.
- Install STOP signs and provide stop lines on minor street approaches (Kimberlee Avenue, Franklin Springs Road, Bridle Path)
- Install crosswalks across Franklin Springs Road at Maple Street and Bridle Path at Lincoln Street.
- Reduce the width of Franklin Springs Road using bump-outs at the Maple Street intersection.

Except for the radar speed feedback signs, the proposed off-site mitigation does not provide features that would calm the travelling speeds along Maple Street or provide required sight distance at the intersection of Kimberlee Avenue. The measured 85<sup>th</sup> percentile speeds along Maple Street are significantly higher than the posted speed limits.



T6. Additional mitigation along Maple Street should be considered to decrease speeds along Maple Street. *VAI: The Project proponent has committed to the installation of radar speed feedback signs on Maple Street north of Franklin Springs Road and south of Kimberlee Avenue, and it has been recommended that the speed data collected by the signs be used for speed enforcement during those periods when vehicle travel speeds are found to exceed a 5-mph pace of the posted speed limit (30 mph). These measures have been proven to achieve speed meaningful speed reductions and are commensurate with the limited impact of the Project along Maple Street.*

*To the extent so desired by the Town, the Project proponent will undertake the installation of an enhanced sign program along Maple Street that would include the installation of warning and speed advisory signs in accordance with the specifications of the Manual on Uniform Traffic Control Devices (MUTCD) along Maple Street between Main Street/Lincoln Street and Franklin Springs Road. Vertical traffic calming features are not appropriate along Maple Street given its functional classification as a collector roadway. Further, roadway narrowing as a means of reducing travel speeds is not feasible as it would result in a roadway width that would not meet safe passage standards (the current width of Maple Street is 22± feet).*

**BETA2: Based on our experience, the radar speed feedback signs alone would not reduce the speeds along Maple Street enough to meet the posted speed limits, let alone the 85<sup>th</sup> percentile speed. BETA recommends that additional measures should be proposed by the proponent to significantly reduce travelling speeds along Maple Street. VAI2: As discussed previously, it is suggested that consideration be given to placing the Maple Street southbound approach to Franklin Springs Road under stop control in order to reduce travel speeds along Maple Street approaching Kimberlee Avenue. BETA3: Identify the Manual on Uniform Traffic Device (MUTCD) criteria/guidelines that are met for the installation of a stop sign on the Maple Street southbound approach to the Franklin Springs Road intersection. In addition, verify the adequacy of the existing stopping sight distance approaching the proposed stop sign. VAI 3: See response to Comment T4. BETA4: See response to Comment T4 – issue resolved.**

There are currently non-ADA compliant accessible ramps on either side of both Franklin Springs Road at Maple Street and Bridle Path at Lincoln Street.

T7. If the Board and DPW agree to the applicant installing crosswalks on Franklin Springs Road and Bridle Path, BETA recommends the applicant also install ADA compliant ramps on either side of both Franklin Springs Road at Maple Street and Bridle Path at Lincoln Street. *VAI: The Project proponent will design and construct ADA compliant wheelchair ramps for all pedestrian crossings that are constructed as a part of the Project where a sidewalk and accompanying crosswalk are provided. BETA2: Provided the Board and DPW are in agreement with the proposed crosswalks and ADA ramps, they should be incorporated into the design plans. VAI2: The Applicant will design and construct Americans with Disabilities Act (ADA) compliant wheelchair ramps and install accompanying crosswalks for crossing Franklin Springs Road at its intersection with Maple Street and Bridal Path at its intersection with Lincoln Street subject to receipt of all necessary rights, permits and approvals. BETA3: BETA defers to the decision of the Board and DPW on this issue.*

## **SIGHT DISTANCE AND TRAFFIC CALMING IMPROVEMENTS LETTER**

BETA reviewed the traffic calming components of the above-mentioned letter dated September 21, 2020. The proponent has proposed three mini roundabouts along Bridle Path and one at the existing terminus of Kimberlee Avenue and has provided respective conceptual plans. The mini roundabouts along Bridle

Mr. Anthony Padula, Chairman

October 1, 2020

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Path are proposed at the intersections of Steeplechase Lane, Phaeton Lane, and Surrey Way. In general, the concept plans are acceptable in terms of design and signing and BETA finds the appropriateness of the traffic calming devices proposed reasonable. BETA has the following comments related to the islands and the pavement markings.

T8. Extend the splitter islands and markings past the crosswalk markings to better channelize vehicles towards the flared approach to the mini roundabout.

T9. Provide consistent pavement markings at the splitter islands.

T10. Provide a detail for the mounted aprons and flush islands in advance of the next submission.

If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,

BETA Group, Inc.



Jaklyn Centracchio, PE, PTOE  
Senior Project Engineer

cc: Amy Love, Town Planner  
Jeffrey Dirk, PE, PTOE, FITE, Vanasse & Associates, Inc

Job No: 4830 - 60



## FRANKLIN PLANNING & COMMUNITY DEVELOPMENT

355 EAST CENTRAL STREET, ROOM 120  
FRANKLIN, MA 02038-1352  
TELEPHONE: 508-520-4907  
FAX: 508-520-4906

### MEMORANDUM

**DATE:** September 30, 2020  
**TO:** Franklin Planning Board  
**FROM:** Department of Planning and Community Development  
**RE:** Maple Hill  
Definitive Subdivision Plan

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Correspondence submitted for this Hearing:

1. Applicants Traffic Mitigation Conceptual Plan
  - a. Sight Distance and Traffic Calming Improvements
2. Letter from an Abutter

Waiver Requests:

- **§300.13.A.(1) - Sidewalks. Location:** To allow a sidewalk on one side allowed where sidewalks are required on both sides of the road.
- **§300.11.B.(2)** – Waiving the requirement that pipes maintain 42’ cover in some areas
- **§300.8.A.(1)(c)** – Not require a new alternative development plan
- **§300.8.C.(10)** – Setting stakes every 100’ for sideline and sidewalks
- **§300.10.D.(5)** – Waiving the requirement that cuts/fills be no more than 5’ in some areas
- **§300.10.E.(4)** – Waiving the requirement that a dead-end be no less than 400’ long

DPCD Comments:

1. Applicant has submitted a phase development plan. The Planning Board should determine if they will allow the road way to be constructed in phases.
2. The Applicant has proposed to pave Bridal Path. The Board should determine when this will be required.
3. Town Water shall require a By-Law Amendment from the Town Council. Each lot will have individual septic systems.
4. Applicant has provided an extension until October 30, 2020

Maegan Schlitzer  
59 Bridle Path  
Franklin, MA 02038  
508-243-9312  
[mmschlitzer@gmail.com](mailto:mmschlitzer@gmail.com)

September 11, 2020

Anthony Padula  
Planning Board Chairman  
355 East Central Street  
Franklin, MA 02038

Dear Chairman Padula,

I'm writing to you today regarding the Maple Hill Subdivision here in Franklin. I have attended Planning Board meetings for about a year and a half now, and in the most recent (August) meeting, I heard you inform the group that regardless of DPW input, they aren't the decision-makers - the Planning Board makes all of the final decisions. I ask you, I beg you, to please remember the more than 20 children who stood up at a Planning Board meeting last spring. Remember their pleas to keep their neighborhood safe.

Adding a second sidewalk to the existing Bridle Path neighborhood would demonstrably increase safety in our neighborhood in two ways - it would reduce the width of our road, which is currently 32 feet wide - too wide for a neighborhood according to today's standards. The wider road allows cars to feel as if they can drive at faster speeds - which they do daily. And it would provide a sidewalk that would allow our children, families, neighbors, and pets to walk safely regardless of what side of the street they live on. So many of our kids could walk to and from school without ever having to cross a street (which will be a significantly greater safety hazard with the addition of approximately 100 + cars going in and out of the neighborhood daily - at the same time kids are walking to school). Mr. Dirk of Vanasse & Associates agreed that a second sidewalk is a valid and often-implemented solution in this type of situation.

I've included a photo of the children of our neighborhood from last year's first day of school, 2019. These are the children I keep showing up for. I'm trying to protect them and keep this neighborhood safe. If you could consider them when deciding what traffic measures are implemented, I would greatly appreciate it.

Thank you kindly again for your time and consideration.

Sincerely,



Maegan Schlitzer



