

June 28, 2021

Grafton Planning Board
Grafton Memorial Municipal Center
30 Providence Road
Grafton, MA 01519

Attn: Mr. Christopher McGoldrick, Town Planner

Subject: Transportation Peer Review Comments
Village at Grafton Woods, 8 Pine Street
Grafton, MA

Dear Chris:

MDM Transportation Consultants, Inc. (MDM) provides the following supplemental responses to the Tighe & Bond (T&B) correspondence of May 18, 2021 (received via email June 9, 2021). In summary, T&B responses generally addresses our initial comments with requested clarification of several submitted responses as follows:

Comment 5. Sight Distances

Sight lines looking south from the southerly driveway cross over a “no disturb” zone within which trees/vegetation exists or has potential to grow over time and impede sight lines. Likewise, it is unclear whether the guard rail elevation along the east side of Pine Street which may exceed 2 feet in height above roadway grade remains a potential visual obstruction to an object 2 feet above grade at the ped crossing and driveway location. Accordingly, MDM advises that the Site Plans as stamped by a professional engineer depict the sight line triangles at each driveway with a note that acknowledges compliance with applicable sight line criteria within these sight line triangles following AASHTO guidance, with a provision for clearing/maintenance of vegetation or modification of guardrail as required will be conducted to ensure applicable sight line criteria are met. Applicant should clarify to what extent clearing/maintenance of vegetation within the “no disturb” zone is feasible should such clearing/maintenance be necessary.

Comment 11. Pedestrian Improvements

Design and placement of RRFB equipment should be in accordance with guidance published in the Manual on Uniform Traffic Control Devices (MUTCD). Responsible party for maintenance of the RRFB equipment and costs to operate the RRFB (whether through replacement of battery backup as needed if solar-powered or cost of electricity if hard-wired) should be explicitly acknowledged.

Design and placement of radar speed feedback signs should be in accordance with guidance published in the MUTCD; responsible party for maintenance and operating costs for these signs should be explicitly acknowledged.

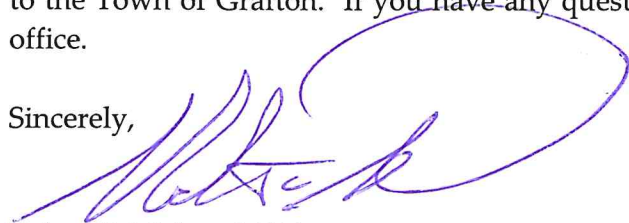
Comment 13. TDM Programming

MDM defers to Town policy on formalizing a TDM program for projects located in town; while we acknowledge the proximity to the MBTA commuter rail and its likely benefits it is the experience of MDM on similarly located TOD developments that a TDM program is typically memorialized as part of site plan approvals to include specific actions as outlined in our initial review including but not limited to transit use incentives, ride matching promotion, publication of transit routes/schedules (including possibility of a real-time transit informational screen in the building lobby), etc.

Clarification of how many spaces at the site may be made available for monthly lease for T parking should also be provided to ensure sufficient spaces are regularly available to support the commercial uses at the property.

MDM appreciates the opportunity to provide Transportation Planning & Engineering Services to the Town of Grafton. If you have any questions or concerns, please feel free to contact this office.

Sincerely,



Robert J. Michaud, P.E.
Managing Principal