



Town of Brewster

2198 Main Street
Brewster, MA 02631-1898
Phone: (508) 896-3701
Fax: (508) 896-8089

Office of:
Select Board
Town Administrator

MINUTES OF THE MILLSTONE ROAD PUBLIC OUTREACH FORUM

DATE: September 5, 2019

TIME: 8:00 AM

PLACE: Brewster Town Office Building, 2198 Main Street

PRESENT: DPW Director Patrick Ellis, Town Administrator Peter Lombardi, Assistant Town Administrator Donna Kalinick, VHB Engineer Manager Steve Rhodes, Many Public Residents

Mr. Lombardi opened the public forum. 960 post cards were mailed to residents inviting them to attend the public forum, resulting in a large public attendance. In May of 2015 Town Meeting approved a \$10 million dollar road bond for improvements on Underpass Road, Millstone Road and additional roads to the Town Landings. A community outreach meeting was held in August of 2018. This forum was held to; give a progress update on the Millstone Road project including the work completed to date, to discuss the State and Local design standards, review the project goals, share the impact summary, announce the tentative project schedule and receive resident feedback. The project team included Brewster Town Staff, Brewster Residents, the project surveyor J.M. O'Reilly and Associates and the Project Designer VHB. The Select Board approved the primary roadway design at their July 22, 2019 meeting.

Steve Rhodes reviewed the layout of the plans that were on display. The design was created using the American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets, Roadside Design Guide, and MassDOT's Project Development and Design Guide. The goals of the project are to; improve ADA compliant sidewalks, improve safety for all users (vehicle, bicyclists, pedestrian), to provide a better interconnection with the existing transportation network (Rail Trail) and to improve drainage along the length of the road. Modifying the State's best practice layout for a complete streets layout, a roadway was designed to better suit Millstone Road given the current layout and features. This includes 11 foot travel lanes with 2 foot shoulders on each side, a Cape Cod asphalt berm, 5 foot asphalt sidewalk with a single crossing lane at Fern Lane, a 3 foot grass strip installed between the sidewalk and berm along the majority of the crosswalk, granite curbing to be installed only where necessary, and significant drainage updates. Selective water upgrades and curve adjustments will be completed for additional safety.

DPW Director Patrick Ellis reviewed the plans that have incorporated the resident feedback since the last forum, and thanked them for their feedback. One sentiment at the initial forum was that residents were opposed to the granite curbing option. In most areas a grass strip between the road and the sidewalk will replace a granite curb, except in a few areas some separation is needed for safety. Trees will also be able to

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be kept along the road using that design, as was shown in the presentation photos. Sloped curbing was presented, which allows for better mobility than the upright granite version. Snow Road was recently improved, and used as a visual example of sidewalk, green space, and roadway. Photos of Underpass Road were displayed to show a visual representation of sidewalk and bike lanes along a corridor. Mr. Ellis favors the installation of bike lanes and sidewalks along Millstone Road, making the corridor a use friendly access for all residents.

An impact summary includes; potential speed limit reduction pending State approval, selective permanent easements needed in areas to construct and maintain sidewalks, drainage and for overhead utilities, selective temporary easements for grading, and vegetation clearing, and relocation of some utility poles, with no new street lighting added. More details on the impacts will be determined once the design is in the next phase. The tentative timeline for the remainder of the design phase of the project anticipates a winter 2020 preliminary design submittal and right of way discussions with Town officials and Residents, a summer 2020 Public Outreach Meeting, fall 20/winter 21 final design submittal and the project advertisement and bidding. If the design phase is completed as planned the construction phases are anticipated to begin in spring 21, for drainage, site clearing, and utility relocation. Widening of the sidewalk, curbing installation, milling of the road and initial paving would be scheduled for fall 21. Installation of the sidewalk berm, finish paving, striping and signage installation is anticipated for spring 22.

The forum was opened for public comment. Mr. Montgomery, 60 Barons Way, is in favor of the plan having traveled the road frequently. He would like to advocate for the addition of more street lighting. Brian Davis, Millstone Road, had personally sent a survey to the residents on Millstone Road, with 44 responses returned out of 137 postcards sent. The returned results concluded 81% prefer the grass sidewalks versus the granite curbing, 80% prefer a reduced speed limit, 65% agreed that additional drainage was needed, 63% were not in favor of land taking, 62% were in favor of a bike lane, 61% were in favor of a sidewalk, 51% thought that resurfacing the pavement on Millstone was needed. Joy Johnson, 398 Millstone Road, is concerned with the amount of frontage she will lose due to the project, as she has a fence and vegetation in her front yard. Mr. Ellis offered to visit the property to review the impact of the project. An onsite meeting will be available to any resident who requests one. Cheryl Demetras, 162 Millstone is in favor of the project, would like to see a vehicle restriction on large trucks, and agrees with an increase of street lights. The State maintains that if a road can handle truck weight, it is very difficult to ban truck usage. Police Chief Eldredge also responded that enforcement of this is also difficult. The established speed limit is being investigated with the State, based on the density of the road. John Parmentier, 951 Millstone, asked if digital signage could be put up to attempt to reduce speeding. Police Chief Eldredge is in favor of using the portable speed limit sign temporarily in the area, but would like to balance the character of the street with new technology. Mr. Parmentier is also concerned with the current vegetation planted in front of his home. Mr. Ellis explained that due to the schedule of the project, significant time will be given to homeowners to decide if and where to re-locate their plantings to. Mr. Parmentier asked if there was a consideration to combine the walkway and bike lane.

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This was considered, but a “shared use” path introduces a new standard on offset from the roadway which would ultimately make the total roadway wider with additional impacts. Dana Bennett, 1065 Millstone, discussed her use of the sidewalk on Route 6A. This is commonly shared with bicycles and she feels it is dangerous. On Millstone she would like a grass berm that is well maintained, branches cut back to allow for walking, and the bicycles to ride in the roadway. She does not see a need for sidewalk installation. Irene Penney, 30 Acorn Way, asked if the Town had considered only fixing the drainage and widening the road for additional room for bicyclists and pedestrians. She inquired if this would use less of the funding from the previously approved road bond. Mr. Lombardi noted that the sidewalk cost is about a half million dollars, not including the relocation of some of the utility poles, out of the \$4.9 million dollar cost for the total project. Ms. Penney asked if there is enough funds left in the road bond to finish the area between Route 124 and Route 6A. Mr. Ellis explained that will be finished, and that it was funded from State Aid, Chapter 90 funds. Ms. Penney asked if a moratorium would be put in place once the project was complete. Mr. Ellis noted a 5 year moratorium is typical, but requests would be considered depending on the circumstances. All town owned utilities will be upgraded prior to the project. Ms. Penney asked who would be responsible for the cost of the removal or replacement of items in the yards of homeowners. This would be considered a homeowners expense, with consideration of assistance being given to larger items such as wall relocation. Bob Smith, 80 Cliff Pond Road, asked about the intersection of Millstone and Route 6A. This will be a granite curb location, due to the high traffic volume. There is no plan to incorporate a sidewalk crossing at that location, with the hope that pedestrian and bicyclists will utilize the Rail Trail and cross at the existing crossing point. Mass DOT would have to approve a new cross walk, as Route 6A is a State owned road. The sight lines at the Rail Trail will be improved. Mr. Smith would also like to see additional consideration given to the intersection of Millstone and Cliff Pond Road. Doug Dineen, 96 Anawan Road, discussed the dangerousness of the street crossing at the Rail Trail, and asked for consideration of making the crossing a bridge, tunnel, or gated to improve safety. Mr. Lombardi could have a conversation with the State Department of Conservation and Recreation (DCR) that has jurisdiction of the Rail Trail, to reinstate the original configuration for crossing. Mr. Lombardi has worked with DCR on the bike path extension down to Linnell Landing and they have expressed the lack of funding they currently have. As such, they would most likely not consider a new tunnel or a bridge. Bill Henchy, 427 Blueberry Pond, agrees that the bike crossing is hazardous. He asked if the Town has done a speed study on the road and if so what the 85th percentile. Mr. Lombardi feels if the Town was to do a speed study now, the speed limit would either stay the same or increase. This is why the Town is looking to introduce a “Thickly Settled Area”. Mr. Henchy asked if the Town has crash rate data on Millstone Road, and how it relates to the data in the district to demonstrate a data driven safety issue on the road, or if it is just a perceived issue. VHB does not have the records from the State, but from Mr. Rhodes perspective, improving the sight lines of secondary roads will help prevent vehicle crashes, but this was not a primary driver of the project. Sidewalks and pedestrian/bicycle traffic was. Mr. Henchy noted that Millstone Road is denoted as a scenic road. He disagrees with additional street lighting. He does agree with a slight widening of the road to accommodate bicycle traffic and installation of a green strip along the roadway. He is concerned with the impact on properties if the full project is acted on.

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Mr. Henchy asked if any appraisals have been done in regards to the easements that would be needed by the Town. Mr. Lombardi explained they are only at 25% of design at this point and the appraisals have not been done at this time as they are not ready to do so yet. Mr. Henchy would like to see the Town review the crash data, speed data, easement taking, and a slightly less ambitious design to accomplish the established goals. Nancy Kirchner, 54 Joe Longs Road, would like to see a maintained grass strip and maybe a bike lane with a widened road as opposed to a concrete sidewalk. She would prefer to not add to the urbanization of Cape Cod. Matt Marshall, 15 Fern Lane, is highly in favor of the current design, and has a better sense of safety for his children with sidewalks. Underpass, Snow Road, and Route 6A gives young families a safe opportunity to be outside and active. He is concerned about the lack of lighting by his road, and would like a push button activated light for a safe cross walk. He has talked to other families in the area who could not make it to the forum but are also in support of the project. Maureen Finley, 31 Badger Lane, asked for the dimensions of the HMA curbing, with it being 5 inches. She was concerned with the effect on the curbing due to plowing. She asked if residents would be responsible for snow removal and grass cutting of the green strip. The Town maintains all sidewalks and would mow. The limit of work will be staked for a visual understanding for residents. Copies of the plans will be at Town Hall and at the Library. The presentation and a pdf of the plans will also be posted online. Drainage catch basins will be relocated where needed and to have as little in the travel lane as possible. Details for the drainage will be on the next set of plans. She was concerned with the safety of the crossing of Millstone Road and Route 6A. This will be discussed with the Mass DOT. Kari Hoffman, 111 Old Bog Road, complimented the group on the process to date, and was impressed on the communication and attendance of the event. She was encouraged to hear that the cost of the project was already approved by the town. The crossing design is yet to be fully determined, but it shows now as a striped designation and additional signage. The size of the crosswalk will be the same as those on Route 6A. Ms. Hoffman asked that the Bikeways Committee and Permit Sales office be involved in public safety outreach. Police Chief Eldredge addressed the crowd and explained that in Brewster bicyclists can ride on a side walk, but pedestrians have the right of way. He also discussed the education outreach that is done, and the constant effort that is needed with a transient summer population. Former Police Chief Koch has had many conversations with residents who do not allow their families to ride their bicycles on Millstone Road due to a lack of safety. After working in the past on other road projects, he referred to those as an example of how increased safety can accommodate the other resident's community to be able to utilize a road, not just for vehicle traffic. The Bikeways Committee, and the Vision Planning Committee have both discussed how this particular road is an excellent example of the potential use for both older and younger residents to utilize for outdoor exercise, noting the proximity of the road to the Rail Trail, and Nickerson State Park. Mr. Koch noted the same concerns when they were re-designing Route 6A and Underpass road. The Town worked with the residents of those roads to ensure all concerns were addressed. Kathe Jacobus, 60 King Phillip Road, echoed all of the positive comments about the need for the sidewalk on Millstone Road, and appreciates the sidewalks on 6A for additional safety it creates in the evening hours. She asked about the future location of the Millstone Road Housing Development. David Michniewicz, 102 Pinewood Drive, supports a sidewalk on Millstone Road for safety reasons, given the excess speed of vehicles. He feels that by

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straightening the roadway that would encourage speeding. He would prefer an increased width, shared use path on one side of the road only with a grass path separation from the road. He would like to see vertical granite curbing on areas where the grass path could not be incorporated for safety reasons. Mr. Michniewicz also noted the blind spot on the curve right before Route 6A and the need to improve that intersection. He would also like the Town to consider improving the intersection at Route 137 and Millstone. He is highly in favor of sidewalks on Millstone Road. Unidentified resident, asked if the Town would be compensating the residents on Millstone Road for the easements and if those funds would be coming from the road bond. Mr. Ellis noted the majority of easements were temporary easements for grading and that and compensation to residents could be paid for by existing highway funds. Blaine Smoller, 626 Millstone Rd, does not feel a speed limit reduction will be followed or effective, unless highly enforced. Melanie Cauchon, 326 Blueberry Pond, feels it is intimidating to have to voice their opinion of the project in a forum setting. Mr. Ellis spoke that he is willing to have phone conversations with residents, take comments in writing and meet residents at their properties, and asked that message to be passed along to anyone who was not willing to share their comments this evening or in a future public forum. Ms. Cauchon does not approve of the project. She feels the project is overkill, and is concerned with the cost of the project. Citing the amount of private roads in the Town, she does not feel it is fair to have all taxpayers to pay for this project. She feels that the town should consider excess funds to assist the maintenance of private roads. Mr. Lombardi explained that State statute prohibits Towns for improving private ways, and funding can only be spend on public ways. The Town does plow private ways as a service to residents that is not required by the State. Ms. Cauchon asked if the project would be voted on at a future Town Meeting. The road bond for the project was approved at a prior Town Meeting (May 2015), which authorized the Town to use its discretion on how those funds were spent. The projects that were considered to be funded were Underpass, Millstone, Snow, and some access roads to Town Landings. This was voted on at Town Meeting, and at the ballot. Ms. Cauchon noted the close proximity of Millstone to Underpass, the trails between the two, and suggested how bicyclists can use those instead of having a bike lane the entire length of Millstone Road, reducing the cost of the project. She is also against the any speed reduction on the road. She is not in favor of paved sidewalks. Michael Reveruzzi, 108 Millstone, owns property that abuts the bike trail, and has the light flashing in his property windows. This does not bother him however, as he recognizes it has probably saved lives. He noted that there is gardens on his property that will be taken out with this project, but he does not mind. He observes dozens of people walking by his property. He feels this is a project long overdue for public safety. Matt Tucker, 28 Commons Way, is 100% in favor of the project. He has young children that he does not let use Millstone Road as it is now. He feels this project will create a great way for people to travel. He has a concern for the granite curb, due to vehicles not being able to pull over for public safety vehicles and he would like to see additional lighting on the road. Brianna Kane, 436 Millstone Road, is highly in favor of the project. She sees the foresight of the roadway project to provide access to residents. Her property will be impacted by the installation of sidewalks, and she is in full support of that as well. Tracy Avellar, 917 Millstone is in favor of the project, but has a concern with the width of the project. She suggested adding a rumble strip between the roadway and the sidewalk to avoid the maintenance of the grass strip and as added safety measure. Don

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McNichol, 139 Millstone, commented on the large volume of discarded of trash on the road. Mr. Ellis noted that the DPW does do periodic clean ups of roadways, Millstone included. Unidentified resident, asked if there would be vegetation growth if sidewalks were installed. The Town is required to maintain the sidewalks throughout town. Steven Reese, 912 Millstone, asked about the drainage installation and if there is any septic systems located within the project. The design would be able to be flexible to accommodate resident's septic's if needed. Contact information for both Patrick Ellis and Peter Lombardi were given at the end of the forum for residents. Another similar session will be held once the plans are revised with the considerations expressed this evening.

Respectfully submitted,
Robin Young

Approved: _____ Signed: _____