

OLD ORCHARD BEACH PLANNING BOARD

Workshop Notice

January 28, 2016 6:00 PM

Town Council Chambers

Call to Order at 6:00 pm	Call to Order
<p>Pledge to the Flag</p>	
<p>Roll Call: Chair Eber Weinstein, Mark Koenigs, Linda Mailhot, Mike Fortunato, Win Winch. Staff: Jeffrey Hinderliter, Planner; Megan McLaughlin; Assistant Planner. Others Present: Marc Guimond; Public Works Director, Dana Kelley; Chief of Police, Randy Dunton; Town of Old Orchard Traffic Consultant, Scott Braley; Project Manager of Plymouth Engineering, Inc. and Diane Morabito; Professional Engineer of the project.</p>	
<p>OPEN WORKSHOP</p> <p>Proposal: Site Plan: Dunkin Donuts- Construct 2080 sq. ft. building and associated parking</p> <p>Action: Discuss Vehicular, Pedestrian and Bike Traffic</p> <p>Applicant: JFJ Holdings, LLC</p> <p>Location: 14 Ocean Park Rd, MBL: 210-1-6, GB1</p> <p>Chair Weinstein informed the public that was attending this meeting that this was an open workshop meeting only and if they had any questions or concerns that they could contact the Town Planner after the meeting. There was already a public hearing on this proposal, however they will be contacting the town attorney to see if they can have another public hearing.</p> <p>Planner Jeffrey Hinderliter mentioned that there are many elements to this plan, however the biggest issue that we are facing as a board and a town is potential off site traffic impacts. The town has hired a Traffic Consultant, Randy Dunton. Scott Braley, Engineer of the project and Diane Morabito is the Traffic Engineer for the project.</p> <p>In order for this project to exist, MDOT ultimately decides what happens in this area. MDOT issues the permit however the Planning Board still has control over what happens and also has the ability to provide input to MDOT. MDOT has the option of accepting or rejecting this input.</p> <p>Copies of the new plans were handed out to the public.</p> <p>Diane Morabito stated that they had met with MDOT along with Randy Dunton, Town of Old Orchard Beach Traffic Engineer and went over what MDOT wanted to see occur at that location and that is what this plan reflects. MDOT is concerned with pedestrians crossing from the campground across the street. They have added a pedestrian refuge island at that location and also added a pedestrian refuge island at the existing crosswalk on the other side of Smithwheel Road. They will also add some lane reduction arrows when the 2 lanes merge into one. A change that should be made to the plan.</p> <p>MDOT wanted a left turn pocket to serve traffic turning onto Smithwheel Road and also one to serve going to the campground.</p> <p>So basically the configuration has been changed from 2 lanes in each direction to 3 lanes</p>	

inbound to 1 lane outbound and that allows for those left turn pockets. MDOT wanted any of those left turning vehicles out of the merge area because of the high speeds that occasionally come through there. That is why they required that left turn lane to be extended from Reserve Street to the existing island.

The thing that is not shown on the plan is that Smithwheel Road will be widened further back to the site driveway that is shown on the applicant's site plan to provide for 2 turn lanes. The pedestrian refuge island closest to I 95 would be equipped with the flashing beacons and the other one would not. There will be no traffic lights.

MDOT states that they do not want the tractor trailers to arrive between 6:00 – 9:00 am. (am peak hour period) and would not be allowed to come between 3:00 – 6:00 pm. (pm peak hour period).
The business hours will be 5:00 am - midnight.

Linda Mailhot asked if a right turn only entrance from Ocean Park Road onto this property ever came up at the meetings with MDOT?

Diane Morabito stated that they had actually started with a right turn in and a right turn out from Ocean Park Road, but when they looked into the traffic analysis it actually improves the level service from Smithwheel Road traffic so they don't have to compete with those turns.

Mark Koenigs asked if the lane reduction arrows would be merging from right to left. Diane Morabito stated that the lane reduction arrows would be merging together into one. The left lane is 12' and it will be cut down to 6' – 8' off of the South side. The 16' dimension would go to 22' and the West bound is 14'. Mark Koenigs stated that he agrees with this.

Mark Koenigs asked if there were any discussions with MDOT about the curb cut that is there for the existing businesses on the Southside. Right now it is showing that it is blocked off but showing that it is grandfathered and allows for those turns in and out of that parking lot. Diane Morabito believes that when the new campground exit went in that it was required to be closed.

Mark Koenigs would like to see a curb there, take the curb cut out and put the sidewalk through. He doesn't think that this should be the town's responsibility. All agreed.

Mark Koenigs asked about discussion with MDOT and the Traffic Engineer's discussion as to the left turn going counter to the left turn going into the campground across 2 lanes and trying to get into the one lane that is on the far side going Westbound?

Randy Dunton stated that this is a compromise. It is not going to perfectly meet all typical standards. The left turn out is going to have difficulty during peak hours. As far as left turns in, it would have to wait for left turns in no matter what because the left turns in have the right of way.

Mark Koenigs also asked why MDOT prefers the refuge island and the flashers at the crosswalk from the campground vs at the existing crosswalk.

Diane Morabito explained that because of the higher speeds coming off of I 95 to make sure traffic slows down.

Chief Kelley expressed concern with traffic coming out of Ocean Park Road and speeding up

going towards I 95 before they get to the 60 mph sign. He is also concerned about the traffic coming in and out of that area. His concern in general is that he is not sure that what has been designed is going to minimize the potential for safety issues taking place in that location. He is not sure this is adequate enough to make him feel comfortable with this project.

Chief Kelley has advocated having a traffic light there for many years. His concern is public safety.

Mark Koenigs mentioned that we have zoned this as General Business (GB) so all of the businesses on the North side of the street could become businesses with traffic coming in and out as well. So we have to think (long term) how do we service those properties with “potential” additional businesses there.

Linda Mailhot asked if MDOT has given any thought about flashing mph signs?

Diane Morabito stated that there are (2) 30mph flashing signs that MDOT requested.

Mark Koenigs would like the final plan to include fog lines all the way up and down and provide the 2’ shoulder. He would also see “Share the Road” signs.

Marc Guimond expressed uneasiness with this project and also stating that we need to follow federal standards in order to get a traffic light.

Win Winch asked how close we are to the federal standards?

Diane Morabito stated that we are not close at all.

Mike Fortunato asked about a flashing light at the intersection.

Diane Morabito explained that you have to have a high crash location in order to have a flashing light and this is not a high crash location.

Randy Dunton stated that there are certain warrants for warranting a traffic signal and basically the warrants are to separate the intersections. Signal lights solve problems as well as create problems. The idea behind the warrants is to make sure that the positives outweigh the negatives so that is why the warrants are there.

Mr. Dunton explained that as far as warranting the signals, it is saying that a signal will not be installed unless it meets one or more of the warrants. But this doesn’t mean a traffic signal should go in. This is where the judgement comes in. Just meeting the warrant alone is not reason enough to install a traffic signal. If you put in an unwarranted traffic signal and someone gets into an accident, you have no basis to defend why that signal went in.

Jeffrey Hinderliter has heard some concern from the public in regards to taking a left hand turn out of Smithwheel Road and backing up traffic from Smithwheel Road because of cars turning into Dunkin Donuts.

Diane Morabito explained that the dual lanes are being lengthened and widened so that should help with this issue.

The number of left hand turns that the study shows during peak morning hours are 70 (worst case scenario) The length of the cue line is 150’.

Chair Weinstein suggested that the applicants give short answers to the questions so that there will be something in writing.

<p>Mark Koenigs asked about the movement of the larger trucks. Scott Braley explained that there was significant concern from MDOT in taking that right hand turn out of Smithwheel Road onto Ocean Park Road and how much room it was going to take up with the new single lane, so they reconfigured and put in a couple of blister islands. There will also be tapered curve and stamped pavement.</p> <p>Win Winch asked about snow and storage removal. Scott Braley stated that there is room in the rear for the snow storage and removal.</p> <p>Public Works Director Marc Guimond stated that he prefers bituminous for sidewalks and it would be up to the town manager to make a decision whether public works would be responsible for plowing the sidewalks.</p> <p>The applicants agreed that they will modify the plans and they will also address the comments from staff.</p> <p>There being no further business to conduct, the meeting adjourned at 7:25 pm.</p>	
<p>ADJOURNMENT</p> <p>EBER WEINSTEIN, CHAIRMAN</p>	
<p>Meeting adjourned at 7:25 pm</p>	<p>Adjournment</p>

I, Valdine Camire, Administrative Assistant to the Planning Board of the Town of Old Orchard Beach, do hereby certify that the foregoing document consisting of Four (4) pages is a true copy of the original minutes of the Planning Board Meeting of January 28, 2016.

Valdine Camire