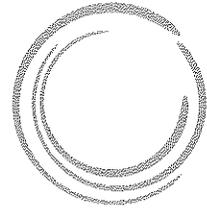


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## Minutes

### Meeting of Cape Cod Commission

June 24, 2010

The meeting was convened at 3:00 p.m., and the Roll Call was recorded as follows:

Town	Member	Present
Barnstable	Royden Richardson	✓
Bourne	Michael Blanton	Absent
Brewster	Elizabeth Taylor	✓
Chatham	Lynne Pleffner	✓
Dennis	Vacant	Vacant
Eastham	Joy Brookshire	✓
Falmouth	Mario DiGregorio	Absent
Harwich	Robert Bradley	Absent
Mashpee	Ernest Virgilio	✓
Orleans	Peter Monger	✓
Provincetown	Austin Knight	✓
Sandwich	Joanne O'Keefe	✓
Truro	Peter Graham	✓
Wellfleet	Roger Putnam	✓
Yarmouth	John McCormack, Jr.	Absent
County Commissioner	Sheila Lyons	Absent
Minority Representative	John Harris	✓
Native American Rep.	Mark Harding	Absent
Governor's Appointee	Herb Olsen	Absent



*Keeping a Special Place Special*

The meeting of the Cape Cod Commission was called to order on Thursday, June 24, 2010 at 3:00 p.m. in the Assembly of Delegates Chambers in Barnstable, MA. Roll was called and a quorum established.

#### ■ EXECUTIVE DIRECTOR'S REPORT

Paul Niedzwiecki noted that a press conference had been held last week at the Hyannis Transit Authority with the Federal Transit Administrator (FTA). He said the Transit Authority had received \$250,000 and the Commission had received \$200,000 for planning studies at the National Seashore. Mr. Niedzwiecki said Clay Schofield, Transportation Engineer with the Commission, had been heading up these studies. He said the County Commissioners had received an update of the Commission's activities for the next six months. Mr. Niedzwiecki said the Commission's collaboration with the Economic Development Council had resulted in a \$60,000 grant from the Federal Economic Development Agency to follow up on the Comprehensive Economic Development Strategy (CEDS). He said Ms. Leslie Richardson was in charge of the CEDS work.

#### ■ MINUTES

The minutes of the May 13, 2010 Commission meeting were reviewed. Ms. Brookshire moved to approve the draft minutes as presented. Mr. Richardson seconded the motion.

Joanne O'Keefe said she had attended two of the recent training sessions for new Commission members, and that she found them to be very helpful. She expressed her thanks to Commission staff for preparing packets of information for her in a timely manner on these sessions. The motion passed with one abstention.

The minutes of the May 13, 2010 Commission member training session were reviewed. Roy Richardson moved to approve the minutes. Elizabeth Taylor seconded the motion. The motion passed with three abstentions.

#### ■ BARNSTABLE MUNICIPAL AIRPORT TERMINAL AIRPORT TERMINAL ACCESS & EGRESS DESIGN

Mr. Harris noted that this is a continued hearing from June 10, 2010.

Page Czepiga, Regulatory Officer at the Commission, noted the project Subcommittee need to review and approve the draft meeting Minutes of the June 14, 2010. Mr. Putnam moved approval of the draft Subcommittee meeting Minutes as presented. Mr. Virgilio seconded the motion. The Subcommittee, with one abstaining, voted to approve the draft Minutes as presented.

Ms. Czepiga noted today was a continued hearing from the June 10, 2010 full Commission meeting to today. She noted two redline pages had been provided to the Commission members today. These showed two technical corrections to the draft decision's General Condition 4 on page 32 of the draft decision. Ms. Czepiga used a PowerPoint presentation, and noted the draft decision also included a revised Summary section, which had been updated to clarify various modifications to the project. Ms. Czepiga noted the draft decision tracked the Regional Policy Plan (RPP), and addresses every Transportation-related Minimum Performance Standard (MPS). She said the draft decision explains why the project complies with an MPS, or why an MPS is not applicable. She said her presentation on the draft decision would deal with safety, trip reduction and congestion, because the RPP also breaks the Transportation MPS into these three issue areas.

Ms. Czepiga noted a new access/egress plan for Barnstable Municipal Airport was approved as part of a Development of Regional Impact (DRI) decision issued in 2007. She said this plan consisted of three parts: a new road link from the Airport property to the Attucks Lane Extension, a new signalized entrance to Route 132 (the Sullivan Lot), and closure of all direct access to the Airport Rotary from Barnstable Road. She said the proposed modification to this plan, which is attached to the draft decision, has three relevant changes: the realignment of the access road, now proposed to terminate at Airport Road, the elimination of the Sullivan Lot signalized entrance, and Barnstable Road southbound lane is now proposed to remain open to allow traffic from Barnstable Road to exit into the Airport Rotary.

Ms. Czepiga addressed the Commission's jurisdiction, noting that Section 13(c) of the Commission's *Enabling Regulations* (revised May 2010, corrected June 2, 2010) allows the Commission's standing Regulatory Committee to determine the level of modification of a DRI and describes the types of DRI modifications. She said the *Enabling Regulations* allow the Regulatory Committee to limit the review to those subject areas where the impacts of the modification are different or increased versus those of the original project. Ms. Czepiga described the project's procedural history, noting the Commission had received the modification request on March 8, 2010.

She said the Regulatory Committee determined on March 15, 2010 that the proposed changes to the access/egress design constituted a Major Modification, and limited the scope of the review to Transportation issues only. She said there had been three public hearings on the project (May 5<sup>th</sup>, 20<sup>th</sup> and June 10, 2010) where the Commission Subcommittee had taken testimony, including from various abutters, and requested additional information from the Applicant. She noted that on May 20, 2010, the Subcommittee had discussed the installation of a median down part of Route 132. She noted the June 10, 2010 hearing had been continued by a Hearing Officer to today. Ms. Czepiga noted the Subcommittee had held two Subcommittee Meetings (May 20<sup>th</sup> and June 14, 2010) where they had deliberated on the project, and voted to recommend approval of the draft written decision, with conditions, to the full Commission. She noted the Subcommittee had reviewed and amended the draft decision on June 14, 2010 and voted to forward it for consideration by the full Commission.

Ms. Czepiga reviewed the draft decision's findings and conditions. She noted they reflect the updated plan references. She noted the four new plans were: one which showed the new access road and exit only from Barnstable Road into the Airport Rotary, a right-turn-in only driveway off of Route 28, a plan depicting the raised median with a fire hydrant on the north side of Route 132 and four-foot shoulder along the raised median on the southern side of Route 132, and a regional sign plan. She said the findings and conditions also reflect new deadlines as they relate to the Certificates of Compliance, updated to reference the new road alignment and findings to adopt testimony. Ms. Czepiga emphasized the new decision tracked the RPP and addressed every MPS.

In addition to trip generation, Ms. Czepiga said there are three impact areas regarding Transportation that are reviewed for impacts: safety, congestion, and trip reduction. On trip generation and reduction, Ms. Czepiga said these issues go hand in hand, as you cannot get an accurate idea of how many trips the project will be generating that will show up as traffic on the road until you look at how many trips the project will also be reducing. She said there was addressed in Findings TF1 to TF14 in the decision. She said that to calculate the trip generation, the Applicant counted existing traffic at the existing Airport versus the number of passengers using the Airport. She said the Applicant used that rate of traffic per passenger to calculate the increase in traffic for the 28,000 square foot terminal expansion. She said the terminal expansion will generate 151 new morning Peak Hour trips and 162 new afternoon Peak Hour trips.

In terms of trip reduction, Ms. Czepiga said the original 2007 DRI approval decision granted traffic credits to the Airport for removing existing businesses along the proposed access road to Attucks Lane Extension. She said the modified roadway configuration decreases the number of parcels the Airport needs to acquire, however the traffic credit may be given for previously developed parcels that will be incorporated into the new project site. She said the Applicant received traffic credits for past uses on the site of the DRI, specifically two parcels. Showing a table incorporated into her PowerPoint presentation, Ms. Czepiga said applying the traffic credits to the number of trips the project will generate results in a net decrease in trips, and in impacts for the project.

In terms of traffic safety, Ms. Czepiga said every project, which is reviewed for Transportation impacts, is looked at in terms of safety. Ms. Czepiga said Findings related to safety are T15 to T19. She said five access points were reviewed to ensure they would not lead to a degradation in safety, and that MPS TR1.1 addresses no degradation in safety. She said these five access points were the modified Route 28 right-turn in only driveway (east of the Airport Rotary), the modified Barnstable Road exit only, Hinckley Road and an unnamed roadway, the new western access road, and the removal of the previously approved access point at the signalized entrance on Route 132. She said the Subcommittee only had concerns with one of these, the intersection of Route 132 and the unnamed roadway.

Ms. Czepiga, using the PowerPoint presentation, showed a slide with a crash diagram. She said the Subcommittee reviewed and considered this crash diagram, which showed 9 crashes on Route 132 at the intersection of the unnamed roadway next to Wendy's restaurant. It also showed 15 crashes on Route 132 at Hinckley Road over three years (2007 to 2009). She said of these 24 crashes, 13 were angle or T-bone types of crashes, which are of concern due to the higher rate of injury. She said the Subcommittee found the Airport's access plan could lead to an increase in left turns at these two locations, which could further contribute to a degradation in safety at these locations. Ms. Czepiga said to address these concerns; the Applicant designed a raised and mountable median, in consultation with Ms. Buntich, Director of Barnstable's Growth Management Department and Mr. Melanson, the Deputy Fire Chief, to prevent left turns at these two locations. She said the median will extend from the existing divisional island at the Airport Rotary, north along Route 132 past Hinckley Road. She said to address concerns

raised by the Fire Chief, the Applicant will also install a fire hydrant on the north side of Route 132, and will construct a four-foot shoulder on the south side of Route 132 along the median.

Ms. Czepiga said trip reduction is discussed in Findings T40 to T48 of the draft decision. She said as the project has offset all estimated site traffic, a further reduction in site traffic is not required. She noted other trip reduction findings, including that the Subcommittee found that the Federal Aviation Administration (FAA) funding is contingent upon the access road being used exclusively for Airport use only, thus inhibiting interconnects between the new access road and adjacent properties. She also noted the Airport has agreed to implement procedures to allow interconnects between parcels if the concerns of the FAA can be addressed and an interconnect agreement can be reached with an adjacent property owner, providing the party which proposes the interconnect secures funding for the construction of the interconnect. She said the new access road will also accommodate bicycle and pedestrian use.

Ms. Czepiga said as the project results in a net decrease in trips, no further congestion mitigation is necessary. She said this is addressed in Findings T50 to T59.

Ms. Czepiga addressed the criteria for an approval. She said for the Commission to approve the project, it must be consistent with the Minimum Performance Standards of the Regional Policy Plan, which the Subcommittee determined that it is. She emphasized the draft decision addressed every MPS.

Ms. Czepiga said the project must also be consistent with local zoning bylaws and Barnstable's certified Local Comprehensive Plan (LCP). She said the Subcommittee received verbal and written testimony from Ms. Buntich, Director of Barnstable's Growth Management Department, stating the project is consistent with the certified LCP and is exempt from zoning as a municipal entity and therefore the development is consistent with municipal development bylaws. Ms. Czepiga noted the Commission members had received a copy of this testimony from Ms. Buntich. She said the project must also be consistent with any Districts of Critical Planning Concern (DCPC), and Barnstable has a residential-only Townwide DCPC, which does not apply to this project. Ms. Czepiga said it is therefore consistent. Ms. Czepiga said the project's probable benefit must also outweigh its probable detriments. She concluded her presentation by stating that the Subcommittee had unanimously recommended to the full Commission approval of the project with conditions.

Mr. Harris asked the Commission members for comments. Hearing none, he invited the Applicant to speak.

Mr. Daniel W. Santos, Chair of the Barnstable Municipal Airport Commission said he supports the work of the subcommittee and staff and respectfully asked the Commission to approve the draft written decision.

Mr. Mark Nelson of the Horsley Witten Group (project consultant) thanked the staff and the subcommittee for their hard work. He noted that the project was on a fast track in order to secure funding from the Federal Aviation Administration (FAA) and the state. He explained that there are two reasons for the modification decision. The first reason is that the new access road layout saves the Airport money by decreasing the number of parcels that must be purchased in order to construct the access road. He added that the second reason is that the area around the rotary is in flux right now as there is a Hyannis Access Implementation Study occurring which will determine the long-term solution for the area and the proposed plan has to account for this design. He said that the draft decision, as written, supports this future and long-range plan. He said he wanted to elaborate on some benefits that the project is providing. He said that the project will allow exit-only traffic from the Airport into the rotary as opposed to the two-way access road that currently exists. He said that this 'exit-only' was done as a result of discussions with the Town and project abutters. He noted that the entrance from Route 28 into the Airport has been modified to allow right-turn-in only traffic and has been relocated farther from the rotary.

He said as a result of the traffic studies done by the Applicant, Commission Staff, and by the abutters to the project, the Applicant is also proposing a median to extend from the Airport rotary past Hinckley Road to eliminate the left hand turns that have been occurring in that area. He noted that this might be a precursor to the recommendations of the Hyannis Access Implementation Study, noting the median will most likely be extended further down Route 28 and Route 132. He said to facilitate this; the Applicant has committed to maintaining the Sullivan Lot parcel in an undeveloped state for up to twelve years and will keep the parcel available if the study finds that is the appropriate spot for an access road for the Airport. He noted that this will not change until the Hyannis Access Implementation Study makes a determination that either the parcel is not an appropriate place for future transportation improvements or that it is an appropriate place for said improvements. He said if the

study concludes it is an appropriate place for access improvements and the access is for airport use only, then the airport is committed that their funding will be used to create the roadway through the Sullivan Lot.

Mr. Nelson said that the project meets all the applicable Minimum Performance Standards (MPS) and said he believes the project is providing an overall net benefit to the traffic patterns around the rotary and along Route 132 and is also reducing the amount of traffic in the area, most notably by removing the TD Bank North property. He said the project will take traffic off of Route 132 near exit 6 of Route 6 by directing Airport traffic up Attucks Lane, across Airport Road and into the Airport on the new access road.

Mr. Bruce Gilmore, Attorney for the Applicant, introduced himself and explained that he has represented the Airport since 1979. He provided some history on the project and explained that this part of the project has been ongoing for the past ten years. He said it is currently very close to being a shovel-ready project. He said over the past couple years, the Airport has removed the Blackburn junkyard, acquired additional properties to the west of the Airport for the access road construction and acquired residential and commercial properties to the east of the airport near Mary Dunn Road. He said the project has decreased congestion in the area by removing the traffic that these parcels generated. He noted that over time, the project has experienced financial reverses and a reduction in the scope of the project. He noted a reduction in terminal size due to funding restraints and explained that project delays have cost roughly four to five million dollars due to engineering, construction, and permitting costs.

Attorney Gilmore said the Sullivan Lot light was eliminated because it was a one million dollar investment that the Airport could no longer afford. He said that the safety components of the proposed access plan were developed and argued extensively at the subcommittee level. He explained that Route 132 is a high crash area and said that the median was the recommendation of the Town of Barnstable, the Applicant's consultants, and Commission staff. He added that with the addition of the median and the elimination of left hand turns, traffic safety will be significantly improved.

He noted that people will still be able to turn into Airport property at the unnamed easement (next to Wendy's restaurant) and can turn right or left out onto the Airport Access Road. He said that the Town graciously consented to allow exiting traffic from Barnstable Road into the rotary. He noted that the previously approved access and egress plan for the Airport eliminated all access to the rotary. Attorney Gilmore said he believes that the true impact on businesses is less than de minimus. He explained that people can still access the businesses and can do so more safely. He said that there is nothing substantive in the opposition that has not been addressed by the Cape Cod Commission staff, the Town of Barnstable, and the Applicant.

Mr. Harris asked if there were any local, state, or federal officials who wished to comment on the project.

Ms. Jo Anne Miller Buntich, Director of Barnstable's Growth Management Department said the Town has worked with the Airport and Commission staff on several iterations of this design. She said the Town feels comfortable with what is being proposed and continue to support the project. She asked that the references in the decision to the "Unnamed Roadway" (next to Wendy's) be changed to more adequately reflect that it provides access to Barnstable Road and does not have the status of a roadway.

Ms. Czepiga said that this change could be made.

Mr. Harris asked if there were any members of the public who wished to comment on the project.

Ms. Eliza Cox (of Nutter McClennen & Fish) introduced herself and said that she was representing Botsini-Prime LLC (Greg and Harry Botsivales), the owner of the Wendy's property. She explained that her client had appealed the original 2007 DRI decision. She noted that a Memorandum of Understanding (MOU) between the parties was reached and as a result, the appeal was withdrawn. She explained that the MOU clarified and confirmed roadway and traffic pattern changes that were required to mitigate the Airport expansion project's impacts including the previously approved signalized entrance through the Sullivan Lot. She said the signal provided an effective, safe, direct, and realistic primary entrance to the Airport and said it was also a precondition of her client entering into the MOU. She said by eliminating the previously approved signal, the current proposal circumvents the requirements of the 2007 DRI decision and MOU. She said the current proposal is neither realistic nor direct and she gave an example of what alternative routes cars might follow. She said without the signalized entrance at the Sullivan Lot, the driveway/unnamed roadway (next to Wendy's) will become a primary Airport entrance.

She said that the Barnstable Road exit-only is just a temporary solution and is not guaranteed to be permanent. She said that traffic credits for the project were not calculated properly and said the median plan is not finalized and has not been vetted by area businesses and property owners. She noted throughout the DRI modification process she has submitted memorandum detailing her clients concerns and said she feels they have not been addressed. She said her clients are local businessmen who recognize and agree that the Airport needs to be upgraded and improved and said they support the terminal building improvement and said the project must be accompanied by a safe and realistic access/egress plan that does not have a detrimental impact on area roadways and businesses. She said her clients feel the only plan that achieves such a thing is the plan that was approved as part of the original DRI decision in 2007. She requested that the Commission oppose the Major Modification request and hold the Airport to the 2007 approved plan.

Mr. Harris asked for additional comments.

Ms. Brookshire said she had some concerns with the proposed width of the median and questioned whether a three-foot wide median would solve the problem. She said adding a median without taking property to widen the road would result in a narrower road. She said that she has a concern that traffic will increase at the rotary and referenced the second bullet point of Attorney Cox's May 6, 2010 letter. She voiced concerns that eliminating left hand turns with a median may impact abutters and the rotary.

Ms. Buntich said she originally shared the same concerns as Ms. Brookshire. She said the ideal median would be six-feet wide, however the Town feels that the safety benefits of eliminating the left-hand turns are considerable. She said the median is a short term solution which offsets the impacts of the Airport's development and noted that as a result of the Hyannis Access Implementation Study the rotary may be redesigned in a way that creates a traffic light at that location, may install a median from the rotary to the Cape Cod Mall, and may require road widening. She said Hyannis Deputy Fire Chief Melanson originally had concerns about the width of the median, as there is no road widening currently being proposed; however the paving of the shoulder on the south side of Route 132 addressed his concerns. She said the current proposal is not permanent or perfect and said it is adequate to address the impacts of this project.

Mr. Glenn Cannon, P.E., Transportation Engineer for the Cape Cod Commission said after the installation of the raised median, the lane widths of Route 132 will still conform to highway standards and will be safe and able to handle the amount of congestion present in that area. He used the example of the raised median on Route 132 in front of the Airport Road, noting it is less than three feet wide but that it restricts turns coming out of Airport Road. He said motorists need a little guidance to do what they know they should do.

Mr. Nelson said he would like to address the previous comment that if left hand turns are restricted then congestion in the rotary would increase. He noted that the bank at the rotary is no longer there and all of the traffic it previously generated will no longer show up in the rotary. He said this leads to an overall net traffic reduction and an improvement in safety. He noted that Circuit City's transportation mitigation consisted of providing funding to help the Town purchase the Chili's restaurant parcel at the rotary. He said if you compare that to the package of mitigation this project is providing; the creation of a new access road which takes airport bound traffic off of Route 132 as far west as Route 6, changing the rotary configuration, maintaining a traffic pattern which allows abutting businesses to access the rotary quickly, and a net decrease in traffic; this project is providing much greater mitigation. He said the Airport cannot comply with future traffic patterns which are currently unknown and said the Airport has offered land and funding to support future improvements when the time comes.

Ms. JoAnne O' Keefe said she has seen 'near-miss accidents' from patrons exiting a restaurant drive-through (after the sit-down part of the restaurant closes) late at night as they make a left hand turn across traffic. She asked if there was any current data on this.

Mr. Nelson said they haven't looked at data from that time of night. He said traffic counts are traditionally done during peak hours of the day. He said that a median would solve this issue and restrict left turns at that location.

Mr. Harris asked for further comments.

Ms. Pleffner said that the proposed plan is perfect, however human nature is not perfect. She said maintaining an 'exit-only' leg from the airport access road to the rotary is problematic for people trying to access the airport from the rotary. She said the project would benefit from having an exit and entrance to the Airport at the rotary. She said that summer visitors will be confused with the new access route. She said there is a potential for increased accidents until Route 132 and the rotary are redesigned after the Hyannis Access Implementation Study.

Paul Niedzwiecki said every project is looked at in terms of compliance with the Regional Policy Plan's Minimum Performance Standards. He said from a transportation perspective, public safety is a prime concern. He asked Mr. Nelson approximately what percentage of traffic in the rotary is contributed to the airport.

Mr. Nelson said he couldn't give an exact number. He said when a plane lands at the airport the number of traffic generated by that flight is approximately 1/5<sup>th</sup> the number of traffic that will be generated by the meeting today. He said when approximately nine people get off a Cape Air flight and head home they will all be exiting different ways. He said this is not a significant generator of traffic. He noted that one of the peak traffic times for the airport is from 5:00 am to 7:00 am, which is not a peak traffic time for Hyannis.

Mr. Niedzwiecki noted the rotary near the Airport is large, so cars can build up speed while going around it.

Mr. Nelson said that he has spoken with Deputy Fire Chief Dean Melanson and looked at the crash data for the rotary and said there have been no reported crashes for traffic leaving the Airport and entering the rotary. He said an area of concern for Deputy Melanson is where Route 132 and Route 28 come together.

Mr. Niedzwiecki asked if the Airport had considered moving the Barnstable Road leg of the rotary farther from the Route 132 leg.

Mr. Nelson said this was considered but is not feasible due to the turning radius that would be needed for emergency vehicles. He said that there is a long site line from Route 28 westbound which gives people adequate time to see traffic entering the rotary and the site distance would not be as good if it was moved.

Mr. Niedzwiecki asked if an entrance and exit into the rotary from the Airport was considered.

Mr. Nelson said one of the Town's primary goals with the transportation component of the 2007 Airport Terminal Expansion project was to completely close access to the rotary from the Airport. He said as the Airport went through the transportation planning aspect of this modification and got input from consultants, abutters, Commission staff, and the Town of Barnstable, it was recognized that there was a need for traffic on the Airport Access Road to travel East without making a left-hand-turn across traffic. He said keeping the rotary open for exit-only traffic was the most simplistic and safest way to achieve this, pending the Hyannis Access Implementation Study. He said the Airport will participate in the Hyannis Access Implementation Study and will maintain the Sullivan Lot for future access if the study finds that is an appropriate location and will create something that will mesh with the future rotary design. He said with the future design in flux, the Airport has created a design that fits everyone's needs and the current pattern, and has committed to making future investments that will make it work better for everyone.

Mr. Niedzwiecki asked Mr. Nelson to confirm that without an investment in a traffic signal, which may be so close to the rotary that it prohibits future rotary redesign, the median strip is the best way to ensure the safest traffic circulation around the Airport.

Mr. Nelson concurred.

Mr. Austin Knight said he agrees that a median is a better plan and asked if it is feasible to maintain the Barnstable Road rotary leg as both an entrance and exit to the Airport as it is now until the Hyannis Access Implementation Study is completed.

Mr. Nelson said there have been discussions about keeping an entrance to the Airport off the rotary however the Town of Barnstable is adamantly opposed to the idea and does not support it. He said the new terminal and associated parking is going to be built closer to the rotary to comply with flight restriction areas of the runway to conform with FAA safety requirements. He said this would make it difficult to have an entrance from the rotary as there will not be enough room to have a turning radius that would accommodate emergency vehicles and noted

this had been discussed with the Hyannis Fire Department and during Barnstable's Site Plan Review process. He reiterated that an entrance from the rotary is a non-starter as it is not supported by the Town and will not work with the layout of the new terminal and parking area. He said there is currently funding pending from the Aeronautics Division of the Massachusetts Department of Transportation and if the Airport doesn't show it can go to construction soon, they will lose the funding which is critical to making this work.

Mr. Niedzwiecki asked Mr. Nelson to confirm that this was not the first time that this request to maintain an entrance to the Airport off the rotary has been discussed.

Mr. Nelson said that this has been discussed off and on again for approximately one year.

Mr. Niedzwiecki asked if the original 2007 Airport access and egress design was part of a larger plan that envisioned a connection to a future exit 6½ off of Route 6.

Mr. Nelson said that was part of the original planning and added that it was also designed as a Route 132 bypass to take a percentage of the traffic coming to the airport from Route 6 off of Route 132.

Mr. Knight asked for clarification regarding the future plans for the rotary in relation to the Airport.

Mr. Cannon said the Airport is stuck in limbo as the planning for the Airport rotary has not been completed to a point where it can move forward. He said the Hyannis Access Study was completed in 2008 however it had such a large study area that it did not focus exclusively on the rotary. He said the study came up with four concept plans for the rotary that had been brought forward to be vetted. He explained that two of the plans are to change the rotary into a roundabout. One of those two options are to have Route 132 go under the roundabout to connect with Route 28 and the second option was to have Route 28 go under the roundabout to connect to Route 28 again. He said he believes with either of those two scenarios there is potential to add access to the Airport. He said the other two options are the construction of at-grade traffic signals with approximately seven or eight lanes. He said with either of these two options, access to the Airport would not be able to be accommodated. He explained that the Hyannis Access Study did not contemplate access into the Airport when it was conducted and said regardless of what the Airport does today at the rotary, if the Massachusetts Highway Department comes up with a different and preferred plan, the roadwork and design can change in the future.

Mr. Daniel Santos, Chair of the Barnstable Municipal Airport Commission, explained that the sole purpose and the primary reason for the transportation plan is to take traffic off of the rotary. He said having an entrance to the Airport at the rotary would bring people to the rotary. He said the best situation would be to eliminate both the entrance and the exit at the rotary, however working with the abutters and listening to their concerns led to a compromise; maintaining an exit from the Airport to the rotary.

Ms. Sheila Lyons said that Barnstable Road is a very narrow road and modifying it to be exit-only would further reduce the risk of accidents. She said crossing two lanes of traffic to make a left turn is a very dangerous situation. She said that having vehicles from Wendy's exit through the rotary is not a significant inconvenience. She said this plan is a good compromise until other funding and roadwork improvements are forthcoming.

Mr. Richardson said when considering transportation plans you need to consider both convenience and safety. He said based on the information received, he feels the proposed plan is the safest plan and noted as time goes on and new plans are made changes can be made and said they should be made on the basis of improving public safety. He said he was very pleased with the level of conversation involved with this project and was pleased with the proposal.

Upon hearing no further comments, Mr. Harris said he would entertain a motion to close the record and the hearing. Mr. Putnam made the motion, which was seconded by Mr. Virgilio and the motion passed unanimously.

Mr. Virgilio made a motion to approve with conditions, the Major Modification decision, as amended, for the revised access and egress plan for the Barnstable Municipal Airport Commission. Ms. Taylor seconded the motion and the motion passed with eleven in favor and Ms. Brookshire and Ms. Pleffner opposed.

## ■ COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY REPORT

Leslie Richardson, Economic Development Officer, gave an update on the Comprehensive Economic Development Strategy (CEDS) using a PowerPoint presentation. She closed by seeking an endorsement by the full Commission of the CEDS interim report for forwarding to the Federal Economic Development Administration (EDA).

Mr. Graham asked if the CEDS measured certain baseline data annually, such as jobs created, or businesses generated or lost? He said such a metric should be included in the report.

Mr. Niedzwiecki said including such a metric in the report would be difficult, given the short-term fluctuations of the Cape's seasonal economy. He said, however, he was hopeful an indicator could be developed of the health seasonal and year-round economy, which could be tied into the Commission's work, such as the new Regional Policy Plan.

Ms. Richardson said the current report is beginning to look at such measures, however more analysis was needed.

Mr. Niedzwiecki said it was also important to look at prior data for indicators, particularly prior CEDS reports.

Mr. Richardson said the CEDS document was very informative and useful. He said the information relating to the Fisherman's Trust was particularly interesting. He asked what criteria were used to select the harbors included in the CEDS report, and how the Commission members could assist with the CEDS efforts?

Ms. Richardson said the harbors selected were ones that were considered to be prototypical in terms of one or more water-dependent industries.

Ms. Taylor asked if the Commission was working with Towns to advance the waste management item highlighted in the PowerPoint presentation?

Mr. Niedzwiecki said Ms. Daley had been and is continuing to lead discussions with SEMASS Bourne and Dennis about long-term waste management solutions for Cape Towns. He said one of the items up for discussion was to consider formation of a waste management district. He said another topic of discussion was to designate some village areas as "zero waste" areas. Mr. Niedzwiecki said Ms. Daley would be beginning meetings with local Boards of Selectmen to discuss waste management issues.

Mr. Knight said the Cape was largely dependent on a non-resident labor force. He said this was not spelled out in the CEDS report. He said this fact should be recognized in the report, as well as the seasonal fluctuations in the workforce and the unemployment that comes with it.

Mr. Niedzwiecki said workforce development indicators are a key to the report.

Ms. O'Keefe said the report also needed to track developments in broadband access and the jobs to be created by it. She said Sandwich's harbor and marina are very active, and should also be included in the harbor study, particularly the issue of ferry service. She said providing dependable commuter rail is also important to Cape Cod.

Ms. Richardson said Sandwich's harbor/marina had been looked at for inclusion in the study. She said it may be included in a future study. She noted that bikeway connections along the Canal, including to and from Sandwich were also important.

Mr. Niedzwiecki said Glenn Cannon, Clay Schofield and Tabitha Harkin were also working with Sandwich's Director of Planning and Development, Greg Smith, on improving the bike and pedestrian path connections.

Mr. Harris asked for a motion to approve the CEDS report for forwarding to the Federal EDA.

Ms. Brookshire moved to approve the CEDS report for forwarding to the Federal EDA. Ms. Pleffner seconded the motion. The Commission voted unanimously for the motion.

## ■ COMMISSION MEMBER COMMENTS

Ms. Pleffner asked about a letter in the Commission Member packets to Stephanie Mora?

Mr. Niedzwiecki said the letter concerned the Ocean Management District of Critical Planning Concern (DCPC). He said no, no comments had been received to date on this letter, but a response was expected soon. He said the letter related to a request for \$375,000 state grant to assist the Commission with the Ocean DCPC work.

Ms. Pleffner asked if all the Towns had supplied names for the Ocean DCPC Policy Committee yet, and when would it meet?

Mr. Niedzwiecki said the Commission had only received nine names back related to inquires for interest in serving on the Policy Committee. He said staff was following up with telephone calls from Towns that had not yet responded. However, he said the first meeting was tentatively scheduled for July 13, 2010.

Ms. Pleffner noted the May 13, 2010 Commission meeting had included a discussion of the Cape Cod regional wastewater management plan. She asked when this effort would get under way?

Mr. Niedzwiecki said the plan was aggressive, with one of the difficulties is dealing with a plan that spans 46 watersheds. He said the dates meeting and their scope were still in discussion.

Ms. Pleffner said she was disappointed with the Airport access/egress plan and the removal of the entrance at the Airport Rotary. She said she has used the Airport many times as early as 7:00 AM and recognized the width of the roadway was narrow, but that there was room for improvement. She said she has also flown back between 3:00 PM and 7:00 PM at night and the majority of the traffic coming into the Rotary is coming from Route 132, followed by traffic coming from Yarmouth. Ms. Pleffner said if the Town of Barnstable wanted to reduce the traffic going into the Rotary, it needed to address Route 132. She said the addition of medians on the upper part of Route 132, by Attucks Lane is appropriate. Ms. Pleffner said using the Airport traffic to fix the problems on Route 132 is not appropriate. She said she had asked to be included on the Subcommittee, but could not participate during the day, and was frustrated by this. Ms. Pleffner said she feels very strongly about this.

Mr. Niedzwiecki said this was what he was trying to get at earlier. He said he sensed the frustration. He said projects come before the Commission, and they are often committed to a particular design at that point. Mr. Niedzwiecki said the Commission can only take what comes before it and measure it against the Regional Policy Plan. He noted the Minimum Performance Standards were that, minimums.

Ms. Taylor noted that in the next five years, the configuration of the roadways in the area of the Airport Rotary were likely to change. She said the Massachusetts Department of Transportation also has approval review over the roadway design changes. Ms. Taylor said the roadway configuration would also likely change once the Hyannis Area Access Study was completed. She said to hold up the Airport project based on what might happen to the Airport Rotary did not seem appropriate.

Ms. Pleffner said she understood this. She said the Airport's priority is the new terminal and new control tower. She said it seemed illogical to design a solution for the interim, which drivers in the area would have to learn, and then re-design it 5 years later. Ms. Pleffner said the Airport should not focus on the traffic patterns. She said it seemed to be wasting money.

Mr. Richardson said the nature of any roadway, especially in the area of a regional facility, is dynamic. He said looking at the roadway system in this area over five years is healthy. He said some of the roadway changes would be based on the Airport's impacts. Mr. Richardson said the approach taken in the Airport DRI decision is a remarkable approach to the problem at this time, and he noted that safety is a critical factor.

Ms. O'Keefe said growth in any area is sometimes hard to accept. She said she voted in favor of the Barnstable Municipal Airport decision because the roadway changes are needed at this time. Ms. O'Keefe reminded the Commission members and audience of a Bike Forum on June 27, 2010 from 9:00 AM to 4:00 PM at the Hyannis Transportation Center.

Mr. Monger thanked Mr. Harris for his service as Commission Chair.

Mr. Harris said the Barnstable Municipal Airport was a particularly interesting project. He said he was very appreciative of Mr. Putnam's comments and focus on the issue of safety, and with respect to the median. He agreed with Mr. Richardson that traffic safety was a key issue.

A motion was made to adjourn at 5:15 p.m. The motion was seconded and voted unanimously.

Respectfully submitted,

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Elizabeth Taylor, Secretary

#### **LIST OF DOCUMENTS PRESENTED AT THE JUNE 24, 2010 CAPE COD COMMISSION MEETING**

- PowerPoint slide presentation for the Barnstable Municipal Airport Terminal Access & Egress Design prepared by the Cape Cod Commission