

Cape Cod Joint Transportation Committee

**Cape Cod Commission Conference Room
3225 Main Street (Route 6A), Barnstable, MA 02630**

Minutes – Friday, February 8, 2013

<i>Name</i>	<i>Representing</i>
George Allaire, P.E., Chairman	Yarmouth, Dept. of Public Works (DPW) Director
Joe Rodricks, P.E., Vice-Chairman	Dennis, Town Engineer
Lincoln Hooper	Harwich, Dept. of Public Works (DPW)
Roger Parsons, P.E.	Barnstable, Town Engineer
Charleen Greenhalgh	Truro, Assistant Administrator
Paul Lagg	Chatham, Community Development Department
Paul Tilton, P.E.	Sandwich, Dept. of Public Works Director
Robert Burgmann, P.E.	Greenman-Pederson Inc. (GPI)
Sallie Riggs	Bourne Financial Development Commission (BFDC)
Chris Anzuoni	Plymouth & Brockton St. Railway Co., Inc. (P&B)
Dennis Walsh	Cape Cod Regional Transit Authority (CCRTA)
Bill Reed	Fay, Spofford & Thorndike
Chris Adams	Delahunt Group
Ed Maroney	Barnstable Patriot
Brian Mannal	State Representative, 2 nd Barnstable District
Priscilla Leclerc	Cape Cod Commission (CCC)
Maria McCauley	Cape Cod Commission
Clay Schofield	Cape Cod Commission
Glenn Cannon, P.E.	Cape Cod Commission
Steven Tupper	Cape Cod Commission
Nancy Hossfeld	Cape Cod Commission

Call to Order: Chairman George Allaire called the meeting to order at 8:30 a.m.

Minutes of January 11, 2013: With a motion by Roger Parsons, seconded by Paul Tilton, the minutes of January 11, 2013, CCJTC meeting were approved unanimously.

Draft of Cape Cod Transportation Improvement Program (TIP) Amendment for Federal Fiscal Years 2013-2016: Priscilla Leclerc, Senior Transportation Planner, CCC, gave an overview of the TIP requirements and presented slides with some of the TIP previous projects and the proposed TIP Amendment projects.

George Allaire asked about feedback on Rte. 149 roundabout in West Barnstable.

Roger Parsons replied that signage is an issue – it is difficult to find the ramps onto the highway.

Glenn Cannon quoted Mark Ells saying that there has not been a crash at that location since the construction of the roundabout, and it was one of the top ten crash locations in the Town of Barnstable.

Link Hooper commented on Harwich Rte. 137 road improvement project. He said that if they could move the poles, then construction would be on time. But construction will be on hold as of April 1st if the poles do not get moved.

Priscilla continued presenting the TIP Amendment projects. The proposed changes to the targeted highway project list are as follows:

- addition of the ITS improvements to the TIP	\$1,500,000
- increase of Falmouth combined intersections costs by	\$150,785
- increase of Orleans roundabout costs by	\$298,259
- increase of the National Seashore RTA shuttle fund by	\$21,013

Priscilla also spoke about the ITS improvements and explained how Blue TOAD system will work on Cape Cod by collecting the data from drivers' blue tooth devices.

Priscilla stated that the Cape Cod Metropolitan Planning Organization (MPO) voted to release Draft of the TIP Amendment on January 28, 2013, for public review and comment. The Draft TIP Amendment has been posted on the website. Priscilla then requested the CCJTC to vote on a TIP Amendment recommendation to the MPO. The next MPO meeting will be on March 4, 2013 and if approved, the TIP Amendment would be incorporated into the STIP, or State TIP.

Charleen Greenhalgh moved to recommend the Draft TIP Amendment to the MPO. Roger Parsons seconded and it was approved unanimously.

Hyannis Access Implementation: Glenn Cannon, P.E., Technical Services Director, CCC, presented an overview of the Hyannis Access project and discussed the process of selecting a design option for the Airport Rotary out of four alternatives from the state's Hyannis Access Study.

Glenn talked about going out to the community to get property/business owners involved with the project. The selected option, with grade separation at the Airport Rotary, has the least land takings even though all the properties on the airport side will be taken for the planned roadway improvement - four lanes road with a raised median. Glenn added that property owners that would be affected by the land takings are very agreeable to the project because they struggle with current traffic conditions.

On Yarmouth Road, the four lane roadway will be continued from Rte. 28/Yarmouth Road intersection to Willow Street/Higgins Crowell Rd. There will be a roundabout at the intersection of Rte. 28 and Ridgewood Ave. Roundabout was recommended by the Hyannis Fire Department because it is easier for the fire trucks to reverse direction at a roundabout and fire department also needs a break in the raised median every 0.5 mile.

The section of Rte. 28 from the Airport Rotary to Rte. 28/Bearse's Way intersection which is one of the top 10 high crash locations in Barnstable, would also have four lanes, raised median and sidewalks on both sides. Glenn added that he believes that this is the safest option for the pedestrians.

Brian Mannal commented that he does not think that this is an adequate solution for the Rte. 28/Bearse's Way. He believes that there should be a pedestrian bridge or a tunnel for the Bearse's Way neighborhood residents.

Glenn responded that the bridge/tunnel option could be discussed at another meeting. Glenn stressed that Environmental Justice and Title VI requirements were addressed during the design selection process.

George Allaire asked for explanation of "Environmental Justice population" term.

Glenn explained that the term relates to population determined by income level, English language proficiency and whether they are foreign born. In the past, air pollution and wastewater issues were not addressed fairly in certain neighborhoods and that is where environmental justice regulations are stemming from.

Glenn continued his presentation by talking about goals of the Hyannis Access Project and evaluation criteria used in selecting the design option.

Preferred alternative selected by the task Force is the one with underpass under Airport Rotary, four lanes cross section with raised median along Rte. 28, Rte.132 and also along Yarmouth Road Corridor. Next step will be coming up with funds for the project.

Brian Mannal asked whether this is the option with the least land takings.

Glenn confirmed that this is the option that has a higher cost but has the least land takings. Glenn has also stressed the walkability of the selected design – there are sidewalks all along the redesigned sections of the road.

Bob Burgmann commented that he participated in few roundabout design trainings and one of the main principles of a roundabout is the similarity of traffic volumes on all the approaches to the roundabout. How does it apply to the Ridgeview Ave and Rte. 28 roundabout?

Glenn Cannon explained that to maximize the capacity of a roundabout, you need equal flow of traffic. But roundabout also gives you opportunity to enter traffic safely. It also requires a lot less maintenance in the future than a traffic light.

George Allaire asked what is the total cost of the selected design.

Glenn Cannon responded that it is still in plans but we think it will cost \$50mln.

Joe Rodricks pointed out that one negative of a roundabout is the pedestrian aspect – it takes pedestrians away from the roundabout and people will not walk further away to cross the road. Is there any information on pedestrians crossing the road at the Ridgewood Ave intersection?

Glenn Cannon admitted that they didn't discuss that in particular. They did discuss extensively about bikes and pedestrian crossing Yarmouth Rd.

Roger Parsons added that as the town moves forward with the design they can still incorporate pedestrian solutions but pedestrian bridges are not attractive and people tend not to use them. We recognize the issue and will leave it to the designers to develop best solutions for the pedestrians and bikers.

Paul Tilton asked whether a barrier in the raised median is considered to deter people from crossing the road where they shouldn't.

Glenn Cannon replied that state came up with the safest plan for the pedestrians and it requires them to walk to the traffic lights and cross the road at the lights. But as you know, people probably will be cutting across.

Brian Mannal disagreed and said that people will not be using pedestrian bridges or crossings unless they are made to use it. Brian added that he thinks it will require a cement wall to prevent people from crossing Rte. 28 from the residential area to the Cape Cod Mall.

Glenn Cannon responded that the Town and Cape Cod Commission will continue working with the MassDOT to develop the best plan and will voice the needs of Barnstable residents.

Public Comment:

George Allaire commented that at Mass Highway Association meeting he attended, Secretary Richard Davey proposed a 10 year transportation bond bill. For CCJTC it means \$300 million in Chapter 90 with CPI (consumer price index) adjustment. It is linked to the income tax proposal.

Charleen Greenhalgh mentioned that she had a question for MassDOT. The Town of Truro is putting a bridge where culvert is. She has sent design electronically in October and is trying to get an update from MassDOT. The town has the money for the project but has not heard from MassDOT.

George Allaire responded that she should call her representative.

Adjourn: With a motion by George Allaire, seconded by Charleen Greenhalgh the meeting adjourned at 9:30 am.

Attachments:

TIP Amendment Presentation
Hyannis Access Presentation