

Cape Cod Joint Transportation Committee

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

Minutes – Friday, April 12, 2013

<i>Name</i>	<i>Representing</i>
Joe Rodricks, P.E., Vice-Chairman	Dennis, Town Engineer
Roger Parsons, P.E.	Barnstable, Town Engineer
Charleen Greenhalgh	Truro, Assistant Administrator
Catherine Laurent	Mashpee DPW
Neil Andres	Town of Eastham
Bob Bersin	Brewster
Jeff Colby	Town of Chatham
Peter Cocolis	Town of Chatham, Planning Board
Rick Leavitt	West Chatham Village & Business Associates
Keri Pyke	Howard/Stein – Hudson Associates
Joe Magni	VHB, Inc.
Dennis Walsh	Cape Cod Regional Transit Authority (CCRTA)
Douglas Prentiss	FST
Lee Peck	Weston & Sampson
Chris Adams	Delahunt Group
Tom Currier, P.E.	MassDOT Supervising Project Manager
Lou Rabito, P.E.	MassDOT Complete Streets Engineer
Pamela R. Haznar, P.E.	MassDOT Highway Div., District 5, Project Development Engineer
Timothy Kochan	MassDOT Highway Division, District 5
Calli Cenizal	MassDOT Planning
Priscilla Leclerc	Cape Cod Commission (CCC)
Lisa Dillon	Cape Cod Commission
Lev Malakhoff	Cape Cod Commission
Glenn Cannon, P.E.	Cape Cod Commission
Tabitha Harkin	Cape Cod Commission

Call to Order: Chairman Joe Rodricks called the meeting to order at 8:30 a.m.

Minutes of February 8: With a motion by Charleen Greenhalgh, seconded by Roger Parsons, the minutes of February 8, 2013, CCJTC meeting were approved unanimously.

Projects for the Preliminary Draft Cape Cod Transportation Improvement Program (TIP) for Federal Fiscal Years 2014–2017

Priscilla Leclerc, Senior Transportation Planner, Cape Cod Commission, provided handouts with estimated funding updates and projects as recommended by MassDOT during TIP Day earlier this week. She reported on the TIP Day results, including MassDOT's request to bump the Cape Cod Rail Trail extension project from 2014 into 2015, because it needs more design and permitting. Priscilla continued to review the projects proposed for the next TIP, and reported that the Brewster Route 6A resurfacing project may be a replacement project for TIP year 2014.

After a brief discussion on the projects that included Pam Haznar, MassDOT District 5 Office, stating that a meeting should be set up as soon as possible on the Cape Cod Rail Trail extension and possibly even include the Coast Guard, Joe Rodricks moved to recommend that the Cape Cod Rail Trail extension project be maintained in year 2014 of the next TIP, and the later year projects slide back in line. The motion was seconded by Roger Parsons and carried unanimously.

Complete Streets Design in Massachusetts

Lucian Rabito, P.E., Complete Streets Engineer, MassDOT, presented a slide presentation with information on street design for multi-modal accommodation.

Mr. Rabito reported on various aspects of roadway design for all modes, including Level of Service (LOS) and speed changes that may occur with improved bicycle and pedestrian facilities. If Right of Way (ROW) is not sufficient, then there are adjustments that could be made, such as reducing the vehicle lane width to improve accommodation, or adding ROW.

Mr. Rabito continued that slowing traffic improves conditions for bicycle and pedestrian users, and that is safer. On one slide, a graph depicted pedestrian injuries at vehicle speeds, with 85% fatal at 40 miles per hour versus 5% fatal at 20 miles per hour. Another slide provided examples of how to slowing driver speeds, including: curb extensions or bump outs, center medians, narrower travel lane widths, on-street parking, raised crosswalks or speed tables.

Joe Roderick asked Lou Rabito about the potential for using bump outs on Route 6A, and Lou responded that he has seen them across the state, but looked to District 5 staff present for local information.

Mr. Rabito continued with an overview of the different levels of bicyclists, from the very experienced who basically have no problem riding anywhere, the average cyclist, and then the occasional cyclist. MassDOT looks to the bicyclist advocates for input on complete street design of projects. Mr. Rabito continued to describe pedestrian types, and then mentioned several design guidance documents.

Joe Rodricks inquired if having an offset path assisted in the Design Exception Report (DER) process for a roadway.

Lou responded that is not necessarily the case, because you still have the type A bicyclists and many of the type B bicyclists who will choose to ride on the roadway.

Bob Burgmann asked if it were possible to have an exception, through a DER, for full access during the construction phase of the project.

Lou responded that guidance for bicycle and pedestrian facilities during construction is a work in progress. He added that the DER process is not to avoid accommodation or to favor one mode over another—there needs to be substantial justification for not accommodating all modes.

Rick Leavitt asked if the projects are designing to peak traffic—on Cape Cod the summer volumes are higher than the off-season traffic.

Pam Haznar, MassDOT District 5, volunteered to respond, and reported that the projects are not designed to the summer peak hour, but to the 30th highest hour which is typically mid-June.

Peter Cocolis thanked Lou for presenting the information, and reported that there is a visioning process going on in Chatham and there is a need for education as well.

Priscilla Leclerc mentioned that Cape Cod has a lot of state highway sections that are now local villages with local businesses and residences accessing the state highway, and there is a desire to slow traffic in these village business sections.

Lou stated that a lot of what happens in downtowns depends on the cities and towns.

Updates on Cape Cod Bike Signs and CapeFLYER Rail Service

Dennis Walsh, Cape Cod Regional Transit Authority (CCRTA) reported that uniform bike signs have been made for every town.

Bob Bersin, Brewster, mentioned that the Historic Society has asked if smaller signs could be made for Brewster.

Dennis Walsh replied that he was not sure but would look into it.

The CapeFLYER schedule is on line. It is a Seasonal service, and is not designed to be for the commuter – attempting to use 3rd bridge to relieve traffic congestion this summer. For example, on Friday nights, it will leave Boston at 5:12 pm, stop in Middleboro, then Buzzards Bay, and arrive in Hyannis at 7:50 pm. The cost is \$20 for one way and \$35 round trip.

The quarterly reports to FTA for bus ridership on the new Upper Cape services show an increase:

Jan – Mar, 2012 867 passengers

Jan – Mar, 2013 5242 passengers

Although, keep in mind that in 2012, the quarter was not quite three months because the service started in late January.

Preliminary Draft Unified Planning Work Program (UPWP)

Glenn Cannon, P.E., Technical Services Director, Cape Cod Commission, provided slides of the general UPWP tasks along with the one-page task and financial summary.

Neil Andres suggested that on the freight usage and analyses task that staff coordinate with solid waste efforts. He added that to lose garbage on rail is to lose the rail.

Joe Rodricks, Dennis, requested that a % column be added by task to the overall budget page.

Neil Andres moved to recommend the preliminary UPWP to the MPO, and with a second from Bob Bersin, the motion carried unanimously.

Public Comment There was none.

Other Business

Lev announced that Traffic counting products are available on website.

Adjourn: With a motion by Joe Rodricks, seconded by Roger Parsons (?) the meeting adjourned at 10:34 am.

Attachments:

Preliminary TIP related handouts

MassDOT Complete Streets presentation

UPWP presentation