

Cape Cod Metropolitan Planning Organization (MPO)

Cape Cod Commission Conference Room
3225 Main Street Barnstable, MA 02630



CAPE COD
COMMISSION

Draft Meeting Minutes: Monday, December 15, 2014

MPO Members in Attendance

Representing

Steve Woelfel	Massachusetts Department of Transportation, (MassDOT) Office of Transportation Planning (OTP)/ Chairman, representing Frank DePaola, Acting Secretary/Chief Executive Officer (CEO), MassDOT
Pam Haznar	District 5 Projects Engineer, representing Frank DePaola, MassDOT Highway Division Administrator
Austin Knight	Sub-Region D Representative (D= Eastham, Wellfleet, Truro, and Provincetown), Vice Chair
Richard Roy	Cape Cod Commission, Representative
Curtis Sears	Sub Region B: Representative (B = Towns of Dennis and Yarmouth)
William Doherty	Barnstable County Commissioner
Dan Santos	Barnstable Town Council – Alternate
Jason Steiding	Mashpee Wampanoag Tribe - Alternate
Tom Guerino	Cape Cod Regional Transit Authority

Others in Attendance

Representing

Bryan Pounds	MassDOT, OTP Liaison
Timothy Kochan	MassDOT Highway Division District 5
Trey Joseph Wadsworth	MassDOT Planning/MPO Activities Group
Leah Sirmin	Community Planner, Federal Highway Administration
Marie Joyce Rose	Director of Roadway Project Management, MassDOT, Highway Division
Pamela Marquis	Right of Way Compliance Administrator, MassDOT, Highway Division
Liz Lapointe	State Aid Coordinator, MassDOT, Highway Division, District 5
Dennis Walsh	Cape Cod Regional Transit Authority (CCRTA)
Wayne Lamson	Steamship Authority
R. Patrick Ellis	Sandwich Selectman
Sally Riggs	Bourne Transportation Advisory Committee
Clay Schofield	Town of Barnstable, DPW
Susan H. Rohrbach	Senator Dan Wolf
Gloria Freeman	Chatham Citizen
David E. Burns, MD	West Chatham Citizen
Bill Tuxbury	West Chatham Citizen
Stephen Buckley	openchatham.com
Glenn Cannon, P.E.	Cape Cod Commission, Technical Services Director
Lev Malakhoff	Cape Cod Commission, Senior Transportation Engineer
Steven Tupper	Cape Cod Commission, Technical Services Planner
Patty Daley	Cape Cod Commission, Deputy Director
Patrick Tierney	Cape Cod Commission, Technical Services Planner
Cally Harper	Cape Cod Commission, Planner
Martha Hevenor	Cape Cod Commission, Planner II

Call to order:

Steve Woelfel called the meeting to order at 1:00 p.m. Members of the Board introduced themselves as well as the Cape Cod Commission staff and visitors.

Minutes of November 17, 2014:

Mr. Cannon indicated that there was an omission to the minutes on page 4 second paragraph which were distributed in today's packet. A sentence was added that states Ms. McCauley opened the physical ballots that had been mailed in and tallied the results. She announced the totals as follows.

Upon a motion by Sims McGrath to approve the updated minutes of November 17, 2014, second by Tom Guerino, the motion was passed unanimously. Pam Haznar abstained from the vote.

Public Comments: There were none

Coordinated Public Transit-Human Services Transportation Plan: Vote to Endorse CPT-HST Plan.

— Patrick Tierney, CCC Technical Services Planner

Mr. Tierney gave a summarized PowerPoint which identified the needs and goals of the plan. The plan has been updated to include the public comments received during the comment period which ended December 17th.

Mr. Pounds asked Mr. Tierney to provide a copy of responses to him at MassDOT.

Mr. Doherty made comments about the depth of outreach. He asked if the under age of 5 group had been addressed. Mr. Cannon indicated that the commission had done that. Mr. Doherty commented that this plan is much more comprehensive than the previous plan as it incorporates all outreach.

Mr. Guerino asked how transportation works with the schools. Mr. Tierney stated that there is a rule that transportation can be provided to the disabled. Dennis Walsh stated that the FTA prohibits direct transportation of students to any school whether it is a charter school or public school. The CCRTA is allowed to add another bus to the route. The public is still allowed to access that bus, but the majority of riders are students. They will follow the route and deviate to the Charter School upon request.

Pam Haznar stated that in Goal 4, the service is by a flagging method. She asked if there were specific bus stops and whether or not pedestrian accommodations can be accomplished. Mr. Walsh explained that on the fixed route service there is a combination of designated bus stops. At those bus stops, particularly with a large population using it, shelters have been installed that meet ADA requirements. He stated that in certain areas regarding public safety, the public can flag down a bus. Mr. Cannon commented that before we determine where sidewalks are needed, a detailed study is required. Ms. Haznar added that as TIP projects are developed; keep in mind these amenities at the bus stops so that they can be implemented. Mr. Cannon added that this is an example of where Highway and Transit need to come together to accomplish these goals as one comprehensive transportation plan.

Mr. Curtis commented on the bus shelter just went up in Yarmouth. He said that this would have been a good opportunity to look at a bus turnout, as opposed to having a bus shelter, in a location that is not convenient. The shelter would have worked better on the other side of the street because of the number of housing facilities and students. Mr. Cannon will work with Mr. Walsh and take another look at this shelter. Mr. Walsh stated that the problem with turnouts is that it is a highway aspect and this is a transit aspect. It is also quite expensive to do a turnout. The funds available are not for building major highway infrastructures but for enhancements. Mr. Sears understands, but if the project was looked at more comprehensively prior to beginning, possible enhancements could be added later by highway. Mr. Woelfel stated that the transportation directive assigned by Secretary Davey calls for all the divisions in Massachusetts to start accommodating both aspects. These discussions are required before any investments are made. He also stated that Municipal Officials, MPO, Staff, Consultants should attend a Complete Streets training seminar. Another round is being planned and will include these concerns and we can learn more from these groups moving forward

Upon a motion to endorse the Coordinate Public Transit-Human Services Transportation Plan by Austin Knight, second by Curtis Sears, the vote was passed unanimously.

The vote is contingent on additional comments received until December 17th. MPO members will be emailed comments and changes.

Regional Transportation Plan: - Overview and Discussion.

— Steve Tupper, Cape Cod Commission Technical Services Planner

Mr. Tupper gave a PowerPoint presentation on the 2016 Cape Cod Regional Transportation Plan. He indicated that although this is the 2016 plan, this is the plan that will need to be endorsed by the MPO in June of 2015. He also stated that everything being presented is DRAFT, DRAFT, DRAFT, there will be plenty of opportunity for input. He mentioned that there will be new members in January and this will be presented again with more detail. Mr. Tupper welcomes any discussion during today's presentation. He indicated that this plan will also be an ongoing agenda item.

The presentation included the transportation infrastructure and the development process of the plan. The DRAFT vision statement with draft goals & objectives to include safety, environmental and economic vitality, livability and sustainability, multimodal options/healthy transportation, transportation equity, coordination and cooperation, congestion reduction, system preservation, freight mobility, and the performance-based approach. The goals and objectives will continue to be refined. The input received throughout the process is valuable also performance measures will be developed as feedback is received. Mr. Tupper also handed out the attached summary sheet which captures the key points of the plan.

Mr. Doherty is concerned whenever there are more than 3 to 5 goals in a vision. He appreciates the ambition but will there be priorities of effort? Mr. Tupper agreed that this is a great point and that the 10 goals listed are very ambitious, he believes that there is a set of practices that can help you reach multiple goals at one time and that multiple goals can be reached with one action.

Trey Wadsworth recommended that we remove goals 5, 6 & 10 as they are federal law. Mr. Tupper stated that we will remove goals 5, 6 & 10.

Tim Kochan recommended adding essential services to the last bullet in Goal 2. This came up at the Boston MPO and he made a similar comment.

Mr. Woelfel stated that MassDOT will review the goals and comments will follow. A shorter amount of goals will enable us to measure how we are doing.

Pam Haznar stated that the cape is unique due to the vast coastline and asked if water could be tied into freight and explores how the Steamship Authority will be tied into this mobility. Mr. Tupper stated that these are great points and something to look at. Mr. Doherty stated that the traditional way to bring freight into the steamship authority is through a congested area in Hyannis and Falmouth, maybe we should consider using Provincetown. Mr. Cannon stated he had a meeting with John Pearson at Mass Coastal and they agreed that the Cape is unique. They could not identify a container that leaves Cape Cod but future markets are being thought about.

Leah Sirmin commented that Title VI is in the Appendices. There will be discussion on what will be in the body. She asked Mr. Tupper if he could talk more about scenario planning. Mr. Tupper stated that we have talked to the Volpe Center and with regard to the RPP. There are great tools available to look at different scenarios and will continue to do so with other projects.

Ms. Sirmin asked about the congestion management process. Mr. Cannon stated that we are currently putting together our congestion management now and is in the appendices and will share with FHwy.

Climate Change for Critical Transportation Infrastructure: Presentation and Discussion.
— Cally Harper, PhD, Cape Cod Commission Planner II

Ms. Harper talked about the data collected over the past year on Sea level rise as it relates to Task 3.4 of the UPWP. She stated that there's confusion about the causes of water rise during hazardous events and that the cause of water rise is as follows:

- Tidal Fluctuations
 - This is the form of rising water that we are all use to
 - Periodic variations of surface water level which occur at regular intervals caused by gravitational attraction of the sun and moon on the earth
- Storm Surge
 - Abnormal rise of water generated by a storm
 - Abnormal level is defined as water over and above astronomical high tide
 - The cause is storm events such as rain, wind and hurricanes
- Sea Level Rise
 - Defined as water rise over time and varies regionally and locally
 - The cause is thermal expansion of oceans as they warm and meet with glaciers

Ms. Harper explained that as part of the work in Task 3.4 of the UPWP, Commission staff mapped transportation infrastructure on Cape Cod and divided each asset into 5 modes. This map was then converted into web maps for stakeholders to review. The stakeholders where asked which assets were critical to each modal system. In this study, the criticality of a transportation asset was quantified by ridership data collected in 2013 and by how important the asset was to the functioning of the transportation system in Barnstable County.

She outlined 5 modes are Airports, Rail, Transit, Highway, and Seaport:

- Airports
 - 6 airports where mapped – Provincetown, Chatham, Bourne, Otis, Cape Cod Airfield and Falmouth

- Stake holders identified that the runway as the most critical asset in the airport modal system, followed by the air traffic control tower then the passenger terminal
- Barnstable was identified as a critical asset as well as Otis as they have air traffic control towers
- Rail
 - associated Bridges, Culverts and Transfer Stations were identified in stakeholder maps
 - The rail bridge was identified as the primary asset. Without it there would be no trains on Cape Cod.
 - The Yarmouth line was identified as more critical than the Otis line because it carries more freight and people
- Transit
 - The most robust services for the CCRTA are the H2O line and the Sea Line
 - Stakeholders identified Rte. 6, Rte. 28, Rte. 132 and Rte. 134 as critical to the functioning of the transit system
 - Technically speaking, all roads on Cape Cod are critical to the transit system because buses travel everywhere with the DART service
- Highway
 - Principal arterial roads (Rte. 6, Rte. 28, Rte. 132 and Rte. 134) were identified as critical
- Seaports
 - Stakeholders identified the navigation aids as the most critical asset to the functioning of the ferry system, followed by ferry slips, terminals and parking lots

Ms. Harper stated that upon gathering the data we looked at which assets are vulnerable to Sea level rise, not storm surge or high tide. We used a “bathtub” model which was created by the Cape Cod Commission. She stated that the sea level rise viewer is available on our website. She used the Town of Harwich as an example to show how the viewer can be used and explained that the yellow dots represent critical facilities in town, the blue represent rising water and the green regions are low lying areas. With 2 feet of water rise, the blue highlighted areas are under water and the red lines represent disconnected roads.

The model showed that several point assets in the transportation system were vulnerable to sea level rise including bridges, terminals and culverts. Bourne, Falmouth, Barnstable and Provincetown have the most number of vulnerable transportation assets in the county.

The model also showed route assets vulnerable to sea level rise such as bus routes, rail lines and portions of roadways. In the model, the light blue lines and dots represent areas of disconnected roads and rail at 6 feet of sea level rise. Six feet of rise was chosen for this presentation because 6 feet is possible on Cape Cod by 2100. The most vulnerable areas for fixed bus route are roadways in the Provincetown, the Orleans rotary and Rte. 28 in the lower cape and Falmouth areas. The most vulnerable areas for the rail system are the tracks located near the tidal marsh in Sandwich, the track north of the railroad bridge, Bass River Bridge and Barlows Landing. The most vulnerable regions of the highway system are the low lying areas on Rte. 6A in Sandwich and Brewster as well as minor arterial roads in Falmouth, Provincetown, Harwich, Dennis and the Orleans Rotary.

Mr. Knight discussed the amount of money going off the Cape to Boston and the economics of it. He stated that as the towns are try to do things, it can be a challenge for the people who don't believe any of this. When do we bring this information to the towns? Ms. Harper stated that she is bringing this information to the towns currently, and they all have access to this viewer and can incorporate it into their own hazard mitigation plans. Mr. Knight suggested putting this information on TV as it will initiate more conversation. Mr. Cannon suggested that this could be a UPWP Task, as this is just initial plan.

Mr. Woelfel stated that his staff is doing a study using Federal Highway Funds and will study all four divisions which will be coordinating with MPO.

Mr. Cannon stated that we all need to look at infrastructure and where we put them and look down the road so the funds are not wasted. Ms. Harper feels that it is good to project 20/30 years out, there are regional differences looking at sea level rise moving forward.

Outer Cape Bicycle and Pedestrian Master Plan: Presentation and Discussion.

— Martha Hevenor, Cape Cod Commission, Planner II

Ms. Hevenor gave a Power Point on the Outer Cape Bicycle and Pedestrian Master Plan. The presentation gives the background of the project, where we are now and what is next. She explained the Master Plan Goals, where we are in the process, the Data Collection that has been done, Public Workshops and Public Input. She finalized her presentation with the next steps that will take place in the Master Plan.

Reports and Other Information

Project Updates and Other regional reports from MassDOT Highway Division District 5 Office, Cape Cod Regional Transit Authority (CCRTA), and the Cape Cod Commission

Pam Haznar gave updates on the following MassDOT projects:

- Bourne – Sandwich, resurfacing of Rte. 6 from Sagamore Bridge to Sandwich/Barnstable
 - There was a stakeholder meeting last Friday to review landscaping & revegetation. We are still in the data collection stage. This is a 2 phase project and the paving is on hold for now but will pick up in the spring.
- Bourne – Wareham, Bridge replacement, Rte. 6 & Rte. 28
 - Project is almost complete, and Ms. Haznar is looking into a ribbon cutting ceremony. Tom Guerino commented that it is a great project and handled so well with minimal daily impact.
- Median Delineation Replacement Rte. 6 from Dennis to Orleans
 - Lane separator system is being installed on Rte. 6.
- Chatham – Bridge Street over Mitchell River
 - Contracted completed demolition of a number of the bridge spans and installing sheeting piling now. The completion date is June, 2016.
- Falmouth, Rte. 28 resurfacing

- Is complete ahead of schedule.
- Falmouth intersection improvements at Rte. 28, Davisville Rd & Old Meetinghouse Rd and Intersection Improvements at Rte. 28 and Jones Rd/Worcester Court
 - This project was delayed because the town is also looking at installing water and sewer. MassDOT is coordinating with the Town.
- Harwich – Rte. 137 from Queen Anne Rd to Brewster Town Line
 - Is complete but working on traffic signal. The signal punch list and will be completed in the Spring.
- Orleans – Intersection improvements at Rte. 28 and Rte. 6
 - There have been concerns regarding traffic during construction. Ms. Haznar notified the CCJTC and the Police have notified construction.

TIP Projects:

- Ms. Haznar stated that due to the concerns of tree cutting on the cape, she stated that there are various tree trimming projects on the secondary roadways which will be starting in the spring. MassDOT will be contacting all of the towns. She stated that they look at 8 feet offset from the edge of road and 20 feet high for utility lines. MassDOT will be watching this project closely. Ms. Haznar will look into the project to see if it is being coordinated with Nstar. Mr. Cannon asked if trees have been identified and if there is going to be a public process. Ms. Haznar stated that they WILL be contacting the Towns. Patty Daley asked that the information being shared to the Towns is also sent to the Cape Cod Commission from a Regional perspective and Mr. Cannon agreed with the importance of information sharing.
- Dennis Yarmouth Rail Trails, 2014 was advertised and the construction bid opening is in February, 2015. The Beacon St neighborhood had some issues with fencing and there will be a meeting set up to discuss their concerns. Mr. Curtis added that he has heard others state that they would like access the bike trail. Both sides of the issue will be considered. Ms. Haznar also noted that they have received correspondence from the bike shop on Rte. 134 and they were concerned that the parking lot at Rte. 134 would be closed as part of the project. MassDOT is not recommending closing but there will be impacts from this project.
- The Bass River Bridge crossing is at the 75% design stage.
- Expecting 25% design on the Yarmouth/Barnstable extension to Dennis/Yarmouth Rail Trail project.

Discussion regarding name the Bass River Bridge after George Allaire ensued. Mr. Sears stated that it is required as an act of legislature. He suggested that since Sue Rohrback is working on naming other bridges after individuals all requests be made at the same time.

- The bid opening for the Brewster resurfacing project on Rte. 6a is in February, 2015. Gas lines are being installed now so it will be ready before we get in there.
- The design public hearing for the Intersection of Falmouth Rd, Rte. 28, Bearses in Barnstable is December 22.

- MassDOT received 100% plans for the Intersections Rte. 28 and Main St and 6a and Main St. in Orleans and is under review.
- Public comments have gone back to the design consultant on the Chatham, Rte. 28 from George Ryder Rd. to Barnhill Rd. project which is at 25% design. Once those comments are reviewed, the project will be ready for design public hearing.

Dr. David E. Burns stated that he would like a copy of the 25% design so that he can take it back to the business community. Ms Haznar stated that the town should have the plans, if not she recommended writing a letter to the Project Manager at MassDOT, Boston office. Ms. Haznar will give Dr. Burns the contact information.

Dr. Burns also noted that in the minutes of the November 17th meeting, the section on the 2016 project updates. He asked Mr. Cannon about the business groups that were in opposition and we failed to mention that 95% of the business community of West Chatham is opposed to the loss of the turning lane as well as the roundabouts. That information not being in the minutes needs to be. The other comment made by Tim Kochan. Dr. Burns believes that the plan has been rejected by a majority of the people in the community. With regard to Mr. Kochans comment states that the project is going to public design with ample time for public comment. Dr. Burns commented that there are plenty of public comments and they are anxious to see the 25% design. He feels that the plan contains everything that has been objected to.

Mr. Woelfel responded to Dr. Burns by stating that there will be a public meeting for people to attend.

Steve Buckley stated that he received a note from MassDOT on Friday which addressed the concern that Mr. Buckley had about the Public Participation (PP) process. Mr. Buckley handed in the written conversation which is included in the meeting packet. The document states that the planning guide contains suggested actions for PP. In the opinion of Frank DePaola the West Chatham project has met those suggested actions. Mr. Buckley commented that he will include in his reply that these plans are required and will have to educate MassDOT.

Mr. Woelfel pointed out that this project has not had its public hearing yet, and what the secretary is saying is that up until now the people that have been unable to participate in the project will have an opportunity at the design public hearing which will be advertised.

Mr. Cannon asked Dr. Burns for clarification on the set of minutes he commented on. Dr. Burns indicated that the comments were from the CCJTC Meeting, but the comments will be reflected in these minutes.

Bill Tuxbury asked what kind of notice is required before the 25% design. Ms. Haznar explained that the design public hearing is in 2 local newspapers twice, 2 weeks apart, we encourage the communities to advertise on their website. Ms. Haznar will also announce the hearings at the MPO Meeting. Mr. Tuxbury asked the how much time is given between the last notification and the date of the meeting. Ms. Haznar replied that it is usually a couple of weeks. She stated that this is something that the Project Manager handles but is usually within a months' time. Mr. Woelfel commented that this is a Town Project and has its own consultant. It is a project that the Town has brought to the MPO and is under review. Once we are done, we will conduct a public meeting in which there will be plenty of notice. When that date is determined Mr. Cannon will also be notified. Mr. Tuxbury is looking for an explanation of communication between Town and MassDOT. Ms. Haznar stated that there has been quite a bit of correspondence back and forth between MassDOT and the Town. She believes that this information has been given to Mr. Tuxbury over the past few years. MassDOT will be officially running the next public meeting.

Ms. Haznar gave additional updates as follows:

- MassDOT discussed with The Town of Dennis the Rte. 28, 2016 TIP project. There is an issue of where the sidewalk would end and the town is reviewing the location, there should be a design public hearing soon.
- Falmouth Rte. 28a at Rte. 151 is a MassDOT project; there have been 2 public informational meetings by MassDOT, met with the Board of Selectman, Town Administrator, Emergency Responders and the town DPW about a month ago. The preference of the town is signals over roundabout.
- Improvements in Barnstable, Rte. 28 and Yarmouth Rd. are at 25% design stage.
- Chatham, Rte 28 at Depot/Queen Anne/Crowell Rds. is at the pre 25% design stage.
- Wellfleet intersection improvements at Rte. 6 and Main St, are at pre 25% design. There has been an informational meeting with the town and there is a working group that is working on solutions to avoid head on collisions.
- There is a study being done on Belmont Circle. MassDOT is looking at advancing Bicycle and Pedestrian improvements.
- MassDOT is advancing a project with landscaping and lighting in Barnstable on the Roundabout at Rte. 149 and Rte. 6.
- There is a town project in Mashpee with Corridor improvements on Rte. 151 from the Mashpee Rotary to the Town line.

Dennis Walsh stated that every 3 years we have a tri-annual review by the FTA with regard to the MPO process. At a minimum, the wording should indicate the in MPO's MOU that the TIP development process is being used to satisfy the public hearing requirements of FTA's section 5307 program. This was mentioned in 2009 and hasn't been incorporated into the document. Mr. Walsh is requesting that it be incorporated. Mr. Cannon indicated that we will have an amendment to the Public Participation Plan and address the MOU also at the next MPO meeting.

Glenn Cannon handed certificates of appreciation to Bill Doherty, Austin Knight, Curtis Sears who is responsible for getting funds for of \$80 million worth of transportation infrastructure and Michael Richardson who is not here today. The MPO thanks these members and wishes them well on their future endeavors.

Next Meeting: January 26, 2015

Adjourn: Upon a motion by Bill Doherty to adjourn the meeting, second by Curtis Sears, the meeting was adjourned at 3:54 pm with a unanimous vote.

Documents and Exhibits Used/Received:

Agenda – December, 15, 2014
Minutes of November 17, 2014

Public Comments, CPT-HST
CPT-HST Presentation
RTP Presentation and Summary Sheet
Climate Change Handout
OCBPMP Power Point
Public Comments:
Cannon Response to Bartley email