



Hyannis Access Study Implementation TASK FORCE

Cape Cod Commission Office
January 23, 2013; 1:00 PM

Meeting Notes

Task Force Members Present

CAPE COD STATE REPRESENTATIVE OR LEGISLATIVE AIDE

Sue Rohrbach - District Aide to Senator Dan
Wolf

BARNSTABLE TOWN COUNCIL

Ann Canedy – Precinct 1

TRANSPORTATION ORGANIZATIONS

Julie Quintero-Schulz – Cape Cod Regional
Transit Authority
Bud Breault - Barnstable Municipal Airport,
Manager
Wayne Lamson – Steamship Authority
Chris Anzuoni – P&B Street Railway
Company, General Manager

MASSDOT

Pam Haznar - Massachusetts Department of
Transportation (MassDOT) District 5

CAPE COD COMMISSION

John D. Harris – Chair, Cape Cod
Commission, Minority Representative

BUSINESS COMMUNITY

Wendy Northcross – Cape Cod Chamber of
Commerce
Jessica Sylver – Hyannis Area Chamber of
Commerce
Leo Fein - Cape Cod Mall
Steve Hubbard – Hubbard Paint & Supply

BARNSTABLE TOWN STAFF

Roger Parsons - Senior Project Manager
Steve Seymour - GMD, Senior Engineer

HYANNIS FIRE DEPARTMENT

Deputy Chief Dean Melanson - Hyannis Fire
Department

CAPE COD COMMISSION STAFF

Glenn Cannon - Cape Cod Commission,
Technical Services Director
Lev Malakhoff - Cape Cod Commission, Sr.
Transportation Engineer

Other Interested Parties Present

<i>Name</i>	<i>Representing</i>
Bill Travers	MassDOT District 5
Felicia Penn	Town of Barnstable Planning Board
Skip Simpson	Hyannis Water Board

Hans Keyser
Bill Scully
Ed Maroney
Clay Schofield
Steven Tupper

Town of Barnstable/Hyannis Water System
Green International Affiliates
The Barnstable Patriot
Cape Cod Commission
Cape Cod Commission

Glenn Cannon, Director of Technical Services, Cape Cod Commission, opened the meeting at 1 pm by asking each attendee to introduce her/himself. Mr. Cannon then announced that the Yarmouth Road project (a subset of the Hyannis Access Study) is included in Governor Patrick's plan to improve the Commonwealth's infrastructure.

Other updates to the plans include:

- Elimination of the full-access intersection (signalized or roundabout) at the Staples Plaza driveway due to conflict between the height of signage and/or signal heads with the required flight path safety zones
- Alternatives with the Dual Signal configurations have been identified as problematic for the airport due to the increased likelihood of cut-through traffic

Mr. Cannon then described the latest configuration of each of the eight concepts. Comments and questions on the alternatives included:

Wendy Northcross, Cape Cod Chamber of Commerce, inquired about the relative expense of constructing a roundabout at Ridgewood Avenue versus installing a traffic signal. Billy Travers, MassDOT, replied that in the long term the roundabout is more cost-effective compared to a signal due to the electricity savings and signal maintenance avoidance.

Chris Anzuoni, Plymouth & Brocton, commented on the difficulty for larger busses to use Ridgewood Avenue. Specifically, the CCRTA driveway at Ridgewood Avenue is unusable for right-turns out due to the proximity of a utility pole. Roger Parsons, Town of Barnstable, responded that the town would immediately submit a request to the utility company to relocate the pole.

Ms. Northcross inquired as to the expected construction costs. Mr. Cannon replied that (including Yarmouth Road improvements) the signalized alternatives place the cost at approximately \$35 million and the grade separation alternatives bring the total construction cost up to approximately \$50 million. Pamela Haznar, MassDOT, stated that the estimates may be low due to the uncertainty of right-of-way acquisition.

Mr. Northcross also indicated that her preference would be to fund improvements to the crossings of the Cape Cod Canal. Mr. Cannon responded that planning for the Hyannis Access improvements is further along and may therefore be ahead in the timeline for implementation.

Julie Quintero-Schulz, Cape Cod RTA, stated concern about operations at the Hyannis Transportation Center driveway – especially with the construction of a median on Route 28. Mr. Cannon replied that with improvements at the CCRTA Ridgewood driveway

and full access at Route 28/Ridgewood, that vehicular access would be safer and more reliable than the current conditions.

Mr. Cannon then continued the presentation, focusing on the Evaluation Matrix. Each of the eight concepts was evaluated under 23 separate criteria, with results ranging from Major Benefits to Major Detriments, with intermediate gradations of minor, moderate or neutral. Comments/questions on the Matrix included:

Felicia Penn, Barnstable Planning Board, offered congratulations on the creation of the evaluation matrix, and inquired about the Levels of Service for the various concepts. Mr. Cannon responded that the best levels of service would be for the grade-separation concepts, although the signalized alternatives would also have good service levels.

Steve Hubbard, Hubbard Paints noted that the signalization options were likely to have the biggest (negative) impact on businesses.

Dean Melanson, Hyannis Fire Dept., expressed concern over the safe ability of a fire apparatus to make a U-Turn at the signalized intersections. Roundabouts would be safer since the apparatus would not need to be broadside to traffic during the U-Turn.

Ms. Penn commented that crossing Route 28 from the south is very time consuming during peak times and that the concepts offered would be helpful in alleviating delay.

Ann Canedy, Barnstable Town Council, stated that medians are good for improving safety. She has observed many drivers making dangerous left turns at Route 132 driveways configured for right-turn-in/right-turn-out.

Ms. Haznar stated that the dual left turn lanes included in the signalization alternatives would include a protected phase for motorists wishing to make U-Turns. Also, vehicle detection on minor street approaches should reduce delay on the minor street – especially during off-peak hours. Mr. Parsons felt that roundabouts would still have at least a slight overall benefit to traffic congestion.

Bill Scully, Green International Affiliates, inquired whether all the roundabout scenarios include grade separation. Mr. Cannon replied in the affirmative, adding that the Hyannis Access Study considered an at-grade roundabout retrofit of the Airport Rotary but that alternative was found to be inadequate.

Mr. Anzuoni expressed concern over the addition of new traffic signals and the effect of stopping, possibly multiple times, on the reliability of bus schedules.

After a brief break, Mr. Cannon continued the meeting by asking the Task Force for consensus on the various concepts.

Preferred configuration of the intersection of Route 28/Ridgewood Avenue:

Traffic Signal (Concepts A, C, E, G) vs. Roundabout (Concepts B, D, F, H).

The Task Force consensus was to advance the Roundabout for this location, eliminating Concepts A, C, E, G.

Preferred configuration of Route 28 between the Airport Rotary and the Cape Cod Mall intersection:

Four Lane Cross Section with Raised Median vs. Two Lane undivided roadway

The Task Force consensus was to advance the construction of a four-lane cross-section with median.

Preferred alternative to replace the Airport Rotary

Single Traffic Signal (Concept B)

The Task Force consensus was to eliminate this concept

Dual Traffic Signal (Concept D)

The Task Force consensus was to eliminate this concept

Grade Separation – Route 132 to Route 28 East (Concept F)

The Task Force consensus was to select this as the preferred alternative

Grade Separation – Route 28 West to Route 28 East (Concept H)

The Task Force consensus was to include this as a secondary alternative

Mr. Cannon concluded the meeting by thanking the Task Force for all their hard work and that a report will be prepared for review and publication.

The meeting concluded at approximately 3:00 pm.

Attachments:

Handout: Evaluation Criteria

Handout: Evaluation Matrix

Handout: Concept Plans for Alternatives A-H