



## **Bourne Complete Streets Prioritization Plan**

### **Virtual Public Meeting #1**

**Meeting Notes | February 24, 2021 at 6:00 p.m.**

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#### **Presentation:**

Steven Tupper, Transportation Program Manager from the Cape Cod Commission (CCC), welcomed attendees to the virtual public meeting and introduced CCC staff who will be assisting with the meeting as well as introduced staff members from the Town of Bourne. Tim Lydon, Town Engineer, gave a brief introduction on the Town's participation in the MassDOT Complete Streets program.

David Nolan, Transportation Planner from the CCC, then gave an overview presentation on what is a complete street and a prioritization plan. He also went over the project schedules and provided an overview of the existing conditions in Bourne. The existing conditions features such as sidewalk, crosswalks, activity centers, traffic volumes and bicycle/pedestrian crash data, can be viewed using a GIS web tool that will be made available to the public within the public comment web tool.

After his presentation, attendees were assigned to three breakout rooms to view a demonstration of the public comment web tool. The breakout rooms also gave an opportunity for attendees to provide general comments to CCC Staff as well as potential locations for a Complete Street project. Before the breakout rooms, there was an opportunity for clarifications.

#### **Opportunity for Questions:**

Vicki : With disability commission in Bourne. Have emphasized importance of remembering the needs of the blind and hard of hearing. This would relate to the improvements of crosswalks.

Richard Conron: Does this project allow private roads to be developed? [Tim Lydon: No, but we still want to hear about all issues and suggestions across town.]

Jared MacDonald: Have issue with the Mass Highway process. For Belmont Circle, they had complete plans and very little input from the community. Many safety issues were brought up when they came before the selectmen. These will not be addressed. For example, on Scenic Highway, more than one person has been struck by speeding cars. Same goes for speeding vehicles coming off Rt. 25. We're going to put a median down the middle of Scenic Highway, but any property on the highway that could be developed in the future will have potential traffic affected. We're going to have cars moving even faster now. I hope this process will be

different. Mass Highway clearly has a plan to put a median on that road, but there was little input from residents and police officers who know that area well.

MJ Mastrengelo: Two things. 1) Unaccepted roads issue: probably 50-60 percent of roads in Bourne are unaccepted but are open to public access. It would be helpful to have a list of accepted and unaccepted roads so we can know where to put the funding. 2) I am interested in the shoulder concept. In a rural context, I have witnessed the difficulty of putting in sidewalks. When you're thinking about shoulders, how much space do you need for a shoulder? [Steven: For second question, it depends. A sidewalk is preferable and safer, but where that is not feasible, some shoulder is better than no shoulder.] So, what do you do on a scenic road? A lot of our public roads are scenic roads. Five feet would probably destroy the scenic portion of the road. I'm thinking of County Rd. Even 1 ft or 2 ft might be helpful. Are there ADA requirements? [Steven: It depends. But a small shoulder of 1 or 2 ft does not meet ADA requirements.]

M. Emmons: In regard to the process, can it include priorities like traffic flow patterns (like certain streets being one way)? Can it make recommendations for traffic flow patterns? [David N.: Those are something we can think about. Came up in Orleans Complete Street Prioritization Plan development too. Glenn Gannon: There was a project in Bourne on Adams St., where the town turned it into a 1-way street and was able to put in bike lanes. Things like that, I would put them into the plan also. They are not expensive and should be considered.]

## Brainstorming Session:

### Breakout Room 1:

- Tony Schiavi
  - Prioritization plan says there's some sort of ranking- what criteria is used to determine the highest priority?
- Tim Lydon
  - Install a sidewalk from Cape Cod Canal to Main Street near Bourne Town Hall
- David McPherson
  - Completion of the Cape Cod Rail Trail
    - Supported by Mercedes Rodman for safety reasons, Diane McCarter, Cynthia Monroe
  - For shoulders, Shore Road from Bourne Village. For biking and running is isn't the best, in the summer there are a lot of bicyclists. Sidewalks would be ideal, but shoulders would be fine too
    - Seconded by Susan Baracchini, Mercedes Rodman, Diane McCarter, Cynthia Monroe
    - Tony: there's not enough room on Shore Road for two cars and a biker. The road isn't wide enough
- Mercedes Rodman



- Intersection of Shore Road and Barlow's Landing, calling attention to the intersection being dangerous. It is hard for people to cross there. Given that there is a commercial area nearby, this area needs to be improved
    - Seconded by Cynthia Monroe, with the suggestion that there should be a 4 way stop added to this intersection
- Discussion of sidewalks on Barlow's Road
  - The sidewalk staggers from the community center to the fire station, it switches sides. There is a gap here for walkability and this should be improved
- David McPherson
  - Bridge north of Barlow's Road that is very bicycle unfriendly- it is old
- Tim Lydon
  - Sidewalk improvement leading to that bridge, the pathway just ends before the bridge and then continues after
  - Crosswalk from the park on Shore Road near the river
- Susan Baracchini
  - Lots of crashes in the Shore Road and Barlow's Landing intersection
  - There are five openings/entrances leading into this intersection. One of the openings into this intersection leads into the Corner Café and should be closed. Square off that corner to possibly slow traffic turning East onto Barlow's Landing
- Diane McCarter
  - Line of sight near Shore Road and Barlow's Landing intersection is not good
    - Need better sightlines for crosswalks at this intersection, cars slam on the brakes because they see the crosswalks too late. The crosswalks should be placed further in advance
    - Not enough adherence to the signage that there is an intersection ahead
  - Add shoulders to the bridge for pedestrians and cyclists near the Chart Room/Red Brook Pond
- David McPherson
  - When the two canal bridges are replaced, access from local roads to those bridges need to be improved. It is important that people and bikers from the surrounding towns are able to safely reach those areas to utilize them
- Mercedes Rodman
  - County Road has a lot of people living there, this road needs a sidewalk/shoulder for pedestrians and bikers
- Tony Schiavi
  - Old County Road is the only road for bigger trucks, and it is difficult for two to fit at a time (often driving off the road, bad sight lines). Additionally, some trucks with boat trailers and pedestrians walking to Flax Pond utilize this road. Might be beneficial to make this a one way
    - Mercedes and Susan think that there is no reason for those large trucks driving through those neighborhoods; if that is the only route for them there would have to be improvements to several intersections and upgraded signage to divert the traffic flow another way



- These trucks service some restaurants in the area, but commercial trucks should not be using roads in residential areas. There should be another option for them to use
  - Add a sidewalk along Old County Road for pedestrians (and nearby community facilities) going to Flax Pond
- Tony Schiavi
  - Would adding a parking lot be eligible for Complete Streets, for accessibility issues?
  - There needs to be more parking for people with disabilities for future bike path usage- handicapped/ restricted parking in the area of Monument Beach
- David McPherson
  - Bournedale Road is very narrow and could use sidewalks or shoulders for cars, never mind pedestrians and bikes that also use it
    - Support from Susan, this is a highly travelled road and it is unsafe for all modes of transportation
- Tim Lydon
  - South of Bourne Pond, add a sidewalk to promote pedestrians walking from the Canal area up to the restaurants nearby
- Jen Copeland
  - Make Bridge Street a one way, there is a lot of traffic on this street
  - Curb cuts near Ocean State Job Lot and Dunks on Belmont Circle is very dangerous, there are a lot of pedestrians that cross there. There needs to be curb cut improvements in this area
  - Adding shoulders or widening the sidewalk near Belmont Circle would be beneficial for pedestrians
  - Crosswalk on Head of the Bay Road should be moved North leading into Belmont Circle, to be located where pedestrians mostly cross anyways
- Mercedes
  - People coming off Scenic Highway and into Belmont Circle has an unsafe merge, people don't slow down and believe that they have the right of way. By the time the driver gets into the rotary, the yield sign is far behind them
- Looked at the Cape Cod Crash Dashboard for Belmont Circle
- Jen Copeland
  - Get rid of the middle lane in Belmont Circle, make it two lanes instead of three
  - Improve parking accommodations where the VFW is

## Breakout Room 2:

- Interested in looking at the pedestrian and bicycle crashes in Bourne
  - Colleen sharing how to look at that information in the interactive tool
- Vicki: there was a major problem with the roadway near the pharmacy and Stop&Shop, near Monument Beach. Large trucks there don't have good visibility, and are a danger to disabled people and children. Need protections for people who are behind the traffic, and need more



sidewalks. As a private property, this will not be eligible for funding, but also helpful to keep it on the radar. Vicki also thinks traffic lights may be helpful.

- Peter Meir: Shore Rd from Green Gables to Scraggy Neck Road is a challenge for bicyclists. County Road is also a challenge for cyclists. Maybe redirect one way traffic might be helpful – having County Road go one way, and Scraggy neck go in one direction. This would give peds and bicycles more room.
- Kathleen: If the rail trail were completed, this could solve many of these problems. Can we indicate on the map that the rail trail would serve not only bicyclists, but also pedestrians and others of limited mobility. Is there a way on the map to indicate multi use?
  - Colleen putting that in the comments of the tool
- Question about areas you can exit the bike trails. Colleen answered that there are ways to get on and off, including stop signs, bridges, etc. Asks people to think about how each person can get on and off the trails where they would like to.
- Peter Meir: West End of Main Street near Buzzards Bay – from that intersection down to the fire station there is no lighting. When they used the grant to do the sidewalk improvements, the lighting was never put in on the west side. The whole west end should be looked at.
- Jufith: The bypass on a state road – there had been discussion about making the bypass a road to connect Buzzards Bay commercial with Buzzards Bay residential areas. Would be great to connect our village of Buzzards Bar with our downtown.
  - What kind of Blvd. feel would you like?
  - Greenway down the middle with benches, plus bike lanes, sidewalks, etc.
  - Could also alleviate some of the traffic on main Street
- Would like a bike lane on Old Plymouth Road. Having a lane to Huntersbrook Road would be helpful. People are already using these streets with bikes, so we should make it safer. Its busy with both cars and pedestrians and bicyclists.
- From Clark Field down to Sagamore Beach could use a pedestrian lane or marking. Not necessarily a sidewalk, but does need to be wider because people do park at Clark Field.
  - There is also a need for more parking here
- Alice: Will the Bourne rail trail extension include safe routes to schools? We should prioritize that.
  - Also, at some point we are talking about new bridges, and those bridges need to have much better bike accommodations. Then that would connect Buzzards bay with our side, and having a bike trail that would go to the canal and all the way to Woods Hole would be great.
- Kathleen: Trowbridge intersection with the bike lane is a tricky area and potentially dangerous for school children. Perhaps they need to be upgraded with flashing beacons.
- Alice: Can they create an overpass over Throwbridge road? Because people are using the playground in the summer, and then school the rest of the year.
  - Colleen: Where should the bridge go?
  - Peter: Island by Cotuit road. Byt part of the street is privately owned.
- Alice: Does anyone know about any issues in Sagamore?



- Martha: Any problem areas in Bournedale?
  - Peter: we need to look at safe pedestrian access for Bournedale Road.
- Peter Meir: If we get an MBTA stop, we are going to need to look at making it safe for walking and biking, as well as for other modes of transport – including safe pathways to nearby parking lots.
- Kathleen: We need to think about all of these designs with a universal access lens, and consider all ways of getting from point A and point B as safely as possible.
- Mass maritime Academy is right down the street from the proposed station, there may be additional access needed for that.
- David: Areas on Main Street where businesses are in need of traffic calming. Convert on street parking to bike lanes. Most businesses have parking lots behind them.
- Vicki: People with disabilities who try to use crosswalks in main street need more safety measures.
- David: Strongly endorses the idea of the bypass with a boulevard lane down the middle– used the example of Newton near BC. Could be an economic development driver as well. Cut it down to a single lane each way.
  - Colleen: The town could look into this and may have to take it over.
- Kathleen: The east west connectors in Bourne are important. Clay Pond Road is a priority. Needs more sidewalks (thought Colleen noted it has sidewalks most of the way)
- Kathleen: Connecting both sides of the canal is really important. I know the bridge reconstruction will address that, but if there is an interim improvement in people being able to cross the bridges on foot and bike.
- Vicki: The area around Flax Pond needs work. Also wheelchairs sometimes have a hard time on pavement, cracks need to be filled in, but cant remember where.
- Colleen: County Road and Shore Road need bike lanes
- Vicki: The playground next to Keystone place – needs a larger parking lot and accessible curbing down from the sidewalk to the accessible parking. Would help people connect to the town walkway down to the water – needs more of a solid surface.
  - Access points down to the canal near the campground – need more accessibility for disabled people, strollers, etc.
  - Colleen thinks this may be in the army corps realm.

### **Breakout Room 3:**

MJ Mastrangelo: These maps can be really hard [Steven will make comment for MJ].

When you're coming from Scenic Highway into the rotary at Belmont Circle, people don't yield. The people coming off Scenic Highway -- there's a yield sign, but they don't yield. The angle of that is not good for safety. If it were something more definitive, it would be better. But rotary access that seems seamless, people just don't get. Similar to going South on 28 at the Otis Rotary. [Unsafe merge]



Glenn Cannon: We need to look at street lighting on the west end of Main St. We got a grant before for lighting on the east end of Main Street, but it stops maybe at the police station (the old police station). We need street lighting from the west end to old police station (Harrison Avenue).

George Slade: There are between 11 and 14 crosswalks on Main St. starting at Belmont Rotary and ending at the West End rotary. The bump outs all along the way frustrate people because they have to wait for others to make full left turns. [Lev: Do there need to be more or less?] Slade: I think there are enough. Thinking about crossing the bypass. If you're trying to get onto Main Street or the service road at the canal or the playground, I think they do have a lot of the infrastructure there, but it needs to be enhanced. I'm a parent of former high school students, and there's a memorial for all of the students or community members who have died, and my kids have attended more funerals than me. The town is moving in the right direction. Because of the layout of the town, people have to travel by cars, and sometimes those are teenagers who have to travel by car.

Treather Gassmann: I would like to piggyback on what the gentleman who just spoke said. I teach at Bourne Intermediate School, and it's such a wonderful new building, and the high school is there. We've got a giant bike rack outside of the school, but there's no way that parents will let their kids ride their bikes or walk to school. I ride my bike to school when the weather is nice, but I wonder if a way to get children getting to school and exercising could be considered.

George Slade: I agree. I'm on the bike committee and a select board member. Off of Scenic Highway, there's a campus of schools, and there's a lot of homes near the school system, but slightly disconnected. The challenge is getting the population connected to the campus via Waterhouse Rd., Sandwich Rd., etc.

Ken Cheitlin: To add on, we are working on the Bourne Rail Trail, which will provide safe routes to school. I will go onto the website and encourage others to sketch out where it would be good to have access to/from the Rail Trail to the schools. We don't want them going on Shore Rd. or County Rd. That's a good place to think about the benefits we can have when we have the Rail Trail in place.

Sandra Goldstein: Underneath all of these comments lies the speed at which people are going. People are moving quickly. There are police details on County Rd. and Shore Rd., which is a deterrent, and these are scenic roads that wind (slowing people down). But speed is a killer and is a detractor from walking. It may be the pace of life, but I think speed is a very serious problem. I don't think the roads can expand, and there are just too many people on small roads trying to go fast because they got into traffic somewhere else and are trying to make up time. On Scenic Highway, you can't safely take your eyes off the road to see the scenery. We've developed ourselves into a very popular place.

Glenn Cannon: On the bypass road behind Main St., there's a speed issue that needs to be addressed. Need to address the connection between Main St. and the area north of it.

Sandra Goldstein: I'm thinking generally. I'm thinking 28A. It happens on Sandwich Rd., too.





MJ Mastrangelo: I'm going to give some history on the bypass. Before 25 connected to the bridge, the bypass was the way you bypassed Main St. to get to the bridge, and it was bumper to bumper. The use of the road has really changed. It is not a heavily travelled road like way back when. How can we make it friendlier? Taking it away from the state and bringing it to the Town has been discussed. Overall, in town, we have a number of scenic roads without sidewalks where people are biking or walking in the wrong way, and you have to slow down. Off of Scraggy Neck Rd., there are areas with a 25-mph speed limit. We have a lot of intersections that have stop signs, but they are not marked 2, 3, or 4 way stop signs. At Beach St., Clay Pond Rd., County Rd. intersection, the stop signs are not marked, and people assume it's a 4-way. The Scraggy Neck Rd. and Red Brook Harbor Rd. intersection is also dangerous. The Barlows Landing Rd. and Shore Rd. intersection in Pocasset is one of the crash sites. We've done some minor things like cutting back bushes, and it is marked as a two way, but the visibility is very difficult, and you're taking your life into your hands. People come around the curb coming too fast, and you won't see someone if they're going too fast.

George Slade: At that intersection, part of the problem is the average person does not know which of the streets is prevailing. They look like they're the same road, so it's not obvious that one is a stop sign. And someone just pointed out recently about Clay Pond Rd. and Beach St. Both of these are arteries that connect private roads. If they could connect to the bike path, that will be wonderful. I live on an unaccepted road, but also live 250 ft from Clay Pond Rd. If that is further enhanced, that is a great way for me to get from my house to the bike path. We would love to see the town be completely connected. Clay Pond Rd. and Barlows Rd. are the two main arteries that connect a lot of the population.

Sandra Goldstein: Regarding the Barlows Landing Rd. and Shore Rd. intersection, when I'm in the shopping area there [MJ Mastrangelo: you see crashes there all the time], there are a lot of entrances and exits. There are half a dozen ways you can pull out from the shopping area onto Barlows Landing Rd. It is confusing both for those exiting and for drivers going by. It is not designed for the current volume of use. If you were to design it again, you would minimize the surprises to drivers going by. It's kind of haphazard and needs to be replanned. I do think that at Clay Pond Rd. and County Rd., especially coming up from Falmouth, you can't see to the right due to bushes. You have to slow down to 10 mph. People coming from the beach really can't see, and they sort of half stop.

Glenn Cannon: Town-wide, I think we should look at every beach in town for bike racks. Monument Beach has some, but they are getting worn out. Some beaches do not have any. We should take a look at all beaches and make sure they are up to today's standards.

MJ Mastrangelo: That's a great idea. A lot of beaches are local, and there's not a lot of vehicle parking, and bike racks would help with access to the beaches.

Sandra Goldstein: And, access to the walking trails, too. Biking isn't the only thing people like to do. There are loads of conservation trails, and it's quiet.



MJ Mastrangelo: In the village business districts – there's one around the Cataumet section of Scraggy Neck Rd., and there's one in Pocasset -- and it's a zoning thing, and I think enhancing the vehicle and pedestrian access close to the village districts would be helpful. We should focus on getting accessibility to them.

George Slade: Public transportation gets people close to there, but it goes along County Rd. I think if there were something really drawing pedestrians or people on buses into those businesses, I think that would really help. I think vision 88 was mentioned. Bourne is presently at mile 11 through 25, and the beautiful thing is that 18 through 25 is covered by a service road...We just have to fill in the blanks. It would really make Bourne a really, truly mobile town if we were to be able to enhance it with complete streets to get people into the area.

Sandra Goldstein: When you look at the small bus on County Rd. and Shore Rd., why couldn't the marquee sign at the front say Monument Beach or Pocasset Village? The bus could have the village designation on it even if it doesn't stop there all the time. Because I watch it when I see it. Maybe people work there. Just putting it on the marquee might be give people the idea to go to the beach.

George Slade: Right now, though, the routes don't go there. It would be cruel to trick people into getting on the bus when it doesn't go to that destination. They would have to restructure the route.

[Other areas to discuss?]

MJ Mastrangelo: I don't know if there's any Sagamore Beach people here.

Glenn Cannon: MJ had made a comment about County Rd. that was very important. Both County Rd. and Shore Rd. are heavily used by bicyclists, but they don't have any accommodations.

MJ Mastrangelo: I live on Scraggy Neck on a portion that is an unaccepted private road. In the summer, we restrict vehicles, but allow pedestrians and bicyclists. We get a lot of pedestrians and bicyclists, and it's really challenging. On the public area of the road, there is a lot of bicycle traffic. I am in support of, but concerned about the extension of the Shining Sea bike path because if it comes to and ends at Scraggy Neck Road, where are the people using the path going to go? Are they going to turn around? Where are they going to come from? I used to walk on the North Falmouth part of bike path, and there's a parking lot and porta potties, and if the bike path is going to go to Scraggy Neck, thinking about how that's going to work so that it doesn't create more problems on Scraggy Neck is going to be a challenge. If you look at Scraggy Neck Station, it's kind of in the wrong place. There's a railroad bridge south of the building, that's Scraggy Neck Road, and that's where the bike path's going to terminate because that's difficult crossing. But, there is no place for parking. What are people going to do?

George Slade: That's phase 4. It connects with the final phase that Falmouth has to do. Would go across bridge.

MJ Mastrangelo: At the post office? There's five parking places. That's going to be difficult.

George Slade: They'll be a next meeting to address that.

Sandra Goldstein: There's also the playground there. People come and sometimes walk. At the post office, the five or six spaces are always full. It's a bird feeder in January. People may park and walk or go to the playground or go to the art studio. You do have to be very creative in adding something there.

Glenn Cannon: At Sagamore Beach, there are two access points, with about five parking spaces at each. A lot of people wind up parking at Clark Field. We might want to think about pedestrian connections or a shuttle between them. Clark Field has about 100 spaces. Maybe there could be limited shuttle service during the summer and bike racks at both of those access points.

Glenn Cannon: The pedestrian and bike committee may be a good resource for CCC team, too.

MJ Mastrangelo: If there are global comments, like having the 2-way or 3-way designation on stop signs, I could go and name a couple on the tool, but is there a way to have it captured as a town-wide suggestion? The town should go through a look at all the stop signs.

Sandra Goldstein: I've seen that in Harwich. Very good idea. We should do that throughout the town. One last thing with speed: maybe there is some creative way to use signage to encourage people to remember that they're on the Cape and should slow down. Or a 'scenic road' sign. This could remind people to slow down and enjoy rather than fly through. It could creatively let people see something that registers in their mind.

MJ Mastrangelo: Sometimes they have those speed radars that let people know how fast they're going. Sometimes people don't know. You don't want to have those on private roads, but on 28A, County, or Shore, it might be a consideration.

Sandra Goldstein: I'm thinking of something less mechanical or bureaucratic. I was in one small town where there was a sign that said, "Historic Residential Area." The neighborhood was like what we have off of Main St., where there's that pond and it's very relaxing.

MJ Mastrangelo: We could identify all of our scenic roads. You could say, "This is a scenic road. Look at the scenery."

Sandra Goldstein: I didn't see the list of scenic roads in the latest comprehensive plan. County and Shore are not the only ones. I wish our list of those could be out there somewhere.

George Slade: When will the commission have the meeting information up? [At least by Friday]

MJ Mastrangelo: Do you need a login? [No, it's all anonymous]. I will advertise it to the finance committee.



[Sign up sheet in the chat]

Sandra Goldstein: I'll share it with the planning board.