

MEETING SUMMARY
STATION AVE CORRIDOR STUDY
LISTENING SESSION

Wednesday, January 25, 2023 6 PM
Yarmouth Town Hall & Zoom

Attendees – In Person

David Nolan, Cape Cod Commission	Julian Mallett
Colleen Medeiros, Cape Cod Commission	Terry Mallett
Evan Costa, Cape Cod Commission	Gina Lowe
Kathy Williams, Town of Yarmouth	Aaron Lowe
Amanda Lima, Town of Yarmouth	Ann
Jeff Colby, Town of Yarmouth	Phil Cheney
Mark Forest, Select Board Member	Susan Vaughn
Dennis Prebensen, CCC Yarmouth Representative	Tom Flynn
Nick Pasquarosa, Town of Yarmouth SRO	Susan Glass
Joe Tierney	Bill Glass
Norman MacLean	Jean Kelly
Greg Bilezikian	Elaine Young
S Milford	Art Young
Barbara Whelan	Lesley Callahan

Attendees – Virtual

Kevin Lennon, Town of Yarmouth Police	Thomas Family
Tom Andrade, Town of Dennis	Mary Vilbon
Lisa	Linda Bolliger
Kathy Newcomer	Mark Fallon
N	Carol Forest
Jill Talladay	Bob Dobellina
Andrew Rambelje	Mike Ferro
Paula	Ed Galvin
Cindy	Erika Baman
Frederick Martone	Jorge Mendoza Iturralde
Fulcrum East	Chris Pedersen
Will Rubenstein	Emily
Colleen Bueller	Brad Whitehouse
Cheryl Collins	

COMMENTS

Comment Cards

Left turns out of access roads/parking lots are challenging
Break down crash/traffic data by month
Better litter control/pick up
Speed control - Flashing radar speed sign
<i>Interest in the CCC decision on Costco application denied in the early 90's</i>

School Area Map
Station/Indian Memorial (from North) cars accelerate downhill from school past St Pius
Peds crossing to St Pius Church is unsafe - blind corner
Redirect Route 28 bound traffic down Old Townhouse Rd and down Forest Rd
Safe Routes to School project at DYHS
Need traffic management with new school
RRFBs at all crossings
Sidewalk on both sides of Station Ave
Improve bike access/routes
Speeding south of Regional Ave heading toward St Pius
No safe crossing at St Pius
Volume (congestion) is the issue - back through school driveways during dropoff
Make sure new school is safe and doesn't impede traffic - this could discourage further school development
2:04-2:15 is school departure - lots of challenges at this time
Turn lanes for buses (out of school) - two turn lanes for outbound traffic
Back access to school for walkers (Regional Ave)
Bus pulloff area in front of DY (use school land)
Traffic signals at DYHS driveways
Move the utility pole on the north corner of the DYHS/Oliver St intersection
Traffic after YD Sox games

Business Corridor Map
Extend the left turn lane on Old Townhouse Rd
Extend the right turn lane on Station Ave onto Old Townhouse Rd
Sight lines (vegetation) issue on Station Ave - particularly Captain Chase
Dunkin Donuts access to Old Townhouse Rd
School "time" takes 5 lights - 2-2:15 PM Station Ave is very congested
Busy parking lots
TWLTL education - how to learning videos
New gas station will cause more traffic issue
Look at CCRT connections
Off-ramp (dirt) connection from CCRT to Stop & Shop
Chaos by Stop & Shop
CC5 enter only is confusing

Extend NB right turn lane at White's Path intersection

Ramp Area Map
Extending the right turn lane at Station Ave turning right onto White's Path
There is no access ramp on one side of the Rail Trail Bridge, the west side of the bridge facing north
No crossing (crosswalk) across the street (Station Ave) at the rail trail bridge
There is a dirt ramp on the east side of the bridge (rail trail) facing north that allows you to access the Stop and Shop Plaza
Lighting would be helpful at the Rt 6 interchanges
Making a left to proceed WB on Rt 6 from Station Ave can be a real pain of an experience
It is hard to take a left from EB on Rt 6, commenter commented that you want to pull up to Station Ave at a right angle instead of a merging angle in order to see traffic better from both sides.
People have observed that the two way left turn middle lane is often used incorrectly as a travel lane or more often as a way for cars to safely enter traffic after left turning from a business
The North Main Flashing Rail Trail Sign is always on
Can there be a second lane added for going southbound on Station Ave From the Route 6 EB off ramp to the White's Path /Workshop Intersection.

Notes/Comments from Presentation Portion
Where will the traffic from Station Ave go? To Old Main St or to Route 28? The study needs to go the "full corridor" to Rt 28/Old Main St
Why the split in name between Station Ave and Union St? – (Unfortunately, we do not know currently why this is)
With the Bass River Bridge to be replaced, what will the impact be like on Station Ave in the long term? – (there will certainly be challenges, hard to anticipate but will must likely result in more traffic using the corridor)
Does the town have a strategic long-term plan to ask Chamber of Commerce (and other stakeholders on the corridor such as the schools and businesses) about there thoughts for Station Ave? – (yes)
More lights are needed when getting off Rt 6 onto Station Ave at the Interchange Ramps
Perhaps adding a school drop off location on Regional Ave for the schools instead of having drop off ques on Station Ave
Should be something included in the scope of this project area for St. Pius X Parish, very busy location on Station Ave at certain times
The CVS Plaza left is hard to take, very long wait to get through traffic

Up station Path taking a right onto White's Path takes a while do to most of the cars wanting to take a through movement at the light, thus blocking the right turn channelized turn storage. Those that want to take a right often get stuck in this through movement que.
The Dunkin Donuts/Bank should re-open the access road behind the buildings to empty out some traffic on Old Town House Rd instead of having all cars from the Dunkin return to Station Ave
Request to do observations of the pickup and drop offs once the middle school is completed
Police chief was interested in seeing what the impact will be when the school is open, and if the light will back up to the high school
Stop and Shop left turn are ridiculously hard, the commenter remarked how they were almost in an accident while attempting a left turn movement from the Stop and Shop Plaza entrance

Email Comments/Questions
There should be specific turning lanes, both left and right, at each of the schools so that cars can enter the schools without holding up thru traffic. The traffic congestion every weekday at the high school is ridiculous in good weather, and worse in bad weather. Double lane roadways are obsolete around schools and business areas. There would be less rear end collisions along route 28 as well, if there were designated turning lanes.
The biggest issue is parents not letting kids ride the bus
Please consider the "CUT THROUGHS" in your study. I'm sure the crash study does not include the number of car crashed in the parking lots of Stop n Shop and the Plaza which occur when driver want to bypass the roadway.
There is no question that traffic needs to be slowed down from Route 28 to Whites Path. We need ways to get in and out of the Stop and Shop and the CVS plazas much more safely. It's really dangerous around the juncture of Old Town House and Station Ave and the egress to the Gas Station there, not to mention that from Old Town House to the junction of North Main is a drag racing site at night. Look closely at the junction of Station and Wood Rd. There have been so many accidents there over the years.
Summary: Dad seriously injured in crash - improve safety at Stop N Shop driveway - speeding is an issue. The junipers along White's Path create an additional obstruction, and although they're beautiful, they block oncoming traffic along the White's Path exit, increasing the danger of a left turn.
Please include Wood Road intersection as part of the study area, better signage regarding the speed limit where it drops down to 30mph would be helpful.
Are you aware that Shell and Sunoco are closing when the new Seasons opens? Have you heard from any business owners between the CCRT and Old Townhouse?

The school access was an interesting area that could be changed to improve traffic flow on station Ave by getting some turning and waiting traffic off Station Ave. Additionally, there are so many different curb cuts and complex parking lots the area gets confusing.

I want to take this time to list concerns that might help you.

- . Safety - Police data of accidents, speeding records, deaths,
- . Daily activities - dogs, children, church going, cultural activities, walkers, and yearly events associated with the library
- . Be aware of the difference between a historic district of homes vs. a historic district.
- . How to instruct not a not a thru way, slow down speed signs, possible speed bumps
- . Neighbors would love to meet with you if you like.
- . Work with DOT re the route 28 intersection

Are the ramps being included as part of the study? The CCC Times article did not articulate that well.

When approaching White's Path from the highway, especially at night, the island is confusing. A reflector or larger signage to indicate "ENTER HERE" would be an effective safety measure. The intersection is constantly busy. Although there is a left arrow at the lights, the sharp turn is an awkward one. Unless the drivers are first in line, they might not have time to scope out the entry at night. Hopefully, this problem has an easy solution. Many similar locations are well marked and visible from a distance. We would appreciate any effort you can enact to avoid a problem, which could easily result in preventable accidents.

I have been driving my grand child to DY almost daily, and these are my observations and recommendations: 1. Since there should be wider entrances and exits to handle the traffic, you should build a driveway specifically for the buses that goes around the entire building, with it's own entrance and exit, so that the buses do not impede the progress of the cars entering and leaving. 2. Create a long right turn lane on the south side of the schools, and create a long center left turn lane on the north side of the schools. 3. Have a cop or crossing guard at each entrance to help kids cross the street.

In response to Station Avenue public meeting, I would like to offer an attached that provides a suggestion to fix Station Avenue in order to alleviate traffic tie up that occurs frequently especially when a driver makes a left turn including preventing wrong way crashes. Median from white's path to the off ramp to prevent wrong way crashes. The entire Station Avenue (regional Ave to Old Town House Road intersection) is in need of a third lane that allows left turns to be made without tying up traffic.

- . Drivers using the neighborhood roads and commercial parking lots has increased during peak hours as a way to avoid regular congestion.
- . Proper use of the two-way middle lane is unfamiliar to most local and seasonal drivers and proper use is avoided as a result, reducing capacity. Bike lane access by non-motorized vehicles is enigmatic at best.
- . Signage is generally poor along the corridor, but more prominently proximal to the School Zone and Regional to Wood Road. The intersection of Long Pond Road and Station Avenue may benefit from new directional

signage or even a light like the one directly in front of the new school entrance that could address the intersections peak use.

. Changing some of the two-way egress on/off Station Ave may help driver and pedestrian safety. It may be worth considering making part of some streets one-way to limit shortcutting and vehicle speeds proximal to students entering their neighborhood from the crosswalk at the northern end of the D-Y campus.

. Incentivizing students to use the busses offered instead of getting a ride or driving themselves undoubtedly would reduce congestion in the afternoon and potentially mitigate the impact it is having all the way back to the offramps.

Include Pine St. and N. Main St. in the study, this would allow anyone and everyone to safely travel all the way from Route 28 to Route 6A via Station Ave. and Union St. and safely access all the business /stores /restaurants/ parks/school.

Summary: add sidewalks/crosswalks from Union Street / Route 6A to Station Ave. Route 28 (Both sides if possible). Add a Couple Benches / Water Fountains. Add a shoulder / bike lane (both sides if possible). Add Simple White Stop Line & "STOP" before the sidewalk/crosswalk line at end of each Road that meets Station Ave and Union Street to avoid accidents with pedestrians. Turn the yield sign into stop sign where turning onto Old Town House Rd (directly in front of Sunoco) as many don't yield causing accidents to happen.

8AM. Station Ave- a parking lot. Southbound traffic barely moves.

Since moving in we've observed many accidents at the intersection between wood rd and station Ave. Our neighbor passed along your information in hopes to be another voice in the community advocating for some better signage. Fiancé has noted that a speed calculator sign might help to decrease speed before the intersection. Hoping this helps and we can stay in touch to help reduce the accidents.