

MEETING SUMMARY

ROUTE 28 COTUIT CORRIDOR STUDY

PUBLIC MEETING



Wednesday, November 2, 2016, 6:00 pm - 8:00 pm
Cotuit Freedom Hall, 976 Main Street, Cotuit



ATTENDEES

- Steven Tupper, Cape Cod Commission
- Glenn Cannon, Cape Cod Commission
- Lev Malakhoff, Cape Cod Commission
- Sharon Rooney, Cape Cod Commission
- Chloe Schaefer, Cape Cod Commission
- Roger Parsons, Town of Barnstable
- Clay Schofield, Town of Barnstable
- Timothy Kochan, MassDOT
- Larry Rhude
- Maria Sheppard
- Len Gersin
- Mel Gersin
- Sally Cahill
- Sheila Dishman
- Sandra Aupperlee
- Laurie Hayes
- S Hayes
- Linda A. Butzke
- Jim Dannhauser
- Stacey Schakel
- Constance Brackett
- John Silva
- Jessica Rapp Grasseti
- Rick Barry
- Fran Parks
- Dave Giguere
- Ruth Ann Kane
- Diane Rhude
- Teresa Carter
- Karen Young
- Kirk Young
- Joanna Piantes
- Claire McCann
- Rose Medeiros
- Mark Lancaster
- Ellen Barnaby
- Alyce Celona
- Jennifer Butler
- Roger Baker
- Steven Koglin



PRESENTATION

Steven Tupper reviewed the meeting's agenda and provided a brief overview of the project. He presented a summary of the issues and suggestions provided at the June public meeting (see pages 17-18 of this summary) and then walked through the potential concepts for each intersection, as well as some corridor-wide improvement alternatives (see pages 19-36 of this summary).

Route 28 at Route 130

- Retiming the signal
- Widening the intersection
- Reconfiguring the intersection

Route 28 at Santuit-Newtown Road

- Traffic signal with one through lane on Route 28
- Traffic signal with two through lanes on Route 28
- Roundabout with one through lane on Route 28
- Roundabout with two through lanes on Route 28

Route 28 at Main Street and Sandalwood Drive

- Don't block the box markings

Pedestrian and Bike Accommodation Concepts

- Closing sidewalk gaps
- Sidewalk on both sides of Route 28
- Widening shoulders for bikes
- Alternate bike route for long distance trips

Transit Concepts

- Bus stop with sign only
- Bus stop with shelter or bench
- Bus pull out

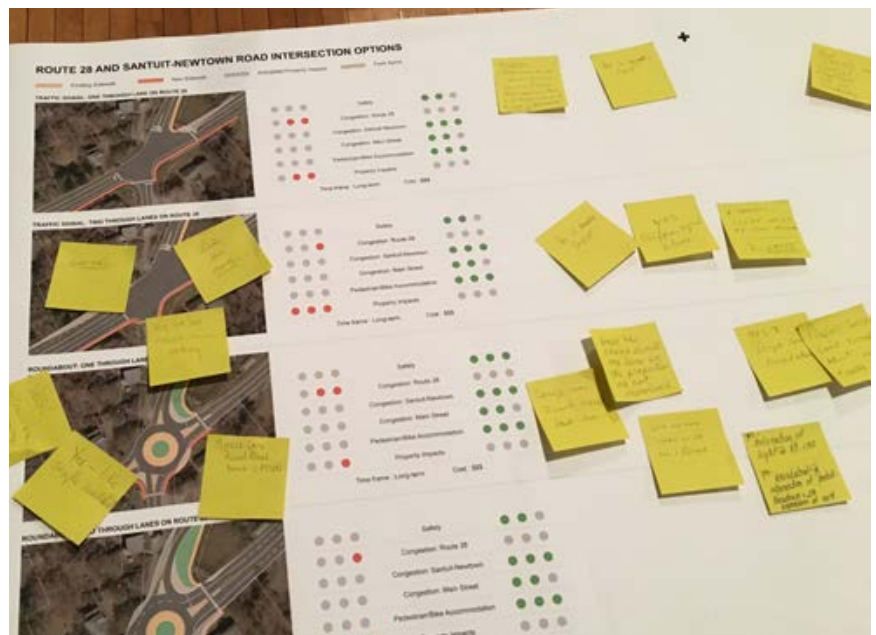
Other Concepts

- Road Safety Audit
- Improved stormwater management and treatment
- Improved vegetation management
- Speed management on Route 28



BREAKOUT GROUPS

Following the overview of the alternative concepts, attendees provided comments and feedback on each concept by visiting five tables throughout the room. Each table had a different intersection or issue area for the corridor broken out as follows: Route 130 at Route 28, Santuit-Newtown at Route 28, Main Street and Sandalwood Drive at Route 28, Pedestrian and Bike Accommodations, and Transit Accommodations. At each table, attendees wrote down feedback and comments for each concept and put their feedback in a + or - column to show whether they generally supported the idea or not. Attendees circulated to each table they were interested in. Following is a summary of the comments for each concept from the tables.



ROUTE 28 AT ROUTE 130

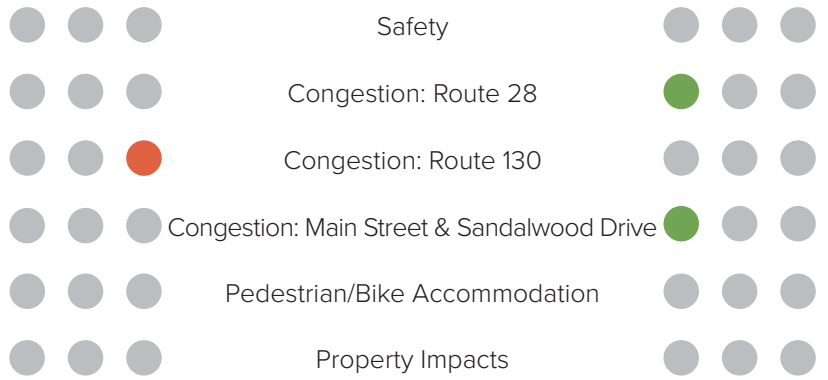
Retiming the Traffic Signal

There was general support for this concept

- + This seems obvious
- + Do this anyways
- + Retiming!! Try it before bigger investments with don't block the box at Main Street
- + Retiming of 130 lights helps



ANTICIPATED IMPACTS



Time frame : Short-term

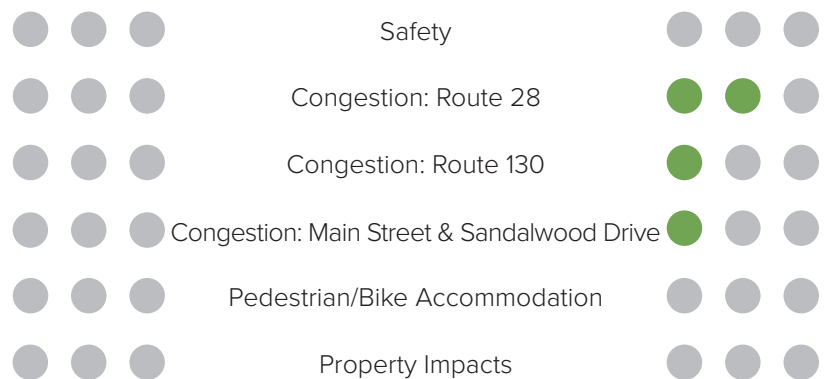
Cost : \$

Widen the Route 130 Approach

No comments provided



ANTICIPATED IMPACTS



Time frame : Long-term

Cost : \$\$

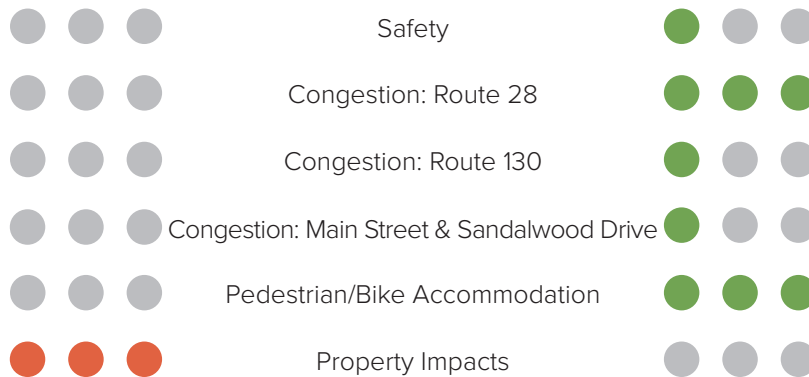
Relocate/realign intersection to the West

- + Sounds good
- + Yes
- + Yes to new configuration
- + I like this option
- + I like this option
- + Best option
- + Best option
- + Best option!! Love it
- + I love this option

- + Yes! Yes! With one lane roundabout
- + Yes – relocation of light @ Rt. 130
- + This is a great idea and protects all the antique houses on Rte 28-130
- + Make Santuit River a feature
- + I love Route 130 Reroute
 - The river need to be protected from drainage pollutants
 - How would this traffic flow?
- Concern about right of way



ANTICIPATED IMPACTS



Time frame : Long-term

Cost : \$\$\$

ROUTE 28 AT MAIN STREET

“Don’t Block the Box” Markings

General support for this concept

- + Need way to enforce don't block the box
- Really who's gonna stop cars from sitting in the box

Other Comments



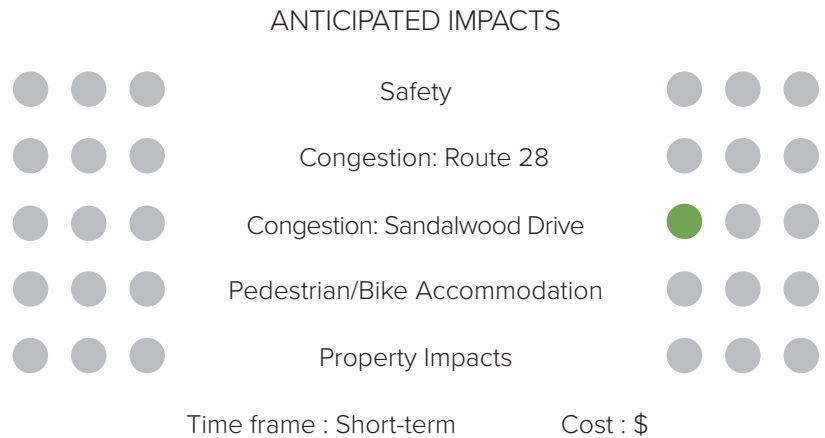
- Rethink the light at Main St. It is needed. People do not turn left because they can't.
- Light at the end of Main St – synced with 130 light

ROUTE 28 AT SANDALWOOD DRIVE

“Don’t Block the Box” Markings

General support for this concept

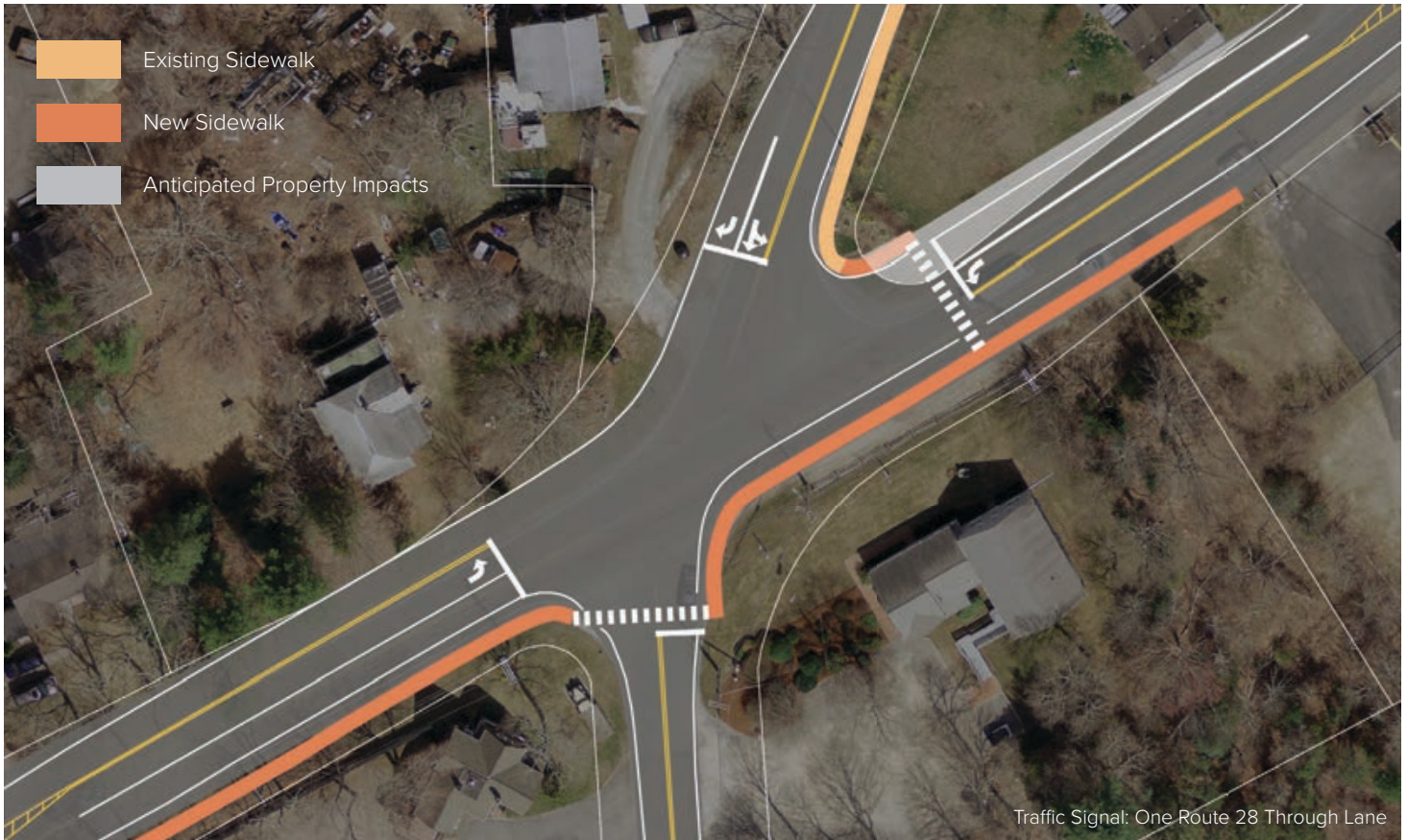
- + I like the idea of don't block the box



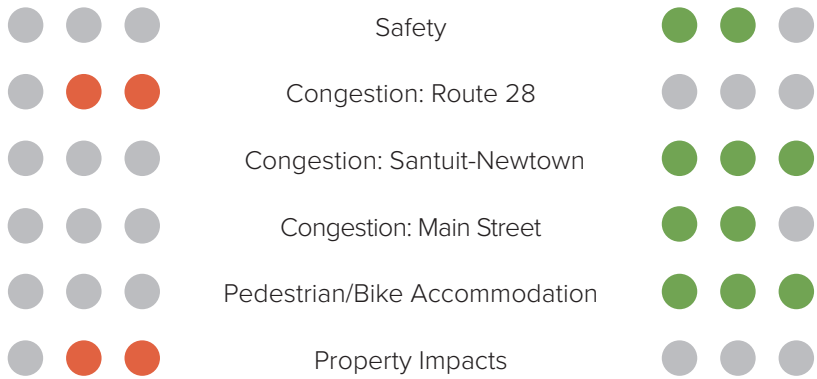
ROUTE 28 AT SANTUIT-NEWTOWN ROAD

Traffic Signal: One Route 28 through lane

- + Yes to traffic light
- + Yes to traffic light 1 lane
- Need sidewalk on Santuit-Newtown up to Wakeby
- Suggestion: traffic signal at 28 & Newtown. Left turn land at all 4 streets. Reroute Main St. south of 28. No egress or right only out of Main St.



ANTICIPATED IMPACTS

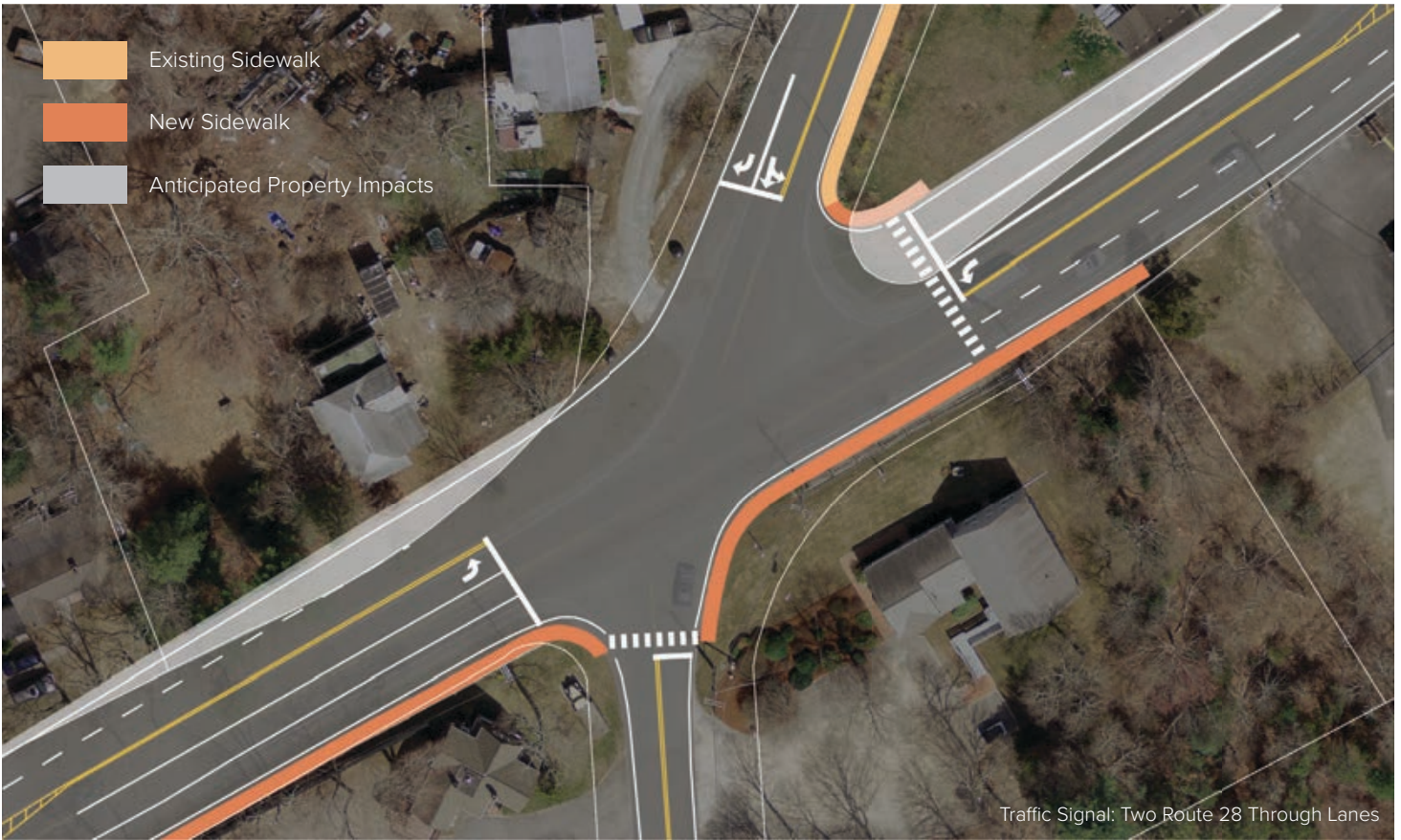


Time frame : Long-term

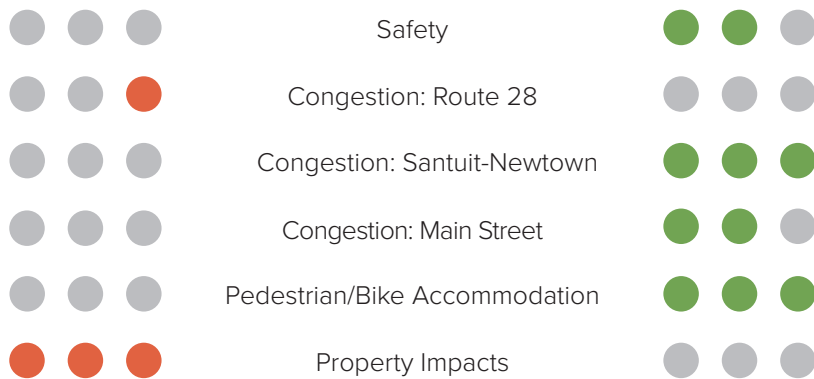
Cost : \$\$\$

Traffic Signal: Two Route 28 through lane

- + Like this
- + Like this one
- + Yes to traffic lights
- + A traffic light would be awesome – 2 lanes



ANTICIPATED IMPACTS



Time frame : Long-term

Cost : \$\$\$

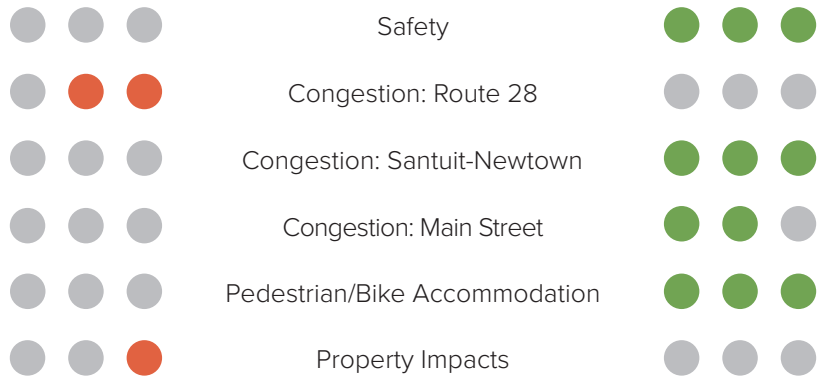
Roundabout: One Route 28 through lane

- + We go for single lane rotary
- + Single lane roundabout best option
- + Yes! w/ purchase of property at Rte 28/130
- + Yes – like single lane roundabout
- + Single lane roundabout best idea
- + Have the roundabout one lane so properties are not involved
- + Yes to single lane roundabout
- + Prefer single lane roundabout w/ turning lane
- + Need to slow traffic at Santuit
- + Yes - Roundabout @ intersection of Santuit-Newtown and 28 regardless of cost
 - Would slow traffic down. Increase congestion?
 - No roundabout
 - Roundabout causes more accidents
 - Way too much traffic on Route 28 for a rotary



Roundabout: One Route 28 Through Lane

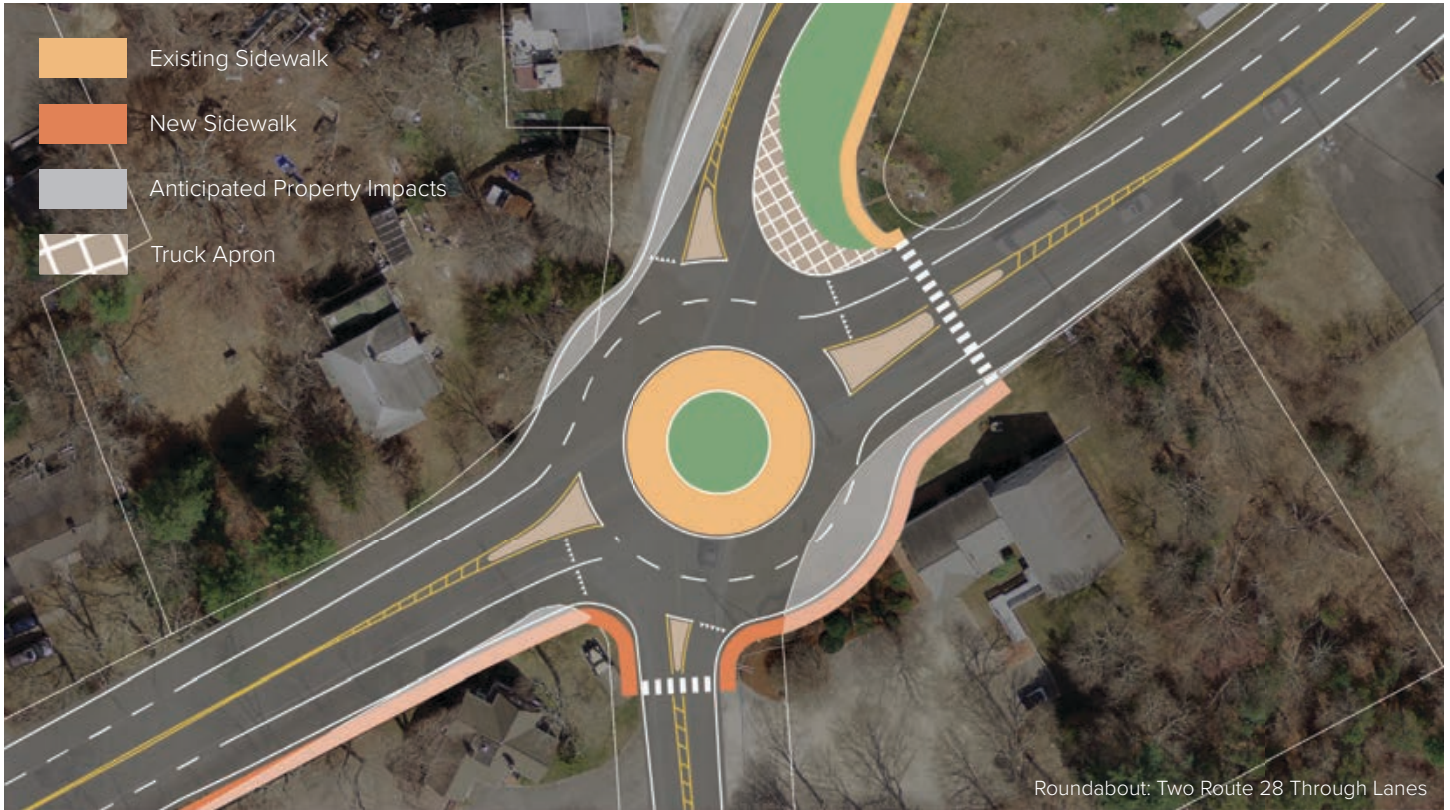
ANTICIPATED IMPACTS



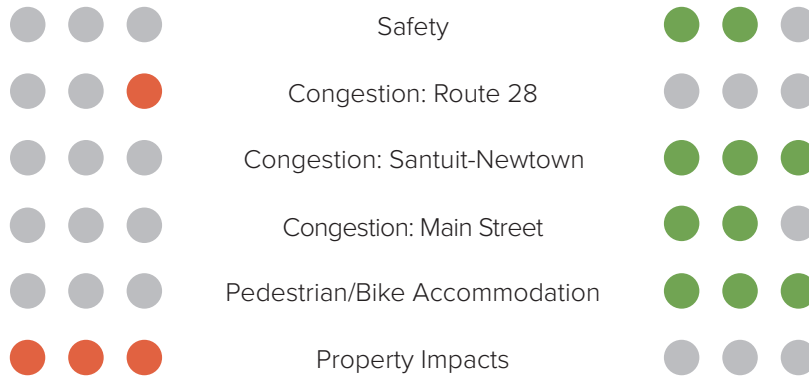
Time frame : Long-term Cost : \$\$\$

Roundabout: Two Route 28 through lanes

No comments provided



ANTICIPATED IMPACTS



Time frame : Long-term

Cost : \$\$\$

Other comments

Suggestion: traffic signal at 28 & Newtown. Left turn lane at all 4 streets. Reroute Main St. south of 28. No egress or right only out of Main St.

BICYCLIST CONCEPTS

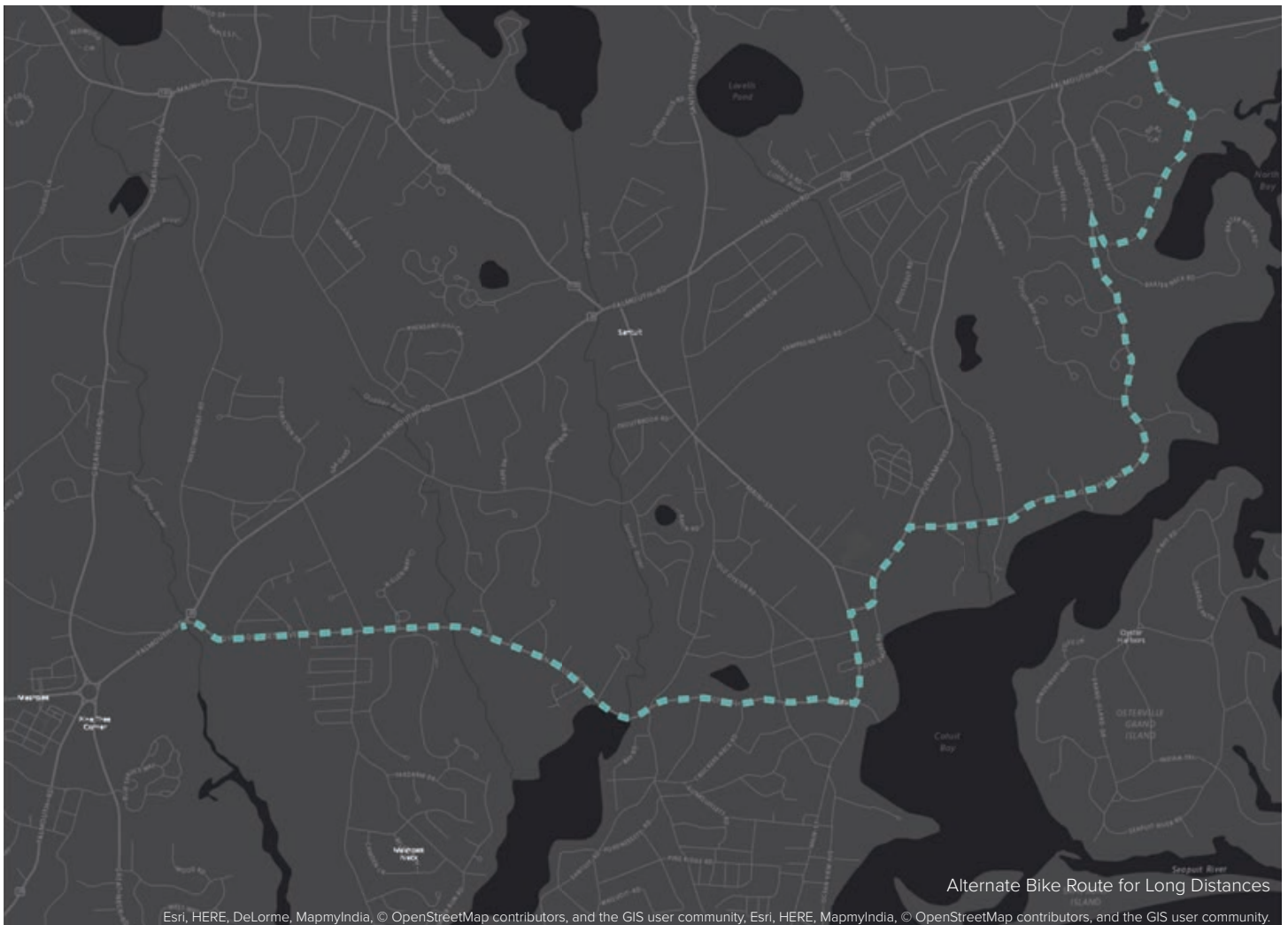
Expanded shoulders where possible for bicycle accommodation

- + Like 5' wide bike path
- + I like the wider bike path
- + Support
- Maybe
- Too dangerous at this point



Alternate bike routes

- + Nice
- + Support
- Existing South Coast Bike Route



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community, Esri, HERE, MapmyIndia, © OpenStreetMap contributors, and the GIS user community.

TRANSIT CONCEPTS

Bus stop with signage

- + I like the bus stop with signage
- + Like bus stop idea at Cahoon Museum
- + Bus stop needed!



Standard Bus Shelter Example



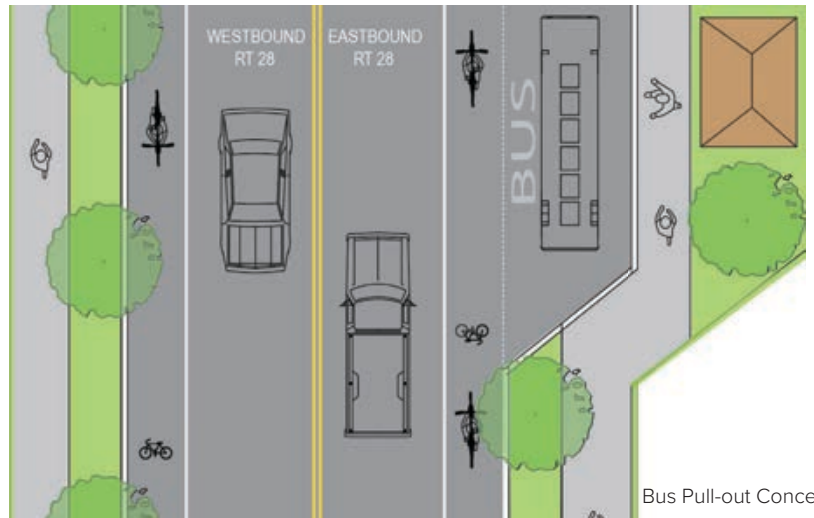
CCRTA Bus Stop Sign

Bus bench/shelter

- + Good!
- + Good! – ditto
- + Want covered bus stop near Sandalwood

Bus pull-outs

- Better in village
- Hard to get property
- I don't like buss pull-off. Bus will have to pull back on into traffic. As it stands the bus stops for only 10-15 seconds & has no major impact on traffic flow



Bus Pull-out Concept

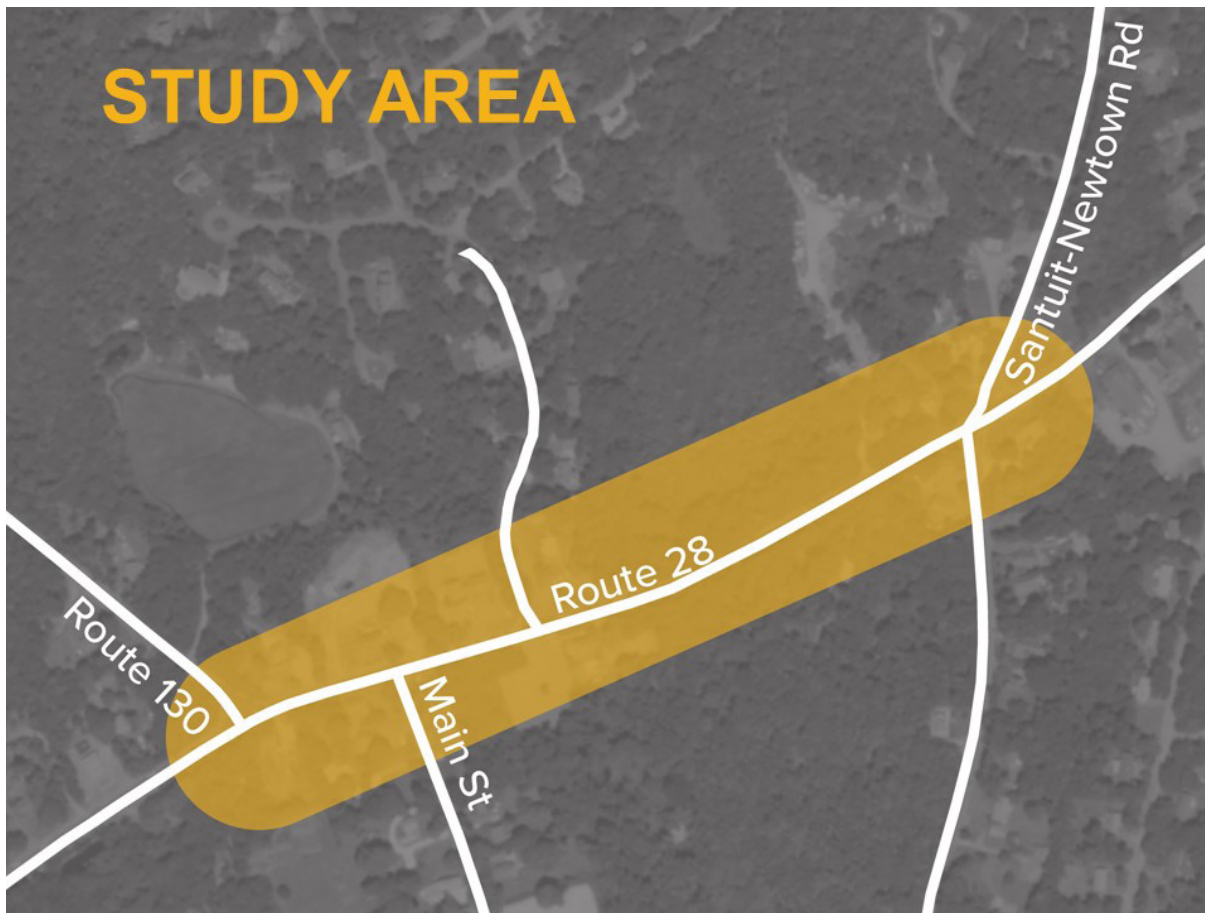
OTHER GENERAL COMMENTS

- Think about timing at Putnam Ave. signal
- Speed enforcement – highlight the speed change with more visible signs/lights on signs

MEETING WRAP UP

Following the breakout session, staff members provided the audience with a brief summary of the comments and discussion at each table. Steven Tupper summarized the next steps on the project and answered questions from the audience. He thanked the audience for their input in the process and noted that thoughts on the project can be submitted until November 18, 2016, when report preparation will begin.





PROJECT OVERVIEW

Develop alternatives that will provide safe and convenient access within the study area for all users of the roadway system including pedestrians, bicyclists, transit users, and motorists.



PROJECT GOALS

Improve Safety



Reduce Congestion

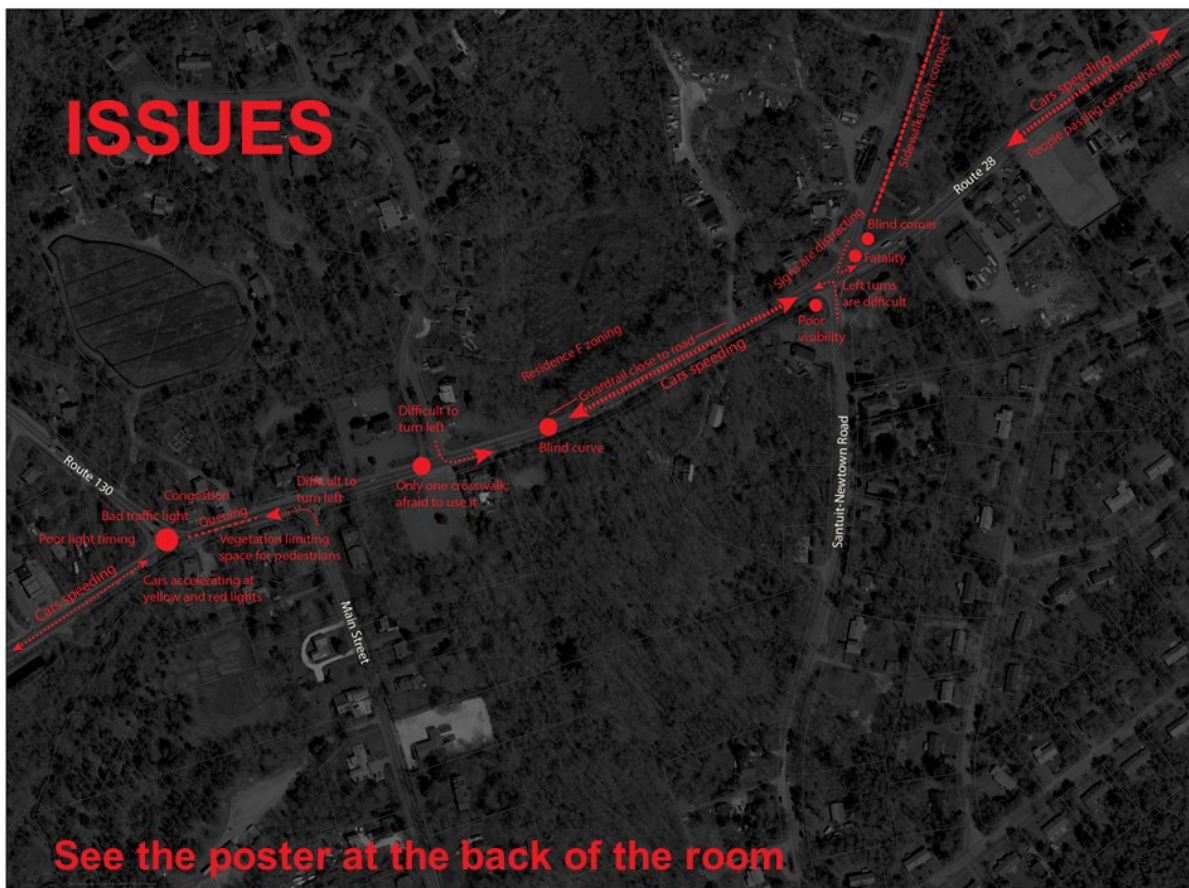


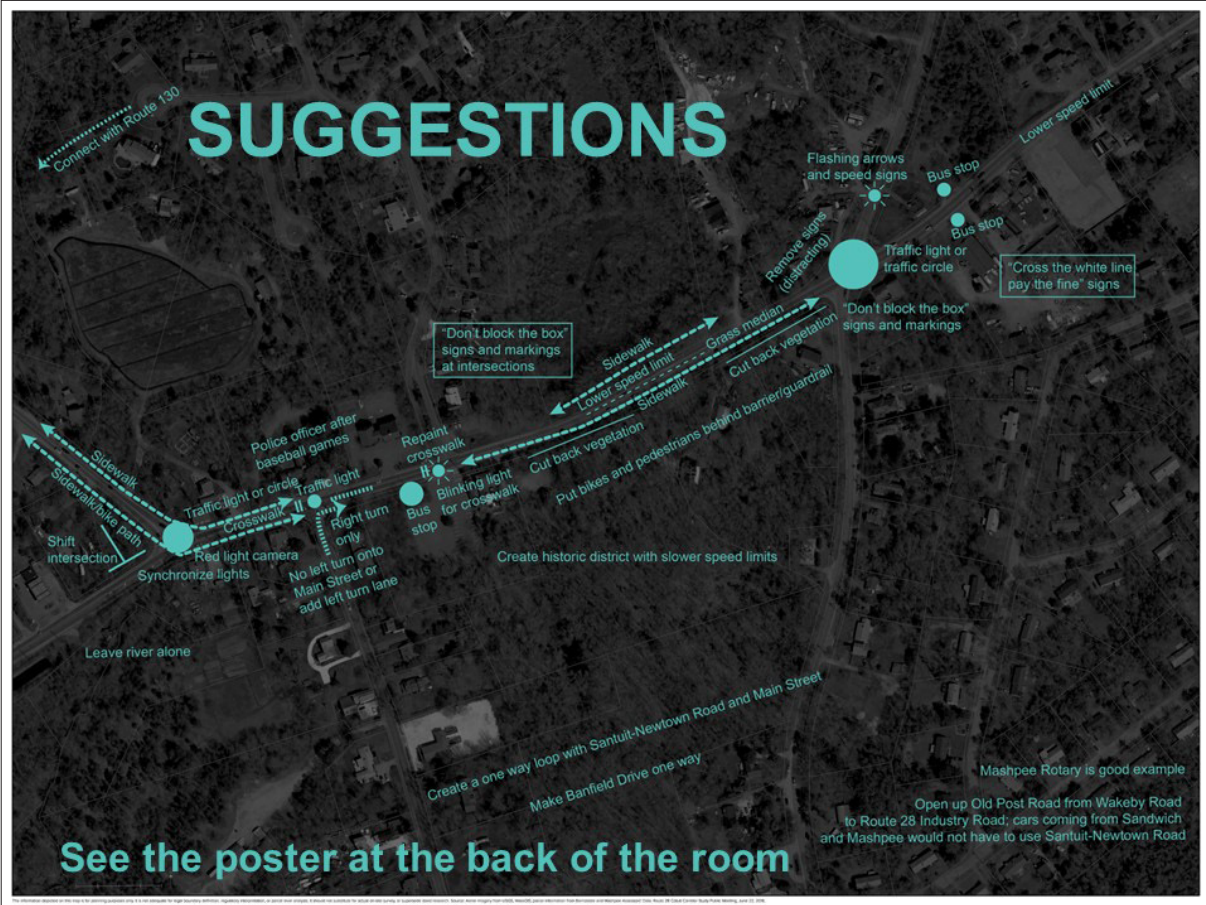
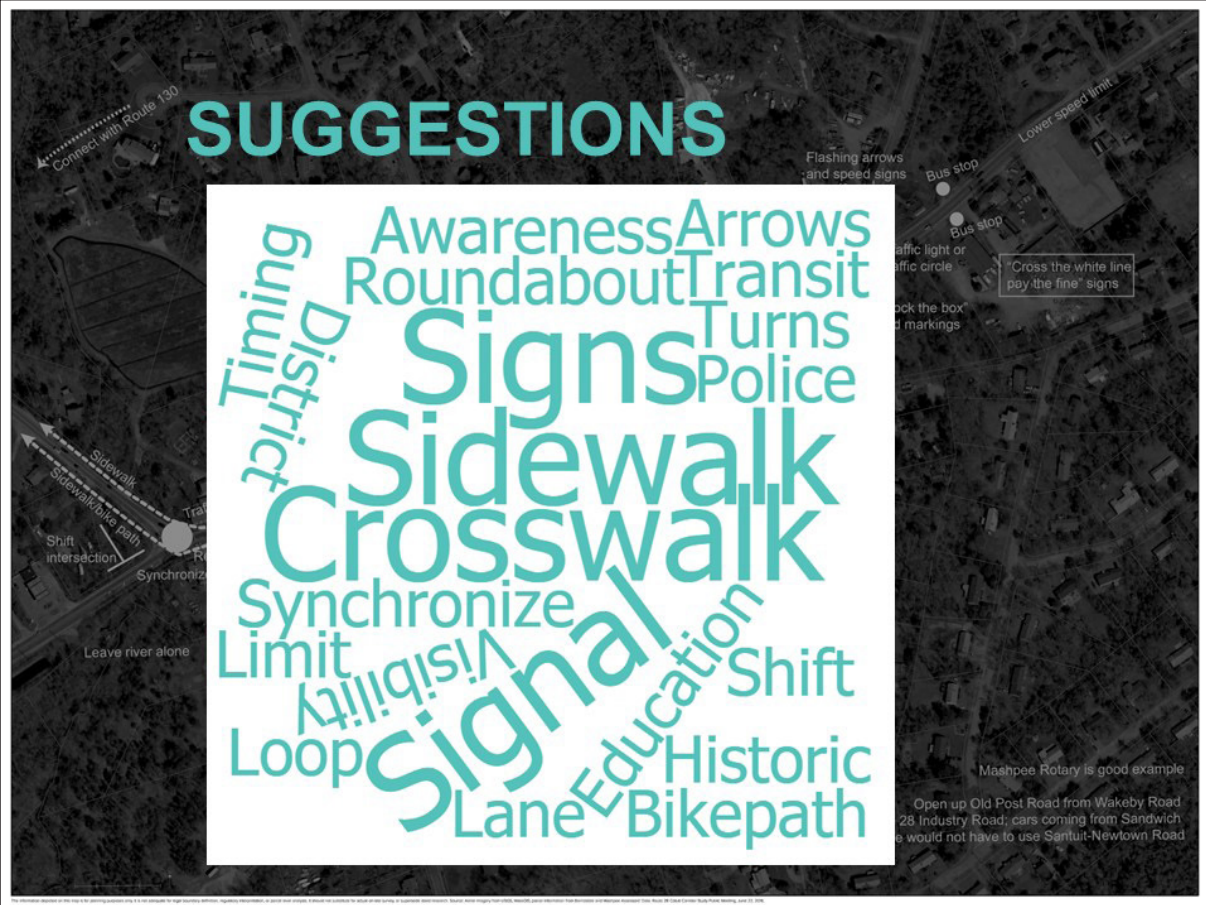
Accommodate All Users



LISTENING SESSION SUMMARY







ALTERNATIVES REVIEW

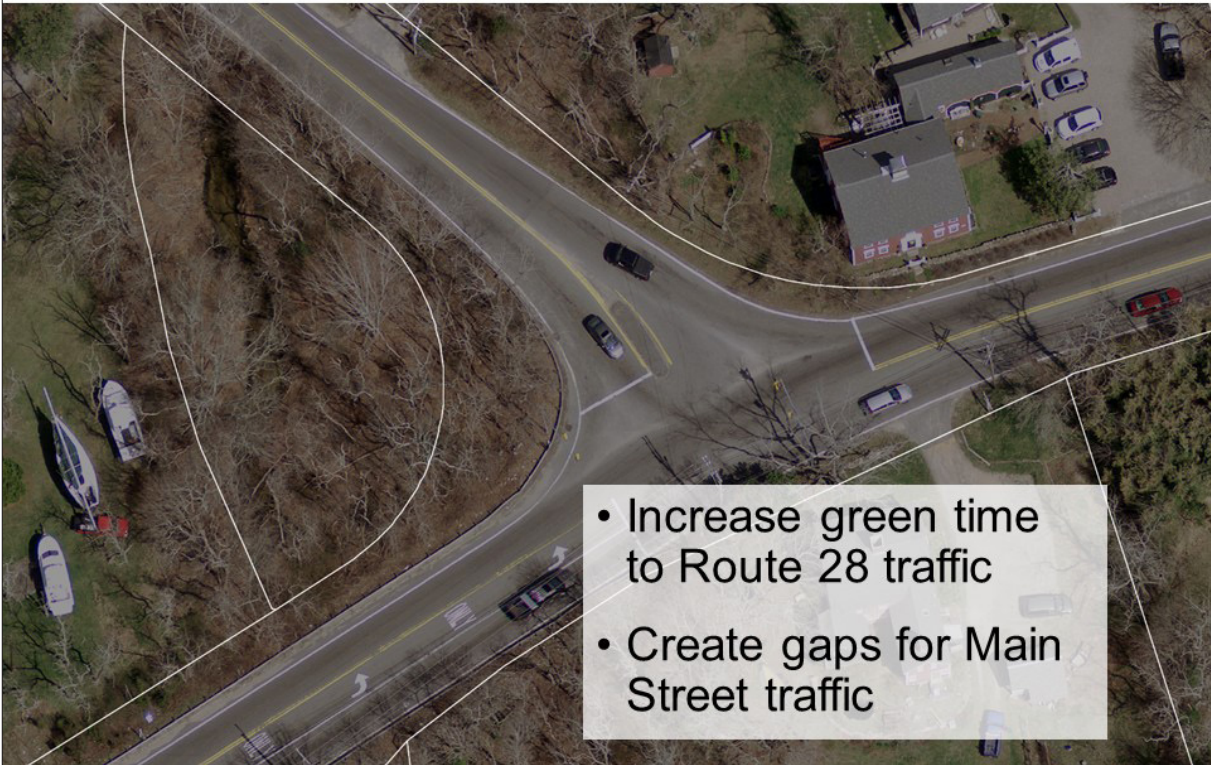
- Intersection Concepts
 - Route 130
 - Main Street
 - Sandalwood Drive
 - Santuit-Newtown Road
- Corridor Pedestrian/Bicyclist/Transit Concepts
- Other Concepts

ROUTE 130 INTERSECTION



ROUTE 130 INTERSECTION

Retime Traffic Signal



ROUTE 130 INTERSECTION

Retime Traffic Signal



ROUTE 130 INTERSECTION

Widen Route 130 Approach



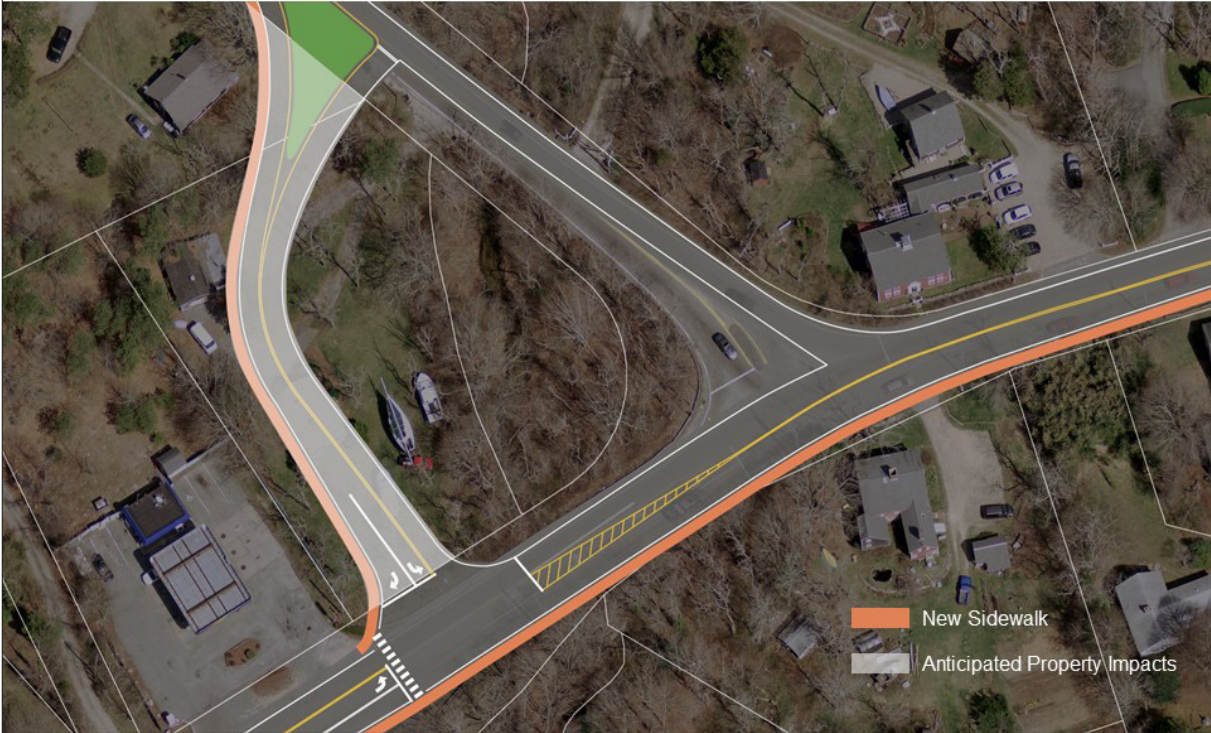
ROUTE 130 INTERSECTION

Widen Route 130 Approach



ROUTE 130 INTERSECTION

Relocate/realign intersection to the west

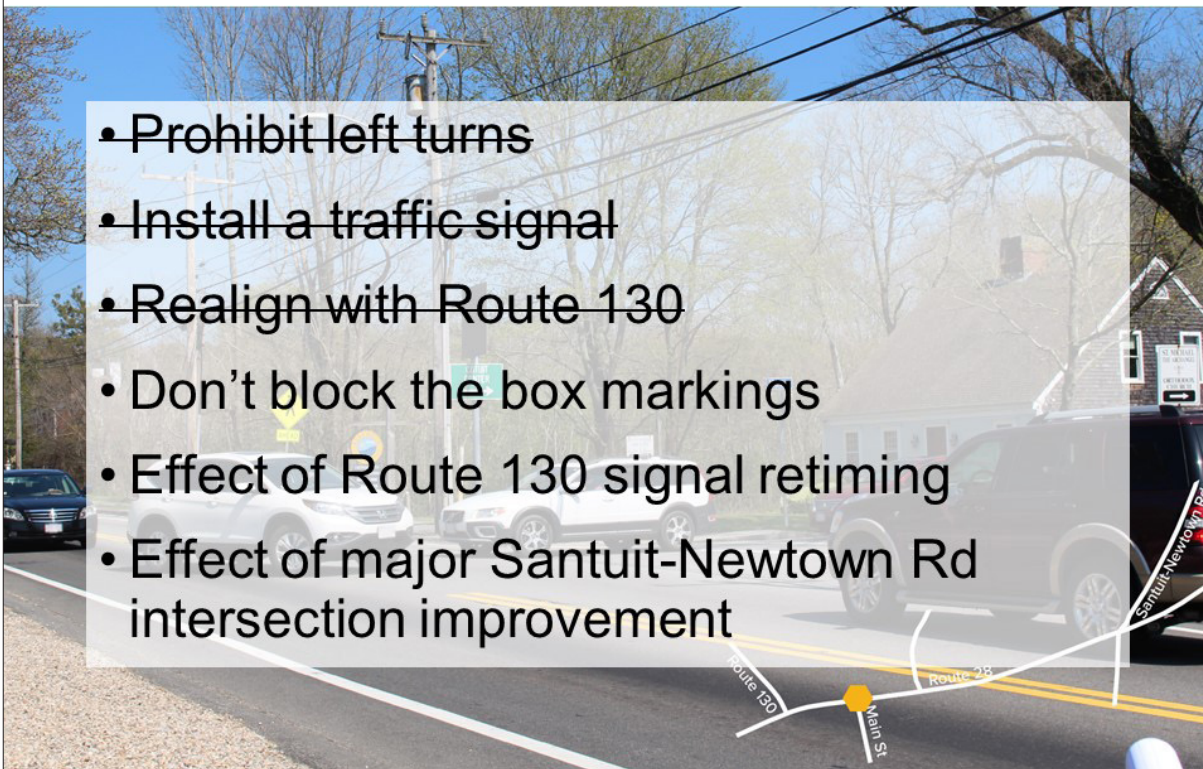


ROUTE 130 INTERSECTION

Relocate/realign intersection to the west



MAIN STREET INTERSECTION



MAIN STREET INTERSECTION

Don't block the box markings



MAIN STREET INTERSECTION

Don't block the box markings



MAIN STREET INTERSECTION

Improvements to Route 130 Intersection

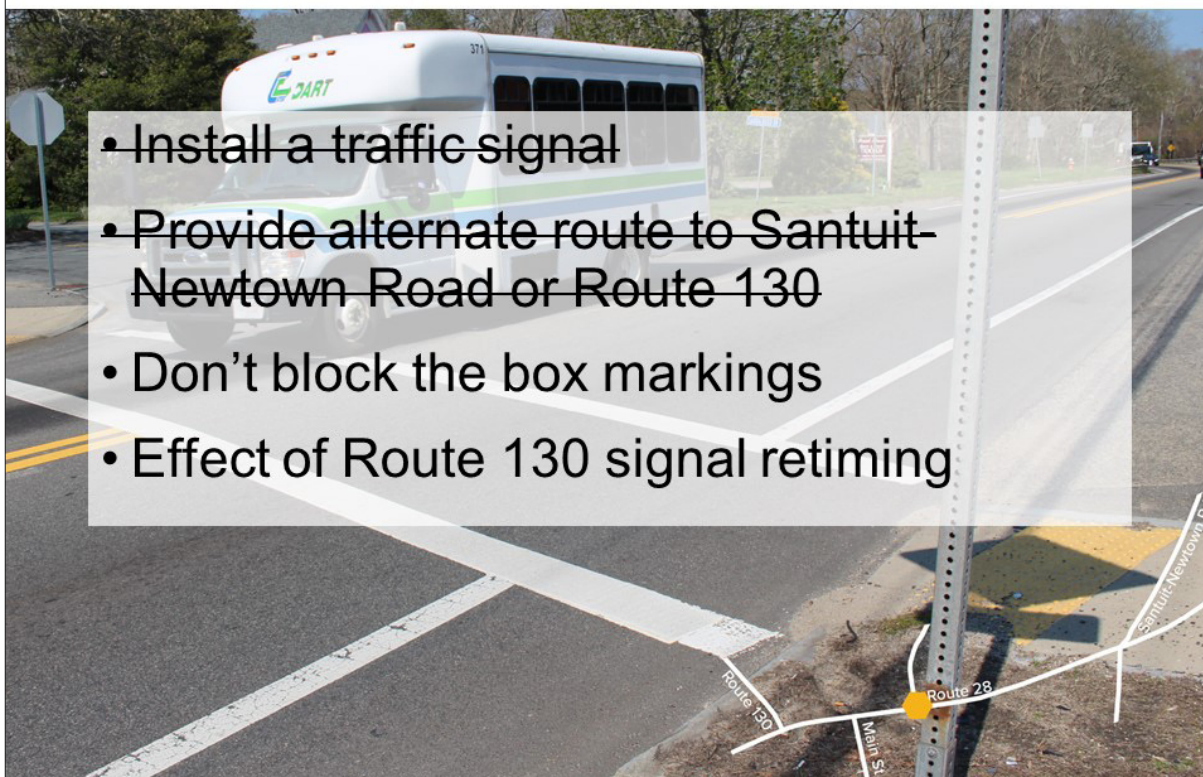


MAIN STREET INTERSECTION

Improvements to Santuit-Newtown Intersection



SANDALWOOD DRIVE INTERSECTION



SANDALWOOD DRIVE INTERSECTION

Don't block the box markings



SANDALWOOD DRIVE INTERSECTION

Don't block the box markings

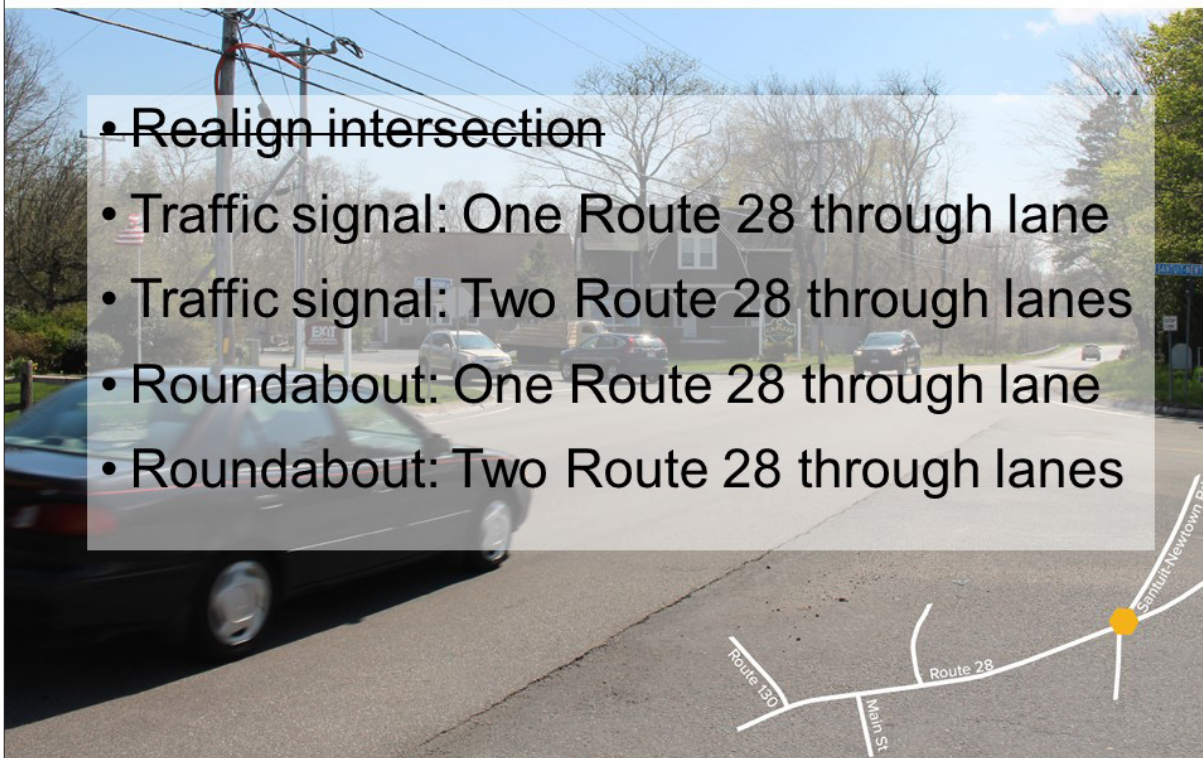


SANDALWOOD DRIVE INTERSECTION

Effect of Route 130 improvements

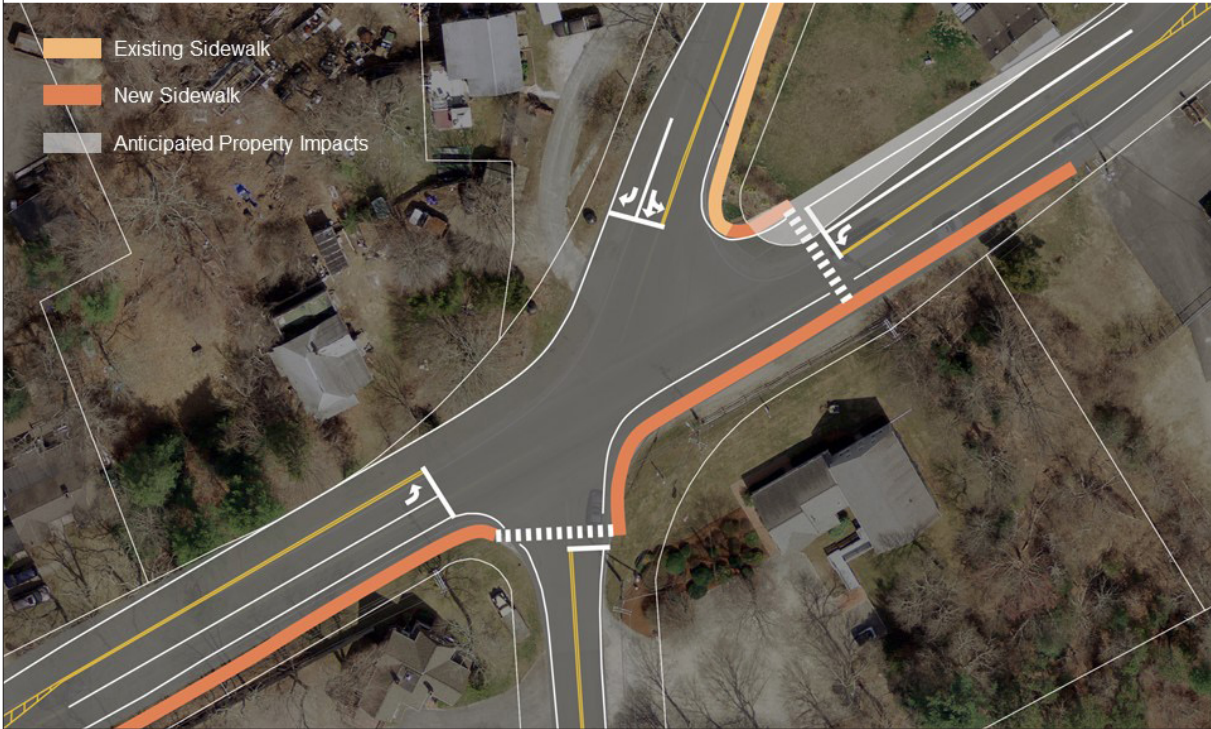


SANTUIT-NEWTOWN ROAD INTERSECTION



SANTUIT-NEWTOWN ROAD INTERSECTION

Traffic Signal: One Route 28 through lane



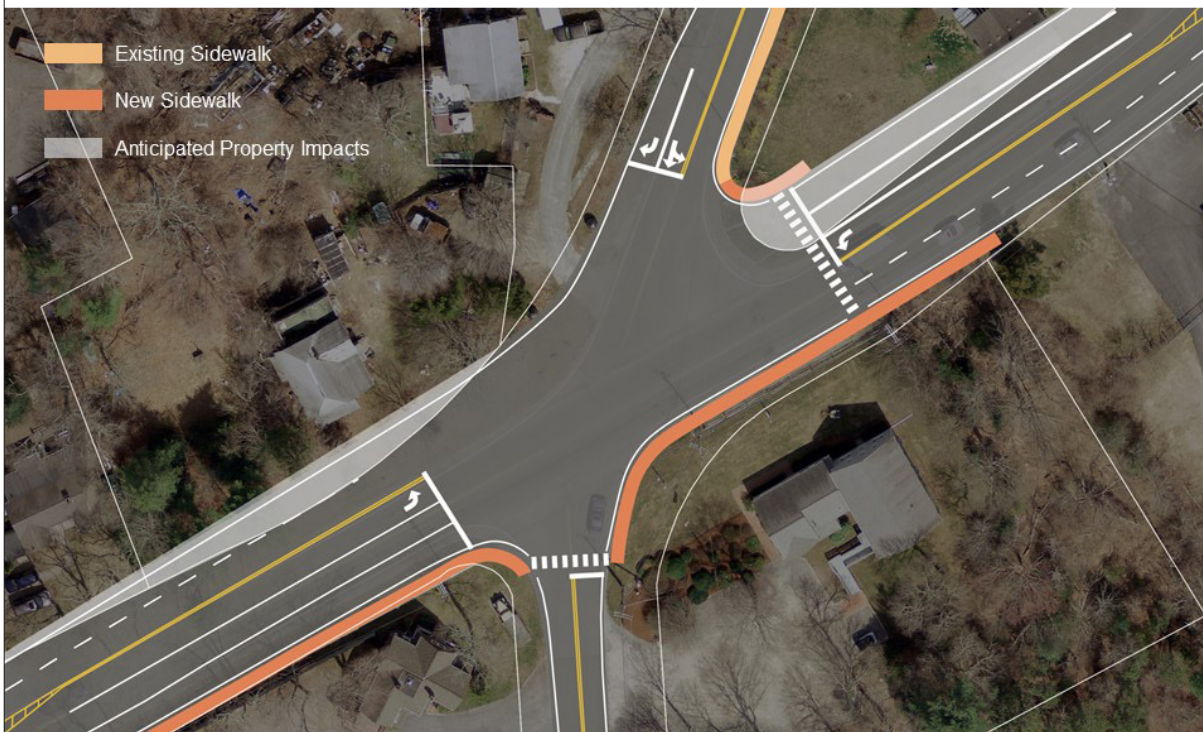
SANTUIT-NEWTOWN ROAD INTERSECTION

Traffic Signal: One Route 28 through lane



SANTUIT-NEWTOWN ROAD INTERSECTION

Traffic Signal: Two Route 28 through lanes



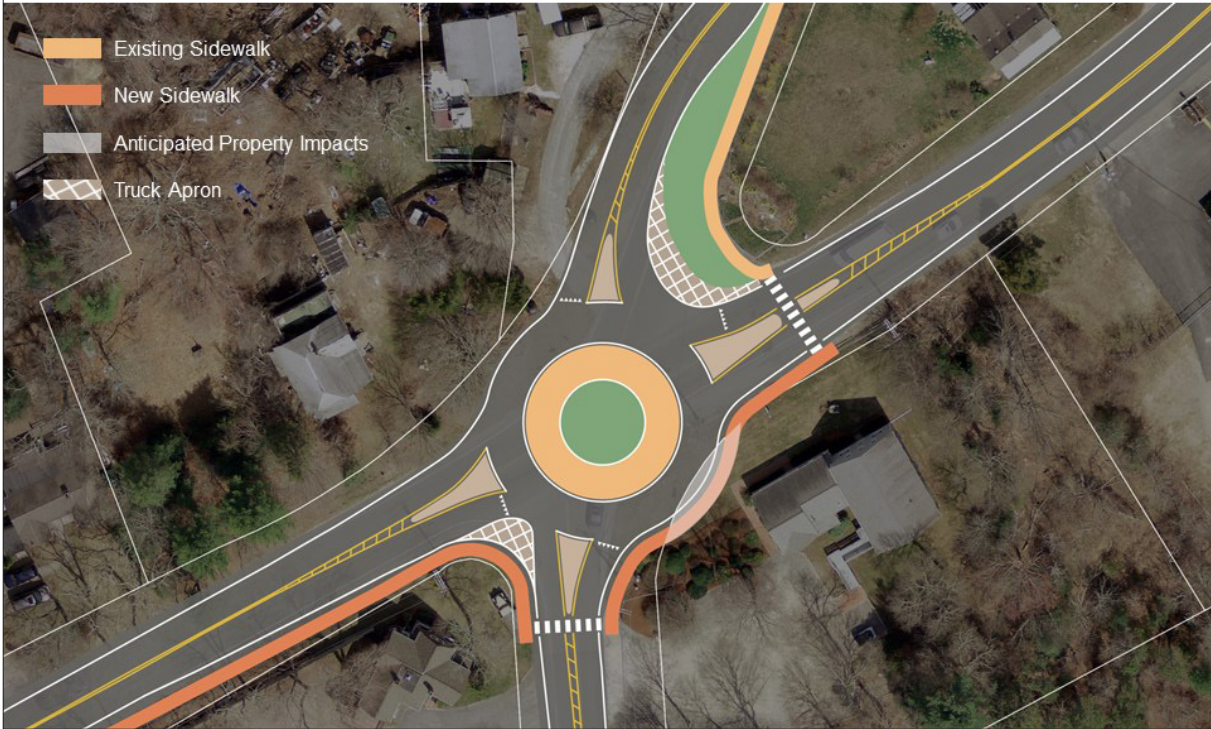
SANTUIT-NEWTOWN ROAD INTERSECTION

Traffic Signal: Two Route 28 through lanes



SANTUIT-NEWTOWN ROAD INTERSECTION

Roundabout: One Route 28 through lane



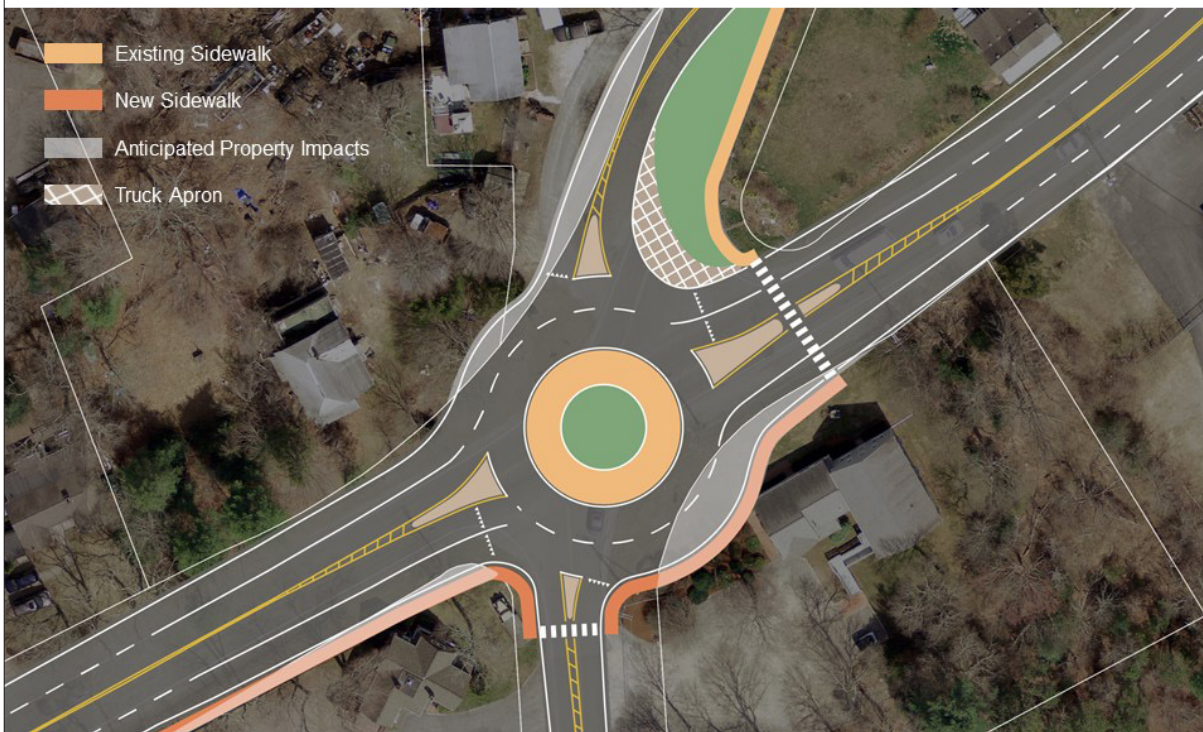
SANTUIT-NEWTOWN ROAD INTERSECTION

Roundabout: One Route 28 through lane



SANTUIT-NEWTOWN ROAD INTERSECTION

Roundabout: Two Route 28 through lanes



SANTUIT-NEWTOWN ROAD INTERSECTION

Roundabout: Two Route 28 through lanes



Pedestrian/Bicyclist/Transit Concepts

- Pedestrian Concepts
 - Closing sidewalk gaps
 - Sidewalks on both sides of Route 28 for entire corridor
- Bicycle Concepts
 - Expanded shoulders where possible for bicycle accommodation
 - Alternate bike routes
- Transit Concepts
 - Bus stop with signage
 - Bus bench/shelter
 - Bus pull-outs

PEDESTRIAN CONCEPT

Closing sidewalk gaps



PEDESTRIAN CONCEPT

Sidewalks on both sides of Route 28 for entire corridor



BICYCLIST CONCEPT

Expanded shoulders where possible for bicyclists



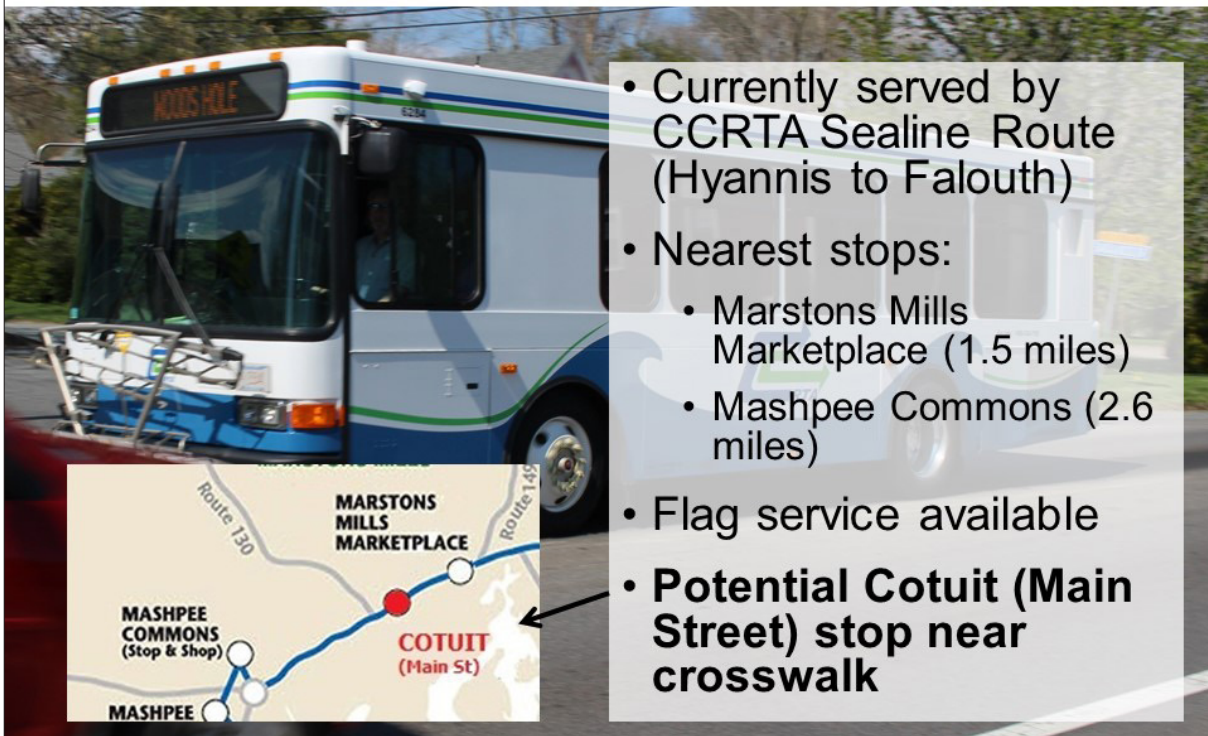
BICYCLIST CONCEPT

Alternate bike routes (for long distance trips)



TRANSIT CONCEPT

Bus stop with signage



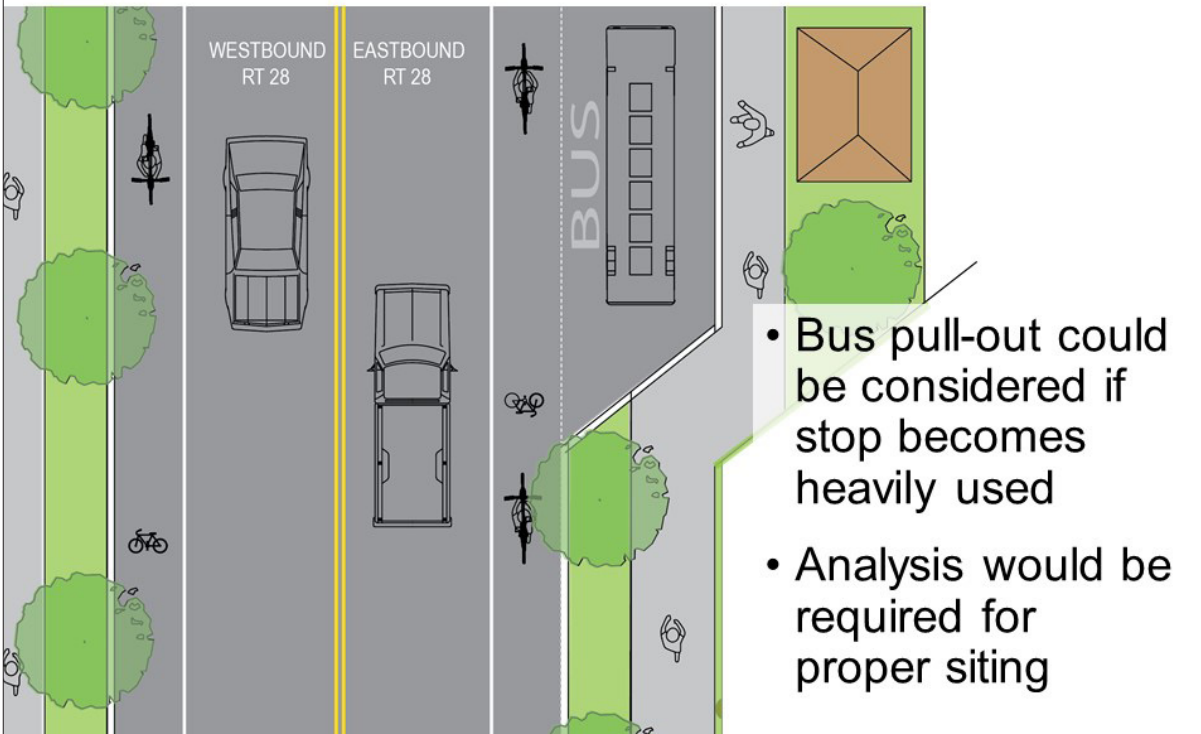
TRANSIT CONCEPT

Bus bench/shelter



TRANSIT CONCEPT

Bus pull-out



OTHER CONCEPTS



ALTERNATIVES EXERCISE

- Which concepts do you **like** and why?
- Which concepts do you **dislike** and why?
- How do feel each concept fits in the **cultural and historical context** of the area?
- Are there any concepts you like that are **not shown**?
- What is your **priority** for the area?

Write on the boards around the room or talk to a staff member.

NEXT STEPS

- Revise concepts based on input from today's meeting and comments received by November 18th
 - November 2016
- Finalize report (post online)
 - December 2016
- Work with the Town of Barnstable and Massachusetts Department of Transportation (MassDOT) to:
 - Implement short-term recommendations (1-2 years)
 - Plan for long-term changes (5+ years) – would involve additional public input

THANK YOU FOR ATTENDING!

For more information:

www.capecodcommission.org/route28cotuit

Steven Tupper

Transportation Planner

stupper@capecodcommission.org

508.362.3828