

ROUTE 28 COTUIT CORRIDOR STUDY

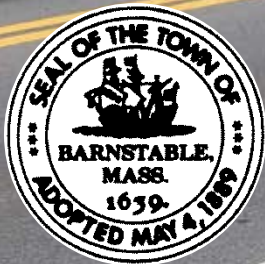
Santuit-Newtown Road to Route 130

Public Meeting – Review of Alternatives

November 2, 2016



CAPE COD
COMMISSION

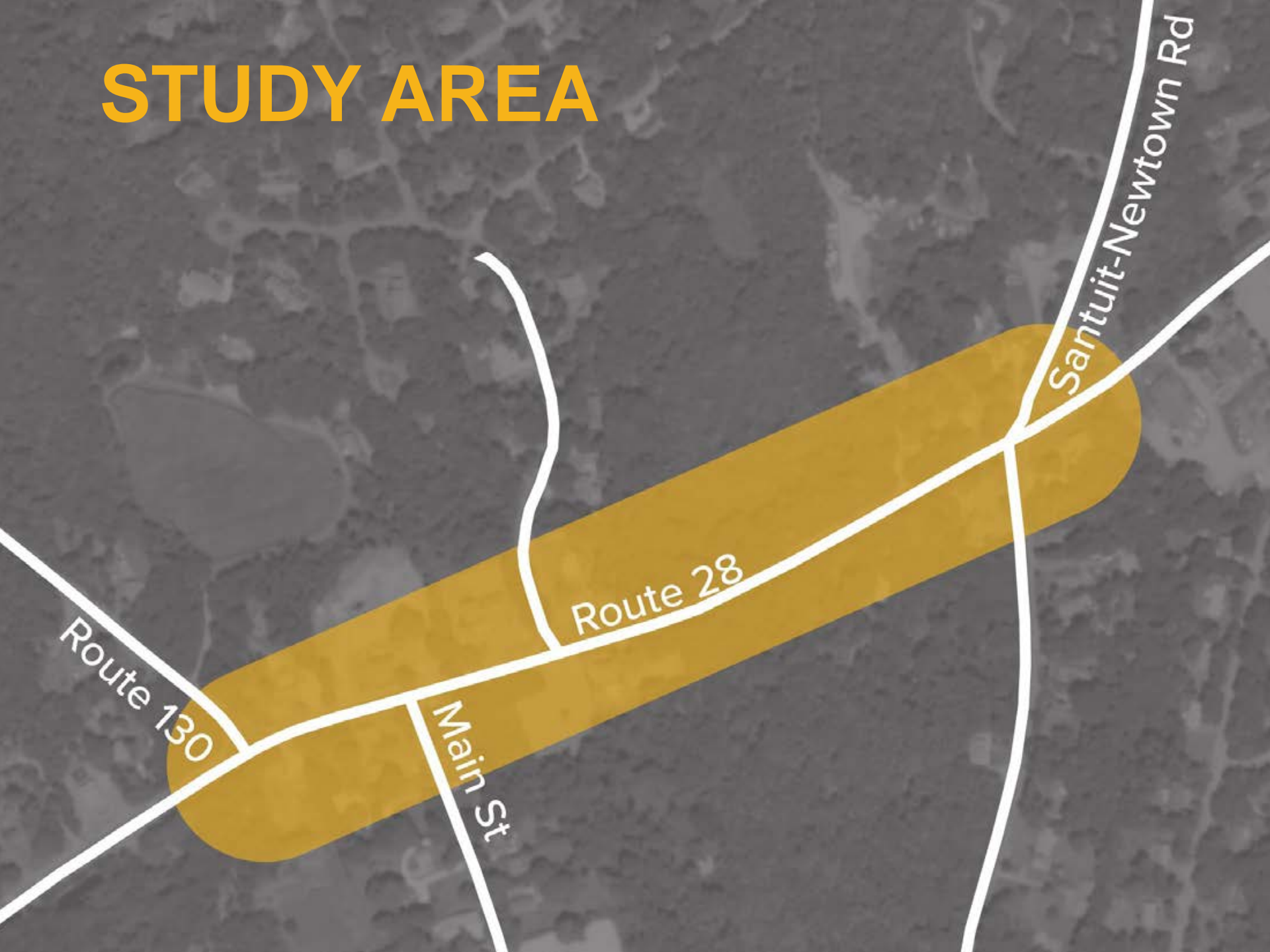


AGENDA

- Welcome + Introductions
- Project Overview
- Listening Session Summary
- Alternatives Review
- Next Steps

Santuit/Newtown Rd

STUDY AREA



Route 130

Main St

Route 28

Santuit-Newtown Rd

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



ISSUES

turns
visibility curves
traffic gaps
afraid
right
sidewalk
pass
speed
congestion
Traffic
turn
Blind timing
sidewalk
pass
speed
congestion
Traffic

Route 130

Congestion

Bad traffic light timing

Poor light timing

Vegetation line
space for pedestrians

Cars accelerating at
yellow and red lights

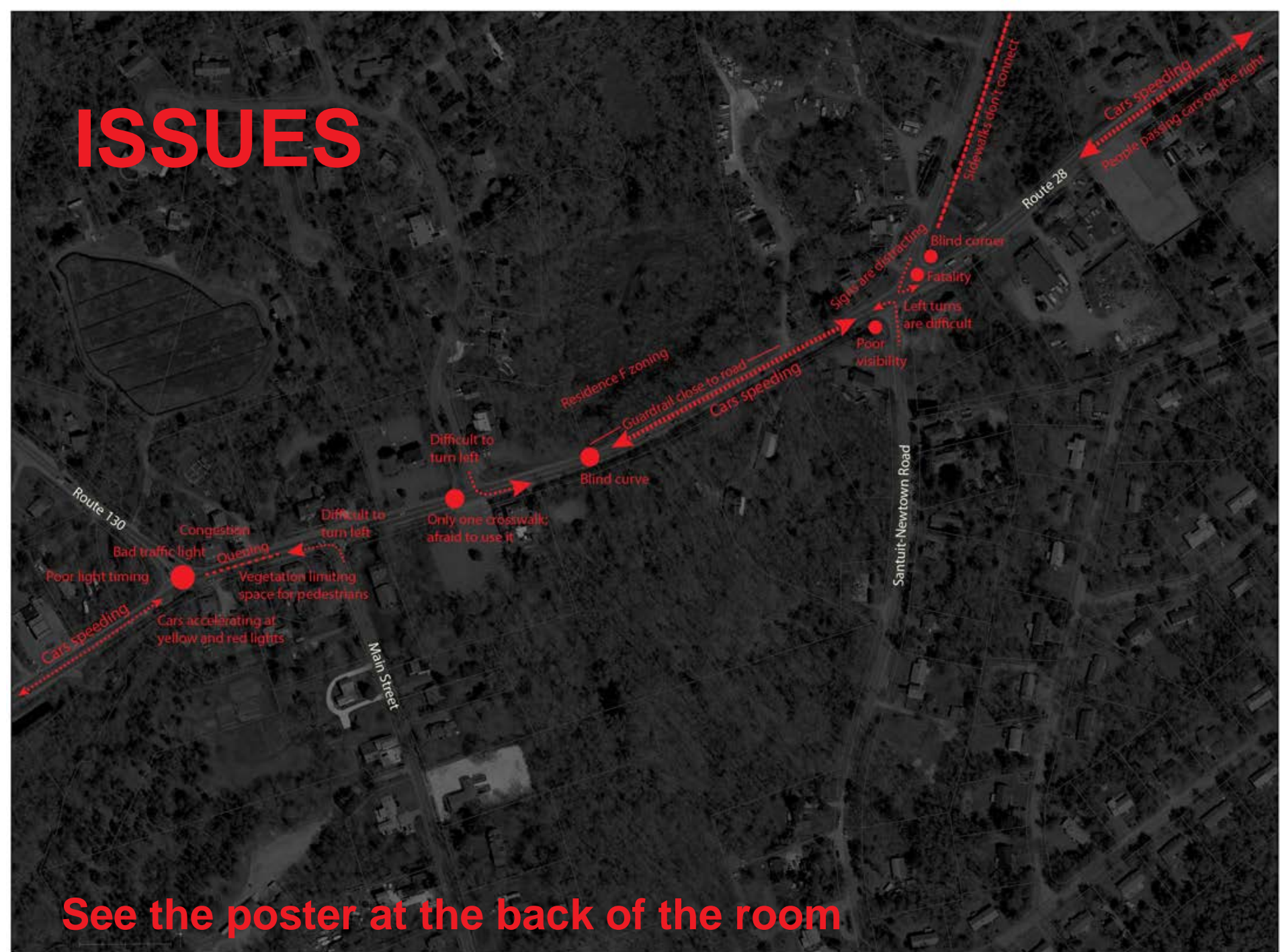
Route 28

Cars speeding
passing cars on the right

Sidewalks don't connect

People passing cars on the right

ISSUES



See the poster at the back of the room

SUGGESTIONS

Awareness Arrows
Roundabout Transit
Signs Turns
Police
Sidewalk
Crosswalk
Synchronize
Limit
Signal
Education
Shift
Historic
Bikepath
Lane
Loop
District
Timing

Flashing arrows
and speed signs

Bus stop

Bus stop

Traffic light or
traffic circle

"Cross the white line
pay the fine" signs

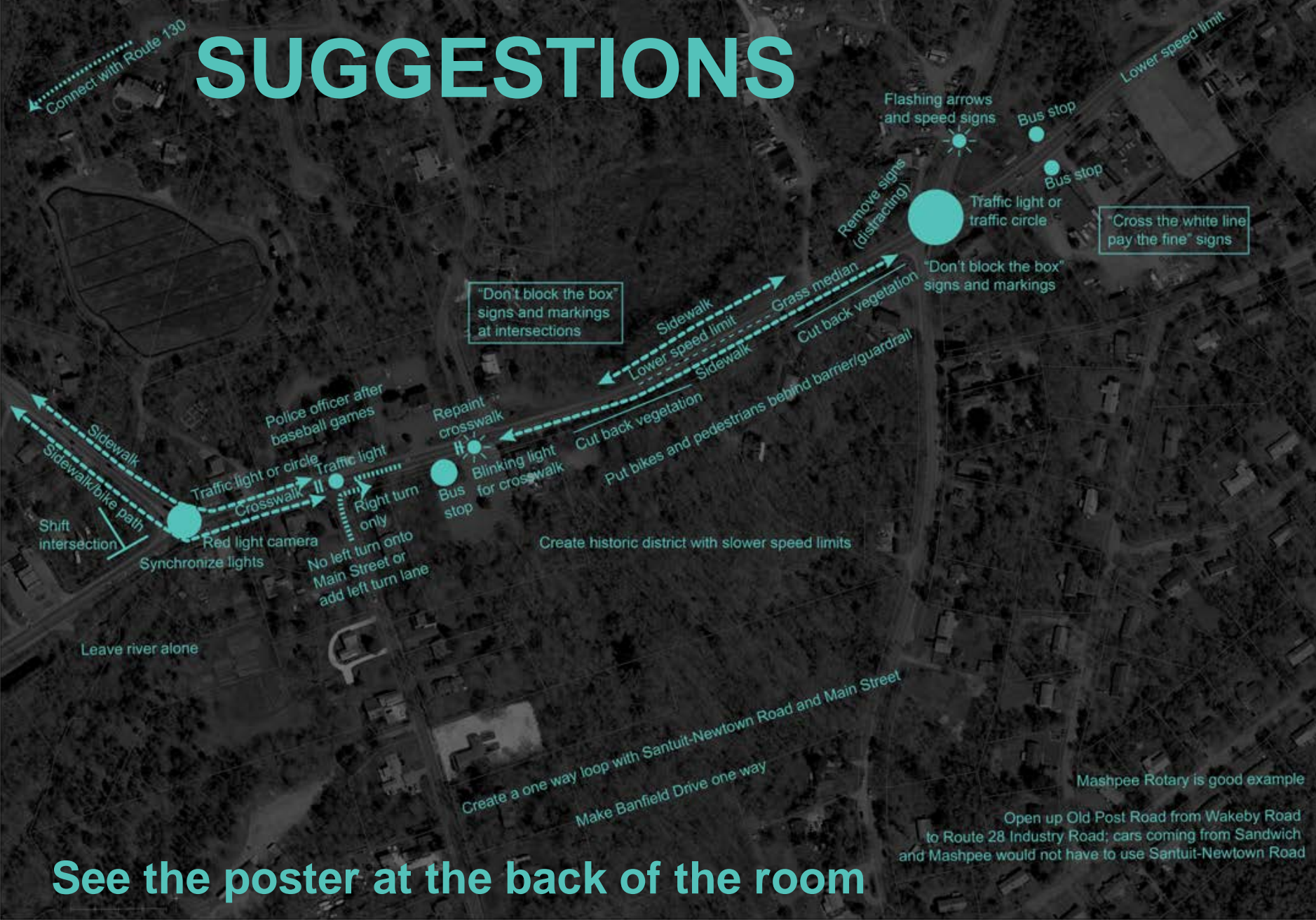
"Block the box"
and markings

Leave river alone

Mashpee Rotary is good example

Open up Old Post Road from Wakeby Road
to 28 Industry Road; cars coming from Sandwich
would not have to use Santuit-Newtown Road

SUGGESTIONS



See the poster at the back of the room

ALTERNATIVES REVIEW

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

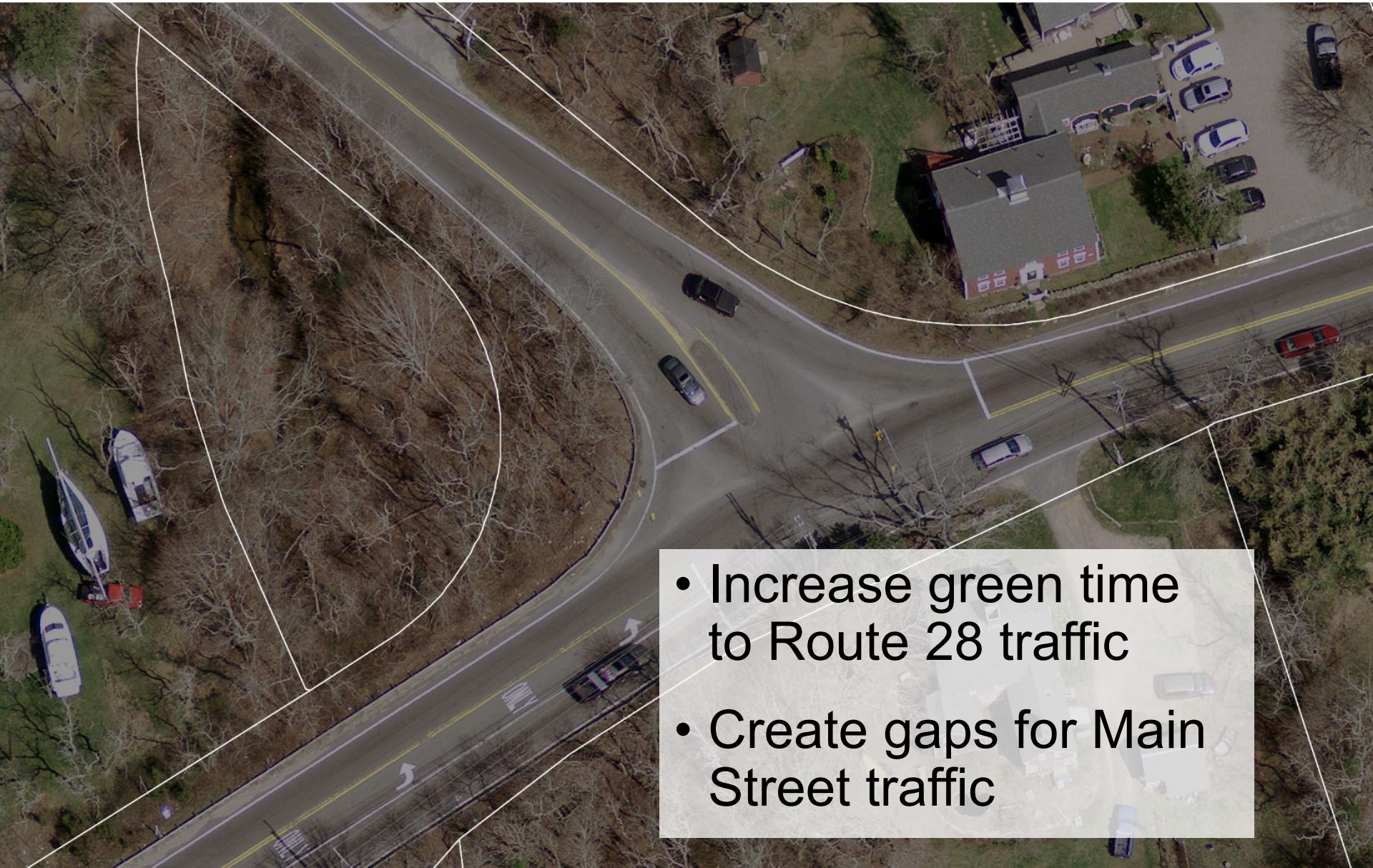
ROUTE 130 INTERSECTION

- ~~Convert to a roundabout~~
- ~~Realign with Main Street~~
- Retime traffic signal
- Widen Route 130 approach
- Relocate/realign intersection to the west



ROUTE 130 INTERSECTION

Retime Traffic Signal



- Increase green time to Route 28 traffic
- Create gaps for Main Street traffic

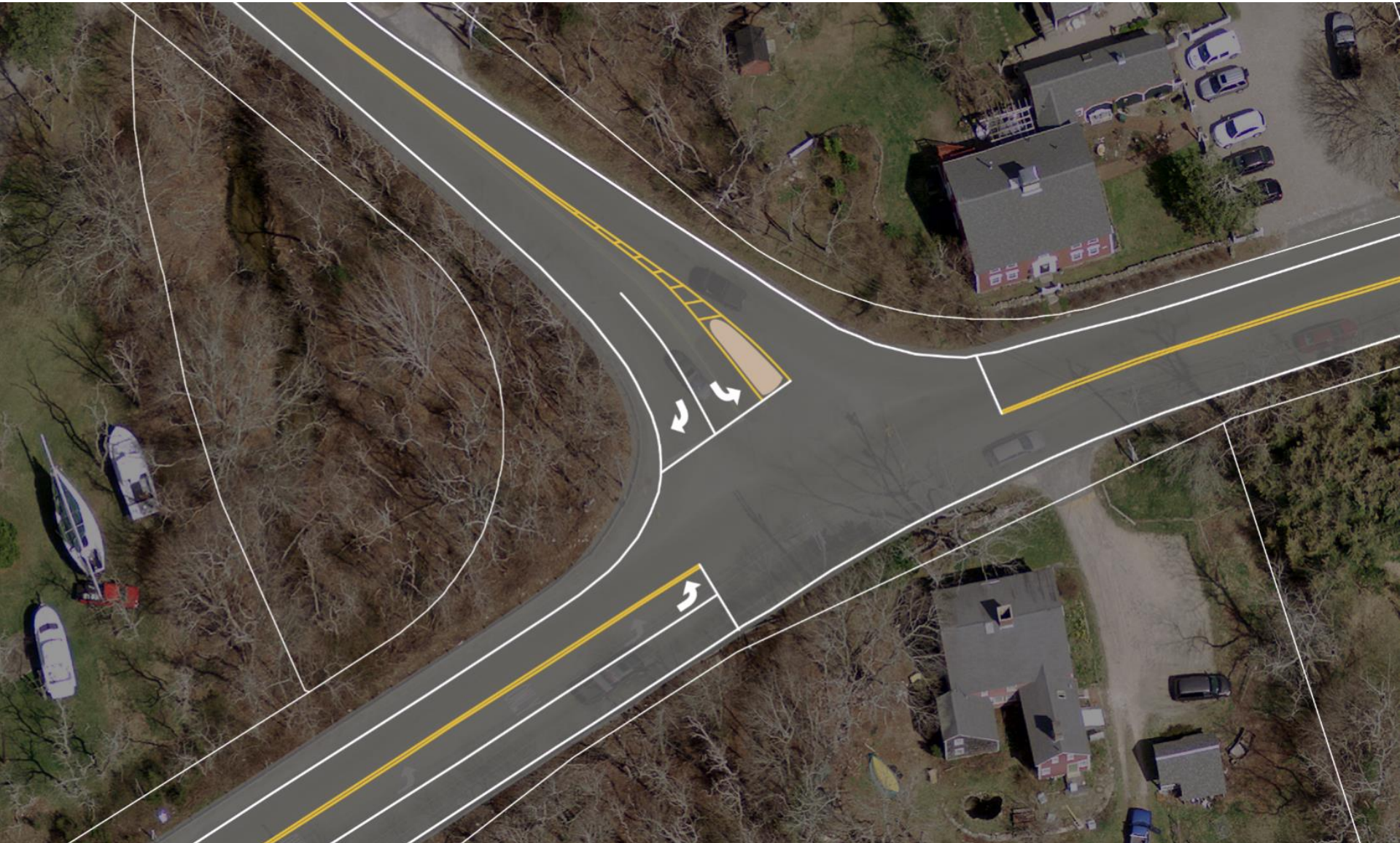
ROUTE 130 INTERSECTION

Retime Traffic Signal



ROUTE 130 INTERSECTION

Widen Route 130 Approach



ROUTE 130 INTERSECTION

Widen Route 130 Approach



Safety

Congestion: Route 28

Congestion: Route 130

Congestion: Main Street & Sandalwood Drive

Pedestrian/Bike Accommodation

Property Impacts

Time frame: Long

Cost: \$\$

ROUTE 130 INTERSECTION

Relocate/realign intersection to the west



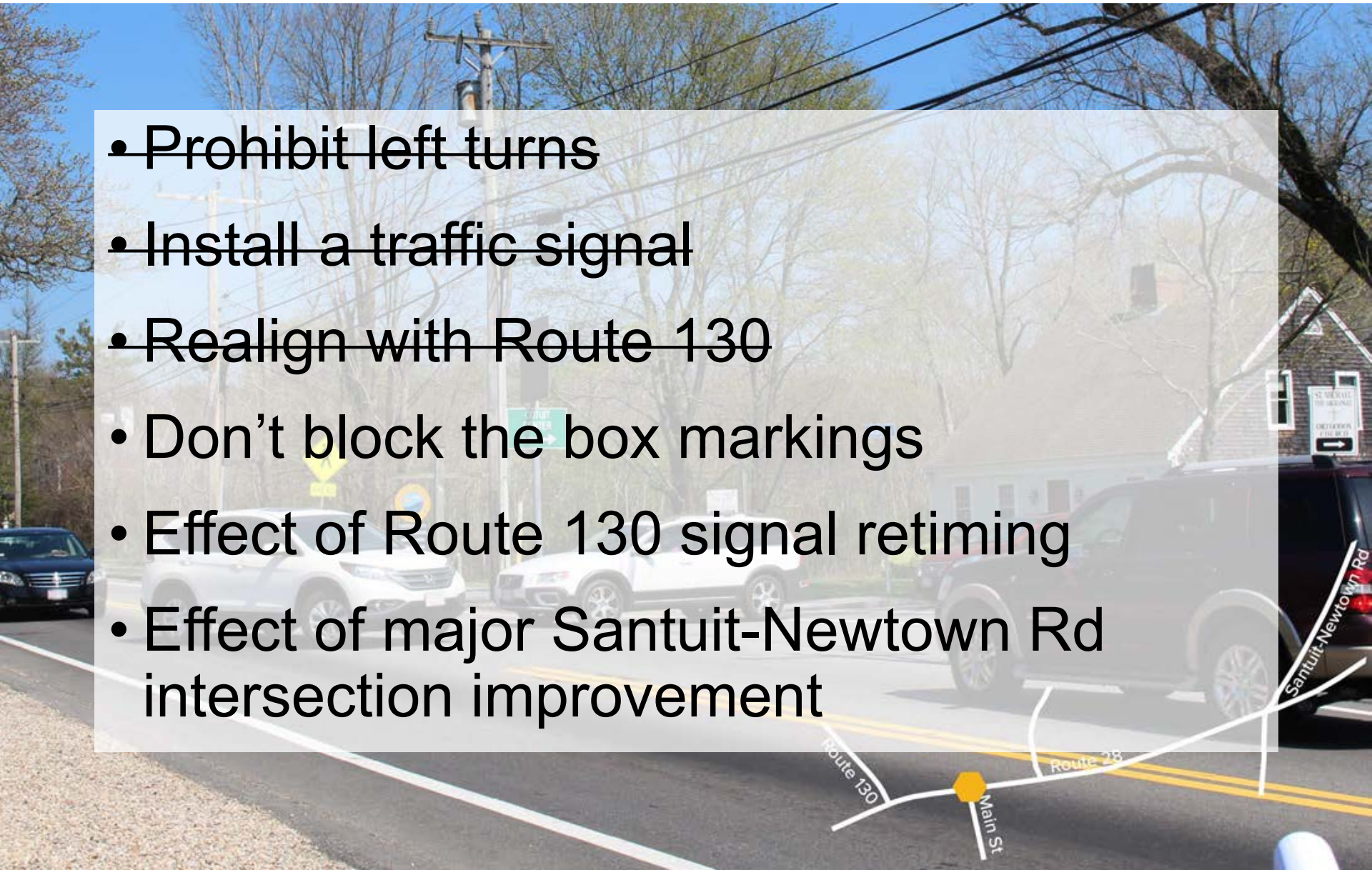
ROUTE 130 INTERSECTION

Relocate/realign intersection to the west



MAIN STREET INTERSECTION

- ~~Prohibit left turns~~
- ~~Install a traffic signal~~
- ~~Realign with Route 130~~
- Don't block the box markings
- Effect of Route 130 signal retiming
- Effect of major Santuit-Newtown Rd intersection improvement



MAIN STREET INTERSECTION

Don't block the box markings



MAIN STREET INTERSECTION

Don't block the box markings



Safety

Congestion: Route 28

Congestion: Main Street

Pedestrian/Bike Accommodation

Property Impacts

Time frame: Short

Cost: \$

MAIN STREET INTERSECTION

Improvements to Route 130 Intersection

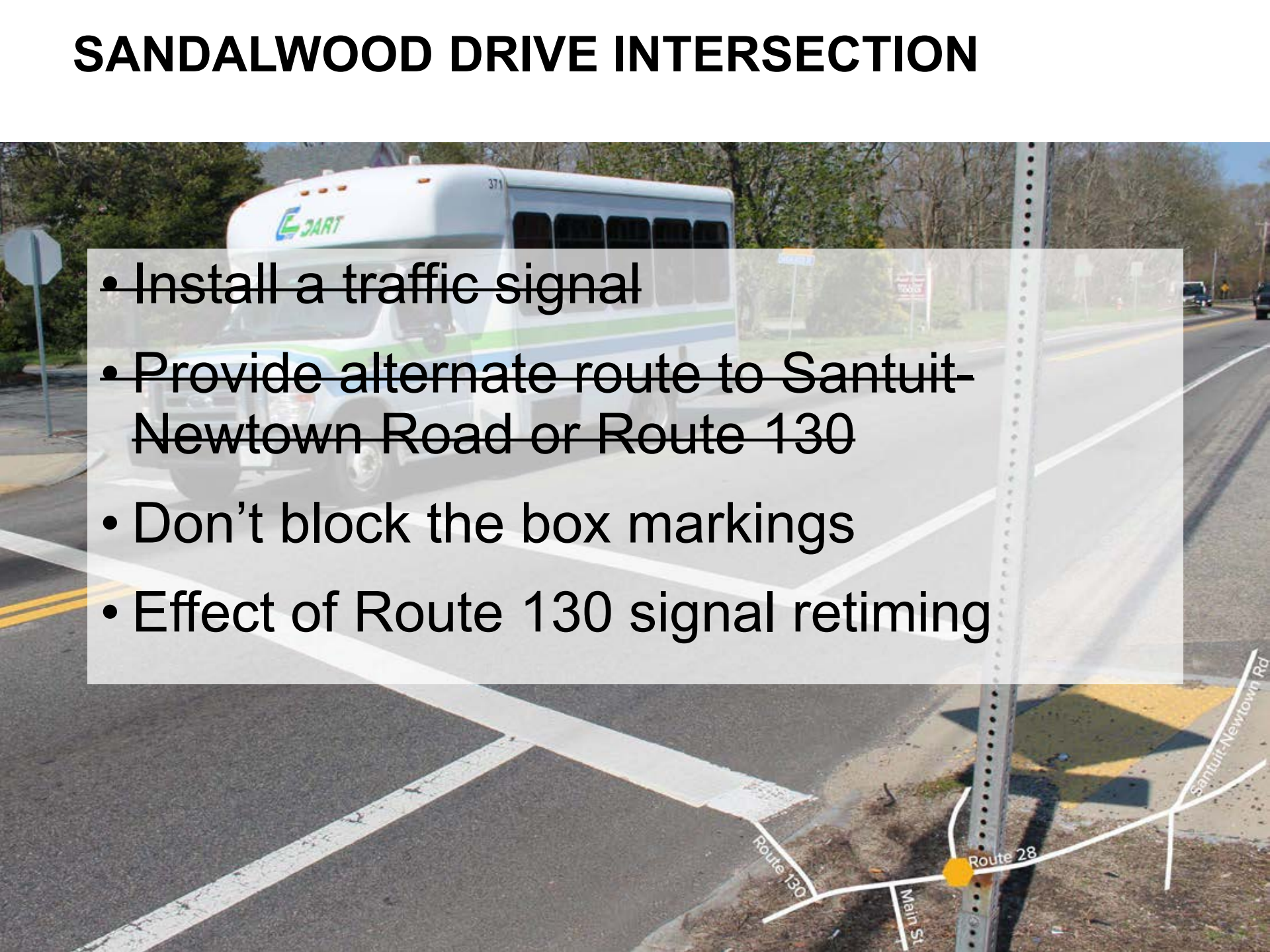


MAIN STREET INTERSECTION

Improvements to Santuit-Newtown Intersection



SANDALWOOD DRIVE INTERSECTION

- 
- ~~Install a traffic signal~~
 - ~~Provide alternate route to Santuit-Newtown Road or Route 130~~
 - Don't block the box markings
 - Effect of Route 130 signal retiming

SANDALWOOD DRIVE INTERSECTION

Don't block the box markings



SANDALWOOD DRIVE INTERSECTION

Don't block the box markings



Safety

Congestion: Route 28

Congestion: Sandalwood Drive

Pedestrian/Bike Accommodation

Property Impacts

Time frame: Short

Cost: \$

SANDALWOOD DRIVE INTERSECTION

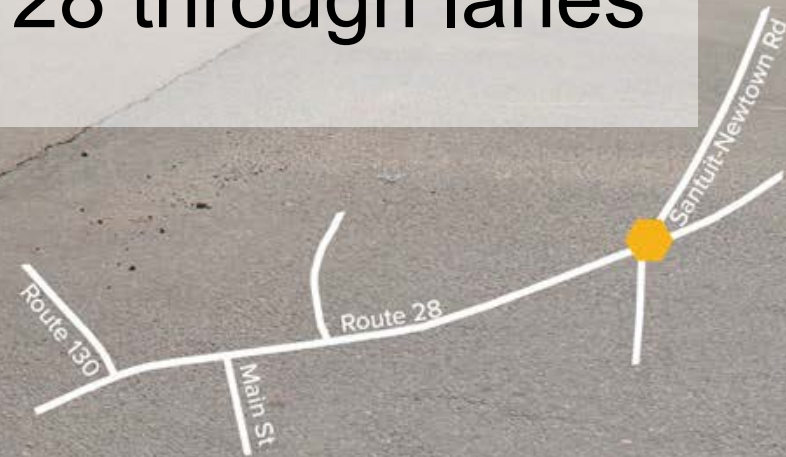
Effect of Route 130 improvements



Congestion: Sandalwood Drive

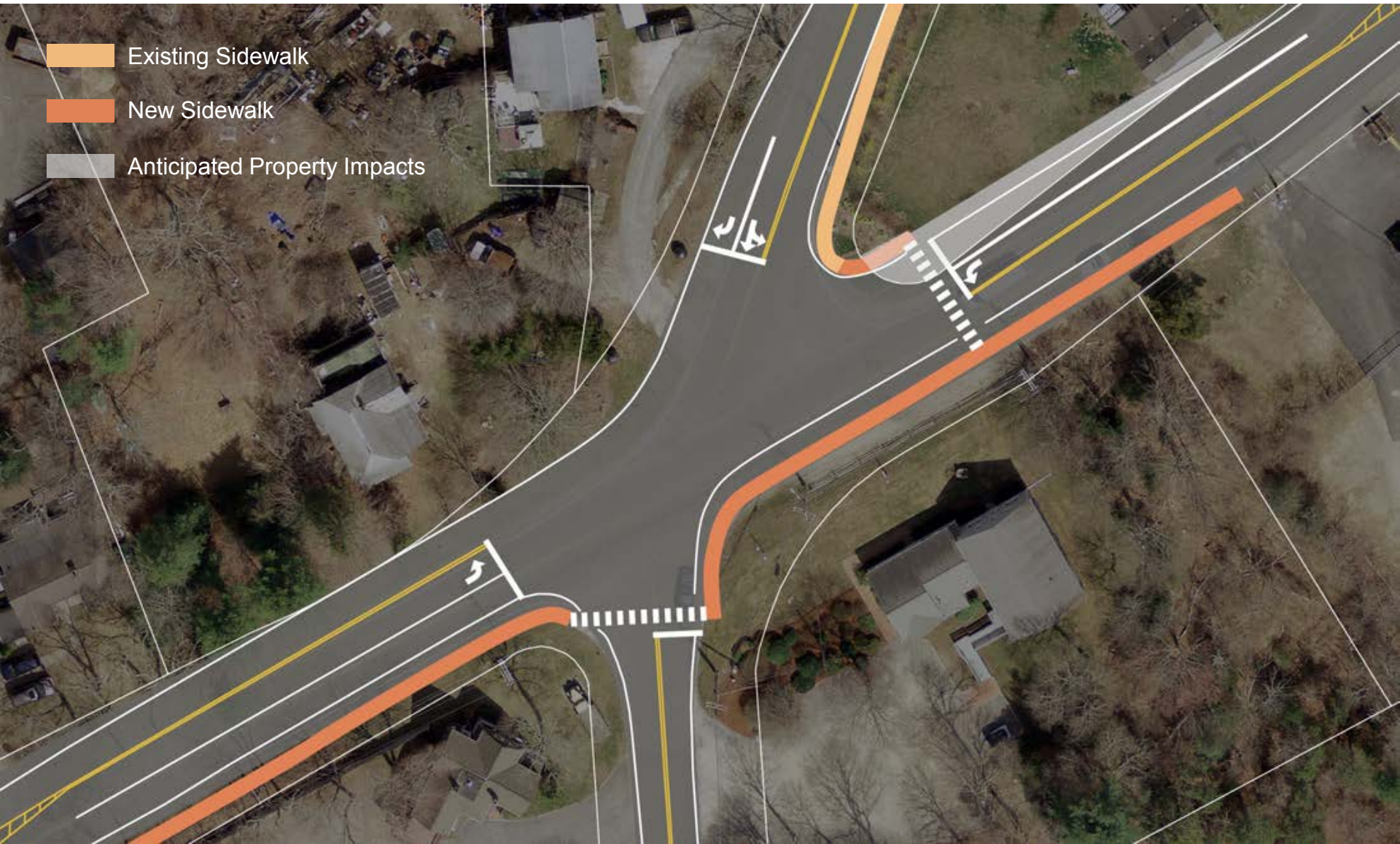
SANTUIT-NEWTOWN ROAD INTERSECTION

- ~~Realign intersection~~
- Traffic signal: One Route 28 through lane
- Traffic signal: Two Route 28 through lanes
- Roundabout: One Route 28 through lane
- Roundabout: Two Route 28 through lanes



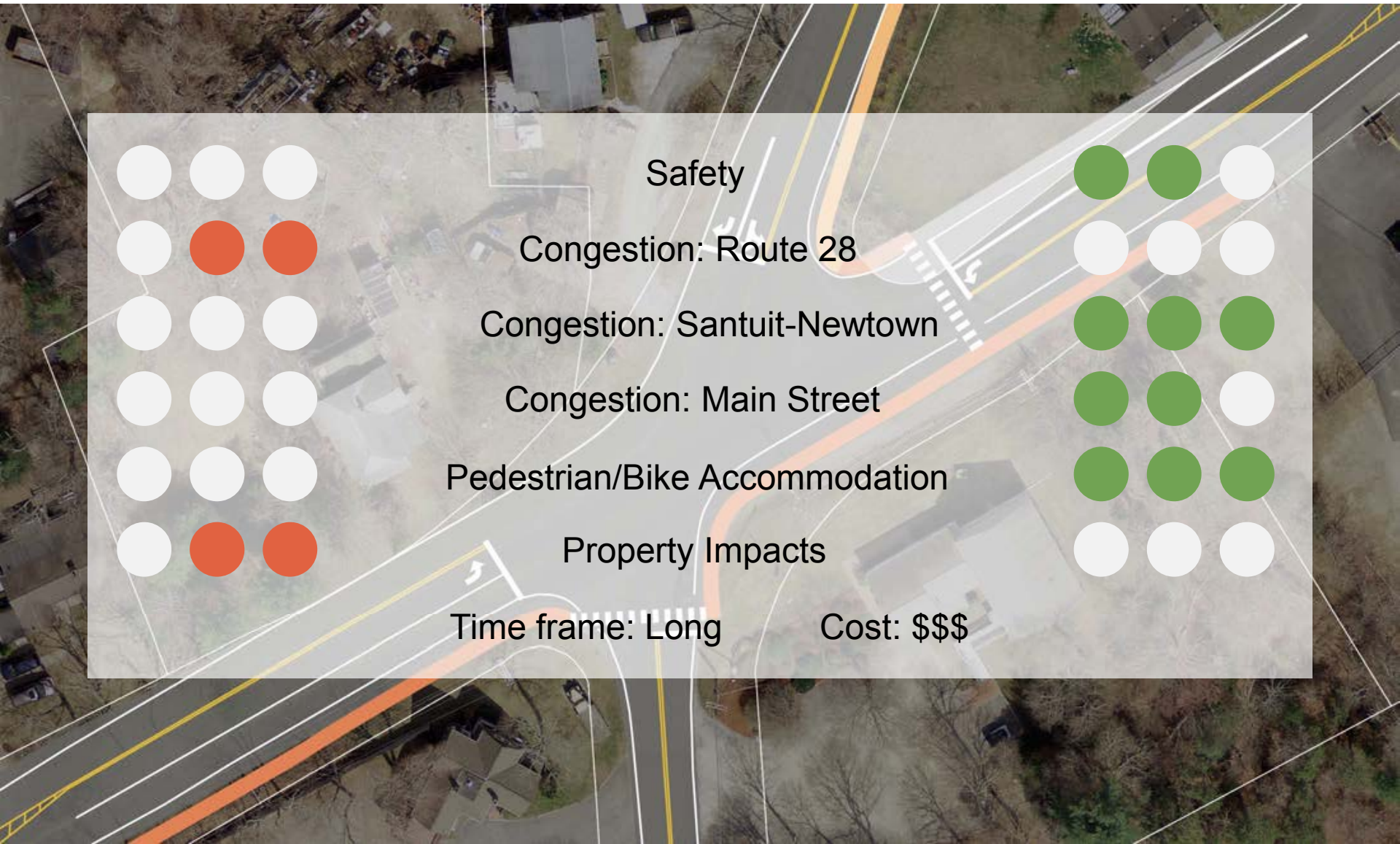
SANTUIT-NEWTOWN ROAD INTERSECTION

Traffic Signal: One Route 28 through lane



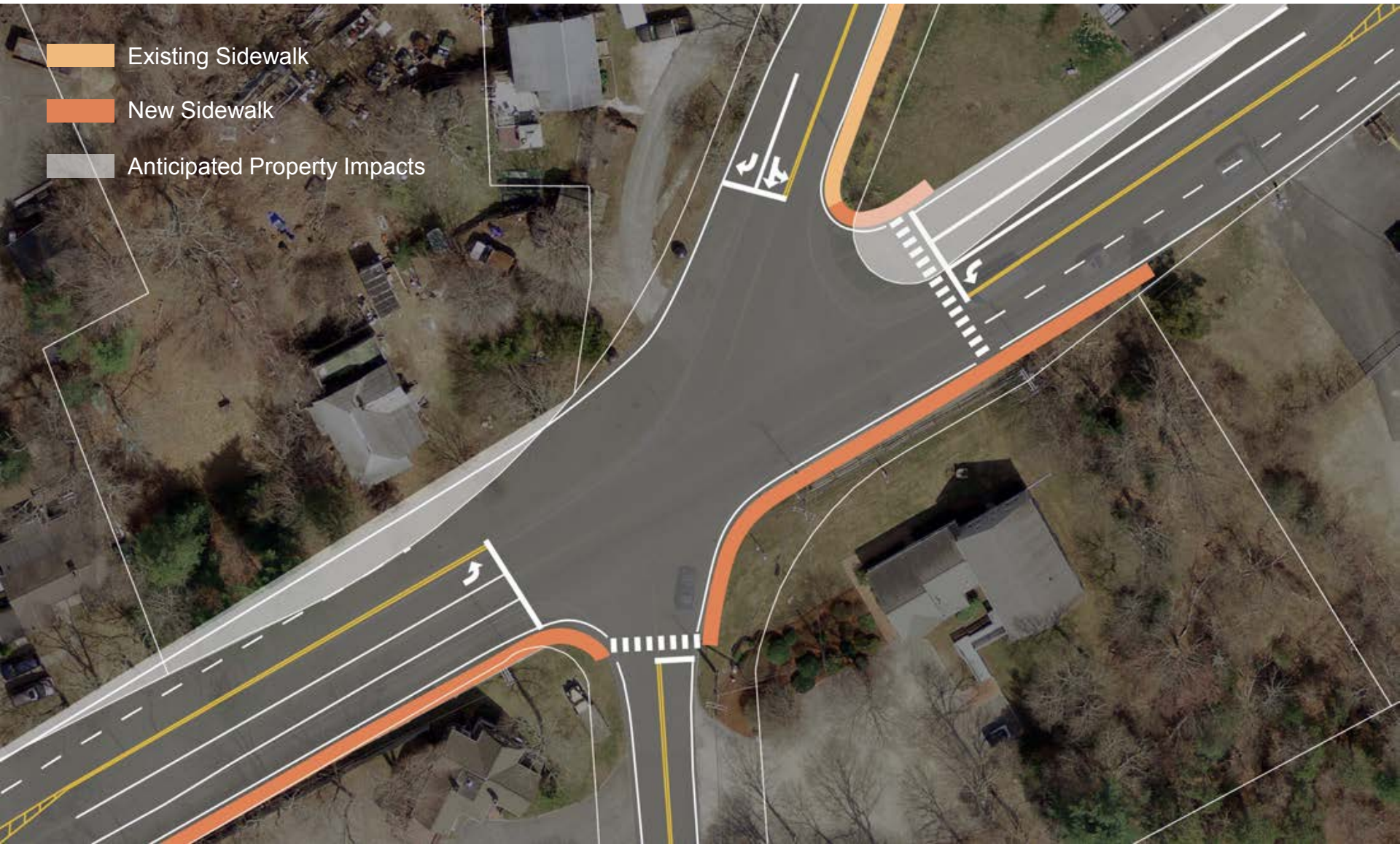
SANTUIT-NEWTOWN ROAD INTERSECTION

Traffic Signal: One Route 28 through lane



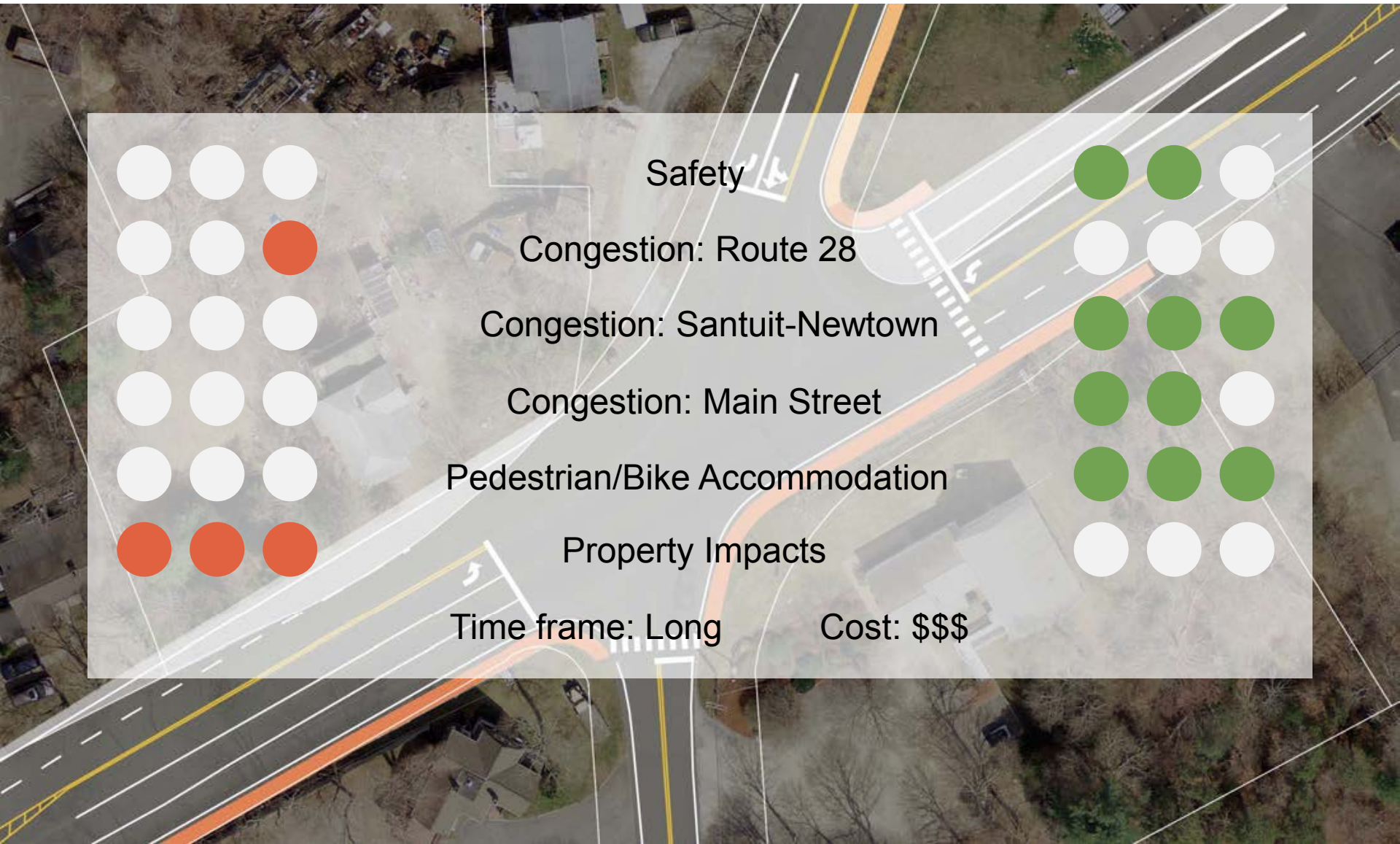
SANTUIT-NEWTOWN ROAD INTERSECTION

Traffic Signal: Two Route 28 through lanes



SANTUIT-NEWTOWN ROAD INTERSECTION

Traffic Signal: Two Route 28 through lanes



Safety

Congestion: Route 28

Congestion: Santuit-Newtown

Congestion: Main Street

Pedestrian/Bike Accommodation

Property Impacts

Time frame: Long

Cost: \$\$\$

SANTUIT-NEWTOWN ROAD INTERSECTION

Roundabout: One Route 28 through lane



SANTUIT-NEWTOWN ROAD INTERSECTION

Roundabout: One Route 28 through lane



Safety

Congestion: Route 28

Congestion: Santuit-Newtown

Congestion: Main Street

Pedestrian/Bike Accommodation

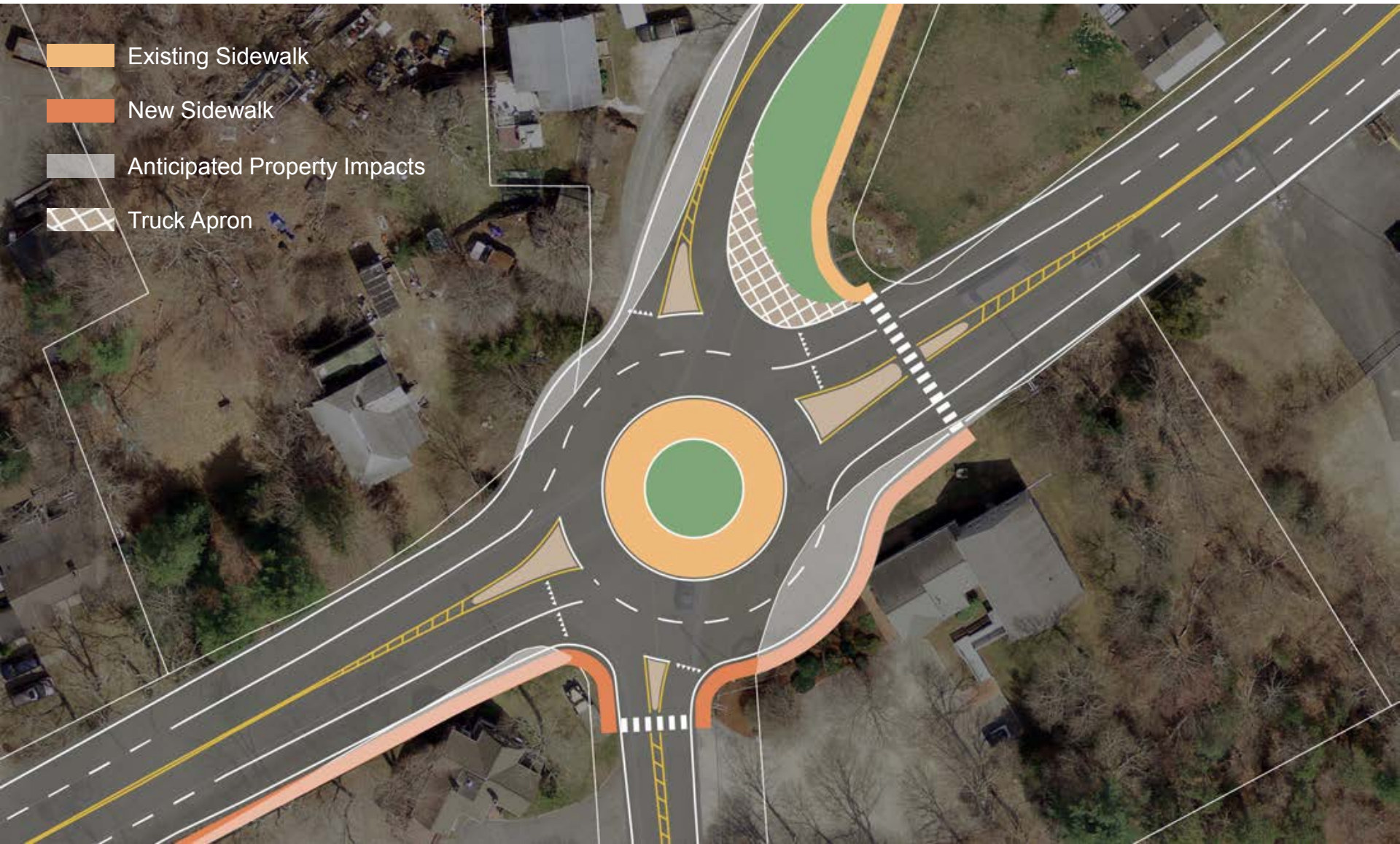
Property Impacts

Time frame: Long

Cost: \$\$\$

SANTUIT-NEWTOWN ROAD INTERSECTION

Roundabout: Two Route 28 through lanes



SANTUIT-NEWTOWN ROAD INTERSECTION

Roundabout: Two Route 28 through lanes



Safety

Congestion: Route 28

Congestion: Santuit-Newtown

Congestion: Main Street

Pedestrian/Bike Accommodation

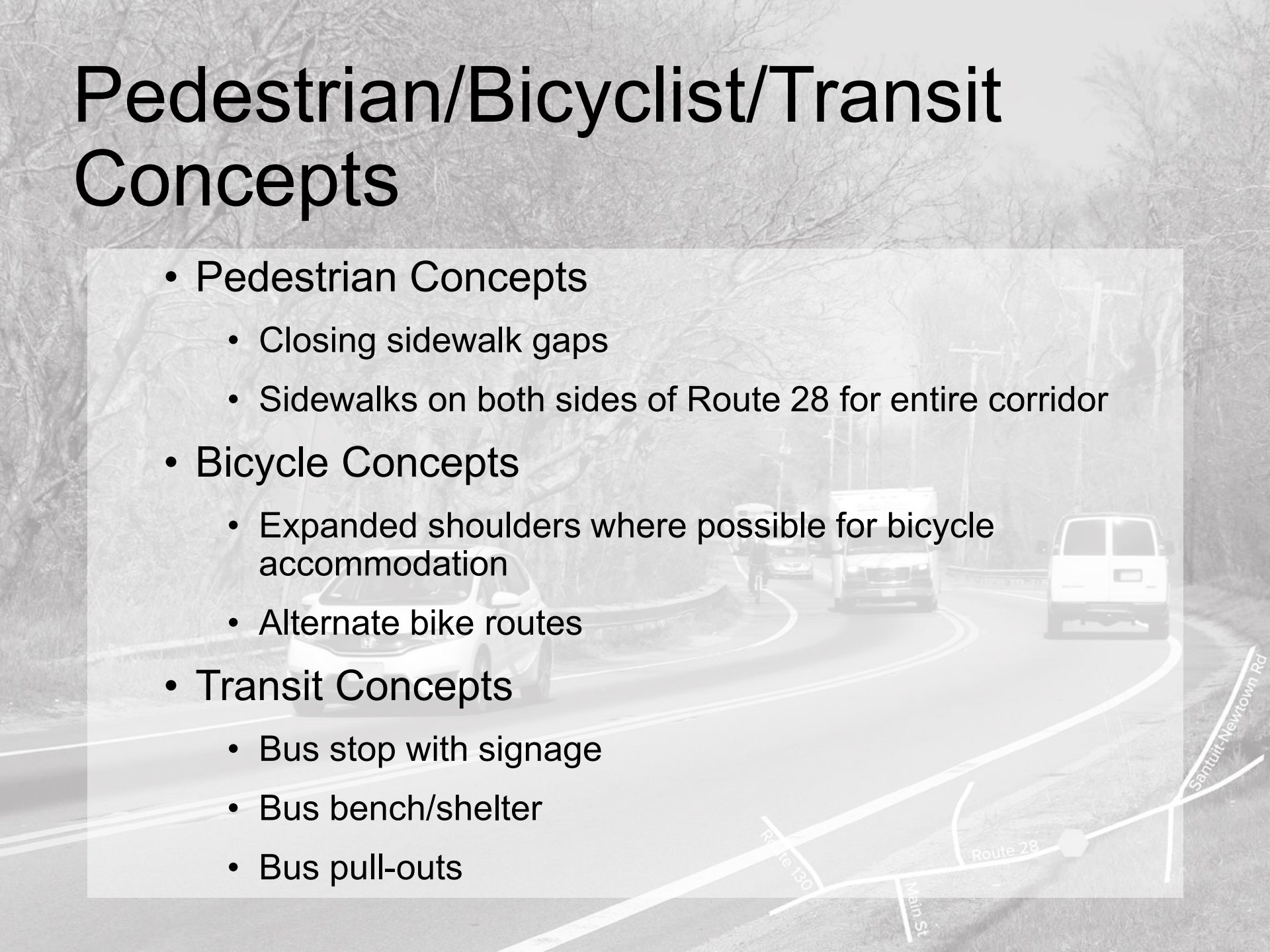
Property Impacts

Time frame: Long

Cost: \$\$\$

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



- Existing Multi-use Path
- Existing Sidewalk
- New Sidewalk

PEDESTRIAN CONCEPT

Sidewalks on both sides of Route 28 for entire corridor



BICYCLIST CONCEPT

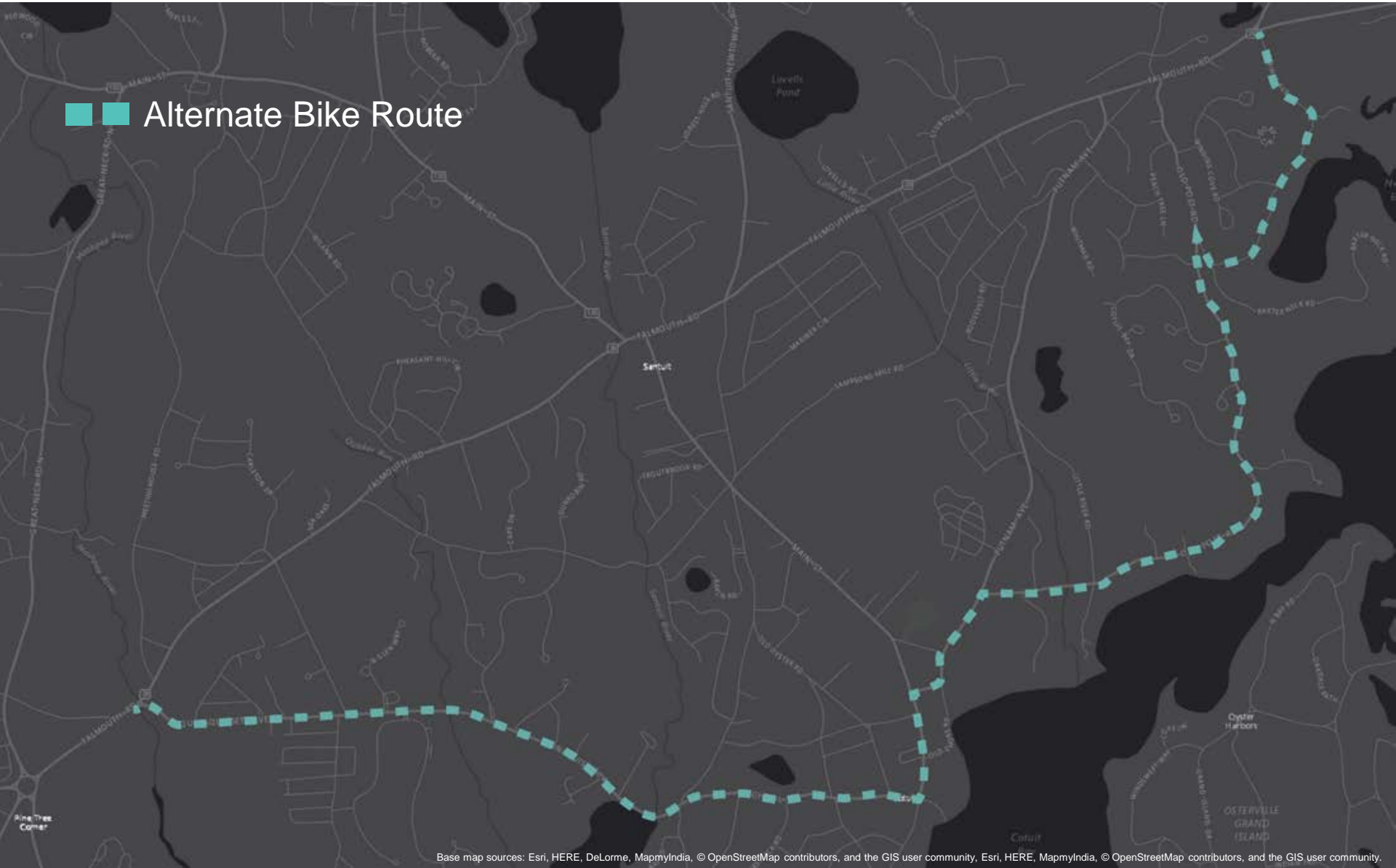
Expanded shoulders where possible for bicyclists



BICYCLIST CONCEPT

Alternate bike routes (for long distance trips)

■ ■ Alternate Bike Route



TRANSIT CONCEPT

Bus stop with signage



- Currently served by CCRTA Sealine Route (Hyannis to Falouth)
- Nearest stops:
 - Marstons Mills Marketplace (1.5 miles)
 - Mashpee Commons (2.6 miles)
- Flag service available
- **Potential Cotuit (Main Street) stop near crosswalk**



TRANSIT CONCEPT

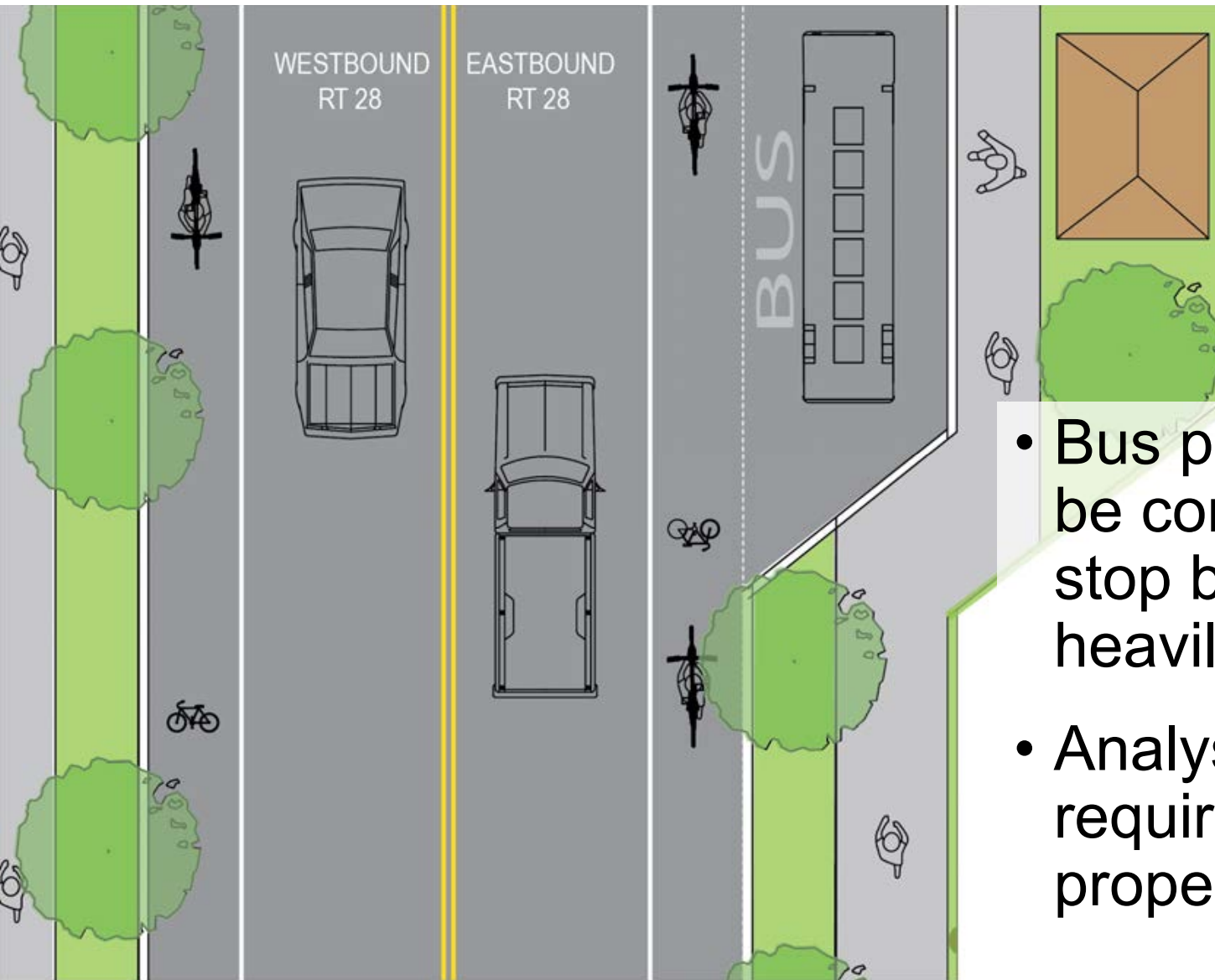
Bus bench/shelter

- Amenities would make the bus stop more pleasing
- Standard design could be used or enhanced design could reflect local character



TRANSIT CONCEPT

Bus pull-out



- Bus pull-out could be considered if stop becomes heavily used
- Analysis would be required for proper siting

OTHER CONCEPTS

- Road Safety Audits
 - Route 28 at Route 130
 - Route 28 at Santuit-Newtown Road
- Improved stormwater management and treatment
- Improved vegetation management
- Speed management on Route 28
 - Visual narrowing
 - Gateway treatments



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:

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