

APPENDIX #2
MEETING SUMMARIES

Hyannis Access Study

**Task Force Meeting
Tuesday, June 20, 2006
10:00 AM**

**Barnstable High School
Barnstable, Massachusetts**

Attendance

Task Force Members and Public who signed in:

Rick Angelini	Barnstable Resident	Robert Berry	Barnstable Resident
Ann Canedy	Barnstable Town Council	Cynthia Cole	Main Street BID
Judith Crocker	Comm for Will Crocker	Jennifer Doyle	MassRIDES
Robert Edwards	Yarmouth Resident	Marge Fenn	Cape Cod Commission
Peter Fisher	Centerville Civic Assoc.	Maggie Geist	Assoc. to Preserve CC
Allen Goddard	Hyannis Civic Assoc.	Rep. Shirley Gomes	State Representative
Karen Greene	Town of Yarmouth	Robert R. Jones	Steamship Port Council
John Kenney	Hyannis COC	David Luce	MassHighway
Lev Malakoff	CCC staff	Rob Miceli	MassBike
Quincy "Doc" Mosby	Barnstable Municipal Airport	Tom Mullen	Barnstable Land Trust
Paul Niedzwiecki	Barn. Asst. Town Mgr	Wendy Northcross	Cape Cod COC Marily
Palle	Resident	Joe Potzka	CCRTA
Tom Palle	Resident	Lynne M. Poyant	Town of Barnstable staff
Susan Rohrbach	Senator O'Leary	Damaris Santiago	FHWA
Steve Seymour	Town of Barnstable staff	David Still II	Barnstable Patriot
Harold Tobey	Barnstable Town Council	Ruth Weil	Dir. Grwth Mngmnt Barn.

Executive Office of Transportation Staff:

Adriel Edwards	Office of Transportation Planning, Study Project Manager
Rachel Bain	Office of Transportation Planning
Douglas Carnahan	Office of Transportation Planning

Consultant team:

George Gefrich	TranSystems Corporation (Project Manager)
Ken Livingston	Fitzgerald & Halliday, Inc. (Public Participation)
Leslie Black	Fitzgerald & Halliday, Inc (Public Participation)
Marcy Miller	Fitzgerald & Halliday, Inc (Public Participation)

Meeting Summary

Welcome and Introduction of Consultant

Adriel Edwards welcomed everyone to the second Hyannis Access Study Task Force meeting. She reminded attendees that in accordance with the Executive Office of Transportation's (EOT) policy of an open study process, all Task Force meetings are open to the public, but agenda items are discussed first with Task Force members. She stated that the purpose of today's meeting is to introduce the consultant team to the group and begin the discussion of other projects and studies in the area.

Adriel asked everyone around the table to introduce themselves for the benefit of the consultant team and the members of the public in the audience. Then she invited George Gefrich of TranSystems Corporation to introduce himself and his team. George briefly discussed his experience on other challenging transportation projects with TranSystems and in his prior role at the Rhode Island Department of Transportation. Ken Livingston of Fitzgerald & Halliday, Inc. introduced himself and his team-members, Marcy Miller and Leslie Black.

Administrative Items

Adriel recalled the questions at the previous meeting regarding how the public would be kept informed about the study and meetings. She stated that public participation is a crucial part of this study and a web site, www.hyannis-access.com, has been developed to support this effort. It is now online. All project documents - such as meeting announcements and agendas, summaries, and presentations - will go on the website. There will also be a place for people to submit comments and get on the mailing list. She encouraged everyone to check the web site often and to let others know about it.

Adriel asked Task Force members if there were any questions or concerns about the meeting summary which was distributed via email prior to the meeting. There were none, so she informed members that the summary would be posted to the web site. She then thanked Task Force members for their comments and input to the Scope of Work. She stated that the scope was revised based on the input received and then emailed to all members. She asked if there were any additional questions or concerns about the Scope of Work. There were none.

Overview of Existing Projects and Studies

Adriel said the purpose of reviewing existing projects and studies is for everyone to start the study on the same page, with a solid understanding of local projects and their expected impacts. The idea is to conduct a systematic analysis to arrive at meaningful next steps. Status, main characteristics, key issues, and local and regional impacts would be covered for several projects in the area. Projects nearest completion would be covered first followed by projects in more preliminary stages. She asked that the Task Force provide input, especially in the area of expected local and regional impacts. She pointed out that all the input would be recorded by Leslie on the flipcharts. She proceeded with the presentation and invited George Gefrich to describe the typical project life cycle for background information. George described how a planning study is usually

the first step in examining a transportation problem. He stressed that the desired outcome of a planning study is a set of recommendations that are well-supported by the Task Force and the public. Consensus is reached through a thorough examination of existing conditions and projections of future conditions, followed by the development of a wide variety of conceptual alternatives, which are eventually refined and culled into the set of recommendations. Significant input from the Task Force and public is taken throughout the study process. If the project has sufficient support, it moves to the environmental process, which involves more detailed engineering design. George described a number of different types of environmental analyses, which depend on the complexity of the project. Following the environmental process is the Metropolitan Planning Organization's (MPO) funding process (to pay for implementation), described in more detail in a handout which was provided at the sign-in table. This is followed by final design and implementation. In response to questions about the typical length of the environmental process, George explained that it varies greatly depending upon the complexity of the project.

Adriel reviewed the basics of the Bearses Way project, which involves reconstruction from Route 28 to Pitcher's Way. The intersection with Enterprise Road is being signalized, sidewalks and bicycle accommodations are being provided, and exclusive turning lanes at Enterprise Road and Route 28 will be provided. It is under construction and 60 percent complete. In addition to improving travel between Route 132 and 28, access to the mall and downtown Hyannis is to be improved. Adriel then asked for the Task Force to provide input and ask questions. It was asked if the utility poles would be removed. Yes. Cynthia Cole raised a concern about the current striping on Bearses Way at Route 28, which she felt does not indicate clearly in which lane drivers should be. Drivers end up in the left-hand turn lane, but continue across the intersection in the direction they wish to go. Paul Niedzwiecki explained that the current configuration is temporary, and that when the project is complete, this will be improved. In discussing how Bearses Way provides access to Main Street, it was mentioned that the southern portion of the roadway, south of Route 28, is not being addressed at this time. However, the Town of Barnstable has given some consideration to redesigning the intersection at the Kennedy Rink, which is along Bearses Way south of Route 28.

Adriel then reviewed the basics of another project under construction, Willow Street in Yarmouth. Willow Street turns into Yarmouth Road at the Barnstable town line, which extends to Route 28 and then to Main Street. Together, Willow Street and Yarmouth Road form a vital corridor to downtown Hyannis, the Hospital, and most of Hyannis. Historically, this corridor is often congested from Route 28 all the way to Exit 7 (on Route 6). There have also been safety issues for the left-hand turn movements at the end of the exit ramps to head towards Hyannis. Adriel explained that one mile of Willow Street in the vicinity of Exit 7 is being reconstructed with turning lanes, ramp modifications, and a median installation. Oak Street is being realigned and traffic signals will be installed at the bottom of the Route 6 ramps and also at Higgins Crowell Road.

Task Force members expressed concern that this improvement will push the bottleneck to the Barnstable town line, where the improvement ends. Adriel said that the project team and the Town of Barnstable are aware that this is an issue. She stated that later in the agenda, they will be discussing Barnstable's concept for relief to the congestion of Yarmouth Road. Adriel also

commented that some improvements must be made incrementally. Doc Mosby expressed concern that a landing light extension (for the Airport which abuts the project) is in the direct path of the right southbound lane. Doc asked the Town of Yarmouth to provide more information on this. Margo Fenn agreed to address this. Rob Miceli pointed out that there is a bicycle project that is planned for that area, that would cross Willow Street. Cynthia Cole commented that she is in favor of encouraging people to bike downtown and asked if that project could be incorporated or if it was too late. The team agreed to provide more information on this.

Adriel then discussed the Route 132 project, for which construction is pending. The improvements include widening the road from 2 lanes to 4 between Route 6 and Bearses Way. Three new signals and two signal upgrades are planned. There will also be additional turning lanes and drainage improvements. The key issues include the need to address the volume of traffic that uses the roadway as well as two high accident locations. Paul Niedzwiecki informed attendees that a sewer system improvement has been incorporated into the design and also that the landscaping is an important issue. Rob Miceli asked if the shoulder would be wide enough to accommodate bicycles. There were a couple other questions about the specifics of the design and Paul said that he had the plans at the Town Hall and those details could be provided. Cynthia stated that the additional signals make it more difficult to market Main Street as a destination. She felt that this project would make a potential exit 6½ even more necessary. Others also expressed concern about the number of signals. Paul informed attendees that the lights will be synchronized, which will improve and facilitate traffic flow. Based on the discussion, Adriel commented that the project is intended to benefit year-round residents as well as tourists, by providing for more easy access to the employment hub in Hyannis.

Adriel provided some basic information about the proposed improvements to the Barnstable Municipal Airport, which are currently under environmental review. The Development of Regional Impact Application has been submitted. Adriel informed attendees that part of the proposal is to eliminate the access points to the airport that are now off of the Airport Rotary. A new access road will connect via Attucks Way. The two other access points will be east and west of the rotary. Together these should improve operations at the rotary while also improving access to the Airport. Doc Mosby informed attendees that design work should commence in the fall, and that changes to the road network would likely occur in the next 18-24 months, which is the same timeframe for construction of the terminal. There were concerns about the impacts to residential neighborhoods, since one of the entrance points passes by some residences. There were questions about the funding. Doc answered that the FAA used to pay 95 percent for access roads, but not any more. The plan is to apply for funds through the Transportation Improvement Program. Wendy Northcross commented that the Park & Ride lot at Exit 6 is frequently at capacity and asked if the proposal includes any Park & Ride lots. Doc said that there will be four remote lots between Attucks Lane and the terminal, but their use for Park & Ride has not been discussed. Wendy suggested that this idea be considered.

Next, Adriel introduced a concept being developed by the Town of Barnstable for addressing the congestion along Yarmouth Road. The idea, which is still preliminary, is to construct a new road beginning in the vicinity of Rosary Lane, which would cross Yarmouth Road and the railroad tracks and then connect with Mary Dunn Way. From there it would go south to Route 28. This would allow for the splitting of traffic coming from the Exit 7 area. Those headed west would get

on the new road and those headed east would stay on Yarmouth Road. In response to specific questions about the design, Paul answered that the plans are at the Town Hall and can be viewed there. The desire for a bicycle lane was again mentioned.

Paul expressed some frustration, echoed by others in the room, that the airport rotary is not being directly addressed. He feels that the current projects will only make it easier to get to the rotary, which is already a significant bottleneck. He stated that it is choking off historical Hyannis and the hospital, and that businesses located at the rotary are failing. He stressed that he does not have a solution for the rotary, but that it needs to be studied and considered. Wendy said it confuses tourists – it is a foreign traffic pattern. Doc stated that is too large. Cynthia said it is one acre, but that it is pretty. Adriel and George summarized the sentiment that as an important landmark, any improvements must maintain the scenic character.

Paul then provided the group a brief overview of the Growth Incentive Zone Application, a comprehensive effort to revitalize downtown Hyannis. A growth management department has been created within the Town of Barnstable – a multi-disciplinary group of planners, engineers, economic development experts, etc. Zoning has been simplified from fourteen to seven zones, most of which encourage mixed-use development, with the exception of the transportation zone. Task Force members wanted to hear more about the growth incentive initiative, thus it will be included in a future meeting. Shirley Gomes said getting to the final destination in Hyannis from outside of Barnstable is still an issue. This concern was echoed by Doc, who said that he was at a conference recently where former frequent travelers to Hyannis have chosen other destinations because the traffic has gotten so bad. Robert Jones also said that it is important to get travelers to their final destination. George said that all of these issues would be taken into consideration.

Other Business / Next Meetings

Robert Jones said that the Steamship Authority council meets on the first Thursday and third Tuesday of each month. He asked that our meetings not be scheduled for those days. Adriel said the team would make every effort to avoid those days. Cynthia offered to work with the team to find other locations for the meetings. Finally, the group agreed to meet again in September. The day and time will be determined later.

Hyannis Access Study

Task Force Meeting
Tuesday, September 12, 2006
2:00 PM

Hyannis Transportation Center
Hyannis, Massachusetts

Attendance

Task Force Members and Public who signed in:

George Allaire	Yarmouth DPW Director	Lev Malakhoff	CCC Staff
Rick Angelini	Hyannis COC	Ed Marsney	Hyannis Resident
Robert Berry	Barnstable Resident	Bob Mumford	Cape Cod Commission
Ann Canedy	Barnstable Town Council	David Munsell	Barnstable Planning Board
Mark Carmichael	Mass Highway-District 5	Paul Niedzwiecki	Barn. Asst. Town Mgr
Cynthia Cole	Main Street BID	Wendy Northcross	Cape Cod COC
Jennifer Doyle	MassRIDES	Robert O'Brien	Steamship Authority
Robert Edwards	Yarmouth Resident	Robert O'Leary	State Senator
Mark Ells	Barnstable DPW	Stephanie Ostapowich	Town of Barnstable staff
Peter Fisher	Centerville Civic Assoc.	Joe Potzka	CC Regn'l Transit Authority
Maggie Geist	Assoc. to Preserve CC	John S. Powers	Hyannisport Resident
Allen Goddard	Hyannis Civic Assoc.	Lynne M. Poyant	Town of Barnstable staff
Shirley Gomes	State Representative	Susan Rohrbach	Senator O'Leary staff
M. Jones	Shepley Wood Products	Steve Seymour	Town of Barnstable staff
John Kenney	Hyannis COC	William Taylor	Hyannis Resident
George Kovatek	Cummaquid Resident	Ruth Weil	Town of Barnstable
Deidre Lang	WQRC-Hyannis		

Executive Office of Transportation Staff:

Adriel Edwards	Office of Transportation Planning, Study Project Manager
Douglas Carnahan	Office of Transportation Planning

Consultant Team:

George Gefrich	TranSystems Corporation (Project Manager)
Ken Livingston	Fitzgerald & Halliday, Inc. (Public Participation)
Leslie Black	Fitzgerald & Halliday, Inc. (Public Participation)
Sudhir Murthy	TrafInfo Communications, Inc. (Traffic)
Diane Tsitsos	FXM Associates (Economic Planning & Research)

Meeting Summary

Welcome and Opening Comments

Adriel Edwards welcomed everyone to the third Hyannis Access Study Task Force meeting. She reminded attendees that in accordance with the Executive Office of Transportation's (EOT) policy of an open study process, all Task Force meetings are open to the public, but agenda items are discussed first with Task Force members. She stated that future public informational meetings would provide further opportunity for public comment. Adriel said the website www.hyannis-access.com also provides a forum for public input. Thirty public comments have been received to date, all of which have been responded to by the EOT. She encouraged Task Force members to read the comments which have been submitted. The meeting summary of the June 20th meeting was distributed prior to this meeting and is available on the website for review. A sampling of web cards advertising the web site were provided today and will be available to Task Force members at the October meeting to pass out to the public.

The purpose of today's meeting is to continue the discussion started at the June 20th Task Force meeting on existing projects and studies. A presentation on the Growth Incentive Zone (GIZ) by Barnstable Assistant Town Manager, Paul Niedzwiecki is also planned. A preview of draft study goals and objectives - to be developed more fully in cooperation with the Task Force at a later meeting - will be distributed. Before closing the meeting, the consultant team will report on the data collection efforts.

Existing Projects and Studies, continued

George Gefrich responded to questions posed at the previous meeting regarding shoulder widths planned for Willow Street and Route 132. Shoulders will be limited to 2 feet in the vicinity of the interchanges and 4 feet elsewhere along the project lengths. The shoulders are designed to allow for bicycle travel.

Adriel mentioned that a project will be developed in a future year for the easterly leg of Route 28 from the Airport Rotary to the Barnstable/Yarmouth town line by MassHighway in cooperation with the Town of Barnstable. The project will seek to incorporate the concept being developed for Airport Way, the potential bypass to Yarmouth Road. In the meantime, this section of Route 28 will be repaved. Mark Ells and Mark Carmichael provided some details confirming these efforts.

Adriel responded to questions posed at the previous meeting regarding a potential bike path to the Transportation Center from Yarmouth. She said that there is money for the three towns of Yarmouth, Dennis, and Barnstable to design and construct such a bike path. Adriel provided handouts with the locations, times and dates of the upcoming public hearings.

George Allaire, the Yarmouth DPW Director noted a correction to the map that was then made by George Gefrich.

Adriel informed attendees that an intermodal task force, which was formed prior to the start of this study, has been working on the Park & Ride capacity issue at the lot off of Exit 6. Alternatives are being refined and will be presented at a future Task Force meeting for review by the Task Force before being presented to the public.

Paul Niedzwiecki, Barnstable Assistant Town Manager, gave a presentation on the GIZ. Paul showed a map of the GIZ area which is roughly bounded by Route 28 and the Airport Rotary to the north,

Yarmouth to the east, the Harbor to the south and the West End Rotary and Aunt Betty's Pond to the west. He explained that the GIZ is a plan to encouraging higher density, mixed development in downtown Hyannis while minimizing negative impacts of growth. Among the goals of the GIZ are to provide for more housing for all incomes, encourage a broad range of commercial activity and year-round employment, and to foster the arts. Additional goals include maintaining the historic character of the area, enhancing pedestrian access and improving access to the waterfront. The designation of the area as a GIZ allows for more local control by raising the Development Regional Impact thresholds, the thresholds which typically require review by the Cape Cod Commission. Paul explained that the plan is divided into phases. Paul also discussed the major components that will contribute to the success of the GIZ. He said that the Town of Barnstable restructured its internal departments of the town to encourage interdisciplinary coordination – between economic development, engineering, property management, community planning, and traffic and parking management. In addition, the Town has committed to investing millions of dollars to infrastructure improvements. Another key element of the GIZ is the simplified zoning. Paul described each of the seven zones in detail. For example, the transportation hub district hosts the regional transit center. According to the GIZ, parcels are encouraged for use as parking or transit support. The hope is that centrally located parking will encourage walking, biking and alternative transportation modes.

Wendy Northcross asked when did the “clock start ticking” on the first five – year phase. Paul said on June 14, 2006 when the plan was adopted by the Assembly of Delegates. Paul showed some pictures of residential developments currently underway, indicating that the plan has already encouraged the right kind of development.

In response to questions, Paul said that with 2,000 public parking spaces in the GIZ, there is enough parking but better management is needed, so long-term parkers are parking in the right areas. In response to a question from George Gefrich, Paul said that no parking structure is being constructed for the hospital area.

Bill Taylor expressed concern that bikes were not mentioned in the presentation. Paul responded that sidewalks were extensively considered in the GIZ and bikes are part of every roadway design in Barnstable. A bike path from Willow Street to the Regional Transportation Center and beyond is under consideration, and an east-west bike path south of Route 6 is also being considered. An multi-use path is planned for Rte 132 and Bearses Way.

Before concluding his presentation, Paul opined that exit 6 ½ needs to happen and the Airport Rotary also needs to be fixed, or downtown Hyannis will be choked off. Many important community services are south of the rotary.

Preview of Goals & Objectives: Strategies and Specifics

Adriel reported that study goals and objectives have been drafted based on feedback from the Task Force and the public. Five draft goals have been identified:

1. Improve mobility and transportation choice
2. Protect and enhance the natural and cultural environment
3. Maintain and enhance support for regional economic activity by strengthening transportation networks
4. Improve traffic flow in and around the local focus area

5. Improve safety for motorists, pedestrians, and cyclists

The Task Force was given goal sheets for review. Each goal sheet included:

1. The project purpose (same on each sheet)
2. The desired end product (same on each sheet)
3. Objectives relative to the goal
4. Potential strategies and examples relative to the goal
5. Challenges and opportunities relative to the goal

The Task Force was asked to review the five goal sheets and be prepared at the October Task Force meeting to break into small working groups to discuss the goals and brainstorm on a large number of objectives. Not all objectives will be taken forward to the final draft but a “wide net has been cast” to obtain as much feedback as possible.

Next Steps

George Gefrich reported that traffic counts were taken in the summer of 2006 at 68 locations including 12 intersections. Sudhir Murthy of TrafInfo said he is developing a baseline traffic analysis of existing conditions for 2006 will reflect road movements and turning conditions during AM and PM peak hours during the summer. Model calibrations for the study are being based on these counts. Sudhir reported that he is also examining accident information from MassHighway to identify safety issues. This analysis will involve a comparison with statewide statistics to further identify problems within the study area. Mark Ells of Barnstable DPW offered to contact the local police department to obtain more detailed accident information. George Gefrich thanked Mark and said that TranSystems does often work with the local police to augment the information they obtain from the state.

In response to a question from Mark Ells, George responded that planned future developments are being taken into consideration in the analysis. Diane Tsitsos, of FXM Associates, reported that square footage of future potential development will be added to the model to accurately assess future traffic patterns.

George added that transit options will be considered in the analysis by looking at nodal connections of the existing transit network and the relation of movement of people. Access to hospital and serviceability of the transit system to needy populations will be evaluated. Bike and pedestrian facilities will also be evaluated in the analysis of the movement of people in the study area. Bob Mumford of Cape Cod Commission noted that land use issues would be looked at as part of the study.

Questions/Comments

- Ann Canedy asked if Cummaquid Heights is part of the area being studied. Adriel responded that yes, that area in particular is being considered as part of this study and in general, minimizing traffic through residential areas is a goal of the study.
- Cynthia asked about where traffic counts were taken. Adriel listed some of the general locations and Sudhir listed some specific locations. More information related to data collection will be presented at the October Task Force Meeting.
- Senator O’Leary asked if additional traffic count locations could be made if requested. Adriel responded yes, additional counts could be taken. For example, new data is being gathered to reflect the new Stop & Shop location.

- In response to a question from Cynthia Cole about the prospect of converting Main Street to a two-way roadway, Paul opined that once congestion issues on Route 28 and at the Airport Rotary are addressed, traffic would be less dependent on Main Street as a throughway to other parts of Barnstable. At that time, converting Main Street to a two-way roadway may be a feasible option.
- Cynthia commented that on a recent trip to another state, center turn lanes were used extensively and seemed to have a positive impact on traffic flow. George Gefrich responded that adding a center turn lane to existing roadways requires space. The proximity of buildings and other properties can make that difficult. Adriel commented that there may be opportunities to consider a center turn lanes on certain roadways as the study progresses.

Other Business/Next Meetings

The next Task Force meeting will be held on Tuesday, October 3, 2006 from 2-4 PM with a location TBD.

Hyannis Access Study

**Task Force Meeting
Tuesday, October 3, 2006
2:00-4:00 PM**

**Heritage House Hotel
259 Main Street, Hyannis**

Attendance

Task Force Members and Public who signed in:

Rick Angelini	Hyannis COC	Tom Mullen	Barnstable Land Trust
Ann Canedy	Barnstable Town Council	Bob Mumford	Cape Cod Commission
Cynthia Cole	Main Street BID	David Munsell	Barnstable Planning Board
Jennifer Doyle	MassRIDES	Wendy Northcross	Cape Cod COC
Mark Ells	Barnstable DPW Director	Stephanie Ostapowich	Town of Barnstable staff
Peter Fisher	Centerville Civic Assoc.	Tony Pelletier	Hyannis Civic Assoc.
Allen Goddard	Hyannis Civic Assoc.	Joe Potzka	CC Regn'l Transit Authority
Shirley Gomes	State Representative	Susan Rohrbach	Office of Senator O'Leary
John Kenney	Hyannis COC	Steve Seymour	Town of Barnstable staff
David Luce	MassHighway District 5	Harold E. Tobey	Barnstable Town Council
Lev Malakhoff	CCC Staff	Ruth Weil	Dir. Growth Mngmnt Barn.

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Rachel Bain	Office of Transportation Planning
Douglas Carnahan	Office of Transportation Planning

Consultant Team:

George Gefrich	TranSystems Corporation (Project Manager)
Rob Sweirk	TranSystems Corporation (Transit)
Ken Livingston	Fitzgerald & Halliday, Inc. (Public Participation)
Leslie Black	Fitzgerald & Halliday, Inc. (Public Participation)
Sudhir Murthy	Trafinfo Communications, Inc. (Traffic)
Diane Tsitsos	FXM Associates (Economic Planning & Research)

Meeting Summary

Welcome and Opening Comments

Ms. Adriel Edwards welcomed everyone to the Hyannis Access Study Task Force meeting and thanked Cynthia Cole for arranging for today's meeting location. She reminded attendees that in accordance with the Executive Office of Transportation's (EOT) policy of an open study process, all Task Force meetings are open to the public, but agenda items are discussed first with Task Force members. She stated that there are continuous opportunities for public comment through the web site www.hyannis-access.com. The web site has already received many comments, all of which have been responded to by the EOT. Also, public informational meetings will be held later in the study and will provide further opportunity for public comment. The September 12 meeting summary was distributed to Task Force members prior to the meeting. There were no comments and it is now posted on the website. Business cards with the website address are available to pass out to the public.

Study Area Discussion

Adriel explained the study area by referring to two maps. One map - of the entire Cape (not including the islands) - depicts the area covered by the Cape Cod regional model. This travel demand model includes all the major roads on the Cape and will be used to analyze system-wide impacts that may result from changes in the transportation network. In this sense, the entire Cape is covered. The second map is of the Barnstable area and a portion of Yarmouth which borders Barnstable. A lightly shaded box depicts the local focus area roughly bounded by exits 6 and 7 on Route 6, Route 6A to the north, the West End Rotary, and the ferry area, the hospital, and Main Street to the south. Because this is a large area, certain areas within this area will receive additional analysis, depending on the discipline. For example, certain environmentally sensitive areas, such as the areas east and west of Mary Dunn Road and south of Route 6, may receive additional scrutiny. Certain roadway and intersections will receive additional traffic analysis. Sensitive areas anticipated for further analysis are circled by different colors and patterns for different disciplines and considerations. Adriel asked if any there were any questions or comments about the study area. There were none.

Goals and Objectives Break-out Groups and Discussion

Mr. George Gefrich reviewed the five potential goals of the study (not necessarily in order of priority) which were distributed in draft form at the previous meeting:

1. Improve mobility and transportation choice.
2. Protect and enhance the natural and cultural environment.
3. Maintain and enhance support for regional economic activity by strengthening transportation networks.
4. Improve traffic flow in and around the local focus area.
5. Improve safety for motorists, pedestrians and bicyclists.

George explained that the Task Force would break up into small groups to provide input on the potential goals and objectives and to identify possible strategies to obtain the goals. Each group is to work on one goal, marking up the maps and other hand-outs in order to clarify ideas. George urged members to

prioritize objectives and strategies. A consultant team member will be present at each group's table to record the suggestions and comments. After the break-out sessions, a Task Force member will summarize the group's comments and suggestions for the goals and its objectives and strategies.

The summaries are as follows:

Improve traffic flow in and around the local focus area:

Tom Mullen provided the overview for this goal. He said that in general, the group was pleased with the objectives which were drafted previously. They felt that the first objective – regarding decreasing congestion and reducing delays on the Willow Street/Yarmouth Road corridor – is a major issue that should be a strong focus of this Task Force and this process. Tom said the group felt similarly about objective two and the congestion on Route 28. The suggestion was made to carry the Route 132 designation all the way down to Main Street as a way to reduce motorist confusion. Tom explained that the group agreed with objectives 4 and 5, but suggested that objective 6 be split up as follows:

- #6: Explore exit 6 ½ options.
- #7: Explore other alternatives that are less expensive.
- #8: Explore alternatives to improve the Airport Rotary.

Under “potential strategies and specifics”, the group added to the two which were drafted previously:

- Explore dedicated left-hand turn lanes.
- Consider consolidating curb cuts.
- Consider making the Willow Street/Yarmouth Road corridor one-way South and Camp Street one-way North.
- Improve enforcement of illegal parking.

Under “challenges and opportunities”, the group suggested the following:

- Protect Mary Dunn Road neighborhoods.
- Protect Hyannis neighborhoods and ensure connectivity of neighborhoods/community.
- Respect scenic and historic areas and roadways.

George informed the group that the consultant team has on record the roads that the state has designated as historic, but not the roads which the town has designated as historic. Ruth Weil said she would provide that information. Bob Mumford asked that the Task Force not rule out other solutions for the roadways which may work as well or better than dedicated left hand turns. He said that two-way left turn lanes, median strips to prevent left-hand turns, driveway turn restrictions and consolidation of access points may all be solutions.

Maintain and enhance support for regional economic activity by strengthening transportation networks:

John Kenney provided the overview for this group's discussion. He said that the group discussed many of the ideas that Tom Mullen just reviewed. In general, the group agrees with the objectives which were drafted previously for this goal. In addition, they discussed the GIZ and the impacts it would have on the area. The following points were also offered:

- The hospital expansion in the Industrial Park is expected to have big impacts. This should be considered as part of this study.
- Funding is necessary for the Route 132 construction project.
- The section of Route 132 from Phinney's Lane to the airport should also be considered.
- Deck parking for downtown should be considered.
- Give Exit 6 ½ a strong look.

John said that the group said that a “suburban mentality in an urban environment” is holding Hyannis back. He also said that members of his group discussed the need to reduce through traffic on Main Street. Anecdotally, they are aware that many drivers use Main Street in order to avoid congestion on Route 28 and Route 132. He added that there may be an opportunity to change the Airport Rotary since most of the businesses surrounding it are currently closed. Ruth reiterated that addressing the rotary is a big issue.

Improve safety for motorists, pedestrians and bicyclists:

Lev Malakoff provided the overview for this section. This group suggested that the following be added to the existing four objectives:

- Ensure design-speed of new facilities is consistent with community character (e.g. use traffic calming designs)
- Add signage to inform motorists of timed sequence of lights so that drivers do not speed up to the next intersection.
- Provide signage to inform cyclists when to walk their bikes.
- Provide education programs for cyclists/pedestrians/motorists re: safety rules of the road for all.
- Bring Yarmouth rail trail to downtown and to the ferry area.

Similar to other groups, this group also suggested consolidating curb cuts. Ruth reiterated her concern that too many curb cuts pose safety issues. Cynthia Cole suggested that when possible, developers should be required to design systems parallel to the roadway to accommodate traffic traveling between developments.

Protect and enhance the natural and cultural environment:

Sue Rohrbach provided the overview for this group's discussion. She said that in general, the group agreed with the previously drafted objectives, but would like them to be phrased in a more positive way. For example, instead of the phrase “avoid impacts”, they suggested the phrase “provide protection.” In addition, the following additional ideas were presented for the “potential strategies and specifics” section:

- Landscaping along Route 132 is a big issue.
- Improve landscaping on other roads.
- Landscape buffer zones between roadways and developments.
- Use a branding process when creating new signage.
- Use radio to provide directions and traffic updates.
- Consider implementing other ITS measures such as dynamic message signs.
- Keep the visitor center and bathrooms at the rest area east of exit 6 open all year round.

Wendy Northcross discussed the importance of the number and size of signs. She mentioned the “ladder signs” as an example of a type of sign that is consistent with the community character. This group also stressed the need to protect the integrity of historical areas along Route 6A.

Improve mobility and transportation choice:

Joe Potzka provided the summary for this group’s discussion. He stated that in general, the group agreed with the objectives which were drafted previously. Regarding objective number 1, the group suggested that the objective also focus on providing access to the study area from the upper and lower Cape, and not just focus on access within the area. Regarding objective number 4, Joe pointed out that many of the CCRTA’s vehicles are already equipped with bicycle racks. The group suggested that the objective be instead to provide more bike racks at key destinations. Regarding objective number 5, the group asked that the terms “carpools” and “vans” be used instead of HOVs. To the existing seven objectives, the group asked that the following be added:

- At the Hyannis Transportation Center, use technology to provide traveler information in different languages.
- Find ways to prioritize transit and give visibility to its importance in the region.

Joe continued, saying some specific strategies to prioritize transit and give it more visibility may be to enlarge the bus stops and make service more frequent. He added that a higher level of investment is needed. He suggested that they work with the Cape Cod Hospital to promote transit information. Joe said, “Hyannis is a city,” and added the following points to his overview:

- Develop pedestrian friendly areas.
- Seek safe ways to link alternative modes such as bike paths to transit stations.

Data Collection Progress Report

Adriel introduced this agenda item by saying that this is not a comprehensive review of the existing conditions, but since significant progress has been made, the team wanted to give an update.

Mr. Sudhir Murthy presented some results from the traffic data collection efforts. He showed 3 slides of traffic volumes for Route 6 east of Route 149. The first slide showed how the volumes vary over the course of the year. Sudhir explained that the counts on which this data is based are very reliable. He displayed the last five years’ worth of data which showed a consistent pattern: that traffic varies from a low of about 40,000 vehicles a day (in both directions) in January to a high of about 75,000 vehicles a day in July and August. The second slide shows how traffic volumes on Route 6 vary over the course of a typical summer week. Volumes are highest on Friday and Saturday. Sudhir also showed how traffic volumes vary over the course of a each day during the summer. Although volumes remain relatively high over the course of the entire day, they peak about mid-morning. Again, this was for Route 6 east of Route 149. Sudhir then presented level of service (LOS) and crash numbers for several key intersections. Sudhir explained that the LOS was calculated based on construction being complete on Route 132 and Willow Street. It is important that our analysis account for the work that will be complete in the short term. He also pointed out that the LOS presented is an average for the whole intersection, but that certain

approaches may have better or worse LOS. The Airport Rotary is one of the only two “F”s and also had the highest number of crashes (23 in 2005). It was noted that crashes were recorded in the area of the intersections, but did not necessarily occur directly in the intersection.

Other Business/Next Meetings

The next Task Force meeting will be held on Tuesday, November 14, 2006 from 2-4 PM at the Heritage House Hotel. The next meeting will recap the results of the goals and objectives discussion and provide a comprehensive review of the existing conditions.

Hyannis Access Study

**Task Force Meeting
Tuesday, November 14, 2006
2:00-4:00 PM**

**Heritage House Hotel
259 Main Street, Hyannis**

Attendance

Task Force Members and Public who signed in:

George Allaire	Town of Yarmouth	Quincy Mosby	Barnstable Airport
R.F. Andres	Barnstable Resident	Tom Mullen	Barnstable Land Trust
Robert Berry	Barnstable Resident	Bob Mumford	Cape Cod Commission
Ann Canedy	Barnstable Town Council	David Munsell	Barnstable Planning Board
Peter Doiron	Barnstable Who	Robert O'Brien	Steamship Authority
Mark Ells	Barnstable DPW Director	Stephanie Ostapowich	Town of Barnstable staff
Robert Edwards	Yarmouth Resident	Tony Pelletier	Greater Hyannis Civic Assoc.
Margot Fenn	CCC Staff	Joe Potzka	CC Reg. Transit Authority
Allen Goddard	Hyannis Civic Assoc.	Susan Rohrbach	Office of Senator O'Leary
Shirley Gomes	State Representative	Damaris Santiago	FHWA
John Kenney	Hyannis COC	Bill Scully	MS Transportation Systems
David Luce	Mass Highway District 5	Steve Seymour	Town of Barnstable staff
Lev Malakhoff	CCC Staff	Harold E. Tobey	Barnstable Town Council
Ed Marony	Barnstable Patriot		

Executive Office of Transportation Staff:

Adriel Edwards	Office of Transportation Planning, Study Project Manager
Rachel Bain	Office of Transportation Planning
Douglas Carnahan	Office of Transportation Planning

Consultant Team:

George Gefrich	TranSystems Corporation (Project Manager)
Rob Swierk	TranSystems Corporation (Transit)
Ken Livingston	Fitzgerald & Halliday, Inc. (Public Participation and Environmental)
Sudhir Murthy	Trafinfo Communications, Inc. (Traffic)
Frank Mahady	FXM Associates (Economic Planning & Research)

Meeting Summary

Welcome and Opening Comments

Ms. Adriel Edwards welcomed everyone to the Hyannis Access Study Task Force meeting and thanked Cynthia Cole for arranging for today's meeting location. She reminded attendees that in accordance with the Executive Office of Transportation's (EOT) policy of an open study process, all Task Force meetings are open to the public, but agenda items are discussed first with Task Force members. She stated that there are continuous opportunities for public comment through the web site www.hyannis-access.com. The web site has already received many comments, all of which have been responded to by the EOT. Also, public informational meetings will be held later in the study and will provide further opportunity for public comment. Adriel welcomed Quincy "Doc" Mosby as a new Task Force member representing the Barnstable Municipal Airport.

The October 3rd meeting summary was distributed to Task Force members prior to the meeting. Tom Mullen had requested some minor clarifications to the summary. Adriel reviewed these changes, and stated that the final version is now posted on the web site.

Goals and Objectives

Adriel reviewed the development of the goals and objectives which occurred at the previous meeting through break-out sessions and discussions. She stated that in general, Task Force members seemed pleased with the draft goals and objectives as they were presented, but requested more positive language. Through the discussions, a number of "recurring themes" surfaced. Adriel listed these:

- General congestion: Rte. 132, Rte. 28, Willow Street and Yarmouth Road
- Safety
- The hospital and the hospital expansion
- The Airport Rotary
- Exit 6 ½
- Alternatives to, or complementing, exit 6 ½
- Parking
- Technology
- Signage, signage, signage
- "Hyannis is a City"

Task Force members also provided a number of additional ideas and comments. Adriel informed attendees that Planning and the consultant staff incorporated as many of these comments as possible. As a result, the goals and objectives are extensive and comprehensive - as intended. She pointed out that a variety of parties and agencies may ultimately be responsible for evaluation and implementation of these various objectives. Over the course of the study, priorities and trade-offs will emerge. Adriel stated that this is an EOT study, which implies that the focus will be on state-owned facilities and state-provided services. Many of the destinations in Hyannis are accessed by town-owned roadways. The goal is to improve overall mobility to those destinations by improving the facilities and services under the state's jurisdiction. Other recommendations that complement and support those improvements may be made. Adriel informed attendees that she will post the finalized goals and objectives to the web site.

Harold Tobey referenced the “Recurring Themes” document and expressed concern about mentioning alternatives to a new exit 6½. Adriel explained that the Planning Office was charged to evaluate a broad range of transportation improvement alternatives. While exit 6½ will be considered as a specific alternative, other improvements to existing infrastructure and non-infrastructure alternatives are also being considered. The goal is to improve mobility in the study area in the most effective manner possible without a pre-determined alternative. In response to a question from Ann Canedy, Adriel and George Gefrich responded that in addition, there may be recommendations made for local roads that would be under the authority of local towns to implement. As this is a comprehensive study, all improvements both small and large will be considered.

Evaluation Criteria

George Gefrich distributed a draft hand-out of potential evaluation criteria. Evaluation criteria are measures that are used to assess whether - and to what extent - the goals and objectives of the study are met. In most cases, the criteria are quantitative in nature. For example, to measure the reduction in congestion, queue lengths and levels of service at key intersections will be calculated. In other cases, the criteria are qualitative. For example, determining whether a particular alternative impacts or enhances the visual environment will be based on subjective input. The hand-out was organized by the agreed-upon goals of the study and listed one or more criterion per objective along with comments on the source of information that would be used to make the assessment. These criteria will be applied to the various transportation improvement alternatives being considered. George stated that the criteria are based on a 20-year planning horizon. He reviewed all the criteria that would be examined for each objective.

Tom Mullen pointed out that under the environmental goal, one of the objectives should be to “protect groundwater supplies.” It was noted that it was an oversight to omit this and it would be added to the document. Requests were also made to elaborate on the bicycle and pedestrian objectives under the mobility goal. George agreed to this and said that in some cases capacity improvements are necessary and in other cases new connections would be most beneficial. Allen Goddard brought up the issue of freight, expressing concern over the volume of freight served by the Hyannis harbor to the islands. He suggested that New Bedford and other ports be used to carry more freight to the islands. Damaris Santiago asked to what extent will noise impacts be considered in this study. Mark Ells asked about nutrient loading assessments and other environmental issues. George replied that this study is a feasibility study, and as such the environmental issues are addressed more qualitatively than quantitatively. A qualitative assessment will identify potential issues or areas of concern where further study would be required during any subsequent environmental study as required by Federal and State regulations. Adriel presented an overview of the EOT planning process and where this study fits. Recommendations from this study would then proceed into a more detailed study as required by NEPA and MEPA.

George then presented a sample evaluation matrix which would be used to compare various strategies to each other.

Existing Conditions

The remainder of the meeting consisted of presentations on the existing conditions data collection tasks for socio-economics, traffic, and environmental conditions.

Socio-Economics

Frank Mahady presented socio-economic data for the study area as a whole and also for Barnstable's Growth Incentive Zone specifically. Frank reported that about 12,000 people live in the study area and the population will grow to about 13,000 by 2010. 30% of the study area's population lives in the GIZ area. Businesses in the study area employ about 30,000 people and almost \$3 billion in sales is generated annually. Approximately 40% of both the employment and sales occurs within the GIZ. The biggest sectors are service and retail, followed by transportation and communication. Frank reported that the population for both the town and the county is expected to continue to grow. According to the Massachusetts Institute for Social and Economic Research, the population of the town of Barnstable is expected to grow to over 65,000 by 2020 and to almost 300,000 for the county. Frank also showed a graphic which displayed the population distribution by age group. This revealed that today, a large majority of the population (about 70%) is between the ages of 20 and 65 and this is expected to be true in the future as well. Frank then reviewed a number of statistics related to employment by occupation type for the study area and the GIZ specifically. Frank displayed Census journey to work data, showing that a large majority (85%) of the area's residents drive to work. However, large numbers also walk and carpool. In the GIZ specifically, 276 walk and 255 carpool. Frank concluded his presentation by saying that more work needs to be done to identify where shifts in demographics are expected over the next 20 years due to the GIZ, how these changes will affect travel demand, and what infrastructure improvements will best serve the needs of the area.

Robert Berry asked Frank about the accuracy of the data and the methods used to develop the forecasts. Frank stated that a variety of public and proprietary data sources were consulted to develop a composite picture. While there are inherent uncertainties with any forecasting model, he is confident about the projections presented based on his expertise in the field and the general protocol followed in this process.

Traffic

Mr. Sudhir Murthy reviewed some slides which he presented at the previous meeting for background information and then also presented some new work.

He showed 3 slides of traffic volumes for Route 6 east of Route 149. The first slide showed how traffic volumes vary over the course of the year. Five years' worth of data was graphed and it showed a consistent pattern: that traffic varies from a low of about 40,000 vehicles a day (in both directions) in January to a high of about 75,000 vehicles a day in July and August. The second slide showed how traffic volumes on Route 6 vary over the course of a typical summer week. Volumes are highest on Friday and Saturday. Sudhir also showed how traffic volumes vary over the course of a each day during the summer. Although volumes remain relatively high over the course of the entire day, they peak about mid-morning. The most pronounced peak is on Saturday in the AM. Again, this was for Route 6 east of Route 149.

Sudhir reviewed the data sources on which his work is based. An extensive data collection effort was undertaken to provide the study with a current, complete picture. Sudhir then explained the traffic flows into and out of the study area which revealed overlapping traffic patterns. For example, a lot of north-south traffic flows on Phinney's Lane and much of the east-west traffic flows along Route 28, Route 132 and Main Street. He also showed turning movement counts at a few key intersections. These showed the predominant moves in the study area. Sudhir reviewed the level of service at many intersections within the study area, reminding attendees that the LOS is based on successful completion of the projects which are

currently under construction or soon to be constructed. This includes Willow Street, Route 132 and Bearses Way. He also showed the total number of crashes at several key intersections between 2003-2005 as well as the specific locations of all the crashes in the study area in 2005. Sudhir reminded the audience that several of the high accident locations are being addressed with current projects.

By reviewing the traffic volumes and patterns, the team determined that the summer Saturday morning period should be used as the time period in the traffic model. Sudhir explained that the volumes and patterns are similar on Saturday to the weekday PM peak. There was a discussion regarding whether the Saturday morning time period is a correct representation of traffic patterns in the study area. Sudhir explained that much consideration went into this recommendation and the belief is that this time period will correctly represent and be the correct peak period of traffic representing traffic flow during a variety of non-peak situations, i.e. Friday evening or off-season travel periods.

Environmental

Mr. Ken Livingston presented an overview of how environmental resources were identified in this study. Ken utilized existing data sources and reports including the prior Exit 6 ½ Study, the Barnstable Airport EIR, MassGIS, Cape Cod Commission data, and Town of Barnstable information. He stated the two primary issues in the study area are groundwater supply for the Town's drinking water and historic Route 6A. At the end of the presentation, he stated this study will identify potential issues and opportunities to be considered in the development of transportation alternatives. The review of environmental conditions will highlight potential "red flags" or areas that may need a heightened level of concern or review in subsequent stages of the project development process.

Other Business/Next Meetings

The next Task Force meeting will be held on Tuesday, December 12, 2006 from 2-4 PM at the Heritage House Hotel. This December meeting will focus on transit and transportation demand management services in the area. We will hear from the Cape Cod Regional Transit Authority, MassRIDES, the statewide travel options program, and EOT's Park & Ride coordinator about options for the commuter lot at exit 6 on Route 6.

Hyannis Access Study

Goals and Objectives of the Study	Evaluation Criteria How to Measure each Alternative? (Quantitative and Qualitative)	Comments/Source
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Improve traffic flow in and around the local focus area

Decrease congestion and reduce delays	Average speed	Highway Capacity Manual/Synchro
	Queue lengths at key intersections; Level of service (LOS) at key intersections and links	Highway Capacity Manual/Synchro
Minimize local street impacts	Changes in forecast traffic volumes on key local streets	Travel demand forecasting model

Improve safety for motorists, pedestrians and bicyclists

Eliminate/improve hazardous situations	Focus on hot spots from crash records - changes in contributing factors to safety hazards	Detailed analysis of crash data and qualitative assessment of safety improvements
Ensure adequate weave areas, accel/decel, sight distances	Number of deviations from AASHTO and MassHighway guidelines	AASHTO and MassHighway guidelines
Improve signage	Completeness and accuracy of existing signage; potential for sign branding; number of additional signs	Field survey
Ensure design speeds consistent with community character	Traffic calming measures used	

Improve mobility and transportation choice

Explore expanding public transportation and ITS	# of routes, ridership, frequency of services	
Find ways to prioritize transit	Ridership numbers, frequency of service	
Improve coordination of existing services and safe links to and from alt. modes, such as bike/ped paths to transit stations	Count modal connections, bike and/or pedestrian paths, lanes, racks and other facilities	

Protect and enhance the natural and cultural environment

Improvements should reflect the scenic character of the Cape		
Provide protection to residential and business properties		
Protect ground water supplies	Net increase in impervious surface; Avoidance of activity in wellehad	Consultation with Cape Cod Commission Water Resources Office
Minimize impacts/enhance visual environment	Description of changes in views at representative locations	Field survey
Protect wetlands	Number of wetlands affected and square feet of encroachment	Mass/GIS and town records
Protect habitats	Number of habits affected and square feet of encroachment	Mass/GIS and town records
Improve regional and local air quality	Within regional emissions targets (macro analysis)	Air quality conformity process
Protect historic/archeological resources	Specific resources affected and degree	Mass/GIS and town records
Protect parkland/conservation land.	Specific park/conservation land affected and degree	Mass/GIS and town records
Properly address contaminated areas	Description of effect on any such areas and measures to appropriately address	Mass/GIS and town records
If impacts cannot be avoided, minimize them	Mitigation measures for selected alternative(s)	Study recommendations

Maintain and enhance support for regional economic activity by strengthening transportation networks

Maintain/improve Hyannis connections/accessibility for residents, employees, visitors	Auto and transit access modes into Hyannis	
	Travel times to Hyannis resident, business, institutional destinations	Traffic model; analysis of economic activities and potential
Provide ease of freight movements into/out of Hyannis	Travel times for trucks to study area businesses and institutions	Traffic model; analysis of economic activities and potential
Support new development within the Growth Incentive Zone District	Accessibility to/from GIZ compared to other potential growth locations	Traffic model; analysis of economic activities and potential

Hyannis Access Study

**Task Force Meeting
Tuesday, December 12, 2006
2:00 PM**

**Heritage House, Hyannis, MA
Hyannis, Massachusetts**

Attendance

Task Force Members and Public who signed in:

George Allaire	Yarmouth DPW	David Munsell	Barnstable Planning Board
R. F. Andres	Barnstable Resident	Paul Niedzwiecki	Barn Asst Town Mgr
Rick Angelini	Hyannis COC	Wendy Northcross	Cape Cod COC
Robert Berry	Barnstable Resident	Robert O'Brien	Steamship Authority
Ann Canedy	Barnstable Town Council	Stephanie Ostapowich	Town of Barnstable staff
Peter Doonan	Barnstable WHO	Joe Potzka	CC Reg Transit Authority
Jennifer Doyle	MassRIDES	John S. Powers	Hyannisport Resident
Robert Edwards	Yarmouth Resident	Susan Rohrbach	Senator O'Leary staff
Peter Fisher	Centerville Civic Assoc	Steve Seymour	Town of Barnstable staff
Allen Goddard	Hyannis Civic Assoc	Mark Thompson	Independence Park, Inc.
James Haidas	Cooke's Restaurant	Harold Tobey	Town Councilor
Ed Lambert	Cape Cod Aggregates	Steve Voluckas	Hyannis Resident
Deidre Lang	WQRC	Ruth Weil	Town of Barnstable staff
John Kenney	Hyannis COC	Joshua Wyman	Boston-Wyman, Inc.
Lev Malakhoff	CCC Staff	(Burger King)	
Tom Mullen	Barnstable Land Trust	Michael Wyman	Boston-Wyman, Inc.
Bob Mumford	CCC Staff	(Burger King)	

Executive Office of Transportation Staff:

Adriel Edwards	Office of Transportation Planning, Study Project Manager
Rachel Bain	Office of Transportation Planning
Douglas Carnahan	Office of Transportation Planning
Paul Nelson	Office of Transportation Planning

Consultant Team:

George Gefrich	TranSystems Corporation (Project Manager)
Ken Livingston	Fitzgerald & Halliday, Inc. (Public Participation)
Leslie Black	Fitzgerald & Halliday, Inc. (Public Participation)

Meeting Summary

Welcome and Opening Comments

Ms. Adriel Edwards welcomed everyone to the latest Hyannis Access Study Task Force meeting. She reminded attendees that in accordance with the Executive Office of Transportation's (EOT) policy of an open study process, all Task Force meetings are open to the public, but agenda items are discussed first with Task Force members. She said the web site www.hyannis-access.com provides continuous opportunity for public comment. Also, future public informational meetings will provide further opportunity for public interaction. If there is time remaining after the meeting, comments from the public audience can be addressed.

She informed attendees that the November meeting summary was distributed via email prior to today's meeting. There were no comments and it now posted on the website. Business cards with the website address are also available to Task Force members to pass out to the public.

Adriel reviewed for attendees the progress made to date with the study. Existing projects in the area were reviewed, and goals and objectives have been established. Data on existing conditions has been collected, analyzed and presented. The next planning study tasks involve understanding the future conditions and developing alternatives. This study will involve both roadway and non-roadway recommendations, and today's focus is on the non-highway components: transit services, travel demand management, and the Route 132 Park & Ride lot. Each presenter will cover existing conditions and services as well as options and opportunities for the future.

CCRTA Transit Services: Existing Conditions, Issues and Opportunities

Mr. Joseph Potzka began with background information on the Cape Cod Regional Transit Authority, saying the Authority's mission is to plan, provide, regulate and coordinate public transit service for the region. The CCRTA includes the 15 Cape towns from Bourne to Provincetown. CCRTA's services include para-transit (b-bus) service, which is a demand responsive, dial-a-ride service for eligible riders; Boston Hospital Transportation, which offers service to 15 Boston Medical facilities from several pick-up stops on the Cape; fixed regional and local routes; summer shuttles with connections to the airport and the beaches; contract services for human services; Council on Aging transportation; and intercity capital assistance. The annual ridership in 2006 approached 660,000 with 47% riding fixed routes, 35% using demand response services and 18% using contract services. Whereas b-bus ridership and ridership on the contracted services is fairly stable throughout the year, fixed route ridership rises significantly in July and August. The CCRTA does not provide school bus, tour & charter, intercity, taxi, rail, or air & ferry services.

Issues for the CCRTA include:

- Most routes are destination rich but origin poor, meaning that it is easier for riders to reach their final destination from the route than it is for riders to reach the route from their home or point of origin.
- The environment along the main routes is not pedestrian friendly.
- Main Street is one-way west-bound, which makes east-bound service to Main Street difficult. The east-bound route is on another road parallel to Main Street and riders must walk to reach Main Street.
- Ridership is low to and from the Barnstable Airport.

- Most riders are transit-dependent and not by-choice riders.

Joe commented that the challenge is for the CCRTA to make the services convenient enough for choice riders. He added that transit must become a community priority to succeed. He also feels that it must be prominent, frequent, and convenient in order to play a role in reducing traffic congestion.

Joe advocated for the recommendations contained within the “Five Year Transit Service & Capital Plan for Massachusetts RTAs” which recommends restoration of service to the levels that existed prior to 2002. It also recommends that service be provided earlier and later in the day and on weekends, and that the frequency of service be increased. It also recommends expansion of service to underserved areas.

Mr. David Munsell asked Joe about the local Villager route between Hyannis and Barnstable Village. Joe replied that the route is not pedestrian friendly, takes too long, and is not conducive to fast, easy service.

Other Transit Services, Overall Transit Issues and Opportunities

Mr. Robert Swierk from TranSystems presented information on other transit services including intercity bus service by Plymouth & Brockton as well as Peter Pan/Bonanza, rail service on Cape Cod Central, ferry service provided by the Steamship Authority and Hy-Line Cruises, and air transportation via the Barnstable Municipal Airport.

Rob echoed some of the issues Joe mentioned and highlighted some other issues for transit services in the area:

- There is a need for more operating funding to improve service frequency.
- Service levels are highest in the summer, but this contrasts with attendance at the community college and holiday retail employment, both of which are highest during the off-season.
- There is a lack of parking availability at terminals.
- Roadway approaches to ferries are congested.

Rob elaborated on some of the opportunities for transit services which Joe had mentioned previously, namely to increase the visibility of transit services by improving transit information with on-street signs, maps, kiosks, and via the media such as web, phone, radio, and newspaper advertisements. He also suggested that:

- Connections be improved to facilitate transfers between modes
- Cross-promotion of transit occur with partnerships between retail, employers, transit
- Roadway projects include targeted pedestrian improvements

Mr. Paul Niedzwiecki asked if Rob could give examples of targeted pedestrian improvements. Rob informed attendees that the Route 132 reconstruction project would include pedestrian improvements. Paul commented that the width of certain roads, like Route 132 and Bearses Way make it difficult to provide for safe pedestrian crossings. Rob commented that some roadway treatments address wide roads. For example, sometimes it's possible to pinch the route in one location or provide an island for pedestrians half-way across.

Wendy Northcross informed attendees that the work of the Cape Cod Transit Task Force resulted in a Smart Guide (see www.smartguide.org) which promotes transit and teaches tourists how they can travel to and around the Cape without a car.

A question was asked about the estimated baseline of traffic flow that uses transit and the impact on current congestion on a peak Saturday. Adriel responded that information would be obtained and responded to off-line.

Rob explained that next steps would involve the development of improvement options and the development of conceptual costs and benefits. Improvement options will be integrated with roadway and other non-roadway improvements. He asked for additional input for recommendations, and gave his contact information: rswwierk@transystems.com (781) 333-3724.

MassRIDES Travel Options

Jennifer Doyle of MassRIDES presented information on the statewide program that offers free assistance to commuters, employers, and students on alternative travel options. Through their toll-free, bilingual hotline (1.888.4COMMUTE) and their web site (www.commute.com), MassRIDES assists travelers find other carpoolers, vanpoolers and the transit options that available to them. Jennifer explained that MassRIDES maintains an extensive ride-matching database which currently contains 10,000 commuters' schedules and home and work addresses. In addition to working with individuals, MassRIDES also partners with area employers to map employee origins and customize plans of mobility and access to worksites. Jennifer listed the many benefits to employers that partner with MassRIDES, including tax benefits, enrollment in the "emergency ride home program", and increased recruitment and retention, among others.

Jennifer reviewed the results of her outreach in the region so far. She listed the current partners on the Cape:

- Barnstable County
- Town of Barnstable
- Cape Cod Hospital
- Cape Cod Community College
- Cape Cod Chamber of Commerce
- Cape Cod Regional Transit Authority
- Cape Cod Commission
- Plymouth & Brockton

Since beginning work in the Barnstable/Yarmouth area in 2003, MassRIDES has registered close to 200 participants. Jennifer plans to increase employer participation, work with stakeholders to promote the program, implement incentive programs, and increase registrants in the MassRIDES database.

Jennifer informed attendees that she will soon be meeting with the management at the Cape Cod Mall and the Barnstable Municipal Airport. Jennifer encouraged input and provided her contact information: Jennifer.doyle@eot.stae.ma.us (617) 892-6086.

Route 132 Park & Ride

Paul Nelson presented information about the statewide Park & Ride program and the lot at exit 6 at Routes 6 and 132 specifically. Paul informed attendees that it is MassHighway policy to provide free

parking along major routes, prioritizing daily commuters. The Route 132 lot utilization is over 100% most days of the week. The site is constrained by a travel plaza, a septic system, steep grade changes on perimeter lands, privately owned land, and Route 6. Options being considered include:

- Use the Hyannis Transportation Center for overflow parking.
- Use the Cape Cod Community College for overflow parking.
- Increase the frequency of Plymouth & Brockton bus service to the outer Cape, so some commuters will park in Harwich.
- Build or lease another parking lot for use by the Plymouth & Brockton Logan Direct patrons or by the charter buses.
- Construct a parking structure at the existing location.
- Expand the Route 132 lot into the unused sections of the travel plaza.
- Ban overnight parking on Route 132 lot.
- Segregate overnight parking to specific section of the lot.

Each option had some benefits such as increasing parking capacity for daily commuters and some disadvantages, such as increased cost or less convenient parking elsewhere.

Paul Niedzwiecki suggested that the septic system be sewerred to free up the septic field. He also suggested that the Cape Cod Conservatory might be amenable to having the land used for parking versus a more commercial use. David Munsell asked if a potential new exit 6 ½ would be able accommodate an adjacent parking lot. Mr. L. Malakhoff asked about the lease details of the service plaza. Ed Lambert suggested that fill for the grade changes would be inexpensive compared to other options. The southeast corner of the interchange is vacant land and it was suggested that that option be investigated. Ms. Wendy Northcross suggested talking to agencies such as the Council for Aging and schools to find alternate parking meeting points and shuttle from there rather than use parking at the Park & Ride lot.

Paul thanked the Task Force for their input. He stated that next steps involve developing a set of draft recommendations for the lot to be included as part of the non-highway solutions. Additional input, questions or comments can be directed to Paul at paul.nelson@eot.state.ma.us or at (617) 973-7479.

Intelligent Transportation Systems

Mr. G. Gefrich from TranSystems discussed ITS (Intelligent Transportation Systems) as a consideration for helping to meet the transportation flow needs of the community. ITS are electronic signage systems that respond to information provided from remote locations in real time. This form of signage can encourage different transportation route choices based on information relayed to travelers. Mr. Gefrich asked the Task Force to give thought to where the best locations for ITS would be in the transportation system such as along Route 6, Yarmouth Road, and Route 132.

Other Business/Next Meetings

The next Task Force meeting will be held on Tuesday, January 9, 2007 from 2-4 PM with the location to be determined. Independence Park and Cape Cod Hospital will be topics of presentations at that meeting.

Hyannis Access Study

Task Force Meeting
Tuesday, January 9, 2007
2:00 PM

Hyannis Golf Course
Route 132
Hyannis, Massachusetts

Attendance

Task Force Members and Public who signed in:

Steve Abbott	Cape Cod Healthcare	Paul Lorusso	Cape Cod Aggregates
George Allaire	Yarmouth DPW	Lev Malakhoff	CCC Staff
Rick Angelini	Hyannis COC	Quincy Mosby	Barnstable Airport Mgr
Robert Burgmann	Town of Barnstable Staff	Tom Mullen	Barnstable Land Trust
Ann Canedy	Barnstable Town Council	Bob Mumford	Cape Cod Commission
Mark Carmichael	MassHighway District 4	David Munsell	Barnstable Planning Board
Kathie Charboneau	Resident	Paul Niedzwiecki	Barn. Asst Town Mgr
John Diaz	Greenman-Pedersen, Inc.	Wendy Northcross	Cape Cod COC
Peter Doiron	Barnstable WHO	Robert O'Brien	Steamship Authority
Jennifer Doyle	MassRIDES	Stephanie Ostapowich	Town of Barnstable staff
Joe Dugas	C.S.R. H.G.T. Inc.	Joe Potzka	CC Reg Transit Authority
Margo Fenn	Cape Cod Commission	Susan Rohrbach	Senator O'Leary staff
Peter Fisher	Centerville Civic Assoc	Steve Seymour	Town of Barnstable staff
Allen Goddard	Hyannis Civic Assoc	Tony Shepley	Shepley Wood Products
Greg Hunt	Cape Cod Healthcare	William Taylor	MASSBIKE
Don Keeran	Assoc to Preserve CC	Mark Thompson	Independence Park, Inc.
John Kenney	Hyannis COC	Harold Tobey	Town Councilor
Ed Lambert	Cape Cod Aggregates	Steve Voluckas	Hyannis Resident
Deidre Lang	WQRC	Ruth Weil	Town of Barnstable

Executive Office of Transportation Staff:

Adriel Edwards	Office of Transportation Planning, Study Project Manager
Rachel Bain	Office of Transportation Planning
Douglas Carnahan	Office of Transportation Planning
Paul Nelson	Office of Transportation Planning

Consultant Team:

George Gefrich	TranSystems Corporation (Project Manager)
Robert Swierk	TranSystems Corporation
Ken Livingston	Fitzgerald & Halliday, Inc. (Public Participation)
Leslie Black	Fitzgerald & Halliday, Inc. (Public Participation)
Sudhir Murthy	Trafinfo
Frank Mahady	FXM Associates

Meeting Summary

Welcome and Opening Comments

Ms. Adriel Edwards welcomed everyone to the latest Hyannis Access Study Task Force meeting, and thanked Barnstable for hosting the meeting at the Golf Course. She reminded attendees that in accordance with the Executive Office of Transportation's (EOT) policy of an open study process, all Task Force meetings are open to the public, but agenda items are discussed first with Task Force members. She said the web site www.hyannis-access.com provides continuous opportunity for public comment. Also, future public informational meetings will provide further opportunity for public interaction. If there is time remaining after the meeting, comments from the public audience can be addressed.

She informed attendees that the December 12 meeting summary was distributed via email prior to today's meeting. There were no comments and it now posted on the website. Business cards with the website address are also available to Task Force members to pass out to the public.

The purpose of today's meeting is to see presentations relating to future conditions in the area. Specifically, Cape Cod Healthcare President and CEO Stephen L. Abbott will present future expansion plans for the Cape Cod Hospital. Tony Shepley of Shepley Wood Products and Mark Thompson of Independence Park Inc. will present future growth expectations for Independence Park.

Cape Cod Hospital and its expansion to the Independence Park area:

Stephen Abbott, Cape Cod Healthcare President and CEO opened his presentation with a discussion of an optimal location for a new health care facility on the Cape. Priorities would include a central location, sufficient land, ease of access, proximity to Route 6, and ample parking. The site adjacent to Independence Park in Hyannis was chosen for these reasons.

Mr. Abbott listed the facilities and services of Cape Cod Healthcare. This umbrella organization includes the Cape Cod Hospital, the Falmouth Hospital, a skilled nursing facility, an assisted living facility, and multiple outpatient facilities. The organization also provides mental health services and includes the Cape's largest home health services agency (VNA). The total number of employees across all these locations is 4,650 with a net revenue of \$540 million in 2006. Mr. Abbott said that today's presentation would focus on the Cape Cod Hospital and the new planned facility.

Mr. Abbott discussed the growth of services at the Cape Cod Hospital. Already the busiest emergency room in the state in the summertime, emergency room visits increased to 84,000 in 2006 - a 5,000 increase over 2005. There were 56,000 emergency room visits in 1996. Year-round, the Cape Cod Hospital has one of the top three busiest emergency rooms in the state. He showed slides depicting the growth in the number of outpatient surgeries, MRI scans, and CT scans at the hospital since 1993. Mr. Abbott explained that the main hospital would stay at the downtown location for some time. A significant amount of funds, on the order of about \$200 million, would be necessary to completely relocate the downtown facility. Also, the downtown location has recently been expanded with a new unit of 30 beds in private rooms. About 40-50 new parking spaces have also been created.

Mr. Abbott explained that outpatient services do not require beds – as they are services that are performed within a day. Therefore, it is possible to provide these services at a different location. The new facility will therefore be an outpatient facility with an imaging center, an urgent care center, and a women's

center among other services. It will be called the “Ambulatory Care Center” and the plan is to also provide some medical offices. Mr. Abbott said that Cape Cod Healthcare purchased 42 acres from Cape Cod Aggregates for the development. The site is just north of BJ’s Club, east of Phinney’s Lane and west of Independence Drive.

Some characteristics of the development include:

- 263,100 square feet when fully complete
- Prime office space for physicians
- 3,728 car trips per weekday
- 1,471 car trips per Saturday
- Many of these trips are existing trips currently made to the Cape Cod Hospital.
- Phase 1 target about 30,000 square feet
- Phase 2 target an additional 54,000 square feet approximately
- The phasing and final size of the development will be determined by funding.

Mr. Abbott stated that this information is documented in CC Healthcare’s approved Development of Regional Impact Application to the Cape Cod Commission, which is five years old. The Commission will provide a copy to EOT.

Harold Tobey asked Mr. Abbott if traffic impacts were examined. Mr. Abbott replied that he believes that 6 ½ would provide more direct access to the planned facility as well as relieve traffic to the downtown location. Cynthia Cole asked if the plans included moving the emergency room to the new location. Mr. Abbott said that the new location would not serve any emergency visits, and will not be able to accept ambulances. He explained that it is important to keep the emergency room at the downtown location because of the critical systems that support it. Those systems must stay with the in-patient facility, at least for the foreseeable future. Rick Angelini asked whether the new facility would generate new jobs or if some of the organization’s 4,650 employees would shift to the new location. Mr. Abbott said that it depends on the population projections for the Cape and the demand for services. Tom Mullen considers the new development a great concept and asked how much of a difference a new exit would make since the travel time between the proposed new exit and exit 6 is two and half minutes. Mr. Abbott said that critically ill patients would not be coming to the new facility as it is not an emergency center. Adriel asked if any infrastructure in the area is needed for the new facility. She also asked about the timeline of the development. Mr. Abbott said that the main issue is funding, but that the recruitment of doctors is also a challenge. He commented that there has been significant philanthropic support for the downtown location and for the recruitment of doctors, and his organization is working to generate support for the new planned facility as well. In addition, the lack of prime office space in the mid-cape area is also an issue and that is why the plans include space for about 10 physicians and specialists. He added that the new development would continue, however, whether or not 6 ½ is built. He considers there to be no other suitable location with sufficient land for such a development.

Discussion followed about whether housing for the facility’s staff would be built in the vicinity of the new location to reduce traffic impact. Ed Lambert of Cape Cod Aggregates said that CCA owns 40-50 acres that would be an ideal site for housing for medical personnel.

Independence Park:

Adriel invited Tony Shepley, of Shepley Wood Products in Independence Park, to speak to the Task Force about his views on the traffic patterns in the area, business growth and the benefits of a new exit. Mr. Shepley explained that his business is a wholesale lumber distribution center serving contractors and not the general public. He considers the traffic patterns of his employees and customers to be representative of other businesses in the area. With 160 employees and approximately 80 customers patronizing the facility daily, Mr. Shepley estimates about 240 one-way trips or a total of approximately 500 trips are made to and from his facility each day. He estimates that 2/3 of the traffic to his business comes from Route 6 and would use the new exit. Extrapolating, he opined that 2/3 of all the traffic to the Independence Park area would use a new exit instead of Route 132 and Route 28.

Mr. Shepley also discussed truck trips, expressing concern for the safety of truck travel on Route 132 and Mary Dunn in particular. He stated that his fleet has been involved in accidents. He opined that the accidents were caused by over capacity and poor road layout, which he considers symptoms of a road that carries more traffic than for which it was designed.

Mr. Shepley spoke strongly in favor of an exit 6 ½, saying that it would provide safer and easier access for trucks to and from his business. He also remarked that trucks deliver all sorts of goods to the Cape and an exit 6 ½ would serve many other businesses and consumers with more direct access for trucks to make deliveries to business and retail sector. Businesses included in the discussion were Home Depot, Harvey Industries, F.W. Webb, the Cape Cod Mall, and others.

Mr. Shepley said that concerns about undesirable development such as big box stores, strip malls and fast food restaurants could be easily addressed with the Town through zoning.

Mr. Mullen asked if Mr. Shepley if he has considered what the traffic would be like when the Route 132 widening project and the Attucks Lane extension is complete. Mr. Shepley said that he does not consider these improvements to be enough, even including the improvements at Willow Street and exit 7. He suggested a phased approach which would construct a new exit 6 ½ before Route 132 reconstruction is started, to relieve pressure on traffic during the construction phase. Town of Barnstable engineer Bob Burgmann stated that reconstruction of Route 132 is expected to last 2 ½ years. Mr. Shepley also expressed concern about the driving conditions on Route 132 when construction is underway.

Barnstable town resident, Mr. Peter Doiron, disagreed that a new 6 ½ exit would be the answer to the problem.

Mark Thompson, President of Independence Park, Inc., said businesses in Independence Park provide about 5,000 jobs. He said that there are about 45-48 acres of developable land remaining in Independence Park. Ed Lambert added that Cape Cod Aggregates has 100 acres yet to be developed, so together there are about 150 acres remaining for development. Mr. Thompson said he is working hard to select land uses that will provide good jobs. He would also like to see housing constructed for Barnstable residents. Of the 45 acres, 28 acres are being considered for a three-stage retirement living complex with independent, assisted care and full care living facilities for the elderly. Mr. Thompson expects this to generate about 150 - 200 jobs. In response to questions, Mr. Thompson said that Independence Park has no plans to redevelop or intensify use on already-developed parcels within its control, but it's possible that individuals who own their land in the area might do that. He also said that Independence Park has no plans to develop significant retail such as big box stores or strip malls. He added that minor retail developments may be beneficial to support the other businesses in the area. Mr. Thompson informed

attendees that Independence Park would be willing to forego retail development in exchange for exit 6 ½. In response to questions from Harold Tobey and John Kenney, Mr. Thompson said about 4 acres has been donated to the Town of Barnstable for the purposes of a new exit. The land is restricted for that use. He added that another 4 acres could be made available for a commuter lot, if exit 6 ½ were to happen. Mr. Thompson spoke strongly in favor of exit 6 ½, saying it would be for the betterment of the town. He added that development in the park and surrounding area would continue whether or not the new exit is built. David Munsell agreed that adding 6 ½ would be beneficial to the area.

Tom Mullen stressed the need for prudent planning to ensure protection of the area's ground water supply. Tom also expressed concern about the intersection of Independence Drive and Enterprise Drive on Route 132 with the addition of Exit 6½.

Other comments:

Paul Niedzwiecki addressed Independence Park and the potential new exit on behalf of the Town of Barnstable. Paul said that his greatest hope is that a comprehensive list of projects be developed with consensus and broad public support. He said that projects should not be pitted against each other, because they are all necessary. Paul also said that it is time to address the needs of year round residents, whose number one complaint is Route 28 followed by Route 132. He stated that the Airport Rotary must be addressed, that every civic organization in Barnstable agreed that exit 6 ½ should be built and that if 6 ½ is built, then the extension to Attucks way is an absolute necessity. He opined that the town will have to go beyond the Transportation Improvement Program (TIP) to get the funding "to do it all". He feels another funding source will be necessary. He asserted that exit 6 ½ alone would not fix the congestion that restricts traffic from accessing the downtown area, and he asked attendees to consider the needs of the southern half of Hyannis. Paul spoke optimistically about rezoning and the development of a comprehensive traffic management strategy while planning for sensitive habitats, water, and wastewater treatment.

Margo Fenn also expressed support for a comprehensive plan.

Adriel agreed with Paul Niedzwiecki's comment that funding will be a critical issue and a compelling case for projects must be made. A comprehensive plan, consensus, and strong public support are other key components to successful project implementation. She informed attendees that across the state, a significant gap between transportation needs and available funds is anticipated based on projections through 2020. This trend is occurring across the nation as well.

Adriel reviewed the work of the 1998 Feasibility Study which focused on alternatives for a new exit 6 ½, to provide background information to the Task Force and inform them of the starting point of alternatives for this study. She stated that the Task Force would not meet next month so that the Study Team can create draft alternatives looking at four general areas of consideration:

- Exit 6 ½
- Airport Rotary
- Key Intersections (2-3)
- Recommendations for Transit and Transit Demand Management

For a potential exit 6 ½, options may include severing Mary Dunn Road from Independence. If the rest area was used for exit 6 ½, other rest area options might include Exit 6 Eastbound or a previously-closed rest area. Regarding the Airport Rotary, the technical team will explore options for converting it to an at-

grade intersection. There is a prior study which will be referenced, and the plans for the new terminal will be considered. A member of the public audience suggested that a roundabout be considered at this location. Cynthia Cole asked that the landscaping in the center of the Rotary be preserved because of the cost incurred from its installation.

Sudhir Murthy from Trafinfo provided an example of traffic simulation of the rotary for the audience. He also reviewed level-of-service (LOS) ratings for intersections in the study area. He displayed the LOS for various approaches at the key intersections. He reminded attendees that the results displayed include projects which are under construction or soon-to-be constructed, like the Route 132 widening project. Phinney's Lane at Route 132 gets an "E" rating with "F" being a failing grade. Route 132 at Independence Drive also rated an "E" and Route 28 at Yarmouth Road rated a "C".

Rob Swierk from TranSystems briefly touched on a range of possible transit improvements being considered including a bus cut-out on Route 132 to allow the bus to pull out of traffic and save on route time.

Other Business/Next Meetings

The next Task Force meeting will be held at a date to be determined in March after some concepts have been drafted. Adriel informed attendees that she would send an email regarding the date and location of the next meeting.

Hyannis Access Study

**Task Force Meeting
Wednesday, April 4, 2007
2:00 PM**

**Heritage House Hotel
259 Main Street, Hyannis, MA**

Attendance

Task Force Members and Public who signed in:

George Allaire	Yarmouth DPW	Randy Hart	VHB
Rick Angelini	Hyannis COC	Don Keeran	Assoc to Preserve Cape Cod
Robert Berry	Barnstable resident	Ed Lambert	Cape Cod Aggregates
Ann Canedy	Barnstable Town Council	Tom Mullen	Barnstable Land Trust
Eliza Cox	Nutter,McClennen & Fish	Bob Mumford	CCC Staff
Jennifer Doyle	MassRIDES	Paul Niedzwiecki	Barnstable Asst Town Mgr
Robert Edwards	Yarmouth resident	Robert O'Brien	Steamship Authority
Mark Ells	Barnstable DPW	Stephanie Ostapowich	Town of Barnstable staff
John Fallender	MASSBIKE	Susan Rohrbach	Senator O'Leary staff
Peter Fisher	Centerville Civic Assoc	Bill Scully	MS Transportations Systems
Allen Goddard	Hyannis Civic Assoc	Steve Seymour	Town of Barnstable staff
Shirley Gomes	Cape Cod resident	Ruth Weil	Town of Barnstable staff

Executive Office of Transportation Staff:

Adriel Edwards	Office of Transportation Planning, Study Project Manager
Douglas Carnahan	Office of Transportation Planning

Consultant Team:

George Gefrich	TranSystems Corporation (Project Manager)
Joseph Cahill	TranSystems Corporation
Leslie Black	Fitzgerald & Halliday, Inc. (Public Participation)
Sudhir Murthy	Trafinfo
Ed Bromage	Traffic Modeling Consultant

Meeting Summary

Welcome and Opening Comments

Ms. Adriel Edwards welcomed everyone to the Hyannis Access Study Task Force meeting. She reminded attendees that in accordance with the Executive Office of Transportation's (EOT) policy of an open study process, all Task Force meetings are open to the public, but agenda items are discussed first with Task Force members. She stated that two future public informational meetings would provide further opportunity for public comment. Adriel informed attendees that the January 9th meeting summary has been posted to the website www.hyannis-access.com.

Adriel recalled the success of the last meeting, saying that it helped complete the picture of the future conditions. She thanked Sue Rohrbach for bringing Steve Abbott from Cape Cod Healthcare, and John Kenney for bringing Tony Shepley of Shepley Wood Products and Mark Thompson of Independence Park, Inc. to make presentations at that January 9th Task Force Meeting.

Adriel stated that today's focus would be on the future "no-build" conditions in the area and some draft conceptual roadway alternatives to address those conditions and the goals and objectives of the study. Committed projects which are expected to be completed by the future year are included in the "no-build" case, but the alternatives to be examined as part of this study are not included. Instead, those alternatives are coded into the travel demand model, tested and compared to the "no-build" case and the base case. Adriel stressed that although some conceptual roadway alternatives would be presented, no decisions have been made yet. She reminded attendees that EOT's role in this study is to oversee the work of the technical consultant, facilitate the process, and coordinate between all the stakeholders. Decisions will be made through the process and we would strive for consensus within the Task Force. Transit alternatives will be addressed in more detail at a later meeting.

Remaining questions and "wrap-up" on existing conditions

Before proceeding with the discussion of the future "no-build" case, Adriel informed members that some items regarding the existing conditions would be addressed. As had been mentioned in an email to the Task Force previously, the research on the future growth patterns revealed that significant growth is expected in the non-retail sectors such as office development. This indicates more traffic is expected to occur during the weekday peak periods and therefore, the team decided to focus the analysis on this time period. The travel demand model was recalibrated and the traffic analysis was re-done to reflect the weekday PM peak hour. To save time in Task Force meetings, Adriel explained that instead of providing all the weekday PM peak hour analyses here in the meeting, she opted to provide documentation explaining the results. She drew attendees' attention to the hand-outs which were provided on the level of service analysis as well as information on the travel demand model. She indicated that all the existing conditions information has been posted to the web site. This includes the presentations on transit, park & ride, ridesharing, and traffic volumes.

Adriel recalled that at the previous meeting, there had been some confusion regarding the before and after conditions at the intersection of Phinney's Lane and Route 132. Sudhir Murthy's existing conditions intersection analysis took into account the improvements to be made at Phinney's Lane as part of the Route 132 widening project, but the level of service is still expected to be unacceptable. Therefore, Adriel asked Sudhir to present information regarding Phinney's Lane. Sudhir showed that the average delay at almost every approach is expected to improve significantly after reconstruction, but that the overall average delay would still be poor. He also showed a depiction of the before and after configuration of the intersection. This information is included in both the hand-out and in the presentation posted to the web site.

George Gefrich then introduced Ed Bromage who is performing the tasks related to the travel demand model.

"No-Build" Future Conditions

Adriel explained that development of the future year "no-build" case requires knowledge of the future year transportation network. Therefore, Planning sought to determine the likelihood of the Yarmouth Road bypass road concept. Through discussions with the Massachusetts Aeronautical Commission, Planning learned that the alignment proposed for the bypass road - along airport property - would have many disadvantages. At the request of Planning, MAC documented their concerns in a letter to the Town of Barnstable. Paul Niedzwiecki spoke to this issue as well saying that the Town will instead examine other options for addressing the bottleneck. Adriel indicated that concepts for addressing the Willow Street/Yarmouth Road bottleneck would be explored and considered as part of this study.

Adriel also informed Task Force members that as part of the "no-build" future case, it would be assumed that Route 28 between Yarmouth Road and the Airport Rotary will have been widened to four lanes.

Mr. Ed Bromage began his presentation "Travel Demand Model Update" with an introduction of the four- step traffic forecasting process:

1. Trip Generation – Based on socio-economic data, the model determines the total number of trips that are produced by the population which are attracted to the employment and shopping sites, among other destinations.
2. Trip Distribution – The model then determines origin and destination pairs.
3. Mode Split – Mode of travel and vehicle occupancy is also taken into consideration.
4. Assignment – Lastly, through an iterative process, the model determines what route travelers take from their origin to their destination.

Ed discussed traffic analysis zones (TAZs) which are traffic loading points. In an ideal world, activities would be simulated at each individual household and business. Traffic would actually be loaded at existing driveways. However, due principally to resource limitations, parcel level data is usually not collected. Instead, community data is usually disaggregated into traffic zones based on demographics, employment, and other characteristics of the zone. Ed showed the extent of the Cape Cod regional model which includes all the mainland Cape towns and almost all the Cape's roadways. Running the model with all the roads activated would require immense resources, so some of the smaller or less significant roads are deactivated. There are methods for summarizing the effects of a neighborhood of small roads. Ed showed three additional depictions of the model in the focus area and the great level of detail included. The first showed the large number of roadways included. The second showed the large number of traffic analysis zones. The third zoomed into the airport area and showed the large number of traffic analysis zones in that small area. Ed showed a map of the study area depicting year 2006 traffic volumes on the road network. The thickness of the roadways indicated average daily traffic volumes. He then showed the same type of map for 2030. Several of the roads were thicker, indicating higher traffic volumes. Most notable were Phinney's Lane, Bearses Way, Barnstable Road, and 6A among others. Traffic growth is expected to occur throughout the area, and traffic along Barnstable Road to the downtown is expected to be significant.

Ann Canedy asked if the cut-through routes Althea Way and Oakmont Drive are included in the travel demand model. Ed responded that they are included and it is anticipated that those routes will carry about 3,000 vehicles over the course of a day and about 400 vehicles in the peak hour in the year 2030.

Mr. Sudhir Murthy presented forecasted traffic volumes entering and exiting the study area. Some general observations were noted. Sudhir noted that traffic into the study area from the east is forecast to increase more than traffic from the west. Growth in traffic from the east, currently using Exit 7 60% of the time, is forecasted to move towards using Exit 6 more frequently. Traffic from the west, currently using Exit 6 70% of the time will also move towards using Exit 7. Several intersections are expected to deteriorate to level of service E and F including: Rte. 132 at Bearses Way, Rte. 132 at Independence Drive, Rte. 28 at Yarmouth Road, Rte. 6A at Hyannis Road. Bob Mumford expressed surprise that travelers would opt for Route 6 to traverse Hyannis as opposed to using Route 132 with Attucks Lane. He asked if the analysis includes the anticipated access to the airport. Sudhir indicated that the Attucks Lane extension is included. In 2030, there is expected to be too much traffic for the system to flow efficiently. Population growth in the outer cape will increase and place higher demands on the system. Backups at failing intersections will result in diversion of local traffic onto Route 6. Adriel commented that the "no-build" analysis highlights why a comprehensive approach is needed: not one solution will address all the traffic issues. She said it also shows the importance of considering transit and other non-highway solutions.

Mr. Tom Mullen asked if Yarmouth Road construction was included in the analysis. Mr. Sudhir reviewed the committed project which are included in the future year "no-build" case:

1. Rte 132 widening and reconstruction of various intersections
2. Reconstructed Willow Street to 600 feet north of Barnstable town line
3. Bearses Way reconstruction and the improved intersection with Route 28
4. Route 28 widened to four lanes from Yarmouth Road to the Airport Rotary
5. The extension of Attucks Lane to the airport access road.

Adriel informed members that concepts for addressing Yarmouth Road would be coded into the model as alternatives.

Ms. Sue Rohrbach asked if the pattern of usage employed in the model accounted for age demographics. Ed responded that population growth is defined from statewide modeling analysis and that seasonal housing is transitioning to year round housing accounting for more population growth than new housing starts. Ms. Gomes commented that it is the number of cars and not the age of the population that is the issue, and that the access problem is a year round concern for people traveling from the outer cape. Mr. Mullen commented that traffic is heavy between 9:00 and 10:30 AM as retired citizens travel after commuters. Adriel agreed that the peak hour volumes are spreading to account for different population demographics.

Some Conceptual Roadway Alternatives:

Adriel called attendees' attention to a flow chart depicting the stages of a project – from planning through to final design, construction and implementation. She reminded attendees that a planning study is at the beginning of the process and that this is a good time to brainstorm. She asked members to keep an open mind at this stage as the goal is to explore various options and develop creative solutions.

Mr. Joe Cahill, a senior engineer at TranSystems, explained that preliminary alternative development includes examining the goals and objectives of the study, referencing existing and projected traffic counts and problem areas, and drafting solutions to address those things.

He said that today's discussion would focus on concepts for a new interchange and improvements or redesign of the Airport Rotary. Later in the study process concepts for the Yarmouth Road/Willow Street corridor and key intersections along Rte. 132 and Rte. 28 would be examined. Major components, features and issues associated with each concept were identified.

Potential locations for a new interchange are:

- The rest area
- West of the rest area
- Mary Dunn Road (with or without northbound access)

Concepts for a new interchange presented and discussed were:

- A trumpet configuration at the rest area which was the preferred alternative from the previous 1998 study
- A trumpet configuration west of the rest area – which would allow maintenance of the rest area and connection the Park closer to its center.
- A partial cloverleaf at Mary Dunn Road, the configuration of which is consistent with other nearby interchanges. Full access would be maintained with this configuration.
- A trumpet configuration at Mary Dunn Road with Mary Dunn Road dead-ended.
- A trumpet configuration at Mary Dunn Road with access maintained to the roadway, but access from the highway to the area of Mary Dunn Road north of Route 6 would be difficult.

Joe explained how each of the concepts would work. He also explained that the concepts which are located at Mary Dunn Way allow for use of the existing roadway and minimize the visual impacts of a fly-over structure.

Mr. George Gefrich noted that a new interchange always puts pressure on the land use around the interchange. There should be consideration of land use and keeping its natural beauty intact. Mr. Tom Mullen strongly discouraged the trumpet configuration alternatives because of the proximity of the water supply wells. If an oil truck were to overturn on a sharp corner of the trumpet, the water supply would be devastated. He also noted that city ramps may be all that is needed since the connection is being made to a local road. George responded that a "slip ramp" or "diamond" concept could be considered as an alternative to the trumpet configuration. Tom also

asked that if Mary Dunn Road was considered as the location, then look at making it a partial interchange with only eastbound ramps. He also expressed concern about the intersection of Independence Drive at Rte. 132. Mr. Bob Mumford said that because the investment in infrastructure for a new interchange would be substantial, the team should consider allowing access to and from east and west of Route 6. Also, the rest area could be relocated if an interchange is to be built. There is some appeal to the simple “diamond” or “half diamond” interchange concept. Ed noted that a significant amount of traffic from a new interchange would use it to access the mall and the airport. Ms. Ann Canedy asked that the team consider using Phinney’s Lane as an entrance point to Independence Park rather than Mary Dunn Road. Ann commented that Mary Dunn Road is an old and windy road and that it is not a destination. There are destinations in the proximity of Phinney’s Lane however, and that road is in better condition. Mr. Goddard asked that a recent acquisition of approximately 100 acres (Barlaco land) which is part of the Cape water supply be investigated as part of the study. Mr. Gefrich responded that Ken Livingston of FHI will identify the property. Ed Lambert of Cape Cod Aggregates commented that the concept located west of the rest area – which would sever Commerce Way – would not be popular with Independence Park because it divides a parcel. When asked what she thought of the concept that provides a new interchange at Mary Dunn but dead-ends the northerly side of it – disconnecting it from Independence Park – Ann commented that she was in favor of that option if modeling shows that traffic improves elsewhere without environmental issues. She expressed a desire to avoid any impacts on the residential neighborhoods in the proximity of Mary Dunn Road. Bob agreed that the community should be protected, but access by emergency vehicles must be considered. He suggested that the team look at alternatives that discourage traffic northbound to Rte 6A but not prevent access altogether. He suggested that the team discuss the concepts with emergency personnel in Barnstable and Yarmouth. Tom commented that heavy traffic to the courthouse could cause problems on Mary Dunn Road.

Airport Rotary concepts were presented:

- Conversion to an intersection (at-grade or grade-separated)
- Conversion to a roundabout (at-grade or grade-separated)

Joe presented two at-grade signalized intersections to replace the current rotary configuration at the Airport. One favors Route 28 to Route 28 traffic, and the other favors traffic between Route 28 and Route 132. Joe also presented a grade separated signalized intersection which would allow traffic traveling between Route 132 and Barnstable Road to flow uninterrupted under the signalized intersection providing connections to the other roadways. He said that this option addresses the forecasted traffic patterns resulting from growth in the growth incentive zone area. Joe then showed two roundabout options – one at grade and the other with the connection between Route 132 and Route 28 submerged under the roundabout.

George Allaire asked about the water table issue if a grade-separated intersection was adopted since one roadway direction would pass under the other roadway. George Gefrich responded that water issues would be taken into consideration. Sue reminded the team that the proposed intersection with Nightingale Lane – part of the proposed road layout for the new Airport terminal - should included in the analysis. Mr. Fallender asked how the bicycle/pedestrian issue would be handled at the intersection, and George responded that bicycle and pedestrian accommodations should be incorporated into the design. It was explained that the roundabout concept is smaller than the rotary so traffic must enter and travel through it much more slowly. If traffic exceeds 1100-1400 vehicles per lane, then a roundabout becomes congested and not optimal.

Adriel asked Joe from an engineering perspective what design options are optimal for the Airport Rotary and a potential new interchange. Joe responded that the grade separated intersection which favors the Route 132 to Barnstable Road traffic would work well in place of the existing configuration at the Airport Rotary, but he could not choose one best option for Exit 6 ½ without seeing further traffic modeling analysis.

Bob asked that the study team not lose sight of the Willow Street/Yarmouth Road corridor. The towns could still use the resources of this group to work on those areas. Adriel expressed strong agreement with that sentiment.

The next steps are to gather input from the Task Force, refine alternatives based on input and traffic review, and evaluate alternatives relative to goals and objectives of the study.

Other Business/Next Meetings

Adriel asked that the Task Force continue to provide input regarding the proposed alternatives.

The next Task Force meeting will be held on May 15, 2007 from 2:00 to 4:00 PM with a location to be determined. Please visit the website to obtain information regarding the date and location of the next meeting.

Hyannis Access Study

**Task Force Meeting
Tuesday, May 15, 2007
2:00 PM**

**Yarmouth Town Hall
Yarmouth, Massachusetts**

Attendance

Task Force members and public who signed in:

Sylvia Doiron	Resident	Ann Canedy	Barnstable Town Council
George Allaire	Town of Yarmouth DPW	Steve Seymour	Town of Barnstable
Bob Edwards	Yarmouth resident	Susan Rohrbach	Senator O'Leary
Jennifer Doyle	Mass <i>RIDES</i>	Harold Tobey	Barns. Town Council
Allen Goddard	Hyannis Civic Assoc.	Ruth Weil	Town of Barnstable
Ed Lambert	Cape Cod Aggregates	Cynthia Cole	Main St BID
Rick Angelini	Hyannis Chamber	Bob Mumford	Cape Cod Commission
Joe Potzka	CC Reg. Transit Auth.	Margo Fenn	Cape Cod Commission
John Lebica	CC Community College	Maggie Geist	Assoc. to Preserve CC
Peter Kenney	Resident	Robert O'Brien	Steamship Authority
Mark Ells	Town of Barnstable DPW	Edward Maroney	Barnstable Patriot
Tom Mullen	Barnstable Land Trust		

Executive Office of Transportation Staff:

Adriel Edwards	Office of Transportation Planning, Study Project Manager
Paul Nelson	Office of Transportation Planning, Park & Ride Program Coordinator

Consultant Staff:

George Gefrich	TranSystems Corporation (Project Manager)
Joe Cahill	TranSystems Corporation
Robert Swierk	TranSystems Corporation
Sudhir Murthy	Trafinfo

Meeting Summary

Welcome and Opening Remarks

Adriel Edwards welcomed everyone to the Task Force meeting. She stated that the summary of the April 4 meeting is posted on the study website, and explained that there are a number of handouts, including two that are repeats from the last meeting (Travel Demand Model summary and Summer PM Peak Hour LOS summary). A printed copy of the handout with roadway alternatives, which was emailed prior to the meeting, is also available.

Adriel stated that the purpose of the meeting is to focus on non-roadway alternatives that are being developed by the study team, including transit alternatives and Park & Ride alternatives. Adriel noted that the study team has been working to develop transit alternatives that reflect the existing and future planned conditions as well as the comments received in the Task Force breakout sessions last fall. The study team has reached out to agencies including the Cape Cod Regional Transit Authority (CCRTA) and the Community College, and conducted a transit site tour in April.

Transit Improvement Alternatives

Robert Swierk of TranSystems gave a presentation summarizing the preliminary transit improvements that have been developed as part of the study. Rob began with an overview of the process the study team has used in developing the preliminary transit alternatives, followed by a brief summary of past studies and efforts related to transit in the Hyannis area. Following this summary, Rob described the guiding principles in the development of the transit alternatives, which included focusing on congested corridors and major activity centers in the Hyannis area; improving convenience and travel time; cost-effective solutions (“bang for the buck”); the relationship between pedestrian and transit improvements; and considering both short-term and longer-term improvements.

Following the description of guiding principles, Rob presented the preliminary transit improvement alternatives. The alternatives included:

- Transit information/bike racks at key bus stops
- Improvements to the CCRTA Villager route
- Pedestrian improvements in the Route 132 Mall area
- Improved transfer point at Route 28 & Bearses Way (CCRTA Villager and Sea Line)
- Dynamic Message Signs (DMS) on key roadways
- DMS at key bus stops
- Other CCRTA service improvements

Rob described each of the proposed improvements in detail, with accompanying graphics and maps for site-specific improvements. During and after the presentation, a number of questions were asked by members of the Task Force and the public. The following is a summary of the key questions and points of discussion:

- Joe Potzka of the CCRTA pointed out that a bill that would have increased operating funding for public transit did not pass in the Massachusetts state legislature last year, but will be reintroduced this year. If such a bill were to pass, levels of service would be increased at the state's regional transit authorities, including CCRTA.
- Adriel Edwards noted that the proposed routing changes to the CCRTA Villager route that were presented at today's meeting were reviewed by CCRTA's operations staff beforehand, and a CCRTA operations supervisor gave positive feedback on the changes.
- Tom Mullen asked how people would cross Route 132 in the area of the malls with the proposed pedestrian improvements. Rob Swierk replied that in the shorter term, pedestrian treatments such as a pedestrian-actuated (push-button) signal, better crosswalks, and sidewalks on the north side of the road could be added to improve the crossing. In the longer term, a pedestrian/bicycle bridge could be built across the road. This bridge would need to be carefully designed for it to be accepted and used; one factor working in favor is the grade difference (raised berm) on the Kmart side of the roadway.
- George Gefrich of TranSystems pointed out key features that contribute to the success of pedestrian/bicycle overpasses; these include a design that fits the local area, a wide walkway to make it appealing and comfortable; and approaches that make it convenient for people to use the bridge as part of their routine.
- Ann Canedy expressed a concern about the maintenance costs associated with a pedestrian bridge that might be borne by the local Department of Public Works. George Gefrich noted that there is a cost for an infrastructure element like this one, but that it should be viewed in the context of the benefits it provides, such as improving travel options and reducing vehicle trips. It may be possible to have the malls in the area contribute to the cost of maintaining a bridge.
- Peter Kenney raised concerns about the construction cost of a pedestrian bridge given the level of expected usage, and another question was asked about whether figures are available as to how many people would use such a bridge. George Gefrich noted that hard figures are not available, but that pedestrian bridges in other areas have often been successful at inducing people to walk if they are designed in an attractive, convenient way. A suggestion was made that a shuttle could be run on a trial basis to cross Route 132 and connect the malls on both sides of the road; Rob Swierk noted that in other cities, businesses and developers contribute to shuttles such as this. Sudhir Murthy pointed out that a pedestrian bridge would be a more attractive option than an at-grade crossing with a pedestrian-actuated signal in terms of traffic flow, especially given that the signals on Route 132 will be coordinated once the current construction project is completed.
- Cynthia Cole asked where downtown Hyannis is represented in the set of proposed transit alternatives. Rob Swierk replied that several of the improvements such as signage at bus stops, bike racks at stops, and Dynamic Message Signs would be located in the downtown area. However, the focus of routing changes has not been on the downtown area because it has fairly good service now, the study team believed there to be more room for improvement in other areas. Adriel pointed out that changes to the Barnstable Villager Route, which were proposed, would benefit downtown since the route starts and ends there. More residents and visitors of downtown may opt to use the service more frequently if it is improved.
- Ann Canedy pointed out that a significant amount of development is planned in the Industrial Park area including assisted living housing, and how the proposed

improvements would serve the Industrial Park area. Rob Swierk pointed out that this area is currently served by the CCRTA b-bus and will continue to be, but noted that fixed-route service would be difficult in the area due to the density of development, which is still relatively low. Joe Potzka agreed that fixed-route service in this area is unlikely to be successful.

- A comment was made about the need to think comprehensively about transit improvements, to make sure that they will work in the shorter-term and also in the long-term, many years from now.
- A question was asked about whether the study team has considered a monorail to connect key destinations in Hyannis. Adriel Edwards replied that the study team has not considered a rail option such as this one, particularly an elevated rail system, due to the extremely high capital cost of such a system.
- A question was asked about whether there is coordination occurring or planned between the ferry terminal, the intercity bus operators, and Barnstable Airport. Rob Swierk replied that the study team has had discussions with the ferry operators and the Airport in the context of this study, and the team has also gotten updates on the intercity bus operators through several sources. The Steamship Authority indicated that they have ongoing discussions with Plymouth & Brockton and Peter Pan/Bonanza about coordinating schedules and improving passenger transfers wherever possible.

Rob Swierk and Adriel Edwards asked for the group's input on the proposed Dynamic Message Signs, both along roadways and at bus stops. The following is a summary of the discussion:

- One attendee stated that DMS along Route 6 are a good idea.
- Sue Rohrbach asked what the DMS on Yarmouth Road and Route 28 would help promote – i.e., what choices are offered to drivers at these points? Rob Swierk replied that on Yarmouth Road, the signs could direct people to park at the Hyannis Transportation Center and take the bus from there, or could direct people to the recommended ferry parking lots and provide information about parking availability. The signs on both approaches on Route 28 would offer similar information and options.
- Robert O'Brien noted that the Steamship Authority already has a sign on Route 6 that does this. Rob Swierk added that the intent would be to build on the success of that system and expand it to encourage Park & Ride to buses, inform people of incidents, special events, and other information.
- Peter Kenney stated that it appears that the alternatives and the DMS locations seem to be neglecting Yarmouth to an extent. Yarmouth needs to be considered because it generates significant traffic congestion in Hyannis, especially as travelers and commuters journey along Route 28. Sue Rohrbach stated that she agreed, and recommended placing a DMS on Route 28 West at the decision point for Route 28 and downtown Hyannis – to encourage people to proceed directly to downtown if that is their destination.
- Ann Canedy asked if DMS could be used at the Barnstable Park & Ride lot to inform people of the arrival of buses there. Paul Nelson of EOT noted that the Park & Ride at Exit 6 is leased, although this obstacle could be overcome. Rob Swierk noted that the intercity bus operators are not on the same vehicle location system as CCRTA, but that some type of information could probably be made available by working with the operators.

Some final comments on the transit portion of the agenda include the following:

- Cynthia Cole stated that we should encourage high school and middle school students to take public transit. She also suggested that CCRTA or the state should explore the possibility of sharing resources for providing public transit and school transportation as a way of saving money.
- Jennifer Doyle of MassRIDES described the Safe Routes to School program and noted that Mashpee, Falmouth, and Truro are participating in the program. Jennifer suggested that Barnstable and Yarmouth may want to take part in the future.

Adriel Edwards summarized the discussion by noting that a lot of good questions and comments were raised, and the discussion could certainly continue further. Good points were raised about the costs of an infrastructure investment like a pedestrian overpass on Route 132 that will be considered by the study team. EOT will create a simple survey/comment form on the study website to allow people to add further comments, including those who couldn't make it to today's meeting.

Park & Ride Alternatives

Paul Nelson, Park & Ride Coordinator at the Executive Office of Transportation, gave a presentation on the improvement alternatives that have been developed for the Barnstable Park & Ride at Exit 6 on Route 6.

Paul noted that nine options for the Exit 6 Park & Ride were developed by the Cape Cod Transit Task Force, and options were presented to the Hyannis Access Study Task Force in December 2006. Input from the Task Force was used to develop four alternatives for consideration as part of the Hyannis Access Study. The four alternatives are:

1. Relocate overnight parking to the Hyannis Transportation Center
2. Construct additional parking spaces at the existing location
3. Construct a separate Park & Ride lot at a new location
4. Construct a parking structure at the existing location.

After presenting on each of the alternatives, Paul noted that the next steps include gathering input on the alternatives from the task force and the public; evaluating the projects according to the MassHighway Evaluation Criteria; and recommending short- and long-term alternative(s) in the study's final report based on input gathered in the previous steps.

During and after the presentation, a number of questions were asked by members of the Task Force and the public. The following is a summary of the key questions and points of discussion:

- Cynthia Cole commented that the difference in parking rates between the Hyannis Transportation Center (which charges for parking) and the Exit 6 Park & Ride (which has free parking) is the problem, and suggested that it would be helpful to offer free overnight parking at the Hyannis Transportation Center for people taking intercity buses from there.

- A question was asked about whether the overnight parking in Alternative 2 would be mixed with the other parking or separated. Paul Nelson replied that the overnight parking would be separated by striping and signage.
- An attendee suggested that Alternatives 1 and 2 could be combined. Paul Nelson commented that this is a possibility.
- Adriel Edwards noted that MassHighway's priority is to accommodate daily commuters since they produce the greatest air quality benefit if they shift to other modes. MassHighway cannot charge a fee at its Park & Ride facilities under the current law. Paul Nelson added that while MassHighway's priority is daily commuters, we also don't want to overlook overnight parkers since they are an existing user group.
- Adriel Edwards stated that EOT has been in close contact with the private bus operators, and they will be invited to the public meetings for this study. The feedback from the operators so far has been that any change in the Park & Ride facilities must be convenient to their existing routes, and must be something customers will want to use.
- Paul Nelson noted that the MassHighway Evaluation Criteria that will be used to evaluate the remaining alternatives include cost-effectiveness per space, public support, and other measures. Bob Mumford said that the Commission has the criteria and they are likely posted on the Commission's Transportation Improvement Program (TIP) web page, or interested individuals can contact the Commission to find out more.
- An attendee suggested that the structure option (Alternative 4) could be designed to take advantage of the grade differences on the site to either build more spaces with the same height, or the same number of spaces with a lower profile (but putting the structure partially below grade and partially above).
- A question was asked about who would own the land in Alternative 3, and whether land would need to be taken by eminent domain. Paul Nelson stated that the site is still to be determined, but it may either be on private land or on State-owned land. The State would seek to avoid eminent domain to the greatest extent possible.
- Sue Rohrbach stated that she thinks women would feel safer accessing long-term parking late at night if it were located at the Hyannis Transportation Center than at the far end (along Route 6) of the Exit 6 Park & Ride. Several attendees added comments about various aspects of safety at both locations. Paul Nelson noted that wherever a long-term parking area would be created, the State would use design features such as good lighting, clear visibility, proximity to other activities, and similar measures to improve the safety and security of the site.
- An attendee noted that it might be possible to implement the four alternatives in a phased approach, in that order (Alt 1 – 2 – 3 – 4). Paul Nelson agreed that this might be possible, or they could also function as stand-alone options.
- Bob Mumford noted that a short-term option should be to increase the Plymouth & Brockton service levels to the Harwich Park & Ride lot, which would give people traveling from the Outer Cape a more viable option from Harwich and make it less necessary to use the Exit 6 facility. Bob suggested that a more direct routing where buses from Harwich could avoid traveling through central Hyannis would help as well.
- An attendee asked what rule-of-thumb figures the State has been using to estimate capital cost of creating parking. Paul Nelson replied that the State has been assuming \$4,000 per surface space and \$20,000 per structured space.

- An attendee stressed that the fact that there is a fee for parking at the Hyannis Transportation Center but not at other locations (except the ferry terminals) discourages people from using the HTC. Adriel Edwards pointed out that one option to address this disparity would be to start charging a fee for on-street parking in downtown Hyannis.
- One attendee suggested that a ticket that would allow people who buy an intercity bus ticket to park for free at the HTC would be very helpful. Paul Nelson replied that this might be advantageous, but would have to be discussed between Cape Cod RTA and the private bus operators.

Other Business / Next Meeting

Adriel Edwards noted that due to the extensive discussion on the transit and Park & Ride alternatives, the study team was not able to get to the discussion on the roadway alternatives. This will be continued at a Task Force meeting in June; Adriel will look at possible dates and meeting room availability and send an announcement of the date as soon as possible. At the next meeting, the goal will be to continue the discussion on the roadway alternatives to reach agreement on which options to evaluate over the summer. A bicycle “subcommittee” may also be convened at or around the June Task Force meeting. With just a few minutes left in the meeting, Adriel noted that the study team planned today to present on three main items: another look at a potential Exit 6 1/2, more on the Airport Rotary, and ideas regarding the Airport access roads. These will be discussed at the June Task Force meeting.

Hyannis Access Study

Highlights of the 6/27/2007 Task Force Meeting

The Hyannis Access Study Task Force met on Wednesday, June 27, 2007, at the Barnstable High School. The following is a brief summary of the meeting (more detailed summary to come):

Airport Rotary Alternatives:

The following alternatives were presented:

- At-grade options – 3 options
 - Route 28 to Route 28 signalized intersection
 - Route 132 to Route 28 signalized intersection
 - Roundabout – unacceptable level of service
- Grade-Separated – 5 options
 - 3 underpass configurations / 2 options above
 - Route 132 to Barnstable underpass
 - Signalized intersection above
 - Roundabout above
 - Route 132 to Route 28 underpass
 - Signalized intersection above does **not** make sense
 - Roundabout above
 - Route 28 to Route 28 underpass
 - Signalized intersection above
 - Roundabout above

Task Force comments were as follows:

- Maintaining access to local businesses is very important.
- Maintaining local character is important.
- The Task Force did not collectively rule out any options at this time, although some reservations about some alternatives were expressed.
- The Task Force would like more information on traffic operations and the estimated costs of the various options before ruling anything out.
- Some attendees expressed some reservations about the option that would submerge Route 132 to Barnstable Road, one reason being the potential complications of access into and out of abutting commercial properties where Barnstable Road would ascend to grade.

6 1/2:

- A different geometric solution not shown previously - a diamond interchange - was shown.
- Several different geometric solutions are possible in the area.
- Potential environmental concerns could be mitigated.
- Traffic modeling to begin this month. Model results will help us evaluate the traffic benefits of a potential new interchange.

Yarmouth Road:

- The intersection of Yarmouth Road and Route 28 needs to be addressed first and then options for the corridor itself considered in light of the needed changes to the intersection.
- A one-way pair with Old Yarmouth Road/Rosary Lane may be an option with a widened Yarmouth Road north and south of Old Yarmouth Road/Rosary Lane.
- A widened Yarmouth Road with two lanes southbound and one northbound may be another option.

In addition the above information and comments, Ms. Edwards informed attendees that some of the Airport access roads may affect options for the rotary or the designs of the access roads may need to be re-considered.

Bike Subcommittee:

Ms. Edwards indicated she would like to hold a bicycle facility subcommittee meeting to discuss compatibility of the roadway options with bike path plans in the area. Several members of the Task Force indicated interest in the subcommittee. The meeting adjourned at 4:15 PM.

Hyannis Access Study

**Task Force Meeting
Wednesday, June 27, 2007
2:00 PM**

**Barnstable High School
744 West Main Street, Hyannis, MA**

Attendance

Task Force Members and Public who signed in:

George Allaire	Yarmouth DPW	John Kenney	Hyannis Chamber of Commerce
Ann Canedy	Barnstable Town Council	Q. Doc Mosby	Barnstable Municipal Airport
Cynthia Cole	Main Street BID	Wendy Northcross	CC Chamber of Commerce
Jennifer Doyle	MassRIDES	Robert O'Brien	Steamship Authority
Mark Ells	Barnstable DPW	Susan Rohrbach	Senator O'Leary staff
Margo Fenn	Cape Cod Commission	Ruth Weil	Growth Management - Barnstable
Allen Goddard	Hyannis Civic Association		

Others in Attendance:

Robert Berry	Barnstable resident	Ed Lambert	Cape Cod Aggregates
David Chamberlain	Jacobs, Edwards & Kelsey	John Lebica	CC Community College
B. Clarke	Barnstable resident	Peter Kenney	Resident
John M. Clarke	Barnstable resident - Cummaquid	Lev Malakhoff	Cape Cod Commission
Peter Doiron	WHO	Ed Maroney	Barnstable Patriot
Joseph Donahue	Barnstable resident - Cummaquid	Frank Paparo	Barnstable resident - Centerville
Lawrence Failey	Cummaquid Heights Assoc.	Tony Pelletier	Greater Hyannis Civic Assoc.
Lou Gonzaga	Barn. Economic Devel. Commission	Bill Scully	MS Transportations Systems
Fayssal Hussein	Jacobs, Edwards & Kelsey	Steve Seymour	Town of Barnstable Staff
George Kovatch	Barnstable resident - Cummaquid	Larry Wheatley	Barn. Municipal Airport Commission

Executive Office of Transportation Staff:

Adriel Edwards	Office of Transportation Planning, Study Project Manager
Rachel Bain	Office of Transportation Planning

Consultant Team:

George Gefrich	TranSystems Corporation (Consultant Project Manager)
Joseph Cahill	TranSystems Corporation (Highway Design)
Leslie Black	Fitzgerald & Halliday, Inc. (Public Participation)
Sudhir Murthy	Trafinfo

Meeting Summary

Welcome and Opening Comments

Ms. Adriel Edwards welcomed everyone to the Hyannis Access Study Task Force meeting. She reminded attendees that in accordance with the Executive Office of Transportation's (EOT) policy of an open study process, all Task Force meetings are open to the public, but agenda items are discussed first with Task Force members. The May 15th meeting summary was distributed prior to the meeting. There were no comments and it is now available on the website for review. Business cards with the website address are available to Task Force members to pass out to the public.

Ms. Edwards stated that the purpose of today's meeting is to discuss a wide variety of conceptual alternatives for the Airport Rotary and the Yarmouth Road/Willow Street corridor. An update on Exit 6 ½ would also be provided.

Ms. Edwards stated that no preferred options have been selected. Rather, the study seeks to coordinate and facilitate between stakeholders and reach consensus within the Task Force and ultimately with the public as well.

Ms. Edwards addressed comments from the previous Task Force meeting that the transit alternatives focused too much on the Cape Cod Mall area. Ms. Edwards responded that the development of the transit alternatives relied heavily on comments received from the Task Force over the course of the study, especially during the break-out sessions in the fall of 2006 and that should have been reflected in the presentation. The presentation has since been revised and is on the web site along with a survey for Task Force members and members of the public to provide comments. She added that there is a clear need for pedestrian improvements in the mall area and improved service between the downtown and the mall would benefit the entire region.

Joseph Cahill – Airport Rotary Conceptual Alternatives:

Mr. Cahill reviewed various alternatives for the Airport Rotary. Mr. Cahill informed attendees that general features of all the options are:

- All alternatives require widened approaches to accommodate turning lanes to varying degrees.
- The highest volume movement is between Route 132 and Route 28 while the greatest future growth is predicted for the movement between Route 132 and Barnstable Road.
- All alternatives provide an acceptable Level of Service (LOS) as drawn.
- All options eliminate the access road to the airport, which is consistent with the airport improvement project plans.

PowerPoint graphics accompanied each option:

At-Grade Options

Signalized - Option 1

- At-grade intersection
- Basic 4 leg configuration
- Rte. 28/Rte. 28 and Rte. 132/Barnstable Rd. aligned as through movements
 - Requires left turn for Rte. 132 to Rte. 28 eastbound traffic
- Most straightforward of alternatives developed

Signalized - Option 2

- At-grade intersection
- Rte. 132/Rte. 28 East aligned as through movements
- Sharp skew angle on Barnstable Rd. and Rte 28 (West) approaches
 - Some tough turning movements
- Wide pavement area
 - Long turning movements = reduced efficiency
- Requires turns for Rte. 28 to Rte. 28 traffic

Roundabout

- All approaches are widened to two lanes.
- Two lanes would be provided within the roundabout itself
- Would not provide an acceptable level of service (LOS D or better)
- Would need additional lanes on the approaches and/or the roundabout itself which is not recommended

Underpass (Grade-Separated) Options**Route 132 → Barnstable Road**

- Similar to At-Grade Option 1 - Roadways realigned with Rte. 132/Barnstable Rd. and Rte. 28/Rte. 28 as through movements
- Rte. 132/Barnstable Rd. (north/south) traffic bypasses intersection/roundabout via underpass
- Results in a traffic reduction of about 25% at the at-grade intersection/roundabout
- Underpass sections would start just east of Nightingale Lane and just south of Lewis Rd. (based on max. 5% grade)
- Underpass with free flow traffic may lead to higher than desirable speeds on Barnstable Rd and Rte. 132.

Signalized Intersection

- Elimination of north/south movement from intersection removes a signal phase
- Traffic between Rte. 132 and Barnstable Road does not go through the signal; therefore, the signal phasing for Rte. 132 to Rte. 28 eastbound, and Barnstable Rd to Rte. 28 westbound can occur concurrently
- Requires widening of approaches (most significant widening would be on Route 28 Eastbound to 4 approach lanes)

Roundabout

- Similar to the previous option but uses a 2 lane roundabout instead of signalized intersection
- Right turn bypass lanes provided for all approaches
- Roundabout could provide gateway feel (landscaping, driver expectation, etc.)
- Roundabout interrupts flow of traffic on Rte. 28.
- Requires only one lane on Barnstable Road (in addition to the underpass)
- Requires two approach lanes on Rte. 132 (in addition to underpass) which will have impacts to adjacent properties

Route 132 → 28

This particular configuration would be expected to reduce traffic by about 27% at the at-grade roundabout.

Signalized Intersection

- Not developed – one of the major benefits of underpass options are that they provide for more efficient signal timing by allowing for opposing lefts
 - This option would require complicated phasing which would reduce this benefit
 - Would require three approach lanes on Barnstable Road and four approach lanes on Rte. 28 eastbound

Roundabout

- Roundabout similar to 132 → Barnstable
 - But with underpass from southbound Rte. 132 to eastbound Rte. 28
- Only 1 underpass lane needed (southbound)
 - 2nd Northbound lane does not provide sig. traffic improvement (if needed, could be done at grade along right side of rotary)
- Underpass section from just east of Nightingale to Staples/TJ Maxx shopping center entrance
- Roundabout could provide gateway feel
 - Particularly for Rte.132 to Barnstable Rd. traffic
- Interrupts flow of through traffic on Rte. 28
- Slows all traffic leading to Barnstable Road and downtown which is considered a positive
- Requires a widened approach on Rte. 28 eastbound to accommodate a right turn lane to Barnstable Road

Route 28 → 28

- Free-flow through movement for Rte. 28 traffic
- Underpass section starts just west of Hinckley Lane and at Staples/TJ Maxx parking lot
- May discourage travelers from using Main Street as a cut-through route – which may benefit Main Street.
- Slower traffic on local roads serving local businesses
- The design is in keeping with regional connectivity on state route

Signalized Intersection

- This configuration would allow a phase to be eliminated from the signal which would improve operations
- Requires widened approaches
- Significant abutter impacts to south side of Rte. 28

Roundabout

- Similar to signalized intersection but with a 2 lane roundabout
- Right turn bypass lanes provided
- Roundabout provides gateway look and feel
 - Slows northbound/southbound traffic heading to downtown (alters driver expectation)
- May require less abutter impacts than signalized intersection

Some discussion followed regarding the distinction between the roundabout and intersection grade-separated designs. With the grade-separated intersection designs, there are a few cases where accessing a property in the immediate vicinity of the rotary would be more difficult if your origin was another property in the immediate vicinity of the rotary. Therefore, it is generally considered that the grade-separated roundabout options may offer better access to local businesses, but may not offer the same safety features of a grade-separated signalized option. Roundabouts are also generally considered to provide the benefits of traffic calming and constant flow. Their efficacy depends upon the number of vehicles using the roundabout and the balance of volume between the different approaches to the roundabout.

Mr. Goddard commented that a small roundabout is counterintuitive since the large rotary is currently failing. He expressed support for the intersection solutions. He added later that some businesses close to the Rotary are in jeopardy if not already closed, and that something needs to be done. Mr. Allaire asked about the efficacy of a two-lane roundabout with the variety of travelers from local to tourist. Mr. Murthy commented that two-lane roundabouts operate effectively with proper pavement markings, indicating that the right hand lane is for exiting and entering traffic. Ms. Canedy spoke against any alternative that limits access to local businesses. Ms. Northcross agreed, saying that ease of access to local businesses is very important. Others nodded. Ms. Northcross added that land takings would be an issue. She expressed concern about the size of the at-grade intersection options, the amount of pavement required and the aesthetics. Mr. Mosby spoke in favor of the grade-separated option that would align Rte. 132 and Rte. 28. He questioned the option that would channel traffic down Barnstable Road. He expressed concern for access to the Staples property in that option. Mr. O'Brien commented that he favors the at-grade options for their simplicity, anticipated lower cost, and considers them more likely to happen. He asked if the signal planned for Nightingale Road as part of the airport improvement project would it be impaired by the various grade-separated options. Ms. Edwards informed the audience that based on discussions with the airport, that planned intersection could be relocated west. Ms. Fenn expressed support for the two grade-separated options that suppress either Rte. 132 to Rte. 28 or Rte. 28 to Rte. 28. She considers those through movements as the most important. She added that she thinks the roundabout serves the downtown best with a gateway feel and positive entry to the village.

Mr. Gefrich added that bicycle and pedestrian traffic would have a more predictable traffic pattern to follow with an at-grade intersection as opposed to an underpass. A roundabout with greenery might have more of a village gateway look.

Ms. Fenn asked for the level of delay with each option. She asked if it could be said that the grade-separated options would perform better than the at-grade intersections. Mr. Murthy responded that all the options – as drawn – would provide an acceptable level of service. He explained that the different options are not directly comparable because different tools are used to do the analysis for different types of options but information on the relative traffic benefits would be presented at a future meeting. Mr. Malakoff asked that other information such as a potential safety benefits, also be provided. Ms. Edwards informed attendees that at a later meeting, the team would present information related to all the evaluation criteria which the Task Force developed last fall. Given the level of effort that that requires, the team was interested to know if the Task Force was inclined to immediately rule out some options before that detailed effort begins. That is one of the reasons that information is not provided today.

Sudhir Murthy – Willow Street/Yarmouth Road Corridor:

Mr. Sudhir Murthy explained that the intersection at Route 28 and Yarmouth Road is the major contributor to the delays on the approaches and needs to be addressed first. Options to address the intersection include modifying the left turn onto Route 28 from Yarmouth Road by making it an exclusive left turn or prohibit the left turn altogether. The addition of left turn lanes from Route 28 onto Yarmouth Road is limited by the fact that Yarmouth Road would need to accommodate traffic from the two left turn lanes.

Options for the Yarmouth Road corridor were also discussed. Significant land takings would be required to widen it to 4 lanes. Mr. Ells suggested that it may be possible to limit the widening to only three lanes since it is generally agreed that only one northbound lane is needed. The other two lanes would serve southbound traffic. The Willow Street section is four lanes for safety concerns and for the exit area. An alternative option may be to utilize Old Yarmouth Road for northbound traffic only, thereby allowing Yarmouth Road to provide two southbound lanes. This would limit the widening to south of Old Yarmouth Road and north of Rosary Lane. Water supply protection must be considered.

Joseph Cahill – Route 6 ½ Alternatives Update:

Joe Cahill began the discussion of the update on the alternatives for Exit 6½ by responding to questions that had been posed at previous Task Force meetings. One question had been posed about using Phinney's Lane as the location for the potential exit. Mr. Cahill explained that although the existing underpass could be used at Phinney's Lane (similar to Mary Dunn), it is a more circuitous route for cut-through traffic to north, provides less direct access to Independence Drive, and would very likely directly impact residential properties and structures in that neighborhood. It had also been asked if a diamond configuration would work for the potential interchange as opposed to a cloverleaf or trumpet design. Mr. Cahill explained that a diamond interchange was rejected initially because of the vicinity of the water tower and other potential impacts but should not be ruled out completely at this time. A concern had been raised at a previous meeting about the potential for trucks turning over on a trumpet-style ramp. A technique used on the Maine Turnpike in the area of the Kennebunkport and Wells Water District was examined. Drainage ditches impervious to leakage were constructed which would catch any spill and collect the spillage in a basin where they could be siphoned off, thereby protecting a sensitive area.

Mr. Cahill summarized the discussion by saying that various geometric solutions are possible for a potential Exit 6½ and potential environmental concerns could be mitigated. At this point, it is important to know the traffic benefits that such an interchange would bring to the region. Models runs will be conducted over the summer to evaluate the traffic benefits of a new interchange.

Other Business/Next Meetings

Before concluding the meeting, Ms. Edwards commented that the alternatives for the Airport Rotary are taking into account the airport access roads proposed as part of the airport improvement project. Ms. Edwards asked that the Task Force continue to provide input regarding the proposed alternatives. She indicated that she would like to hold a bicycle/pedestrian facility subcommittee meeting in the next month or so. She turned to the public audience and asked if they had any comments or questions on the meeting. Peter Kenney commented that alternatives need to be timely, affordable, and take into consideration a 4 mile radius and not just the immediate vicinity. The next Task Force meeting will be announced once a date and location are confirmed.

Hyannis Access Study

Bicycle/Pedestrian Subcommittee Meeting

Thursday, November 8, 2007

2:00 PM

Barnstable Town Hall

367 Main Street

Hyannis, MA

Attendance

Task Force Members and Public who signed in:

Lindsey Counsell	Town of Barnstable	Alisha Parker	Town of Barnstable
Joseph DiMagni	VHB (Consultant for Yarmouth)	Roger Parsons	Barnstable DPW
Mark Ells	Barnstable DPW Director	Rebecca Prosser	Americorp
Jim Lefter	Yarmouth DPW	Sue Rohrbach	Office of Senator O'Leary
Catherine King	MassRIDES	Steve Seymour	Barnstable GMD
Lev Malakhoff	Cape Cod Commission	Caitlin Welsh	Americorp
Rob Miceli	MassBike		

Executive Office of Transportation Staff:

Adriel Edwards	Office of Transportation Planning, Study Project Manager
Rachel Bain	Office of Transportation Planning

Meeting Summary

Welcome and Opening Comments

Ms. Adriel Edwards welcomed everyone to the Hyannis Access Study Bicycle/Pedestrian Subcommittee meeting.

Ms. Edwards began the meeting with a brief overview of the previous meeting, held August 7th at the Barnstable Municipal Airport. She said that representatives from the towns provided information and maps on existing paths and plans in the study area. She would provide those materials to anyone that was not in attendance at the last meeting. The meeting also covered the statewide bike plan, examples of CMAQ projects, and the new project development guidebook as it relates to bicycle and pedestrian accommodations. She reminded attendees that at the August 7th meeting she explained that the Massachusetts Aeronautics Commission conducted an airspace analysis of the proposed bike bridge over Willow Street in the vicinity of the Route 6 bridge. They expressed concern about the location, since a 6' person would be only 6' from the airspace, but no regulations would be violated. Other items which were brought up at the last meeting included education of bicycle facilities, outreach, and proper signage. However, throughout the meeting both towns emphasized the desire to use EOT's railroad right-of-way which runs parallel to Yarmouth Road to connect the planned Cape Cod Rail Trail extension to the Hyannis Transportation Center. The future Claire Saltonstall path which is to run parallel to Route 6 through the Fish & Wildlife lands would also connect to this segment.

Ms. Edwards asked if there were any questions on the previous meeting. There were none, so she proceeded to agenda item #2 regarding the railroad right-of-way.

Update on EOT Efforts

Ms. Edwards informed attendees that she met with Josh Lehman and Cathy Lynds of EOT on October 18 to discuss the railroad right-of-way issue, explaining to them that both Barnstable and Yarmouth would like to share the right-of-way with the railroad and construct a bike path to the HTC. She indicated that both Barnstable and Yarmouth are looking to EOT for guidance and the approval to pursue plans that would use that land.

EOT suggested that the Towns of Barnstable and Yarmouth and the Senator's office write a letter to EOT outlining their goals regarding bike paths in that area, the desire to use the rail right of way (and why), and request EOT's policy on bicycle and pedestrian paths adjacent to active rail lines. This letter will enable EOT to respond more fully in writing. Some comments:

- There is a precedent for bike paths alongside active rail lines in Massachusetts, but not a strong precedent. There seem to be many examples of active rail lines alongside bike/ped trails across the country, though. We will look at some of those later.
- EOT would, in general, discourage a trail alongside an active rail line for safety reasons, but each case will be looked at individually.
- Federal/state laws will apply.
- The amount of rail activity will be taken into account.
- Any plans would require active involvement and cooperation of the operating railroad.
- EOT is to hire rail director soon.
- EOT is to update the state's specifications regarding trails alongside active rail lines.

The idea is that the exchange of letters would provide guidance for next steps.

Mr. Counsell asked if EOT seemed receptive of the idea. Ms. Edwards replied that they were. Joseph DiMagni stated that VHB has done some preliminary work on the feasibility of sharing the rail right-of-way with a bicycle/pedestrian path.

Update from the Towns – Barnstable

Lindsey Counsell informed attendees that Senator O'Leary has contacted the Department of Fish & Game, the Division of Fisheries and Wildlife, who owns over 350 acres north of the airport, west of Willow Street, south of Route 6, and east of Mary Dunn Road. The Town would like to build a bike path through the northern section of this land, just south of Route 6, to provide an off-road recreational facility connecting between Sandwich and Yarmouth. This would replace the on-road facility known as the Claire Saltonstall.

Mr. Counsell provided some background information regarding the Fish and Wildlife lands. The Fish and Game Department acquired the land about 20 years ago by eminent domain, fought legal battles to get it, and therefore is very protective of it. The terrain planned for the bike path is a challenge, but it has already been cleared for what was supposed to be a roadway through that area.

The Town has offered 8 - 15 acres in the southwest corner of the wildlife area as compensation for the 9 acres which would be required for the bike path. Mark Ells indicated that the Town has also offered to help with active management of off-road vehicle use. It is expected that the Town will meet soon with the Fish and Game Department to discuss these options.

Ms. Edwards asked about safety concerns given that people hunt in the wildlife area. Mark Ells informed the group that a 150' offset from the path is required and provides the required safety buffer. This is also in effect alongside the Service Road in West Barnstable and there have not been any issues.

Mr. Counsell reviewed some details of the proposed path, indicating on a map where rest areas would be installed. The construction of the bike path may be eligible for Community Preservation Group funds.

Ms. Edwards noted that the Town has a good handle on this project, and may not need the Hyannis Access Study process to facilitate anything at this time or make specific recommendations. It is helpful to be aware of these projects, however, so that they are taken into consideration during the development of any proposed alternatives. In addition, the Hyannis Access Study could give some visibility to this effort, through the public informational meeting.

Update from the Towns – Yarmouth

Mr. DiMagni, consultant for Yarmouth, informed the group that the feasibility study for the Cape Cod Rail Trail Extension was submitted to the MassHighway District Five office. He added that it has been well circulated. The next step is to obtain funding for the next phase: design.

Rachel Bain informed the group that that Cape Cod MPO and the Joint Transportation Committee has set aside 2010 target CMAQ money for future phases of the bike path. A TIP amendment is proposed. They propose to price the projects at 25% design so that they do not undershoot the final cost as time progresses.

The group briefly discussed safety concerns for bicyclists where off-road facilities end and join with heavily travelled roads. Rob Miceli said safety concerns at crossings should not stall any bike project.

CMAQ and Transportation Enhancements Funding Process

Ms. Bain provided the group with an overview of the CMAQ funding source. CMAQ stands for Congestion Management and Air Quality and it is a flexible funding source to help address those goals. \$1.7 billion is allocated nationwide. Historically, Massachusetts has been a poor CMAQ spender, ranking below all the states and Puerto Rico. Ms. Bain explained that as a state, we are not doing those projects that qualify for that type of funding. However, in recent years, the Cape has been doing a good job of spending its annual CMAQ allocation, which is approximately \$1.3 million. The Shining Sea bike path in Falmouth is an example of a project on the Cape that has utilized CMAQ spending. In addition, some transit has utilized the spending as well. In the current TIP, a few key intersection projects will use CMAQ funding, since other funding sources are scarce. However, future CMAQ funding is being targeted for the Cape Cod Rail Trail extension. Lev Malakoff provided additional information on the process, saying that projects are evaluated to confirm that the work qualifies for CMAQ funding.

Ms. Bain provided some information on Transportation Enhancements, saying that they are funded through the existing package of funds allocated to a region. Enhancements use the Cape's target money, whereas CMAQ funds are listed distinctly. For example, Ms. Bain explained that the Route 132 landscaping job was approved as an enhancement, but the funds came out of the Cape's target monies. Enhancement projects are also less flexible than CMAQ projects.

Rob Miceli asked about the Safe Routes to School program. Ms. Bain provided background information on the program, saying that it is characterized by partnerships with local schools, and seeks to encourage kids to bike and walk to school. The program is predominantly about education, but also includes a small amount of infrastructure funds. Mr. Miceli indicated that MassBike is very involved with the program, and that it will grow in the future. Ms. Rohrbach asked where the money comes from. Ms. Bain responded that the money is federal money that is channeled to the states. Mr. Malakoff discussed the regional planning component of project development and implementation, saying that the regional plans provide an overall guide to needed projects. The TIP has to be in conformity with the Regional Transportation Plan.

How to Maintain Facilities – A working session

Ms. Edwards introduced this portion of the agenda by saying that she gathered information in response to concerns about the lack of state funds and commitment to the maintenance of bicycle and pedestrian facilities. Knowing this to be a national problem, she sought to find out how other cities, towns and regions tackle the problem.

The presentation included examples of other bike paths across the state that are being built and maintained through grassroots efforts. Fundraising is often done through a local non-profit and volunteers participate in maintenance activities. She covered a number of resources that can help localities undertake these efforts. In addition, the Office of Transportation Planning

presentation provided resources on estimating the costs of building and maintaining trails. The presentation is posted to the web site.

Two representatives from Americorp Cape Cod discussed their work, examples of existing projects and how they could help with maintenance efforts. They briefly described the application process and provided the group with contact information.

Next Steps / Other Business / Next Meetings

Ms. Rohrbach informed attendees that Senator O'Leary is deeply committed to the development of bicycle paths on Cape Cod. He is in the process of writing a proposal for the next bond bill. Ms. Rohrbach indicated that she would be reaching out to subcommittee members for their ideas and cost estimates for the work that needs to occur to continue the progression of these efforts. Ms. Bain suggested that earmarks are especially helpful for planning studies, since money on the TIP is typically reserved for construction.

Mr. Counsell indicated that he would like to have another meeting to review other bicycle plans in the Hyannis area.

Roger Parsons recommended that cost-benefit analyses be conducted to validate the projects. He also emphasized the importance of collaborating with other agencies, such as the National Seashore for educational and real time connection. He considers this an important opportunity.

Ms. Edwards thanked everyone for their participation and said information relating to an upcoming meeting would be emailed out in the coming weeks.

Hyannis Access Study

**Task Force Meeting
Tuesday, November 13th 2007
2:00 PM**

**Hyannis Golf Course
Route 132, Hyannis, MA**

Attendance

Task Force Members and Public who signed in:

George Allaire	Yarmouth DPW	Tim Kochan	MassHighway District 5
Chris Anzuoni	Plymouth & Brockton	Steven Lowell	Cape Cod Cooperative Bank
Robert Berry	Barnstable resident	Ed Maroney	The Barnstable Patriot
George Blanchard	Barnstable resident	Lev Malakoff	Cape Cod Commission
Gary Brown	Barnstable resident	J. Bruce MacGregor	Barnstable business owner
Ann Canedy	Barnstable Town Council	Tom Mullen	Barnstable Land Trust
Cynthia Cole	Hyannis Business District	Bob Mumford	Cape Cod Commission
Sylvia Doiron	Barnstable resident	Paul Niedzwiecki	Cape Cod Commission
Peter Doiron	Barnstable resident	Wendy Northcross	CC Chamber of Commerce
Joseph Donahue	Citizen	Jen Ouellette	Register Newspaper
Robert Edwards	Yarmouth resident	Maryann Piccirilli	Barnstable resident
Peter Fisher	Centerville Civic Assoc	Susan Rohrbach	Office of Senator O'Leary
Arnold Ginsberg	Barnstable property owner	Bill Scully	MS Transportations Systems
Allen Goddard	Hyannis Civic Assoc	Harold Tobey	Barnstable Town Council
John Kenney	Hyannis Chamber of Commerce	Steve Voluckas	Barnstable resident
Tom Kerr	YCGA	Sheldon Wolf	Citizen
Catherine King	MassRIDES		

Executive Office of Transportation Staff:

Adriel Edwards	Office of Transportation Planning, Study Project Manager
Rachel Bain	Office of Transportation Planning

Consultant Team:

George Gefrich	TranSystems Corporation (Project Manager)
Joseph Cahill	TranSystems Corporation
Ken Livingston	Fitzgerald & Halliday, Inc. (Public Participation)
Sudhir Murthy	TraffInfo
Ed Bromage	Traffic Modeling Consultant
Frank Mahady	FXM Associates

Meeting Summary

Welcome and Opening Comments

Ms. Adriel Edwards welcomed everyone to the Hyannis Access Study Task Force meeting. She reminded attendees that in accordance with the Executive Office of Transportation's (EOT) policy of an open study process, all Task Force meetings are open to the public, but agenda items are discussed first with Task Force members. She stated that future public information meetings would provide further opportunity for public comment. Ms. Edwards reminded attendees that comments can also be submitted anytime through the website www.hyannis-access.com. Meeting summaries and other documentation are also available on the website for review. Ms. Edwards thanked the Golf Course for providing the meeting room. She introduced Catherine King from MassRIDES, who is replacing Jennifer Doyle and noted that Paul Niedzwiecki would be representing the Cape Cod Commission now instead of the Town of Barnstable in his new role of Executive Director of the commission. Ms. Edwards then led introductions around the table.

For the benefit of the public audience, Ms. Edwards reviewed the purpose of this study and the study process. She stated that this study seeks to find a combination of roadway and non-roadway improvements to address congestion and other transportation-related issues in the area. Exit 6½, which is to be discussed today, is considered one of those potential roadway improvements. Improvements at key intersections are also being considered. She referenced a board which depicts the various stages of project implementation, noting that a planning study, such as this one, is the first stage of a project. At this early stage, it is possible to consider a wide variety of potential improvements. The overarching goal of a planning study is to arrive at a set of well-supported recommendations, so that later (more expensive) stages, can progress more smoothly.

Ms. Edwards explained that EOT follows a standard process for its planning studies. Each study involves an examination of current conditions and projects; the development of goals, objectives, and evaluation criteria; the development of a travel demand model; the development and evaluation of alternatives with respect to the stated goals and objectives of the study; and finally the development of recommendations and a final report. At the April 4th meeting, a large number of conceptual designs for exit 6½ were presented. Feedback was received and incorporated into the concepts. Although some development of the alternatives continues, the team has started to evaluate and compare the alternatives, based on the criteria which were developed collectively by the Task Force last fall.

Ms. Edwards stated that today the travel demand model results and traffic analysis of a potential exit 6½ will be presented. Then Joe Cahill will review five geometric designs, highlighting the refinements that have been made. He will also provide construction cost estimates. Finally, an evaluation and comparison of the exit 6½ alternatives will be presented. An evaluation and comparison of exit 6½ to other roadway improvements will be presented at a later date, after the other roadway improvements have been more fully developed. Ms. Edwards then introduced Ed Bromage.

Ed Bromage – Travel Demand Model Results of a Potential Exit 6 ½:

Mr. Ed Bromage began his presentation with a review of the travel demand forecasting process. Four key steps are:

1. Trip Generation – Based on socio-economic data, the model determines the total number of trips that are produced by the population which are attracted to the employment and shopping sites, among other destinations.
2. Trip Distribution – The model then determines origin and destination pairs.
3. Mode Split – Mode of travel and vehicle occupancy are also taken into consideration.
4. Assignment – Lastly, through an iterative process, the model determines what route travelers take from their origin to their destination.

Mr. Bromage showed that the extent of the Cape Cod regional model includes all the mainland Cape towns and almost all of the Cape's roadways. Ed showed two depictions of the model in the focus area. The first showed that the "activated" roads, highlighted in red, include all the main roads, as well as many secondary roads and local roads. The next depiction showed thick bands of red where growth in traffic is expected to occur between 2006 and 2030. This represents the so-called "no-build" growth accounting for only the currently programmed projects (not including the alternatives.) This was reviewed and discussed in detail at the April 4th meeting.

Mr. Bromage then reviewed the expected change in travel demand which would result from a new interchange, compared to the 2030 "no-build". He showed an aerial photograph of the study area with thick bands of yellow where traffic volumes would increase in the event of a new interchange. The model time period is 3:30 PM to 6:30 PM in the summer. The yellow bands show an increase in traffic on Route 6 east of the potential exit, with the most notable increase being between the potential exit and exit 7. A large increase in traffic is also expected along Independence Drive. Smaller increases in traffic are expected on Attucks Lane, Enterprise Drive, Willow Street north of exit 7, and sections of Bearses Way and Phinneys Lane. The next slide depicted the decrease in traffic with bands of green. The most notable decreases are expected to be along Mary Dunn Road north of Route 6, Yarmouth Road, Route 6 west of the potential interchange, and Route 6A east of the potential interchange. Other decreases are expected along Route 28 on either side of the Airport rotary, and sections of Route 132, Attucks Lane, Barnstable Road.

Mr. Bromage then discussed the concept of "desire lines", which are straight lines between two locations, depicting the desired route one would take if one were not constrained by existing roads. He showed a slide that revealed, with desire lines, that the majority of the trips that would use the new interchange originate east of the interchange and are headed for the Park itself, the retail area of the Cape Cod Mall, or a residential area in the proximity of the mall.

Mr. Bromage also reviewed some travel time comparisons. According to the model, travel times from west of exit 6 to the rotary would be significantly longer if a driver were to take the new interchange as compared to the widened Route 132. The

travel time from east of exit 7 to the rotary would be slightly shorter if a driver took the new interchange as opposed to Willow Street to Yarmouth Road to Route 28 to the rotary.

Mr. Bromage summarized the results of the PM peak period travel demand model:

1. Most exit 6½ users travel to/from the east.
2. Most exit 6½ users have origins and destinations in the Independence Drive and Cape Cod Mall area.
3. Interchange 6½ is expected to generally reduce traffic on Route 6A east of Mary Dunn Road.

He added that as the interchange is moved to the west, the benefit to travelers coming and going to the east is decreased. The benefit to travelers coming and going to the west is increased somewhat, but not very much.

Questions presented to Mr. Bromage included:

Q: What was the modeling time for the travel forecasts?

A: The modeling time period is a summer weekday PM. Initially the model was based on summer weekend day, but future conditions and forecasts of employment growth within the GIZ indicated that the model should be based on a summer weekday PM, which is when the highest level of traffic is expected within the study area.

Q: What were the assumptions for the Willow St./Yarmouth Road corridor in the travel demand model?

A: The “no-build” model assumes no improvements beyond those that are under construction or definitively programmed. However, additional improvements to the corridor are being developed as alternatives and therefore will be tested in the model as a “build” option.

Q: Does the model take into account that some drivers may prefer exit 6½ to Route 132 because of safety benefits?

A: Safety benefits are not specifically reflected within the travel demand model. Automobile traffic and/or truck traffic may modify their route preferences based on ease of connections but specific issues of safety are not identified within the model.

Comment: Traffic benefits of exit 6½ are fairly localized to the Independence Drive area, and most of the benefits are to drivers coming from the east (Lower Cape). The interchange acts as a short-cut to the Independence Drive area, removing some traffic flow from the Willow Street area.

Q: Why are travel times not calculated to the Cape Cod mall area instead of the Airport Rotary?

A: It is difficult to identify travel times through the Airport Rotary and therefore the travel time comparisons were considered for routes that stopped there.

Sudhir Murthy – Traffic Forecast Analysis:

Mr. Murthy presented an overview of potential traffic impacts of an exit 6½ alternative on specific intersections and roadways in the study area.

Mr. Murthy’s key point was that while there are potential impacts in terms of changes in volumes to a variety of roadways in the study area, impacts both positive and negative are in most cases not expected to change actual levels of service (LOS) at intersections being evaluated within the study area.

He began his presentation with an overview of the expected changes in volumes at the adjacent interchanges – exits 6 and 7. The slide depicted a drop in the number of vehicles coming off and on both interchanges from the east. A slight increase in the number of vehicles coming from and going to the west is to be expected at exit 7, though. Together, these numbers indicate that some drivers that would typically exit at exits 6 and 7 would use exit 6½. Mr. Murthy also showed a slide which reinforced Mr. Bromage’s presentation on the general changes in travel patterns. He then showed some slides which depicted the general traffic volumes at the potential new interchange.

Mr. Murthy explained that when evaluating an alternative, the team examines the following key (problem) intersections to see if there are improvements: Phinneys Lane and Route 132, Independence Drive and Route 132, the Airport Rotary, Yarmouth Road and Route 28, and Route 28 and Bearses Way. Mr. Murthy said that although some volumes go down at some of the intersections, the changes are not significant enough to bring operations to acceptable levels where they are currently failing. Furthermore, while improvements to LOS were observed at other intersections, these intersections were already operating at acceptable LOS. He showed a table listing the before and after LOS values for several intersections.

Questions presented to Mr. Murthy included:

Ms. Canedy expressed concern that the model did not take into account routes through the neighborhoods. She indicated that she felt that was why the model showed that the volumes on Mary Dunn Road had dropped – because drivers diverted to the cut-through routes. Mr. Bromage explained that the cut-through routes are included in the model and that volumes do not increase because more people use exit 6½ to head east when leaving the Hyannis area, instead of continuing north on Mary Dunn to Route 6A.

Mr. Mullen stated that he expects traffic west of Mary Dunn Road to be higher with the interchange because people will use the exit to go to Route 6A westbound for Barnstable Village, where the court house is. Ms. Canedy agreed this was her expectation as well. Ms. Edwards said that the team would check the numbers on this after the meeting.

Joseph Cahill – Exit 6 ½ Interchange Design Alternatives:

Mr. Cahill, a highway engineer from TranSystems, presented the five¹ design alternatives for exit 6½. The alternatives are situated either at Mary Dunn Road or just to the west of Mary Dunn Road.

- Alternatives were identified as:
 - Alternative 1: Trumpet at Rest Area
 - Alternative 2: Trumpet West of Rest Area
 - Alternative 3: Partial Cloverleaf at Mary Dunn Road
 - Alternative 4: Diamond at Mary Dunn Rd
 - Alternative 5: Trumpet at Mary Dunn Rd

For each alternative Mr. Cahill explained the key design and operational features. He also covered the estimated costs, explaining that none of the cost estimates include right-of-way or property acquisition, design or environmental mitigation costs. The cost estimates, based on MassHighway's 2007 weighted average bid prices, only include the anticipated cost of construction in present year dollars.

Mr. Cahill began with alternative one, which is based on the preferred alternative from the 1998 MassHighway design feasibility study. Mr. Cahill showed how he refined the design and improved the geometry on the ramps. He explained that although this concept would require the relocation of the rest area, it provides the MassHighway recommended separation between exits, and a more direct entrance to and from the industrial park than the concepts at Mary Dunn Road. The estimated cost is approximately \$19 million. The second alternative is similar to the first, a trumpet design and bridges over Route 6, but west of alternative one, which allows for preservation of the rest area and more direct access into the heart of the industrial area. However, this alternative would likely involve residential property impacts north of Route 6. Also, to preserve the rest area, the eastbound on-ramp would be located east of Mary Dunn Road separating it from the rest of the interchange and placing it closer to exit 7. The estimated construction cost is approximately \$18.5 million.

Then Mr. Cahill reviewed three alternatives located at Mary Dunn Road. Concepts were examined at Mary Dunn Road because by using the existing roadway, the construction of a new bridge over Route 6 could be avoided, leading to potentially lower costs and lower visual impacts. Mr. Cahill explained that alternative three, the partial cloverleaf, reflects an interchange design which is typical along Route 6 on Cape Cod – and would therefore be familiar to Cape Cod drivers. It is not expected to require any residential property impacts. However, in order to preserve the rest area, this alternative would require the construction of a collector-distributor road and widening of the Route 6 bridge over Mary Dunn Road. Although straightforward, this concept is estimated to cost approximately the same as some of the other concepts, \$20 million. Mr. Cahill explained that alternative four, the diamond concept at Mary Dunn Road, would not require loops or a collector-distributor road, and therefore, is estimated to cost less than the other concepts - \$10 million. However, the rest area would need to be relocated and there would be impacts to residential properties in the northeast quadrant. Like alternative three, alternative five is another concept at Mary Dunn which preserves the rest area and does not have residential property impacts, but does include a loop in the design, significant modifications to Mary Dunn Road, and widening of the bridge over Mary Dunn Road. The estimated cost is \$19.5 million.

¹ After the meeting, a sixth alternative was developed and the presentation and evaluation were updated to include it. The estimated cost is about \$10.8 million.

Bob Mumford noted that since the majority of the benefits are to travelers coming from and going to the east, that perhaps a “half” alternative should be developed that provides access only to and from the east. The team agreed that this is worth consideration and would respond after some further thought on the idea.

Ken Livingston- Environmental Screening Review

Mr. Livingston presented a brief overview of potential environmental and natural resource issues that will have to be further screened and reviewed if any exit 6½ alternative is brought forward for environmental review (which would be the next step in the implementation process). Key issues that will need to be further reviewed include:

- Water supply land/wellhead protection areas
- Protected natural and open space
- Old Kings Highway Historic District
- Noise and visual issues to surrounding land owners
- Vernal pools

Mr. Livingston explained that for each of the proposed alternatives, at a screening level review, the potential impacts would be similar.

George Gefrich- Alternatives Evaluation Criteria and Review

Mr. Gefrich presented an evaluation of five² exit 6½ alternatives based on the criteria which were developed with the Task Force last fall. The criteria in turn were based on the study’s goals and objectives – also developed with the Task Force. Positive, negative, or neutral characteristics were symbolized with green circles, red squares and a black diamond, respectively. An empty green circle indicates some benefit, a half full green circle indicates moderate benefit, and a full green circle indicates substantial benefit. An empty red square indicates some impact, a half full red square indicates moderate impact, and a full red square indicates substantial impact. No impact or benefit is symbolized with a black empty diamond. With the alternatives listed across the top of the sheet, and the criteria listed in rows, each matrix contained these symbols so that the alternatives could be compared to each other visually. Mr. Gefrich explained that the selection of symbols was based on information presented earlier by Mr. Murthy, Mr. Livingston and Mr. Bromage.

Mr. Gefrich continued, saying that each of the five alternatives have generally the same potential benefits and impacts for the following goals:

- Improve traffic flow in and around the local focus area
- Improve safety for motorists, pedestrians and bicyclists
- Improve mobility & transportation choice
- Maintain and enhance support for regional economic activity by strengthening transportation networks

For the goal “Protect and enhance the natural and cultural environment”, the potential impacts for each alternative were similar, except for alternatives 3, 4 and 5 which are located within wellhead protection areas (WHPA), whereas, alternatives 1 and 2, are proposed to be located outside WHPAs.

For the goal “Develop recommendations that can be implemented efficiently”, alternatives 3 and 5 may require waivers from the MassHighway design standard because the use of a collector-distributor road extends the merge point to within close proximity of the exit 7 off-ramp. While not technically substandard, it was ranked slightly lower in this area because it is less desirable to have closely spaced weave and merge areas than ones that are well-spaced apart. The other alternatives meet the MassHighway design standards with regards to spacing the interchanges.

Q: Is the potential extension of Attucks Lane into the Rotary area considered?

A: The planned terminus of Attucks Lane is not the rotary – it is the airport. Attucks Lane extension is included in the model.

Q: What are the sources for the forecast model and how is the model developed?

A: The model is a gravity flow model and is based on current land use and development plans and patterns

² After the meeting, a sixth alternative was developed and the presentation and evaluation were updated to include it.

Comment: There is a concern that when the study team talks about the airport, there is any underlying acknowledgement that the airport will be more than just a “local airport”.

Other Business/Next Meetings/Additional Questions/Comments

Ms. Edwards asked that the Task Force to consider the exit 6½ design alternatives and provide her with any comments and/or questions. She indicated that the presentation would be revised slightly and posted to the web site along with a comment form. An email notification will be sent out regarding this when it is complete.

Q: Have any of the exit 6½ alternatives and travel times taken into account new airport configurations?

A: Future scenarios have taken into account what is currently planned at the airport for construction. New plans or improvements still under consideration are not included.

The next Task Force meeting will focus on non-roadway alternatives and issues and will be held on December 5, 2007 from 2:00 to 4:00 PM with a location to be determined. More information will be sent out through an email and also posted to the web site when available.

The public informational meeting is tentatively planned for mid-February or early March.

Hyannis Access Study

Task Force Meeting Wednesday, December 5, 2007 2:00 PM

Hyannis Transportation Center
215 Iyannough Rd.
Hyannis, MA

Attendance

Task Force Members and Public who signed in:

Chris Anzuoni	Plymouth & Brockton Bus Co.	Lisa Maragnono	PTM/CCRTA
Tom Bernardo	Office of Rep. Atsalis	Lev Malakoff	Cape Cod Commission staff
Robert Berry	Citizen	Robert Miceli	MassBike
Ann Canedy	Barnstable Town Council	Quincy Doc Mosby	Barn. Municipal Airport Mgr.
Cynthia Cole	Hyannis Business District	Tom Mullen	Barnstable Land Trust
Sylvia Doiron	Citizen	Bob Mumford	Cape Cod Commission
Peter Doiron	Citizen	Wendy Northcross	Cape Cod Chamber of Commerce
Robert Edwards	Citizen	Robert O'Brien	Steamship Authority
Mark Ells	DPW Director of Barnstable	Roger Parsons	Barnstable DPW
Peter Fisher	Centerville Civic Assoc.	Joseph Potzka	CCRTA
Frank Gibson	AOPA ASM	Susan Rohrbach	Office of Senator O'Leary
Allen Goddard	Hyannis Civic Assoc.	Clay Schofield	Cape Cod Commission staff
John Kenney	Hyannis Chamber of Commerce	Bill Scully	MS Transportations Systems
Tom Kerr	Resident	Steve Seymour	Town of Barnstable staff
Catherine King	MassRIDES	Jeff Skeiber	RHCI
Tim Kochan	MHD- District 5	Geoff Slater	Nelson\Nygaard Consulting
George Kovatch	Citizen	Harold Tobey	Barnstable Town Council
C. Lovelock	Citizen	Steve Voluckas	Citizen
Ed Lambert	Cape Cod Aggregates		
Steven Lowell	Cape Cod Cooperative Bank		
Ed Maroney	The Register		

Executive Office of Transportation Staff:

Adriel Edwards	Office of Transportation Planning, Study Project Manager
Paul Nelson	Office of Transportation Planning
Douglas Carnahan	Office of Transportation Planning
Rachel Bain	Office of Transportation Planning

Consultant Team:

Rob Swierk	TranSystems Corporation
Leslie Black	Fitzgerald & Halliday, Inc. (Public Participation)

Meeting Summary

Welcome and Opening Comments

Ms. Adriel Edwards welcomed everyone to the Hyannis Access Study Task Force meeting. She reminded attendees that in accordance with the Executive Office of Transportation's (EOT) policy of an open study process, all Task Force meetings are open to the public, but agenda items are discussed first with Task Force members. She stated that two future public information meetings would provide further opportunity for public comment. Ms. Edwards reminded attendees that comments can also be submitted anytime through the study's website www.hyannis-access.com. She informed attendees that the summary of the bicycle/pedestrian subcommittee meeting was sent out to Task Force members via email and it is also posted to the web site. The 11/13 Task Force meeting summary will be sent out soon.

Ms. Edwards introduced new Task Force members, Roger Parsons of Barnstable's Road and Bridge Program, and Tom Bernardo, an assistant to Representative Demetrius Atsalis.

Ms. Edwards stated that the focus of today's meeting would be on the evaluation of the non-roadway alternatives – transit and park & ride. In addition, Mr. Mosby would provide an update on the Airport Improvement Project. As time allows, an update on the bicycle/pedestrian subcommittee would also be given.

Follow-up from November 13 Task Force Meeting

The November 13 Task Force meeting provided a comprehensive evaluation of the exit 6 ½ alternatives. Ms. Edwards addressed outstanding items from that meeting. In response to the travel demand model results, which reported that exit 6 ½ would mainly serve travelers coming from and going to the east, Mr. Bob Mumford broached the idea of a half interchange. Could cost savings be achieved for relatively the same benefits? Ms. Edwards informed the Task Force that she discussed this with the engineers. Building an interchange which would only provide access to those coming from and going to the east would have the potential to reduce the cost of the construction project somewhat, but not by half because of the cost to deploy construction crews. These costs would have to be incurred again if the second "half" of the interchange were to be built at a later date. Therefore, if the intention is to provide full access at a future date, it would be more cost effective to build the entire interchange in one phase. In addition, only a few of the alternatives developed would lend themselves to the concept of a half-interchange, such as the diamond concept. Ms. Edwards suggested this be discussed in the report.

Ms. Edwards informed Task Force members that the travel time comparisons which were presented at the November 13th meeting are being revisited. The method used to provide the number of minutes to travel the different routes may not fully account for the delay at various intersections. Therefore, the team is working to confirm the travel time comparisons, and if necessary, provide better estimates. Ms. Edwards added that EOT is working on a contract extension for the consultant team and hopes to include that work in the extension.

At previous meetings, some attendees had asked whether Phinney's Lane would be a good location for the interchange, since it provides a more direct route to Barnstable Village (than Mary Dunn Road) and is also more suited to heavier traffic volumes. Ms. Edwards said that Mr. Bromage explained that the travel demand model results show that as the interchange is moved further to the west, the benefit to travelers coming from the east is decreased. The benefit to the travelers coming from the west is increased somewhat, but not by very much. Therefore, from a traffic standpoint, not much is gained by moving the interchange to Phinney's Lane. In addition, property impacts at this location would likely involve residences, and this type of impact is considered very severe. For both these reasons, an interchange at this location is not being developed at this time.

There were also questions at the November 13th meeting about the travel demand model results which projected reductions in traffic on Route 6A, in the event of exit 6 ½. The consultant was asked to confirm this and provide a detailed explanation. Ms. Edwards reported that the consultant confirmed that exit 6 ½ would mitigate traffic growth on Route 6A due to the growth in the Independence Park area. In other words, compared to the no-build scenario, traffic on Route 6A would be lower with an exit 6 ½ in place. The detailed written explanation is still in progress and would be provided soon.

Ms. Edwards discussed updates to the web site. After the November 13 meeting, Steve Voluckas provided the engineers with a concept which combined aspects of alternatives 1 and 4. This new alternative was drafted as alternative 6 and added to the presentation. Other revisions to the presentation were made and it is posted to the web site along with a comment form. Ms. Edwards encouraged the Task Force to post their comments on the evaluation of the alternatives and ask others to do so as well. Go to www.hyannis-access.com → Share Your Opinions → and click on "Look at the alternatives and comment" next to the image of alternative 2.

Ms. Wendy Northcross said it appeared as if some exit 6 ½ alternatives would impact neighborhoods, but that it is hard to tell. Ms. Edwards responded that it is possible to zoom into the photos on the web site and get a better idea of potential impacts. (Editor's note: The drawings are draft, conceptual in nature and subject to change. They represent approximate locations and impacts.)

Ms. Edwards asked if there were any further questions on the previous meeting. There were none.

Update on Airport Improvement Project

Mr. Mosby provided an overview of the changes to the Airport Improvement Project. He stated that the project has been scaled back to stay within town and federal funding constraints. He informed the audience that the planned Attucks Lane extension has been re-routed to reduce the number of property impacts, but it will still connect with Airport Road, simply north of the previously planned connection point. Details of the connection are still being worked out, and some property acquisitions will

still need to be made. He also stated that the size of the terminal has been reduced to about 31-34,000 square feet from the previously proposed 42,000 square feet. Mr. Mosby reported that together, these cost saving measures contribute to a reduced project cost of \$32 million from \$44 million, and that the airport continues to seek other cost saving opportunities. Mr. Mosby said that the parking layout would remain unchanged from the previous proposal. Ms. Mosby also discussed a new access point to the airport that is planned on Route 132. The road connecting to the airport access road would run roughly parallel to Hinckley Road. Mr. Mosby said that the Commission is evaluating the traffic impacts of this proposed intersection.

Mr. Mosby indicated that the design phase is expected to take 12 months with groundbreaking expected for December 2008. He indicated that the airport hopes to build the terminal and the Attucks Lane extension simultaneously.

Evaluation of Transit Alternatives

Ms. Edwards provided background information on the development of the transit alternatives. A break-out session at an early Task Force meeting provided input from Task Force members. In addition to a thorough review of existing services and conditions, TranSystems' transit consultant, Rob Swierk, interviewed staff at the CCRTA, the Cape Cod Commission, the Community College, Barnstable Airport, the hospital, the Steamship Authority, and Hy-Line. The CCRTA also hosted a tour of the Barnstable Villager route with their operations staff followed by a meeting to discuss key issues. Draft alternatives were presented at the May 15, 2007 meeting, during which more input from the Task Force was received. After the May meeting, the presentation was revised and posted to the web site along with a comment form. Additional comments have been incorporated, preliminary capital and operational costs have been estimated, and the alternatives evaluated with respect to the criteria developed in cooperation with the Task Force in the Fall of 2006. Ms. Edwards summarized that significant work has been made on the alternatives and although suggestions and comments are still welcome, the Task Force should consider – during Mr. Swierk's presentation – how the alternatives should be prioritized and packaged. The goal of this meeting is to work towards the Task Force's recommendations. Ms. Edwards introduced Mr. Swierk to present the new information and evaluation.

Rob Swierk began his presentation with an overview of the five alternatives:

1. Add signage to all bus stops
2. Bicycle and pedestrian improvements at key stops
3. Barnstable Villager Route improvements (short-term and long-term)
4. Add dynamic signs to roadways
5. Support ongoing and upcoming efforts

A graphic of the study area provided the approximate geographic locations of the alternatives.

Mr. Swierk then reviewed the evaluation criteria which were developed in cooperation with the Task Force in the Fall of 2006, and highlighted the criteria relevant to the transit alternatives. These are improve mobility and transportation choices, protect/enhance natural and cultural environment, maintain and enhance support of regional economic activity by strengthening transportation networks, and costs.

Mr. Swierk then covered his method for estimating benefits. Generally, new ridership potential was estimated based on existing ridership levels, taking into account travel time, wait time, fares, etc. based on adjustment factors from industry research. Other benefits such as intermodal connectivity, air quality benefits, and accessibility to the GIZ and other areas were assessed qualitatively.

Mr. Swierk then covered the method used to estimate costs. He explained that the costs are conceptual level and based on cost databases or typical industry/vendor figures and contain a 10% contingency for uncertainties.

Mr. Swierk then stepped through the alternatives listed above providing the benefits and costs of each. Alternative one was estimated to have a potential demand shift of 10 to 20 summer boarding per day, with improved way finding to attractions, and the opportunity to display signs in multiple languages. The estimated capital costs range from \$80,000 to \$180,000, depending on the dynamic sign type. Operations and maintenance costs range from \$4,000 a year to \$11,000 a year. Alternative two is expected to provide better intermodal connections, easier transfer between the Villager and Sea Line routes, and additional pedestrian safety and walkability benefits. Ridership is not expected to increase as much as with alternative one, perhaps by 5-10 summer boardings a day. Due to construction costs of sidewalks, etc., the expected capital costs are between \$300,000 and \$450,000 with operational and maintenance costs between \$9,000 and \$13,000. The short-term aspect of alternative three, streamlining the Village route, is expected to increase summer boardings by approximately 15 to 25 a day. The short-term version includes a new stop at the Park & Ride lot, which is considered an important intermodal connection. There are not expected to be any capital costs associated with this alternative since the authority already has the buses to support this

streamlined service. It is expected that there will be minimal operational costs due to a small amount of extra mileage. A Task Force member commented that it is important to include Independence Park as a key area for access with transit because of the Hospital outpatient services and senior housing in the future. Mr. Swierk acknowledged this was a great point and idea, but that this effort really focused on improving existing services. Joe Potzka added that a follow-up to this study, a Transit Development Plan for Barnstable, is just beginning. This will include a full analysis of all routes in Barnstable. Journey to work data, existing riders, demographics, route accessibility, and a non-rider survey will all be incorporated. This new study will consider and develop new routes where appropriate.

The long term aspect of alternative three would seek to add peak-only express trips between the Transportation Center and Barnstable Village. The expected increase in summer boardings is between 20 and 40 a day. Capital costs are expected to be between \$275,000 and \$325,000 for one new vehicle. Operational cost increases are expected to be between \$35,000 and \$70,000, depending on the service level. Alternative four, adding dynamic message signs to roadways at six locations, is expected to have the greatest potential demand shift of between 20 and 80 summer trips a day shifted to the HTC lot. The high end of that estimate assumes a change to parking fees to encourage transit. The benefits also include substantial improvement to the accessibility to the GIZ. Capital costs are expected to be between \$240,000 and \$460,000 with operational costs between \$15,000 and \$30,000 a year. Mr. Swierk reviewed the ongoing and upcoming efforts related to alternative five and stated that the benefits and costs vary by project.

Mr. Swierk then reviewed the evaluation of the alternatives with respect to the criteria based on the goals and objectives. Similar to the roadway alternatives, positive, negative, or neutral characteristics were symbolized with green circles, red squares and a black diamond, respectively. An empty green circle indicates some benefit, a half full green circle indicates moderate benefit, and a full green circle indicates substantial benefit. An empty red square indicates some impact, a half full red square indicates moderate impact, and a full red square indicates substantial impact. No impact or benefit is symbolized with a black empty diamond. With the alternatives listed across the top of the sheet, and the criteria listed in rows, each matrix contained these symbols so that the alternatives could be compared to each other visually. All the alternatives provide some benefit with respect to mobility and transportation choice, the environment, and economic activity. Alternatives 2, 3, and 4 are expected to have more benefit than alternative 1 (adding signs), but alternative 1 is considered an important step to laying a solid foundation to the other alternatives. All the alternatives are also expected to have some cost impacts, with the long term aspect of alternative 3 and alternative 4 expected to be the most expensive.

A question was asked whether gas prices, parking cost and availability were taken into consideration? Mr. Swierk replied that these factors were not explicitly considered in the ridership estimates since a mode-split model does not exist for the Cape Cod region, but these factors are important influences on transit demand. The development and evaluation of the transit alternatives did take parking availability into account in a qualitative way, particularly by considering opportunities to improve access and intermodal connections to Park & Ride facilities.

In response to a question, Mr. Swierk noted that sheltering structures could be developed with a Cape-sensitive design and appropriate aesthetic to suit the environment and the weather patterns for the region, building on past work in the region. This will be noted in the study report.

Would new vehicles be bio-diesel or hybrid types? Joe Potzka replied that CCRTA currently has V-20 bio-diesel buses and propane buses, and although the trend is towards hybrid vehicles, the extra cost of \$100,000 per bus is not feasible currently.

Ann Canedy asked if the proposed dynamic signage could be of a type that is moveable? Mr. Swierk responded that that type of signage can be trailer-mounted or fixed in location and that consideration would be looked at in the final recommendations.

Wendy Northcross stated that the cheap and easy transit alternatives should be implemented immediately, and the other alternatives should be combined into a package with the roadway alternatives. She also informed the group that there is a county-wide plan for DMS. Our alternative four should be compatible with that county-wide plan.

Sue Rohrbach commented that the connection of improved transit with roadway improvement construction may shift people to transit because of construction on roads especially with the airport rotary. Mr. Swierk added that the study could recommend that certain transit improvements be implemented at the start of construction, to help mitigate impacts.

Cynthia Cole commented that international visitors would use transit. She cautioned the use of bio-diesel buses when hybrid vehicles are more environmentally sound. She suggested extending creating a Cape Cod theme for the shelters, the signage and the buses to unify the brand of the transit system. She also suggested that more information be provided on the long term option of alternative three because of its high capital costs.

Ms. Edwards informed the audience that the presentation would be revised and posted to the web site for all to view online and provide comments.

Update on Park and Ride Alternative

Ms. Edwards reviewed the development of the park-and-ride alternatives and recalled the Task Force's comments and suggestions from the previous meeting during which these alternatives were discussed. One of the constraints of the existing Route 132 park-and-ride lot is that it is bounded by the travel plaza's septic tank land and area. A suggestion was made to investigate "sewering" the travel plaza by linking it to the Route 132 sewer project. This would free up the septic tank land surrounding the lot. Another constraint of the lot is the land owned by the Cape Cod Conservatory. A suggestion was made to talk to the Conservatory, as it was known they might be open to selling a portion of their land for the lot's expansion. Ms. Edwards said that Mr. Nelson would provide an update on these options. She also indicated that Mr. Nelson would explain proposed changes to state regulations governing park-and-ride lots. The proposal generated a lot of public input and a discussion with the Plymouth & Brockton Bus Company. As a result, alternative one has been modified as Mr. Nelson will explain. Ms. Edwards encouraged the Task Force to consider, as they did with the transit alternatives, how the alternatives should be prioritized and what the recommendations should be for the report. She then introduced Mr. Nelson.

Mr. Nelson began with the proposed changes to the state regulations on park-and-ride lots, intended to address overcrowding and unwanted use of the lots in Massachusetts. Once enacted, these new regulations would allow EOT to prohibit parking at EOT facilities during restricted times, provided that proper signage is posted. EOT would also be able to tow or fine vehicles parked illegally. These new regulations are necessary to implement some of the current alternatives for the lot being considered as part of this study. Mr. Nelson reported that he received a lot of public input on the proposed regulations and also discussed them at length with the private bus carriers. The public and the private bus carriers both strongly support overnight parking at the lot. There is a strong desire to provide overnight parking for third shift workers and customers of the service to Logan, as well as others. Therefore, as a result of this input, alternative one was modified to reflect that overnight parking would not be banned entirely from the lot, but would be limited to a certain length of stay, as yet undetermined, or to a certain area, also as yet undetermined. The alternative was also modified to indicate that the parking fee structure at the Hyannis Transportation Center would be modified to make it more attractive for Plymouth and Brockton customers to park there. The overall plan for changes to the Route 132 park-and-ride lot continues to be guided by this study.

Mr. Nelson reported that EOT met with the Cape Cod Conservatory. They expressed a willingness to work with EOT and were open to selling a portion of their land for the lot's expansion. Mr. Nelson stated that he modified alternative two based on this meeting, indicating that the lot's expansion could be onto land currently owned by the Conservatory. The updated alternatives are posted on the website.

Mr. Nelson also reported that EOT has contacted the Department of Capital Asset Management to learn more about the planned extension of the sewer line to the Cape Cod Community College (4Cs). To connect the Route 132 travel plaza to the planned extension, a line must be run from the plaza to 4Cs to connect to the pumping station because the new line will be a forced main. He stated that a full evaluation of the updated alternatives would also be posted to the website following the meeting.

Ms. Wendy Northcross asked if the land next to the Chamber of Commerce has been looked at as an overflow lot in the long term? Mr. Nelson replied that it is more favorable for the bus service to keep the parking on the one side of the highway at the travel center. Ms. Edwards added that an overflow parking area is useful to keep in mind for the future.

Plymouth and Brockton Bus Company representative, Mr. Chris Anzuoni, commented that P & B could work with EOT to identify new routing possibilities and lots, but it needs to work economically. Multiple stops are a disincentive to park-and-ride commuters. Also, overnight parking benefits P & B commuters as the fares for commuters are offset by fares to Logan.

Chris Lovelock commented that the upper cape is underserved by transit and that commuters from Mashpee, Centerville, and Osterville backtrack to the park-and-ride lot at Exit 6 when they could be served closer to their community. There could be Brownfield sites in Sandwich or sites under electrical wires at 6A and Route 130 that could serve as parking lots rather than clearing more trees at the travel center site. A study is needed of intercity/express services on the Cape, services not currently being looked at by this study.

Mr. John Kenney commented that private land in Independence Park could become a Park and Ride if Exit 6 ½ becomes a reality.

Other Business/Next Meetings

Ms. Edwards stated that the next Task Force meeting will be on January 8, 2008 at a location to be determined. She will notify Task Force members by email with a meeting location. Please visit the website to obtain information regarding the date and location of the next meeting.

A public meeting is tentatively planned for mid-February or early March.

Hyannis Access Study

Task Force Meeting Tuesday, January 8, 2008 2:00 PM

Hearing Room
Yarmouth Town Hall
1146 Route 28, Yarmouth, MA

Attendance

Task Force Members and Public who signed in:

George Allaire	Town of Yarmouth DPW	Lisa Maragnono	PTM/CCRTA
Robert Berry	Citizen	Lev Malakoff	Cape Cod Commission
Ann Canedy	Barnstable Town Council	Tom Mullen	Barnstable Land Trust
Mike Cipro	Shepley Wood Products	Bob Mumford	Cape Cod Commission
Cynthia Cole	Hyannis Business District	David Munsell	Barnstable Planning Board
Patty Daley	Town of Barnstable	Paul Niedzwiecki	Cape Cod Commission
Robert Edwards	Citizen	Wendy Northcross	Cape Cod Ch. of Commerce
Mark Ells	Town of Barnstable	Robert O'Brien	Steamship Authority
Peter Fisher	Centerville Civic Assoc	Roger Parsons	Barnstable DPW
Maggie Geist	APCC	John Robichard	Citizen
Arnold Ginsberg	Citizen	Susan Rohrbach	Senator O'Leary assistant
Allen Goddard	Hyannis Civic Assoc	Bill Scully	MS Transportations Systems
John Kenney	Hyannis Chamber of Commerce	Steve Seymour	Town GMD
Catherine King	MassRIDES	Rick Sigel	Citizen
Tim Kochan	MassHighway District #5	Jeff Skeiber	RHCI
Ed Lambert	CC Aggregates	Geoff Slater	Nelson & Nygaard
Mark Lohan	Citizen	David Still II	Barnstable Patriot
		Steve Voluckas	Citizen

Executive Office of Transportation Staff:

Adriel Edwards	Office of Transportation Planning, Study Project Manager
Douglas Carnahan	Office of Transportation Planning
Rachel Bain	Office of Transportation Planning

Consultant Team:

George Gefrich	TranSystems Corporation
Joseph Cahill	TranSystems Corporation
Sudhir Murthy	Trafinfo
Leslie Black	Fitzgerald & Halliday, Inc. (Public Participation)

Meeting Summary

Welcome and Administrative Items

Ms. Adriel Edwards welcomed everyone to the Hyannis Access Study Task Force meeting and thanked the Town of Yarmouth for hosting. She reminded attendees that in accordance with the Executive Office of Transportation's (EOT) policy of an open study process, all Task Force meetings are open to the public, but agenda items are discussed first with Task Force members. She stated that two future public informational meetings would provide further opportunity for public comment. The first of these public meetings is tentatively scheduled for Wednesday, February 27, 2008. (Editor's note: The public informational meeting is now planned for Wednesday, March 5, 2008.) In addition, Ms. Edwards informed attendees that comments can be submitted anytime through the study's website www.hyannis-access.com, where much more information is available. The November 13, 2007 meeting summary on the evaluation of Exit 6 1/2 has been recently posted to the web site. The December 5, 2007 meeting summary is still in progress and will be sent out to Task Force members soon. Ms. Edwards introduced Patty Daley with the Town of Barnstable's Growth Management Department. Ms. Daley will serve on the Task Force in place of Ruth Weil, who has taken another position with the Town.

Follow-up from previous meetings

Ms. Edwards provided a summary of the team's progress since the last couple of meetings. At the November 13 Task Force meeting on the evaluation of exit 6 ½ alternatives, Task Force members provided comments and asked questions. The team addressed the questions and comments either at the December 5th meeting or in subsequent emails to the Task Force. For example, a more detailed explanation of the expected traffic benefits to the north of Route 6 as a result of a potential exit was provided to Task Force members. In addition, the evaluation of exit 6 ½ presentation was revised and posted to the web site along with a comment form. Over 40 comments have been received, and they have been made visible on the web site. Ms. Edwards encouraged Task Force members to read what their neighbors are saying. The Planning office is in the process of responding to all the comments that have been received. She asked if any questions remained on the November 13 meeting? Ms. Ann Canedy stated that a community group in the vicinity of Mary Dunn Road and Route 6A requested a neighborhood meeting so they could provide feedback on the options. The group was considering a spring meeting in the hopes of greater attendance. Ms. Canedy suggested that the public informational meeting may satisfy the need and desire for a neighborhood meeting, but asked if a separate meeting could be held if it is still desired by the group. Ms. Edwards responded that she would be happy to meet with the community group if the public meeting does not satisfy the community's concerns.

Addressing the December 5 meeting on the transit and park-and-ride alternatives, Ms. Edwards reported that the presentation was revised and posted to the web site along with a comment form. She encouraged attendees to submit their comments. She added that the travel time studies are in still in progress.

Evaluation of roadway alternatives

Ms. Edwards stated that the focus of today's meeting is on the alternatives for the Airport Rotary and the intersection of Yarmouth Road and Route 28. She provided an overview of the presentation to be shown by Joe Cahill and Sudhir Murthy. She said that the team will be presenting a number of alternatives for these roadway areas, some of which the Task Force has seen previously and some of which they have not. The alternatives have been developed further since they were last presented in June 2007, due to Task Force input and further analysis. Joe Cahill will cover the geometrics, lane configurations, access limitations where they apply, and potential property impacts. Sudhir Murthy will cover the expected changes in travel patterns resulting from improvements. He will also cover information on the traffic operations for the various alternatives. Ms. Edwards stated that all the rotary alternatives are expected to produce similar changes to the *travel patterns* in the area, but they do vary significantly from the *operational* standpoint. Mr. Murthy will review all of this in detail. Then conceptual construction costs and maintenance issues will be presented followed by an evaluation based on the criteria developed by the Task Force collectively in the fall of 2006. Ms. Edwards reminded attendees, that as was the case at the November 13 meeting, the team has not yet compared the benefits and impacts of the rotary alternatives to the benefits and impacts of exit 6 ½ alternatives or intersection improvements. At this stage, the team continues to evaluate and compare alternatives to each other in each area.

Joe Cahill began with an overview of the input from the Task Force and MassHighway on the rotary alternatives that lead to some of the changes being shown today. At the previous meeting, the Task Force expressed concern about the access restrictions that are inherent with the grade-separated intersection options. Therefore, the team dropped both grade-separated intersection options. In addition, the Task Force expressed concerns about the grade-separated option that submerged Barnstable Road. Therefore, that option was dropped as well. The team had a meeting with MassHighway during which MassHighway expressed concern about long-term maintenance costs related to the grade-separated options and encouraged the team to further investigate an updated rotary option. Therefore, the team developed a two-lane roundabout based on the existing layout which will be shown today. In addition, MassHighway discussed with the team the need to incorporate bicycle and pedestrian accommodations in all designs. Therefore, depicted with green lines, allowances for bicycle and pedestrian travel have been incorporated.

Sudhir Murthy reviewed the change in travel patterns that are expected to result from improvements in the two roadway areas. Green and yellow lines were used to depict decreases and increases in roadway volumes, respectively. The first graphic revealed that, in the event of improvements to the Airport Rotary, traffic is expected to shift back to the rotary area, which has been or will have been avoiding the area and using side roads. This is expected to provide a localized benefit. The second graphic revealed that, in the event of improvements to the intersection at Route 28 and Yarmouth Road, traffic will increase on Route 28 and decrease on Barnstable Road, East Main Street, Camp Street, and other local roads. This is similar to the effect of improvements at the rotary in that diverting traffic returns to the major route where it is processed more smoothly. Mr. Murthy then reviewed the major implications of the travel pattern shifts, citing the 2030 summer weekday PM peak hour volumes and volume changes, highlighting that all the build alternatives provide significantly better operations than the no-build.

Mr. Cahill reviewed the five rotary alternatives now under consideration, which include an updated rotary configuration, a four-leg intersection, a split intersection, and two variations of a grade-separated roundabout with an underpass.

Alternative 1: Updated Rotary

Joe Cahill reviewed the following features of the updated rotary:

- Unsignalized at-grade option
- Rotary remains in-place
- Bypass lanes added on 3 of 4 approach legs
- 2 lanes on all approaches
- 2 exit lanes on Route 132 and Route 28 East
- 1 exit lane on Route 28 West and Barnstable Road
- Straightforward construction
- Does not improve existing bike/ped access

Sudhir Murthy explained that this alternative shows acceptable levels of service (LOS) when it is run through a traffic operations analysis. However, the traffic analysis tools do not show the tendency for traffic to stay in the outside lane of the two-lane rotary, slowing traffic volume and increasing safety concerns. Mr. Murthy elaborated that in particular, he expects that a queue will form on Barnstable Road northbound on the approach to the rotary, as drivers will not want to cross the traffic exiting to Route 28 eastbound. Patty Daley also noted that the area has a great deal of tourist traffic that may not be familiar with the rules of a rotary, and that factor needs to be taken into consideration. David Munsell asked if the proposed bypass lane for the reconfigured rotary alternative would draw much traffic out of the rotary. Mr. Murthy responded that 75% of traffic would still have to go through the rotary. Tom Mullen felt that the two lane exits out of the rotary would work well, but the two-lane entry points would not be safe. The two lanes entering at Barnstable Road now clog traffic. A restricted entrance to control safety would be preferred. Mark Ells asked about the costs for the updated rotary. Mr. Cahill responded that the \$1.6 million cost would be for construction costs only. The cost does not include any land acquisition. Property impacts would be driven by the addition of bypass lanes. Roger Parsons asked about the level of service for this option. Sudhir Murthy replied that, theoretically, the overall level of service would be C and the Barnstable Road approach would be E.

Alternative 2: Four-leg intersection

Mr. Cahill reviewed the following key features of the four-leg intersection:

- Signalized intersection
- Roadways realigned as a 4-leg intersection
- Rotary is eliminated
- Widened approaches to accommodate additional through and turning lanes
- Large intersection with numerous turning and through lanes
- A straightforward alternative
- Easier for bikes/peds to navigate

Mr. Murthy said that the intersection is large enough to accommodate the number of lanes required for an acceptable level of service "D". Steve Seymour asked if the year 2030 was used to project traffic when looking at LOS projections and the team responded in the affirmative. Tom Mullen asked if an alternate route for bicycle and pedestrian travel could be accommodated instead of providing for it here at the intersection. He expressed concern that a pedestrian light sequence would delay the traffic flow. Mr. Murthy responded that the MassHighway Design Guidebook requirement is that bicycle and pedestrian needs are considered and accounted for to the extent possible. He added that if the Town would demonstrate a safe alternate route, that would probably suffice. Tim Kochan asked if the levels of bicycle and pedestrian activity had been documented. Patty Daley said the Town is hoping to promote bicycle and pedestrian travel on alternate routes in that area.

Others asked about a potential bypass road for Route 28 westbound traffic to Route 132, using the land north of the intersection for this purpose. Mr. Murthy and Mr. Cahill expressed concern for the merge area on Route 132 where traffic would rejoin the traffic that had traversed the intersection, but indicated that they would consider this further.

This construction cost of this alternative is expected to be about \$3.1 million.

Alternative 3: Split intersection

Mr. Cahill reviewed the following key features of the four-leg intersection:

- Roadways realigned as two offset intersections
- Route 28 is the through movement
- Barnstable Road and Route 132 offset from each other (~175')
- 2 coordinated signals
- 5 westbound lanes along Route 28 approaching from east

Mr. Cahill further explained that the split intersection has Route 28 as the through movement with two coordinated signals splitting a large intersection into two smaller intersections. Mr. Murthy explained that this design can be more efficient from a traffic operations standpoint. The limitation is a possible queue overflow due to limited storage between the intersections especially if the signal coordination is off. Moving the two intersections further apart would reduce the risk for queue overflow, but increase property impacts. Steve Seymour asked how far apart would be ideal, and Mr. Murthy responded that 350-400 feet would provide improved LOS. The intersection with Barnstable Road would be moved further east on Route 28. Roger Parsons asked what the LOS rank would be for the split intersection and the response was LOS "C". Lev Malakoff questioned the reality of the difference between a single intersection with LOS "D" and two intersections with LOS "C", indicating that the combined delay would approach or exceed the delay at one large intersection. Mr. Murthy acknowledged that this can be the case. Cynthia Cole expressed concern that the design provides only one lane southbound to Barnstable Road, which appears to hamper traffic heading for downtown Hyannis. She expressed concern that the two adjacent intersections appear to be psychologically more difficult. Mr. Murthy responded that one lane is enough because the traffic from Route 132 to Route 28 eastbound moves at the same time, and those volumes dictate the amount of time given to the light, which is enough to handle the volume headed south on Barnstable Road. For example, 603 cars travel at peak in the two lanes from Route 132 to Route 28 while at the same time, 360 cars travel from Route 132 to Barnstable Road in the single lane. Each lane processes approximately the same number of cars. Turn lanes and additional approach lanes are accommodated in the design. Mr. Mullen and Mr. Ells commented that a free through-lane for Route 28 to Route 132 should be looked at again (as was requested for the four-leg intersection) and thereby eliminate two lanes going through a signalized intersection. Mr. Murthy cautioned that ultimately the traffic must merge on Route 132. He explained that this merge could present problems, whereas the signal provides control. Mr. Mullen also asked about ramp metering to control the volumes of traffic that approach the rotary, and suggested that perhaps they could be operational only during peak times. Mr. Murthy cautioned that a very big area is needed to make that work. Roger Parsons said that the area presents a challenge of both engineering and planning and that possible new land uses should be examined in conjunction with the designs. There followed a question about spreading the two intersections further apart to reduce the risk of queue overflow – the property impact would be two buildings – how would the community feel about these property impacts? Mr. Cahill pointed out the access restrictions which would be introduced with this design. The construction cost for LOS "C" would be \$3.1 million (without property takings). Mr. Ells requested that the Town have more time to consider these options and provide more feedback.

A discussion was held about safety differences between the rotary versus an intersection. Arnold Ginsberg commented that accident rates are high and safety must be kept as the highest priority. Tom Mullen commented that fender benders predominate in the existing Airport Rotary without injuries or fatalities.

Alternatives 4 and 5: Underpass Options

Mr. Cahill reviewed the following general characteristics of both underpass options:

- Underpasses used to bypass through traffic from roundabout
- Boat sections create barriers that impact abutter access
 - Use of roundabout helps to counteract this restriction
- Right turn bypass lanes provided
- Roundabout could provide gateway feel
 - Slows N/S traffic heading to downtown
 - Alters driver expectation
- Still allows all movements to be accommodated at the roundabout
- Use of bypass lanes and a roundabout creates difficulty for bike/peds

Mr. Cahill cautioned that the construction of both underpass options would be complicated and the long-term maintenance needs would be significant. There would be greater ongoing inspection and maintenance work for the tunnels and boat sections compared to the at-grade options.

Mr. Cahill then reviewed the following key features of the Route 132 to Route 28 grade-separated roundabout option:

- Only 1 underpass lane needed (SB)
 - 2nd NB lane could be done at grade along right side of rotary
- Boat section from just south of Nightingale to Staples/TJ Maxx shopping center entrance
- Very long underpass structure needed (~600' long tunnel)
- Will need to contend with possible drainage and groundwater issues
- Interrupts flow of through traffic on Rte. 28
- Requires 2 exiting lanes on Barnstable Road and Route 132
- Significantly increases future maintenance requirements and costs

Mr. Murthy informed the Task Force that this grade-separated option is expected to perform at a level of service "C". Mr. Cahill explained that the construction cost for this option would be \$19.6 million.

Mr. Cahill then reviewed the following key features of the Route 28 to Route 28 grade-separated roundabout option:

- Free-flow through movement for 28↔ 28 traffic
- Boat section starts just west of Hinckley Lane and at Staples/TJ Maxx Parking Lot
- Potentially provides positive impacts on Main Street
- Bypass in keeping with regional connectivity on state route
- Requires less abutter impacts than signalized intersection
- Difficult construction sequencing and impacts
- 2 lane underpass needed
- Will need to contend with possible drainage and groundwater issues
- Significantly increases future maintenance requirements and costs

Mr. Cahill explained that the construction cost for this option would be \$14.6 million. Mr. Murthy indicated that the level-of-service for this option is expected to be similar to the level-of-service for the at-grade four-leg intersection. He opined that this grade-separated option is not worth the expense for the traffic benefits it delivers.

Sue Rohrbach asked if the airport entry access has been taken into consideration for any of the alternatives. The study team responded that the communication and dialogue with the airport continues as their plans develop and change. A proposed entry to the Airport on Route 132 which was in close proximity to the rotary has been discarded and another entry point further west on Route 132 is being investigated. The team acknowledged that the Route 132 to Route 28 grade-separated option would have implications for an intersection for the Airport on Route 132. Mark Ells asked the Task Force to consider the beneficial implications of improved level-of-service to Hyannis, albeit at a higher cost.

Route 28 and Yarmouth Road Intersection

Mr. Murthy explained that 27% growth in volume north-south and 20% east-west is anticipated in future projections. The alternative adds necessary turning and through lanes. The build assumption for 2030 is that the intersection will be widened to two lanes both ways. The alternative shifts the center of the intersection slightly east to minimize impacts, and dead ends southern section of Yarmouth Road. Cedar Street is extended to create a connector road from Yarmouth Road to Camp Street. The alternative holds the western edge of the pavement and widens to the east with property impacts to the east of the intersection. Construction costs are estimated to be about \$2.1 million.

Ann Canedy commented that access to businesses along the corridor is difficult, and that access management must be included in plan. Cynthia Cole expressed concern that Yarmouth Road was no longer connected to Route 28 directly. She opined that the arrangement between Camp Street and Yarmouth Road should be different so that southbound traffic could continue unimpeded down Yarmouth Road. Mark Ells requested that the Town have more time to consider the options. Robert Sigel owns property and two buildings at Camp Street and Route 28, and he would like guidance from the state as to property impacts and the future build date considerations before putting further investment into the properties. Bob Mumford requested that Yarmouth Road be included in the study, and Tom Mullen echoed his sentiments. Ms. Edwards responded that the study team has found that addressing the intersection addresses the issues along the Yarmouth Road corridor to a large degree. The team has found that the issues along the corridor, once the intersection is fixed, are related to local access issues. On the southbound approach, left hand turns into the businesses creates queues further north. In addition, exits from the businesses also create queues along the corridor. These findings are consistent with the opinion of Town officials, voiced several months ago when alternatives for the corridor and intersection were being explored. Both the study team and Town officials agreed that the improvements to the intersection should drive improvements to the corridor.

Evaluation Criteria

George Gefrich presented the evaluation criteria for each alternative. Peter Kenney wanted to know if changes to the Airport Rotary would have a regional impact or only local impact. Mr. Murthy replied that there would be a regional impact as it is an important node but that impact to local traffic volumes would be most evident.

Other Business/Next Meetings

Ms. Edwards stated that the next Task Force meeting will be tentatively on February 7, 2008, and the first of two public meetings will be held on February 27, 2008 with locations to be determined. She will notify task force members by email with confirmations of dates and meeting locations. Please visit the website to obtain information regarding the date and location of upcoming meetings.

Hyannis Access Study

**Task Force Meeting
Thursday, February 7, 2008
1:45 PM**

Selectman's Hearing Room
Barnstable Town Hall
367 Main Street, Hyannis, MA

Attendance

Task Force Members and Public who signed in:

Rick Angelini	Hyannis Area Chamber	Catherine King	MassRIDES
Chris Anzuoni	Plymouth & Brockton Bus	Tim Kochan	MassHighway District 5
Robert Berry	Citizen	John Lebica	Cape Cod Community College
Bob Burgmann	Town of Barnstable staff	Lev Malakoff	Cape Cod Commission staff
Ann Canedy	Barnstable Town Council	Quincy Doc Mosby	Barnstable Municipal Airport
Mike Cipro	Shepley Wood Products	Tom Mullen	Barnstable Land Trust
Cynthia Cole	Hyannis Business District	Bob Mumford	Cape Cod Commission
Bill Cronin	Citizen	David Munsell	Barnstable Planning Board
Patty Daley	Town of Barnstable	Wendy Northcross	Cape Cod Ch. of Commerce
Robert Edwards	Citizen	Robert O'Brien	Steamship Authority
Mark Ells	Town of Barnstable	Roger Parsons	Town of Barnstable
Peter Fisher	Centerville Civic Assoc	Susan Rohrbach	Aide to Senator O'Leary
Maggie Geist	Assoc. to Preserve CC	Steve Seymour	Town of Barnstable staff
Allen Goddard	Hyannis Civic Assoc	Harold Tobey	Barnstable Town Council
John Kenney	Hyannis Ch. of Commerce		

Executive Office of Transportation Staff:

Adriel Edwards	Office of Transportation Planning, Study Project Manager
Douglas Carnahan	Office of Transportation Planning
Rachel Bain	Office of Transportation Planning

Consultant Team:

Joseph Cahill	TranSystems Corporation
Sudhir Murthy	Trafinfo
Leslie Black	Fitzgerald & Halliday, Inc. (Public Participation)

Meeting Summary

Welcome and Opening Comments

Ms. Adriel Edwards welcomed everyone to the Hyannis Access Study Task Force meeting and thanked Barnstable for hosting. She reminded attendees that in accordance with the Executive Office of Transportation's (EOT) policy of an open study process, all Task Force meetings are open to the public, but agenda items are discussed first with Task Force members. She stated that two future public informational meetings would provide further opportunity for public comment. The first of these is scheduled for Wednesday, March 5, 2008. Ms. Edwards also reported that comments can be submitted anytime through the website www.hyannis-access.com. Meeting summaries and other documents are also available on the website for review.

Ms. Edwards recalled that the January 8th discussion on the alternatives for the Airport Rotary and the intersection of Yarmouth Road and Route 28 generated substantial input from Task Force members. She reported that a subcommittee meeting was held to discuss the ideas in more detail, and as result, revisions have been made to the alternatives. These would be presented today. In addition, the team would discuss the format and content for the March 5 public informational meeting.

Revised Roadway Alternatives

Mr. Sudhir Murthy and Mr. Joe Cahill made a PowerPoint presentation of revised roadway alternatives under consideration.

Route 28 and Yarmouth Road Intersection

Mr. Cahill described the changes that were made to the Route 28 and Yarmouth Road intersection alternatives as a result of input received at January 8th Task Force meeting and the January 29th subcommittee meeting. Previously, to address the issue of the intersection of Yarmouth Road and Camp Street immediately south of Route 28, the proximity of which complicates operations at Route 28, Yarmouth Road was severed from Route 28. Drivers would head south on Camp Street and access Yarmouth Road through a new connector road which would be created through the doctor's office parking lot south of the intersection. At the January 8th meeting, Ms. Cole opined that Yarmouth Road should not be severed from Route 28. Drivers should be able to continue south on Yarmouth Road from Route 28 to facilitate movements into the downtown area.

Therefore, one major change that the team made to the alternatives was to restore the connection of Yarmouth Road to Route 28, making it southbound only for a section immediately south of Route 28, to eliminate the conflict with Camp Street. Drivers would be able to drive south on either Yarmouth Road or Camp Street, but only drive northbound on Camp Street. Travelers coming from the downtown area to Route 28 (or to cross Route 28) would either head north on Yarmouth Road to Crocker Street, and then to Camp Street, from where they could access Route 28, or simply drive further east on Main Street before turning left onto Camp Street. Drivers would not be able to travel north on Yarmouth Road for its entire length and cross Camp Street just south of Route 28, impeding traffic trying to clear the intersection there. The Town is considering other traffic flow issues related to Main Street, Camp Street, and Yarmouth Road.

In addition, concern was expressed at the subcommittee meeting that because of recent renovations and investment to the doctor's office building, it would be advisable to create the connector between Yarmouth Road and Camp Street further south. Therefore, another change to the intersection alternatives was to suggest that Crocker Street - the existing connection between Camp Street and Yarmouth Road - be used.

As was the case previously, two intersection alternatives were presented, both of which incorporated the modifications described above. Both alternatives add necessary turning and through lanes. The build assumption for 2030 is that Route 28 between the rotary and Yarmouth Road will have been widened to four lanes. Ms. Sue Rohrbach asked if rail traffic is increased in the future, would it have a negative impact on traffic flows on Yarmouth Road. Mr. Murthy responded that future increases in rail traffic would impact flow due to the adjacent at-grade rail crossing. Ms. Cole commented that it would be desirable to maintain the historic brick building in the northwest quadrant of the intersection, and therefore, she did not prefer the alternative oriented to the west.

In addition to the two intersection solutions, the team was asked by the subcommittee to look at a potential roundabout solution with bypass lanes on all four approaches that would replace the intersection. The study team determined that significant property impacts would be incurred with the roundabout solution. In addition, the adjacent at-grade railroad crossing would present further concerns with no way to regulate traffic queuing as there would be with a signalized intersection. Ms. Wendy Northcross commented that a roundabout may be more efficient for emergency services vehicles. The study team responded that the roundabout would not have an effective level of service unless it had bypass lanes and those lanes would increase the size of the footprint of the roundabout. The study team recommended ruling out this option due to significant land takings and the complications with the adjacent rail crossing. Mr. Lev Malakov suggested bringing the bypass lanes in closer to the

roundabout as has been done in a location in Florida. Mr. Murthy responded that the separations clarify who has the right-of-way. Mr. Parsons suggested that the study team cite the reasoning such as cost and property impacts when ruling out options. Both Mr. Tom Mullen and Mr. Rick Angelini expressed concern about the rail traffic at that location which is in such close proximity to the busy intersection. Ms. Edwards offered to invite the new EOT Rail Director to a meeting along with the new operator of the rail line in order to increase communication between Task Force members and the rail interests in the area.

Rotary Alternatives

Ms. Edwards and Mr. Cahill recalled for Task Force members the updated rotary alternative which would maintain the general shape and size of the existing rotary, but delineate two lanes within it, provide two clear lanes on all approaches, and provide a bypass lane on three of the four approaches. Ms. Edwards recalled for Task Force members that according to the rotary traffic operations analysis, this alternative works well, but the traffic operations analysis does not take into account safety issues and concerns that would translate into poor operations. In particular, on the Barnstable Road approach, queuing is expected to occur due to travelers' resistance to use both approach lanes. Mr. Murthy said that he examined the traffic volume growths in the area and determined that the updated rotary solution would work for only 5 years before it would fail. Therefore, at best, it could be considered a short term solution.

Ms. Edwards reported that in the subcommittee meeting, the attendees discussed the advantages of maintaining a rotary, and their desire to address its shortcomings. Mr. Cahill explained that a smaller roundabout would increase drivers' acceptance of smaller gaps between vehicles. He and Mr. Murthy explained that re-orienting the approaches so that they would occur at 90 degrees would also theoretically improve operations. Mr. Cahill presented the revised roundabout alternative, which resulted from team and subcommittee members brainstorming on how to achieve a better roundabout design in the tightly constrained area. A smaller roundabout, as opposed to a large rotary, and the re-development opportunities in the area would allow for the roundabout to be shifted to the west and also would allow for the re-orientation of the approaches to closer to 90 degrees. Mr. Cahill explained that the merging maneuver is now a crossing maneuver which allows for tighter gap acceptance.

Mr. Mullen asked what forced the roundabout to be re-oriented to the west. Mr. Cahill explained that if they attempted to re-orient the roundabout further east instead, Routes 132 and 28 (on the west) would converge on a point, making it difficult to separate those approaches. By re-orienting the roundabout to the west, this separates the Routes 132 and 28 connections on the western side of the roundabout and at the same time, provides some flexibility for re-orienting the Route 28 and Barnstable Road connections on the eastern side of the roundabout.

Mr. Allen Goddard expressed concern about this alternative, saying that it is counter-intuitive that a smaller roundabout would do a better job processing the traffic. He said he would not drive through it. Mr. Mosby expressed strong concern for the revised roundabout solution, saying that it would impact the new terminal's new parking area. He stressed that the main concern in the area is the intersection of Route 28 and Yarmouth Road. He and Mr. Mullen opined that the congestion at the Route 28 and Yarmouth Road intersection is so severe that it backs up to the rotary and prevents people from clearing the rotary. Mr. Mark Ells echoed this sentiment, saying that his observation is that Route 28 eastbound backs up on a regular basis to the rotary. He added that therefore, the intersection of Route 28 and Yarmouth Road should be prioritized over the rotary. Mr. Bob Burgmann agreed with Mr. Ells, saying that the problem with the rotary is that people can't get out of it. Mr. Mosby discussed the improvements to the rotary which will result from the airport improvement project and agreed that the Yarmouth Road and Route 28 intersection should be prioritized.

Mr. Steve Seymour responded to comments that the Task Force concentrate on the intersection of Route 28 and Yarmouth Road without overly concerning itself with the rotary. He asked that Task Force members continue to focus on the big picture and contemplate a solution for the rotary as well as for the intersection of Yarmouth Road and Route 28.

Mr. Bob Mumford expressed concern for the revised roundabout alternative because although the overall level of service is expected to be acceptable, at LOS D in the year 2030, the level of service for a major move – Route 28 westbound to Route 132 – would be LOS F. He asked if the alternative could be modified to address this shortcoming. Mr. Murthy replied that if an extra lane were added, there would be weave issues further down. Mr. Mumford opined that if this alternative were to be a preferred alternative, then the Route 28 to Route 132 movement would have to be improved.

Mr. Murthy discussed why roundabouts work so well in England, for example, and may not work as well here in Hyannis. In England, they are implemented widely. Many of the users of the roundabouts are regular commuters who quickly become familiar with how to navigate them. This would not be the case in Hyannis where tourists come from all over and are often unfamiliar with roundabout configurations. He advised that there would still be safety concerns with the revised roundabout alternative.

Four-legged intersection

Mr. Cahill reviewed for Task Force members the analysis and implications of adding a bypass lane to the four-leg intersection alternative. This was requested at the January 8th Task Force meeting and discussed in the subsequent subcommittee meeting. The bypass lane would utilize space north of the four-leg intersection alternative and provide an additional lane for traffic coming from Route 28 and going to Route 132. The traffic in this bypass lane would bypass the intersection altogether and merge back with traffic on Route 132. Mr. Cahill and Mr. Murthy stated that taking one short lane of cars out of the signalized intersection does not improve the traffic operations significantly enough to change the level of service, and introduces safety and property issues just north of the intersection on Route 132. The team therefore advises against a bypass lane for the four-leg intersection alternative.

Revised split intersection

Mr. Cahill and Mr. Murthy reviewed the split intersection alternative and the changes made to it as a result of both the January 8th Task Force meeting and the subsequent subcommittee meeting. In general, separating one large intersection into two smaller adjacent intersections may work very well, but when they are in close proximity, there is a risk of queue overflow. Increasing the distance between the two intersections reduces this risk. Due to redevelopment opportunities in the area, the Town indicated that it may be possible to separate the intersections further than had been presented previously.

Therefore, Mr. Cahill and Mr. Murthy presented a revised split intersection alternative with the two intersections configured further apart. Mr. Cahill also revised the design by adding an additional receiving lane on Barnstable Road southbound. Mr. Tom Mullen asked whether the lights would be coordinated. Mr. Murthy replied that yes, the lights would be coordinated and he reviewed which sequences would occur at the same time. For example, Route 132 eastbound to both Barnstable Road southbound and Route 28 eastbound would occur simultaneously with Route 28 westbound to Route 132 westbound. Mr. Mullen opined that this configuration seems to complicate things and that he prefers the four-leg intersection design. Mr. Murthy stated that the advantage to this alternative is that time is allocated to only three legs at each intersection instead of four legs. This translates into more time for the various moves. Mr. Angelini asked about access issues further down at the Staples parking lot. Mr. Ells asked whether the study team would recommend a median along Route 28, to address safety concerns related to the four-lane corridor, which is assumed for the future year. Mr. Murthy and Ms. Edwards replied that the intersection alternatives would be compatible with a corridor design that calls for a median, but that it is beyond the scope of this study to determine whether the median should be installed. Among other things, access issues to the Staples parking lot would need to be resolved as part the Route 28 corridor design. Mr. Ells opined that these issues should be considered earlier rather than later. Mr. Angelini commented that the split intersection alternative may offer an opportunity to improve access into the Staples property.

Airport Access

Mr. Quincy Mosby indicated that the airport improvement project will include changes to the access to and from the airport and the airport rotary and these changes will have a positive impact. The main entrance to and exit from the airport will be onto Attucks Lane extension. There will be a right turn off Route 28 into the airport for ingress only.

Grade-separated intersection

These options are unchanged from the January 8th meeting. The team informed the Task Force that the Route 28 to Route 28 grade-separated option does not deliver significant improvement in terms of traffic operations over the four-leg intersection solution and therefore, from a traffic and cost perspective, does not seem to be worth the money. The Task Force was asked whether the Route 28 to Route 28 underpass could therefore be dropped from consideration. Mr. Ells opined that all options should be kept available and that other factors such as property takings are important as well as cost and traffic benefits.

Mr. Murthy presented a delay and safety analysis comparing the alternatives. In general, all alternatives would offer improvements over the existing rotary in terms of delay and safety. The Route 132-28 underpass option offers the most improvement with regards to delay, and the split intersection is expected to improve delay better than the four-leg intersection. With regards to safety, the crash risk level of the four-leg intersection is expected to be less (safer) than the split intersection and the roundabout options. Both underpass options are expected to be better from a safety perspective than the at-grade options.

Public Meeting

Ms. Black provided an outline of the agenda for the public meeting to be held at the Barnstable High School Performing Arts Center on the evening of March 5, 2008. The Task Force is encouraged to attend the public meeting and be part of the process. The meeting will be held in an open house format with a short formal presentation at 7 PM followed by a question and comment period. Following the question and comment period, the study team will return to the open house stations to provide the public with the opportunity to ask more detailed questions on the area of interest. The open house stations will provide information on the study process and the various alternatives under consideration. Meeting announcement flyers and informational brochures will be made available to the Task Force for distribution. The Task Force is encouraged to let EOT know the quantities of flyers/brochures needed by each agency for distribution.

Suggestions for the public meeting included:

- Explanation of how the forecast year is chosen
- Easels for comments should be at each station
- Outreach to each state representative

Mr. Bob Berry expressed concern about the format of the public meeting, specifically that not enough time was being allotted to questions and comments from the public. Ms. Edwards explained that the purpose of the meeting is to hear from the public and therefore, every attempt would be made to allot plenty of time for questions and comments. Mr. Berry also expressed concern about the EOT process in general, and specifically about representation on the Task Force and the discussion about uncertainty in the modeling.

Other Business/Next Meetings

Ms. Edwards stated that the next Task Force meeting will be tentatively one month after the public meeting held on March 5th. There will be further Task Force meetings to work towards recommendations for the final draft report. She will notify Task Force members by email with confirmations of dates and meeting locations. Please visit the website to obtain information regarding the date and location of upcoming meetings.

Hyannis Access Study

**Public Information Meeting
Wednesday, March 5, 2008
6:00 – 9:00 PM**

Barnstable High School
Performing Arts Center
744 West Main Street, Hyannis, MA

Attendance

Task Force Members and Public who signed in: 91 in attendance

Executive Office of Transportation Staff:

Adriel Edwards	Office of Transportation Planning, EOT Study Manager
Paul Nelson	Office of Transportation Planning, Park & Ride Analysis
Douglas Carnahan	Office of Transportation Planning
Rachel Bain	Office of Transportation Planning

Consultant Team:

George Gefrich	TranSystems Corporation, Consultant Study Manager
Joseph Cahill	TranSystems Corporation (Transportation Design)
Ed Bromage	Traffic Modeling
Sudhir Murthy	Trafinfo (Traffic Operations)
Ken Livingston	Fitzgerald & Halliday, Inc. (Environmental Analysis)
Leslie Black	Fitzgerald & Halliday, Inc. (Public Participation)

Meeting Summary

Welcome and Opening Comments

Ms. Adriel Edwards welcomed everyone to the first of two Hyannis Access Study Public Informational Meetings. She thanked the Barnstable High School for providing the Performing Arts Center, as well as Elaine Grace and the A/V and custodial staff for their assistance with the meeting. She also thanked Channel 18 for being available to videotape the proceedings. She outlined the agenda for the presentation and emphasized the importance of the question and comment period that would follow the presentation to hear from the public regarding the alternatives presented.

Ms. Edwards discussed the study process and thanked the Study Task Force for their diligence to this important initiative. The Study Task Force is comprised of a variety of local elected officials, local agencies, community groups, and business groups.

State Senator Robert O'Leary, a member of the Study Task Force, addressed the audience. He discussed that the identified transportation issues are critical as Hyannis is the capitol of Barnstable County and the hub of Cape Cod. The problems need to be addressed in a thorough, comprehensive way and he congratulated the study team on their efforts. He stressed that limited funds are available for transportation improvements and the recommendations to come from this study must be prioritized in order to obtain the most positive impact from the funding available. He thanked Representative Demetrius Atsalis for his support of the study and efforts to get funding for the study.

Paul Niedzwiecki, Executive Director of the Cape Cod Commission and member of the Study Task Force, complimented the study team on the inclusive nature of the study process, providing many opportunities for task force members and the public to give feedback as the study has progressed, including the public meeting tonight..

He applauded Study Project Manager, Adriel Edwards of the EOT, saying that her work is an example of how to build consensus and conduct a thorough study process.

Wendy Northcross from the Cape Cod Chamber of Commerce spoke on behalf of Representative Demetrius Atsalis to express his regrets that he could not attend and to commend the study for its thorough process. Ms. Northcross said that the Representative is committed to this process and he asked that the study team and public look to Exit 6 ½ as a priority.

Presentation

Ms. Edwards discussed the public process further. In addition to Task Force meetings, Ms. Edwards outlined the various methods of public outreach including an email mailing list and a study website where meeting notices and study documents are made available: www.hyannis-access.com. The presentation from this meeting will also be available on the website. The study website also provides updates of alternatives with comments forms to receive feedback regarding each alternative. These comments are made available on the website for the public to read what the community is saying about the study alternatives.

Ms. Edwards, along with study team members, then gave a presentation that covered the background work that lead to the development of alternatives. This included information on the data collection and modeling efforts, as well information on the previous studies which were consulted throughout the process. The presentation then covered all the alternatives which were developed and are still under consideration. The alternatives cover the areas of Park-and-Ride, transit, Exit 6 ½, the Airport Rotary, and the intersection of Yarmouth Road and Route 28. Ms. Edwards explained that through the collaborative and iterative Task Force process, there has been a lot of work done on the alternatives, but they are still conceptual and draft.

Mr. George Gefrich, consultant study manager, stressed that tonight's meeting was an opportunity to hear from the public and get feedback on the draft alternatives. He stated that public feedback is critical to making sure the alternatives are what the public wants to see in the future.

The study team opened the meeting to the public audience to take questions and comments.

Public Question and Comment Period:

General Comments:

- The study team should look beyond 2030
- Smart growth issues should be considered
- Consider bikes/commuter options
- Modeling – need to consider uncertainty
- Need to understand future land development that is included in model
- Add simulation to next presentation to better visualize alternatives
- I like the four-leg intersection alternative for the rotary
- Think of ways to benefit all the towns along 6A and not just the merchants in the Cape Cod Mall and in Independence Park

Exit 6 ½ Comments:

- Concern about accidents on 6A – limit access to 6A
- Mary Dunn – not safe now to walk, too much traffic
- Avoid an alternative that would be located at Mary Dunn
- Create a service road from Willow Street to Independence Park
- Provide signs at Exit 7 that direct people to Hyannis Village
- Better signage for Exit 7 and improving Route 28 from Chatham to Hyannis to make it a scenic alternative to Route 6A

- What would be the improvements to Mary Dunn?
- At the very least, we expect and want bike trails and sidewalks to be built on Mary Dunn if Exit 6 ½ is built
- Please, no 6 ½ exit at Mary Dunn, too much traffic already
- We do not need a 6 ½ exit, but if you insist on building one, take the rest area, and use plan #1
- Yes to Alternatives 1 and 2; do not put Exit 6 ½ on Mary Dunn. We live on this street and it is unsafe now as people drive very fast and it is too busy now. It would be impossible to live there: NO on Mary Dunn!

Airport Rotary Comments:

- Keep rotary – teach how to drive on rotary – update rotary
- Rotary works well; it needs to be four lanes on Barnstable Road
- Need rotary – no ability to go west on Route 132 from businesses, limited left turns on 132
- Education should be provided on how to drive on a rotary
- Eliminate rotary – make 4-way signal
- Signage for how to navigate the rotary should be placed well in advance of the rotary to educate and inform those drivers about how to enter the rotary

Route 28/Yarmouth Road Comments:

- The ambulance route along Yarmouth Road to the hospital is an issue
- Yarmouth Road/Route 28 is key for residents
- Yarmouth Road add center turn lane
- What about Yarmouth Road?

Park & Ride Comments:

- West Barnstable Civic Assoc. – concern for taking forest
- Look at Sandwich park plus ride issues

The formal presentation adjourned at 8:45 PM to permit the public to return to the open house stations to view study maps and speak with the study team on their areas of interest. The open house stations included:

1. Study Process
2. Existing Conditions
3. Alternatives for Exit 6 ½
4. Alternatives for Airport Rotary and Yarmouth Road/Route 28 Intersection
5. Non-roadway Alternatives: Transit, Park & Ride, Bicycle/Pedestrian Access

Hyannis Access Study

Task Force Meeting Tuesday, April 8, 2008 12:00 PM

Selectman's Hearing Room
Barnstable Town Hall
367 Main Street, Hyannis, MA

Attendance

Task Force Members and Public who signed in:

George Allaire	Town of Yarmouth	Lev Malakoff	Cape Cod Commission
Tom Bernardo	Aide to Rep. Atsalis	Paul Maloney	FHWA
Cynthia Cole	Hyannis Business District	David Munsell	Barnstable Planning Board
Patty Daley	Town of Barnstable	Wendy Northcross	Cape Cod Ch. of Commerce
Robert Edwards	Citizen	Robert O'Brien	Steamship Authority
Mark Ells	Town of Barnstable	Susan Rohrbach	Aide to Senator O'Leary
Allen Goddard	Hyannis Civic Assoc	Bill Scully	MS Transportation Systems
Maria Jones	Shepley Wood Products	Harold Tobey	Barnstable Town Council
John Kenney	Hyannis Ch. of Commerce		
Tim Kochan	MassHighway District 5		

Executive Office of Transportation Staff:

Adriel Edwards	Office of Transportation Planning, Study Project Manager
Douglas Carnahan	Office of Transportation Planning
Rachel Bain	Office of Transportation Planning

Consultant Team:

Joseph Cahill	TranSystems Corporation
Sudhir Murthy	Trafinfo
Leslie Black	Fitzgerald & Halliday, Inc. (Public Participation)

Meeting Summary

Welcome and Opening Comments

Ms. Adriel Edwards welcomed everyone to the Hyannis Access Study Task Force meeting. She reminded attendees that in accordance with the Executive Office of Transportation's (EOT) policy of a fair and open study process, all Task Force meetings are open to the public, but agenda items are discussed first with Task Force members. She reported that the website www.hyannis-access.com has study documents including the recently posted February 7th meeting summary. Comments regarding the Rte. 28/Yarmouth Road intersection and Airport Rotary alternatives have been received on the website and can be viewed there. There is still opportunity to provide comments.

Ms. Edwards reviewed upcoming meetings. She stated that the second public informational meeting is scheduled for Wednesday, June 11, 2008 from 6 PM and 9 PM at the Barnstable High School. She said this second public meeting would follow the same open house format as the first public meeting, providing further opportunity for public comment. Ms. Edwards reminded attendees that the next Task Force meeting will be Tuesday, April 22, 2008 at 2 PM here at Town Hall in this room. The purpose of that meeting will be to discuss the non-roadway recommendations for the study. The follow-up to this meeting on the roadway recommendations will be Tuesday, May 6 at noon with a location to be determined soon.

The purpose of today's meeting was to cover the following: (1) Public Meeting #1 review; (2) Roadway recommendations – ideas and discussion, (3) next steps and future meetings.

Public Meeting #1 Review

Ms. Edwards reported that a total of 91 people participated in the March 5th public informational meeting including 63 public citizens, 16 Task Force members and 12 study team members. She said that the meeting is available to view as a video on the Town of Barnstable website under the cable access link. The meeting notes and the PowerPoint presentation are also available on the study website under Reference Materials→Public Meeting Documents. Many comments have been submitted both before and after the public meeting and EOT and the team is working to respond to all of them.

Ms. Edwards asked the Task Force if they had any suggestions for improving the next public meeting. The Task Force suggested using a smaller venue which would be more acoustically suitable for this type of presentation. After some discussion, it was decided that the team would try to reserve the smaller Knight Auditorium for the formal presentation while still using the lobby area of the Performing Arts Center for display stations.

Roadway Implementation Packages

Mr. Sudhir Murthy and Mr. Joe Cahill made a PowerPoint presentation of three draft roadway implementation packages for the Task Force to consider. Over the course of the study, the team has shown that there is no one solution to the transportation issues in Hyannis. Therefore, these packages were prepared. Each package organized various alternatives into short, medium and long range solutions with different implementation scenarios. Each package represented trade-offs with regards to benefits to the area and timelines.

Ms. Edwards provided a review of Task Force and public input that lead to the draft recommendations packages:

- Strong support for improvements to the intersection of Rte 28 and Yarmouth Rd
- Mixed opinions regarding rotary alternatives
 - Some say leave it as it is
 - Less support for roundabout alternative
 - Some favor at-grade intersection alternatives (4-leg or split)
 - Some favor the grade-separated
 - Some unwilling to make any statement until Rte 28 widened to four lanes
- Strong support for Exit 6 ½ alternatives 1 and 2
- Many express community and environmental concerns
- Preference for alternatives 1 and 2 -even among those that do not support the exit in general

Ms. Edwards commented that since the opinions were so mixed on the rotary, EOT weighed heavily on the consultant team's recommendations for the rotary. Mr. Cahill then provided general information regarding the three recommendation packages, saying that each package provides some immediate fixes to the Yarmouth Rd / Rte 28 intersection and the Airport Rotary. He added that each package prioritizes Yarmouth Rd as a mid-term solution, and all packages provide workable solutions that would improve existing conditions. The packages differ in their mid- and long-term solutions.

The following is a summary of each draft package as it was presented to the Task Force:

Draft Roadway Package 1:**Short-Term (Less the 5 years)**

- Advanced signage at the rotary
- Review Yarmouth Rd/Route 28 Signal Timing and update equipment as necessary
- Eliminate NB connection from Yarmouth Rd. to Camp St.
- Review striping opportunities at the Airport Rotary for potential improvements (careful analysis)

Medium-Term (5 to 12 years)

- Yarmouth Road/Route 28 Intersection (\$2,100,000)
- Signalized Intersection at the Airport Rotary
 - \$3,400,000 for Split Intersection
 - \$3,100,000 for 4-Leg Intersection

Package 1 key points:

- Advance signage at the Airport Rotary would aid drivers in lane selection and proper method of driving the rotary
- Signs at the Airport Rotary need to be carefully considered given space constraints, 1-vs-2 lane approaches, and other potential improvements.
- Yarmouth Road intersection would be phased prior to Airport Rotary
- Signalized intersection at the Airport Rotary would follow

- No longer-term alternatives included
- Does not include any Exit 6 ½ alternatives
- Least expensive package overall that is presented today

Draft Roadway Package 2:

Short-Term (Less the 5 years)

- Advance signage at the rotary
- Review Yarmouth Rd/Route 28 signal timing and update equipment as necessary
- Eliminate NB connection from Yarmouth Rd. to Camp St.
- Review striping opportunities at the Airport Rotary for potential improvements (careful analysis)

Medium-Term (5 to 12 years)

- Yarmouth Road/Route 28 Intersection (\$2,100,000)
- Signalized Intersection at Rotary
 - \$3,400,000 for Split Intersection
 - \$3,100,000 for 4-Leg Intersection

Long-Term (Greater than 12 years)

- Exit 6 ½ at Rest Area (\$19,000,000)

Package 2 key points:

- Advance signage at the Airport Rotary would aid drivers in lane selection and proper method of driving the rotary
- Signs at the Airport Rotary need to be carefully considered given space constraints, 1-vs-2 lane approaches, and other potential improvements.
- Yarmouth Rd intersection would be phased prior to Airport Rotary
- Exit 6 ½ at Rest Area included as long-term alternative

Draft Roadway Package 3:

Short-Term (Less the 5 years)

- Advance signage at the rotary
- Review Yarmouth Rd/Route 28 signal timing and update equipment as necessary
- Eliminate NB connection from Yarmouth Rd. to Camp St.
- Review striping opportunities at the Airport Rotary for potential improvements (careful analysis)

Medium-Term (5 to 12 years)

- Yarmouth Road/Route 28 Intersection (\$2,100,000)

Long-Term (Greater than 12 years)

- Route 132 to Route 28 Grade Separation at Rotary (\$19,600,000)

Package 3 key points:

- Advance signage at the Airport Rotary would aid drivers in lane selection and proper method of driving the rotary
- Signs at the Airport Rotary need to be carefully considered given space constraints, 1-vs-2 lane approaches, and other potential improvements.
- Yarmouth Road intersection would be medium-term solution
- No significant rotary improvements in the medium term
- Grade separation at the rotary as a long-term solution
- Does not include any Exit 6 ½ alternatives

Mr. Murthy then discussed the traffic modeling and analysis of the three recommendation packages. Previously, modeling was done for the individual alternatives at each location in isolation to ascertain the proper conceptual design and level of benefits, in the case that other alternatives need not be implemented. The study showed that no one solution would solve all of Hyannis' traffic issues, and therefore the team crafted the packages described above. For the purposes of understanding the benefits and impacts of the recommendation packages, and to confirm that the alternatives would be still valid and necessary if done in combination, three model runs were done which reflect the packages described above.

Mr. Murthy reviewed the results of the modeling. For package one, the proposed improvements to the Airport Rotary and the intersection of Yarmouth Road / Route 28 would attract minor volume increases, but the improvements are adequate to absorb these increases. The expected level of service at both the Airport Rotary and the intersection would be LOS D. Mr. Murthy determined that no other changes in traffic volumes or level of service would occur at the remaining intersections. For package two, which includes Exit 6 ½, the volumes at the Airport Rotary and the intersection of Yarmouth Road and Route 28 would drop slightly, resulting in a LOS C at the intersection. The level of service at the Rotary would still be D. The level of service

at the remaining intersections is expected to be the same as when Exit 6½ is considered in by itself. Regarding package three, the grade-separated solution at the Airport Rotary would attract greater volumes, and the improvements at the intersection of Yarmouth Road and Route 28 would attract minor volume increases. The proposed improvements are adequate to absorb the additional volumes. The overall level of service would be D at the rotary and C at the intersection. There is no expected change in volumes at the other intersections.

Mr. Murthy then reviewed some results regarding the travel time analysis which confirmed earlier analyses that the greatest travel time benefit would be to those traveling to the Independence Park area from the east. There are also time savings to the Hospital and to the mall. The analysis confirmed that people would opt to stay on Route 6, avoiding Route 6A east of Willow Street.

Finally, the packages were compared to each other with respect to the study's goals and evaluation criteria.

Comments and questions from the Task Force included:

Mr. Tim Kochan emphasized the importance of addressing the intersection of Yarmouth Road and Route 28 in the short-term, expressed concern about it being outlined as a mid-term solution and suggested its time-frame be moved up. Ms. Edwards noted that Mr. Cahill outlined concrete steps that may be taken immediately to improve the intersection, as preparation for the intersection reconstruction. Mr. Allen Goddard asked whether there is a downside to eliminating the northbound connection from Yarmouth Road to Camp Street, as had been outlined as a short-term improvement. Mr. Murthy replied that there was not. Ms. Patty Daley enforced what Mr. Kochan said regarding the intersection of Route 28 and Yarmouth Road, saying that improvements to the intersection are critical and could happen faster than outlined. Preliminary designs have been peer-reviewed by MassHighway. Mr. Tom Bernardo agreed with prioritizing the intersection of Yarmouth Road and Route 28, and that the study should identify priorities for the public so that they know what they are and the resources to be used.

Mr. Kenney expressed support for package two, but concern about the timing outlined two for Exit 6 ½. He said that it sounds like the group is suggesting that nothing be done until that time. Ms. Bain suggested that instead of specifying a time period for Exit 6 ½, provide the details on the steps required to prepare for its implementation. There was agreement on this. A discussion followed about the definitions of short-, mid- and long-term. The Task Force requested that the recommendations outline "immediate" actions which would take place in less than three years. The Task Force also suggested that "short-term" actions be those that would occur in 4-6 years, and "mid-term" actions would be those activities that take greater than 6 years. Mr. Bernardo suggested that instead of using the phrase "long-term", the phrase "other recommendations" be used so that if possible, those actions could occur sooner. Ms. Rohrbach and others agreed with the categories.

Ms. Patty Daley said that she appreciates that the study team is looking at Airport Rotary and Yarmouth Road together in this study. She agreed, as had been discussed, that short-term changes to the rotary (signage and striping) may not help (and instead may add confusion) and therefore, she requested that the recommendations indicate a percentage of design work that should be complete on the rotary and when. Ms. Edwards commented that more details on the Route 28 corridor design would be helpful as the Airport Rotary design is finalized. Mr. Kenney agreed but emphasized that re-designing the Route 28 corridor should not hold up the Airport Rotary design. Ms. Edwards suggested a change to the phrasing for the recommendations that reflected Mr. Kenney's concerns about one project hampering the progress of another. Ms. Cynthia Cole commented that the Route 28 corridor was already at 75% design and indicated that perhaps that project could proceed quickly. Mr. Kochan stated the project may need to be re-scoped. Ms. Daley agreed, adding that it was designed as four lanes with no median and the Town would want to completely redesign it, incorporating safety features while still providing adequate access to the businesses along the Route. Ms. Cole said that the Town's DPW and Mass Highway should work together on a revised scope for Route 28 corridor between Yarmouth Road and Route 28 to make a plan that fits with intersection alternatives.

Regarding Exit 6 ½, Ms. Wendy Northcross asked if the \$19 million cost includes the cost of relocating the rest area. Mr. Cahill responded that the rest area relocation cost was included (without a known location) but stated that all costs are in 2007 dollars with no mitigation of environmental issues included because the in-depth environmental impact level of analysis has not yet been conducted in this study process. Ms. Northcross voiced support for package two. Ms. Sue Rohrbach noted that there is a land use implication of adding Exit 6 ½ that must be kept in mind. By improving access to the area, development options open up instead of development of Route 132 and downtown Hyannis. Traffic would also increase at new access point. Mr. Murthy responded that development depends on the zoning that the Town has in place. If access is improved, development will occur if not properly zoned.

Ms. Daley commented that she is concerned about growth impacts of Exit 6 ½ and the subsequent development pressure. She does not prefer package two, because the two intersections are failing now and limited funds need to be directed there instead

of focusing on Exit 6 ½. As an advocate of the GIZ, Ms. Daley supports packages one and three. Mr. Kenney agreed with prioritizing the two intersections. However, he noted that the Town has to act on zoning regulations for Independence Park; there is a concern about big box retail coming in that the public do not want; he does not want the Exit 6 ½ alternative dropped over that concern. Ms. Rohrbach asked if Ms. Daley could provide the Task Force with the Town's assumptions regarding land use and build-out numbers for the Independence Park area. Ms. Daley agreed to this. She also asked that she be given the assumptions made by the consultant on the Independence Park area for the purposes of the modeling.

Ms. Rohrbach suggested that bike plans be put in the short term actions. The Town should work with Mass Highway to include bike path facilities for future connectivity. Also, the Town should address land use issues as part of its comprehensive plan.

Ms. Edwards asked if the grade-separated Airport Rotary option could be taken from the list of options? Ms. Daley responded that she would like to discuss that option with town officials before making final comment.

Mr. John Kenney said he was not comfortable with ruling out alternatives because money is not currently available to pay for the improvements. He opined that the job of the Task Force is to make recommendations and then allow the money to be obtained as necessary. He suggested that all alternatives should be listed and prioritized. As money becomes available, the alternatives will be addressed in order of priority. Mr. Dave Munsell and Ms. Northcross agreed. Mr. Kenney suggested going forward with package two, while adding the grade-separated Airport Rotary to the list. Ms. Edwards responded that she felt it would set unrealistic expectations to keep both the grade-separated rotary solution and Exit 6 ½, each at approximately \$20 million in construction costs alone, as part of the recommendations. Mr. Murthy agreed that it is unrealistic to expect that the state would convert the existing rotary to an at-grade split intersection, which is substantial work, and later rip it out for a grade-separated solution.

In general, the group requested tighter timelines and more details on intermediate steps such as design work. The group requested that the recommendations be more of a roadmap to implementation, stipulating when different percentages of design work should be complete at various stages.

Actions:

- Input from Town re: grade-separate Airport Rotary
- Use terminology: immediate, short term and medium term actions instead of short term, medium term, and long term actions in alternatives presentation
- Land use update at next meeting from Ms. Daley
- Funding and fiscal constraints will be discussed at the May 6th Task Force meeting
- Use consistent cost formulation when discussing project costs (e.g. Current estimate in 2007 Dollars)

Other Business/Next Meetings

Ms. Edwards reminded attendees of upcoming meeting dates, indicating that more information would be sent via email.

Hyannis Access Study

Task Force Meeting Tuesday, April 22, 2008 2:00 PM

Selectman's Hearing Room
Barnstable Town Hall
367 Main Street, Hyannis, MA

Attendance

Task Force Members and Public who signed in:

George Allaire	Yarmouth DPW Director
Rick Angelini	Hyannis Area Ch. of Commerce
Chris Anzuoni	Plymouth and Brockton Bus Company
Tom Bernardo	Aide to Rep. Atsalis
Ann Canedy	Barnstable Town Council
Neil S. Caudle	Plymouth & Brockton
Mike Cipro	Shepley Wood Products
Robert Edwards	Citizen
Allen Goddard	Hyannis Civic Association
William Griswold	Citizen
John Kennedy	Cape Rail, Inc.
Catherine King	MassRIDES
Tom Mullen	Barnstable Land Trust
Roger Parsons	Barnstable DPW
Joseph Potzka	Cape Cod Regional Transit Authority
Sue Rohrbach	Aide to Senator O'Leary
Steve Seymour	Barnstable Growth Management

Executive Office of Transportation Staff:

Adriel Edwards	Office of Transportation Planning, Study Project Manager
Douglas Carnahan	Office of Transportation Planning, Study Assistant
Rachel Bain	Office of Transportation Planning, MPO Liaison
Tim Doherty	Office of Transportation Planning, Director of Rail
Paul Nelson	Office of Transportation Planning, Park-and-Ride Coordinatory

Consultant Team:

Rob Swierk	TranSystems Corporation, Transit consultant
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Welcome and Administrative Items

Adriel Edwards welcomed the group and stated that the focus of today's Task Force meeting is on the non-roadway aspects of the study. Ms. Edwards noted that at the last Task Force meeting, the group discussed the March 5th public informational meeting. One of the suggestions was to hold the next meeting in a smaller auditorium if possible; Ms. Edwards stated that our public participation consultant, Leslie Black, is arranging that for the upcoming June 11th meeting. The next Task Force meeting will be held on May 6th from 12:00PM to 2:30PM and will focus on the roadway recommendations.

Ms. Edwards noted that the order of the agenda would be switched at today's meeting, so that Transit Recommendations would come before the presentation by the EOT Rail Director and Mass Coastal representative.

Transit Recommendations – Ideas and Discussion

Robert Swierk gave a presentation on the draft transit recommendations. These draft recommendations were summarized in a handout that was distributed via email prior to the meeting. Mr. Swierk noted that these recommendations were developed based on the analysis and evaluation that was conducted last fall, as well as input received at meetings and via the project website afterwards. On December 5, 2007, the Task Force discussed packaging the alternatives into recommendations and today's discussion is a continuation of that discussion.

Mr. Swierk reminded attendees that the goal of the transit recommendations package is to improve mobility, focusing on local roads and existing services. New services were not developed for this study. Mr. Swierk discussed the now-underway Barnstable Transit Development Plan (BTDP). He described it as an overall comprehensive look at transit in the Barnstable area, which will consider new routes. The transit efforts as part of the Hyannis Access Study will provide input to the BTDP.

Mr. Swierk reviewed the five alternatives:

1. Add signage at all bus stops
 - Static signage at all stops, electronic signs at key stops
2. Bicycle and pedestrian improvements at key Stops
 - Including shelters, bicycle racks, and targeted sidewalk improvements
3. Barnstable villager route improvements
 - Possible routing, frequency, span of service, and schedule improvements
4. Add dynamic message signs on roadways
5. Support ongoing and upcoming efforts

Mr. Swierk said that although alternative two identifies a few specific key stops, there are probably many others which would benefit from bicycle and pedestrian improvements. Mr. Swierk reviewed the graphic that showed the location of the various proposed improvements. He then reviewed the evaluation of the alternatives with respect to each other, which is summarized in a matrix, with the alternatives listed in columns across the top, and the study's goals listed in rows along the side. In the matrix, green circles represent benefits, red squares represent costs, and black diamonds represent a neutral effect. Mr. Swierk said that in general, the benefits and costs increase with each alternative, with the long-term route improvements and dynamic message signs providing the most potential benefits, but also costing the most.

In general, the transit alternatives provide benefits such as improved access to the GIZ, jobs and improved connections between local service, regional service, and the services provided by private carriers.

The powerpoint slide listed the following general benefits of all the transit alternatives:

- Small to moderate demand shifts from auto to transit
(from 10 to 80 new summer boardings/day, depending on alternative)
- Modest reductions in auto emissions
- New intermodal connections
- Improved accessibility to destinations such as the GIZ
- Preserving character of the Cape, improving access to jobs

Mr. Swierk explained that the costs of some of the alternatives are negligible, such as routing changes, but some are significant. DMS, for example, which would require the implementation of a communication system, would be costly. The operating costs of the various alternative vary as well, from negligible to significant. The powerpoint slide listed the following general costs of all the transit alternatives:

Costs – in general:

- Low to moderate capital costs
(from no cost to approx. \$450,000, depending on alternative)
- Low to moderate operating costs
(from negligible cost to approx. \$70,000/year, depending on alternative)

The long term Barnstable Villager route improvement of adding expressing service along Route 132, for example, could have an operating cost of \$70,000/year with four peak trips. Mr. Swierk stated that this summarizes where we have been.

With regards to the approach to developing recommendations, Mr. Swierk said that the study considered the following questions:

- Should the proposed improvements be pursued together as a package, or individually?
- Should the improvements be packaged with the roadway improvements, or kept separate?
- Are there any transit improvements that are higher priority than the others?
- In what kind of time frame might improvements be pursued?
- Who might take the lead?

Mr. Swierk then presented the following recommendations.

Recommendations #1 - Package of short-term transit improvements

- Static signage component of Alt. 1
- Bicycle and ped. improvements at key stops (Alt. 2)
- Minor streamlining on the Barn. Villager (Alt. 3)
- Suggest CCRTA and TOB take the lead, with input from EOT and Chambers
- TOB and others should look for opportunities to improve pedestrian environment at bus stops

#2 - Medium-term transit improvements

(Somewhat more capital-intensive, longer lead time to implement)

- #2a - Electronic signage component of Alternative 1
- #2b - Further improvements to Barn Villager (Alt. 3)
- #2c - Dynamic Message Signs on roadways (Alt. 4)

#2a - Dynamic Message Signs at bus stops

- Displaying real-time bus arrival information could help boost transit ridership
- Further study needed of sign technology, possible locations, funding sources, and O&M arrangements
- Suggest CCRTA take lead, with input from Towns on locations and Cape Cod Commission on Intelligent Transportation Systems (ITS) technology

#2b – Barnstable Villager Improvements

- Barnstable Transit Development Plan (TDP) underway
- Look further at concepts proposed for Barnstable Villager, including possible improvements in:
 - Routing
 - Frequency
 - Span of service
 - Schedule
- Suggest CCRTA and Town take lead, through Barnstable TDP

#2c – Roadway Dynamic Message Signs

- To promote transit and alternative modes
- Further study needed of how to use signs, specific locations, sizes, messages, coordination of information, funding, other logistics
- Suggest MassHighway and CCRTA take lead, with input from Town on locations and Commission on ITS

#3 – Coordination of Park & Ride capacity and local transit

- Continue coordination between EOT, Town, private bus carriers and CCRTA on Park & Ride plans
- Consider connections between Park & Ride facilities, intercity buses and CCRTA local bus services

#4 – Support for ongoing efforts

- Recommend that key stakeholders continue to support ongoing planning efforts for transit and alternative modes

- 4a. Promoting transit at key activity centers - including 4Cs, Cape Cod Hospital, Airport, and Route 132 malls. Suggest CCRTA, MassRIDES, and Commission work with individual entities.
- 4b. Barnstable TDP – may look at a variety of improvements. Suggest Town, Commission, EOT and other stakeholders continue to support CCRTA on this plan.
- 4c. Plan to connect bicycle trail to the Hyannis Transp. Center –Would improve intermodal connectivity; suggest Town and EOT continue to pursue this effort.

Cynthia Cole asked how this effort rolls into the BTDP. She said that she sees some mutual effort and some overlap and asked if Mr. Swierk was working directly with Barnstable's consultant. Mr. Swierk replied that due to the timing - that we have almost finished our study while they have just started theirs, we are not working directly with them. Mr. Potzka said that all the transit alternatives and recommendations from this study are been submitted to the consultant for the BTDP.

Mr. Potzka stressed that he feels that the most important factors for improving transit ridership in this area are pedestrian improvements. He said that pedestrian improvements need to go hand-in-hand with any transit improvements. Secondly, he said that the phrase "Build it and they will come," applies to transit services, and gave the example of increased frequency of service along Route 132. He said that the regional transit authority will continue to work with the Town of Barnstable to improve services.

Mr. Potzka then discussed the recent funding issues. He explained that all the regional transit authorities in the state are reimbursed at the end of the fiscal year. In Fiscal Year 2007, there was a shortfall in that the reimbursements did not cover the expenses which were incurred over the course of the year. He said that a lot of RTAs were in a tough situation. He said that the Authority's Board made service cuts, increased fares to adjust the budget for 2008 in light of the shortfall from the previous year. In the meantime, the legislature came through with funding to cover the 2007 shortfall. Mr. Potzka said that the Board has restored some of the service cuts but not all because they are not 100% confident that all the funding will come through for 2008. Mr. Potzka said that for example, the Flex-route is restored, but not on Saturday. The fare increases will remain in effect.

Mr. George Allaire said that ITS should also be included as part of the roadway recommendations package as it is on the transit side. Mr. Roger Parsons discussed the need for coordinated efforts to address pedestrian improvements that have traditionally been funded through maintenance and Chapter 90 funds. He said that last year the emphasis was on schools and that there continue to be many critical areas. He urged making links and combining efforts to provide the kind of pedestrian environment that encourages transit ridership.

Clay Schofield said that there is a ITS Study that was done for Southeastern Massachusetts which may be informative to this effort. He added that the transit studies should consider the needs of private carriers in their analyses. The issue of shelters for bus patrons came up and Mr. Anzuoni expressed a concern about street people occupying them. He said even if ridership levels warrant shelters, they can sometimes detract customers.

Rail Presentation by EOT Rail Director and Mass Coastal Representative

Tim Doherty, the Rail Director at the Massachusetts Executive Office of Transportation (EOT), gave an overview of EOT's rail program, with a focus on rail in the Hyannis area and around the Cape.

- The Commonwealth owns approximately 100 miles of freight lines in the state, approximately 10% of all the lines. The key word in EOT's role in rail around the state is "stewardship" of these lines.
- EOT contracts out the operation of rail service on these lines to private operators. Mass Coastal recently won the contract to operate the lines on the Cape, which total roughly 60 miles. The transition to Mass Coastal operation happened on January 6, 2008.
- Historical difficulties encountered by the freight rail industry in the 1970s led EOT to purchase a number of rail lines.

- One of the challenges EOT faces in managing its rail assets is balancing multiple uses of the right-of-way (ROW); this is an issue nationally as well. The perspective of the operating railroad in this situation is to emphasize safety first and foremost.

Cynthia Cole stated that she is concerned about the accumulation of trash and the aesthetics of the rail ROW. She noted that a volunteer clean-up was recently held along the ROW in the Barnstable area.

Tim Doherty noted that stewardship has different connotations in different situations – shorter-term (like aesthetics and cleaning up litter) and longer-term (such as shared-used paths, and keeping options open for new rail services).

John Kennedy of Mass Coastal Railroad provided an overview of his company's operations on the Cape:

- Mass Coastal is one of two operating railroads that are part of Cape Rail, Inc., the other being the Cape Cod Central Railroad. Mass Coastal provides freight service, while the Cape Cod Central provides seasonal excursion passenger service. Cape Rail, Inc. is a local company, with headquarters in Hyannis.
- Mr. Kennedy stated that now that Mass Coastal has the operating contract on the freight lines on the Cape, they can have more control over things like trash, aesthetics, and trespassers on the ROW. They will be looking to address these issues over time.
- Mass Coastal must interface with CSX in Middleborough, but does not need to work with CSX at all when it is operating on the Cape.
- Mr. Kennedy noted that railroad infrastructure has a "shelf life", which deteriorates over time and will eventually reach a crisis if left to decay or if not maintained properly. Mr. Kennedy noted that we are nearly at a crisis in terms of the condition of the rail infrastructure on the Cape. Mass Coastal's first priority is to stabilize the infrastructure, then to improve it over time.
- One of the big types of freight Mass Coastal hauls is trash, to a facility in Rochester, Massachusetts. Mr. Kennedy said he prefers to call these trains "energy trains" since the materials are ultimately burned to produce energy.
- One of Mass Coastal's big initiatives is "trans-loading" which involves innovative solutions for smaller shipments of freight, less than a truckload in size (called LTL shipments).
- Upgrading the rail infrastructure is another major initiative being undertaken by Mass Coastal.

Roger Parsons stated that he would encourage more communication between Mass Coastal and the Town of Barnstable regarding the timing and location of maintenance projects, such as grade crossing improvements. Mr. Kennedy noted that Mass Coastal has identified six at-grade crossings that are priorities to be reconstructed within the next year or so. He noted that interested individuals can reach Mass Coastal by visiting their websites, www.caperailinc.com and www.masscoastal.com. The email addresses of key people in the company are listed on these websites.

It was noted that the Cape's rail infrastructure has good connections to the Steamship Authority ferry system, so there is an opportunity to move freight this way and perhaps reduce truck demand on roadways, particularly the congested bridges leading to from the Cape to the mainland.

A question was asked about the possibility of using some of the rail ROW in the Hyannis area for a rail-trail. Mr. Kennedy replied that there is a policy issue to be resolved to make this a reality.

Tom Bernardo of Representative Atsalis' office made several remarks:

- Representative Atsalis is a big supporter of rail.
- The Representative has confidence in Mass Coastal.
- The rail system on the Cape can be thought of as a three-legged stool, including freight, passenger, and emergency evacuation roles.

John Kennedy noted that there is a third bridge to the mainland from the Cape, which is a rail bridge and which was recently rehabilitated for an investment of over \$20 million. Mass Coastal thinks that there is a way to extend passenger service to the Cape, with much less cost than the \$200 million estimated to extend

MBTA commuter rail service to the Cape. Passenger rail could be an economic development boost to Hyannis and Barnstable, much as it was in the past at Buzzards Bay. Mr. Kennedy stated that he believes that passenger rail and intercity bus service can definitely coexist, and contribute to interconnectivity in the region. He could see having 4 or 6 round trips per day by rail, and the rest of the schedule filled in by intercity bus.

In response to a question from Tom Mullen, John Kennedy stated that the grade crossing at Route 28 and Yarmouth Road does present a problem. The gates at this location are manually operated, which contributes to the situation.

Tom Mullen asked if a passenger terminal on or north of the Airport property could be feasible. Mr. Kennedy stated that he thinks this would make a lot of sense, although it would take a lot logistically to get done.

Cynthia Cole asked what happened to the Amtrak weekend service that used to run to the Cape from Providence. John Kennedy replied that this was a very successful service through the 1980s, but then was made difficult by forcing passengers to transfer at Providence, which caused it to become less popular and eventually to get cut.

Mr. Kennedy stated that he thinks a public-private partnership could be established to provide passenger rail service to the Cape, while still preserving its rural character.

Park & Ride Recommendations – Ideas and Discussion

Paul Nelson of EOT gave a presentation on draft Park & Ride recommendations for the study. He noted that the alternatives were presented before, and are also posted on the study website. The conceptual evaluation is also posted on the website; each alternative has its pluses and minuses.

EOT's draft recommendations are:

- In the short-term, allow reduced rate parking at the HTC, and limited overnight parking at Exit 6
- In the longer-term, expand surface parking at the Exit 6 location by building onto the Conservatory property

Patty Daley from the Town of Barnstable asked about the cost of surface versus structured parking at Exit 6. Mr. Nelson stated that surface parking would cost roughly \$2 million, while structured parking would cost about \$10 million.

Tom Mullen express concern about the short-term recommendation, which would encourage people to park downtown. This could clog the roads leading to downtowns. Adriel Edwards noted that the recommendation is not intended to worsen congestion on area roadways. It is intended to encourage those travelers who are going away for a longer period of time to park where there is unused capacity, freeing spaces at the Exit 6 lot. Given that the people using the downtown lot would be staying for a while, those additional trips should not significantly add to the area's congestion. Cynthia Cole stated that she would like to encourage people to park at the HTC, to bring more people downtown.

Ann Canedy suggested that in the long term, EOT should build a parking structure off the Exit 6 site, on the Conservatory land. She asked if the Town could be the ultimate owner and maintainer of the structure. Adriel Edwards said she is not sure but could check.

Bill Griswold, a private citizen who used to be transportation professional, gave a brief presentation on some work he did on the Exit 6 park and ride facility:

- He feels that the draft long-term recommendation is deficient because it is too far off.
- He did a study of the parking duration at the Exit 6 facility. Ten percent of parkers there are parking for 2 weeks or more.
- Mr. Griswold thinks that an 8-day time limit on parking would make sense at the Exit 6 facility. He recognizes that the state needs to consider the interests of the private bus operators in setting

parking policies, but thinks that a time limit of this type would actually benefit the carriers such as Plymouth & Brockton and allow them to generate more revenue from airport travelers.

Paul Nelson stated that both strategies – limiting parking duration or limiting the number of spaces for longer-term parking – are on the table. Mr. Nelson stated that he and Joe Potzka of CCRTA are coordinating to discuss the possibility of fee changes at the HTC.

Chris Anzuoni of Plymouth & Brockton stated that P&B has some concerns about disruption of long-term parking. He thinks that a limitation should be longer than 8 days if it is put in place, and suggested that the expansion of the Sagamore lot may help alleviate the park & ride crunch for the time being.

Clay Schofield stated that the Commission has thought about a permit or sticker system for West Yarmouth residents at the HTC.

Conclusion

Ms. Edwards concluded the meeting and encouraged attendees to attend the May 6th meeting at the Cape Cod and Islands Association of Realtors.

Hyannis Access Study

Task Force Meeting Tuesday, May 6, 2008 12:00 PM

Cape Cod and Islands Association of Realtors
22 Mid Tech Drive, West Yarmouth, MA

Attendance

Task Force Members and Public who signed in:

George Allaire	Yarmouth Dir of Public Works	Tim Kochan	MassHighway District 5
Rick Angelini	Hyannis Area Ch. of Commerce	Lev Malakoff	Cape Cod Commission
Tom Bernardo	Office of State Rep. Atsalis	Ed Maroney	Barnstable Patriot
Robert Berry	Citizen	David Munsell	Barnstable Planning Board
Ann Canedy	Barnstable Town Council	Wendy Northcross	Cape Cod Ch. of Commerce
Patty Daley	Barn Growth Mngmt Dept	Roger Parsons	Barnstable DPW
Robert Edwards	Citizen	Susan Rohrbach	Office of Senator O'Leary
Mark Ells	Barnstable Dir of Public Works	Bill Scully	MS Transportation Systems
Peter Fisher	Centerville Civic Association	Steve Seymour	Barn Growth Mngmt Dept.
Allen Goddard	Hyannis Civic Assoc		

Executive Office of Transportation Staff:

Adriel Edwards	Office of Transportation Planning, Study Project Manager
Douglas Carnahan	Office of Transportation Planning
Rachel Bain	Office of Transportation Planning
John Fallon	MassHighway Environmental Project Manager

Consultant Team:

George Gefrich	TranSystems Corporation, Consultant Team Project Manager
Joseph Cahill	TranSystems Corporation
Ed Bromage	Traffic Modeling
Leslie Black	Fitzgerald & Halliday, Inc. (Public Participation)

Meeting Summary

Welcome and Opening Comments

Ms. Adriel Edwards welcomed everyone to the Hyannis Access Study Task Force meeting. She reminded attendees that in accordance with the Executive Office of Transportation's (EOT) policy of an open study process, all Task Force meetings are open to the public, but agenda items are discussed first with Task Force members. She reported that the website www.hyannis-access.com has study documents that can be viewed there. There is still opportunity to provide comments. She stated that public information meeting #2 would provide further opportunity for public comment and is scheduled for Wednesday, June 11, 2008, at Barnstable High School. The Performing Arts Center lobby will be used for open house stations, and the Knight Auditorium will be used for the formal presentation and Q & A session.

The bicycle-pedestrian sub-committee will meet on May 22, 2008 and those wishing to attend that meeting are urged to contact Ms. Edwards for more information.

The purpose of today's meeting is to cover the following: (1) follow-up on the roadway recommendations discussed at the April 8th Task Force meeting (2) next steps – potential environmental documentation and the TIP process, and (3) future meetings. Ms. Edwards added that Patty Daley and Ed Bromage would respond to questions posed at the April 8th Task Force meeting regarding development assumptions for the Independence Park Area.

Ann Canedy asked that the Town of Barnstable website include a link to the Hyannis Access Study web site and include a press release/notice of the public meeting in June. She also asked that a slide with the public meeting notice be forwarded to Channel 18. She would like to have the public newsletter further in advance for distribution purposes.

Roadway Recommendations – Follow-up discussion

Ms. Edwards reported that Task Force comments on the three roadway recommendation packages presented at the April 8th meeting have been incorporated into one package. She invited Mr. Cahill to present the recommended roadway improvements implementation package.

Implementation Package (Roadway):

Immediate-Term (Less than 3 years)

- Advance signage at the Rotary
- Review possible re-striping at the Rotary
- Review Yarmouth Road/Route 28 signal timing
- Eliminate the northbound connection from Yarmouth Road to Camp Street (south of Route 28).
- Pursue funding for design and construction of the Yarmouth Road/Route 28 intersection
- Pursue funding for design and construction of the Airport Rotary
- Begin design work for intersection of Yarmouth Road and Route 28
- Begin design work for the Airport Rotary
- Determine extent of environmental review for the Rotary
- Begin the design work for the Route 28 corridor between Yarmouth Road and the Airport Rotary

Short-term (4-6 years)

- Yarmouth Road/Route 28 Intersection construction – two alternatives will work at this intersection
- Signalized intersection at Airport Rotary construction

Other Improvements

- Exit 6 ½ - trumpet at Rest Area
 - Secure Funding
 - Environmental Phase (typically 3 to 4 years)
 - Design Phase & ROW Process (typically 3 to 4 years)
 - Construction (typically 3 to 5 years)

The development of Exit 6 ½ will depend on FHWA buy-in for the project at a \$20 million construction cost in 2007 dollars, not including ROW, mitigation, and design fees.

Based on the steps outlined for Exit 6 ½, Wendy Northcross asked if the most optimistic timeframe for the Exit is nine years? Mr. Cahill responded affirmatively that environmental work and preliminary design work can occur in the same timeframe and then final design work would occur, leading up to construction. Tom Bernardo commented that the timeframes provided by the study team may be typical, but questioned if the process could be shorter. Mr. Cahill responded that the estimates provided are based on real processes with similar scale projects. Mr. Gefrich added that the estimates are normal nationwide. They also include the time required for contractor selection, etc. The design/build phase can be shortened if the State commits to going with a single designer/builder, a decision that also provides a cost savings (approx. 3%) in addition to a benefit in schedule (approx. 5-8%). George Allaire stated that he attended a meeting last week where Tom diPaulo, Assistant Chief Engineer for the State commented that the goal is to take a project from concept to ribbon cutting from a ten-year timeframe to a five-year schedule. Mr. Gefrich commented that the federal government would be involved as well as the State, lengthening the approval process. Mr. Fallon commented that projects with a high demonstrated need from the congestion and safety standpoint are better able to compete for limited funds. Ann Canedy asked if there is a built-in process to review Exit 6 ½ again, for example, after the Airport improvement project, to determine if the Exit should be accelerated? Mr. Gefrich responded that two recent projects elsewhere in Massachusetts, Route 2 in Lincoln/Concord and Route 110/113 in Methuen, have had very proactive involved committees who are committed to staying involved and moving the projects along and the timeframe is still long.

Sue Rohrbach commented that the Town of Barnstable should be looking at development opportunities and be planning to use the land in the Industrial Park area appropriately. She stated that Senator O'Leary would be very concerned with Exit 6 ½ going forward before the Town of Barnstable has effected appropriate changes in zoning regulations to guide future development. Wendy Northcross commented that Exit 6 ½ may provide opportunities for higher paying jobs. She asked what is

the shelf life of this effort before it would need to be repeated. George Gefrich responded that data typically has a 3 year shelf life.

Tom Mullen commented that the Exit 6 ½ shows no significant benefit to travelers coming from the west; traffic congestion coming from the east could possibly be mitigated by improvements to Yarmouth Road and Route 28. He opined that Hyannis would benefit more with better in/out access at both ends of Main Street. He feels that Route 132 completion will improve traffic flow and that a future project to widen Route 28 to 4 lanes will also improve flow. He stated that there would be opposition to using Mary Dunn and Route 6A more than currently used now.

Ms. Edwards thanked the Task Force for the comments, saying the questions and comments posed will help the study team better prepare for the public meeting. The team needs to be sensitive to the public's perception of the recommendations and their respective timelines.

Next Steps – Potential Environmental Documentation and the TIP Process:

John Fallon, State Environmental Study Manager, and Rachel Bain, MPO Liaison, provided some information on next steps including:

- potential environmental documentation in the three roadway areas of improvements
- current TIP and TRP outlook

Projects compete for funding in fiscally constrained environment and priorities rise to the top. There is a range of environmental documentation required for the different types of projects.

For the intersection of Yarmouth Road and Route 28:

- This type of improvement would require limited environmental documentation
- Massachusetts Environmental Protection Act (MEPA) thresholds most likely not exceeded
- Will need to coordinate with Mass Historic Commission
- Categorical Exclusion checklist should be sufficient for MEPA

Airport Rotary:

- At-grade solution may exceed MEPA threshold for increase in impervious surface (Environmental Notification Form (ENF) if less than 10 acres, Environmental Impact Report (EIR) if greater than 10 acres
- If grade-separated, most likely would require an EIR/EA (Environmental Assessment)
- Timeframe for study = 4-8 years

Exit 6 ½ :

- Would require Notice of Project Change (NOPC) for 2000 ENF
- Project would most likely require ENF and a Draft and Final EIR
- National Environmental Protection Act (NEPA) would require an EA
- 5-10 years until Notice To Proceed for construction

Tim Kochan suggested that the narrative on the recommendations include the amendments that would be required in the RTP. Relative to the intermediate term roadway improvement bullets starting on page 3 of 4, he suggested adding the following bullets and/or language:

- Amend the 2007 Regional Transportation Plan by adding the Barnstable (Yarmouth Road/Route 28 intersection improvement) proposal to the Transportation Projects Listing in Chapter 6: Analysis of Alternatives;
- Amend the 2007 Regional Transportation Plan relative to RTP Proposal # 3308 – Airport Rotary Modification; this proposal should be amended to read *‘replacement of Airport Rotary with a preferred signalized intersection scheme;*
- Above the bullet that reads ‘Begin the design work for the Route 28 corridor between Yarmouth Road and the Airport Rotary..’ Mr. Kochan suggests adding another bullet that reads *“Reactivate the Route 28 corridor project between Yarmouth Road and the Airport Rotary”* and add some language that relates to why the prior project stalled. He suggested the following details be added: *“Discussions between the Town of Barnstable and MassHighway District 5 are needed along with a series of public informational meetings to solicit community input toward revising the scope of work for implementation.”*

Ms. Edwards thanked Mr. Kochan and indicated that these would be added to the recommendations text.

Rachel Bain discussed the TIP (Transportation Improvement Plan), which is a fiscally constrained list of projects. Each region in the state has one, and the MPOs vote on them. Any project must be listed in the TIP to go forward to a vote. An RTP (Regional Transportation Plan) covers a 4 year period and is updated yearly. Projects on the TIP must be in the RTP.

- Current RTP information estimates are that the Cape Cod region may expect \$25 – 30 million in each four-year period. Barnstable typically gets approximately 25% of that amount.
- If these trends continue, Barnstable may expect \$7-8 million in each four year period (2008-2011, 2011-2015)
- In addition, in the 2016-2020 TIP, \$900,000 is listed for the Airport Rotary and \$10 million is listed for the Yarmouth Road corridor. These allocations could be amended to reflect changing needs and/or study recommendations. In the non-fiscally constrained portion of the RTP, there is \$15 million listed generally for Hyannis Access Study recommendations.
- In summary, there is recognition of ongoing needs and some larger-scale projects. The RTP would need to be amended based on new information from this study and other sources.
- John Fallon asked how a decision would be made that a particular project would not come out of a region's TIP allocation? Ms. Bain responded that Exit 6 ½ would probably not be paid for through a regional target.
- Ms. Edwards and Ms. Bain stressed the importance of momentum, public support, and readiness with regards to obtaining funds. They stressed that the best thing the group could do is keep working on the projects, getting them ready, so that when money is available, the projects can move forward. Some projects will not get on the TIP unless they are 75% along design phase, showing local commitment and support.
- Ms. Rohrbach asked if the timelines for various projects were spread out enough so that they would not compete against each other for funding. Ms. Edwards responded that in this study, the process has been to clarify priorities of projects so that they will not compete.
- Ms. Rohrbach noted that there is nothing in the recommendations about improvements to Yarmouth Road corridor and that issue should be moved forward. Mr. Murthy responded that the corridor was not included in the recommendations because corridor issues would largely be resolved with improvements to the Yarmouth Road/Route 28 intersection.

Response to questions from April 8th Task Force meeting

Patty Daley provided a memorandum from the Town's Growth Management Department to the study team in response to questions posed regarding development potential in the IND and IND Limited Zoning districts. Ms. Daley stated that the memorandum explains that the Town supports the assumptions in the travel demand model used by Hyannis Access Study. She added that it also states that the Industrial Park area is identified in the Town's comprehensive plan as an area for strategic planning.

Ed Bromage explained how the model used future growth and development information for the study area. The study team used numbers which correspond to a previous collaborative effort between the state and the Cape Cod Commission, conducted for Federal mobile emission air quality planning programs. The modelers use a top down approach (state, region, county, and town), where the forecasts are based on national and historic trends, market conditions, and the relationships between the number of households with workers and the number of jobs. Towns typically use a bottom up approach with zoning, build-out potential, and occupancy rates. For the Hyannis Access Study, previous the growth allocations were fine-tuned with information gathered from the Town, interviews with private developers, and through the study process

- Adriel Edwards indicated that study analysis numbers must align with the state requirement of the Regional Transportation Plan.
- Wendy Northcross asked where the analysis numbers would be available and Ms. Edwards responded that publicly available data would be available in appendices of the report. Some data of private developers would not be publicly available.
- Sue Rohrbach asked what weight does the state put on local community addressing land use. Mr. Bromage responded that the data has to go through the process and be valid. Patty Daley added that it is incumbent on the town to look at land use issues.

June 11th Public Meeting:

Adriel Edwards discussed the second public meeting coming up at 6:00 PM on June 11th at Barnstable High School. The study team would like to go to the public with the big picture of study area recommendations. She asked the Task Force for further input the recommendations so that a consistent message could be presented to the public.

Task Force Comments on the public meeting:

- Mark Ells spoke in favor of leaving the grade-separated solutions for the rotary on the table. He urged that LOS improvements should be presented along with their cost estimates so that the public understands the benefits/improvements associated with a higher price tag. Ms. Edwards expressed concern about leaving the grade-separated rotary solutions on the table given the large number of transportation improvements (including transit) needed in the area. George Gefrich added that all alternatives would be outlined in the report along with a chronological history of how the process moved forward.
- Tim Kochan suggested that Exit 6 ½ be listed as a possible mega-project whereas others would fall on the fiscally constrained list of priorities.
- Tom Mullen commented that the thought process behind the chosen recommendations should be included in the final report. He also commented that a progressive improvement program for the Airport Rotary should be considered to include striping and a double barrel Route 28 approach with moderate costs but valuable differences to reducing congestion.
- Ann Canedy commented that she supported the thought to include all scenarios in options and not just immediate-term options; otherwise, the other options will need to be revisited again in 5-10 years.
- Citizen, Bob Berry suggested that a page of the final report be devoted to the alternatives that did not go forward to recommendations because they were not economically feasible.
- Lev Malakoff suggested that LOS work and crash rates be presented along with alternatives at the public meeting to help people see the benefits over the cost of the alternatives; the most costly alternatives also provide the most benefit to the public with respect to safety and reduction in congestion.
- Roger Parsons echoed Mr. Malakoff's comments and asked the demographics and references be included in the report.

Actions:

- Task Force members were reminded to let Ms. Edwards know if they required copies of newsletters for distribution in advance of the meeting. She would have the study team mail to those who had requested copies for the first public meeting.

Other Business/Next Meetings

- Public Information meeting #2, Wednesday, June 11, 2008 at Barnstable High School. Task Force members are encouraged to attend
- Task Force final meeting TBD after public meeting
- Final Report scheduled to be completed by the end of June 2008

Hyannis Access Study

Public Information Meeting

Wednesday, June 11, 2008

6:00 – 9:00 PM

Barnstable High School
Performing Arts Center
744 West Main Street, Hyannis, MA

Attendance

Task Force Members and Public who signed in: 28 in attendance

Executive Office of Transportation Staff:

Adriel Edwards	Office of Transportation Planning, EOT Study Manager
Paul Nelson	Office of Transportation Planning, Park & Ride Analysis
Douglas Carnahan	Office of Transportation Planning
Rachel Bain	Office of Transportation Planning

Consultant Team:

George Gefrich	TranSystems Corporation, Consultant Study Manager
Joseph Cahill	TranSystems Corporation (Transportation Design)
Jessica Eckhardt	TranSystems Corporation
Sudhir Murthy	Trafinfo (Traffic Operations)
Leslie Black	Fitzgerald & Halliday, Inc. (Public Participation)

Meeting Summary

Welcome and Opening Comments

Adriel Edwards welcomed everyone to the second of two Hyannis Access Study Public Informational Meetings. She thanked the Town of Hyannis and Barnstable High School for use of the Performing Arts Center and Knight Auditorium for the meeting. She thanked Lynne Poyant and Channel 18 for being available to videotape the proceedings. She also thanked the press for consistent and accurate coverage of the study in local media venues. She outlined the agenda for the presentation and emphasized the importance of the question and comment period that would follow the presentation to hear from the public regarding the recommendations presented.

Adriel Edwards discussed the study process and thanked the Study Task Force for their diligence on this important initiative. The Study Task Force is comprised of a variety of local elected officials, local agencies, community groups, and various local businesses.

Sue Rohrbach, representing Senator Robert O’Leary, and a member of the Study Task Force, addressed the audience. She thanked the EOT, study team and Task Force for their diligence in studying improvements for Cape Cod. Barnstable is the hub of the Cape, providing services to a wide area. It is important to evaluate transportation issues from a “big picture” perspective. The problems need to be addressed in a thorough, comprehensive way, mindful that limited funds are available for transportation improvements. The recommendations, well supported by analysis, that come from this study must be prioritized in order to obtain the most positive impact for the funding available.

Tom Bernardo, Community Relations Director for State Representative Demetrius Atsalis, also thanked the EOT, study team and Task Force for their work on the study. Representative Atsalis has long been a proponent of Exit 6 ½, and, although not certain that it is the only solution to Hyannis access issues, he encourages continued study of this alternative. The practical reality is that it would take 5-10 years to develop the alternative if funding is available. Continued development in Independence Park, including plans for hundreds of residential units, a new outpatient facility for Cape Cod Hospital and general growth in the area would suggest that a new exit is important to keep under consideration.

Presentation

Adriel Edwards discussed the public process further. In addition to Study Task Force meetings, Ms. Edwards outlined the various methods of public outreach including an email mailing list and a study website where meeting notices and study

documents are made available: www.hyannis-access.com. The presentation from this meeting will also be available on the website. The study website will also provide updates of recommendations with comments forms to receive feedback regarding each recommendation. These comments are made available on the website for the public to read what others are saying about the study recommendations.

Adriel Edwards, along with study team members, then presented a PowerPoint presentation of the study progress to date, reviewing the purpose of the study, study goals, the planning study process and where this study falls in the process, data collection, and alternative development. Adriel Edwards and George Gefrich then presented draft recommendations for Park & Ride, as well as transit and bicycle/pedestrian access, the Airport Rotary, and the intersection of Yarmouth Road and Route 28. Recommendations included in the immediate term, attention to the Yarmouth Road/ Route 28 intersection, the Airport Rotary, transit improvements, and possible better utilization of parking at both the Park and Ride lot and Hyannis Transportation Center and a possible Park and Ride lot capacity enhancement.

Short term draft recommendations include reconstruction of the Yarmouth Road intersection and expansion of the park-and-ride lot at Exit 6 on Route 6. Other draft recommendations included possible further conceptual development of an option for Exit 6 ½ in 5 – 10 years time. Ms. Edwards stated that the study showed that Exit 6 1/2 is not an optimal benefit that the area needs for the immediate and short-term.

George Gefrich, consultant study manager, commented that tonight's meeting was an opportunity to hear from the public at this point in time regarding the draft recommendations. Public feedback is critical to making sure the alternatives are what the public wants to see in the future.

The study team opened the meeting to the public audience to take questions and comments.

Public Question and Comment Period:

Airport Rotary Comments:

- The median strip down 132 to Airport Rotary – is this part of this study? While not part of the Hyannis Access Study, Mark Ells of Barnstable DPW responded that a double lane in both directions is being evaluated at the planning stage by the Town of Barnstable. When asked if this change would alter what happens for traffic at the Airport Rotary and other roadways, George Gefrich responded that when doing studies, any transportation improvements moving ahead in design are included in an analysis. Any identified roadway projects that could be identified and quantified in the study area for this project were included in the study analysis, so the above mentioned changes would not alter analysis findings.
- A question was raised about what the Airport Rotary would really serve – bringing people to Hyannis or providing access away from it? Route 28 is the regional route to Falmouth; improvement serves that and local movement needs. Local access needs must be taken into account.
- Barnstable Municipal Airport Commission member, Don Megathlin, commented that the Commission has waited for the study results to look at Airport access plans. Access issues for the Airport include the need for a signalized intersection. Properties owned by the Airport on Route 28 also have access issues. He also expressed concern for the Airport investment in the extension of Attucks Lane and whether it was valid now that Exit 6 ½ is not being actively pursued as an option. Adriel Edwards responded that the state sees the extension of Attucks Lane to the airport as a valid and necessary project with or without Exit 6 ½ as it is an important link in the area network. She also noted that Airport access is the purview of the Town of Barnstable and the study looked at the Airport Rotary for roadway improvements to optimize traffic movement.

Exit 6 ½ Comments:

- Task Force member Tom Mullen commented that the overall project planning process has been excellent. A thoughtful look has been taken in all problem areas when it comes to traffic. Responding to earlier comments which were quite geographically detailed, he noted that the study was intended to provide a regional look from 10,000 feet, then 5,000 feet, as opposed to the ground-level analysis. He also commented that the Exit 6 ½ alternative posed concern for him regarding the public water supply.
- Mark Wiarden opposed Exit 6 ½ because it would bring box stores to the area and draw businesses away from downtown Hyannis. He also saw as premature to begin planning for Exit 6 ½ before evaluating traffic flow changes made by the Route 132 roadway improvements.

Park & Ride Comments:

- A Hyannis resident suggested adding park-and-ride lots to Route 6 Exits 2, 3 and 4 instead of chopping down trees to add spaces at Exit 6. Commuters would have closer access to where they live if other lots were added at different points along Route 6.

The formal presentation adjourned at 8:30 p.m. to permit the public to return to the open house stations to view study maps and speak with the study team. The open house stations included:

1. Study Process
2. Existing Conditions
3. Alternatives for Airport Rotary and Yarmouth Road/Route 28 Intersection
4. Non-roadway Alternatives: Transit, Park & Ride
5. Bicycle and Pedestrian Access
6. Exit 6 ½

Hyannis Access Study

Task Force Meeting Tuesday, June 18, 2008 2:00 PM

Selectman's Hearing Room
Barnstable Town Hall
367 Main Street, Hyannis, MA

Attendance

Task Force Members and Public who signed in:

Rick Angelini	Hyannis Area Ch. of Commerce	Tim Kochan	MHD-District #5 Association
Chris Anzuoni	Plymouth & Brockton Bus	Lev Malakhoff	Cape Cod Commission
Tom Bernardo	Rep. Atsalis assistant	David Munsell	Barnstable Planning Board
Ann Canedy	Barnstable Town Council	Wendy Northcross	Cape Cod Ch. of Commerce
Cynthia Cole	Hyannis Business District	Robert O'Brien	Steamship Authority
Patty Daley	Town of Barnstable	Roger Parsons	Town of Barnstable
Robert Edwards	Citizen	Susan Rohrbach	Senator O'Leary assistant
John Kenney	Hyannis Ch. of Commerce	Steve Seymour	Town of Barnstable
Catherine King	MassRIDES		

Executive Office of Transportation Staff:

Adriel Edwards	Office of Transportation Planning, EOT Study Project Manager
Douglas Carnahan	Office of Transportation Planning

Consultant Team:

George Gefrich	TranSystems Corporation (Consultant Study Manager)
Leslie Black	Fitzgerald & Halliday, Inc. (Public Participation)

Meeting Summary

Welcome and Opening Comments

Ms. Adriel Edwards welcomed everyone to the final meeting for the Hyannis Access Study Task Force and thanked Task Force members for their participation and continuous support for the study process. She reported that the website www.hyannis-access.com with study documents will be active until the study report is completed. Ann Canedy complimented Ms. Edwards and the study team for a comprehensive and thorough study.

The purpose of today's meeting was to cover the following: (1) Public Meeting #2 review; (2) the final report, and (3) study wrap-up.

Public Meeting #2 Review

Ms. Edwards reported that the second Public Information Meeting conducted at Barnstable High School on the evening of June 11, 2008 had a turn out of 28 Task Force members and public as well as 10 study team members. The public made few comments regarding the study recommendations, indicating general support of recommendations. Comments leaned more towards ensuring that coordination efforts with other area projects, such as the Airport, were given due diligence.

Ann Canedy announced that there would be a meeting to follow up on study findings re: Route 132 on Friday, June 27th at 7:30 AM at the Mid Cape Home Center (opposite EMS Sporting Goods), set up by the Hyannis Chamber of Commerce. The Growth Management group from the Town of Barnstable will be there to talk about study issues pertaining to Route 132.

George Gefrich discussed the public meeting and comments received at the open house stations that affirmed that the recommendations addressed the needs of the study area and were on target for immediate and short term improvements. Other findings to come from this study included an interest in development of Route 132 further and an identification of the need to

advance the development of the Yarmouth Road corridor. The inclusion of Exit 6 ½ is an option to be considered in the future depending on public/private interest/continued support as well as funding availability.

Comments and questions from the Task Force included:

- Rick Angelini expressed concern that the media coverage indicated that the Task Force did not look at Exit 6 ½ seriously when in fact, the study team covered the Exit 6 ½ option thoroughly and determined that other recommendations were of greater priority for the study area in the immediate and short term. The option will be revisited in the future as further development of the area continues. Ms. Edwards responded that the final report will be inclusive of the entire study process and all of its findings and recommendations.
- Ann Canedy noted that the press reports have reflected that priorities rose to the top and the numbers did not support an Exit 6 ½ at this time, but the option may be revisited in the future once other projects are completed.
- John Kenney commented that there is a need for an Exit 6 ½ and there is no further need for study. It should be left on the list of priorities with funding availability and timing, working to develop it in a timely manner. It seems there will be more benefit especially when future projects will necessitate another access point.
- David Munsell reported that a recent survey conducted by the “Patriot” newspaper found that Exit 6 ½ is second to Airport Rotary improvements in general public support.
- John Kenney commented that the Town of Barnstable and the State should take control of available lands now for future consideration if Exit 6 ½ becomes a necessity. George Gefrich and Adriel Edwards responded that federal and state laws do not permit right-of-way takings until a project design process is a certain percent complete and only a few years away from construction.
- Sue Rohrbach noted that with or without public partnership or land being set aside, the priorities for projects have been established by this study, and the Task Force will be best served if the process moves forward with a clear list of priorities and clear local consensus, so that projects can successfully be considered for funding in the TIP process.
- Wendy Northcross agreed that prioritization of a comprehensive list is required, and she would like to see how the final set of recommendations in the report will be worded. Adriel Edwards responded that the set of recommendations will be worded as found in Newsletter #2 produced for the second public meeting.

The Final Report:

- The study team is busy on the final draft chapters for the report. The deadline for the report is June 30, 2008.

Comments from the Task Force included:

- Wendy Northcross would like to see the correct order of prioritized projects.
- Lev Malakhoff would like to see that costs of projects are included so that the general public understands that cost is one of the considerations in determining the feasibility of an alternative.
- Tim Kochan would like to see the matrix measures fleshed out and applied to the recommendations.
- Roger Parsons would like to see criteria for making recommendations included in conclusions.
- Ann Canedy would like to see each alternative outlined with positive and negative points, and then do the same with each recommendation looking at features, cost estimates, etc.
- Sue Rohrbach would like a discussion of the outlook for future transportation funding on Cape Cod (with perhaps a high and low range and mean) versus the costs of each recommendation.
- George Gefrich commented that the study team is working diligently to make the report thorough, comprehensive, and readable for the general public. The Executive Summary should direct readers to sections and appendices for in-depth analysis, while providing an overview of study findings.
- Adriel Edwards will, if possible, put key chapter text (Executive Summary, Chapter 4-Analysis, Chapter 5 – Recommendations) out to Task Force for review while in draft. The document will eventually be available on the EOT website.
- Lev Malakhoff made the suggestion to have the document available electronically via the Cape Cod Commission.
- Wendy Northcross expressed concern about Task Force members rewriting sections. Adriel Edwards reassured the Task Force that the study team will do due diligence to ensure the report accurately reflects the study findings and work of the Task Force.
- Tim Kochan asked that there be a discussion between Mass Highway District 5 and the Town of Barnstable regarding projects. It is important to note that future projects will be a cooperative venture between the two agencies.
- Adriel Edwards noted that following the MPO may be a good way to stay informed as the process moves forward, and that continued support of the process and consensus about project priorities will provide the most successful outcomes in the future.

Actions:

- Adriel Edwards will forward sections of the draft report to the Task Force for review as time permits in advance of the June 30th deadline for report submission.
- Adriel Edwards will get a final copy of the report in electronic format as a pdf document (divided into chapters/sections) to Lev Malakhoff at the Cape Cod Commission.