AGENDA

• Welcome + Introductions
• Project Overview
• Listening Session Summary
• Alternatives Review and Discussion
• Next Steps
STUDY AREA
PROJECT OVERVIEW

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

- IMPROVE SAFETY
- REDUCE CONGESTION
- ACCOMMODATE ALL USERS
LISTENING SESSION SUMMARY
LISTENING SESSION
SUMMARY
SEE THE POSTER AT THE BACK OF THE ROOM
ISSUES

SEE THE POSTER AT THE BACK OF THE ROOM
MORE BACK ROADS AND SHORTCUTS AROUND ROUTE 28

DEDICATED BUS STOPS THROUGHOUT
REDUCE SPEED LIMIT THROUGHOUT

SIDEWALK WITH LANDSCAPED BUFFER
RIGHT TURN ONLY

STOP LIGHT
CROSSWALKS

NEW ROAD
MULTIUSE PATH/BIKE LANE THROUGHOUT

ADD ACCESS TO ROUTE 190

SEE THE POSTER AT THE BACK OF THE ROOM
ALTERNATIVE REVIEW

- Corridor Concepts
- Intersection Concepts
  - Cape Drive
  - Bowdoin Drive
- Noisy Hole Road/Trinity Place
- Sampsons Mill Road
- Orchard Road/Ashers Path
CORRIDOR CONCEPTS

VEHICLE

- Install two-way left turn lanes
- Not recommended with speeds of 40 mph or greater
CORRIDOR CONCEPTS

VEHICLE

- Install two-way left turn lanes
- Not recommended with speeds of 40 mph or greater
- Widen to a four-lane cross section
- Not recommended based on significant right-of-way impacts
CORRIDOR CONCEPTS

VEHICLE

• Install two-way left turn lanes
  • Not recommended with speeds of 40 mph or greater
• Widen to a four-lane cross section
  • Not recommended based on significant right-of-way impacts
• Request follow-up speed study
• Install turn pockets
INSTALL TURN POCKETS
CORRIDOR CONCEPTS

PEDESTRIAN

• Upgrade existing crosswalk with Rectangular Rapid Flash Beacon (RRFB)
UPGRADE EXISTING CROSSWALK WITH RECTANGULAR RAPID FLASHING BEACON
CORRIDOR CONCEPTS

PEDESTRIAN

• Upgrade existing crosswalk with Rectangular Rapid Flash Beacon (RRFB)

• Add sidewalks focusing on the commercial core with an additional crosswalk with RRFB
PEDESTRIAN CONCEPT
UPGRADED CROSSWALKS WITH COMMERCIAL AREA SIDEWALKS
CORRIDOR CONCEPTS
PEDESTRIAN

• Upgrade existing crosswalk with Rectangular Rapid Flash Beacon (RRFB)

• Add sidewalks focusing on the commercial core with an additional crosswalk with RRFB

• Add sidewalks on both sidewalks throughout the corridor
PEDESTRIAN CONCEPT
POTENTIAL CROSS-SECTIONS WITH SIDEWALK ALTERNATIVES
CORRIDOR CONCEPTS

BICYCLIST

• Add multi-use path
• Not recommended without regional improvements to Route 28
CORRIDOR CONCEPTS

BICYCLIST

• Add multi-use path
• Not recommended without regional improvements to Route 28
• Add signage for alternative routes
BICYCLIST CONCEPT

ALTERNATE BIKE ROUTES (FOR LONG DISTANCE TRIPS)
CORRIDOR CONCEPTS

BICYCLIST

• Add multi-use path
  • Not recommended without regional improvements to Route 28
• Add signage for alternative routes
• Bicycle accommodating shoulders
BICYCLIST CONCEPT
CROSS-SECTION WITH BICYCLE ACCOMMODATING SHOULDER

ROUTE 28 LOOKING EAST

|   8'   |   5'   |   1'   |   5'   | 11'   | 11'   |   5'   |   1'   |   5'   |   5'   |
• Review bus stop location
TRANSIT CONCEPT
REVIEW BUS STOP PLACEMENT

ADD PHOTO OF CURRENT STOP AT CAPE DRIVE
CORRIDOR CONCEPTS
TRANSIT

• Review bus stop location

• Improve bus stops (e.g., benches, shelters)
Amenities would make the bus stop more pleasing

Standard design could be used or enhanced design could reflect local character
CORRIDOR CONCEPTS
TRANSIT

• Review bus stop location
• Improve bus stops (e.g., benches, shelters)
• Add bus pull-outs
TRANSIT CONCEPT

BUS PULL-OUT
• Add interconnects (vehicular and/or pedestrian) between parcels when/where feasible
• Reduce the size and number of curb cuts when/where feasible
CAPE DRIVE INTERSECTION
CONCEPTS

• Install a traffic signal or roundabout
• Not warranted based on traffic volumes
The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), published by the Federal Highway Administration, sets standards for installation and operation of traffic control devices nationwide.

The MUTCD establishes minimum criteria, known as “warrants,” for installing a traffic signal.

A traffic signal should not be installed unless it meets one of the warrants.

The Cape Drive intersection does not meet any of the traffic signal warrants.
CAPE DRIVE INTERSECTION CONCEPTS

• Install a traffic signal
  • Not warranted based on traffic volumes
• Install left turn pockets on Route 28
CAPE DRIVE INTERSECTION CONCEPT
LEFT TURN POCKET ON ROUTE 28
BOWDOIN DRIVE INTERSECTION
CONCEPTS

• Install left turn pockets on Route 28
BOWDOIN DRIVE INTERSECTION CONCEPT
LEFT TURN POCKET ON ROUTE 28
BOWDOIN DRIVE INTERSECTION

• Install left turn pockets on Route 28
• Install a traffic signal
BOWDOIN DRIVE INTERSECTION ANALYSIS

TRAFFIC SIGNAL ANALYSIS – EIGHT HOUR VEHICULAR VOLUME WARRANT

Minor Street Volume Requirement:
8 hrs of 53 vehicles/hr (met)
BOWDOIN DRIVE INTERSECTION CONCEPT
TRAFFIC SIGNAL
BOWDOIN DRIVE INTERSECTION

• Install left turn pockets on Route 28
• Install a traffic signal
• Install a roundabout
BOWDOIN DRIVE INTERSECTION CONCEPT
ROUNDABOUT
NOISY HOLE ROAD/TRINITY PLACE INTERSECTION CONCEPTS

- Install a traffic signal or roundabout
NOISY HOLE ROAD/TRINITY PLACE
TRAFFIC SIGNAL ANALYSIS

ADD A SLIDE WITH
DISCUSSION OF THE
COTUIT MEADOWS
APPROVAL
NOISY HOLE ROAD/TRINITY PLACE ANALYSIS

Traffic signal analysis – Eight Hour Vehicular Volume Warrant

Minor Street Volume Requirement:
8 hrs of 53 vehicles/hr (not met)
NOISY HOLE ROAD/TRINITY PLACE INTERSECTION CONCEPTS

• Install a traffic signal or roundabout
  • Not warranted based on traffic volumes
• Install left turn pockets on Route 28
NOISY HOLE ROAD/TRINITY PLACE CONCEPT
LEFT TURN POCKET ON ROUTE 28
NOISY HOLE ROAD/TRINITY PLACE INTERSECTION CONCEPTS

- Install a traffic signal or roundabout
- Not warranted based on traffic volumes
- Install left turn pockets on Route 28
- Consider connection to Route 130 using existing town layout
NOISY HOLE ROAD/TRINITY PLACE CONCEPT
CONNECTION TO ROUTE 130
SAMPSONS MILL ROAD INTERSECTION CONCEPTS

- **Left turn restriction**
  - Not recommended unless better left turn location is provided

- **Consider connection to Trinity Place**
  - Not recommended based on property impacts

- **Signage and guardrail upgrades**

- **Realignment and regrading**
ORCHARD ROAD/ASHERS PATH INTERSECTION CONCEPTS

• Request review of signal timing
• Pedestrian/bicyclist upgrades
ALTernatives Exercise

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

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

• Revise concepts based on input from today’s meeting and comments received by October 11th
  • October 2017

• Finalize report (post online)
  • November 2017

• Work with the Towns of Mashpee and Barnstable and the Massachusetts Department of Transportation (MassDOT) to:
  • Implement short-term recommendations (1-2 years)
  • Plan for long-term changes (5+ years) – would involve additional public input
THANK YOU!

For more information:

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