Traffic Safety Committee

Minutes for June 9 2021 remote meeting

Members present: Jerry Beltis, Aram Goshgarian, , Linda Cebula, Jerry Scannell, Lincoln Hooper,

 Griffin Ryder

Others present: Clem Smith

1. Called to order 10 03 am by Chair Beltis

2 Approval of minutes from November 12, 2019. Motion to approve by Cebula , second by Hooper Approved roll call vote 5-0-0.

3 Correspondence: annual report given to Board of Selectmen.

4. Public Comment:

 Cebula reported that town resident jay S was pleased with the traffic improvements in Harwich Center.

Ryder reported that MDOT had issued the speed study ( route 28 from Falmouth to Orleans). (Copy attached). Speeds change as the road goes through denser areas and through village centers.

Request to take item under New Business 6 e out of order made by Beltis. General consensus to do so. Beltis would like to step back from the chair’s role. Beltis then moved to elect Cebula as chair, second by Ryder, unanimous vote. Cebula then moved to elect Goshgarian as clerk, second by Hooper, unanimous vote. Beltis then turned the meeting over to Cebula.

5 Old Business

a. Status on Pleasant Bay Road/Route 39. Hooper reported that the project is effectively complete, but the drainage is still being corrected. What was done at the corner has shown to be not sufficient. IF ponding continues, he will seek to add more drainage. When questioned as to whether all of the recommended steps had been completed, Hooper replied that he had done what was recommended by Cape Cod Commission traffic report. DPW does trim back foliage at intersections as needed.

Goshgarian reported that the severity of accidents has gone down. He noted that most of the accidents tend to be failure to yield right of way, and some drivers miss the sign that says cross traffic does not stop ( ie the intersection is not a four way stop).

There are utility poles that are planned to be moved, improves line of sight.

Suggestion to have S Tupper ( traffic engineer with Commission) return and review the inspection to see if anything else could be done.

b. Status of Miles/South/Pleasant- Eversouse moving their set of wires today! Once Verizon moves their lines, the work will begin on eliminating the slipper lane and widening the bigger intersection.

c. Sidewalk from Port to Harbor

Griffin reported that the contract to do the 25% design had been issued by Harwich ( note that design is a town expense). Approved as a TIP project for 2025. Hooper noted that this is the first time that he has seen only a sidewalk be accepted as a TIP project. New state engineering directives provide for some exemptions to the complete streets concept, which has been an issue for Cape towns. Also only being down on the south side as that was seen as least impactful to the various property owners.

There is a question as to expending the sidewalk to Julien. Ryder is amenable with this, provided that it is not such a scope change that it delays the project itself. If that would happen, he would see the extension as a phase 2 project.

d. Visibility at Freeman/Route 28

Ryder reported that the survey for the intersection is under contract. A Letter to the abutters has been mailed, alerting them to the work to be done. The survey work will include iron pipes in the ground, rather than wooded stakes, so that this work will not have to be done over and over. Once the survey is completed will begin the discussion with the property owners to trim/remove vegetation, fence removals/relocations. Wynchmere Harbor has provided funding for this survey.

6. New Business

a/c. Beltis and Cebula reported that they met with TA Powers ( 2/23/2021), general discussion on the mission of the committee. Since the capital plan is under the TA, he suggested that the committee vote to request the Hope n Go intersection onto the capital plan.

Beltis moved and Scannell seconded, to request that the intersection be added to the Capital plan. Unanimous approval. Noted that there are previous engineering plans which should be good for the survey and design ( these preliminary plans were sent to TA). This project will be involved, as there could be a need for easements or other land issues. Cebula to send letter to TA.

b. Lovers Lane/Chatham Road- In the past, Hooper had removed vegetation for line-of-sight issues. He will speak to the property owner; he has had great success just talking to people.

d. Possible policy of line of sight, bush issues.

Hooper will review existing bylaws and whittle the language down for next meeting. Keep policy simple and understandable. Smith asked if this would be a town wide policy – answer yes. Smith also commented on the accidents and near accidents on Sisson/South intersection and whether there are any studies of this area on the horizon? Hooper will make a request to Tupper to see if this can be put on the list. There is a project to do work on sidewalks around the cultural Center and elementary school ( 2024)

f. other business.

Is there a cape comprehensive plan for bicycle paths or other complete streets issues? Issues with the complete street concept- more city based and does not seem to consider more rural areas. Ryder noted that these plans are good to develop with the idea to move to execution. Hooper disagreed, too much abutter objections which then derail these projects. Becomes more political than practical.

Adjournment 11 30 am

Minutes by Linda Cebula, Minute approved \_\_\_12/8/2022\_\_\_\_\_\_\_\_\_\_

 Ten Park Plaza, Suite 4160, Boston, MA 02116 Tel: 857-368-4636, TTY: 857-368-0655 www.mass.gov/massdot

 February 18, 2020

**SPECIAL SPEED REGULATIONS NO. 326-K**

**BOURNE TO ORLEANS - STATE HIGHWAY - ROUTE 28**

Mary-Joe Perry

District #5 Highway Director

Dear Ms. Perry:

Attached is an executed copy of Special Speed Regulation No. 326-K, dated February 18, 2020 and supplementary sign schedule, relative to State Highway Route 28 from Bourne to Orleans.

The promulgation of this Regulation is relative to the Boston Office’s commitment to recertify posted speed limits on 100 miles of State Highway annually. It was noted during this study on the subject roadway that the speed patterns on Route 28 in several areas have changed due to the addition of a few signalized intersections and driveways since Special Speed Regulation 326 and amendments A through J were promulgated. Changes to existing speed zones in Falmouth, Barnstable, Yarmouth, Harwich and Chatham are reflected in SSR# 326-K along with several additional warning signs as noted on the attached sign schedule. This regulation consolidates all eleven of the existing regulations into one new working document.

This Regulation will not become effective until all Speed Regulation signing is in conformance with the subject sign schedule. Please assign the appropriate District personnel at your convenience and inform this office by letter as to the date it is completed.

Sincerely,

Neil E. Boudreau

Assistant Administrator of Traffic and Safety

RFW/

Att.

**MASSACHUSETTS DEPARTMENT OF TRANSPORTATION**

SPECIAL SPEED REGULATION # 326-K

Highway Location: ORLEANS, BREWSTER, CHATHAM, HARWICH, DENNIS, YARMOUTH, BARNSTABLE, MASHPEE, FALMOUTH, BOURNE

Authority In Control: MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

Name of Highway: ORLEANS STATE HIGHWAY - ROUTE 28

BREWSTER STATE HIGHWAY - ROUTE 28

CHATHAM STATE HIGHWAY - ROUTE 28

HARWICH STATE HIGHWAY - ROUTE 28

DENNIS STATE HIGHWAY - ROUTE 28

YARMOUYH STATE HIGHWAY - ROUTE 28

BARNSTABLE STATE HIGHWAY - ROUTE 28

MASHPEE STATE HIGHWAY - ROUTE 28

FALMOUTH STATE HIGHWAY - ROUTE 28

BOURNE STATE HIGHWAY - ROUTE 28

In accordance with M.G.L. c. 90, § 18, the following Special Speed Regulation is hereby promulgated:

Special Speed Regulations numbered 326, 326-A, 326-B, 326-C, 326-D, 326-E, 326-F, 326-G, 326-H, 326-I and 326-J, dated March 18, 1966, August 8, 1967, September 27, 1973, April 26, 1974, June 16, 1975, November 23, 1976, May 3, 1977, April 18, 1984, January 11, 1985, October 8, 1985 and November 19, 2018 are hereby amended by striking out the Regulations in their entireties and inserting in place the following revisions and addenda:

That the following speed limits are established at which motor vehicles may be operated in the areas described:

**NORTHBOUND**

Beginning in Orleans 791 feet west of the junction of Route 6A

Thence northerly

0.62 miles at 35 miles per hour

0.65 miles at 40 miles per hour

0.48 miles at 45 miles per hour

2.17 miles at 40 miles per hour

0.51 miles at 35 miles per hour to the Brewster town line.

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Thence northerly on Brewster

0.04 miles at 35 miles per hour to the Harwich town line.

Thence northerly in Harwich

1.38 miles at 35 miles per hour to the Chatham town line.

Thence northerly in Chatham

1.52 miles at 35 miles per hour

0.87 miles at 40 miles per hour

0.10 miles at 30 miles per hour

0.10 miles at 15 miles per hour

0.48 miles at 35 miles per hour

0.16 miles at 30 miles per hour

0.16 miles at 20 miles per hour

0.30 miles at 30 miles per hour

0.71 miles at 35 miles per hour

2.50 miles at 40 miles per hour

0.28 miles at 35 miles per hour

0.13 miles at 40 miles per hour to the Harwich town line.

Thence northerly in Harwich

1.71 miles at 40 miles per hour

0.52 miles at 35 miles per hour

0.42 miles at 25 miles per hour

0.63 miles at 35 miles per hour

0.54 miles at 30 miles per hour

1.11 miles at 35 miles per hour

0.01 miles at 25 miles per hour to the Dennis town line.

Thence northerly in Dennis

0.36 miles at 25 miles per hour

0.77 miles at 35 miles per hour

1.41 miles at 40 miles per hour

0.26 miles at 25 miles per hour

0.54 miles at 40 miles per hour to the Yarmouth town line.

Thence northerly in Yarmouth

0.07 miles at 40 miles per hour

0.14 miles at 30 miles per hour

0.18 miles at 35 ,miles per hour

0.60 miles at 40 miles per hour

0.59 miles at 35 miles per hour

1.19 miles at 40 miles per hour

0.34 miles at 35 miles per hour

1.35 miles at 40 miles per hour

0.74 miles at 35 miles per hour to the Barnstable town line.

-3-

Thence northerly in Barnstable

0.90 miles at 35 miles per hour

0.17 miles at 25 miles per hour

0.69 miles at 35 miles per hour

1.55 miles at 45 miles per hour

1.10 miles at 40 miles per hour

2.05 miles at 50 miles per hour

0.16 miles at 45 miles per hour

1.00 miles at 50 miles per hour

1.05 miles at 45 miles per hour

0.63 miles at 50 miles per hour

0.40 miles at 40 miles per hour

0.27 miles at 35 miles per hour

0.40 miles at 50 miles per hour to the Mashpee town line.

Thence northerly in Mashpee

1.65 miles at 50 miles per hour

0.28 miles at 25 miles per hour

1.70 miles at 40 miles per hour to the Falmouth town line.

Thence northerly in Falmouth

3.25 miles at 40 miles per hour

0.81 miles at 35 miles per hour

1.27 miles at 40 miles per hour

1.14 miles at 35 miles per hour to the end of State Highway, south of town.

Beginning again at the beginning of State Highway, north of town,

Thence northerly

0.11 miles at 25 miles per hour

1.01 miles at 35 miles per hour

0.78 miles at 45 miles per hour

5.47 miles at 55 miles per hour to the Bourne town line.

Thence northerly in Bourne,

1.83 miles at 55 miles per hour

0.15 miles at 45 miles per hour

0.28 miles at 25 miles per hour

3.60 miles at 55 miles per hour

0.20 miles at 40 miles per hour

0.24 miles at 25 miles per hour ending at the junction of the Bourne Bridge: the total distance being 60.81 miles.

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**SOUTHBOUND**

Beginning in Bourne at the junction of the Bourne Bridge, thence southerly

0.17 miles at 25 miles per hour

0.22 miles at 40 miles per hour

1.00 miles at 50 miles per hour

2.37 miles at 55 miles per hour

0.23 miles at 40 miles per hour

0.33 miles at 35 miles per hour

1.98 miles at 55 miles per hour to the Falmouth town line.

Thence southerly in Falmouth

5.06 miles at 55 miles per hour

0.41 miles at 50 miles per hour

0.78 miles at 45 miles per hour

1.01 miles at 35 miles per hour

0.11 miles at 25 miles per hour to the end of State Highway, north of town.

Beginning again in Falmouth south of town, 323 feet south from the beginning of State Highway,

Thence southerly

1.06 miles at 35 miles per hour

1.29 miles at 40 miles per hour

0.81 miles at 35 miles per hour

3.25 miles at 40 miles per hour to the Mashpee town line.

Thence southerly in Mashpee

1.76 miles at 40 miles per hour

0.24 miles at 25 miles per hour

1.63 miles at 50 miles per hour to the Barnstable town line.

Thence southerly in Barnstable

0.40 miles at 50 miles per hour

0.27 miles at 35 miles per hour

0.38 miles at 40 miles per hour

0.65 miles at 50 miles per hour

1.05 miles at 45 miles per hour

1.00 miles at 50 miles per hour

0.16 miles at 45 miles per hour

2.05 miles at 50 miles per hour

1.09 miles at 40 miles per hour

1.57 miles at 45 miles per hour

0.67 miles at 35 miles per hour

0.17 miles at 25 miles per hour

0.90 miles at 35 miles per hour to the Yarmouth town line.

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Thence southerly in Yarmouth

0.74 miles at 35 miles per hour

1.35 miles at 40 miles per hour

0.26 miles at 35 miles per hour

1.29 miles at 40 miles per hour

0.57 miles at 35 miles per hour

0.60 miles at 40 miles per hour

0.18 miles at 35 miles per hour

0.18 miles at 30 miles per hour

0.04 miles at 40 miles per hour to the Dennis town line.

Thence southerly in Dennis

0.57 miles at 40 miles per hour

0.25 miles at 25 miles per hour

1.41 miles at 40 miles per hour

0.77 miles at 35 miles per hour

0.36 miles at 25 miles per hour to the Harwich town line.

Thence southerly in Harwich

0.03 miles at 25 miles per hour

1.10 miles at 35 miles per hour

0.54 miles at 30 miles per hour

0.63 miles at 35 miles per hour

0.43 miles at 25 miles per hour

0.52 miles at 35 miles per hour

1.71 miles at 40 miles per hour to the Chatham town line.

Thence southerly in Chatham

0.06 miles at 40 miles per hour

0.37 miles at 35 miles per hour

2.46 miles at 40 miles per hour

0.71 miles at 35 miles per hour

0.32 miles ta 30 miles per hour

0.15 miles at 20 miles per hour

0.22 miles at 30 miles per hour

0.46 miles at 35 miles per hour

0.06 miles at 15 miles per hour

1.04 miles at 40 miles per hour

1.45 miles at 35 miles per hour to the Harwich town line.

Thence southerly in Harwich

1.38 miles at 35 miles per hour to the Brewster town line.

Thence southerly in Brewster

0.04 miles at 35 miles per hour to the Orleans town line.

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Thence southerly in Orleans

0.51 miles at 35 miles per hour

2.17 miles at 40 miles per hour

0.48 miles at 45 miles per hour

0.59 miles at 40 miles per hour

0.70 miles at 35 miles per hour

0.13 miles at 30 miles per hour ending at the junction of Routes 28 and 6A; the total distance being 60.93 miles.

Operation of a motor vehicle at a rate of speed in excess of these limits shall be prima facie evidence that such speed is greater than is reasonable and proper.

The provisions of this regulation shall not, however, abrogate in any sense Chapter 90, Section 14, of the General Laws (Ter. Ed.).

**MASSACHUSETTS DEPARTMENT OF TRANSPORTATION**

**SPECIAL SPEED REGULATION NO. 326-K**

The Massachusetts Department of Transportation and the Registry of Motor Vehicles, acting jointly, do hereby certify that this regulation is consistent with the public interest.

Standard signs must be erected at the beginning of each zone.

REGISTRY OF MOTOR VEHICLES HIGHWAY DIVISION

DIVISION

BY:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ BY:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Registrar State Traffic Engineer