

## ROUTE 6/MAIN STREET INTERSECTION ZERO PERCENT DESIGN REVIEW

The Wellfleet Community Forum hosted a Zero Percent Public Informational Meeting on Wednesday October 22, 2014 on the Route 6/Main Street Intersection Transportation Improvement Project. Project Manager Doug Prentiss of the design firm of Fay, Spofford & Thorndike (FST), chosen by Selectmen, described the scope of the project and heard the suggestions and concerns of approximately 60 people in attendance.

While formal design reviews are customary, the first review is usually a 25 percent design review. The zero percent review was an opportunity for input at the beginning stage.

The project is a partnership with the Mass DOT, who owns Route 6. Mass DOT will fund 100% of the construction cost of the project; the town is responsible for the design.

The Cape Cod Commission and several Wellfleet town boards have been heavily involved.

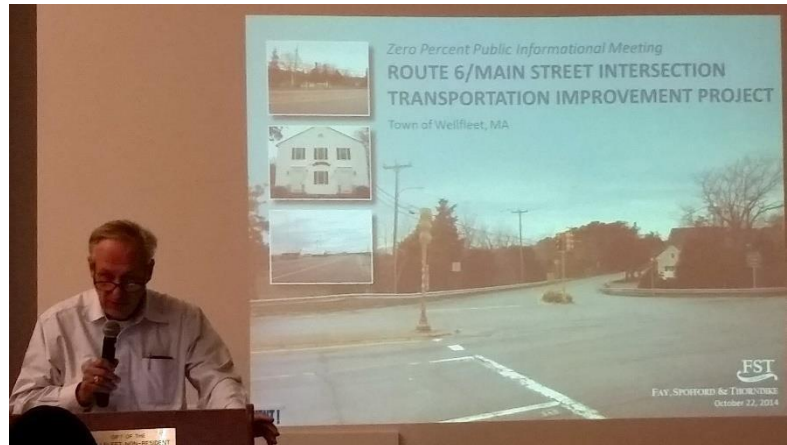
The project location goes north to Seaman's Bank, South to Bay Sails, up Main Street to Duck Creeke Tavern, and includes, in addition to the Main St/Route 6 intersection, the Pine Point Road and Cahoon Hollow Road intersections with Route 6.

Assisting Mr. Prentiss at the meeting was Hillary King of FST, an expert in environmental permitting, and Brian Madden of LEC Environmental Consultants, who will deal with wetland delineation and permitting. Environmental, cultural and historical resources surround the area, and the project will likely require federal, state and local permitting.

At its 25 percent design review, FST will present alternatives. Most of this meeting consisted of comments and questions from the audience. The answers provided insight into the complexity of the project, which has to take into consideration vehicle, pedestrian and bicycle traffic, while working within wetlands and cemetery constraints and state design requirements.

The design phase of the project will take about 22 months, and construction will take about two years, not including summers. FST is currently awaiting results of various surveys, including the right-of-ways on the various roads, and will send out letters to abutters for access authorization to study wetlands. There will be a public forum for the 25% design review in early January 2015.

The project scope does not include curb cuts, which is between the state and the abutters, connectivity with sidewalks to Wellfleet Center, which is outside the project's boundaries, and underground power lines, which is not an option on Mass DOT projects. The town could pay for it, but the ballpark estimate is around one-million dollars per mile, and each abutter would be responsible for his own hookup.



*Town Manager Harry Terkanian introducing program.*



Suggestions from the audience covered traffic management, bicycles and traffic signals.

**Traffic management:** (The Cape Cod Commission measured traffic for 48 hours in August 2014.)

Dan Silverman, Wellfleet's former fire chief, drew attention to the 2-4-2 lane transitions around the main intersection and the turning patterns into roads and businesses. Left turns in both directions were dangerous, as well as the right lane traffic coming from the south speeding through the intersection. Mr. Prentiss assured the audience that traffic management and safety were a prime consideration and they would present alternatives to the town.

Other suggestions: earlier warning for the left turn to Wellfleet Center so drivers don't turn in a private driveway; jug handles to Cahoon Hollow Road to the pharmacy to the north and/or to Bay Sails and Cumberland Farms to the south; reroute Cahoon Hollow Road to come out next to the pharmacy so there is a four-way intersection; more right-turn-on-red signs for drivers from New York City; warning tracks for cars; reduce speed through intersection; raised divider/wide island in the center to prevent northbound cars from turning left into Mobil station and to provide safety for pedestrians if caught crossing Route 6.

**Bicycles:** (The Cape Cod Commission did physical counts of people and bicycles during their traffic study in August.)

A member of the audience pointed out that a summer count of bicycles would not reflect the potential for bicycle traffic, as cyclists now intentionally avoid the intersection. Hundreds of cyclists per day now arrive at the bicycle trail end in South Wellfleet and are already looking for a safe way to Wellfleet Center, and families from out of town sometimes accidentally find themselves in a situation on Route 6 where they don't want to be. The Cape Cod National Seashore, the Cape Cod Commission and the towns of Wellfleet, Truro and Provincetown are working on an Outer Cape Bicycle and Pedestrian Master Plan to extend the bicycle trail north to Provincetown, and are meeting October 30, 2014. If (when) the trail comes to fruition, bicycle traffic will increase.

Other suggestions: cantilevered pathways in narrow Main St. right-of-way over wetlands; boardwalks; pedestrian/bicycle bridge over Route 6.

**Traffic signals:**

Police Chief Ron Fisetto stated that the official trigger for this project with Mass DOT was the age of the equipment at the intersection.

Mr. Prentiss gave a quick overview of the kinds of signals his company is considering, including buttons to cross with timers and count down clocks, and lights controlled by Opticom strobes that an emergency vehicle can change as it goes through the intersection. However, the latter are expensive to maintain, and Mass DOT and not the town should be responsible.

**Other interesting questions/observations/suggestions:**

Shared bicycle/vehicle lanes: not wildly popular.

If a right-of-way is too narrow to meet state standards for two lanes, one for bicycles/pedestrians and one for vehicles, Mass DOT will work to accommodate the project.

One speaker thought that no part of the solution should depend upon driver cooperation, that too many drivers will disregard lane markings, etc.

Move/buy the Mobil Station.

Toll booth.