



Design Public Hearing

February 19, 2015

7:00 PM

AT

Town Offices Annex  
Large Meeting Room  
261 George Ryder Road  
Chatham, MA 02633

FOR THE PROPOSED

West Chatham Roadway Design Project  
(Main Street, Route 28, from George Ryder Road to Barn Hill  
Road)

Project No: 606596

Roadway Project Management Section

COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION

Frank A. Depaola, P.E.  
Highway Administrator

Patricia Leavenworth, P.E.  
Chief Engineer

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**PRESENT**

Tom Currier, Project Manager, MassDOT

Bill Travers, District 5, MassDOT

Lisa Szamreta, Right of Way, MassDOT

Kerry Morris, Legislative Liaison, MassDOT

Joe SanClemente, Project Engineer, Howard/Stein-Hudson

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1 P R O C E E D I N G S

2  
3 TOM CURRIER: Good evening everybody.

4 The lights are about to dim, the show is about to start.  
5 Welcome, my name is Tom Currier. I am a Civil Engineer  
6 with the Massachusetts Department of Transportation's in  
7 Boston. Tonight we are conducting a public hearing for  
8 the West Chatham, Route 28, project featuring George  
9 Ryder Road intersection and Barn Hill Road intersection.  
10 Our Chief Engineer in Boston, Patricia Leavenworth, has  
11 directed me to conduct tonight's hearing. So without  
12 further ado let's just get into it.

13 The purpose of tonight's hearing is to  
14 present the project. Your Town of Chatham is the  
15 proponent for this project. MassHighway or MassDOT  
16 Highway Division supports this project and we are here  
17 tonight to present that project. We are at the 25%  
18 design level right now. That is a preliminary design.  
19 We are here to solicit your comments, concerns,  
20 criticisms, suggestions. We love to hear suggestions.  
21 No one knows this corridor better than you. That is why  
22 we are here. We will stay here as long as anyone wants  
23 to comment. The hearing will remain open until  
24 everybody is sick and tired of listening to us.

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1           So if you want to be here at three, we  
2 will be here to answer to any questions. Once we close  
3 officially, we will remain here to look at the drawings.  
4 The right of way drawings are up there on the dais. The  
5 project presentation graphics are out in the hallway.  
6 Your design consultant Howard/Stein-Hudson has done an  
7 extensive presentation.

8           After they make their presentation, we  
9 will then solicit public comment from you folks. We ask  
10 you to come up to this podium so the TV cameras can pick  
11 us up and the microphone. That is why we are sort of  
12 anchored behind these podiums. I want you to feel  
13 comfortable here tonight. I want you to -- I would like  
14 to solicit a conversation. Let's have a conversation  
15 about the project, good, bad and indifferent. Let's  
16 talk about it and find out your concerns, if you have  
17 suggestions you see something that we should change to  
18 make it better, please speak up.

19           Anything that is mentioned tonight or  
20 within ten days of tonight becomes part of the official  
21 transcript to the public hearing. Of course, we always  
22 respond and review comments that we get whenever be it  
23 twenty days from now or outside of that window that I  
24 just described. We always want to hear from people

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1 affected by the project. Whether they get their comment  
2 to us in writing or verbally tonight or within -- in  
3 writing within ten days that's not important to us.  
4 What we want is your information, your comments.

5 So if you are uncomfortable speaking in  
6 public on the back of our handout is a self-addressed  
7 place to record your comments. You can mail that to me.  
8 I think my address is in that handout. I guess without  
9 further ado we will jump right into our right of way  
10 representative's presentation. Lisa Szamreta from our  
11 District 5 Office is here. Bill Travers is also here  
12 from our District 5 Office. Also, Kerry Morris is a  
13 Legislative Liaison, she is here tonight over there at  
14 the far end of the dais. In case there are any elected  
15 officials here tonight that would like to speak with  
16 Kerry. So anyway, let me invite Lisa Szamreta up to  
17 present the formal right of way process.

18 LISA SZAMRETA: Hi everyone, how are ya?  
19 My name is Lisa; I am a Right-of-Way Agent with the  
20 Department of Transportation. I am here to let you know  
21 what Right-of-Way does. I represent the Right-of-Way  
22 Bureau of the Massachusetts Department of Transportation  
23 Highway Division. The Right-of-Way Bureau is  
24 responsible for acquiring all the necessary rights in

1 private and public lands for the design, construction  
2 and implementation of this project.

3 Affected property owners will be contacted  
4 by personnel from the Right-of-Way Bureau or a consultant  
5 representing the Massachusetts Department of  
6 Transportation Highway Division.

7 The procedures used must comply with state  
8 and federal regulations governing the acquisition  
9 process. The current design plan indicates that a yet  
10 determined number of fee takings and permanent easements  
11 may be required. Other areas may also require temporary  
12 construction easements.

13 Affected property owners rights are  
14 protected under the Massachusetts General Laws, primarily  
15 Chapter 79. If a project is receiving Federal funds, the  
16 property owner's rights are further defined under Title  
17 III of the Real Property Acts of 1970, as amended.

18 I will be happy to answer any general  
19 questions regarding any right-of-way activities or  
20 questions during the open forum. Also, I will be  
21 available after the public hearing for any specific  
22 questions you may have. I will be here until you need  
23 me. Thank you.

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1                   TOM CURRIER: Thank you, Lisa. As Lisa  
2 mentioned there is a formal comment period and we will  
3 close it officially but we will remain here as long as  
4 anyone wants to chat with us about the project. So at  
5 this point without further ado, I am going to introduce  
6 Joe SanClemente of Howard/Stein-Hudson. He is the  
7 Design Engineer who has put this project together and I  
8 want to assure you that is has been reviewed exhaustedly  
9 by MassDOT and we love what he has come up with. So  
10 without further ado, Joe, take it away.

11                   JOE SANCLEMENTE: Great thanks, Tom, and  
12 thanks for coming out everybody tonight on the cold  
13 evening. Thanks for those who are probably watching on  
14 TV tonight. Quick overview, I would like to be able to  
15 talk about how we got here tonight. How are we arriving  
16 here with the 25% design? Talk about some of the goals  
17 of the corridor along Route 28 in West Chatham.

18                   Go through some of the data collection.  
19 What are the results? What did we observe over the last  
20 couple of years that we have been working on this  
21 project? We are going to show you the design that has  
22 been approved by MassDOT and templates of the next  
23 steps. We really want to keep continuing your questions  
24 and answering questions and get your comments to

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1 continue to keep making this the best design we can make  
2 it.

3 So a little bit about process. This  
4 corridor of West Chatham has been discussion for  
5 decades. I think the timeline that I have outlines here  
6 takes us back to 2003 but transportation problems have  
7 been talked about in this corridor for a lot longer than  
8 even this time period.

9 Starting in 2003, West Chatham grant  
10 study, a long planning, hiring initial consultants  
11 several years ago. There were numerous meetings;  
12 numerous discussions about the types of problems that  
13 are out here. While there are a lot of different  
14 options that were presented there was general consensus  
15 that there was probably some issue with how  
16 transportation conditions operate out in this corridor.

17 Howard/Stein-Hudson got involved in, I  
18 guess, 2013. We held our first public meeting in April  
19 2013 where we wanted to look at what some of the goals  
20 were of the project and really kind of build off that as  
21 a starting block. To really understand what the issues  
22 are. What is it that we are trying to address?

23 When we had our first public meeting in  
24 April we came out without any design, there were no

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1 concept plans. We really want to hear from people to  
2 understand where we need to zero in. Where we need to  
3 collect data to focus our attention on to try to fix any  
4 issues that are out there.

5 Throughout 2013, our staff has been out  
6 here pretty much every month of the year to really  
7 observe different conditions. Summertime is a lot to  
8 contend to wintertime. Springtime is even a little bit  
9 different than that in terms of traffic volume,  
10 pedestrian flow, and bicycle activity out there. As  
11 part of our process, we held extensive outreach process.  
12 The typical MassDOT process begins at the 25% design; we  
13 started with a lot of preliminary outreach.

14 We launched a website that has all the  
15 information for the project. We have been updating that  
16 as the materials come on line. We posted all the email  
17 comments we receive from a lot of people. I believe  
18 that we probably received hundreds of email comments  
19 that we have responded to concerns. Try to understand  
20 what those concerns are. We've hold office hours.  
21 We've had one on one meetings. I have had personal  
22 phone calls and meetings with dozens of business owners  
23 and residents throughout this town over the last couple

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1 of years. Trying to understand what it is that you are  
2 trying to get at.

3 Our first presentation of any concept  
4 design was back in November 2013. We really summarized  
5 all the detailed data that we collected. This is really  
6 significantly more detailed than what was done in prior  
7 years. We have actual land survey to understand where  
8 the right of way was and much more traffic data  
9 collection. That is where we first unveiled the concept  
10 design. We came back. We had a thirty-day comment  
11 period where we came back in December of 2013 where we  
12 made some refinements. We had meetings with several of  
13 the abutting properties where we discussed potential  
14 right of way acquisitions and other impacts to really  
15 make sure we are taking into account peoples particular  
16 needs for their businesses.

17 We want to know what are your loading  
18 needs? What kind of trucks do you have? Do you have  
19 events in your properties? We want to make sure that we  
20 are accommodating all the various things that should be  
21 accommodated as part of the design.

22 After following that meeting, we received  
23 a unanimous vote from the Board of Selectman 5 to 0 to  
24 move ahead to the 25% design. We submitted the design

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1 plans to MassDOT in February. As Tom had noted we had a  
2 rigorous review process with the district in Taunton as  
3 well as MassDOT in Boston where a lot of different  
4 agencies reviewed the plans, made numerous revisions.  
5 We had numerous meetings to really make sure that this  
6 plan works to the highest level of service that it can  
7 work.

8 So we are happy to be here tonight to  
9 recap on some of that data, I apologize to some of the  
10 folks that have seen some of the data collection, but I  
11 feel that you really need to recap a lot of the  
12 information that was collected. There are a few new  
13 things to show and then of course we have the latest  
14 design plans that we will talk about and they will be on  
15 display. They are actually on display right now. We  
16 would be happy to talk to you about them afterwards.

17 So the goals of this project. When we  
18 started this project, the goals that were clear to us  
19 and some of the goals that we have learned along the way  
20 from talking to a lot of people out here is approve  
21 safety for all modes. It is clearly a corridor that  
22 caters to one mode, autos. There is limited pedestrian  
23 accommodations. It is not a great place to be a cyclist  
24 there is really nowhere to go.

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1                   We also heard that you want to improve  
2 the appearance of West Chatham. Better streetscape.  
3 Where can we add some green space out there. Make this  
4 look like the rest of the highway. It is a very wide  
5 cross section. What can we do to help enhance the  
6 appearance that is out there? We have also heard from  
7 the business which are important. We want to be able to  
8 accommodate all the various needs of all the businesses.  
9 We want to provide the best and safest access. We will  
10 get into things about safety and how access operates out  
11 here today as I get into the presentation.

12                   So just to clarify where we are talking  
13 about. The road kind of left to right through 28 Main  
14 Street these are our project limits. Just a little bit  
15 east of Barn Hill Road including the intersections of  
16 Barn Hill Road, Seaquanset Road, and then George Ryder  
17 Road, and George Ryder Road South. Our project will  
18 extend just about, up to where Market Place intersects  
19 Route 28.

20                   So once again, just recapping the data  
21 collection involved extensive public outreach, extensive  
22 public comments, interaction with community, updated  
23 land surveyor. Gone out and really looked at where all  
24 the utilities are, looked at where all the property

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1 lines are. Detailed data collection, this is both going  
2 out and counting vehicles, pedestrians, and cyclists,  
3 looking at heavy vehicle percentages. Looking at travel  
4 speeds. We did these during multiple time periods  
5 during the year to be able to verify how these  
6 conditions change throughout the year.

7 Then also, numerous observations we  
8 collected actual crash reports from the police  
9 department so we could really read them and understand  
10 why they are happening out there. Then also going out  
11 and doing different observations in terms of sight  
12 distance and verifying how the corridor operates.

13 To quickly sum it up, this is very  
14 detailed at our November and December presentation which  
15 are all available by video and power point on our  
16 website. But really in sum is a wide fluctuation of  
17 traffic volumes in this corridor. When you get to  
18 April, April is about half the volume that you have in  
19 the summer time but then the shoulders are very busy.  
20 They are only about 10% lower than summer. We have  
21 these very ebbing flowing traffic conditions, so one  
22 solution might work really well in the summer but might  
23 not be the best year round fit.

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1           In terms of travel seasons, you see out  
2 there, this is a business district with a posted speed  
3 limit of 40 miles-an-hour. For the most part people  
4 generally obey that speed limit but this is a 40 mile-  
5 an-hour zone. We do see and what we are typically  
6 concerned with when we look at travel speeds is there is  
7 a cohered driver that do exceed the speed limit. So  
8 there is a group of people that travel in the 40s and 50  
9 mile-an-hour, so we do see some excessive speed in that  
10 corridor.

11           In terms of the crash data, we analyzed  
12 all the crash data over a multiyear period. We actually  
13 even have more recent data than 2012 where we continue  
14 to monitor the crash history that is out there. The  
15 crashes are generally clustered around George Ryder Road  
16 and Barn Hill Road which are the two major intersections  
17 along the corridor. While they are not classified as  
18 what we would consider a high crash location there are  
19 certain crashes out there.

20           One thing that we have learned with  
21 talking with dozens or hundreds of people now at this  
22 point, we are hearing a lot of different comments, is  
23 that we hear a lot of stories from folks that change  
24 their travel behavior when they go through this corridor

1 to try to avoid the problems. We heard a story tonight  
2 that someone comes out of George Ryder Road, cut through  
3 Ocean State Job Lot to take a left onto Route 28  
4 eastbound because it is too dangerous or too difficult  
5 for them to receive and react by George Ryder Road. We  
6 have heard countless stories of people that just avoid  
7 Barn Hill Road. We had a realtor that said I can't rent  
8 houses on Barn Hill Road because it is a difficult  
9 place. We also heard a lot of people who live on George  
10 Ryder Road South that use Market Place to avoid George  
11 Ryder Road South.

12 So there are a lot of diverted trips that  
13 I think happen out there today because people are  
14 avoiding the more difficult locations along there.

15 There were also a couple of severe  
16 crashes that did happen in 2013. This is a crash that  
17 happened the Fourth of July weekend in 2013 on Barn Hill  
18 Road. There was also a fatal pedestrian crash in 2013  
19 near Kreme n Kone.

20 So this graphic really to summarize all  
21 the various types of issues that are out in this  
22 corridor. I think some of the major ones are along the  
23 business activities on the south side of the roadway but  
24 there is really no sidewalk on the south side. There is

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1 one small stretch over near the Shop AHOY Plaza but  
2 where you would think you would have the most pedestrian  
3 activity there really is no sidewalk. Meanwhile there  
4 is a sidewalk on the north side of the roadway.

5 We see excessive delay on the side  
6 streets. Then there are quite a bit of other issues.  
7 What I would like to do is walk my way from the western  
8 edge of this corridor through the east and try to talk  
9 about the various types of issues that we see as we move  
10 down the corridor.

11 So starting on George Ryder Road, George  
12 Ryder Road South, one of the big issues that we see here  
13 is that George Ryder Road intersects the roadway on a  
14 horizontal curve. You are on the inside of this curve  
15 and basically it is the worst place that you can have an  
16 intersection of roadway. Because you have to really  
17 look over your shoulder to see cars and then you have to  
18 look over your shoulder the other way to be able to  
19 proceed and react to the vehicle or find a gap coming  
20 out of the intersection.

21 Meanwhile, there are numerous sight line  
22 obstructions on the roadway. You can see the trees and  
23 the signage that's in there that make it more difficult  
24 but the intersection is further difficult because of the

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1 offset nature of George Ryder Road and George Ryder Road  
2 South. So not only are you challenged by sight line  
3 obstructions that you have out there, some of the  
4 vehicle speeds, vehicles going about 40 miles-an-hour  
5 but you also have to guess what this guy is going to do  
6 across the street. You can see this vehicle that was  
7 taking a left turn here. We also saw cars when they  
8 were taking this left they didn't know if they needed to  
9 stop here or if they needed to pull past George Ryder  
10 Road South. So there is definitely some confusion.

11 Another observation that we saw is that  
12 this is right where the two-way left turn lane begins.  
13 The cross section begins to widen out. If someone is  
14 indecisive on where they are going to go vehicles tend  
15 to drive around them. This happens to with vehicles  
16 that pause at George Ryder, people use the two-way left  
17 turn lanes as a passing lane. So there are a lot of  
18 different places to look. There are a lot of places to  
19 guess to see is it safe for me to enter the  
20 intersection.

21 As we starting drilling into design, we  
22 did look into things like drainage. This is something  
23 that we starting looking at a little bit more. In  
24 general, it is antiquated, a little bit undersized out

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1 there, so this is something that the project would look  
2 to to accommodate in the future.

3 As we look across the street this is a  
4 picture of George Ryder Road South of what you would see  
5 if you look westbound towards Harwich. Once again, we  
6 have some sight line obstructions that make it a little  
7 bit difficult to get out. You are also challenged by,  
8 you are going up a little bit of a grade. That is  
9 because of the pitch in the roadway and we will get to  
10 that in a couple more slides.

11 You are kind of coming up a hill, you are  
12 challenged with the offset nature of the roadway. You  
13 can look diagonal across the roadway; you need to look a  
14 lot of different places with limited sight lines. It is  
15 a difficult place to get out. This is where we have  
16 heard some stories of people cutting through Market  
17 Place to just to generally avoid this intersection.

18 There was also some drainage issues that  
19 were out there at one point. I think in a private drain  
20 structure. You can see over time the pavement started  
21 to worn away and become rutted. So part of the reason  
22 why there is that pitch in the roadway at George Ryder  
23 South is that there is quite a bit of super elevation  
24 which is the pitch of the roadway. This is what makes a

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1 motorist more comfortable to go around the corner at  
2 higher speeds. You think about it it kind of helps you  
3 balance out and fights the gravitational forces as you  
4 go around the corner.

5 When we look at that super elevation, it  
6 correlates, if we were to design this now it correlates  
7 to design speed of 45 miles-an-hour, which is actually  
8 above the speed limit. So in essence, it actually is  
9 more comfortable for someone to drive faster through  
10 this location as they go around these corners and across  
11 the driveways at George Ryder Road. So that really adds  
12 to steep driveways on the south side of the roadway.

13 As we look at the cross section of the  
14 roadway between Barn Hill Road and George Ryder Road, we  
15 have this very wide two-way left turn lane out there.  
16 You can see the shoulders on each side are pretty much  
17 minimal. They range from zero feet wide to about two  
18 feet wide in some locations. Shoulders serve a lot of  
19 different functions for roadways. To help a place for  
20 the drainage to go, when the water collects. They help  
21 for a place for the sand to collect. When we remove  
22 snow, a place for the plows can move it to accommodate  
23 bicycles to help facilitate vehicles turning in and out  
24 of driveways. There are a lot of different functions

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1 that the shoulders have which this roadway does not  
2 have. In fact, when people pull out of driveways they  
3 actually approach the two-way left turn lane because  
4 they don't have that shoulder space to be able to get  
5 out. Then meanwhile this is kind of the end or the  
6 limits of the limited sidewalk that is on the south side  
7 of the roadway. Meanwhile there is no sidewalk as you  
8 go down the south side of the road.

9 Here is just a picture of a CCRTA which  
10 operates service along this route. Once again on the  
11 south side of the road. There is really no place for  
12 passengers to wait or board these buses. These people  
13 are getting off in the Kremer Kone driveway.  
14 Meanwhile, a little further east down of the Route 28,  
15 this is looking out at Seaquanset Road looking  
16 eastbound. You can see that there are quite a few  
17 encroachments there with limited sight lines.

18 One thing that we've seen is over the  
19 years there have been numerous encroachments into the  
20 right of way whether it be plantings or some sort of  
21 landscaping or walls or signage. Things over the years  
22 they tend to get closer to the roadway and really  
23 restrict these sight lines and make it more difficult to  
24 get through the area.

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1           Another thing that we wanted to point out  
2 to, we heard a lot of comments about why we are putting  
3 in some of the types of bike accommodations into this  
4 project. You can see this is our section of roadway  
5 right here. Meanwhile you have the Old Colony Rail  
6 Trail just north of the project up George Ryder Road and  
7 the town has recently installed a shared use path on the  
8 west side of Barn Hill Road that takes you down to  
9 Hardings Beach. So really this is one critical gap in  
10 the bicycle network where we don't have a connection --  
11 a safe connection for bicycles to be able to make that  
12 link either to businesses or the beach or to get back up  
13 to the rail trail.

14           Here is just a picture taken in June of  
15 some cyclists going down the road. This guy is going  
16 towards on-coming traffic in the one foot wide shoulder  
17 and several other cyclists into the parking lot. As we  
18 move closer down to Barn Hill Road, Barn Hill Road is  
19 right over here on the right side of the diagram. One  
20 thing we see there are some alignment issues in the  
21 roadway. You can see these vehicles tend to typically  
22 drive through the two-way left turn lane which potential  
23 encroaching into that. So the vehicle was to pull in to  
24 the two-way left turn lane that would be potential

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1 conflict but we consistently see the tire tracks go over  
2 the center line along this corridor where there are  
3 alignment issues.

4           Meanwhile looking out of Barn Hill Road  
5 one thing that we see is there is a flashing light  
6 there. So it makes me wonder why that was installed in  
7 the first place. I think there probably were some  
8 safety concerns at one point when that was put in to  
9 help folks know that this is a stop-controlled approach  
10 or that there is activity here. But it is set back.  
11 From 28 it is hard to see. If there is a large vehicle  
12 in the left turn lane it is going to block the  
13 visibility of that flashing light.

14           Meanwhile you have the stop sign that  
15 is behind the building that is hard to see. You can  
16 actually see some tire tracks that pull over the curb.  
17 There is really nothing protecting the Dunkin Donuts  
18 building on the side. If there was a large truck taking  
19 a turn or somebody was just going over the edge.

20           So what I would like to do is -- we had  
21 played this back in our November presentation where as  
22 part of our data collection we did extensive video  
23 observations as part of our manual observations and our  
24 data collection program. I would like to try to just

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1 show some various types of things that are out there  
2 beginning with pedestrian conditions. So these are --  
3 you can see people that are trying to cross the street.  
4 There are no crosswalks across the roadway at either  
5 intersection where you would think they would typically  
6 be. We have a couple of bid block crossings but there  
7 is quite a bit of exposure for pedestrians to get across  
8 this roadway. It is about 40, 42-foot wide curb to  
9 curb. We saw quite a few people walking through the  
10 parking lots. These were just a few clips of a lot of  
11 different observations. You can see cyclists riding  
12 down the streets, pedestrians really kind of doing  
13 different things but they don't have a great place to  
14 go.

15 Really, most of the pedestrian activity  
16 that you saw was on the south side of the roadway but we  
17 do see other people on the other side where there is a  
18 sidewalk also. So now here what I would like to do --  
19 one thing that we observed in great detail is left turns  
20 in the two-way left turn lane. What we heard from some  
21 folks is that we really rely on this two-way left turn  
22 lane and we really need this two-way left turn lane to  
23 get into businesses.

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1                   Two-way left turn lanes are generally  
2 installed to provide a protected place for vehicles to  
3 pause and make that turn so that traffic can continue to  
4 flow around those vehicles as they wait to find that  
5 gap.

6                   I think in general what we often saw was  
7 that you would see this vehicle as it goes; there is  
8 really one car that passes by. It takes them about 10,  
9 15 seconds to find that gap to make that turn in there.  
10 But there is really only one or two vehicles that would  
11 have been delayed behind that vehicle. So not a lot of  
12 stress for that driver as he does to try to make that  
13 turn. It is what we typically look at for left turns.

14                   Here is another vehicle that we see and  
15 this was common a lot of vehicles that we saw do not  
16 even use the two-way left turn. A lot of left turns  
17 were made directly from the travel lane. Here is a  
18 vehicle that does use the two-way left turn lane. He  
19 has to wait for a few cars to pass but you can see that  
20 there are no cars behind him. So there is one car that  
21 might have been delayed a second or two if the two-way  
22 left turn lane were not there.

23                   So there is a big truck that is able to  
24 do it. So once again, really no obstructions. Vehicles

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1 are easily able to get in there. These videos were all  
2 taken during peak periods.

3 UNIDENTIFIED SPEAKER: What month?

4 JOE SANCLEMENTE: So these were done in  
5 June. So June is an elevated condition, it is a  
6 shoulder season. June is typically -- we also did  
7 counts in August and we are talking about volumes that  
8 are about ten percent lower than the peak summer time  
9 condition. When we do design, we don't design for the  
10 peak condition. We wouldn't do counts Fourth of July  
11 weekend. We typically want elevated conditions but we  
12 don't design for peak conditions. We want to try to  
13 capture how most of the year is going to operate and  
14 accommodate most of the needs that are out there.

15 One of the things that we heard is that  
16 it is difficult to take a left turn out of some of the  
17 driveways and that the two-way left turn lane provides  
18 this incremental benefit as vehicles try to get across  
19 the roadway to take a left. We did see that a lot of  
20 vehicles don't make this two stage turn that they  
21 generally just go.

22 We actually saw quite a few vehicles that  
23 were using driveways to do U-turns. As we watched the  
24 videos there were a lot of U-turn maneuvers. People

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1 might pass something and need to turn around. The right  
2 turns out you're going to see that there is some of this  
3 encroachment that happens. When vehicles start to  
4 approach into the two-way left turn lane because you  
5 don't have -- you have fairly narrow lanes you have  
6 vehicles that drive through the two-way left turn lane  
7 because there is no shoulder.

8 TOM CURRIER: I just want to interject  
9 for just a moment. The reason that we don't design for  
10 the peak hourly volume on Cape Cod is that if we did we  
11 would be building a six lane freeway, which you wouldn't  
12 want, right. So it's an anomalous condition that occurs  
13 two months of the year. We find that June or October  
14 are better volumes for design build.

15 JOE SANCLEMENTE: We picked, this is mid-  
16 June so there was a lot more people down this area this  
17 time of year. We also worked pretty aggressively with  
18 MassDOT, Cape Cod Commission, the Town, to select all  
19 the dates. We also choose the hours of the day. We  
20 look at mid-day Saturday. We looked at the evening  
21 commuter peak periods. The morning peak periods. These  
22 are typically the heaviest volumes that are out there.  
23 What we also did was put two counts down. So we  
24 monitored traffic over 24-hour periods over several days

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1 so that we could look at traffic activity and know that  
2 we are selecting the highest periods where we do the  
3 detail counts.

4 So here is a vehicle, I believe this  
5 vehicle comes in and takes a U-turn. I think that is  
6 what we are trying to capture with this video. You can  
7 see another vehicle that is easily able to take a left  
8 turn in without really blocking anybody on the through  
9 lane. Here is a vehicle passing someone in the two-way  
10 left turn lane. So here is another guy that passes a  
11 truck. So back to the presentation.

12 So as we collected all this data we went  
13 back to the drawing box and really -- drawing board  
14 rather and really tried to take a look at what we could  
15 do out there. We wanted to really evaluate what the  
16 best solution was that was out there. We started with a  
17 clean slate when we started this project in 2013. We  
18 heard from a lot of folks sort of what we are labeling  
19 as minimalist approach. Why do we need to do anything  
20 out there? Why can't we just add a sidewalk? I think  
21 that we discussed this in detail with MassDOT and I  
22 think that any time you make a substantial improvement  
23 out here anything beyond just a simple resurfacing we  
24 really need to bring this up to standards and current

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1 code. A lot of the conditions out here are outdated.  
2 It's not a multimode corridor.

3 So in 2006 MassHighway at the time, had  
4 adopted a complete streets policy. Since that, pretty  
5 much every successive year after that MassDOT has come  
6 out with much more firmed engineering directives where  
7 we are trying to create mode shift. Make traffic  
8 conditions better for everyone. Provide more  
9 opportunities for people to get out of their car, walk  
10 and bike. Make things better for people that have  
11 accessibility issues. There is even a recent directive,  
12 actual two directives just in 2014, 2015. They come out  
13 and reinforce these design guidelines that we have to  
14 adhere to as we do a project. So anything beyond the  
15 simple resurfacing, we need to provide these  
16 accommodations for all different modes, for all  
17 different types of users that are out there.

18 So as we start looking at this corridor  
19 there really are three distinct parts. There are the  
20 two intersections George Ryder Road and Barn Hill Road  
21 and then there is this segment in between. In the  
22 segment we considered what would happen if we were able  
23 to retain the two-way left turn lane within the sixty-  
24 foot right of way that we have out there. What if we

1 reduced the turning lane and could turn that into turn  
2 pockets, median islands, and things like that. We  
3 looked at that type of configuration or what would  
4 happen if you went to reducing it to a two-lane profile.

5 At the intersections, it was really the  
6 same type of alternative analysis. Whether we look at a  
7 traffic signal or whether we replace them with a modern  
8 roundabout. I will get to the difference of a  
9 roundabout and why it is not a rotary.

10 So starting with the corridor, the left  
11 turns, we analyze the detail. We took traffic counts  
12 out of every single driveway along this corridor and  
13 there were quite a few. In general, most of the left  
14 turn volumes are less than ten vehicles an hour, which  
15 does not warrant the installation of a dedicated left  
16 turn pocket. The places that have the highest left turn  
17 volumes are the post office and Ocean State driveway on  
18 Route 28. They had slightly elevated volumes that  
19 typically only happened during Saturday mid-day for a  
20 couple of hours and it was still boarder line for  
21 requiring a left turn -- its own left turn lane. So  
22 really not meeting that threshold.

23 In terms of the two-way left turn lane,  
24 there are similar design criteria that we have to take a

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1 look at. It did not meet the minimum criteria for the  
2 number of left turns, the percentage of left turns over  
3 a certain distance along Route 28. More importantly,  
4 the two-way left turn lane is primarily serving things  
5 on the south side of the road. So you don't see a lot  
6 of left turns on the north side of the road because  
7 there are very few driveways beyond Ocean State Job Lot.  
8 So not really a two-way left turn lane more like a one-  
9 way left turn lane.

10 We saw quite a few poor transitions and  
11 from our observations out there, we see the two-way left  
12 turn lane really contributes to some erratic driver  
13 behavior. A lot of the year out here, the traffic  
14 volumes are pretty low and that is when you start to see  
15 the high speeds, people passing vehicles and doing  
16 things that they probably shouldn't be doing.

17 So we do feel that it is generally used  
18 incorrectly. We don't feel the cross section is  
19 functioning the way it should be because of the  
20 constraint shoulders and just that it is there we have  
21 this very wide cross section. We don't see a two stage  
22 left turns being made and that is actually not even an  
23 intended function of a two-way left turn lane.

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1           As we look at this cross section, we do  
2 have limited right of way on the south side of the  
3 roadway where we don't have any sidewalks. We have  
4 maybe a four or five foot wide for utility poles and the  
5 grass strip. You can see the various lanes out here.  
6 The only place that we would have unused right of way is  
7 the north side of the roadway it is about ten feet of  
8 unused right of way. What we find is that by peaking  
9 the two-way left turn lane it really constraints our  
10 ability to provide the shoulders, provide bicycle  
11 accommodations, and provide pedestrian accommodations.  
12 Simply all does not fit within the right of way.

13           So in general it really is a challenge in  
14 meeting our goals. We also found it that we just can't  
15 fit it all in and it is really providing minimal benefit  
16 for the businesses and residents in the area. So as you  
17 start looking sort of one by one the George Ryder Road  
18 and Barn Hill Road we looked at if we leave it as it is  
19 there are definitely some deficiencies at these  
20 locations. We don't feel it is functional to leave it  
21 how it is and leave these deficiencies where we see  
22 there is delay that happens out there where it is  
23 complicated to get out. We see erratic driver behavior.  
24 We see people avoiding the area and doing different

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1 things just to avoid using this intersection all  
2 together.

3 We heard pretty loud and clear that there  
4 is some resistance to traffic signals, the way that they  
5 look. It doesn't have the Cape appeal. It takes away  
6 from the character. We had heard from some folks that  
7 say, the signal is great as long as it is seasonal and  
8 it offers flash. Unfortunately, we can't install a  
9 seasonal signal. It either has to be in operation full  
10 year or we can't put it in there. Which really  
11 technically leaned us toward the roundabouts.

12 So roundabout versus rotary. I think one  
13 thing that we have been trying to do throughout this  
14 process since we started in April of 2013 is educate  
15 folks of what the differences are. If everybody goes  
16 and they think of the worst rotary, whether it is in  
17 this state or elsewhere. I heard a lot of people talk  
18 about the Hyannis rotary near the airport. That is a  
19 rotary. We don't build them anymore. In fact, we are  
20 trying to retrofit these designs and make them operate  
21 more safely, more efficiently. A roundabout, the modern  
22 roundabout is a newer traffic engineering tool just  
23 developing in the last couple decades or so. It is a  
24 much smaller diameter.

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1                   One of the key differences is much  
2 slower speeds. We are looking at entry speeds of about  
3 15 to 20 miles-an-hour. A rotary, if you think about  
4 how Hyannis is, you can enter that rotary at about 40 -  
5 45 miles-an-hour. You don't really need to slow that  
6 much. It is multiple lanes. You are able to maintain a  
7 fairly high speed as you go through it.

8                   With the single lane roundabout, we  
9 eliminate any weaving. So in a big rotary with multiple  
10 lanes but this is not what we are proposing. So to give  
11 you perspective of what a roundabout versus rotary is  
12 and the types of size we overlaid our current design for  
13 George Ryder Road on top of the Hyannis rotary. So our  
14 roundabout from the outside diameter from the pavement  
15 edge to pavement edge is about 100-feet. This is a very  
16 compact roundabout. Typically, roundabouts are 140,  
17 150-feet. We have been able to squeeze this roundabout  
18 down as tight as we can but also get all the  
19 functionality of it by doing quite extensive work on the  
20 angles entering the roundabout and working on the center  
21 island, which we will talk about a little more.

22                   The Hyannis rotary, not a roundabout, is  
23 330-feet, so more than three times in diameter of what  
24 we are proposing out here. One probably in similar size

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1 if you go to Harwich, Route 39, that is a pretty good  
2 example of the modern roundabout but it is bigger. It  
3 is 120-feet. It is 20% larger than what we are  
4 proposing for West Chatham. You can see this large  
5 tractor-trailer, it almost looks small.

6 So what we are proposing is to reduce the  
7 corridor to two lanes. We don't feel that the two-way  
8 left turn lane provides any function or benefit. Nor do  
9 we feel that dedicated left turn lanes provide much  
10 benefit. Would just really preclude the ability to make  
11 the other changes and make this a complete street multi-  
12 mode corridor.

13 Meanwhile at George Ryder Road and Barn  
14 Hill Road we explored doing traffic signals but we just  
15 seen that there was a lot of opposition on how they  
16 looked and how they would function. Frankly, the  
17 traffic signal is just not warranted year round. We  
18 have some peak flows and shoulder seasons, your June and  
19 September and then during the summer months but seven  
20 months of the year you don't really warrant that traffic  
21 signal. So that is why the roundabout functions really  
22 well. It can handle those varying flows. It can handle  
23 the very busy flows and it is going to operate very  
24 efficiently during the lower flows that are out there.

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1                   So here is Barn Hill Road. The other  
2 thing is with the dual roundabout, I think that was one  
3 of the surprises that came out in the recommendation,  
4 was the dual roundabout provides this added benefit that  
5 you wouldn't get with a single roundabout or traffic  
6 signals is you have the ability to U-turn. Really never  
7 have to take a left turn again. You can simply make  
8 rights out of every driveway and right turns are the  
9 easiest maneuvers. You only have one place to look.  
10 You just look left, then you go in to the traffic  
11 stream, you go around the roundabout and go to any  
12 direction you need to go. So really maximizing access  
13 along the corridor.

14                   We heard a lot of comments about why two,  
15 they are so close. These roundabouts are about 1200-  
16 feet apart. In our November presentation, we found we  
17 did quite a bit of research. We did research  
18 roundabouts throughout the country whether it be in  
19 Massachusetts. We found a pair of roundabout in Norfolk  
20 Mass that are about 400-feet apart. We even found some  
21 in Amherst that were closer about 200-feet apart, and I  
22 believe MassDOT is designing some in Millbury where they  
23 are even closer, about 100-feet apart or so.

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1                   So the closeness doesn't isn't much of  
2 an issue, I think with traffic signal when you get a red  
3 light you get a queue and it grows until the light turns  
4 green. A roundabout you flow with the queue and it  
5 continually dissipates. You don't have that backup. We  
6 have a lot of room in between and we don't feel that is  
7 an issue that would have to happen. We actually  
8 contacted this town among other towns. We talked to,  
9 there is a mobile gas station, we talked to that owner.  
10 Before these were installed, that gas station owner was  
11 very nervous about it. He was against the project.  
12 When we talked to him he said, you know now that they  
13 are in they work really well.

14                   So with that, I want to get into the  
15 design. So the last time we showed plans to everyone  
16 was in December of 2013 before we submitted them in  
17 February. So this is the current design that we have.  
18 There are a few changes that are hard to see at this  
19 level but some of the key features we're providing  
20 multi-use path on the north side of the roadway to help  
21 provide that missing link, 10-foot wide path. New grass  
22 buffer on the north side of the roadway, the dual  
23 roundabouts. A feature that we don't have out there  
24 today we are providing dedicated pedestrian

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1 accommodations at each of the roundabout at George Ryder  
2 Road and Barn Hill Road, also a crossing at Seaquanset  
3 Road. A new sidewalk along the south side of the  
4 roadway, as well.

5 So as we zoom into the left end of the  
6 western end of the site George Ryder Road and George  
7 Ryder Road South part of the alignment there are a few  
8 different changes that I want to walk through. I think  
9 that as part of our work in this we had a lot of  
10 discussion with abutting properties and heard a lot of  
11 comments. We try to understand what a lot of the issues  
12 are and I think one of the big differences that we made  
13 from December to now was we worked on shifting the  
14 location of the roundabout west. You might not be able  
15 to tell but it is actually been slid over about 60 to 80  
16 feet and we also worked very hard on straightening out  
17 the alignment on George Ryder Road.

18 So what has happened is this has come  
19 this way and George Ryder Road has come this way to help  
20 straighten it out. What this does is it helps  
21 facilitate all the various truck maneuvers have to go  
22 through there at a very high level of service. You can  
23 see we did quite a bit of work on the center island. As  
24 part of the 75% design, which will be the next phase we

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1 consider about what typed of treatments we need as part  
2 of that center island. Does it all have to be one type  
3 of textures? What are the treatments that we could do  
4 to enhance what that would look like? What would the  
5 plantings look like? So we are not at that level of  
6 detail at this point.

7 By shifting the roundabout, what it  
8 allowed us to do was in December we had precluded left  
9 turn access from Ocean State Job Lot. With working with  
10 that landowner, we had heard that that was a really  
11 critical thing. That that retail needed that left turn  
12 access. So we were able to shift it over and retain  
13 full left turn access on Route 28. We also made a lot  
14 of shifts, a lot of these things you can't see but I am  
15 telling you we made a lot of different design  
16 adjustments.

17 One of them is really shifting the  
18 alignment south. So moving this roadway down so that we  
19 actually eliminated two permanent taking on two  
20 different parcels. We also eliminated any permanent  
21 land acquisitions on the gas station Hess parcel. We  
22 did have a movement encroachment but we worked hard to  
23 tweak these down and try to shift it. There are a  
24 couple different encroachments on parcels on the south

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1 side of the roadway and the north side, but we did our  
2 best to try to minimize that square footage from where  
3 we were back in December. I will say that the net  
4 square footage is about the same and even probably, a  
5 little bit less than where we were in December. There  
6 are some utility easements that will be needed, I mean  
7 construction easements but we are happy that we will  
8 eliminate three permanent land acquisitions.

9 Along the corridor this is Seaquanset  
10 Road, you can see we are adding pedestrian crosswalks,  
11 accessible ramps, sidewalk on the south side of the  
12 roadway, multi-use path and then we get down to George  
13 Ryder Road -- I mean Barn Hill Road, I'm sorry. The  
14 tweaks here are once again are really focusing in on the  
15 functionality of this roundabout. Really looking at  
16 that center island, the raised piece inside to really  
17 make sure it functions. MassDOT pushes hard to make  
18 sure that everything works. We went through a pretty  
19 exhausted process to make as many tweaks to make sure  
20 that this works for all the different types of vehicles  
21 and trucks that would have to go through this area.

22 One other change that could do is we were  
23 able to cut the permanent acquisition over at Shop AHOY  
24 by about 1/3. We had a much larger taking when we were

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1 out here in December. We were able to really make this  
2 as compact as possible.

3 So this is a view today looking towards  
4 George Ryder Road towards the Hess Gas Station, towards  
5 Harwich. Here is a quick sketch up rendering of what it  
6 would potentially look like. Just starting to envision  
7 what it would look like with some landscape features  
8 which I think we have a lot more work to do on to really  
9 refine how that is going to be.

10 One of the key features is that we have  
11 these crossings now where we don't have then today.  
12 Pedestrians are going to be able to cross one lane at a  
13 time and have a refuge. You will only have to look up  
14 one lane of traffic. You look left, you make it to the  
15 refuge and then you look right to cross. These approach  
16 speeds are 15 miles-an-hour entering the roundabout, so  
17 much slower speeds than the 40 miles-an-hour you have  
18 out there today.

19 So here is a look eastbound along the  
20 corridor today and here is a potential rendering of what  
21 that might look like in the future. So going back here  
22 it is, no sidewalk on the south side. You can see the  
23 sidewalk that we do have and then incorporation the  
24 multi-use path and the sidewalk. You can see that we do

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1 have these generous shoulders. As part of this we had -  
2 - we did meet with the fire department. We knew that  
3 the town is getting a new fire truck that is a much  
4 larger vehicle than what they have. One of our few  
5 requirements was to make sure that emergency vehicles  
6 could get through this corridor. We worked with the  
7 town model there specific vehicle to make sure it could  
8 get by vehicles whether it is passing or whether it has  
9 to go through the roundabouts themselves.

10 So here is a look looking down Barn Hill  
11 Road towards the fisherman building. So that is what it  
12 would potentially look like with crossings at each  
13 location. It provides that connection down to Barn Hill  
14 Road where there is none today.

15 So I have another movie.

16 TOM CURRIER: We are almost done. You  
17 have been very patient.

18 JOE SANCLEMENTE: Yes, and then we will  
19 get to questions. So here is a quick simulation. I  
20 apologize if it is hard and small to see. I thought I  
21 could get a larger size. I am happy to run it again at  
22 the end of the night if you would like a closer look at  
23 it. This is a quick overview. So as part of our  
24 analysis and part of our design review process with

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1 MassDOT we did a simulation to really take a look at how  
2 these are all going to function. So the one difference  
3 I was talking about versus the signal when you get a red  
4 light you get that queue that is just stagnant and it  
5 grows until the light turns green. You have this very  
6 flowing queue. The queue always continues to move, it  
7 doesn't stack. You can see that the vehicles are going  
8 slower. The pedestrians are able to get across the  
9 street. It just kind of shows how the operation is. It  
10 is all guild control. This is a single lane roundabout,  
11 so really no merging condition. You only have to merge  
12 once in the roundabout and then you have the right of  
13 way.

14 I am going to skip ahead a little bit.

15 UNIDENTIFIED SPEAKER: Is that the one at  
16 Barn Hill?

17 JOE SANCLEMENTE: Yes. This is Barn Hill  
18 Road; we are headed west bound now through the corridor.

19 TOM CURRIER: This is based on actual  
20 counts right, Joe?

21 JOE SANCLEMENTE: Yes, this is based on  
22 all actual data.

23 UNIDENTIFIED SPEAKER: What are the  
24 patches?

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1 JOE SANCLEMENTE: These here?

2 UNIDENTIFIED SPEAKER: No, like at George  
3 Ryder Road South.

4 TOM CURRIER: Those are don't block the  
5 box pavement markings. So if you are waiting to enter  
6 the intersection you would not -- you make sure your  
7 vehicle is not on that. So people can get out.

8 JOE SANCLEMENTE: Generally, we see -- we  
9 expect the queues to be about two or three vehicles  
10 which would not block the box but in the event you might  
11 have that fourth vehicle that might go to George Ryder  
12 Road South the intent would be that that vehicle would  
13 observe that box to let the vehicle get out. We will  
14 take questions afterwards, so if we could get through  
15 the presentation.

16 TOM CURRIER: We are almost done.

17 JOE SANCLEMENTE: We are almost done. It  
18 is just a couple more slides, I promise. So with that I  
19 will get back to the presentation. So quickly, the next  
20 step to the process are we would like to talk to  
21 everybody tonight. We want to get your input. We want  
22 to understand what your concerns are. What your  
23 questions are? What are your comments? How can we make  
24 this project better? The next step of the process would

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1 be to advance the 25% design stage. This project is  
2 currently programmed as part of the 2006 Transportation  
3 Improvement Program, which means there is federal and  
4 state funding available for the construction. The town  
5 would not be paying for the construction of the project.

6 So we do want to get those comments. We  
7 are going to be collecting these comments, I believe for  
8 the ten-day period that Tom can talk about after. As we  
9 have done throughout this process, we will continually  
10 accept comments. We have talked to folks no matter what  
11 stage of design we are in.

12 So one of the next things following the  
13 hearing is, one of the things that we do is we are going  
14 to be meeting with MassDOT again, right after the  
15 hearing to really talk about the next steps. Meeting  
16 with the district utility destructibility engineer. We  
17 go out in the field; we start to look at utilities. How  
18 are we going to accommodate those utilities that are out  
19 there? How are we going to think about actually  
20 constructing this. So there is a lot more work to do.  
21 This is 25% we don't get into that level of detail but  
22 it doesn't mean we haven't started to think about it.

23 So I think the next step would be to come  
24 up with those temporary traffic control plans. Start

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1 looking at the staging and start thinking about it. So  
2 as the design progresses we would start getting into  
3 those pieces. The 25 is really intended to lay out what  
4 the cross section is and what the project is. So our  
5 key objectives moving forward as we start to look at how  
6 you actual build this are we want to minimize impact to  
7 businesses. We realize that is a key area. We need to  
8 maintain access to all the business throughout the  
9 corridor throughout the duration of construction. That  
10 would be a requirement.

11 We will need to maintain vehicular travel  
12 in both directions of the roadway and we will need to  
13 maintain pedestrian access throughout the corridor. So  
14 these are the types of constraints that we may need to  
15 work with as we go forward.

16 I have a really quick sketch here. I  
17 didn't want to get into a lot of detail but my point  
18 with the next couple of slides to show you about how we  
19 start thinking about some of the initial phasing. We  
20 have a 60-foot wide cross section out there today, so we  
21 have a lot of room to work with that's out there but we  
22 don't just come out and build everything all at once.  
23 Things are in phases.

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1                   So for example, potential staging might  
2 involve around and building staging the entire multi-use  
3 path on the north side we could, as part of construction  
4 documents, require the contractor to build in sections.  
5 We could say you have to move your work zone, build one  
6 segment at a time and we could specify how long those  
7 segments are, so that we could do it systematically and  
8 try to minimize the impact to businesses.

9                   We could try to stage it so that we don't  
10 block both driveways to a business. We can find a way  
11 to maintain access throughout the duration of  
12 construction. We are able to move these to different  
13 sides of the roadway and this is the type of logic --  
14 this isn't the exact plan that we are going to do but it  
15 is the type of logic that we can start thinking about as  
16 we start developing a detailed traffic control and  
17 construction access plan.

18                   Now this same logic would also apply for  
19 the roundabouts. We don't simply close the road that  
20 would never happen. We can build it in sections. We  
21 can start with some of the additional widening that  
22 would happen. Splitter islands might be constructed.  
23 It is all constructed in pieces. Usually the center  
24 island is done last to provide maximum ability for

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1 vehicles to get through the area. But everything is  
2 done in pieces so that we can keep everything open, keep  
3 access to business. There is also a summertime  
4 moratorium in the cape. We are not allowed to do  
5 certain construction activities during peak months. So  
6 all these types of things, the scheduling, the staging,  
7 the durations, and you know, the timing all have to be  
8 determined as part of the project when we get out there.  
9 So with that I will hand it over to Tom.

10 TOM CURRIER: Thank you, Joe. That was a  
11 lot to digest. This man put a lot of work into this. I  
12 know you were very patient and we appreciate it. I do  
13 want to mention that Joe touched on it. The funding is  
14 between 80 - 90% federally funded. The construction,  
15 the main portion is funded with state highway funds. I  
16 believe it is TIP or --

17 BILL TRAVERS: It is STIP funding.

18 TOM CURRIER: State Transportation  
19 Improvement Funds.

20 BILL TRAVERS: 80/20

21 TOM CURRIER: 80 federal, 20 state.  
22 Thank you, Bill. I just want to remind you before I  
23 open it up, just give me a minute. This is a  
24 preliminary design. We are at 25% design. That is

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1 categorized as a preliminary design. In another words,  
2 there is room to change. These aren't final. We are  
3 here tonight to get your comments. I would like to open  
4 it up now to any elected officials who might be in the  
5 audience. That is our typical procedure is to start  
6 with those folks. If we don't have any elected  
7 officials we will start with Dr. Burns in the back  
8 there.

9 Oh elected official right here. My --  
10 Dr. let me get Mr. Taylor. Very good sir. Why don't we  
11 start with you and then Dr. Burns. If you could just go  
12 to the podium and spell your last name for our  
13 transcriptionist, who I failed to introduce earlier.  
14 This is Tammy Hillery. She is capturing our verbatim  
15 transcript of tonight's hearing. Thanks.

16 SETH TAYLOR: Thank you very much, Tom.  
17 Seth Taylor, I am a Selectman of Chatham. Elected last  
18 May.

19 TOM CURRIER: T-A-Y.

20 SETH TAYLOR: T-A-Y-L-O-R.

21 TOM CURRIER: Thank you.

22 SETH TAYLOR: That was a fabulous  
23 presentation and I generally speak extemporaneously but  
24 because I prepared a written comment letter, I am going

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1 to read off that comment letter so that it is consistent  
2 with what MassDOT gets.

3           Personally, I am neither in favor nor  
4 opposed to the redesigned project as proposed, at least  
5 not on a design and engineering level. The relative  
6 merits of the project can be argued as easily one way as  
7 the other in those terms. Some people like gray cars,  
8 some people like black. I am opposed to it for a much  
9 more basic but no less valid reason and that reason is  
10 this. There is a fundamental problem with the process  
11 of Democratic government when the lawfully presented  
12 will and vote of the people is deliberately disregarded  
13 by those with the responsibility to serve those people.  
14 None the less, it is what we are experiencing in  
15 Chatham.

16           Massachusetts is blessed with one of the  
17 most open and accessible forms of state and local  
18 government that can be found in the United States. A  
19 cornerstone of that government is the right of the  
20 people to bring through an initiative petition an action  
21 to address a perceived failure in the performance of our  
22 elected public bodies.

23           The proposed roadway design changes that  
24 are the subject of tonight's public hearing are just

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1 such a failure. This is not some arbitrary and baseless  
2 wining by a few disgruntled naysayers; make no mistake  
3 in assuming that. The opponents of this project have  
4 tried through every available democratic means to  
5 communicate their objections and to seek an agreeable  
6 alternative. They started by circulating a petition.  
7 An incredible effort of time and energy which produced  
8 over 2,000 signatures from individuals who stood opposed  
9 to the project has contemplated and now presented. No  
10 one in local government listened.

11 The opponents then took the extraordinary  
12 step of raising enough signatures through the initiative  
13 petition process to cause a special town meeting to be  
14 called and one was. The principal article presented  
15 before the voters at that meeting was intended to stop  
16 the immediate project from going forward. By appealing  
17 to the law makers who are in fact the people of town,  
18 the opponents did what has been done in Massachusetts  
19 for hundreds of years. They went to the voters, as was  
20 their right.

21 It can be no question regarding the  
22 discussion that was held at town meeting that night, it  
23 was both a lengthy and passionate debate. Both sides of  
24 the question well represented on the floor. At the

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1 close of debate, the voters of Chatham, by majority  
2 vote, said they wanted to stop the project. That is the  
3 simple and unvarnished truth.

4 Nonetheless and with no real explanation,  
5 for the basis of rejecting the peoples will and vote the  
6 Board of Selectman continued to present the project to  
7 MassDOT as something that the town wanted. It wasn't  
8 true when they chose to continue with the project  
9 following the vote at town meeting and it is not true  
10 today. The voters spoke clearly. That is everything I  
11 need to know. And for me it is the only thing that  
12 matters concerning this project. That is the basis of  
13 my opposition and that should be enough to give the  
14 state cause for concern about the validity and value of  
15 this project.

16 It is irrefutable that a majority of our  
17 locally elected representatives have ignored the will of  
18 the people of Chatham and the Democratic principles of  
19 Massachusetts. The only question now is this, will the  
20 state do the same. Thank you very much.

21 TOM CURRIER: Thank you, Mr. Taylor.  
22 Actually, it is Dr. Burns' turn.

23 SEAN SUMMERS: I am an elected official.

24 TOM CURRIER: Oh, okay. Thank you.

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1 SEAN SUMMERS: My name is Sean Summers.  
2 I am also a Selectman in town.

3 TOM CURRIER: Can you spell your last  
4 name?

5 SEAN SUMMERS: Yes, S-U-M-M-E-R-S. I  
6 would like to speak a little bit about that Democratic  
7 process that was ignored.

8 TOM CURRIER: Okay.

9 SEAN SUMMERS: The Town of Chatham many  
10 years ago adopted a town charter. That charter wisely  
11 follows many governments. Many authorities of  
12 government are split into executive legislative  
13 branches. There are -- that particular town meeting  
14 like many others, there are issues where I have agreed  
15 and not agreed and that is the democratic process.

16 This was at town meeting it was a none  
17 binding resolution. The vote was literally split down  
18 the middle of town meeting and five votes either way  
19 would have gone with it. Town meeting voters do not  
20 represent the entire town. The electorate is much much  
21 bigger than that and frankly, if we didn't have a split  
22 in government or a split in authority of government then  
23 why have elected officials. Why not have direct  
24 democracy where every decision is made in one night in

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1           respective of the time and study that needs to be for  
2           various projects.

3                       For a lot of good reasons we don't make  
4           decisions in one night, or after one hearing, or going  
5           to a few hearings. We hire professionals, traffic  
6           engineers. I was very much against this project  
7           initially, very much. I thought rotaries are you  
8           kidding me. And you know what I did, I actually studied  
9           and I looked, and I found out that what's happening  
10          everywhere is what is happening in this community.  
11          Uproar amongst the neighborhood in general and what  
12          happens after the facts they actually say, you know  
13          what, it is pretty darn good. That is just what's  
14          happened.

15                      So those are the facts on the ground and  
16          sometimes I disagree with town meeting. What I feel I  
17          need to do as an elected official is vote my conscience  
18          and that is what I did, and I think this is good for the  
19          town. For ten years, we have been talking about this  
20          street. Universally it has been accepted as the ugliest  
21          stretch of road in town, universally. And to think now  
22          after they are actually trying to do something, we have  
23          some opposition, and I respect the opposition. I  
24          thought about it. I heard them and frankly, I just

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1 don't think it is meritorious. I think this really is a  
2 good project. Thank you.

3 TOM CURRIER: Thank you. Is there  
4 another elected official?

5 JEFF DYKENS: My name is Jeff Dykens, D-  
6 Y-K-E-N-S. I was elected a couple of years ago to the  
7 Board. I didn't really have a dog in this fight until I  
8 sat outside of my wife's gallery in West Chatham at 1652  
9 Main Street in West Chatham. I sat in one of her  
10 Lobster Pot chairs and watched young people, mothers and  
11 children, people on bicycles trying to travers that road  
12 in West Chatham. It is an impossibility to cross that  
13 road safely in the summer. I watched it with my own two  
14 eyes. I didn't have a dog in this fight. I think folks  
15 can feel how they want to feel about the change in the  
16 roadway. We will talk about change in one second too.

17 Until I saw with my own two eyes people  
18 struggling, they cannot cross that street safely. It is  
19 too wide. Folks don't slow down. They don't see the  
20 crosswalks. They are ignored. Mothers with babies, I  
21 am telling you, mothers with baby carriages, kids on  
22 bicycles over and over and over. I watched it with my  
23 own two eyes.

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1                   So in my experience, I have lived in West  
2 Chatham for 40 years. I have live on George Ryder Road  
3 and I have lived right around the corner on Main Street,  
4 right off Main Street and the road is unsafe. I'm sorry  
5 it is just unsafe for pedestrians, bicycles and those  
6 folks that might be handicapped. Traffic goes too fast,  
7 they are not seen.

8                   A couple years ago, two or three years  
9 ago we had a new business that was going to come to West  
10 Chatham, Ocean State Job Lot. Oh my God, it was going  
11 to ruin West Chatham. No one wanted that -- no one  
12 wanted Ocean State Job Lot and you know what, it was  
13 massive change. Oh we can't have that awful store in  
14 here. Change was upon us. That is one of the most,  
15 arguably, the most popular stores in this town. And I  
16 see everyone going into that store. Everybody in this  
17 town loves it. I am thrilled that there is going to be  
18 a left hand turn into it. I think we need a left hand  
19 turn into Ocean State.

20                   A couple more points. Taking a left out  
21 of the post office in West Chatham is almost impossible  
22 in the summer time, it's almost impossible. Taking a  
23 left out of George Ryder Road, I have done it a thousand  
24 times in my lifetime, you have to really really look

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1 both ways and go very carefully. Never mind the snow  
2 banks now. So lefts are almost impossible. You can't  
3 argue with that. Go do it. Go do it now with the snow  
4 banks.

5 When I look at this and to Sean's point,  
6 I went in this with my eyes wide opened. I knew it was  
7 a controversial issue when I ran for Selectman but  
8 having lived there, having watched a business try to  
9 thrive there, trying to drive there. This is, I  
10 believe, with the roundabouts especially, the  
11 roundabouts is a very safe, intelligent, incredibly well  
12 studied plan that I support unequivocally. Thank you  
13 very much.

14 TOM CURRIER: Dr. Burns. I do want to  
15 point out that this is the only cross section of Route  
16 28 that exists from Woods Hole to Orleans. It is 1200  
17 feet of three lanes, two-way left turns. It is the only  
18 stretch in whatever 40 miles and a left turn on Cape Cod  
19 is nearly impossible, especially in the summer and this  
20 eliminates that.

21 DR. BURNS: Before I begin, I would like  
22 to rebuke what Mr. Summers had said. The Chronicle not  
23 too long ago -- the Chronicle gave a glowing report  
24 about the renaissance in West Chatham and I knew a lot

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1 of people who take umbrage with the fact that he called  
2 it an ugly duckling of the town, or whatever he did call  
3 it.

4 Further, as one professional to another,  
5 I would like to make a remark about SanClemente's  
6 presentation. One thing that you failed to show to this  
7 audience is in spite of painting the dire consequences  
8 of that stretch of 1200-foot or 1,000 or whatever it is,  
9 it remains one of the safest accident free roads. I  
10 don't mean accident free but one of the safest segments  
11 of Route 28 in Chatham. You failed to mention that. I  
12 know you have a built in bias because you work for the  
13 company.

14 One other point I want to make. In a  
15 scientific study, I don't understand how anyone can talk  
16 about a lot of near misses. It's like asking a  
17 fisherman when he comes home after a long day on the  
18 sea, he's got a boat load of misses. You know, that is  
19 unscientific to throw that into a discussion this  
20 important.

21 I want to thank all the people that have  
22 come here tonight. It could not be a worst time to have  
23 a meeting in Chatham in mid-February and yet look at the  
24 turnout. The project engineer Thomas Currier promised

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1 another meeting in April and hopefully that will be  
2 without snow. Mary-Jo Perry, District 5 Director as a  
3 concession to West Chatham Associations request in her  
4 letter promised another meeting as well in the spring.  
5 Maybe May would be better time but we appreciate her  
6 offer. What we don't appreciate is the fact that  
7 apparently the Boston Office has been kept in the dark  
8 about 90% of the businesses being against this plan from  
9 day one.

10 Mr. Currier, over 2,000 people, as we  
11 have already noted, have signed this petition. Now when  
12 I met with you and I also want to acknowledge your  
13 kindness at setting up -- a few days ago setting up a  
14 display of all of the technical drawings and explained  
15 for two hours what each little squiggle meant on that  
16 paper. I appreciate that.

17 In speaking to him, whenever it was, a  
18 couple of days ago he was surprised that to his  
19 knowledge only a few business people were known to be  
20 against this. What I told him that there were 46 which  
21 the number now is 49, excuse me 48, he was also  
22 concerned about the falsification as to some of the  
23 petition signatures. Stating that I forget what it was  
24 Mickey Mouse or Donald Duck signed one of the ones out

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1 of the various PX (sounds like). By the way these  
2 petitions were not passive petitions. They were set up  
3 in the businesses by Daniel Cervi (sounds like) and the  
4 people who come into those businesses, mostly they are  
5 Chatham residences not necessarily just West Chatham  
6 residence but they had the option to not sign it.  
7 Nobody asked them to sign and people signed it, 2100.  
8 It was over 2100 there was almost 2200 but we took out  
9 some names that we could not decipher.

10 We scrutinized and we duplicated all of  
11 the submitting petitions. The fact is that they  
12 mentioned 48 out of 53 businesses in our community are  
13 strongly opposed to the elimination of the turning lane.  
14 That is what the petition was about initially but then  
15 the roundabouts got in the picture and now they are  
16 taking land. There must have been a hundred letters to  
17 the Chronicle and the Selectman. To keep all of this  
18 information from Boston MassDOT is unbelievable. As we  
19 already heard that at the town meeting that was a  
20 positive. Mr. Summers said that five votes don't count  
21 well, four counted for the Patriots and they went home  
22 with a win.

23 Taking the land needed to construct this  
24 is a big deal. When you attempt to cramp a roundabout

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1 into a small intersection like Barn Hill, you have to  
2 find some room somewhere and let's take the private  
3 land. Supposedly in the name of public good, but we are  
4 the public. The people here are the public and the  
5 public doesn't accept this plan. It is about 1200-feet  
6 and some people say it is 1000-feet from one rotary to  
7 the other, and that is going to be somewhere approaching  
8 \$3 million cost. If you take that, distance and stretch  
9 it into a mile per foot cost, or per yard cost, whatever  
10 you want to do its either 9 million to \$15 million a  
11 mile. That's one expensive roadway.

12 The takings of the private land for this  
13 project has been handed off to the state, why?  
14 Shouldn't that be decided in the town meeting? Why make  
15 a roadway wider than it is now? Consuming 14 or 15-feet  
16 of this roadway for a few bicycles and a few walkers  
17 while 17,000 cars pass through on a summer's day. Why  
18 is that such a good idea? Why is it making it more  
19 difficult for seniors to drive into their West Chatham  
20 Post Office to get their mail? Why are four Selectman  
21 forcing this all upon them? Why and for whom? It  
22 certainly can't not be the majority of the people but  
23 whom are they doing this for?

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1           I have asked these questions that I am  
2 stating in fact. There are people among us here tonight  
3 who operate through innuendoes and half-truths, and  
4 uninformed statements comparing Chatham to other towns  
5 or other states. This is Chatham and we will be  
6 speaking in an effort to discredit those who disagree  
7 with them. They will be, I should say.

8           Keeping in mind some of the stories that  
9 have been told such as blaming the roadway on a single  
10 fatality which is one of your fatalities. Was when a  
11 drug induced driver blacked out on a lot of things being  
12 chased by the police by Harwich and Chatham Police  
13 driving recklessly with no tires or at least one tire  
14 not on the rim of the car. Then struck a man on the  
15 Route 28 section and killed him. To blame the roadway  
16 on a ridiculous act like this is itself ridiculous. Who  
17 do these people represent who are behind this whole  
18 process? It is interesting to think that nobody has  
19 listened to us for three or four years. They haven't  
20 considered the opposite opposing forces here.

21           We believe from watching and listening,  
22 and reading some of these ridiculous letters are  
23 individuals who profit from -- they may profit from some  
24 of these developments. They certainly want to redevelop

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1 West Chatham. The 25% plan is not good for business,  
2 pure and simple. You will hear publicly tonight from  
3 Ocean State Job Lot individuals and Shop AHOY and these  
4 are plans made without even initially telling people  
5 what people what they will lose as far as land goes,  
6 including Shop AHOY.

7 You hear from various consultants that  
8 dismiss because they believe that roundabouts and  
9 elimination of the turning lane was a good idea.  
10 Chatham is a neighborhood in its truest sense. It is a  
11 community and the community says no to this plan, pure  
12 and simple.

13 I want to make one thing clear there is  
14 an overwhelming number of Chatham citizens and almost  
15 every business in West Chatham who do not want this  
16 funding.

17 UNIDENTIFIED SPEAKER: Not true.

18 DR. BURNS: The reason is, it comes with  
19 too many strings. Once the money comes out of the TIP,  
20 which TIP stands for the Transportation Improvement  
21 Program and with that as you have pointed out comes a  
22 complete street. The street is now going to be wider.  
23 It is going to have sidewalks. It's going to have bike  
24 lanes. This one is going to have a 10-foot or 9-foot

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1 bike lane that goes a thousand feet and then stops.

2 Does that make sense? I don't think so.

3 If the town is accepting federal and  
4 state funding, they must accept the complete street even  
5 though it is -- can you think of a complete street like  
6 this being built in South Chatham or in Old North Harbor  
7 Road as it goes through Chatham. Widening, adding  
8 sidewalks, and bike lanes 10-feet wide on those roads.  
9 Does anyone imagine that?

10 UNIDENTIFIED SPEAKER: Yes.

11 TOM CURRIER: Doctor, are we almost done?  
12 WE have a lot of people who would like to speak.

13 DR. BURNS: Yes, I am almost done. We  
14 hear the cost of \$3 million, remember that is our tax  
15 dollars. But time and time -- the effort of the MassDOT  
16 just being here tonight must be costing us thousands of  
17 dollars just for this program. I want to thank you for  
18 the time.

19 TOM CURRIER: Thank you Doctor. I  
20 appreciate it. Yes ma'me.

21 JULIE DYKENS: My name is Julie Dykens,  
22 D-Y-K-E-N-S. I also am the owner of Local Color  
23 Gallery. I am business owner in West Chatham. 1652  
24 Main Street. During the kinder months of the year, we

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1 host the Chatham's Farmers Market. I wish to comment on  
2 what I have witnessed in the last four and a half years  
3 on the road and the crosswalk. Can you hear me all  
4 right?

5 TOM CURRIER: Oh, yeah.

6 JULIE DYKENS: And the road and that  
7 crosswalk in front of my gallery with respect to speed  
8 and safety. Very frequently, pedestrians are ignored.  
9 Motorist either can't see them or do not care. I have  
10 witnessed many citizens, some are visitors with  
11 children, many of the student summer workforce on their  
12 bikes attempt to use this crosswalk at their peril. At  
13 one point, I actually went out and stopped motorist, as  
14 a mother duck, try to cross Route 28.

15 We had tonight an orange safety barrel,  
16 which the town loaned us when I began the Farmers  
17 Market, and we were going to display it.

18 TOM CURRIER: It is out in the hallway.

19 JULIE DYKENS: Okay. The safety barrel  
20 was -- I was told put it in the center of the crosswalk  
21 with the goal of helping slow people down, during the  
22 Farmers Market at the very least. The barrel that you  
23 see in the hall is a testament to the speed and danger  
24 of the crosswalk and this road, Route 28. During this

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1 past season alone, the bright orange barrel, luckily  
2 made of rubber, was hit and crushed on eight different  
3 occasions. These were not bumps but high-speed hits  
4 which sent the barrel flying or crushed it beneath a  
5 vehicle.

6 I also wish to say, I speak for perhaps a  
7 large segment of the population that may or may not be  
8 the sign-out majority. I think it's a great project and  
9 it will improve West Chatham. Thank you.

10 JUDY PATTERSON: Hello everyone, my name  
11 is Judy Patterson, P-A-T-T-E-R-S-O-N. I represent my  
12 mother and her sister Jane Harding Patterson and Cynthia  
13 Harding. In contrary to Mrs. Dykens statements, my  
14 family owns that gallery.

15 Are there some issues there, absolutely?  
16 I don't disagree with that. The problem that I have  
17 with this whole thing -- Joe, you have been very good.  
18 You have talked to us and my mom and I appreciate, you  
19 know, you coming to the house. I think I said that  
20 before. The problem that we have with this centers on  
21 what Mr. Taylor had originally said. Somebody in the  
22 audience had the audacity to say; oh it won by five  
23 votes. So what. The town voted against this. How dare  
24 you people go against the wishes of the town's people.

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1                   So all of a sudden tonight, I learn,  
2                   okay, so you have moved the rotary a little bit. You  
3                   are going to take less land from Job Lot. Nobody has  
4                   been able to give me or my mother, who I am actually  
5                   speaking for her now at this point with regard to this,  
6                   how much land are you taking, you know, my relatives own  
7                   the property from Job Lot all the way past 1620 Main  
8                   Street. So it seems to me that that land is going to  
9                   come from them verses -- instead of where it was going  
10                  to go. I can't get an answer from anybody how much it  
11                  is.

12                  TOM CURRIER: We can take a look after  
13                  the formal part of the hearing. It is right there. I  
14                  don't believe there is any takings from you.

15                  JOE SANCLEMENTE: Your two parcels, if I  
16                  remember correctly, are this parcel --

17                  JUDY PATTERSON: There are three parcels.  
18                  There is the local gallery, there's the empty lot in  
19                  between and there's my aunt's house.

20                  JOE SANCLEMENTE: So along this segment  
21                  east of Ocean State Job Lot there are no permanent  
22                  acquisitions on this segment.

23                  JUDY PATTERSON: What's a permanent  
24                  versus a temporary.

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1 TOM CURRIER: We are not taking any land.

2 JOE SANCLEMENTE: We are not taking land.

3 JUDY PATTERSON: So where is --

4 TOM CURRIER: We are going to ask  
5 permission for temporary construction easements to build  
6 a sidewalk or what have you and then that expires.

7 JUDY PATTERSON: So where is all this --  
8 where is everybody talking about the land -- excuse me  
9 can I listen to him please.

10 TOM CURRIER: Only some people are  
11 talking about the land but they are incorrect. That is  
12 why we are here tonight to get some facts out.

13 JUDY PATTERSON: Exactly, thank you.

14 TOM CURRIER: Six permanent takings.

15 JUDY PATTERSON: Where are those?

16 TOM CURRIER: Job Lot is getting a big  
17 taking. The others I would argue are fairly small.  
18 There are three at the Barn Hill roundabout they are  
19 sliver takings. In fact, five of the six are roughly  
20 sliver takings. There is a big taking from Ocean State  
21 Job Lot.

22 JUDY PATTERSON: I do agree --

23 TOM CURRIER: None from your property.

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1 JUDY PATTERSON: I do agree with Julie, I  
2 think there are some -- it is dangerous in the summer.  
3 What I disagree with up here tonight is you showed  
4 videos from June; why not show the videos from July and  
5 August.

6 TOM CURRIER: We get this a lot.

7 JUDY PATTERSON: My opinion is that the  
8 potential extrapolation of data is not sufficient  
9 evidence to support this study. You know, you have gone  
10 and done certain areas of the year, certain times of the  
11 year, and you know, I understand what you had. Granted,  
12 people drive like idiots sometimes there. I am probably  
13 one of them. Everybody has their moments there.

14 The frequent near misses like Dr. Burns  
15 said that is terminology to be questioned. The other  
16 thing that -- there are a lot of pedestrians in this  
17 area that you show in all these videos, okay. There are  
18 three residents there. There is my brother's house,  
19 there is my aunt's house and there's Sibley's (sounds  
20 like) house. There is a total of five people that live  
21 in that area. Where are all of these pedestrians coming  
22 from? You know, all of a sudden Chatham just became the  
23 shopping meca of the -- I don't understand that.

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1           Granted they go to Shop AHOY and then they'll go to  
2           Local Color or they will walk around the Farmers Market.

3                   TOM CURRIER:   The gallery perhaps.

4                   JUDY PATTERSON:   But I think that is  
5           skewed data.  That is just my opinion but I appreciate  
6           the time and thank you for answering that questions  
7           because everyone is -- I'm hearing 15-feet.  I'm hearing  
8           5-feet.  I'm being shown different diagrams.

9                   TOM CURRIER:   There is a lot of different  
10          information out there ma'me.  In fact, the roadway cross  
11          section is narrow.  It is not getting wider, it is  
12          getting narrower.  We are taking away takings.

13                  JUDY PATTERSON:   One other thing I am not  
14          really sure I understand the bike path.  I think you had  
15          said before, Joe, that when you do a new state road or  
16          when the state is involved it is a law that you have to  
17          have this but the bike path where I am going with this -  
18          -

19                  TOM CURRIER:   MassDOT has a complete  
20          streets policy that was enacted by the previous  
21          secretary of transportation.  He has to sign or the  
22          secretary has to sign any exception to that policy.  So  
23          the theory being, and its fact, that we all pay taxes  
24          pedestrians, bicyclists, vehicular drivers.  So when we

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1 make an improvement to a roadway, not just the  
2 maintenance effort, but when we make an improvement to a  
3 roadway we have to accommodate all the users. I don't  
4 think that anyone can disagree that this road serves  
5 vehicles. It does not serve pedestrians or bicyclist.  
6 This is Cape Cod. There are a lot of bicyclists down  
7 here, at least in the summer time and apparently year  
8 round. I do lots of work on the Cape, all the projects  
9 I am involved with have a bicycle component that we have  
10 to consider.

11 So what we are trying to do is improve  
12 those --

13 JUDY PATTERSON: The bike path would be  
14 on the north side, is that my understanding.

15 TOM CURRIER: Yes.

16 JUDY PATTERSON: But behind that, behind  
17 Local Color and like abutting my brothers property is  
18 the bike path. So as Dr. Burns said what's it going to  
19 do, just go straight and then stop. I mean --

20 TOM CURRIER: It is going to provide  
21 mostly a connection -- there is a chunk of local road  
22 that will require the town to make the connection to the  
23 bike path. What is it the Cape Cod Rail Trail?

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1                   JOE SANCLEMENTE: Old Colony Rail Trail.  
2                   It is also to serve as a connection to fill in that  
3                   missing segment that is out there. So not only is it  
4                   mandate to provide equal accommodations for all users  
5                   but it is also to serve other functions including  
6                   filling in a missing gap. I know that the Cape Cod  
7                   Commission had recently done a plan where they starting  
8                   looking at identifying filling in the waist from bus to  
9                   bike connections. So what CCRT runs on Route 28 this  
10                  was one link that was identified as a missing link. So  
11                  there are a few different things that we are trying to  
12                  do. We are trying build a network

13                 JUDY PATTERSON: I really want to thank  
14                 you because someone just said look at the plan. Well, I  
15                 have looked at the plans. Every week I have been  
16                 looking. I sent them to one of my brothers. I mean  
17                 we've analyzed. Then you see something different then,  
18                 no, no, no that's not the latest. You don't have your  
19                 facts straight. So this is why I am here because --

20                 TOM CURRIER: That's why we are here  
21                 tonight.

22                 JUDY PATTERSON: Well, no, I appreciate  
23                 that. Thank you for your time.

24                 TOM CURRIER: Thank you. Yes sir.

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1                   TONY ZOMBAS: I am waiting in line.  
2                   There is a line over here.

3                   TOM CURRIER: I'm sorry. Okay, I didn't  
4                   realize that. Why don't you come up sir if this  
5                   gentleman is kind enough to sit down again.

6                   TONY ZOMBAS: Good evening, my name is  
7                   Tony Zombas, Z-O-M-B-A-S and I own the properties of  
8                   1579 Main Street to 1605 Main Street which includes Shop  
9                   AHOY Plaza and Ollie's Restaurant. I am here to  
10                  represent the business owners and the operators of the  
11                  West Chatham Neighborhood Center. Excuse me, but I  
12                  don't give speeches so I have some things written down,  
13                  okay.

14                  Ninety percent of the business owners  
15                  have signed this letter in petition to the Board of  
16                  Selectman confirming that we do not want the turning  
17                  lanes eliminated. We do not want roundabouts and we do  
18                  not want land takings. We have placed several ads in  
19                  the Chronicle to let the majority of the selectman and  
20                  town's people know that we strongly oppose this plan  
21                  which MassDOT seems to be supporting.

22                  We voted for the selectman to represent  
23                  us with a majority in opposition I am wondering who are  
24                  they representing. (INAUDIBLE PHRASE) been in place for

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1 over 40 years and provides a service to the community.  
2 It has proven to be safer than any other stretch that  
3 you see on the roadway in Chatham. Maybe it is the  
4 turning lane that we have in there.

5 The roundabouts being proposed are within  
6 900-feet of each other and I think that Joe mentioned it  
7 was 1200-feet but it is 900. It will require taking our  
8 personal property. We are a rural community we don't  
9 need roundabouts and the only time there is a lot of  
10 traffic here is during the summer months. To destroy  
11 our neighborhood by installing roundabouts is a waste of  
12 time and money, our money. It is also obvious that you  
13 are trying to put a big round in the time square hall.  
14 I have heard this before; if it ain't broke don't fix  
15 it.

16 This is a historical area. It should  
17 stay that was. I can't remember roundabouts in the  
18 1900s maybe this is a new thing from MassDOT that there  
19 is plenty of money around and let's see how many  
20 roundabouts we can put in the state.

21 Over 2,000 towns people signed a petition  
22 against the proposal presented by the selectman. A town  
23 meeting vote passed an article to stop paying for them  
24 to implement the selectman's proposal. We also elected

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1 an official to represent us and all but one of them is  
2 ignoring the majority, this shouldn't happen.

3 This 1200-foot neighborhood center with  
4 businesses that have been here for many years serve the  
5 community, our neighbors. This is where they people  
6 gather for breakfast, lunch, manicures, and a bottle of  
7 wine. These are the people that know how to manage this  
8 area. Several of them have told me that they will most  
9 likely go out of business if they have to endure another  
10 period of construction. This has been said a long time  
11 ago. Is this what the community wants to run these hard  
12 working people out of business? They shouldn't be.

13 On a personal note, I have been told that  
14 part of my property encroaches the state land. Yet, no  
15 one has showed me anything to prove that that in fact it  
16 does. Is this based on a survey that I should have?  
17 Nobody has called me to tell me what they are taking  
18 from me. How can this town or the state get a 25%  
19 design without showing me at least that I am encroaching  
20 on someone else's land or give me a chance to prove what  
21 I have purchased is what I have paid for is mine.

22 Again, MassDOT we do want this project  
23 over -- we do not want this project. Over 90% of the  
24 businesses in the area are strongly opposed to it. We

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1 expect you to listen. Now my concern is -- my concern  
2 of Shop AHOY Plaza is the parking and my entrance, and  
3 the Shop AHOY sign, okay. When you arrive in West  
4 Chatham, okay, people get excited when they see the Shop  
5 AHOY sign up on the wheel, okay. They know they are in  
6 Chatham. It's been there over 75-years, as far as I can  
7 tell, and I would like it to remain there. Thank you.

8 TOM CURRIER: Thank you very much. I  
9 just want to interject before we get the next commenter.  
10 The right of way plans are up there on the dais and we  
11 will be happy to go over them with you after the formal  
12 part of our hearing. We will stay here as long as you  
13 want to talk. Why don't we take the next gentleman and  
14 then the gentleman after him and then we will get to  
15 this gentleman.

16 RON HOLMES: My name is Ron Holmes, H-O-  
17 L-M-E-S. I Chair the Town Bikeways committee and I am  
18 here to speak on behalf of that committee. We speak in  
19 support of this design, this project. One of the things  
20 that our committee does is to enhance safe bicycle  
21 transportation throughout town. Particularly to  
22 targeted areas Hardings Beach being one of the most  
23 popular beaches in town. What we want to see is safe

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1 bicycle access to the West Chatham business district and  
2 to Hardings Beach.

3 So we are very much in favor of the  
4 design where the bike path, the pedestrian and bike path  
5 and the roadway itself allow for bicycle transportation.  
6 Right now, the roadway as it exists is not safe. We  
7 want safe bicycle and pedestrian transportation. We  
8 want that access from the Old Colony Rail Trail to the  
9 West Chatham business district to Hardings Beach and we  
10 want it safely. So this project does that and we just  
11 want to speak out in favor of the project. Thank you.

12 TOM CURRIER: I just want to say that you  
13 don't have to get in line to speak. I will call you.  
14 You can just raise your hand if you want.

15 JEFF HAHNER: Thank you. My name is Jeff  
16 Hahner, H-A-H-N-E-R. I am speaking as a private  
17 citizen. I live on a road that is at the very end of  
18 George Ryder Road South on Silver Springs Road. So I am  
19 intimately familiar with that intersection. There are  
20 over a hundred families, by the way, that use that road,  
21 that live down there. When you add in the market place  
22 and everything else going on it is pretty tough  
23 sometimes to get out.

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1                   Does it need improvement? Does that  
2 intersection need improvement, you betcha. It's bad.  
3 It's really tough. We have learned to play a lot of  
4 games. We learned coming down from George Ryder Road,  
5 well the easiest way to get to our road is go through  
6 Job Lot, make a right onto Route 28, and then you can  
7 make a left. All these games.

8                   When I look at the intersection there at  
9 the proposed roundabout I wonder how I will get there  
10 coming down George Ryder Road to go George Ryder Road  
11 South. It looks like I have to make a right onto 28 and  
12 then what do I do?

13                   JOE SANLEMENTE: You will be able to  
14 take a right turn through the roundabout and you will be  
15 able to take a left.

16                   JEFF HAHNER: Okay. Now let's say that  
17 given the way that traffic is there now when I get out  
18 there to make a left hand turn onto George Ryder South  
19 now traffic backs up behind me. I am not sure that this  
20 particular section is going to work very well. What  
21 about a tractor trailer coming down George Ryder North  
22 to go to George Ryder South. You are going to have to  
23 put up detour signs up at the four corners because they  
24 are not going to be able to make it.

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1                   JOE SANCLEMENTE: So one of the key  
2 changes that we made from December when we were out here  
3 for a very large tractor trailer back in December -- the  
4 largest tractor trailer would need to make a 450-foot  
5 maneuver to go around. As we worked with DOT we worked  
6 really hard to make this roundabout accommodate that  
7 tough turn. So that it now can make a direct turn. It  
8 no longer has to be a special maneuver so no more  
9 special signage or education of the driver.

10                   You can also make a turn into George  
11 Ryder South and George Ryder Road by doing quite a bit  
12 of work with the vehicles that are out there.

13                   JEFF HAHNER: Okay, I am not against  
14 roundabouts. I think the one at 39 works quite well.  
15 General comments; I'm not sure that this plan is  
16 adequate to address our needs. First of all, I think  
17 you may be operating on some faulty assumptions about  
18 traffic. When I was looking at your video and hearing  
19 the statistics, I am saying they must be in a parallel  
20 universe where traffic is light because that is not what  
21 we see here most of the time.

22                   I use the Post Office every day and if it  
23 were not for the turning lane, I wouldn't get out. What  
24 I envision for this plan is something that looks very

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1 nice but puts us in the same situation as Harwich Port  
2 in the summer. When you drive through Harwich Port, it  
3 is a crawl.

4 I think that your assumptions are faulty  
5 on traffic. It just doesn't seem -- I didn't see  
6 anything that really represented it. When you said how  
7 many cars, does it have to be on left turns, 70 cars an  
8 hour or something?

9 JOE SANCLEMENTE: There are a few  
10 different features that factor into consideration. It  
11 is not as simple as just one number. In general, we are  
12 really not hitting that threshold for a couple hours a  
13 day or a couple of days a week.

14 JEFF HAHNER: Well it might be time to  
15 measure the traffic again. It really might because my  
16 experience and others that I speak to with that. One  
17 final comment and that is people have talked about the  
18 majority vote at the town meeting being too slight. If  
19 we go back into logic and philosophy, we talked about  
20 the argument of the beard. How many whiskers does it  
21 take to make a beard? When do you say, is it ten  
22 whiskers, twenty whiskers? Well, if you are over the  
23 majority, you are the majority. Maybe it was a slight  
24 majority but it was still the majority and I wish the

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1 Selectman listened to that. So my advice is go back,  
2 check the traffic again, please.

3 TOM CURRIER: The gentleman in the back  
4 then we will get back to the few that are over there.

5 PAUL KELLEY: My name is Paul Kelley, I  
6 live at 27 Youngs Farm Lane. It is the first right of  
7 off Barn Hill as you go towards Hardings Beach. I would  
8 like to discuss a little detail about the roundabout at  
9 Barn Hill. I watch the video that you have and I  
10 thought I heard you say that the data, the flow data  
11 represented the flow from roughly the middle of June.  
12 Is it proportional to what you actually observed in the  
13 middle of June?

14 JOE SANCLEMENTE: Yes.

15 PAUL KELLEY: Okay. Well, the middle of  
16 June isn't the problem. The second thing is I noticed  
17 that what we have now as we come into the turnabout is a  
18 single lane from Barn Hill. Right now, what you have is  
19 the possibility of putting two cars at that particular  
20 location one for taking the right, the other one sitting  
21 there waiting to take a left.

22 I would echo Mr. Holmes' comment and say  
23 that, what I think you need to do is to take the data  
24 with respect to the flow in July and August at that

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1 particular location and actually prepare the example of  
2 what happens at that intersection after you have that  
3 data, if you don't already have it.

4 Now that particular location there is a  
5 landing all the ways down the road, the town landing,  
6 and I know I have a hard enough time getting out onto  
7 Barn Hill Road never mind trying to get out onto Route  
8 28, especially in the summer. The trucks and the boats  
9 are parked all the ways down from the landing all the  
10 ways up the road and all of those factor in and out of  
11 those on a daily basis.

12 I think that those data need to be  
13 incorporated into the analysis of what happens at that  
14 particular location. I don't think they have been.  
15 Have they been?

16 TOM CURRIER: No we use June and  
17 September, October. We don't design for peak summer  
18 months.

19 PAUL KELLEY: I know you don't design for  
20 peak summer months but I have to get out of that  
21 particular exit.

22 TOM CURRIER: If we built a road to  
23 accommodate the summer volumes, you wouldn't want to

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1 live here. This would be a six-lane freeway. We would  
2 have a flyover --

3 PAUL KELLEY: I understand the logic. I  
4 am not asking you to design it to the flow. I just  
5 think --

6 TOM CURRIER: We do have the counts.

7 PAUL KELLEY: You have the counts --

8 JOE SANCCLEMENTE: There are a couple  
9 things that I want to say. We look at June. Like I  
10 said we put cubes down. We monitor traffic for many  
11 hours over multiple days. We pick the peak, the busiest  
12 one hour we can find during that time. Then we take the  
13 peak 15 minutes in that one hour to get the busiest 15  
14 minutes and we analyze that time period.

15 The volumes that we see in part of the  
16 simulation we then have to grow those volumes for ten  
17 years. So we added ten years of growth on top of those  
18 volumes. So not only are we looking at this peak time  
19 period in the elevated season but we are growing them  
20 substantially. My guess is that they are probably  
21 higher than what you see here in the summer time.

22 The other things that we have done while  
23 we were here and we have been here every month of the  
24 year. I have been out here in the summer, on the

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1 weekends, during weekdays, to observe traffic and see  
2 what is out there. I think the conditions that you have  
3 at Barn Hill Road now, you have two lanes at Barn Hill  
4 Road and one of the major problems with two lanes at a  
5 stop and go intersection is that each time a car is in  
6 either lane blocking each other's sight lines. If you  
7 are in the left lane, you can't see around the car on  
8 the right and vice versa.

9 The roundabout is going to offer a much  
10 better level of service than a stop controlled  
11 intersection regardless of what is out there today.

12 PAUL KELLEY: I don't believe that. I  
13 would like to see the data that justifies your statement  
14 that that will happen in July and August.

15 TOM CURRIER: I bet I can send you that  
16 if we exchange information after this.

17 PAUL KELLEY: That would be fine. Okay.

18 TOM CURRIER: Thank you. Yes sir.

19 JOHN HOUSER: John Houser, I am a  
20 resident of Chatham and a member of the Chatham Planning  
21 Board. Also, a member of a committee that undertook  
22 fairly detailed study of all the properties. Not only  
23 in West Chatham but all the way from Harwich all the way  
24 up to historic down town.

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1           As part of that, I photographed every  
2 single property both in South Chatham and West Chatham.  
3 I can tell you from a personal standpoint that it was  
4 pleasurable when I was in South Chatham with two lanes  
5 and then when I got to West Chatham, and I had to cross  
6 the road to shoot both sides of the street. Just  
7 looking at it from the standpoint of a pedestrian and  
8 someone who was involved in esthetics as a retired  
9 architect I felt like I had taken my life in my hands  
10 any number of times. That was during fall and non-peak  
11 traffic times.

12           I support your design. I think you have  
13 done a tremendous job of analysis to date and it is very  
14 thoughtful. I think the things that you said from the  
15 standpoint of visioning have been very valuable; from  
16 again, I would expect everybody in the room. The one  
17 comment that I would make that I would love to see as  
18 you proceed forward would be to try to find some means  
19 of incorporating street trees into the greenway  
20 particularly on the south side. This area there is a  
21 real -- there are some good trees generally along the  
22 properties to the north. Even in front of Ocean State  
23 Job Lot but particularly the properties to the south  
24 there are hardly any trees of any significance.

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1                   To the extent that you could steal a  
2 foot or two from shoulders possibly or narrow recreation  
3 path by a foot or two. A ten and a half foot recreation  
4 path is a Cadillac path. You can have acceptable  
5 bikeways on 8-feet. I think that would be a great  
6 addition to the plan. I know there are concerns with  
7 sight lines and so forth but street trees really do make  
8 a heck of a difference really, along this whole corridor  
9 from Chatham to Hyannis. When you get in the zones  
10 where they exist, it's a whole different feel and it's a  
11 great feel.

12                   TOM CURRIER: As the design advances, we  
13 are going to solicit input from the community about  
14 finishes and landscaping and so on. The center islands  
15 are an opportunity for local business to sponsor  
16 landscaping. We want to add some landscaping in there  
17 on the tree lawns that Joe has designed into it. I  
18 think that is a 9-foot path.

19                   JOE SANCLEMENTE: It's a ten which is  
20 minimum to the standard, typically twelve is preferred  
21 now.

22                   RICK LEAVITT: Hello, it's Rick Leavitt,  
23 L-E-A-V-I-T-T. Tony, if they make you take that Shop  
24 AHOY sign away, I am going to oppose this project. It's

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1 the equivalent of the CITGO sign in Kenmore Square and  
2 we love it.

3 I have a brief statement to make. It's  
4 written. It says first at the top breathe and then the  
5 second says smile. When work on this project began ten  
6 years ago, ten years ago, the first safety study  
7 reported that George Ryder intersection had four times  
8 more accidents than the average Route 28 intersection.  
9 Barn Hill Road, twice as many.

10 My wife and I are abutters to this  
11 project. We live in West Chatham. We see the  
12 accidents. We like your plan. It's a terrific plan.  
13 The fast highway running through West Chatham today will  
14 become a traditional calmer. Main streets prescribed by  
15 Chatham's long-range comprehensive plan with safe  
16 intersections, slower traffic, pedestrian, and cyclist  
17 friendly, and better looking. The center today is  
18 accurately described in the plan as having a highway  
19 corridor strip development appearance with hazardous  
20 conditions and Julie's barrel is testimony to that fact.

21 Our two neighborhood associations agree  
22 with the goals of the comprehensive plan. The West  
23 Chatham Association wrote this town asking for  
24 improvements such as lower speeds, safer sidewalks, and

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1 more green space. David Burns the association president  
2 speaking at an association gathering said that he --  
3 said that "in the interest of safety the Barn Hill and  
4 George Ryder Roads intersections need to be changed."

5 He petitioned DOT to lower the speed  
6 limit saying speeds in Harwich Port where yes, they do  
7 crawl through and that is exactly what we want in the  
8 summer time, so we don't have high speed cars and trucks  
9 running through our village center. He petitioned DOT  
10 to lower the speed limit to 25 miles-per-hour. Gloria  
11 Freeman wrote the minutes for that association meeting  
12 gathering and I have them here if you need them.

13 Chief Pawlina said that he encourages  
14 lower speeds also. Lower speeds require narrowing the  
15 road. Speed limits signs alone simply won't work.  
16 Harwich residents in the Route 124 neighborhood said the  
17 very same thing. They rejected a road widening scheme  
18 because they want to keep the existing narrow road to  
19 prevent cars and trucks from traveling faster. The  
20 Harwich selectman listened to them.

21 Roundabouts mean never having to make  
22 left turns. You've talked about that onto and off of  
23 George Ryder Road, never waiting in long lines at  
24 intersections. This plan has safe sidewalks with wide

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1 green space buffering pedestrians from traffic. It has  
2 safe and convenient crosswalks, lots of them. It  
3 connects cyclists to the Chatham Rail Trail. Chatham  
4 summer resident's advisory committee representing 60% of  
5 the population of this community unanimously advised  
6 selectman to approve this plan.

7 The plan transforms the look of our  
8 center and reduces its environmental impacts with more  
9 open green space, shade trees and less road.  
10 Environmentalists will be interested in this low impact  
11 development and the opportunity it presents to better  
12 manage pollution from stormwater runoff from the road.

13 Sidewalks on both sides of Main Street  
14 with pedestrian lighting will help create a more  
15 traditional village center compared with today's highway  
16 corridor strip development appearance. These are just  
17 some of the advantages and benefits.

18 I try to ignore the politics restless,  
19 sweeping claims that the selectman are ignoring the will  
20 of the people, are Chatham politics as usual, by the  
21 usual suspects. Remember that exaggerated claim of the  
22 Mayflower mini mall. It is hard to take these claims  
23 seriously, particularly in this case after a decade and  
24 you listed all of the meetings, Joe. After a decade of

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1 town sponsored open public hearings and two town meeting  
2 votes that showed substantial voter support for this  
3 project. Let's not forget the vote back in 2003 when  
4 this community unanimously approved the comprehensive  
5 plan and this project is part of the comprehensive plan.

6 UNIDENTIFIED SPEAKER: No it isn't.

7 RICK LEAVITT: What can truthfully be  
8 said about a four-year-old petition is that it points to  
9 the safety concerns of residents and day-trippers alike  
10 who did not have the benefit of seeing this particular  
11 plan. A plan that successfully addresses their  
12 concerns. We have all talked about the need for -- and  
13 you did it well, Joe, I think for construction  
14 mitigation making sure that it is business as usual  
15 during this construction phase.

16 I am also Chairman of the West Chatham  
17 Village and Business neighborhood Association and we  
18 have submitted a list of refinements that we believe  
19 will help improve this plan and I urge you all to do the  
20 same. Thank you.

21 TOM CURRIER: Mr. Myers and then this  
22 young lady right here.

23 GEORGE MYERS: I'm George Myers, M-Y-E-R-  
24 S. I am a registered Chatham voter. I live in town. I

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1 am also a Section 106 Consulting Party for the West  
2 Chatham Roadway Project.

3 First of all, I would like to thank  
4 MassDOT, Howard/Stein-Hudson and Chatham Board of  
5 Selectman and Town Manager for their cooperation and  
6 developing such an elegant and comprehensive roadway  
7 design for Chatham Village Center that most of us agree  
8 has long been in need of improvements in both safety and  
9 esthetics.

10 I recall that in 2007 our Department of  
11 Public Works director described the intersections of  
12 George Ryder Road and Barn Hill Road with Route 28 as “  
13 some of the most dangerous in town and require extensive  
14 improvements to increase safety.”

15 When the project is completed, I believe  
16 the West Chatham Village Center will be one of the  
17 safest and most attractive on Route 28, if not all of  
18 Cape Cod.

19 I would also like to thank MassDOT for  
20 not postponing the 25% Design Hearing. I flew up from  
21 Florida yesterday for the sole purpose of attending this  
22 hearing and voicing my support for this plan.

23 What is needed now is to move this long  
24 awaiting project to completion as expeditiously as

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1 possible. In that regard, I understand that the West  
2 Chatham Association has requested MassDOT to conduct the  
3 second 25% Design Hearing in April or May. I believe  
4 the delay caused by a second 25% Design Hearing is  
5 unnecessary because those who are unable to attend  
6 tonight's meeting had many opportunities, as you have  
7 pointed out, to make their views known. They can do it  
8 in writing; they can do it at the 75% Design Hearing or  
9 here if they wish.

10 Instead of another 25% Design Hearing  
11 MassDOT can use the time to consider and incorporate  
12 into the 25% design many of the changes that folks  
13 propose tonight and some of those that West Chatham  
14 Villages and Business Association has proposed.

15 I am reminded of a success story of a  
16 1998 roadway project in Golden Colorado. That area is  
17 much like the West Chatham Village Center. There a  
18 roadway was narrowed by removal of a center turning lane  
19 and four roundabouts were installed about 1,000-feet  
20 apart. Opposition to that project was so fierce that  
21 the city had to agree to tear out the roundabouts if a  
22 plan neighborhood grocery store did not meet its sales  
23 projections. The roundabouts are still there today.  
24 Not only are they still there but after they were

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1 installed the roundabout corridor was the only  
2 commercial area in the entire city reporting continued  
3 growth in sales tax revenues in the face of a metro wide  
4 slowdown of business.

5 For those motorists who are concerned  
6 about negotiating the two new West Chatham roundabouts  
7 remember that Chatham has perhaps the oldest roundabout  
8 in Massachusetts or at least on the Cape. That is the  
9 downtown Route 28 roundabout that was constructed in the  
10 late 1950s when Howard Johnsons was located where  
11 Nickerson Park is today. Not only is that roundabout  
12 situated at the busiest intersection in Chatham it  
13 serves five two lane roads, not just three as in the  
14 West Chatham design. I dare say most people in this  
15 room have successfully negotiated that downtown  
16 roundabout as many times as I have over the past 50  
17 years.

18 I understand and agree with the concerns  
19 of the West Chatham businesses about disruption of  
20 business during construction; however, I believe that  
21 MassDOT and Chatham's Board of Selectman are firmly  
22 committed to business as usual for West Chatham during  
23 the entire construction period. In fact, in this  
24 hearing packet, that most of us have tonight MassDOT

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1 stated, and I quote, "throughout the construction all  
2 roadways in the project area will remain open to traffic  
3 and access to businesses will be maintained. The work  
4 will be phased to minimized disruption to vehicular,  
5 bike and pedestrian traffic."

6 A roadway project on Route 28 to approve  
7 safety is virtually inevitable. It is not for the West  
8 Chatham Association and West Chatham businesses to  
9 abandon their leave us alone attitude and join with  
10 MassDOT, HSH, the Board of Selectman, and Town Manager  
11 in developing a business accessibility plan that will  
12 ensure business as usual during construction.

13 Eric Whitley a West Chatham resident and  
14 business owner who could not be here tonight authorized  
15 me to state the following on his behalf. This is very  
16 short.

17 I use this section of roadway on a daily  
18 basis. I am 100% in support of the proposed  
19 improvements including the removal of the turning lane  
20 and installation of two modern roundabouts. I expect  
21 you will hear from several residents that will imply  
22 that most or all the West Chatham residents and business  
23 owners are opposed to this project. That is not the  
24 case. Many of us understand the long-term benefits that

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1 this project will bring to West Chatham and all of  
2 Chatham. Thank you.

3 TOM CURRIER: I just want to address a  
4 couple of points. MassDOT, our District 5 Office  
5 Director Mary Joe Perry and I have promised to hold  
6 another public information meeting. This is our Design  
7 Public Hearing tonight. We will hold a public  
8 information meeting or more, one or more as requested in  
9 a time that we find mutually agreeable with you. I  
10 think April or May, whatever sounds preferable. I just  
11 want to clarify that.

12 MassDOT does a lot of roadwork, as you  
13 can imagine. We are going to manage this project  
14 differently than, I understand, the sewer project went a  
15 few years ago. Which is understandably has frightened  
16 the business owners. I can understand that but we have  
17 a lot of practice doing this. We are going to  
18 administer the contract. Our District 5 construction  
19 staff are top notch. They are familiar with working on  
20 the Cape. We always maintain complete access to all  
21 businesses in a construction zone, as well as pedestrian  
22 access through a construction zone.

23 In addition, this particular design will  
24 be fairly -- it is not a complex thing for us to build.

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1 We are reducing the pavement width. We've got all this  
2 pavement to work with. We've got plenty of places to  
3 move traffic while we work on one zone. As we move  
4 along down the corridor on one side we still have plenty  
5 of room that is already out there to shift two lanes of  
6 traffic over to keep traffic moving. Frankly, it is not  
7 a very big project. It is not a complex project. It is  
8 not too much trouble putting this out without too much  
9 disruption to the businesses. I am not going to say  
10 it's going to be zero disruption, there will be some  
11 disruption but your customers will always have access to  
12 and from your business.

13 We should be able to knock this out in  
14 probably two construction seasons. Substantial  
15 completion in the two-construction season, complete  
16 buttoned up and shut down in the summer, as always  
17 MassDOT projects on the Cape. We do not do any  
18 roadwork, especially on Route 28 in Chatham in the  
19 summer, no way. We will have it all buttoned up and  
20 looking as well as it can be in the midst of a  
21 construction project for the summer months. Then we  
22 will come back after Labor Day and bang it out until the  
23 weather tells us no. So let me get back to this  
24 gentleman for waiting patiently.

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1                   MICHAEL TOMPSETT: Michael Tompsett, West  
2 Chatham. I first want to mention that on this majority  
3 of five my wife and I were part of that majority not  
4 because we are against the current project, we are very  
5 much in favor but because we were against what was being  
6 proposed by the town at that time. I think that is true  
7 of a lot of people that cast their votes in that  
8 direction.

9                   On the practical and personal level, my  
10 wife and I traverse Route 28 to go swimming daily in the  
11 summer, hiking year round at Hardings Beach, and  
12 regularly for shopping. So we know those intersections  
13 very well. The reflex exit as Joe said on George Ryder  
14 North is particularly dangerous when combined with the  
15 difficulty of seeing traffic, also having to peer around  
16 these tall headrests on modern cars and so on.  
17 Therefore, it has been obvious for years that we need a  
18 solution for those intersections.

19                   I commend Joe for having adopted the  
20 complete streets approach for West Chatham. His  
21 complete streets design combines a modern compact design  
22 that enables safe access for all users, all users.  
23 Complete streets make it easy to cross the street, walk  
24 to the shops and bicycle to work or the beaches. It

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1 enables traffic calming to allow safe access to and from  
2 stores.

3 Now as Joe knows from when he first came  
4 here, I was a very strong advocate of what I call mini  
5 roundabouts which are the flat domes that they use  
6 extensively in Europe. However, he has worked to squash  
7 his roundabout down. He's got a most unusual design  
8 there where the central core is no longer round its oval  
9 or some such. I think when that is vegetated it will  
10 look very attractive. So I am not advocating a mini  
11 roundabout for you at this point. They could be used  
12 elsewhere in Chatham to very great affect.

13 The other needed goals, I actually put in  
14 a letter to the Chronicle, the Town Chronicle, two years  
15 ago, and Joe has met all of these with -- just  
16 beautifully. Safe egress from George Ryder and Barn  
17 Hill Roads, traffic calming, maximizing traffic through  
18 summer, minimizing traffic delay in winter, spring and  
19 fall, Safety for bikers, pedestrians. That woman whose  
20 name I don't know in her motorized wheelchair, I don't  
21 know if any of you have seen her but she comes down  
22 George Ryder Road and I think we now have an ADA  
23 compliant road section here.

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1           I think it will be much safer vehicular  
2 access to an egress from the businesses. And also  
3 passage, Joe mentioned this but passage for large  
4 vehicles, emergency vehicles at speed, and trailers with  
5 boats around these two roundabout. Also, we have a  
6 potentially attractive streetscape, vegetation on the  
7 roundabouts and additional landscaping that was proposed  
8 just now.

9           Although, I am not advocating this today  
10 Again, I have talked to Joe about this my preference  
11 would be to have a solid but attractive vegetative  
12 buffer along the whole section of that road. So that  
13 all turns would be forced to be, right turns. So the  
14 vehicle wanting to cross the street would circulate  
15 around one or the other of the roundabouts. Now this is  
16 a long section, I would love to see that but I know that  
17 it is probably incompatible with the politics.

18           I am concerned about the left turns from  
19 George Ryder South. Are people going to be allowed to  
20 make that or do they have to make a right turn to go  
21 around the roundabout? As I believe they should.

22           JOE SANCLEMENTE: Yes, they would have  
23 full left turn access.

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1                   MICHAEL TOMPSETT: Okay, in fact, you  
2 could stop that left turn and say go around the  
3 roundabout which would actually be a much safer  
4 approach, it seems to me.

5                   Compact roundabouts are ubiquitous in  
6 Europe and are being widely adopted in this country as  
7 people pointed out, for all the above reasons. In this  
8 country, there are many instances and I have seen them  
9 on the internet, seen news clipping where a large  
10 majority of people are against roundabouts until they  
11 are for them, as a famous politician once said. Which  
12 always happens once the roundabouts are in place and  
13 being used. I am proud to be a member of a town where  
14 leadership is making an intelligent improvement despite  
15 the objections from a number of people who  
16 misunderstand, failing to see the benefits. I am a  
17 strong supporter of innovation and change. Great design  
18 job.

19                   DON KEERAN: Good evening, my name is Don  
20 Keeran, K-E-E-R-A-N. I am Assistant Director with the  
21 Association to Preserve Cape Cod. APCC is the Capes  
22 leading environmental and advocacy organization and our  
23 mission is to protecting the natural resources and  
24 character of the Cape.

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1           A couple of things that we wanted to add  
2 to the mix of the conversation. A street design is very  
3 much a part of the definition of a community. The look,  
4 the feel, the function, the character of a community is  
5 very, very important it defines it. So I would --APCC  
6 encourages MassDOT and the town to work very closely  
7 together on this going forward, to help make this  
8 project a West Chatham definition.

9           It should look different than South  
10 Chatham, than Main Street Chatham, than Harwich Port,  
11 than Falmouth Town Center. So I would urge MassDOT to  
12 be very flexible as much as they can be in achieving the  
13 requirements that they have but in meeting some of the  
14 things that the town wants to see to make this a truly  
15 West Chatham look. We are again very much in favor of  
16 striving to achieve and preserve the character of Cape  
17 Cod and our unique little villages.

18           One of the other things that we are  
19 interested in, of course, is preserving the resources  
20 curbing sprawl on the Cape and again the design of this  
21 and defining a village center for West Chatham we feel  
22 is a very good first start in preserving the character  
23 and curbing future potential for spall in the area. So  
24 we are very interested in seeing how this goes forward.

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And as it goes forward during the next phase when you go beyond the 25% and head toward the 75% we would really love to see as part of the design some low impact developments, storm water features of this rather than the conventional old fashioned hard infrastructure. It is the wave of the future and I think where it is possible it is a great thing and it could be easily done especially with the green space that you are talking about here. I think there is a lot of room for that. So we would be very anxious to see that happening and look forward to seeing the plans as they move forward with that function. Thank you.

TOM CURRIER: Are they outleting as an open system?

JOE SANCCLEMENTE: I am going to defer to our Lead Designer Dan Nelson.

TOM CURRIER: The guy who actually did all the work.

JOE SANCCLEMENTE: We are also here with our other team members tonight Nick our Public Outreach Specialist and Dan Nelson.

DAN NELSON: We are using leaching basins

--

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1 UNIDENTIFIED SPEAKERS: Can you speak up.

2 DAN NELSON: I am Dan Nelson of Howard-  
3 Stein/Hudson. We are using --

4 UNIDENTIFIED SPEAKER: What?

5 TOM CURRIER: Dan Nelson of Howard/Stein-  
6 Hudson. We are using deep sump catch basins.

7 DAN NELSON: And leeching basins. There  
8 is an outlet in the area of Barn Hill Road. There is a  
9 drainage easement off of the state highway layout.

10 TOM CURRIER: Is it a vegetated swale?

11 DAN NELSON: Yes. It goes down, I forget  
12 the name of the pond but you can see this area right  
13 here is the drainage easement. For the most part, we  
14 are trying to infiltrate as much groundwater as we can  
15 back into the system. That is our goal, to infiltrate  
16 as much ground water as possible.

17 TOM CURRIER: Okay, so we do have a  
18 vegetated swale. We are using leeching basins to  
19 infiltrate the swale. We have deep sump basins which I  
20 doubt are -- they might be. They are probably full of  
21 soot. Let me get on to MR. Buckley. Oh no, no Mr.  
22 Buckley, I had promised this lady here that she could  
23 speak next.

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1                   EILEEN GIBBS: Yes, Eileen Gibbs, G-I-B-  
2 B-S. I have lived in town for 33 years. I have been  
3 following this the whole time. I haven't really gotten  
4 involved. I've tried to figure out how this is going to  
5 help the problems that Chatham has. A key component  
6 that I heard everybody get excited about when they saw  
7 that video, aerial video simulation. They said, wow  
8 that is really cool. It changed a lot of people's  
9 minds.

10                   So I looked at it more closely and I  
11 thought how is it possible that traffic can actually  
12 move better after narrowing the road, adding  
13 roundabouts, sidewalks, bike paths, removing the turning  
14 lane, adding walkways for shoppers, dogs, kids, and all  
15 that stuff that is in the renderings. So upon further  
16 review I started counting cars and during the particular  
17 part that is on your website there are about 200 cars  
18 and during the whole period no one exited the Shop AHOY,  
19 no one entered or exited Dunkin Donuts, Market Place or  
20 the walk-in clinic, no one goes to Kreme n Kone.

21                   Every time when those kinds of things  
22 happen where you enter into traffic, you slow it down.  
23 Only two of the hundred cars going that way went around  
24 the George Ryder roadway to change direction. That is

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1 one of the points to that is to get people to do that so  
2 that they will visit business but only two out of  
3 hundred.

4 Many cars did not slow down when they  
5 entered the roundabouts like we are supposed to do.  
6 Apparently, they were able to read the minds of the  
7 people that were already in the rotary and new they were  
8 going to stay straight instead of cutting in front of  
9 them. There were no bikers or runners. There were  
10 three pedestrians that crossed the street even though it  
11 is supposed to be packed with people. One person was  
12 still in the crosswalk when the car moved and could have  
13 taken them out.

14 The thing that I found most interesting  
15 is that five cars traveling west towards Harwich made a  
16 left turn into shopping areas and I have captured two  
17 screen shots here that I can show for you later. At one  
18 minute and fifty-five seconds the car going west that  
19 pulls into the post office square is hit broadside by  
20 the car coming east. It would have been a fatality. If  
21 there would have been a turning lane he would have  
22 probably been sitting in that instead of crossing over.

23 The problem that I have is, as I have  
24 said, I have lived here for 33 years. I have seen

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1 traffic grow exponentially. When I first moved here, we  
2 had to drive to Harwich to find a restaurant. Chatham  
3 was dead. The roads weren't plowed, well actually the  
4 roads weren't plowed then either. The problem you are  
5 going to have, I think with these, is that I first of  
6 all, don't think that that simulation video you showed  
7 was accurate. I agree with several of the other people.

8 That does not indicate what it is  
9 really like here in the summer. I know you don't want  
10 to build to peak but it is not that you are not only  
11 building to peak but what you are doing is taking the  
12 peak and really constricting it by putting in these  
13 roundabouts. I think you are going to achieve the  
14 objectives in West Chatham in that it is going to be  
15 lovely and there is not going to be anyone there because  
16 they are going to be backed up all the way into Harwich  
17 and all the way into down town, and they will. It is a  
18 fact of life.

19 Last summer they decided to trim trees  
20 during the summer at Agway, they were only there for an  
21 hour. Traffic was backed up from Agway into downtown  
22 rotary and then when I finally got through it was backed  
23 up all the way to George Ryder Road. That was just from  
24 trimming a few trees.

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1           The problem that I don't think some  
2 people recognize is our population in the winter is  
3 about 4,500 because a lot of people go to Florida. It  
4 expands to 30,000 in the summer. They are all using the  
5 roads. A lot are day trippers. They will drive up and  
6 down that street two, three, four times. That is our  
7 primary corridor. People don't come to Chatham in the  
8 summer necessarily by way of the highway. They like to  
9 stay on the shore, so they are using 28. That is our  
10 main artery.

11           So it's an impossible situation for us  
12 where 70% of the people are out of state and they don't  
13 even understand roundabouts. I have seen it. I live  
14 downtown and I see that Chatham rotary and people think  
15 that if they are on the main road they have the right of  
16 way. They don't understand it is the person in the  
17 rotary or in the roundabout that has the right of way  
18 and they come zooming through. It is only because the  
19 full time people understand it that we don't take a  
20 chance.

21           I think you are going to see a tremendous  
22 increase in a lot of fender benders with these  
23 roundabouts. And the congestion it is going to cause  
24 backing traffic up to the west and to the east is going

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1 to be a nightmare. So I am not really sure how you  
2 solve it. The other thing that bothers me is I  
3 understand this street -- what's it called?

4 TOM CURRIER: Complete Streets.

5 EILEEN GIBBS: Complete streets, I think  
6 there are some streets that that can't be done on. I  
7 think there are some towns, like us. When we have a  
8 population that swings so dramatically from 4500 to  
9 30,000 we are not a town of 15,000 or 20 whatever. We  
10 are really, really unique because we are a tourist  
11 community. We are dead in the winter and it is insane  
12 in the summer. For the DOT to say, if you want  
13 sidewalks you need bike paths and you need this and you  
14 need that and you can't have blinking lights in the  
15 winter. That is what was in the plan and that is what  
16 was said.

17 I think that there are some roads,  
18 particularly with tourists. When they come here, first  
19 of all, when we all know when tourists go on vacation  
20 they leave their brains at home. They think that they  
21 are going to Disney World and its really well protected  
22 and nothing can go wrong. Nothing can happen to them.  
23 There are women on bikes pulling those little kids on  
24 the back, you know, they are little babies in the back

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1 in these carts. Then when we put in a bike lane, we are  
2 telling them, you're okay. You are going to be safe  
3 here. Now they see that there is actually a bike lane.

4 There are some roads when the traffic is  
5 so heavy that for cars it is a nightmare. It is  
6 terrifying. I won't go out, I am terrified of having  
7 kids pop out in front of me unattended or children on  
8 bicycles, families on bicycles. On that section, it  
9 concerns me. We have 80 miles of beautiful scenic roads  
10 and bike trails. I understand the need to connect but I  
11 also think that there are some roads that absolutely,  
12 we should certainly not encourage and mandate it. If  
13 they do it they do it but we shouldn't mandate it. I  
14 think that is all.

15 TOM CURRIER: Mr. Buckley.

16 STEVE BUCKLEY: Hello my name is Steve  
17 Buckley. I used to live down on the lower right hand  
18 corner. B-U-C-K-L-E-Y. Down on the lower right hand  
19 corner there is a cottage there. It's over the hedge  
20 from Rick Levitt's, so I used to live there for seven  
21 years and had many occasions to walk along to the Post  
22 Office and various other places along there. So I do  
23 have a lot of near misses, let's say with crossing three

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1 lanes of traffic or at least the width of three lanes of  
2 traffic.

3 So I was very glad that in 2003 when I  
4 heard that there was going to be this study of the West  
5 Chatham area and so forth which I guess 2003 that is 12  
6 years ago. I think the study came out in 2005, perhaps.  
7 So yes a good ten years I've gone to every meeting that  
8 there has been on this and I only live about another  
9 quarter mile down the road now. So I am still very  
10 interested. All the time that I invested in going and  
11 listening to consultants and Neighborhood Associations,  
12 give their power point presentations. Sitting through  
13 what they think would be visualizing what they wanted to  
14 see and so forth. I was waiting, waiting, waiting all  
15 those years for something between the false choice that  
16 has been presented to us of either or. It is either  
17 what we have now or two lanes.

18 The idea that there could be anything in  
19 between that you could take chocolate and peanut butter  
20 and have some combination that might be even better is,  
21 I guess -- it has been very interesting to me that once  
22 people pick a position, I think we have all seen this.  
23 They dig in their heels and they just shut down. Even  
24 though one of the Selectman here said, he went in with

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1 eyes wide open there is no way that I can get him to see  
2 a third way that would be win, win. That would be safer  
3 and keep traffic moving. The consultant in the  
4 presentation of a year ago brought up, but only if you  
5 blinked or didn't listen, you didn't know about this  
6 third option which was mentioned again tonight, thank  
7 fully. Now that I don't have a computer, so I can't go  
8 back and point out the lack of drawing or visualization  
9 after waiting ten years for somebody to please come up  
10 with a visualization of something other than what we had  
11 -- for the past forty years what we had before that.  
12 Even though complete streets add a little more in the  
13 way of bicycle access and so forth.

14 It is basically two lane, three lane,  
15 two lane, three lane, you can't get out of this rut.  
16 That has been my frustration that this whole process of  
17 outreach doesn't allow for any thinking outside that  
18 box. On the one had this, on the other hand that and  
19 there is no third hand because we don't have three  
20 hands. So there can only be an either or situation.

21 So can I ask you to pull up the chart  
22 here about -- that shows that this -- the third option.

23 JOE SANCLEMENTE: This one?

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1                   STEVE BUCKLEY: Right. So at the top the  
2 Route 28 corridor which is, I am not talking about the  
3 two intersections the in between part. You have retain  
4 two way left turn lane, which is as is now. Is that  
5 right?

6                   TOM CURRIER: Yeah.

7                   JOE SANLEMENTE: Yup.

8                   STEVE BUCKLEY: Okay, and the third one  
9 is reduce corridor to two-lane profile. That is what is  
10 being proposed with this 25% design. Is that right?

11                  TOM CURRIER: Yes.

12                  STEVE BUCKLEY: Okay, I just want to --  
13 for the benefit -- we are trying to engage the people  
14 here to follow along. I don't want to pull teeth here.  
15 The middle one is reduce twiddle to turning pockets.  
16 Now people -- if I asked half the people in this  
17 audience what reduce twiddle to turning pockets was, I  
18 am guessing that a significant portion, may be a  
19 majority by a few votes, wouldn't know what they heck  
20 that looked like.

21                  TOM CURRIER: It is defined right above  
22 it, Steven. Two-way left turn lane, TWTL. So the next  
23 one down, TWTL, we don't want to repeat two-way left  
24 turn lane. Following along?

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1                   STEVE BUCKLEY: Yes, some people might  
2 not especially if there is no picture. That is supposed  
3 to be provided according to the design manual.

4                   TOM CURRIER: You are beating this one  
5 over the head for ten years, Steven.

6                   STEVE BUCKLEY: Excuse me, let's not talk  
7 about a conversation that you had with me in private.  
8 Lets --

9                   TOM CURRIER: I'm not.

10                  STEVE BUCKLEY: I am trying to explain --

11                  TOM CURRIER: I think we have all talked  
12 about it at nauseam tonight. We have talked about this  
13 job for ten years plus.

14                  STEVE BUCKLEY: Please don't interrupt --  
15 I am not being uncivil but if you are going to interrupt  
16 me when I am trying to make a point --

17                  TOM CURRIER: Go ahead. Sorry. My  
18 apologies. If we can just pick up the pace a little bit  
19 --

20                  STEVE BUCKLEY: Okay.

21                  TOM CURRIER: -- we've got lots of people  
22 left.

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1                   STEVE BUCKLEY: I am trying to get to  
2 this point, which I know you are uncomfortable about me  
3 making, apparently.

4                   TOM CURRIER: It has nothing to do with  
5 being uncomfortable.

6                   STEVE BUCKLEY: Well, you are doing a  
7 good impression of discomfort.

8                   UNIDENTIFIED SPEAKER: Move on.

9                   STEVE BUCKLEY: The thing is that, that  
10 the idea of having median strips or islands down the  
11 middle is an option that was presented a year ago back  
12 in November and December of 2013 when the consultant  
13 gave their first thing but never saw a picture.

14                   If you want to Google the MassHighway  
15 Design Guide, anybody can Google it. It is MassHighway  
16 Design Guide, Chapter 2. It says that you need to show,  
17 not optional, not a guide, it is required and that says  
18 on the very first page that MassDOT says or MassHighway  
19 says this is not an optional guide. You must do these  
20 things. Show people drawings of what you are talking  
21 about. I can't convince anybody that there is a better  
22 way if you don't show them the drawing that you admit is  
23 an option. So that is what I am trying to point out.

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1 Of course, I would have liked to show it on the screen  
2 here but you've got the laptop and I don't.

3 So anyway, the point I am trying to make  
4 is that, as a former federal bureaucrat and engineer and  
5 at one point in my federal career, I did evaluate public  
6 engagement. So I know when things are being fast  
7 tracked which is something that actually in the bid that  
8 consultant gave installing their virtues in public  
9 engagement. They know how to fast track stuff and yeah,  
10 you leave out stuff. The thing is it is a requirement  
11 under law. The feds require this and so --

12 TOM CURRIER: We can debate our design  
13 policy offline if you wish but I don't want to give any  
14 impression that anybody has fast tracked anything. We  
15 have been talking about this job for over ten years.

16 STEVE BUCKLEY: You haven't. You just  
17 getting here now.

18 TOM CURRIER: And what we bring to 25%  
19 public hearing is the preferred alternative. This --  
20 working with the town, the town is the proponent; the  
21 town has determined that what was presented tonight is  
22 the preferred alternative after considering multiple  
23 previous alternatives. Now whether you saw a picture of

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1 previous alternatives or not is irrelevant to the  
2 greater good of the public here tonight.

3 STEVE BUCKLEY: They did not. There has  
4 only been one, two. It has always been. The reason  
5 it's happened that it's only been two is because the  
6 Neighborhood Associations of which there are two either  
7 presented this or that. They sucked the oxygen out of  
8 the room.

9 TOM CURRIER: If I may --

10 STEVE BUCKLEY: Anyway, fine.

11 TOM CURRIER: I think we have beaten this  
12 point to death. You and I can continue this, I mean  
13 until three in the morning, if you wish offline but  
14 let's get through this.

15 STEVE BUCKLEY: I don't wish to have  
16 private conversations. I want to open discussion and  
17 open dialogue.

18 TOM CURRIER: Good. We will.

19 STEVE BUCKELY: This is about open  
20 government.

21 TOM CURRIER: You have made your point.  
22 I beg to differ. Yes ma'me.

23 CAROL CUMMINGS: My name is Carol  
24 Cummings, C-U-M-M-I-N-G-S. I have been a resident of

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1 West Chatham for, getting close to 40-years. We also  
2 now have a business on the corner of Seaquanset Road and  
3 Route 28.

4 I wanted to speak a little bit on some of  
5 the things that have come up and I also have some  
6 questions. One was on your -- on the pictures of the  
7 roundabouts where you have those crisscross boxes that  
8 are -- it looks like where people are supposed to walk.  
9 Can you drive over those?

10 JOE SANCLEMENTE: Yes, these are --

11 CAROL CUMMINGS: The diamond, the diamond  
12 shaped ones.

13 JOE SANCLEMENTE: Are these the ones you  
14 are referring to or the diamonds?

15 CAROL CUMMINGS: The diamonds.

16 TOM CURRIER: Those are all pavement  
17 markings.

18 JOE SANCLEMENTE: They are flush.

19 CAROL CUMMINGS: Okay, because I was  
20 concerned about what that one person said about coming  
21 down George Ryder, how do you get to George Ryder South?  
22 You turn right, you go around the little island, you  
23 cross over that crisscross box and then you go down?

24 JOE SANCLEMENTE: Yes.

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1                   CAROL CUMMINGS: Okay. My other concern  
2 was what that women had mentioned briefly about having  
3 the bike paths and the walking paths on both sides of  
4 the road. Right now, the majority of the people that  
5 you see with baby carriages or kids with bikes, women  
6 especially with bikes with the kids in the back will go  
7 down on the north side because there is the sidewalk the  
8 whole length which is certainly safer.

9                   My real concern is that if they are  
10 encouraged to cross over, like at George Ryder and start  
11 going down the south side what happens to them when they  
12 get to Barn Hill and they suddenly realize that there is  
13 no bike biking down Route 28 down past Vineyard Avenue  
14 up the street heading into down town Chatham. If people  
15 are concerned about speed, they might want to put a  
16 little speed trap over there. We've had a few  
17 fatalities, bicycles, people, hit on the corner of  
18 Vineyard Avenue and Route 28. That is certainly one of  
19 the more dangerous intersections in this area than what  
20 you are talking about here. I live on that corner and  
21 have personally witnessed those.

22                   I think it is wrong to encourage people,  
23 quite frankly, to take a bike path on the -- to take a  
24 bicycle on the south side of the road. There are enough

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1 kids that do it in the summer now. A lot of those J1  
2 students that are going back and forth to work, I mean  
3 my heart is in my throat watching them. I am thinking  
4 they live in Europe, they do this all the time over  
5 there and they don't worry about it, especially if they  
6 have reflectors. But it is not a safe area. Once you  
7 certainly get past this lovely plan it's even less safe  
8 an area. These people are going to have to make a  
9 critical decision when they get to Dunkin Donuts. That  
10 is one of my main concerns.

11 Another is the speed issue. As I said,  
12 once you get passed these little roundabouts the speed  
13 increases considerably. It increases considerably now.  
14 Even if you are, going 30 through West Chatham because  
15 you've got so many stores and crosswalks and you might  
16 have to stop and you might want to turn in somewhere.  
17 But they accelerate going down 28 to Vineyard Ave and  
18 going up the hill to 28. It's a much more dangerous  
19 area. I think you are encouraging the wrong thing with  
20 this kind of a plan.

21 Someone mentioned earlier, oh I hope they  
22 put more trees up. Well, right now there is so much  
23 obstruction between the trees and the hedges trying to  
24 turn left or right out of a lot of those side roads that

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1 I am sorry the Friends of Trees planted those trees so  
2 close to the road. I wish they planted them back.  
3 Coming out of George Ryder wouldn't have been near a  
4 difficult problem if you didn't have to turn left at  
5 those two lovely trees right there. If you are coming  
6 out of Seaquanset, you have a stonewall of hedges in  
7 front and I drive a van, so it's not too bad but for a  
8 lot of other people it's a very bad intersection.

9           These are simple problems that can be  
10 handled on a simpler, less dramatic and much cheaper  
11 way. Everybody says those speed limit signs don't work.  
12 Well, there is enough police around, especially off-  
13 season, to sit in driveways and watch people driving up  
14 and down 28. I think we can just lower the speed limit  
15 and enforce it a little bit more. Forty through that  
16 area accept 10 or 11 o'clock on a Wednesday night in the  
17 wintertime when there is not another sole on the road is  
18 one thing but to go 40 at 11 o'clock in the morning when  
19 most of West Chatham is going to get its mail, bad time.  
20 Real bad time.

21           I also think that the entrance to the  
22 Post Office is going to be a real problem. At 11  
23 o'clock, you are going to have traffic backing up to  
24 that little roundabout trying to turn right around and

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1 go back to the Post Office. It's a very busy place,  
2 even now. Especially when you predict a snowstorm, the  
3 next day and you haven't gotten your mail that day you  
4 better go out and get it. These are very every day  
5 practical problems that people who live here have to  
6 deal with.

7 It's a pretty plan but I certainly  
8 wouldn't want that green area in the middle of that  
9 roundabout to have trees. You can't even see over the  
10 flowers on the one on Route 39 and I have a van. You  
11 can't even look over it and see anything if something is  
12 coming which is fine because you are supposed to yield.  
13 You are supposed to go down to 15 miles-an-hour but it  
14 is also not that safe if there is some idiot whizzing  
15 around that corner. You can't see them around that  
16 rotary and I know you said it's a 120-feet and this is  
17 100-feet.

18 TOM CURRIER: We don't landscape the  
19 center island in such a way that prohibits you from  
20 seeing across it.

21 CAROL CUMMINGS: Well, someone would say  
22 that about that originally but it's like this. It is  
23 not flat over there on 39, believe me it is not. It's  
24 got a curve to it that is not safe.

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1 TOM CURRIER: When we build them, you  
2 have to be able to see across them.

3 CAROL CUMMINGS: Well somebody had to  
4 build that.

5 TOM CURRIER: The town of Harwich built  
6 that one. We would plant bushes not trees.

7 CAROL CUMMINGS: Okay, but the other  
8 issue is you control those speeds so much and make  
9 people go around rotaries to go to shops and businesses  
10 on the other side of the road and many of them are just  
11 going to keep right on going.

12 TOM CURRIER: Well, they can make a left  
13 if they want.

14 CAROL CUMMINGS: A lot of places you  
15 can't on some of those areas.

16 TOM CURRIER: Well, you know 28 is two  
17 lanes everywhere else on Cape Cod except for this 1200-  
18 feet. Everywhere else on the Cape --

19 CAROL CUMMINGS: Yes and the speed limit  
20 in Harwich Port is 25. The speed limit in Dennis Port  
21 is 25. Just because we have three lanes doesn't mean we  
22 have to be 40 miles-an-hour.

23 TOM CURRIER: I agree.

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1                   JOE SANCLEMENTE: About the speed limits  
2 I would just like to add there. There is a speed  
3 regulation tied to speed limits. So we are not allowed  
4 to just go and change speed limits unless we physically  
5 make changes to the roadway.

6                   CAROL CUMMINGS: I didn't say you could  
7 but I should think that the Selectman and town --

8                   TOM CURRIER: State highway.

9                   CAROL CUMMINGS: -- or the state highway  
10 department say look, we are petitioning you to please  
11 lower the speed limit.

12                   TOM CURRIER: We can do a speed study and  
13 reduce the speed limit if it is so merited from the  
14 results of the speed study.

15                   CAROL CUMMINGS: That is one of the major  
16 arguments for having this there is the speed. I mean, I  
17 am sorry but I have not been happy with this whole idea  
18 because it does mess up an area that needs repair, needs  
19 a little beautification, but I don't think it needs \$3  
20 million worth of it.

21                   TOM CURRIER: Okay.

22                   CAROL CUMMINGS: It's nice that you  
23 dressed up the plan a little less and you are cutting  
24 out not as much property from the neighborhood but you

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1 still haven't said how much you want to take out of  
2 Ocean State. The last meeting I went to the man was  
3 here ready to sue if you took a single parking lot out  
4 of it.

5 TOM CURRIER: Okay, can we --

6 CAROL CUMMINGS: I just want to make sure  
7 I haven't messed up anything else here.

8 TOM CURRIER: Okay, I don't mean to rush  
9 but we have got a big room.

10 CAROL CUMMINGS: That's okay, I know. I  
11 waited patiently. I am afraid of the idea of a long  
12 barrier would not be real practical in that area.

13 TOM CURRIER: You're right. Thank you  
14 ma'me. Yes sir. You, yeah. You have been waiting over  
15 there for a long time. I apologize and then this lady  
16 in the turquoise.

17 GEORGE SNIDER: My name is George Snider,  
18 S-N-I-D-E-R. I have been a resident -- I have owned a  
19 home in West Chatham for almost 50-years. I am also a  
20 member of Chatham's Committee for the Disabled. So I am  
21 here tonight to speak on behalf of that committee.

22 In general, the committee supports a new  
23 sidewalk, and it also supports linking the bikeway to  
24 Hardings Beach. The committee has been studying the

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1 safety of Chatham's sidewalks down town, crosswalks I  
2 should say. They need a lot of consideration. Those  
3 who referred to the unsafe quality and I walk to or I  
4 used to walk almost daily to West Chatham shops and so  
5 on. Those were referred to earlier as the poor  
6 conditions or the poor safety conditions in those  
7 crosswalks. The two most essential of that serving the  
8 farmers market and the one that would serve as a link to  
9 Hardings Beach.

10 I think further consideration should be  
11 made to the way that those sidewalks are configured.  
12 The standard now is for a brick, a red brick walkway  
13 with ADA compliant ramps which we would like to see. I  
14 certainly would like to see in any improved plan for the  
15 design. I also think that the speed limit between those  
16 rotaries need to be reduced. The rotary on the west end  
17 is too close to that sidewalk which serves the farmers  
18 market. I observed that sidewalk and it is very  
19 dangerous as Ms. Dyken said earlier in the evening.

20 So that is the extent of my remarks.  
21 Thank you very much.

22 TOM CURRIER: Thank you very. I  
23 appreciate it.

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1                   SUSAN WILLIAMS: I am Susan Williams, W-  
2 I-L-L-I-A-M-S and I have been a 20-year resident of Barn  
3 Hill Road and a business owner and I am for this plan.  
4 I have been since the very beginning. I spent three  
5 years as a tenant in the Shop AHOY Plaza looking out my  
6 window working and watching near accidents every day.  
7 The third lane is ridiculous. There is a reason why we  
8 are the only ones who have it because we are too stupid  
9 to get rid of it.

10                   People don't know how to use it. They  
11 don't know if it's a turning lane, a chicken lane, or  
12 somewhere where they can swerve around a car that is  
13 going too slow. It is dangerous. I am a pedestrian. I  
14 live here. I walk on that street all the time. I bike  
15 on that street all the time. It's a death trap trying  
16 to cross that road you take your life in your hands. I  
17 drive from the Shop AHOY Plaza to the farmers market at  
18 Job Lot because it is not safe to cross the street. MY  
19 kid bikes to the bike trail. I have to drive him to the  
20 bike trail because it is too dangerous for him to bike  
21 there. We don't have any way of linking it up. It is  
22 ridiculous.

23                   So I am totally for this plan. I think  
24 it is incredibly well thought out. I love the idea of

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1 the roundabouts. I think they are terrific. They look  
2 like Cape Cod to me. We've has the one down town since  
3 1950. If we didn't have it can you imagine what Main  
4 Street would be like. People would be plowing down Main  
5 Street at 45 miles-an-hour. This will slow the traffic  
6 and if you're a business owner in West Chatham you don't  
7 want people zipping by your store at 45 miles-an-hour.  
8 You want them to go slow and turn their head and then  
9 maybe even make a turn.

10 So I am totally for this and there are  
11 lots of other West Chatham businesses that are for this  
12 plan. Just because we are not the loudest part of this  
13 contingency doesn't mean that we are not all for it.  
14 Thank you.

15 BILL TUXBURY: Bill Tuxbury, T-U-X-B-U-R-  
16 Y. At one point I want to address a point that someone  
17 made earlier about the study going back to the early  
18 2000. There was the West Chatham Plan Study which was  
19 from 2003 to 2006 on the recommendation of that based on  
20 approval of the Planning Board, the business and the  
21 public was to keep the turning lane. Then they made  
22 other issues. So I just want to make sure that has been  
23 a straight forward issue for many years.

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1                   We are here to support our neighborhood  
2 center business but as a citizen, I do not welcome the  
3 irresponsible plan. It will drive people away from West  
4 Chatham businesses. They will find another way to get  
5 down town. They will get gasoline closer to down town  
6 village and get coffee and they will do without the buys  
7 at Ocean State Job Lot. This plan calls for the taking  
8 of private property. Property is being taken because  
9 HSH, the consultant, the town hired is trying to put a  
10 round peg in too small a hole, distorting the business  
11 property functionality and viability.

12                   This plan will hurt our businesses and  
13 four of the five Selectman are simply ignoring it. In  
14 this proposed design, there will be an increase  
15 difficulty for cars entering and exiting George Ryder  
16 Road South as it connects to Route 28 about 50 or 60-  
17 feet away from a roundabout entrance. You have all seen  
18 that. George Ryder Road is not on the roundabout so you  
19 can imagine the problems that this will cause.

20                   MassDOT has stated many times that the  
21 plan was brought to them by Chatham Town Officials this  
22 was not something MassDOT thought was needed but town  
23 officials wanted. When asked why, they said for safety  
24 purposes but police records show that there are fewer

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1 accidents than other intersections in Chatham. I am  
2 looking at 2009 to 2013. Not 1999 and 2001, that may  
3 have been referred to earlier. You may hear it  
4 differently but don't believe it, we have the police  
5 records.

6 Stoney Hill by the way and Poor Road have  
7 more access. Stoney Hill should be looking forward to a  
8 roundabout and then Poor Road and a third lane, if that  
9 will help there.

10 Some people state that there is speeding  
11 in West Chatham center and that is why roundabouts are  
12 needed. That is wrong. The consultants own report in  
13 November 2013 stated the average speed through the  
14 center in June or July was 29 miles-an-hour with the  
15 85<sup>th</sup> percentile speed which used to set speed limits on  
16 speed signs being 34 miles-an-hour. Yes during the  
17 winter and the early spring months, the average speed is  
18 much higher as the traffic is much, much lower but even  
19 then the data didn't show that people where speeding.  
20 Of course, every now and then there is an occasional  
21 person that speeds. I would ask any of you, have you  
22 ever gone five or ten miles over the speed limit  
23 anywhere. You can throw the first rock if that's the  
24 case.

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1                   There are less costly methods that can  
2 help support a lower speed limit than spending \$3  
3 million on a plan that will negatively impact the  
4 businesses and residents and there are.

5                   We asked MassDOT Chris and Allen various  
6 metropolitan planning organization meetings in  
7 Barnstable about citizen resistance to the plan and we  
8 were told that they will listen and we were assured that  
9 citizen input would be listened to and the design could  
10 be changed. We will see if that is the case.

11                   We have never wanted TIP money from the  
12 state if it meant the elimination of the turning lane  
13 and the various aspects of the complete streets. The  
14 turning lane is an important element in facilitating  
15 through traffic while allowing turning traffic for  
16 businesses and the Post Office. All we want is the road  
17 paved. We all know that that is needed. Install all  
18 crosswalks, that's MassDOT's responsibility, remark  
19 lanes and turns and improve signage. Post a lower speed  
20 limit. The town can do that appealing or however and  
21 enforced.

22                   We do not want and do not need these road  
23 project changes which are costing us \$3 million. The  
24 money can be used on other projects and perhaps for

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1 reducing the state and federal deficit. What a novel  
2 idea that would be. That is the end of my statement and  
3 I have a very brief statement to make from Jim Murphy  
4 who owns 1685 Main Street and he owns two or three of  
5 the Market Place buildings.

6 He asked me to say, that he is unable to  
7 attend this meeting but he wanted to communicate to you  
8 that he is against the roundabout plan and any takings  
9 of land.

10 SAM STRIEBERT: My name is Sam Streibert,  
11 S-T-R-E-I-B-E-R-T. I agree with the finding that lead  
12 to a roundabout. I have visited Golden Colorado and can  
13 attest to the traffic calming that the roundabouts did  
14 on that main drag. I didn't know that the businesses  
15 had thrived as a result. I think the opposition to  
16 these roundabouts here are short sighted because I think  
17 they will find that there is more impulse buying in  
18 their stores because people come and visit because they  
19 are going through slower. They know there is a West  
20 Chatham that they didn't know about before.

21 The main reason why I got up to speak is  
22 I am a member of the Historic Business District  
23 Commission. We have reviewed several buildings in the  
24 area and it's hard to make good design out of what is

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1 basically a strip mall. So the more we can increase the  
2 aesthetics of the area that blithe the nature of parking  
3 in the front we can slow traffic down. I think the  
4 business will find that they will have more customers  
5 because of the slower traffic.

6 I think one of the things about this  
7 three lanes that are there now is that it has the wrong  
8 aesthetic for Chatham. Rick Levitt mentioned the  
9 comprehensive plan and I think reducing, and more green  
10 space, more slower speeds is more consistent with the  
11 comprehensive plan, and the plan for villages. Just in  
12 the nature of what a village is. So that is my  
13 comments.

14 TOM CURRIER: Thank you very much.

15 GLORIA FREEMAN: Good evening, I am Gloria  
16 Freeman, F-R-E-E-M-A-N. I live on Kendrick Road in  
17 North Chatham. I have some ad hoc comments and then a  
18 statement.

19 Mr. Currier you said at the beginning  
20 that this is a preliminary plan and you wanted  
21 suggestions. Yet it is clear that you are defending  
22 this plan. Whenever you are --

23 TOM CURRIER: We like this design, yeah.

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1                   GLORIA FREEMAN: Whenever you are given  
2 the opportunity and I think that is too bad. Secondly,  
3 you showed a video simulation where the traffic never  
4 stops but what if a pedestrian needs to cross. Traffic  
5 has to stop, doesn't it? If someone wants to cross --

6                   JOE SANCLEMENTE: Vehicles need to yield  
7 to pedestrians in a crosswalk. So we provide refuge for  
8 pedestrians.

9                   GLORIA FREEMAN: Therefore, the vehicle  
10 needs to stop and if you know West Chatham, you know  
11 there will be a backup as a result of that.

12                   We've heard one hopeful remark and that  
13 is that exceptions can be made if the secretary of  
14 transportation signs off. We need exceptions and we  
15 hope that you will help us get them.

16                   Finally, approval of this project has  
17 never come to town meeting. Dan Masurvi brought a  
18 citizens petition to town meeting in 2013 to stop this  
19 design project. In fact, town meeting voted to stop it.  
20 But our officials have never asked the citizens whether  
21 or not they want this project. I suggest to MassDOT  
22 that they ask our town officials to put this project on  
23 the wire on an up or down vote whether or not the people  
24 want it.

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1                   This plan can be likened to Cinderella's  
2 evil stepsister trying to shove her big foot into  
3 Cinderella's tiny slipper. The designers hired by town  
4 officials at huge expense to the taxpayers have to take  
5 private property from our neighbors and from the  
6 businesses that serve our community to try to force  
7 roundabouts into two small an area. And why, because  
8 that is why four of the five selectman wants for  
9 Chatham. Despite almost unanimous opposition from the  
10 West Chatham, businesses and possible harm to the  
11 businesses and the property values, and despite damage  
12 to the resident's quality of life the four Selectman  
13 want it. And they tell us that we will love it when it  
14 comes.

15                   How could we love anything that has  
16 brought such controversy to this town because the will  
17 of the people is being ignored by the majority of the  
18 selected officials. Practically all of West Chatham  
19 stands united in this. I believe if it is the will of  
20 the people than town officials should listen and act  
21 accordingly.

22                   Who says that they know better than the  
23 people who live and work in West Chatham, or who own and  
24 operate businesses there? As you have heard before this

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1 is not a MassDOT project, this is s project of the Board  
2 of Selectman.

3 I would also like to share with you  
4 something that a previous speaker alluded to and that is  
5 the Section 106 Review. In the National Historic  
6 Preservation Act of 1966, congress established a  
7 comprehensive program to preserve a historical and  
8 cultural assets throughout the nation. Simply said it  
9 requires consideration of historic preservation in  
10 projects with federal involvement, such as financing or  
11 licensing. While our tax dollars paid \$382,000 for this  
12 design, we don't like and don't want. The West Chatham  
13 roadway project itself is being paid for primarily by  
14 federal dollars, 80% and 20% by state funds. Of course,  
15 it is all our money but that is the break down.

16 As a result of the 80% share of the cost  
17 by the federal government, the views of the people must  
18 be considered. As I said, it is called a Section 106  
19 Review. The West Chatham Association and the consortium  
20 of businesses in West Chatham have called for a Section  
21 106 review of this project because we believe that  
22 historic properties are being affected, and harmed by  
23 this roadway project.

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1                   Look at the placement of contemporary  
2 roundabouts so close to two of our important historic  
3 structures. The Nathan Harding House, a residence for  
4 Harding family members for hundreds of years. This is  
5 now the Hook Fisherman Alliance Headquarters. The other  
6 historic structure is the Daniel Harding House. First a  
7 residence and then a post office, a grocery store, a  
8 fire station, a gasoline station, and then the Gloved  
9 Salwester (sounds like) where so many people had lots of  
10 good times. Of course, it is now Dunkin Donuts. We  
11 believe that the impact of this project will have an  
12 adverse effect that could diminish the integrity of  
13 these properties and their ability to convey their  
14 significance based on location.

15                   There are other historic structures such  
16 as the recently restored 1736 House believed to be the  
17 oldest house in Chatham. Also, Cynthia Harding's house  
18 and several others right in the middle of the  
19 neighborhood center. Three of these houses were  
20 designated as eligible for placement on the National  
21 Register of Historic Places by our Historic Commission.  
22 They intern were instructed by the Massachusetts  
23 Historical Commission on a completion of needed  
24 documentation. We believe that alternatives to the plan

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1 before us were not properly contemplated in  
2 consideration of West Chatham's historic assets. The  
3 plan before us can change the appearance of this  
4 historic area dramatically and forever. Thank you.

5 TOM CURRIER: The 106 process is under  
6 way. I just want to assure you that that is under way.  
7 All the preliminary paperwork has been filed and it is  
8 part of our permitting process on every project to  
9 evaluate the environmental impacts, cultural resources  
10 on every project we build. So that process is under  
11 way. Yes sir.

12 JEFF FORD: Good evening Attorney Jeff  
13 Ford, F-O-R-D, is the spelling on that. I am here  
14 tonight representing Kimco Realty Corporation who are  
15 the owners of the property which is leased by Ocean  
16 State Job Lot. Just for the record, we also appeared at  
17 the prior Board of Selectman hearing and expressed our  
18 concern then. We don't that there have been some  
19 changes, however as indicated tonight our clients are  
20 still faced with a very big taking as you indicated.

21 With that said they have asked us to  
22 express their concerns once again and continue to  
23 express their objections to the current progress plans  
24 as they make use of land owned by Kimco which results in

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1 the loss of land area, loss of parking, and more  
2 restricted access to their property from Route 28 and  
3 George Ryder Road. And in general a loss of development  
4 right in their land all resulting in substantial damage  
5 to our client. Accordingly, they have asked us to  
6 continue to object to all plans and will oppose any  
7 taking of their land for this purpose. We intend to  
8 follow up with a letter from our clients as well and we  
9 thank you for the opportunity to comment.

10 TOM CURRIER: Thank you.

11 EFFIE CUMMINGS: Good evening my name is  
12 Effie Cummings. You spell that E-F-F-I-E C-U-M-M-I-N-G-  
13 S. I am from Chatham. I graduated from Chatham High  
14 School. I am a Blue Devil, I guess now we are called  
15 the Sharks. I would just like to say that there is a  
16 lot in that report that you mentioned 106, is that it,  
17 Section 106. I don't know. That is probably not going  
18 to make it in there and that is what I would like to  
19 speak to.

20 I have heard many things this evening; I  
21 am coming into this sort of late. I grew up in Chatham.  
22 I have been away for many years. I have lived in five  
23 different states with five different kinds of traffic  
24 circles and rotaries and roundabouts. What I would like

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1 to say is I heard someone say that West Chatham has no  
2 center that is a false statement; Larry's PX is the  
3 center of West Chatham. I also object to the fact they  
4 are going to be taking a lot of parking away from Shop  
5 AHOY and from the plans that I see here I feel is that -  
6 - it's a roundabout how are they going to get a truck  
7 around a roundabout.

8 I lived in Lebanon New Hampshire and in  
9 Lebanon New Hampshire they had a problem with speed by  
10 the elementary school and so they decided they would put  
11 in a roundabout. This roundabout, I own a Toyota  
12 Matrix. It is a very small four-door car and this very  
13 small four-door car, I approached that roundabout at 15  
14 miles-per-hour and there is a big sign that says trucks  
15 can use the apron. That is this bricked in kind of  
16 inner circle on the roundabout. Well, my Matrix went  
17 over the brick part as well. So I am looking at these  
18 roundabouts and I am not an engineer but we already had  
19 a truck flip over on George Ryder Road, very recently.  
20 I would like to see a UPS driver go around that. Not  
21 only that look at the grid box with all those diamonds  
22 on it, do you really want New York City in West Chatham.  
23 Don't block the box. Shame on you. Shame on you. This  
24 is Chatham.

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1           The other problem I have is the state has  
2 declared we shall not have a seasonal signal. Though  
3 shalt not. This is the State of Massachusetts. I  
4 object to that. I object to the fact that we are a  
5 unique community with unique needs. If we can't get a  
6 waiver for a seasonal signal and that is just off the  
7 board for consideration why are we so stuck in this  
8 mindset. That seems really small-minded to me. I think  
9 people need to get out of this one size fits all. That  
10 has always been our problem.

11           There are three states in the State of  
12 Massachusetts there is the Commonwealth of Western  
13 Massachusetts, there is Boston, and then there is the  
14 Commonwealth of Cape Cod. I think the Commonwealth of  
15 Cape Cod deserves a chance to contemplate a seasonal  
16 signal at Barn Hill Road or George Ryder Road, for that  
17 matter.

18           I really hope that some of our comments  
19 are taken into consideration as you go along with your  
20 design project. I disagree that many of the historic  
21 aspects of West Chatham are not being considered. I  
22 also think that it is a great thing to try and get  
23 people on biked to Hardings Beach but what is the cost.  
24 What is the cost? Is there some other way? Make an

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1 underground passage. I don't know but getting people on  
2 Route 28 with bicycles, I can't say that I can encourage  
3 that because if you are not going to Hardings Beach  
4 where are you going? You are going down Route 28, past  
5 the Avenue, up to where Fancy's Farm Market used to be  
6 and a long time ago, it was a corn field. What I am  
7 saying is you can't have bicycles everywhere.

8 I know people think it is some sort of  
9 mandate but again, the Commonwealth of Cape Cod needs to  
10 look at its specific needs. We are old towns with old  
11 roads that are very narrow. You are asking your  
12 neighbors to give up thousands of dollars' worth of  
13 property to accommodate your bicycles. Well guess what,  
14 have them go down Old Queen Ann Road or some other place  
15 don't send them down Route 28. Don't send them down 28.  
16 Thank you very much.

17 TOM CURRIER: Thank you. We have plenty  
18 of time left. Yes sir.

19 UNIDENTIFIED SPEAKER: You said 3 AM.

20 TOM CURRIER: 3 AM, I'm holding to it. I  
21 will go to 4 AM.

22 RONALD RUDNICK: Good evening, my name is  
23 Ronald Rudnick, R-U-D-N-I-C-K. I have been listening  
24 for a couple of years on what is going on here. Our

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1 company has a lot of property in this area. Our company  
2 has a lot of apartments. We own just -- if you can go  
3 to Barn Hill there. We have the Rochette property we  
4 have nine properties on that side. Across the street,  
5 we own the motel across the street from that. We own  
6 Dunkin Donuts and behind Dunkin Donuts, we have another  
7 apartments. I think we probably have 30, or 40, maybe  
8 50 people that live here. So when I hear about three  
9 people, five people that live in this area I get a  
10 little upset because we represent maybe 50.

11 My biggest concern is safety. We have  
12 children. We have young families. They are not rich  
13 people that live in these apartments. We have people in  
14 wheelchairs. Two of our tenants have wheelchairs that  
15 we build access for. You probably see them go up and  
16 down the street. My concern is safety. I think that  
17 this is a good project. I think that slowing the  
18 traffic down will get the people that we represent to go  
19 shop in the stores and they live there. These people  
20 live right there. I think we represent more people that  
21 live there than any other people in this room. Our  
22 concern is safety. I am all for this project. Thank  
23 you very much.

24 TOM CURRIER: Thank you. Yes sir.

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1                   DOUG MESERVEY: Doug Meservey, Meservey's  
2 Hess Town of Chatham, M-E-S-E-R-V-E-Y. We have been  
3 listening to this a lot. My father has been very  
4 involved in this process. I can't say that I feel  
5 exactly the way he does about this. I have an open  
6 mind. I am obviously a lot younger than he is and can  
7 experience a lot more business in this part of town in  
8 the future.

9                   I think it is a great thing that you guys  
10 want to invest in West Chatham, but I think at the same  
11 time that you are investing in West Chatham you have to  
12 also consider that all these businesses that have been  
13 suffering in West Chatham, through a sewer project, and  
14 through all these other things are going to have a real  
15 difficult time figuring out how to keep their business  
16 operating during the construction phase of a spring, a  
17 fall, and a spring and a fall.

18                  TOM CURRIER: Probably just a spring  
19 fall.

20                  DOUG MESERVEY: You said two  
21 construction seasons.

22                  TOM CURRIER: Right, spring fall.

23                  DOUG MESERVEY: Spring fall, so you are  
24 going to get this done in one year.

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1           TOM CURRIER: Essentially, substantially  
2 done in one year. It might be a following landscaping,  
3 hydro seeding, that kind of stuff.

4           DOUG MESERVEY: Throughout this process  
5 of the shutdown in the summer time what is that roadway  
6 and that stuff going to look like when it is halfway  
7 done?

8           TOM CURRIER: I would advise you to look  
9 at all the other roadwork we have done on the Cape. We  
10 are doing a lot of work on 28 or 134. We've done two  
11 intersections in Falmouth not long ago. We did a  
12 roundabout -- they love it now. They were suing each  
13 other two years ago. Edgar Town was suing Oaks Bluff.  
14 You would have thought we were building a nuclear waste  
15 dump. You know what, they actually did come up and  
16 apologized for their crazy negative reaction at the  
17 beginning of the project before we started building it  
18 and apologized because they love it now.

19           DOUG MESERVEY: Well, I have to admit we  
20 had some -- I haven't spoken with you but I have spoken  
21 with Joe many times and he addressed a lot of concerns  
22 that I had for our business. Initially this rotary was  
23 west of where it's current position is and there they  
24 wanted to encroach onto our property with the stone wall

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1 and the gas tanks and so forth. We had a meeting  
2 discussing about our concerns which a lot of these  
3 things you addressed but at the same time a lot of  
4 things in here aren't really addressed. Like the  
5 opening that is to our business there in the front is  
6 considerably less than what it is now.

7 Now when we built this station back in  
8 1990 our plan was to have two openings in there that  
9 currently exist and two curb cuts that were there. The  
10 officials from the state came back at that time and  
11 opened up that entrance and just had one entrance.  
12 Seeing that there was going to be less curb cuts and it  
13 would be a lot safer for us to get in and out. We have  
14 a tractor trailer that comes in and it is roughly  
15 sometimes depending on which truck is pulling it could  
16 be 60-feet long, could be 68-feet long. I have a  
17 tractor trailer that we do our race cars with that is  
18 75-feet long. Different wheel basis and so forth that  
19 is going to go through here.

20 Now in your current configuration I think  
21 it is just stripping on that center island before it  
22 gets to our entrance from the west side.

23 TOM CURRIER: That's correct.

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1 DOUG MESERVEY: So you know, there is  
2 some room there but in consideration of that opening it  
3 looks to me like the east side of that opening has been  
4 closed up probably about 20 to 30-feet. Right there,  
5 right?

6 TOM CURRIER: We will give you the  
7 opening that you are permitted for and we will work with  
8 you to make sure that all your vehicles can get in and  
9 out.

10 DOUG MESERVEY: That's a major concern.  
11 This being said we all appreciate the fact that we want  
12 to do more business here in West Chatham but the fact is  
13 when you do this it is going to affect those people that  
14 are supposed to be excited about this coming down the  
15 road. So maybe there has to be some consideration put  
16 into making sure that these people that have worked  
17 there and have owned these businesses can go through  
18 this construction process.

19 Maybe in this budget that there is some  
20 consideration for some of the people that are going to  
21 lose money in this construction phase. Such as when  
22 they did the Big Dig and there was people affected by  
23 things. Now this is a big thing for Chatham. I know  
24 this may not concern you but it concerns me.

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1                   TOM CURRIER: It concerns me too. I am  
2 your project manager.

3                   DOUG MESERVEY: To be able to survive  
4 because if this is going to happen in West Chatham and  
5 we are going to see this improvement we all want to make  
6 sure we are going to be there for it when it gets here.  
7 So that is something that is very important.

8                   I have to say that listening to everybody  
9 talking here there has got to be a little more  
10 consideration for people's opinions and where they  
11 stand. You don't always understand where these people  
12 are coming from and to hear remarks from the crowd that  
13 would make this person not feel so good about what they  
14 are saying, or being rude to them I just think that in  
15 this Town of Chatham that is not Chatham. We have all  
16 worked together here for years and worked in Chatham and  
17 to have that kind of rude behavior in my opinion --  
18 everyone has a point to make. It needs to be considered  
19 that these people are serious and they are concerned.  
20 We are concerned about what is going to happen to West  
21 Chatham.

22                   My father has put many hours into this.  
23 Talking to people, he is a former selectman in this  
24 town. He has been in business since 1939 in this town.

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1 This sewer project scared us. We were told; hey, it's  
2 going to be fine. We are going to make sure traffic  
3 goes back and forth. It's going to be great. We lost  
4 hundreds of thousands of dollars. Hundreds of thousands  
5 of dollars. It needs to be considered that through this  
6 process a lot of people are going to suffer. So we need  
7 to make sure there is an emphasis put on how that is  
8 controlled and how that is managed. It wasn't managed  
9 too well before and we can't afford -- now right after  
10 this we are going to have to go through all this  
11 resurfacing of Route 28 because --

12 TOM CURRIER: This will be a brand new  
13 road.

14 DOUG MESERVEY: Well, this would be a  
15 brand new road but they are also going to go and  
16 resurface all of 28 after the sewer project there is  
17 going to be just this corridor is going to be repaved  
18 but they have to go through and redo all this. So there  
19 is another construction phase that we have to face  
20 shortly after this one is done.

21 TOM CURRIER: You must know something I  
22 don't know about the resurfacing schedule and  
23 maintenance projects. District 5 doesn't know anything  
24 about it either.

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1                   DOUG MESERVEY: It wasn't said that the  
2 state has already planned to repave after --

3                   TOM CURRIER: We have a regular  
4 resurfacing schedule for all our state highways. I'm  
5 not sure what the next pavement resurfacing project is  
6 on Route 28. This road will be brand new when we are  
7 done. I do want to -- I understand your concerns.  
8 Construction is tough with businesses and you've got a  
9 three-month shot you have to maximize and then the rest  
10 of the year you kind of survive. I understand that.

11                   The sewer project was a locally  
12 administered project. It was a deep cut. That sewer  
13 pipe was deep and it was right down the middle of the  
14 road. This is basically moving some curbing around,  
15 taking off the old surface, putting down a new surface,  
16 probably done at night. The severity of the  
17 construction is much less to do this project than it  
18 would be to drop a sewer 12-feet under the road. It  
19 will be administered by MassDOT. MassDOT certified  
20 contractors will build this. They are used to working  
21 with us. We've got some great contractors down here.  
22 Landers, Lynch these people do work for us all the time  
23 and they have been really good.

24                   DOUG MESERVEY: Chris --

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1                   TOM CURRIER: Chris, yes I have worked  
2 with him personally. They are all great and they know  
3 how to work with us and we have a great construction  
4 administration staff in our district office. We have  
5 worked here for decades. We will make it happen as fast  
6 and the least inconveniences humanly possible.

7                   DOUG MESERVEY: Now on those curb cuts is  
8 that something that is going to be added in at the 75%  
9 stage?

10                  TOM CURRIER: We want to work with you  
11 guys, yes. We will work with you through the next  
12 iteration of the plans to appear will reflect any  
13 changes we make based on the input from everyone. So  
14 I'm not letting the crowd design the job but we have  
15 Howard/Stein-Hudson professional engineers to design the  
16 job but we want to make sure your business can operate,  
17 the vehicles that you use to deliver your fuel and the  
18 other vehicles.

19                  DOUG MESERVEY: The airport has got a  
20 fuel truck that needs to get in and out of there. My  
21 uncle does a towing truck business.

22                  TOM CURRIER: We don't want to design  
23 something that won't work for you.

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1                   DOUG MESERVEY: That is our main concern.  
2 I just think it is interesting that this meeting was  
3 meant to be here to let everyone know in the DOT or the  
4 people that oppose this project to be heard and that you  
5 guys were going to heed to the word of the people. But  
6 it doesn't seem like that. It seems like it is just a  
7 continuation of this.

8                   TOM CURRIER: We are here to present this  
9 project. It is a preliminary design stage, 25%. This  
10 is what we got to show you tonight. We want to hear all  
11 your comments, criticisms, suggestions. You made a good  
12 one about your curb cut. We will look into that. We  
13 will find out what you are permitted for. Find out what  
14 your vehicles need and we will make it right.

15                   DOUG MESERVEY: Excellent. Thank you

16                   TOM CURRIER: It might be right right  
17 now, it might not be but we will make it right and that  
18 applies to all the businesses, and curb cuts on this  
19 stretch of roadway.

20                   DOUG MESERVEY: Delivery is an issue.

21                   TOM CURRIER: We don't provide unlimited  
22 width curb cuts for obvious reasons because it is an  
23 unsafe condition. People need to know where the cars

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1 are coming and going. You can't just come anywhere.  
2 That is a dangerous situation.

3 DOUG MESERVEY: Exactly, we just need to  
4 make sure that these deliveries, you know, if this is  
5 going to be where it's going to be busier and it is  
6 going to be stacked up traffic back and forth I find it  
7 really hard to understand how these trucks are going to  
8 get in and out of places like D'Angelo's.

9 TOM CURRIER: I live in Norfolk. There  
10 is a gas station on one of the roundabouts in Norfolk.  
11 They love it. The fire department and the police  
12 department are about an eighth of a mile down one leg of  
13 the 115 and they would have told you 15 years ago, no we  
14 didn't like it. We didn't want it to go in. You go  
15 talk to them now, there hasn't been an accident in  
16 Norfolk at that intersection since that roundabout went  
17 in. All the emergency and public safety vehicles get  
18 through there with no problem.

19 DOUG MESERVEY: Like I said, we  
20 appreciate that money is being spent in West Chatham  
21 that they want to look at improving West Chatham. But  
22 let's just make sure that those people that are there  
23 right now surviving can survive this process and be

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1 there to see a benefit if that is in fact what is going  
2 to be. It needs to be considered.

3 TOM CURRIER: That's a good point.

4 DOUG MESERVEY: All right. Thank you.

5 BILL TUXBURY: Doug made a point of the  
6 roadway and he is right. I was at one of the NPO  
7 meetings. I talked to Pam Hazner and she said it was on  
8 the schedule for the spring because obviously Route 137  
9 and Route 28 is horrendous road. You are taking your  
10 cars shock absorbers at risk going through the area and  
11 that road has to be repaved. Hopefully that is it. We  
12 would like them to do more because one side of the  
13 highway on 28 is really rough coming into West Chatham.  
14 So the punt being, well that is the point its needed.

15 TOM CURRIER: Yes, it is a regular  
16 process.

17 BILL TUXBURY: I think it should be in  
18 the schedule based on her comments to me.

19 TOM CURRIER: It's a maintenance thing.

20 BILL TRAVERS: Not that I am aware of.

21 TOM CURRIER: Bill is in our District 5  
22 Office and he is not aware of that. As soon as we close  
23 we can get back into it, Steve, if you want to.

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1                   STEVE BUCKLEY: I would rather have an  
2 open conversation not chitchat back channel stuff.

3                   TOM CURRIER: Well it's an esoteric point  
4 of our design manual guidelines that you are referring  
5 to and you bring this up at every public meeting. We  
6 disagree. Can we agree to disagree?

7                   STEVE BUCKLEY: At every public meeting.

8                   BILL TUXBURY: I didn't hear your  
9 response to that. You said the spring?

10                  TOM CURRIER: Bill works in that District  
11 Office --

12                  BILL TUXBURY: Bill Travers, yeah, I met  
13 you before. She said it was scheduled for the spring.  
14 She knew how bad the road was.

15                  BILL TRAVERS: There is no funding for it  
16 at this time. We've had projects in the past where we  
17 wanted to come in and resurface and do a project, put  
18 that on hold. We've just been waiting to get funding  
19 for it. Right now there is no funding for that.

20                  BILL TUXBURY: Okay.

21                  UNIDENTIFIED SPEAKER: Yet there is  
22 funding set up for this project though?

23                  BILL TRAVERS: Yes.

24                  TOM CURRIER: Yes sir.

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1                   ROBERT CUMMINGS: Robert Cummings, C-U-M-  
2 M-I-N-G-S. Its family night, thank you. My wife spoke  
3 earlier. I have a question that arises from your  
4 presentation and that is you originally said that 45  
5 miles-an-hour on a curve is not going to be acceptable.  
6 How low are you going to knock the road down to make it  
7 flat? Another words, I'm Seaquanset Ave am I going have  
8 to come up hill from 28. What is the apron going to be  
9 like?

10                   JOE SANCLEMENTE: We are going to try to  
11 reduce the --

12                   ROBERT CUMMINGS: That is what I am  
13 asking.

14                   JOE SANCLEMENTE: -- and try to bring  
15 that down.

16                   ROBERT CUMMINGS: What is the elevation  
17 going to be? How much are you cutting it down, 2-feet,  
18 3-feet? How far does that road have to go down to be 40  
19 miles-an-hour?

20                   JOE SANCLEMENTE: Right now, it is at  
21 about 5 ½ percent slope going around the corner.

22                   ROBERT CUMMINGS: Well, I don't know that  
23 from anything. How many feet?

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1                   JOE SANCLEMENTE: I can't give you the  
2 feet.

3                   ROBERT CUMMINGS: I don't have my  
4 engineering computer with me.

5                   TOM CURRIER: We can go through that with  
6 you.

7                   DAN NELSON: It is about a foot.

8                   ROBERT CUMMINGS: It's about a foot.

9                   DAN NELSON: Its goes from a 6% grade to  
10 a -2% grade.

11                  ROBERT CUMMINGS: So that means that  
12 Seaquanset when it comes down to 28 is going to go down  
13 a further foot.

14                  TOM CURRIER: We will re-grade the  
15 necessary chunk of Seaquanset Road.

16                  ROBERT CUMMINGS: I saw that you have the  
17 colored diagram on the handout and it comes up  
18 Seaquanset a little bit.

19                  TOM CURRIER: Yes, that is so we can  
20 rework the grade so it works.

21                  ROBERT CUMMINGS: Okay.

22                  TOM CURRIER: So it meets the new --

23                  ROBERT CUMMINGS: Well, I just had that  
24 question because I hadn't thought of it before. If you

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1 are going to lower the road what is it going to do to  
2 the rest of the world? Okay. Thank you.

3 TOM CURRIER: And all the curb cuts.  
4 Everything will end up working.

5 STEVE BUCKLEY: I have a quick questions?

6 TOM CURRIER: Yes.

7 STEVE BUCKELY: Complete streets, is that  
8 going to be -- any work that is done on 28 anywhere that  
9 is the ultimate goal.

10 TOM CURRIER: Yes. Any road that we work  
11 on.

12 STEVE BUCKLEY: Any road you work on. So  
13 like Jackknife Cove, the work that is being done on that  
14 for the new culvert going over -- right at the Chatham  
15 Harwich line on Pleasant Bay.

16 TOM CURRIER: I believe yes that's the  
17 case. We try and achieve that standard every time.

18 STEVE BUCKLEY: So bit by bit it's all  
19 going to look like this, generally speaking.

20 TOM CURRIER: Well, we try to include  
21 pedestrian and bicycle accommodations along with  
22 vehicular accommodations on any road we work on.

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1                   STEVE BUCKELY:    So generally speaking  
2 this design for West Chatham was something we will see  
3 generally speaking throughout Route 28 in Chatham.

4                   TOM CURRIER:    Yes, if we are doing a  
5 federally funded project.

6                   STEVE BUCKLEY:    Which is not unusual.

7                   TOM CURRIER:    That is the only kind of  
8 roadway project; well we do some 100% state funded.

9                   BILL TRAVERS:    Even state funded we are  
10 required to look at complete streets and try to  
11 implement as much as possible even under state funded.

12                   STEVE BUCKLEY:    And the Section 106, I  
13 know it's possible for regular people to become a  
14 consulting party. I know Mr. Myers, I told him how to  
15 do that and so he became a consulting party on the  
16 Mitchell River Bridge.

17                   TOM CURRIER:    Okay.

18                   STEVE BUCKLEY:    No special standing or  
19 anything just a very interested person can apply to be a  
20 consulting party. So how is it -- you said the process  
21 is going on but how does someone jump in as a consulting  
22 party now? How is it -- is it at the beginning, at the  
23 end?

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1 TOM CURRIER: I can try and find that out  
2 for you. We will talk. Why don't we email each other  
3 and I will try and -- I will ask someone.

4 STEVE BUCKELY: I am trying to let people  
5 know that virtually anyone can join as a consulting  
6 party under the conditions.

7 TOM CURRIER: Anyone can join, according  
8 this gentleman.

9 STEVE BUCKLEY: Yup, just ask George  
10 Myers.

11 TOM CURRIER: Okay. Anybody else. How  
12 about this guy in the back you look like you have some  
13 opinions.

14 UNIDENTIFIED SPEAKER: I was heading out.

15 TOM CURRIER: Okay, fair enough. If you  
16 don't want to come up to the podium, I know this can be  
17 intimidating, don't hesitate write down your thoughts  
18 and send them in.

19 All right lets close it officially but we  
20 will stay here to banter about any points you care to  
21 talk about as long as they are related to the project.  
22 I am officially closing the formal part of our here at  
23 10:21 but we will remain here as long as you want to

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talk about the project. We have the right of way plans  
over here if you want to take a look at them.

(Whereupon, the proceedings were concluded on  
February 19, 2015 at 10:21 p.m.)

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C E R T I F I C A T E

I, Tammy A. Hillery, do hereby certify that the foregoing record is a true and accurate transcription of the proceedings in the above-captioned matter to the best of my skill and ability.

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Tammy A. Hillery

\*\* All names not provided were spelled phonetically to the best of my ability