
To: Terry Whalen, AICP
Principal Projects and Operations Administrator

Date: December 8, 2015

From: Elizabeth Flanagan
Howard Stein Hudson

HSH Project No.: 2013136

Subject: Town of Chatham
Chatham Route 28 at Crowell Road Intersection Project
Chatham Town Hall Annex
Meeting Notes of June 22, 2015

Overview

On June 22, 2015, the Chatham Route 28 at Crowell Road project team facilitated the project's first public information meeting. The meeting was held at the Chatham Town Hall Annex and was attended by over 30 local stakeholders and residents. The main purpose of the meeting was to introduce the public to the project scope and team with an opportunity at the end to solicit questions and comments.

Joe SanClemente of Howard Stein Hudson started the meeting with a presentation providing an overview of the project history, existing conditions, and previous design options that were considered in 2009/2010. A short video compiled from many hours of footage at the Crowell Road/Main Street intersection was shown, which highlighted areas of conflict for drivers, pedestrians and cyclists. Following the presentation, the meeting was opened up for questions and comments from the community.

Generally, the tone of the meeting was one of engagement, with many meeting attendees making recommendations and asking about ways to be further involved in the concept design process. In particular, requests were made that multiple options be developed and presented as the project moves forward so that the public can compare alternatives. Illustrative of this fact is that a discussion weighing the merits of maintaining a signalized intersection or considering a roundabout had already begun among community members prior to the public launch of this project. Other key talking points were a desire to improve pedestrian accommodations and to carefully consider the different types and destinations of traffic, as the area has both residents and a large tourist population in the summer. The meeting ended with an assurance that this is just the beginning of the process and there will be many opportunities for feedback and input as the conceptual design process proceeds.

Detailed Meeting Minutes¹

- C: Terry Whalen (TW): Good evening. Thank you for taking the time to come out tonight. I'm Terry Whalen the Principal Projects and Outreach Administrator with the town of Chatham and Project Coordinator for Crowell Road Route 28 Main Street Intersection Project. Tonight we're here following up earlier activities on the project, entering the very beginning of the project design phase. Tonight we'll have a presentation from the town's consultant Howard Stein Hudson, Joe SanClemente, looking at project history, existing conditions, data collection and preliminary evaluations of information collected, survey data. We're moving from earlier discussion of concepts working towards proposals to consider by the Board of Selectmen for continuing in the MassDOT Transportation Improvement Program for funding and construction as we move forward. Joe will wrap up talking about next steps and what's going to happen in the process and we'll have ample time for questions and answers. This is an opportunity for input at the ground floor. Thank you all for being here on such a lovely night.
- C: Joe SanClemente (JS): Thank you. I'm Joe SanClemente, I'm a Transportation Engineer with Howard Stein Hudson. I'm here with Nate Curtis who is our public involvement specialist. Our goal is to cover project history, talk about existing observations, which are ongoing, and talk about prior planning processes and then next steps. The intersection we're talking about tonight is Route 28/Main Street, Crowell Road, Queen Anne Road, and Depot Road. This is a crucial intersection for anyone coming to or leaving Chatham. A lot of traffic does bypass downtown using Crowell Road. Route 28 and the signal are state owned and maintained by MassDOT. Everything else is town owned. Here's an aerial image of the intersection with the Chatham Village Market, CVS, the post office is nearby. This is a very busy market plaza with one point entrance from the signal and the exit to Queen Anne Road. It has an interesting geometry. The Cumberland Farms, as I understand it, will be moving towards downtown but we're working to learn more about this parcel.

This intersection was identified in the town's comprehensive plan in 2003, which outlined that the town should work with the state highway department, which is now the Massachusetts Department of Transportation (MassDOT) highway division, to improve Route 28 to enhance safety, improve bicycle and pedestrian conditions, improve drainage and look at vehicle access for adjacent parcels. After 2003, the town hired a consultant in 2009 and 2010. There were some public information meetings done and some concepts were developed based on some limited data. There were four or five alternatives shown, including a roundabout alternative and a signal alternative, and I'll talk about them in a little bit. The project was initiated as a MassDOT potentially funded project for 2013. It's slated for potential construction as part of the state's Transportation Improvement Project for 2019. Currently, the town is funding the design and the state has set aside some money for construction. It gives us two or three years to get through the design phase but there is money at the end of the road.

¹ Herein "C" stands for comment, "Q" for question and "A" for answer. For a list of attendees, please see Appendix 1. For copies of meeting flipcharts, please see Appendix 2.

Over the past year, we have done traffic counts for all modes, including the driveways. We did the counts in late June 2014, and again in the third week of August last year and we'll keep doing observations over the next several months as we work on concept design development. We did abutter outreach meetings. On June 10th, Nate and I made an effort to speak to all the land and business owners directly abutting the project: Chatham Village market, Cumberland Farms, CVS, and Kinlin-Grover. Over the next few weeks we will have more meetings and phone calls to learn how the businesses owners, customers and land owners use these parcels, how they come, whether it's by foot, car, or bike, and then how do delivery trucks come, when they come, and how they get in and out, which will impact our geometry. We want to make sure we can accommodate all the different users that are out there. I have some photos to show you and I'll walk you through them quickly to leave time for Q&A. I want you hear your direct observations about what it's like, winter at 2AM, or Saturday in the summer so we don't miss anything.

This is a view of Main Street/Route 28 eastbound, on a Saturday in August around midday. This seems to be pretty typical of the busy period. This queue is about 600 feet long which can get back to Agway or even past that. You'll wait for multiple cycles to get through. Sometimes you can get through quickly, depending on whether someone is taking a left up at the intersection. The main issue I see here is that there is no dedicated left turn lane, so as soon as you get someone turning left, the queue builds very quickly. There are multiple signal indications as you approach the intersection which are blocked by trees, as you get into the bike turn lane, and there's confusion for motorists going east as to whether there's a right turn or a through movement. There isn't a 'no turn on red' situation so people tend to just go through it. It's unclear what you're supposed to do there. There's minimal way finding. There's a downtown Chatham sign, but there's no real signage to guide you.

Here's an aerial view, Crowell Road is north-south on the page. The east bound right onto Queen Anne Road operates pretty quickly. We met earlier this month with MassDOT, police, fire, department of public works and planning, and the Police Department pointed out that as vehicles are coming down Main Street making a left turn coming down the hill to Chatham Village Market, there's a potential conflict with someone making that right turn. Everybody has a green light, but nobody knows who is supposed to yield or has the right of way. As that vehicle enters into the market there's potential for conflict with someone coming from Cumberland Farms. There's not much to slow someone down or indicate what you're supposed to do there.

The other interesting thing is the islands in there; Queen Anne Road, which is the northbound approach, and Crowell, which is the southbound approach, don't line up. Both people get the green light at the same time. Typically there'd be a 'left turn yield on green' sign but there is no such sign there today. Drivers seem to think other cars won't be going because the intersection is so offset. We see situations where two left turners can't get around each other because of the off-set and the islands pushing you away from Queen Anne Road. Depot Road you can turn into but not out of- it's a right turn only. There is a very large right turn approach from Main Street onto Depot Road. We have very low volumes making that right. The Chatham Fire Department needs this space to get out to West and

South Chatham. They really don't like the islands which slow them down. This is a look northbound from the Chatham Village Market/CVS driveway. The Chatham Village Market folks told us that the 'do not enter' signs have multiplied because people sometimes try to exit at that location even though it's marked pretty well.

I want to point out the steep grade coming out of Queen Anne Road and a tight turn coming out of Queen Anne Road to route 28 which makes acceleration into the intersection hard. Here we're looking westbound to show conflict with turning vehicles. There are no dedicated turning lanes on Route 28 so you wind up with queuing in the westbound direction towards the post office in the summer time. Looking down the hill westbound on Route 28, this is a shorter queue. At busy times it extends back to the post office. One signal head blocks the view of the signal on the opposite side. There's no sidewalk on the south side of the roadway and no bicycle accommodations. There's just a shoulder. We saw quite a few cyclists, but there's nowhere for them to be.

There's the view out of Depot Road, there's the very small island that makes life hard for the Chatham Fire Department. The pedestrian conditions are one of the major issues out here. There are striped crosswalks at several of the approaches, but no push buttons, no curb ramps or pedestrian heads so there's an accessibility concern. You're really just running across the roadway and hoping for the best. Looking south from Crowell Road, you have way-finding from one approach but not from Route 28 which isn't much help for out-of-town folks on Route 28. You can actually see the Route 28 eastbound signal so you can see both signals at the same time and that could cause some confusion and is a safety concern.

The equipment appears to be over 40 years old with minimal upgrades. The pavement does have some condition issues; there's some cracking and it's deteriorating. The cycle conditions are very limited. On the left-hand side we saw a cyclist heading towards traffic in the one foot wide shoulder. We saw one person walk across the intersection because they didn't know how to approach it. I've included a map of the bicycle network. Crowell and Queen Anne Road have on-road bicycle signage and provide the loop through downtown. The Old Colony rail trail directs people to Depot Road by some back routes, but we do have cyclists that need to be accommodated and currently the network for them is limited.

I will post the traffic data online, but here's the graph. This shows volumes over 24 hour periods on Route 28. This was done on the third Saturday in June and it has a Thursday too. The two lines to look at are the black line and red line. Volume is on the left-hand side and time is on the bottom. Volumes don't change much between weekday and weekend. As soon as you get up to 7 or 8AM, it's pretty busy. Usually there are distinct peaks for intersection traffic but we're seeing that it's pretty busy throughout the day without having any real drops or spikes. It may have to do with the location of the intersection within greater Chatham- it's an important intersection with a lot of people from town and from out of town needing to use it. We did collect speed data. Posted speed limit is 30mph; we didn't see speeds much higher than that, but there's so much volume you can't really speed out there and we didn't even see that late at night or early in the morning. These will be available online or I can walk you through. I have all the turning movement volumes for a one hour period in June and again in August to show a

comparison and what we found is that June and August were very similar with most traffic on Main Street, about 60 to 70 cars turning onto Crowell Road. There is definitely some demand for the left turn onto Crowell Road, which could be people bypassing downtown. Volumes are pretty low on Queen Anne Road and very low on Depot Road. This graphically compares June and August. I totaled up traffic by approach. Route 28 EB was 668 cars in June up to and 697 in August. It's rare that we get counts this close a few months apart but it shows that there are very steady volumes, probably year-round. In terms of pedestrian volumes we looked at how many people crossed the intersection during a one hour period on a Saturday in June and August. In general we're seeing about 30 to 40 people crossing on each leg of the intersection which is pretty substantial considering that you don't actually have a button to push to cross. Bicycle volumes for June and August are 5 to 10 bicycles an hour in each direction on Route 28 but again bicycles are on every road except maybe Depot Road and this is with very limited bicycle accommodations.

We worked with Police Department to get detailed crash reports to see how we could fix things. There were about 30 crashes in 6 a year period. We found that there is an elevated crash rate for the intersection with .89 crashes per every million vehicles to enter the intersection. This is above average for this district. Each number correlates to a crash and each arrow correlates to a crash type. So this double arrow indicates a rear-end crash and we see those clustering on Route 28. We try and see noticeable patterns but here we do see a wide spread of a variety of types of crashes and that's down to motorist confusion navigating through the intersection. We have some pedestrian and bike crashes and where a pedestrian or cyclist was hit by a car. Outside of this data, there was a pedestrian crash 6 or so years ago over by the meeting house which resulted in a fatality before pedestrian conditions were enhanced at that location. A lot of people do park at Chatham Village Market and then go to services at the meeting house. That's a tough place to cross, especially for vehicles if they are going fast, to see people in that cross-walk.

We conducted a new land survey to understand where the highway layout is, where the town layout is, what the property lines are, what the terrain is which makes things challenging, and then the state right of way. We have a fair bit of right of way on Route 28 to add things, but then Queen Anne Road and Crowell road are more limited; there's not a lot of real estate and it's a little bit tighter which will be a challenge as we look at opportunities to address existing issues.

Now a brief video: most counts are done nowadays by video to help us understand things better and know we counted right. We cut this minute and a half out of several hours of video to help visualize what is happening out there. This is from midday on a Saturday in August. This is looking eastbound towards downtown. Route 28 has a signal phase and then the side streets. This video is not slow motion. Everyone is going really slow; there's a lot of hesitation and it's like the intersection is un-signalized. The light is just about to change for Crowell Road and Queen Anne Road and the turning is very slow. When we run the volumes, this intersection should technically operate really well, but the islands and signaling are confusing plus the terrain all contribute to queuing. Here's a pedestrian trying to cross, and this vehicle doesn't stop for them and this other car doesn't stop either. It takes a

few cars and you can see the ripple effect with just one car stopped. Now watch this crash. The car as it approaches the intersection pumps his breaks, thought he maybe had enough time to pump his breaks and then decides he doesn't and speeds up. There was miscommunication there. Here's a dog walker having a tough time getting across the western approach. We saw cars making the left turn into Cumberland Farms causing congestion as they turn in.

With that, let's go back to 2009/10 when the town did engage a consultant to come up with conceptual designs. They had fairly limited data; some traffic counts, some observational data; they didn't have a survey at the time. I want to walk through some of the options they presented in light of our new data. There were a couple roundabout or signal options. These are not what we're proposing; we're revising what was done before.

This is a roundabout design; it had a very large diameter, maybe 160-170 feet across. If you go to Harwich, that's 120 feet in diameter. This is very large and it lacks deflection. The connection on Route 28 is almost at a tangent angle which doesn't really slow down the vehicle as it enters the roundabout. A modern roundabout would direct you towards the center island to force you to slow down. These are designed for a higher speed and are very large. This one proposes closing the Chatham Village Market driveway. These were probably done before the Chatham Village Market was renovated. This is the cemetery driveway. What a roundabout does is allow you to add another leg to the intersection and you get full access to Depot Road. This would give the Chatham Fire Department the ability to get in. Right now the signal really can't handle having lefts coming out of Depot Road. To add another phase wouldn't work well.

Alternative 2 is very similar, but there's a bigger apron and no geometric changes. This is the signal Alternative 1 option which closes Depot Road. Speaking with the Fire Department, they are very concerned about this option because they would lose direct access to South and West Chatham and based on that I don't see this as viable. The added turning lanes are proposed on Crowell and Queen Anne Road, but nothing for Route 28. But our preliminary analysis shows that turning lanes are really needed on Route 28 which is where we also luckily have space. Right of way is very limited on Queen Anne Road and Crowell Road and I don't see the side streets getting as much benefit from turning lanes as you would on the main road and the right turn onto Queen Anne Road isn't resolved. Signalized Alternative 2 is a one-way Depot Road away from the intersection. With more roads leading to a traffic signal, the signal's efficiency is reduced which was probably their thinking. Operationally this works but functionally it isn't going to work for the fire department and the lane configuration is not what we'd recommend. They also proposed 3 lanes for the eastbound approach, which I'm not sure is necessary, but it does remove some of those islands. As we keep gathering data we'll build off these and listen to you so that we're not missing anything and continue to talk as we develop concepts.

Next steps: continue making observations, we'll continue to talk to you and especially to landowners and abutters and understand their individual needs for this location, develop a concept and go over all the data we've collected over the summer, in the fall, come back to the Board of Selectmen and give you a potential recommendation. Please do sign in with your email address. We're building a stakeholder

database where we will continue to provide email updates to everyone who has signed up. Feel free to pass along our information to anyone interested. In the next week we'll launch our project website where we'll post meeting materials and future materials and minutes etc. I'll leave this up so you can speak with either me or Nate. We'll email this all back out to anyone who signs in. With that we can move on to questions and comments.

Question and Answer Session

C: Seth Taylor (ST): One of the things I hope you will spend some time thinking about is to expand beyond the intersection to understand what generates the traffic that goes into that intersection. In July and August the flow is eastbound on rainy days when tourists want to come downtown and go shopping rather than go to the beach. That's not our principal concern. Think about year round residents or folks that reside here for an extended period of time, business owners and abutters and realize what this intersection does. You can't get out of the high population part of the town, "the Neck," into the village. Your only choices are to go out Shore Road and keep going as it merges to Orleans Road if you want to go to Orleans and then catch Old Comers to head over to 137 and off to Hyannis. The Shore Road escape is extremely limited in the summertime because there is so much tourist activity and around the Chatham Bars or the fish pier it's a bad choice for people trying to get out of there and go someplace else. Principally that would be Orleans or further up the Cape to the highway. That means either going through 137 if they're from South Chatham or West Chatham, this part of town, the Neck and the Village, they funnel into the rotary and go up Old Harbor Road and out Orleans Road or, more often, they travel across Crowell Road take a left past the cemetery and then Old Queen Anne Road up and over to get to the highway, or Queen Anne Road to get up-Cape. Those are the principle avenues people are using to get out of there but the congestion at the pitch point is to try and accommodate those moves in the morning where people are going to work or coming home in the afternoon. They're less likely to be there during the tourist peaks. Paying attention to where people are coming from and where they are going to is going to be very important for you to pay attention to.

C: JS: Thank you.

C: Jean Dana (JD): I live at 912 Main Street. Pedestrians using this don't know where cars are coming from because there are too many cars turning and they're not going straight through the intersection. My suggestion is all lights would go red at the same time when the pedestrian presses the button to cross the street. At least then you know where the cars are coming from.

C: Eunice Giest (EG): I'm Eunice Giest, I also live at 912 Main Street. This isn't about pedestrians. If you're coming down Crowell Road and turning right, the cars that are coming out at Queen Anne Road cut right in front of you. You have the right of way and they just go right in front of you. I've had that happen a lot.

- C: Margaret Semper (MS): 912 Main Street. Just to let you know there are 29 condominiums and it's a senior residence, 62 years and older. We're on Main Street, across from the bank. Many of us walk across the street to CVS and Chatham Village Market and you're taking your life in your hands. In addition, it is state-owned and the sidewalks getting there are terrible. The little islands that you show are actually in better condition in your pictures than they are out there right now. While they are taking into consideration what they'll do about traffic and traffic lights, take into consideration the road along 28 because the sidewalks are a hazard.
- C: JS: The project itself will only address the intersection, but we are required for all state projects to provide bicycle and pedestrian accommodations. So that would be a requirement. Any comments about leading into the intersection are helpful and the DOT is here tonight and listening to your comments.
- C: Michael Tompsett (MT): I want to address the concept development. I would dismiss the future use of traffic lights at this intersection; revamped ones would be expensive. They also have higher accident rates than the alternative, which would be a roundabout. This intersection is an obvious candidate for a particular sort of roundabout. Not a huge roundabout that isn't planned for pedestrians. There is one on Queen Anne Road that works very well. It's still quite large- too large for the intersection at Crowell Road. I would like to propose a mini-roundabout. One issue is if you try and make a big roundabout, you're going to have to take property and that should be totally avoided in this area. Mini roundabouts are used in many places in Europe. Large trucks, trailers, and emergency vehicles can drive right through the middle if need be, which is important with the fire station right there. I assume Complete Streets Design will be on your agenda, including foot paths and areas for bicyclists. There is no need to take property with a mini-roundabout and it could include grass and trees. It would need to optimize the angle for the roundabout. Bicycles would take the same routes as vehicles, pedestrians use crosswalks. I think this should be seriously considered.
- Q: Steve Buckley (SB): Could you go to the process slide for tonight? The idea is that sometime this fall, the consultant will be making a design recommendation to the board of selectman? Is that correct? Ok, and that will also function as a public information meeting? Most people would think of this public meeting as a presentation. Mostly it's about you showing us what you've come up with. We haven't seen these slides; whereas a public hearing is about hearing from the public? Is there a difference between a public information meeting and a public hearing?
- A: JS: Yes and we're not having a hearing yet. As we move into the DOT design process, there will be a hearing following the 25% submission to the state. We're not at the stage yet. We're still doing conceptual design. Our goal is to come back to the board of selectman with a recommendation.
- C: NNG: We would like to come back to the BOS and have public outreach at that point, understand what the comments are, which will happen multiple times to gauge feedback.

- C: SB: The point I'm trying to make is that it would be nice if there was a public hearing dedicated to how we feel about the designs and not having the designs presented at that moment. So we have some time to look at it.
- C: Tom Currier (TC): You bring up a good point. What you might have meant to say is to see a few alternatives and you could choose which ones you like and then we will present those alternatives for public discussion.
- C: SB: Good to hear.
- C: Richard Gulick (RG): I want to pick up on some of your points, I heard 2-3 times that this is an important intersection and I totally agreed. From an overall perspective, this is one of the most important intersections in the town. When you look at this, evaluate it from that standpoint and come up with different alternatives that enhance the intersection. We want to see this as an entrance to the downtown and it's very important. I recommend that as part of your design process you think of it as a gateway enhancing this intersection. I've also noted that there are several large trees surrounding the intersection. I would ask those trees be replaced if they need to be cut down.
- C: ST: As a member of the BOS, I hope that what I will see is not a single item that has been selected without me having an opportunity to look at multiple choices. I'd like to see, personally, a minimalist approach, which should discuss taking out islands, maintaining traffic lights, the least change and then variable alternatives, perhaps a roundabout or a different way of doing light and signals, so that we're not told what we have to have. That's what I want to see in fall 2015. I want to see reasonably engineered alternatives with a low-end to high end option where we get to make the choice.
- C: NNG: A roundabout doesn't take into account pedestrians.
- A: JS: It does. Modern roundabouts do, what you have in downtown Chatham now is more of a traffic circle. If you think of the Hyannis rotary, that's a much higher speed. We would design for 15-20 mph, which is really intended to slow vehicles down. You would have splitter islands for pedestrians so you only cross one lane at time. Right now, you're crossing almost two and a half lanes. If we look at a roundabout, we'll have a pedestrian refuge and you don't have to look both ways. The difference with a signal is that you get a button to push but it doesn't guarantee a vehicle will stop or folks won't make a right on red. 99% of the time signals work, but sometimes vehicles don't observe, but we'll look at both options. Both options would have challenges.
- Q: Bob Becker (BB): A substantial question that I don't think has been addressed is that with Cumberland Farms is moving, that's a large space with two exits. One exit is in the intersection. With that being the case, they're leaving the site, I'm pretty sure they won't sell to another gas station. Is there an opportunity to close one of those exists and how would the state deal with closing it?
- A: JS: That's an excellent question and one that we want to get to the bottom of as we start working on concepts. Cumberland Farms is right here on the aerial. They have a western and eastern drive, which

is very close to the intersection and not what we'd allow today. I don't believe there are any turn restrictions there and left ins or outs are tough in terms of getting through traffic. This is very close and we had an initial meeting with the manager and we're reaching out to the corporate office to understand what the plans are and what will happen here. At this time, I don't believe there are plans for that location. The access, if it were to continue to be a gas station, would need to get the fuel trucks in there. If it's not going to be a gas station, then we have more flexibility with the driveway and might be able to work with the owner to close it, but right now it's too early to say. For all of these abutting properties we'll analyze the driveway openings and to see if they are the right size and in the ideal location.

- C: Ralph Bauer (RB): I'm with the Unitarian Meeting House. Roundabouts have their difficulties and I've noticed recently with the increase in traffic is that people don't know how to use them. I came across Old Queen Anne Road on Route 39. I was first in line, with one car coming. I was willing to let him go, but then three cars went through without ever slowing down. The small rotary in town is like a main thoroughfare. Nobody ever stops to let you through, as if the roundabout doesn't even exist. Those are some major items we need to consider with an intersection of this size. You have 4 inlets and 5 outlets and you have to consider the Chatham Fire Department's right to leave Depot Road.
- C: JS: The one in Harwich doesn't have as much deflection as we'd design today. Geometrically it doesn't force you to yield. That's been there 10 years. Roundabout design has come a long way in that time. The one in downtown Chatham is a traffic circle; you don't have guiding curbs or guide signs. There is confusion there without pavement markings. Things to think about: a benefit of a roundabout here might be getting Depot Road back into the intersection. With a signal, we probably can't get lefts out of Depot Road especially once we put in a dedicated pedestrian phase. With a signal, the equipment is very old; the equipment will need to be replaced. We might have to go to a mast arm configuration. You want that left arrow over the travel lane. There are problems with post mounted only signals. Trucks and trees block them, they block each other. In a modern signal, we'd put in optical detection so that Chatham Fire Department can clear the intersection and charge through there. That would be included with the signal option.
- C: Rick Leavitt (RL): I agree with Seth and Mike and Dick Gulick. We need to minimize development here. This is the entry to our beautiful downtown and it ought to reflect that, including the architecture and design. Roundabouts, I'm a fan, my experience is different from yours and the literature shows that roundabouts are safer as an intersection control than signals.
- C: Bill Marsh (BM): I've lived here 50 years and I travel through that intersection several times a day and I want to support the idea of a roundabout. I can remember when the 1st roundabout on the Cape at 149/Race Lane was built there was a lot of controversy over but I thought it was great. The Route 39/Queen Anne Road one is a huge improvement to that traffic condition that was a mess for years. The recent one in Orleans is also an improvement. That should be studied and could be a real improvement. I'm a little concerned about the grade and how that works into it, but if that could be solved and snow plowing, I think it could be a good thing to do.

- C: ST: What I'd like to ask is that in any consideration, you track accident reports at the roundabout at Old Queen Anne Road and Route 39 and also data from the Orleans roundabout. Coming out of Main Street, I saw a lot of clear headlight glass and red taillight glass at Main Street. Clearly there have been some issues. I'd like to have real time data on those two particular intersections.
- C: Fran Wells (FW): I agree with what was said about the rotary in downtown Chatham. Some people understand how it works, some don't, and if there was more traffic backed up, there would be confusion unless there was a way to inform people of what to do.
- C: SB: I'm not speaking for or against roundabouts. When Mike Tompsett presented about mini-roundabouts, it would have been nice if he had been allowed to show some pictures. While he was speaking I went on Google and there are a lot of images. Not to do it right now but if the public could be more engaged in possibilities- if you could set up something where people could go on the internet and look at pictures of similar conditions- we could crowd source so that we could all see what other people are proposing so the consultant isn't the only voice. Maybe posting links or pictures on the project website?
- C: RL: I want to emphasize that roundabouts have 50% fewer accidents. I think Steve's comment is a good one. I'm looking forward to some of those illustrations.
- C: Scott McDonald (SM): I'd ask if you will do a survey on traffic between 3PM to 7PM since that's when people come off the beach. There's a great deal of increased traffic in that time in July and August. Also consider, if you can, if you're going to block off an entrance to the market, as is proposed, don't leave us with one small entrance to a store without about 15,000 customers per week. Trucks are trying to pull in on Oyster Pond Furlong- currently they have to back up and do a u-turn. That's going to stop traffic. Take into consideration how the entrance is currently used because there's a lot of congestion into that entrance already. Also take a close look at when the project would start and end. If it's under construction in the summer there's going to be a lot of congestions. I ask that you consider that.
- C: JS: About 2-3PM, the volume goes up a little on Saturday. There's a spike in the afternoon. The mouse is here at 4PM and around 5PM it starts to drop off at Route 28. The dark line is a Saturday; the red line is the weekday. You get a lot of different types of traffic, you get people who live here, or going on- and off-Cape and that leads to that midday spike with the transient activity and then the beach rush in the afternoon. Our August data was almost identical to the June data. We looked at all approaches. The other thing I want to stress is that geometric problems are a problem 24 hours a day, as are a lack of pedestrian issues. We want to improve this so that it operates better all day long. With the islands, lane configuration and signalization, it doesn't operate efficiently and we'll look at it.
- C: RG: If we are concerned about pedestrian safety, we need to look carefully at pedestrian lighting, landscaping detail, to identify what the character of the space will look like.

- C: RB: my perspective is from being building and ground chair for the Unitarian Church and changing the sign on a weekly basis. So I stand on that hill and watch and I say “how are they going to make this work?” You’re going to have to be very careful with what you’re going to do.
- C: TW: With the sign-up sheet, we’ll send out an email when the website is live. We’re just starting the process. If you don’t have any more comments tonight, that doesn’t stop the process. You can always email Nate with comments and questions or through the website and we’ll keep you apprised through email notification and Board of Selectmen meetings and other town postings like tonight. If you have no more comments tonight, you’ll have more opportunities.
- C: JS: And here is our contact information so you can contact us.
- C: TC: I want to thank Joe and reiterate that Mr. Buckley makes a great point. This is a ‘hi how are you.’ Joe will do counts in July. He and his team will develop a few alternatives, likely 3 and present them to the BOS and make his recommendation of which he thinks is the best. That’s just the beginning. Then we reach out to the public and we will have these different alternatives to present and get your input. You will live with this and know it better than anyone. We need your input. We’ll develop some things to start with, maybe a signal options, a roundabout, clean up the geometry, and we will reach out to you in the pre-25% design phase. We’re a long way from identifying a “preferred alternative.” So don’t worry.

Appendix 1: Meeting Attendees

| First Name | Last Name | Affiliation |
|------------|-----------|--------------------------------------|
| Ralph | Bauer | Unitarian Universalist Meeting House |
| Bob | Becker | Resident |
| Stephen | Buckley | OpenCatham.org |
| Jeff | Colby | Chatham DPW |
| Richard | Crean | Chatham Bakery |
| Jean | Dana | Resident |
| Eunice | Geist | Resident |
| Jill | Goldsmith | Chatham TM & Resident |
| Dick | Gulick | Planning Board |
| John | Hallgren | Resident |
| Howard | Hayes | Resident |
| Jeff | Heap | Chatham Village Market |
| Steve | Keenan | Resident |
| Jacqueline | Keenan | Resident |
| Susan | Kelly | Resident |
| Rick | Leavitt | WCUBA |
| Scott | MacDonald | Chatham Village Market |
| Bill | Marsh | Resident |
| Bobby | McArthur | Resident |
| Mala | Meehan | Resident |
| Jamie | Meehan | Resident |
| Cory | Metters | Board of Selectmen |
| Alan | Pollock | CC Chronicle |
| Ira | Seldin | Resident |
| Cynthia | Silbert | Resident |
| Margaret | Stenberg | Resident |
| Richard | Stenberg | Resident |
| Seth | Taylor | Chatham Selectman |
| Mike | Tompsett | Resident |
| Jim | Trainor | Resident |
| Fran | Wells | Resident |
| Barbara | Wells | Resident |

