

## **Nathaniel Cabral-Curtis**

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**From:** Gerd Wagner <g[REDACTED]>  
**Sent:** Wednesday, November 08, 2017 5:35 PM  
**To:** cmetters@chatham-ma.gov  
**Cc:** Nathaniel Cabral-Curtis  
**Subject:** Crowell Road Intersection, Chatham, MA  
**Attachments:** Crowell.rtf

**Attached please find Option 4 for the above. GW**

## MEMORANDUM

TO: Board of Selectmen Attn. Corey Metters (cmetters@chatham-ma.gov)  
FR: Gerd and Norma Wagner, Chatham, MA  
DT: November 8, 2017  
RE: Crowell Road and Rt. 28 Intersection

### ROUNDBABOUT vs. ABOUT ROUND

The partial staking of the East end of Rt. 28 shows the State Highway property and, according to Selectman Dean Nicastro, the approximate required width of the proposed road layout in Option 3. It clearly shows the massive land taking and the consequential destruction of the village neighborhood as we know it.

Furthermore, the supplementary - though unnecessary - staking of the West end of Rt. 28, Crowell Road and Queen Anne Road and the logical request for an AS IS road layout and an overlay of the new projected configuration ought to convince the motoring and walking public that this Option 3 is the wrong concept. Therefore, an additional solution is to be found, namely:

### OPTION 4

The existing layout does not work because of many known and acknowledged reasons, especially the tightness of the intersection to allow for an unobstructed and easy movement of cars and, very importantly, the dangerous cross traffic. By basically leaving the shape of the intersection as is, but clipping the corners of the abutting six or seven properties, a more generous and "rounded" junction (it may not be a perfect circle) will be created at which the traffic moves in one direction around a small center island to reach one of the roads converging on it.

This adjustment will accomplish a circular traffic pattern without building a typical rotary and will avoid traffic coming from two directions. HSH and MassDOT don't have to figure out the nasty drainage and grade problems. It will only require push-button post control lights for pedestrians (away from the intersection) and probably a minimum of land taking.

NOTE: In order to indicate and direct the traffic flow in a circuitous pattern, it may be a nice idea for history sake to erect a statue of General Nickerson on horseback in the middle of the landscaped island.

cc: Nathaniel Curtis (ncabral-curtis@hshassoc.com)

## Nathaniel Cabral-Curtis

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**From:** Gloria Freeman <fr[REDACTED]>  
**Sent:** Wednesday, November 08, 2017 12:17 PM  
**To:** Nathaniel Cabral-Curtis  
**Cc:** Mark Pawlina; Shanna Nealy; Terry Whalen  
**Subject:** Crowell Road Intersection Project

To: Nate Cabral-Curtis, Howard Stein Hudson

From: Gloria Freeman, 208 Kendrick Road, North Chatham, MA

Re: Crowell Road Intersection Project #607405

Date: November 8, 2017

These comments are in addition to my earlier comments of October 20, 2017 regarding the proposed project to modify the existing five-leg intersection of Main Street (Route 28) with Crowell Road, Queen Anne Road, and Depot Street.

MassDOT and Howard Stein Hudson (HSH) were advised by town officials that “The goal of this project is to bring the intersection into conformity with *modern highway design* (emphasis mine) standards by making physical adjustments to correct poor intersection geometry that will enhance the safety, mobility of all users, replace outdated traffic controls in a manner that improves the intersection’s function and appearance in a context sensitive manner.” This is quoted from the Project Initiation Form for this project. It appears that somehow the words “context sensitive” - sensitive to community values - were overlooked in the proposed options for this Project, but the important words in this quotation are “modern highway design standards”. Over 2,000 townspeople did not want “modern highway design standards” in West Chatham and were willing to sign a petition against them, and an even greater number will not want them at this historic gateway to our quaint and charming downtown village.

MassDOT provided 3 alternatives to our town officials.

Alternative 1: do nothing.

Alternative 2: install a roundabout

Alternative 3: provide new signals, which brought with them a widening of the roadway to almost double its current width east and west of this intersection, and utilization of the ROW to remove green space, trees, and shrubs.

We were then told that Alternative 2 was not feasible – couldn’t be done. I believe it shouldn’t be done because of major land takings or utilization, and because Chatham would have four (4) roundabouts in less than two miles of roadway. They might attract visitors who want to take part in a dizzying experience of going round and round, but I believe Chatham would become a joke and subjected to ridicule. Roundabouts are not needed or wanted in West Chatham and not needed or wanted by many at this intersection either.

So we are left with Alternatives 1 and 3. Why so rigid? Why does MassDOT, with the full support of several of our selectmen, have to be so heavy-handed and inflexible? Why would our

selectmen want to see this iconic approach to downtown built to “modern highway design standards”? To be wider than the Sagamore Bridge? Wider than Route 3 North?

Why can't there be an Alternative 1+ or an Alternative 4, which would be a repair and replace project with crosswalks, repairing and relocating pedestrian islands, replacing traffic signals with new posts and with pedestrian-activated crossing lights, and with repaving. No widening of the roadway with subsequent utilization of the 55-60 foot ROW and no turning lanes.

Despite Chatham Police Department reports indicating that it is not an unsafe intersection and that speeding is not a problem, Alternative 3 does not solve what was perceived in the past as a serious public safety problem with the town's fire station headquarters located to the northeast. In order to respond to fire/EMS calls in West and South Chatham, this is the first intersection encountered. The Fire Department must make a movement that is prohibited under normal conditions, which could add to any potential conflicts, but which is not addressed in Alternative 3.

Urbanization is not what townspeople have voted for or want for Chatham. Instead, citizens have made continuous efforts to hold on to the best of what we have and to ensure the survival of what we value about Chatham. In a very short period of time, three small local businesses in West Chatham collected over 2,000 signatures of townspeople who opposed the roadway project between Barn Hill and George Ryder Road. People lined up to sign their names. At the 2013 Town Meeting, a prevailing vote was cast in opposition to this project which includes the removal of a safe and well-utilized and liked turning lane and the installation of two roundabouts within 900 feet of each other. Why doesn't such strong opposition matter to MassDOT and matter to the majority of our Selectmen: matter in West Chatham and matter at the Crowell Road/Main Street intersection?

We came to or remained in Chatham to enjoy the beauty of this special place and its continuing historical presence and character as a small town. We want to preserve the best of it and stop projects such as the West Chatham and the Crowell Road/Main Street intersection projects that can only diminish our town as a special place. It appears to me that the wrong design engineering firm has been selected for Chatham projects. Why would HSH be hired for this project when their work product for West Chatham has caused such controversy and such continuing opposition from thousands of townspeople?

Thank you for posting my comments, and I would appreciate acknowledgment of their receipt.

Gloria Freeman



## Nathaniel Cabral-Curtis

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**From:** elaine gibbs <[REDACTED]>  
**Sent:** Wednesday, November 08, 2017 10:05 AM  
**To:** Nathaniel Cabral-Curtis  
**Cc:** cmetters@chatham-ma.gov; dnicastro@chatham-ma.gov; alove@chatham-ma.gov; sdavis@chatham-ma.gov; jdykens@chatham-ma.gov; Shanna Nealy; mpawlina@chatham-ma.gov  
**Subject:** Crowell Road Intersection Project #607405 -Public Comments  
**Attachments:** HSH AddendumCPD 11-7-17.pdf; Accident Info - Detailed Stats 2009-2017 Rte 28-Crowell-Queen (1).pdf

Nate:

Attached are my additional Public Comments and Accident Information(2009-2017) provided by CPD that I request be made part of the Public Record.

I'd appreciate acknowledgement of its receipt.

Regard  
Elaine Gibbs



# CHATHAM POLICE DEPARTMENT

CHATHAM, MASSACHUSETTS 02633-2099  
508-945-1213 • 508-945-2791 FAX



**MARK R. PAWLINA**  
CHIEF OF POLICE

## MOTOR VEHICLE ACCIDENT INVESTIGATIONS

### Detailed Statistics Summary

01/01/2009 – 10/31/2017

Main Street (RTE 28) at Crowell Road

Main Street (RTE 28) at Queen Anne Road

Queen Anne Road at Oyster Pond Furlong (OPF)

Year of Accident	09	10	11	12	13	14	15	16	17	Total
Death	0	0	0	0	0	0	0	0	0	0
Serious Injury	0	0	0	0	0	0	0	0	0	0
Minor Injury	0	0	0	0	0	0	0	1	1	2
Major Acc. \$1,000+	3	0	0	1	2	2	2	2	0	12
Minor Acc. \$1,000-	3	1	1	4	6	5	0	0	1	21
Bicycle Involved	0	0	0	1	0	0	0	0	1	2
Pedestrian Involved	0	0	0	0	0	0	0	0	0	0
Weather Related	0	0	0	0	1	0	0	0	0	1
Cause-Speed	0	0	0	0	0	0	0	0	0	0
Cause-Red Light vio	0	0	0	0	1	0	0	0	0	1
Cause-Fail to Yield	0	0	0	2	1	5	1	1	0	10
Cause-Tailgating	4	1	1	1	5	1	0	0	0	13
Cause-Other	2	0	0	2	1	1	1	1	1	9
Arrest/Citation	0	0	0	0	2	1	1	1	0	5
Total Accidents	6	1	1	5	8	7	2	2	1	33

The information listed above was prepared by Deputy Chief John D. Cauble, Chatham Police Department on 11/05/2017.



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## MOTOR VEHICLE ACCIDENT INVESTIGATIONS Detailed Statistics

**2009**

**Main Street (RTE 28) at Crowell Road  
Main Street (RTE 28) at Queen Anne Road  
Queen Anne Road at Oyster Pond Furlong (OPF)**

Accident in 2009	1	2	3	4	5	6	Total
Death	0	0	0	0	0	0	0
Serious Injury	0	0	0	0	0	0	0
Minor Injury	0	0	0	0	0	0	0
Major Acc. \$1,000+	1	0	1	0	1	0	3
Minor Acc. \$1,000-	0	1	0	1	0	1	3
Number of Vehicles	2	2	2	2	2	2	n/a
Bicycle Involved	0	0	0	0	0	0	0
Pedestrian Involved	0	0	0	0	0	0	0
Weather Related	0	0	0	0	0	0	0
Cause-Speed	0	0	0	0	0	0	0
Cause-Red Light vio	0	0	0	0	0	0	0
Cause-Fail to Yield	0	0	0	0	0	0	0
Cause-Tailgating	1	1	1	1	0	0	4
Cause-Other	0	0	0	0	1	1	2
Arrest/Citation	0	0	0	0	1	0	1
6 Accidents in 2009	1	1	1	1	1	1	6

The information listed above was prepared by Deputy Chief John D. Cauble, Chatham Police Department on 11/05/2017.



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## MOTOR VEHICLE ACCIDENT INVESTIGATIONS

### Detailed Statistics

**2010**

**Main Street (RTE 28) at Crowell Road**

**Main Street (RTE 28) at Queen Anne Road**

**Queen Anne Road at Oyster Pond Furlong (OPF)**

Accident in 2010	1	Total
Death	0	0
Serious Injury	0	0
Minor Injury	0	0
Major Acc. \$1,000+	0	0
Minor Acc. \$1,000-	1	1
Number of Vehicles	2	n/a
Bicycle Involved	0	0
Pedestrian Involved	0	0
Weather Related	0	0
Cause-Speed	0	0
Cause-Red Light vio	0	0
Cause-Fail to Yield	0	0
Cause-Tailgating	1	1
Cause-Other	0	0
Arrest/Citation	0	0
1 Accident in 2010	1	1

The information listed above was prepared by Deputy Chief John D. Cauble, Chatham Police Department on 11/05/2017.



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## MOTOR VEHICLE ACCIDENT INVESTIGATIONS

### Detailed Statistics

2011

Main Street (RTE 28) at Crowell Road

Main Street (RTE 28) at Queen Anne Road

Queen Anne Road at Oyster Pond Furlong (OPF)

Accident in 2011	1	Total
Death	0	0
Serious Injury	0	0
Minor Injury	0	0
Major Acc. \$1,000+	0	0
Minor Acc. \$1,000-	1	1
Number of Vehicles	2	n/a
Bicycle Involved	0	0
Pedestrian Involved	0	0
Weather Related	0	0
Cause-Speed	0	0
Cause-Red Light vio	0	0
Cause-Fail to Yield	0	0
Cause-Tailgating	1	1
Cause-Other	0	0
Arrest/Citation	0	0
1 Accident in 2011	1	1

The information listed above was prepared by Deputy Chief John D. Cauble, Chatham Police Department on 11/05/2017.





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## MOTOR VEHICLE ACCIDENT INVESTIGATIONS Detailed Statistics

**2012**

**Main Street (RTE 28) at Crowell Road**

**Main Street (RTE 28) at Queen Anne Road**

**Queen Anne Road at Oyster Pond Furlong (OPF)**

Accident in 2012	1	2	3	4	5	Total
Death	0	0	0	0	0	0
Serious Injury	0	0	0	0	0	0
Minor Injury	0	0	0	0	0	0
Major Acc. \$1,000+	0	0	0	0	1	1
Minor Acc. \$1,000-	1	1	1	1	0	4
Number of Vehicles	2	2	3	1	2	n/a
Bicycle Involved	0	0	0	1	0	1
Pedestrian Involved	0	0	0	0	0	0
Weather Related	0	0	0	0	0	0
Cause-Speed	0	0	0	0	0	0
Cause-Red Light vio	0	0	0	0	0	0
Cause-Fail to Yield	1	0	0	0	1	2
Cause-Tailgating	0	0	1	0	0	1
Cause-Other	0	1	0	1	0	2
Arrest/Citation	0	0	0	0	0	0
5 Accidents in 2012	1	1	1	1	1	5

The information listed above was prepared by Deputy Chief John D. Cauble, Chatham Police Department on 11/05/2017.



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## MOTOR VEHICLE ACCIDENT INVESTIGATIONS

### Detailed Statistics

2013

Main Street (RTE 28) at Crowell Road

Main Street (RTE 28) at Queen Anne Road

Queen Anne Road at Oyster Pond Furlong (OPF)

Accident in 2013	1	2	3	4	5	6	7	8	Total
Death	0	0	0	0	0	0	0	0	0
Serious Injury	0	0	0	0	0	0	0	0	0
Minor Injury	0	0	0	0	0	0	0	0	0
Major Acc. \$1,000+	0	1	0	0	0	0	0	1	2
Minor Acc. \$1,000-	1	0	1	1	1	1	1	0	6
Number of Vehicles	1	2	2	2	2	2	2	3	n/a
Bicycle Involved	0	0	0	0	0	0	0	0	0
Pedestrian Involved	0	0	0	0	0	0	0	0	0
Weather Related	1	0	0	0	0	0	0	0	0
Cause-Speed	0	0	0	0	0	0	0	0	0
Cause-Red Light vio	0	0	1	0	0	0	0	0	1
Cause-Fail to Yield	0	0	0	1	0	0	0	0	1
Cause-Tailgating	0	1	0	0	1	1	1	1	5
Cause-Other	1	0	0	0	0	0	0	0	1
Arrest/Citation	0	1	0	0	1	0	0	0	2
8 Accidents in 2013	1	1	1	1	1	1	1	1	8

The information listed above was prepared by Deputy Chief John D. Cauble, Chatham Police Department on 11/05/2017.



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**MARK R. PAWLINA**  
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## MOTOR VEHICLE ACCIDENT INVESTIGATIONS

### Detailed Statistics

**2014**

**Main Street (RTE 28) at Crowell Road**

**Main Street (RTE 28) at Queen Anne Road**

**Queen Anne Road at Oyster Pond Furlong (OPF)**

Accident in 2014	1	2	3	4	5	6	7	Total
Death	0	0	0	0	0	0	0	0
Serious Injury	0	0	0	0	0	0	0	0
Minor Injury	0	0	0	0	0	0	0	0
Major Acc. \$1,000+	1	0	1	0	0	0	0	2
Minor Acc. \$1,000-	0	1	0	1	1	1	1	5
Number of Vehicles	2	2	2	3	2	2	2	n/a
Bicycle Involved	0	0	0	0	0	0	0	0
Pedestrian Involved	0	0	0	0	0	0	0	0
Weather Related	0	0	0	0	0	0	0	0
Cause-Speed	0	0	0	0	0	0	0	0
Cause-Red Light vio	0	0	0	0	0	0	0	0
Cause-Fail to Yield	1	1	0	0	1	1	1	5
Cause-Tailgating	0	0	0	1	0	0	0	1
Cause-Other	0	0	1	0	0	0	0	1
Arrest/Citation	1	0	0	0	0	0	0	1
7 Accidents in 2014	1	1	1	1	1	1	1	7

The information listed above was prepared by Deputy Chief John D. Cauble, Chatham Police Department on 11/05/2017.





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## MOTOR VEHICLE ACCIDENT INVESTIGATIONS Detailed Statistics

**2015**

**Main Street (RTE 28) at Crowell Road  
Main Street (RTE 28) at Queen Anne Road  
Queen Anne Road at Oyster Pond Furlong (OPF)**

Accident in 2015	1	2	Total
Death	0	0	0
Serious Injury	0	0	0
Minor Injury	0	0	0
Major Acc. \$1,000+	1	1	2
Minor Acc. \$1,000-	0	0	0
Number of Vehicles	1	2	n/a
Bicycle Involved	0	0	0
Pedestrian Involved	0	0	0
Weather Related	0	0	0
Cause-Speed	0	0	0
Cause-Red Light vio	0	0	0
Cause-Fail to Yield	0	1	1
Cause-Tailgating	0	0	0
Cause-Other	1	0	1
Arrest/Citation	1	0	1
2 Accidents in 2015	1	1	2

The information listed above was prepared by Deputy Chief John D. Cauble, Chatham Police Department on 11/05/2017.



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**MARK R. PAWLINA**  
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## MOTOR VEHICLE ACCIDENT INVESTIGATIONS

### Detailed Statistics

2016

Main Street (RTE 28) at Crowell Road

Main Street (RTE 28) at Queen Anne Road

Queen Anne Road at Oyster Pond Furlong (OPF)

Accident in 2016	1	2	Total
Death	0	0	0
Serious Injury	0	0	0
Minor Injury	1	0	1
Major Acc. \$1,000+	1	1	2
Minor Acc. \$1,000-	0	0	0
Number of Vehicles	2	0	n/a
Bicycle Involved	0	0	0
Pedestrian Involved	0	0	0
Weather Related	0	0	0
Cause-Speed	0	0	0
Cause-Red Light vio	0	0	0
Cause-Fail to Yield	1	0	1
Cause-Tailgating	0	0	0
Cause-Other	0	1	1
Arrest/Citation	1	0	1
2 Accidents in 2016	1	1	2

The information listed above was prepared by Deputy Chief John D. Cauble, Chatham Police Department on 11/05/2017.



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**MARK R. PAWLINA**  
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## MOTOR VEHICLE ACCIDENT INVESTIGATIONS

### Detailed Statistics

**2017 (1/1/17 to 10/31/17)**

**Main Street (RTE 28) at Crowell Road**

**Main Street (RTE 28) at Queen Anne Road**

**Queen Anne Road at Oyster Pond Furlong (OPF)**

Accident in 2017	1	Total
Death	0	0
Serious Injury	0	0
Minor Injury	1	1
Major Acc. \$1,000+	0	0
Minor Acc. \$1,000-	1	1
Number of Vehicles	1	n/a
Bicycle Involved	1	1
Pedestrian Involved	0	0
Weather Related	0	0
Cause-Speed	0	0
Cause-Red Light vio	0	0
Cause-Fail to Yield	0	0
Cause-Tailgating	0	0
Cause-Other	1	1
Arrest/Citation	0	0
1 Accident in 2017	1	1

The information listed above was prepared by Deputy Chief John D. Cauble, Chatham Police Department on 11/05/2017.

To: Nate Cabral-Curtis  
Howard Stein-Hudson  
From: Elaine B. Gibbs [REDACTED]  
Re: Crowell Road Intersection Project #607405  
Additional Public Comments

Date: 11-07-17

This letter and the attached CPD accident report is an Addendum to my Public Comments dated 10-20-17 addressing all alternatives- not just Alternative 3. I ask that it be made part of the Public Record as well.

Just as important as what will be ADDED in any proposed design, is what will be LOST. As of now we have no idea what the magnitude of that loss will be because the "concept" graphic (Alternative 3) was not to scale, and no overlay of the State ROW or existing roadway were included.

We do know that Alternative 3 (aka "Carrier Flight Deck" 3), at 54-60 ft width, will almost double the paved area at this intersection on Rt 28 to the east and west and Queen Anne Road. It will ADD turning lanes with massive painted arrows, two 5 ft bike paths and two 5.5 ft sidewalks to nowhere, urban Mast Arm traffic lights, and 40-50 ft crosswalks because of the road width expansion.

To put in perspective what a 54-60 feet wide Rt 28 and a 42.5 foot wide Queen Anne Road paved surfaces will look like, the Sagamore Bridge is 40 feet wide with a 6 ft sidewalk, handling over 70,000 cars daily in the summer. Rt 3 North is approximately 37 feet wide. Massive overkill perhaps?

Despite working for Chatham on the West Chatham Project, knowing our deep concern for rural preservation, HSH ignored that, and did not disclose at the "Information Session" that numerous trees and significant green space will be lost in this design. Not a minor oversight. It is not acceptable that they can't tell us how many or how much will be lost until the 25% design is complete at an additional cost to Chatham of likely \$150-200,000. HSH works for us. If they can't provide this data now, we need to find another design engineer.

So I am pleased the BOS agreed that the entire project area be staked out so the public can visualize the true impact before proceeding. Based on the State ROW stakes so far, I **strongly disagree** with Tom Currier and Keri Pyke that **no** land taking will be required from the Meeting House on Rt 28 east of the intersection. It would require removing utility poles, installing 10 ft retaining walls and a loss of an entire staircase to a private residence on the north side, which Nate Curtis said is **not** planned. It's therefore simply impossible to have no land taking from the Meeting House side and makes me question the quality and feasibility of this entire HSH design. Before wasting any more time or taxpayer money, just as we saw on Stage Harbor Road when staked, we need to see the extent and location of paved surface in the entire project area, loss of trees and green space, and the actual location of land takings.

#### **OTHER ALTERNATIVES**

It is likely that Alternate 2 - Roundabout - will be infeasible due to grade, cost, required major land taking and negative impact on the Village Market/ CVS. More importantly, a Roundabout at the major entrance to our downtown is neither historically appropriate or necessary. Traffic "calming" is not an issue. Quite the contrary. Despite HSH's "speeding" claim the Chatham PD has confirmed that NOT ONE speeding ticket has been issued in the project area in 9 years. Nor is it accident prone.

There is no justification for having 4 "traffic calming" roundabouts on a 2 mile stretch (including the downtown rotary) - a record for Cape Cod and perhaps Massachusetts- in a classic, historic New England fishing village of 6000. Chatham is not Disney World but that's where we are headed. If Alternative 3 is rejected, as it should be because of its obscene sledgehammer approach, we will be left with no choice except Alternative 1- do nothing.

## **CPD ACCIDENT/SPEED DATA**

When designing a road MassDot guidelines state:

***“If, during a traffic study, a subject location is found to have a higher than average crash rate, the engineer should perform a detailed review of the crash records (through the State and local police departments) to determine key crash factors and attempt to develop countermeasures to reduce the incidence of crashes.”***

I asked the Chatham Police Department if they could provide detailed “crash factors” and have attached **as a separate document** an excellent analysis by CPD of accidents at this intersection from 01-01-2009 through 10-31-17

Summary of Data

Accidents-33; ( 3.7/year)

Deaths-0;

Serious Injuries-0;

Minor Injuries-2; (1 bicycle/1auto)

Speeding -0;

Bicycle-2

Pedestrian-0;

Arrests or citations- 5 (28 of 33 received neither)

Failure to yield -10- (1/year)

Tailgating citation -13 (1.4/year)

Virtually all accidents were because of inattentive drivers having minor fender benders. This empirical data over the last 9 years indicates this is neither a dangerous intersection in terms of speed or accidents, or dangerous to pedestrians or bicyclists. Yet HSH has, again, designed a massively overbuilt proposal as if it were a death trap which the data does not support.

## **ALTERNATIVE 4**

I propose that Alternative 4 ,(aka “Tarmac Restraint-4”) be added-a less invasive, less urban, less costly, less disruptive, less destructive, and less disturbingly unsightly design.

This option would be limited to adjusting the islands to make left turns from Queen Anne and Crowell safer, moving/repairing existing islands, with new traditional traffic Post Lights, and repaving of the road surface. No turning lanes, no Mast Arms, no turn signals, retaining the Queen Anne Lane on Rt 28, no narrowing of the Village Market entrance, two ft shoulders instead of bike lanes that add ten ft to the road width, no loss of green space, no loss of trees, and only single sidewalks that actually connect to somewhere, that serve all pedestrians not just for the benefit of a few. It could be completed in months instead of years, critical for us to function with two other concurrent and massive road projects underway. We should not be forced into “complete streets” by MassDot when it is not in our best interest. One size should not be our only option.

This intersection is an iconic gateway to Chatham, a rural anomaly in Massachusetts to be preserved, that by it’s very quaintness, history and charm has drawn people here for generations. If we are actually committed to preservation, conservation, environmental impact and our rural character, beauty, and heritage, and believe that we are Chatham’s caretakers, it’s time to stop expanding pavement to accommodate 6 weeks of tourism.

Elaine Gibbs

PLEASE ACKNOWLEDGE RECEIPT

## Nathaniel Cabral-Curtis

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**From:** Pb2660 <[REDACTED]>  
**Sent:** Tuesday, November 07, 2017 10:38 PM  
**To:** Nathaniel Cabral-Curtis  
**Cc:** snealy@chatham-ma.gov  
**Subject:** Crowell Road - Main Street Intersection

I would like to add my comments to the list, since the Comment Period was extended to 5pm 8 Nov 17 by Selectmen's vote on 7 Nov17 night.

### Process:

- The Chatham Board of Selectmen acted too hastily in voting for alternative #3. They did so on incomplete information and were swayed by the statement that DOT would not support alternative #2. Their reason was that topography and drainage would adversely affect the feasibility of the roundabout. Also that there was land taking involved of the Village Market. These problems were not discussed regarding whether and to what extent they could be solved, which I am sure they could.
- As a result, there is less focus on the assets on of #2.
- The presentations should be continued without a stultifying vote so that the two alternatives can be fairly evaluated. Each has its own problems and time should be taken to see possible solutions.

### Design:

I favor the roundabout alternative:

- It has less paved surface overall and more green space and thus more space for properly design landscaping.
- It is the more attractive alternative and is spatially better positioned to be come a strong element in the historical entrance to Chatham.
- It more suited to small historic town where a traffic light smacks of city lights.

For the above reason, I look forward to an open and complete discussion of the alternatives on the 14 Nov 2017.

Theodore P. Streibert, AIA

5 [REDACTED] 1 cl

## Nathaniel Cabral-Curtis

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**From:** Westgates <[REDACTED]>  
**Sent:** Tuesday, November 07, 2017 4:09 PM  
**To:** Nathaniel Cabral-Curtis  
**Cc:** twhalen@chatham-ma.gov; snealy@chatham-ma.gov  
**Subject:** Queen Anne Intersection, Chatham

Ladies and Gentlemen,

I write to favor a rotary or roundabout solution rather than turning lanes and further traffic signalization at the intersection of Route 28 and Queen Anne Road.

This is the entering portal for most traffic entering the town of Chatham and, with the Universalist Unitarian Meeting House, it sets the visual impression for people as they enter this historic town.

There is an issue of traffic backup entering Chatham along Route 28. But I don't believe that would be solved by traffic lights. The delay caused by turning lane lights would worsen, not improve, the situation. Setting the timing of lights to optimize traffic flow, year-round, would be extremely difficult if not impossible.

I understand there is an issue with drainage but I can't believe that it is insurmountable. It is worth extra money, both in construction and in ongoing maintenance costs, to maintain an attractive entrance to Chatham.

My family and I have lived in Chatham since 1940. It would be a shame for this intersection to resemble other urbanized ones.

I urge the state and the town to work together to solve this problem in a way that we can all be proud as it will set the tone for Chatham for decades to come. I don't believe the currently-favored proposal does so.

Sincerely,

Michael Westgate  
[REDACTED], Chatham

## Nathaniel Cabral-Curtis

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**From:** Robert Fishback <ro[REDACTED]t>  
**Sent:** Tuesday, November 07, 2017 1:45 PM  
**To:** Nathaniel Cabral-Curtis  
**Subject:** Crowell Road Intersection Improvement Project - Comment Submittal

Nathan,

I understand that the comment period has been extended through today, November 7, 2017. I would like to add my voice to those in favor of Option 2, for a Roundabout at this intersection. My reasoning:

Option 3, New Signal, requires more extensive more infrastructure complexity to handle the vehicle and pedestrian flows. It also appears to require more widening of the intersecting roadways. I concur with Mt. Levitt, Ms. Gibb and Ms. Freeman that the aesthetics of this design are entirely out of character with the town's historical appearance and desired public image.

Option 2, Roundabout, inherently provides several very significant advantages:

- Except when pedestrian signalization is activated, seamlessly blends incoming vehicular traffic, giving equal priority to traffic entering via all feeder roads
- Minimizes standing backups on any of the feeder roads
- Uniformly feeds the majority of inbound traffic into downtown Chatham via Route 28, vs. the Signalization alternative which causes 'bursts' of traffic to flow into the downtown area.
- Provides a much more aesthetically pleasing appearance, and therefore a less stressful appearance to the driver, than either the current layout or Option 3.

I understand that there is concern about stormwater drainage with the Roundabout design. Frankly, that is baffling. A town that is built entirely on a sandbar and surrounded on 3 sides by the Atlantic Ocean should be able to manage stormwater storage and runoff issues. If it is truly a limiting factor, the Town of Chatham should consider taking by eminent domain the adjacent property formerly occupied by Cumberland Farms / Gulf Oil, and converting it to a stormwater holding lagoon and "greenway"/ garden at the entrance to town. That would also serve to remove the issue of having yet another adjacent business requiring conflicting vehicular ingress & egress at the intersection.

Thank you,

*Robert Fishback*

[REDACTED]

[REDACTED]



## Nathaniel Cabral-Curtis

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**From:** John Hallgren <[REDACTED]>  
**Sent:** Tuesday, November 07, 2017 2:51 AM  
**To:** Nathaniel Cabral-Curtis; Terry Whalen  
**Subject:** Additional comments regarding Crowell Rd/Main St project  
**Attachments:** #Crowell Rd - comments#2.pdf; #Crowell Rd - comments#2.doc

Attached are my second set of comments about this based on what was said by others, additional research, etc. and taking advantage of the extension to comment period.

Both PDF and DOC format provided as before.

For those who want to stay/go back in time, do they really want to return to this style intersection without any lights? Notice how small the trees along Main by church are back in the mid 60's so the way it looks now isn't always the way it has looked, and thus the current look isn't maintaining history either! Photo courtesy of Dick Fulcher.



So now here's some additional comments based on further research in no particular order or priority:

#### **Sidewalks:**

- 1 - As mentioned by another person, there certainly appears to be a need for a crosswalk near Post Office to allow users of church sidewalk to continue downtown.
- 2 - To preserve the majority of the trees along Main St, could the sidewalk be located behind them? That's how it appears it was on north side in that 1960's pix near the intersection.
- 3 - Couldn't the dogwood(s) be excavated by those specialized tree spades and moved if needed?
- 4 - Are sidewalks required to be 5.5 ft wide? Wouldn't 5 ft be sufficient? This would save a foot of width.

#### **Bike Lanes:**

- 1 - Why are they 5 ft wide in the signal plan and only 2 ft in the roundabout plan? If 2 ft is good enough for one, it should be for the other also, and given that we don't have any there now, even two ft would be a big improvement and thus reduce needed pavement width by six ft. This might well allow it to fit and leave most of the oaks by church, though they might need to be trimmed back some.

#### **Turning lanes:**

- 1 - While I fully believe they are needed on Main St, I don't think they need to be that long/large based on the limited traffic counts we have available. The westbound one has about half the usage that the eastbound one has and even the eastbound one in Aug only had 90 in one hour which was 13% of total eastbound traffic. Based on the westbound counts, which were 48 & 44 per hour, thus maybe one to two per light cycle, I would propose a westbound one sufficient to fully accommodate only two vehicles or one larger truck, so around 40 ft or less. An additional small vehicle likely could fit into the transition area.

This would reduce the need for extra pavement width to area closest to intersection and might only require loss of the one oak at bottom of slope where it would be flared out to accommodate the turning lane. For the eastbound, which gets more turning usage, I would propose length sufficient for approximately five vehicles. The existing de facto 'turn lane' is enough for about two cars so having twice that should be fine.

**Masts:**

1 - If we have one or two masts, I don't see that as being too urban given the prevalence of them in most areas now. Comparing it to East Harwich 39/137 is certainly not fair since that one has four masts. Also, that intersection has right turn lanes in addition to left ones and wider pavement for the merging right turn users. Therefore the masts need to be much larger and longer than we would require,

2 - Here's a pix of a mast being used just for a crosswalk and it doesn't look one bit urban to me:



3 - Here's a pix of two masts in Dennis Port which also doesn't look very urban. It looks like most intersections that I encounter in rural areas in my travels along east coast. These days, finding an intersection that only has post mounted lights is quite unusual and I believe may actually be slightly confusing for visitors.





4 - Even side roads in nearby towns like Yarmouth use masts, like here at Long Pond Dr & Forest Rd. Notice also the relatively short left turn lane since the volume of traffic doesn't require more.



5 - Now for an ugly urban intersection mast, here's one known as the "sewer pipe" in Pinellas Park FL:



6 - If we want to maintain something more typical to Chatham, keep the masts and posts painted yellow. Yes, that makes them more obvious but it also makes it better than that plain gray that one sees everywhere.

**Roundabout:**

Those who still favor the roundabout appear to not take into account the following:

- 1 - As I spoke at prior meeting, there are dual slopes of both Main St going downhill and the side roads Crowell/Queen Anne going downhill from that. This complex geometry is what causes not only drainage but possible vision issues. A roundabout can't be going up and down as you go around it and I don't believe it can be flattened without causing excessive grading to raise the low spots or lowering high spots.
- 2 - The extensive land taking that would be needed to support this which is much more than signal option.
- 3 - The much greater, longer and more involved construction time that would be required.
- 4 - HSN says it doesn't support the larger vehicles and this is a problem for this key intersection.
- 5 - It would require that Depot Rd become one way west bound and this would most certainly impact the CFD vehicles returning to fire station as well as other vehicles that want to get to the school, Railroad Museum, etc.

**Conclusion:**

I realize the plans as presented thus far are concepts only but making these type of revisions to the signal option should help make it more viable and palatable to us in Chatham.

## Nathaniel Cabral-Curtis

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**From:** [REDACTED]  
**Sent:** Thursday, November 02, 2017 12:40 PM  
**To:** Nathaniel Cabral-Curtis  
**Cc:** snealy@chatham-ma.gov  
**Subject:** The proposed Crowell Road Intersection change

We are residents on Absegami Run and care much about the Crowell Road Intersection as we have to drive through the Intersection to get to or from our home. We do not want to loose the rural character of Chatham and have the Intersection look like Exit 9A or B off Route 6 with overhanging stop lights.

As to your concern about accidents at the intersection, we have never seen one and suggest you have the Police Chief detail when the accidents took place and what kind of accidents.

As to water floods, we have never seen one, plus the federal government and the Town of Chatham built a very large water container hole at the entrance to Absegami Run, reportedly to have any rain water from the CVS and Food Market parking lots fall into the there and not Oyster Pond.

Thank you for your attention.

Ethel & Robert Shafter

## **Nathaniel Cabral-Curtis**

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**From:** Gerd Wagner <[REDACTED]>  
**Sent:** Saturday, October 28, 2017 11:03 AM  
**To:** Nathaniel Cabral-Curtis  
**Subject:** Crowell Road Intersection, Chatham, MA  
**Attachments:** Scan0009.pdf

**The computer problems have been solved (see my previous e-mail)  
and I am sending you herewith the attached memo. Thanks! GW**

MEMORANDUM

TO: Board of Selectmen, 549 Main Street, Chatham, MA 02633

FR: Gerd and Norma Wagner, Chatham, MA ( [REDACTED] )

DT: October 28, 2017

RE: Rt. 28, Crowell, Depot and Queen Anne Road Intersection

Based on the fact that Option 2 (Roundabout) and Option 3 (Reworked Existing Layout) are now still and always should have been open for discussion and the required input by the interested populace, we request, contrary to your decision to have only Option 3 staked, that the Roundabout configuration is ALSO to be staked (using different colored markings).

This undertaking will help to understand the situation and to provide the good citizens with the visual information to compare the two proposals and to make an intelligent decision as to the best and desirable solution.

NOTE: In the meantime, MassDOT can figure out how to solve the drainage and the grade correction to accomplish a Roundabout and, in addition, to forget all about the suspended traffic lights dangling in front of the historic Unitarian Meetinghouse Church.

Furthermore, the removal of the existing utility pole, which should not have been there in the first place, is to be incorporated into the HSH design drawings.

It appears that the Board has too easily accepted DOT's slanted presentation and, consequently, made a premature decision for Option 3 in a vacuum and without thoroughly investigating the actual facts. In doing so, it managed to confuse the issue and the people (see October 16 meeting).

A Board of Directors can change its mind, that is perfectly alright, as long as the end result turns out to be a more logical and less hazardous intersection in a neighborhood that in the near future will become more residential.

cc: Terry Whalen (twhalen@chatham-ma.gov)

Nathaniel Curtis (ncabral-curtis@hshassoc.com)



## Nathaniel Cabral-Curtis

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**From:** ELLA KENNEY <[REDACTED]>  
**Sent:** Wednesday, October 25, 2017 2:24 PM  
**To:** cmetters@chatham-ma.gov; nicastrodean@gmail.com; Shareen Davis;  
jdykens@chatham-ma.gov; alove@chatham-ma.gov  
**Cc:** jgoldsmith@chatham-ma.gov; twhalen@chatham-ma.gov; snealy@chatham-ma.gov;  
Nathaniel Cabral-Curtis  
**Subject:** COMMENTS  
**Attachments:** JUST SAY NO.docx; AUTOMOBILE DOMINANCE 1.docx

I want to express my appreciation for your willingness to reconsider concepts for improving the Main Street/Crowell Road intersection. Attached are my comments.

Rick Leavitt

Chatham



Despite placement of push-button pedestrian lights, pedestrians are reluctant to cross long distances, making this East Harwich intersection a pedestrian wasteland.

Automobile dominance means more than threatening pedestrian safety and convenience. Wide intersections with overhanging traffic lights on industrial size mast arms adversely impact the visual character of the neighborhood. More significantly, wide intersections invite more traffic over time. Drivers are attracted to the most convenient roads, eventually filling them with traffic and requiring more expansion. The cycle results in automobile dominance of a community that once boasted small town character. Road designers purposely over-build when expanding older roads to accommodate both existing traffic and “predicted” future traffic, thus guaranteeing more traffic.





Communities wanting to avoid more traffic on their roads purposely resist road expansion. Pictured here and on the previous page is Route 6A approaching the Willow Street intersection near the Yarmouth Port/Barnstable line. This busy intersection handles 12,000-13,000 vehicles daily in peak season, similar to traffic volume in East Harwich, but has not been expanded to handle more summer traffic..



It is not necessary to widen a state highway intersection such as this at Willow Street in order to accommodate high traffic volumes during peak season on the Cape. Some driver inconvenience may result for brief periods during the summer, offset by maintaining the community's small town character and human scale of traditional Cape Cod. The most widening needed here is perhaps where the tire tracks of a large truck appear in the dirt at the center of this picture. On the other hand, why widen roads to accommodate larger trucks only to find that, having done so, newer and bigger trucks demand more widening?



A mile or so further along the road, Route 6A enters Barnstable Village at a four-way intersection like East Harwich.



The intersection with Hyannis Road handles 8,000-9,000 vehicles daily in season.



Note a pedestrian crossing the road and short crossing distance compared with no pedestrians and long crossing distances in East Harwich.



Barnstable Village has purposely resisted road widening that invites more traffic. Nevertheless, this four-way intersection is still capable of handling high traffic volume during the summer with minimum driver inconvenience. Barnstable Village is a County Seat, with a county courthouse and county offices including the Cape Cod Commission, a prominent advocate for smart growth while maintaining the human scale of traditional Cape communities. In an effort to maintain its traditional small town character, its overriding human scale and feeling of Cape Cod, the town took the extraordinary step years ago of taking control of state Route 6A in the village center. Barnstable Village residents have no intention of widening Route 6A to accommodate increased summer traffic. They recently approved plans to further improve the pedestrian friendly nature of the village.







This one lane Yarmouth Port bridge near Route 6A is the antitheses of automobile dominance. The bridge could have been widened when recently rebuilt, but wasn't. Residents wanted to preserve the neighborhood's unique character. They don't mind the inconvenience of waiting for oncoming traffic to pass.

Chatham faces a similar decision. The choice it makes today regarding changes to the Main Street/Crowell Road intersection will have long-term effects. The daily volume of summer traffic through Chatham's gateway to historic downtown already exceeds traffic volume in East Harwich. Widening the Main Street/Crowell Road intersection is certain to increase traffic volume, further impacting pedestrian safety and town visual character. Weighing advantages of more summer visitors and traffic against advantages of maintaining Chatham's small town character that we all love is critical. There is a tipping point when the small town feel and human scale of Chatham that attracts summer visitors is lost or damaged and begins to turn visitors away, leaving residents with the difficult and expensive job of trying to repair the damage.

Rick Leavitt  
September 30, 2017

**CHATHAM DESERVES A HIGHER STANDARD FROM MassDOT.**

**SELECTMEN SHOULD SAY NO TO A SINGLE, OFF-THE-SHELF DESIGN ALTERNATIVE FOR UPDATING THE MAIN STREET/CROWELL ROAD INTERSECTION, GATEWAY TO HISTORIC DOWNTOWN CHATHAM.**

**IT FAILS TO RESPECT CHATHAM'S SMALL-TOWN TRADITIONS AND CULTURE OF HISTORIC PRESERVATION.**



It is not a mistake for Chatham selectmen to reconsider a vote taken in August before receiving public comment. It would be a mistake not to reconsider. The Board's decision to appoint a citizen's committee, including two selectmen, to study multiple development alternatives for the Eldredge Garage property at the other end of historic downtown Chatham is a wise decision. We only have one downtown Main Street. Main Street will lose its special quality if we fail to be attentive to proposed changes, both on and off the street. Automobile dominance in many forms is a concern voiced in the Community Vision Statement of *Chatham's Long Range Comprehensive Plan*.

Selectmen successfully negotiated with MassDOT when designing the Mitchell River Bridge and Main Street in West Chatham. I ask that selectmen not make any decision at their November 14 meeting when MassDOT and Howard, Stein, Hudson are scheduled to return. At that time, selectmen can request further study of various alternatives, including but not limited to:

- FHA approved mini roundabout
- Modern roundabout like West Chatham
- Scaled down lighted intersection
- One-way streets
- Use of former Cumberland Farms land

Rick Leavitt, Chatham

October 25, 2017

## Nathaniel Cabral-Curtis

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**From:** Maria Acton <[REDACTED]>  
**Sent:** Tuesday, October 24, 2017 3:23 PM  
**To:** Nathaniel Cabral-Curtis  
**Subject:** Crowell Rd Intersection Project

Dear Sir:

I've reviewed the plans from the October 16, 2017 meeting, which I attended, that was held at the Chatham Annex. I find the plan that was presented for the Crowell Road Intersection Project to be out of character for Chatham. I believe the intersection needs improvement but the proposed plan is too massive and makes changes that are not needed.

The proposal to use Mast arm traffic lights in that location versus post lights is out of place in Chatham. What is needed is new lighting fixtures to replace old post lights and tree trimming to improve visibility in the intersection. In addition, RT 28 and intersecting roadways are in poor condition and need to be upgraded. Crosswalks and pedestrian islands need to be included in upgrades. Rt 28 should not be widened and the Village Market entrance/exit left alone.

Marie Acton



## Nathaniel Cabral-Curtis

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**From:** Donna Lumpkin <[REDACTED]>  
**Sent:** Friday, October 20, 2017 4:42 PM  
**To:** Nathaniel Cabral-Curtis  
**Subject:** FW: Crowell Road Intersection-Chatham,MA

2<sup>nd</sup> try

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**From:** Donna Lumpkin [mailto:lumpkins3@comcast.net]  
**Sent:** Friday, October 20, 2017 9:18 AM  
**To:** ncabral-curtis@hahassoc.com  
**Cc:** lumpkins3@comcast.net  
**Subject:** Crowell Road Intersection-Chatham,MA

Nathaniel Cabral-Curtis,

I would like to voice opposition to another proposed roundabout within the short span from West Chatham, MA. It is ridiculous to have 4 roundabout/rotaries between Resurvey's gas Station and Main Street. Living close to the fire station, I use this intersection frequently as well as the rotary in town. Yes, it could stand some improvement. Left turning lanes would certainly help. It is also dangerous when a car takes the right turn lane near the market entrance. I do not want to see more land taking and another roundabout there

Unfortunately I have seen cars coming down Old Harbor Rd. go left around that rotary. People do get confused with all possible solutions. There are also a lot of problems with the new roundabout in Orleans.

I feel that Barn Hill Rd could be handled with a right turning lane and a light. A little patience is indeed a virtue.

These are not the only serious problems in town. Among others, the intersection of Rte. 28, Ryder's Cove Rd, and Old Comer's Rd. is dangerous and has a visibility problem.

Thank you,

Donna Lumpkin

## Nathaniel Cabral-Curtis

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**From:** Stephen Buckley <[REDACTED]>  
**Sent:** Friday, October 20, 2017 3:59 PM  
**To:** Jill Goldsmith  
**Cc:** Nathaniel Cabral-Curtis; Shanna Nealy; openchatham@googlegroups.com  
**Subject:** Redesigning Main Street/Crowell Road Intersection; My comments on

The Town of Chatham has been paying a consulting company with a "Public Involvement Specialist" to, at the very least, advise the Town on the legal requirements for Public Involvement in the subject project. <http://www.chathamcrowellroad.info>

Upon review of the video of the Board of Selectmen's meeting of August 15, 2017, it is clear that the Board members were not aware, nor informed by its consultant at that time, of the legal requirements for Public Involvement by the Town of Chatham as specified in the MassDOT's "*Project Development and Design Guide*". In order to qualify for federal funding, MassDOT is supposed to ensure that "proponents" (e.g., towns like Chatham) follow that Guide.

I recommend that the Town of Chatham, before making additional decisions on this project, direct its consultant to openly inform its officials and citizens about the legal requirements for Public Involvement, especially and specifically with respect to every step of the Public Involvement process thus far and in the future.

best,

Stephen Buckley  
[REDACTED]

P.S. Please do not redact this message in any way.

## Nathaniel Cabral-Curtis

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**From:** elaine gibbs <[REDACTED]>  
**Sent:** Friday, October 20, 2017 1:42 PM  
**To:** Nathaniel Cabral-Curtis  
**Subject:** Crowell Road Intersection Project #607405-Public Comments  
**Attachments:** Crowell Comments to HSH.pdf

Nate-

Attached are my comments to become part of the public record regarding the Crowell Road Intersection Project.

I'd appreciate an acknowledgement that it was received and you were able to open it.

Regards  
Elaine Gibbs

To: Nate Cabral-Curtis  
Howard Stein-Hudson  
From: Elaine B. Gibbs [REDACTED]  
Re: Crowell Road Intersection Project #607405  
Date: 10-20-17

I am a 35 year homeowner who resides in downtown Chatham. Like hundreds of residents from Stage Harbor, Cross, Cedar and Bridge Streets, I use Queen Anne Road multiple times daily to avoid the downtown rotary- particularly in summer months.

Having reviewed the only proposed alternative for this intersection I am struck by a number of things. While this intersection has been discussed since 2010, with no public discussion since 2015 (with the exception of the August 15, 2017 meeting when Selectmen voted for this alternative with no public input), it is a surprisingly boilerplate design, lacking both in specifics and viable solutions. While fire, police and abutters were interviewed by HSH, there was no outreach to actual users prior to its development.

Chatham is a unique town in Massachusetts with the population fluctuating from 4500 in the winter to almost 40,000 in the summer. It comes with unique problems requiring a creative approach that serves all users- not just tourists in the summer.

Instead, as with West Chatham corridor, HSH has developed a design for 2 months of the year, ignoring the impact on permanent residents, business and the special character of Chatham that we wish to preserve. We are not Harwich, Orleans or Yarmouth and have absolutely no desire to be.

#### **PERMANENT MASSDOT RIGHT- OF- WAY EASEMENTS- RT 28- EAST OF INTERSECTION**

Keri Pyke (HSH) stated there will be no 'land taking' on this stretch of Main St but that the entire state Right of Way will be used. The two existing lanes along the church property are approximately 11 ft each (22 ft), with (two) one ft shoulders and a three foot wide sidewalk-(north side) for a total of 27 ft.

The proposed design calls for two 11 ft travel lanes, (22 ft), two bike lanes of 5 ft each (10 ft ), two 5.5 ft sidewalks (11 ft), a one ft centerline marker, and addition of a 10 ft wide turning lane for a total width of 54 ft **-a width expansion of 27 feet of pavement.** The public has no idea that the paved area on RT 28 east of the intersection will **double** in width from 27 feet to 54 feet, or that the entirety of the MassDot Right of Way abuts the Universalist Meeting House.

In response to my question of 10-19 about the fate of the trees, Nate Cabral-Curtis responded:

*"The present, pre-25% design plans do the following things:*

*-Removes the four large trees on the Route 28 side of the meeting house. These trees were planted within the state highway right-of-way and would have to go as part of providing the sidewalk connection the meeting house would like to see.*

*-On the Queen Anne side one of the two trees is removed, the other is retained."*

The substantial 15.5 ft widening of Queen Anne to accommodate sidewalks and bike paths will require land taking by the town, resulting in loss of at least one Dogwood. Road width expansion and the **removal of 5 trees** in the Right of Way were never mentioned by Keri Pyke or Tom Currier at either the August 15 2017 or October 16, 2017 presentations. Both should have been mentioned. They are significant. Large labels covered much of church property on the HSH diagram making the impact impossible to detect. Actual measurements were microscopic.

**For these reasons alone,** (the doubling of pavement width and removal of significant trees) this proposed plan, dramatically and adversely impacting the iconic entrance to Chatham, should be rejected.

Before **ANY** decision is made to proceed with the 25% design, the state Right of Way and entire project area on both Rt 28 and Queen Anne need to be staked as soon as possible, along with an elevation rendering provided, so the public can visualize the significant implications of this design.

## **DESIGN DEFICIENCIES**

This proposed design does not fix the 'right turn only' from Depot, the grade problem at Queen Anne, or the awkward left turns from Crowell and Queen Anne roads onto Rt 28. Because of the massive expansion of the intersection, cars on Queen Anne will stop further south than currently, making it even more difficult to get over the existing grade, and increasing the queuing backup on Queen Anne.

## **TRAFFIC STUDIES**

To reconstruct an entire intersection based on a few hours of counts over 3 days in 2014 is simply not sufficient or prudent. Those of us who use the roads multiple times daily, year round, during all conditions have a perspective not reflected in a few hours of traffic counts. Real life testing needs to be done.

## **CRASH DATA**

Despite MassDot "crash site" data rating, this has not been considered an accident prone area. The tragic death on Queen Anne was determined to be primarily due to poor lighting at night. A lamp post has since been installed. This proposed design would not appear to have prevented it. Quite the contrary. It will result in more traffic congestion on Queen Anne Road.

Per MassDOT guidelines state: *"If, during a traffic study, a subject location is found to have a higher than average crash rate, the engineer should perform a detailed review of the crash records (through the State and local police departments) to determine key crash factors ...."*

When 30,000 out of state drivers descend on a small town for 6 weeks there will be an increase in fender benders. Before dramatically changing the intersection, it is worth investigating whether these accidents were driver inattention/error rather than road design. I would suggest it's the former.

## **SPEED ON QUEEN ANNE**

Despite HSH reporting that there are "high speed right turns" onto Queen Anne, which has resulted in the proposed removal of that right lane, there is no empirical data on the HSH website to support this claim. Before any decision is made to take away the right lane to Queen Anne, speed studies should be requested of CPD by HSH if they haven't been done. It should be Standard Operating Procedure for all road projects.

## **TURNING LANES**

As a long term user of this intersection in all conditions, I do not believe turning lanes on Rt 28 are a solution. Rt 28 traffic is currently backed up in both lanes from the Crowell intersection to the downtown rotary and Marion's Pie Shop during the summer season.

- 1- Turning lanes will cause further queuing by adding to the signal changing time. It is a fact, regardless of how the signaling is programmed.
- 2- Turning lanes will increase the already significant queuing in the Chatham Village Market parking lot as well, making it even more difficult for cars to exit onto Queen Anne waiting for the light to change. Drivers can't turn right if cars in front are waiting to turn left. Many drivers currently cut through Cumberland Farms to avoid the lights. That may not be possible with a future owner.
- 3- Narrowing of the entrance into the Village Market from Rt 28 will make the turn even more difficult, particularly with squared granite curbing, increasing the possibility of blown tires dangerous to pedestrians. Cars attempting to make a sharp right turn into the Market will necessarily cause more traffic queuing on Rt 28.
- 4- Doubling the paved surface area to accommodate turning lanes is excessive, adding to the visual confusion for drivers and at the same time exacerbating congestion in high season.
- 5- The turning lanes for 2 businesses at this intersection, when rejected in West Chatham for more than 30 as unnecessary, is a contradiction by HSH and MassDOT.

## **MAST ARM LIGHTING**

I'm surprised HSH would recommend Mast Arm traffic lights in Chatham. They were rejected by HSH in West Chatham as being inappropriate because of their urban feel. To counter Ms. Pyke's explanation that Post Lights are difficult to see "because of trees and utility poles", I would suggest trimming trees and not placing traffic light posts behind utility poles as the remedy.

## **SIDEWALK** (from intersection on Rt 28 - South side at church)

The proposed sidewalk ends at the church driveway below the crest of the hill. Pedestrians are forced to cross the street to get to the north side sidewalk. There is a poor sight line for both cars and pedestrians because of the hill. If a sidewalk is in the final design, it should be extended to the top of the crest with a crosswalk at the Post Office. This is basic in terms of pedestrian safety guidelines. It would have been obvious had designers driven this road, making me question other design recommendations.

The same concern applies here that many had regarding West Chatham-that sidewalks and bike paths 'to nowhere' are misleading and dangerous for pedestrians. MassDOT is responsible for the entire corridor and safety for all users - not just parts of it. I urge MassDOT to repair the sidewalk on the north side to the downtown rotary to avoid later disruption. Their repair is long overdue. It is an opportunity to adequately and safely connect the Crowell Road area with downtown. If it isn't done with this project, then when?

## **CONCURRENT CONSTRUCTION**

MassDot is responsible not only for all state roads within Chatham but the co-ordination of project timing so as to not adversely impact the community they are serving. It has been pointed out at Information Sessions, MPO meetings, and in correspondence to District 5 and Boston that we now have 3 massive construction projects slated that will overlap. The West Chatham corridor will be under major construction under an accelerated schedule (CTD), taking at minimum 2.5 years assuming no delays-beginning September 2018 through February 2021. At the same time Rt 137 will be under major sewer construction (2019-2021), and we now find that the Crowell Rd project on the 2021 TIP may start in 2020. We have been given no indication how long it will take.

Chatham will be under construction for potentially 5 years, affecting three or more major town egresses. The negative impact on residents, business, tourism and emergency personnel can not be understated. Chatham has become the poster child for bad construction planning. It needs to be seriously addressed.

## **RECOMMENDATIONS**

Despite having HSH as consultants for years, this proposed plan indicates little thought or sensitivity was given to the historic nature of the town that we wish to preserve. The ongoing concerns by many residents on other DOT projects - Mitchell River Bridge and the West Chatham corridor - have been ignored on this project. Mast Arms are massive, intrusive, urban, excessive and out of character for Chatham.

This proposed design is an attempt to do 'something'. In my view it is far worse than doing nothing. It solves none of the driver concerns or traffic congestion and is counter to the desire to preserve the historical integrity of the community. Doubling of the paved area both to the east and west of the intersection and the loss of a significant number of trees will negatively and irreversibly impact Chatham. It is particularly disturbing since this area is the gateway to downtown Chatham.

Since MassDOT apparently can't fix the 'right turn only' from Depot, the grading from Queen Anne, or the awkward left turns from Crowell and Queen Anne, I recommend work be limited to adding pedestrian islands and crosswalks as necessary, repairing the sidewalk on the north side of Rt 28 from the intersection to the downtown rotary, replacing existing traffic lights with new decorative post lights, and repaving the intersection to the downtown rotary. - No turning lanes, either sidewalks **OR** bike lanes(each add 10+ ft to road width), no Mast Arms, no tree removal, no narrowing of the Village Market entrance, and no road widening beyond 3' shoulders that bikes could use.

Elaine Gibbs

**PLEASE ACKNOWLEDGE RECEIPT**





## Nathaniel Cabral-Curtis

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**From:** John Hallgren [REDACTED] >  
**Sent:** Friday, October 20, 2017 12:23 PM  
**To:** Nathaniel Cabral-Curtis; Terry Whalen  
**Subject:** Formal/additional comments regarding Crowell Rd/Main St intersection.  
**Attachments:** Crowell Rd intersection comments.doc; Crowell Rd intersection comments.pdf

I finally got to writing up some comments to better document what I have said at meetings, so they are attached and contain the images that you likely have seen before.

It's in DOC and PDF formats so whatever is easier for you to use.

Thanks!

John Hallgren  
[REDACTED]

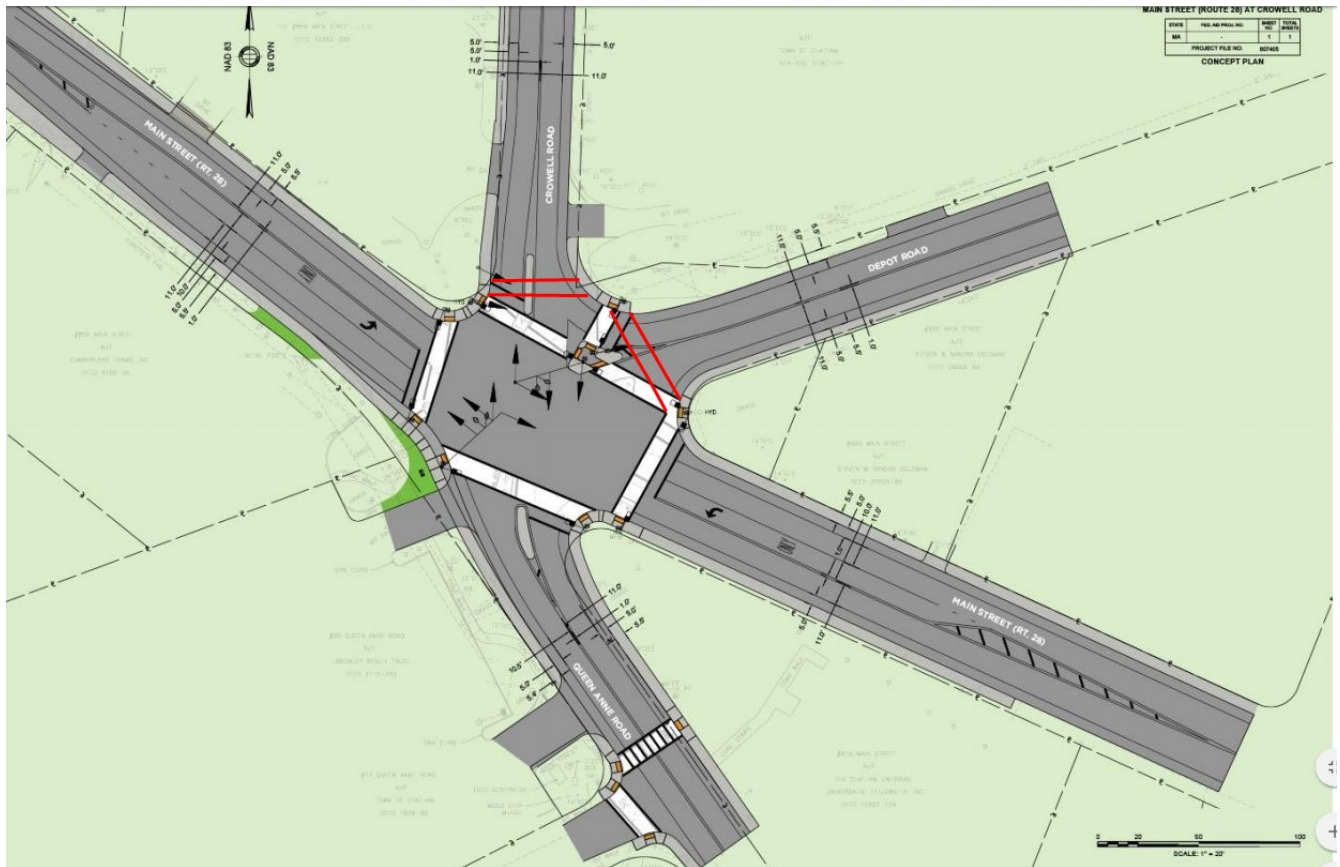
You can always contact me via Google Voice at [REDACTED]

Additional comments to document items that I discussed at forum and BOS meeting:

**Sidewalks:**

I believe that the ones crossing Depot and Crowell can use the cemetery as an intermediate landing instead of an island. The traffic volumes on Depot are so minimal that one should be able to cross it without use of signals almost all the time. If people can cross Rt 28/Main St at other locations without signal, crossing Depot would be easy in comparison. This also eliminates the need for any vertical posts/masts within the island that is needed to divert Depot to Crowell as right turn only.

Here's my suggestion in a JPG.



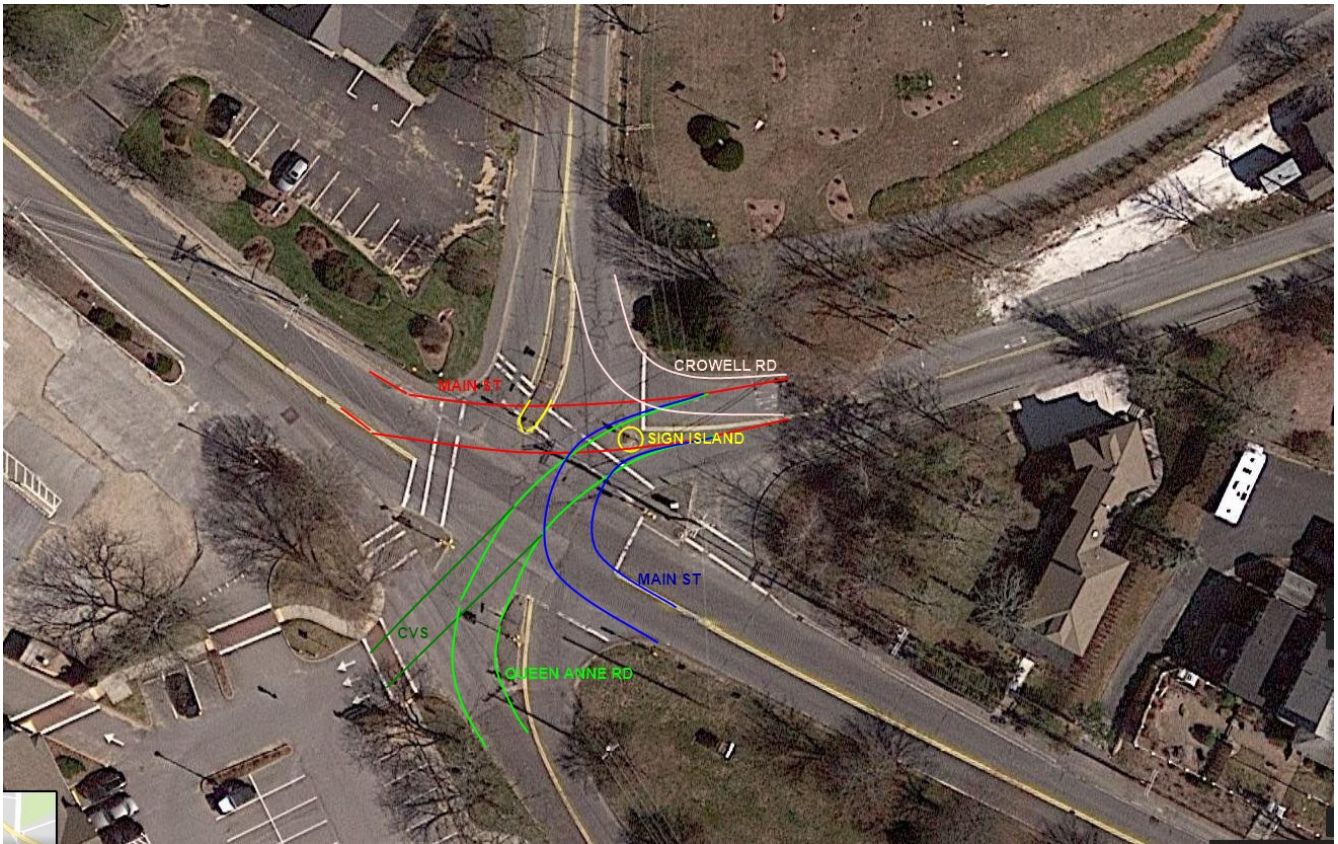
**Islands:**

The end of the existing Crowell Rd splitter island and the tiny triangle holding the signage on Depot are certainly in the direct pathway of fire/emergency vehicles as shown here in my annotated JPGs from street and aerial views. This requires FD to lane-jump into opposing traffic lane on Depot to go anywhere except Crowell.

Should this lower section of eastbound Depot be blocked by a vehicle, which admittedly may be a rare event, the FD would have no path to use! So the existing configuration has a problem but the proposed solution #3 doesn't make it any better, but actually makes it worse by putting a larger island with a mast right smack in the ideal traffic paths that would be used by FD. If we're going to improve this intersection, let's eliminate need to lane-jump, ok?

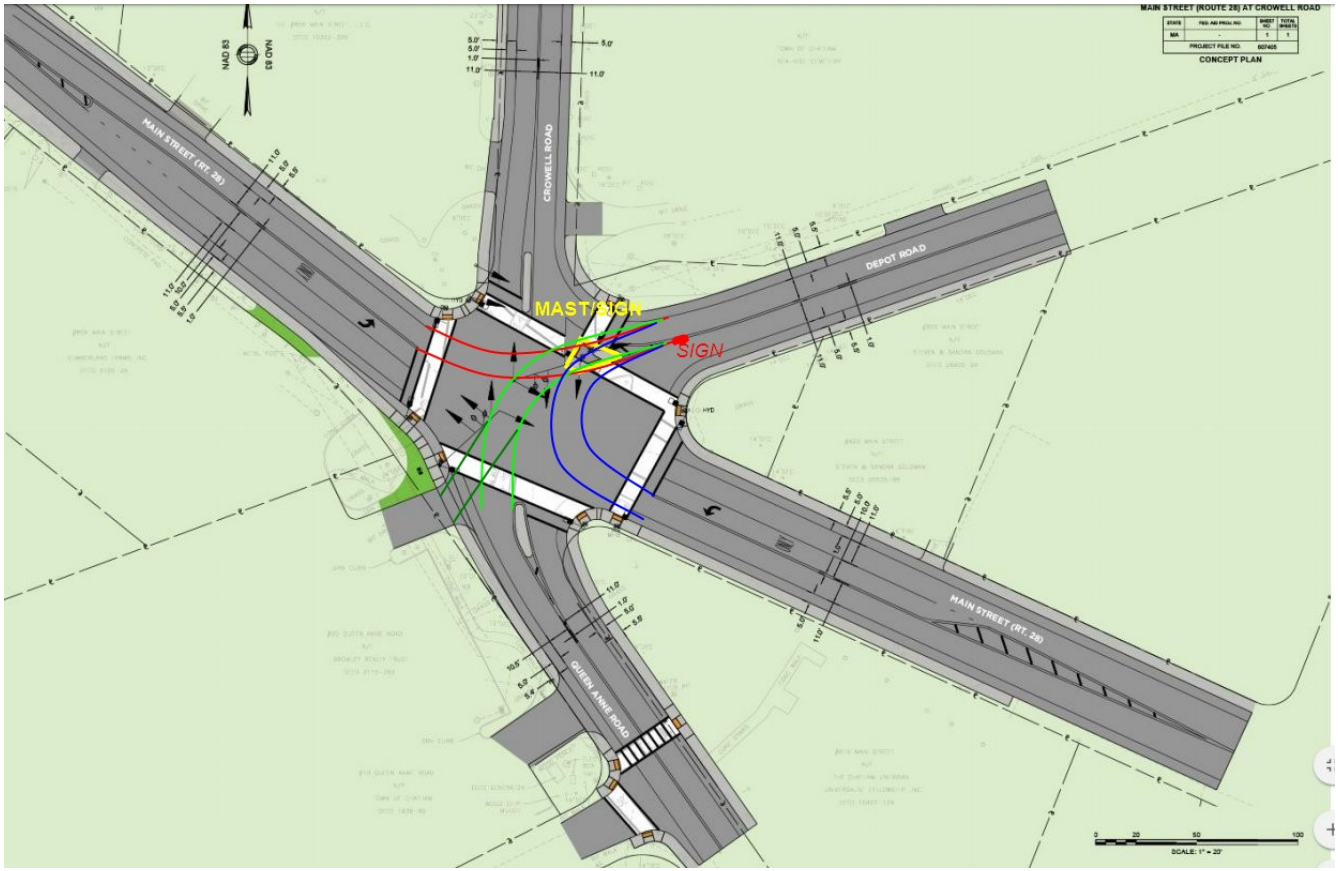
I understand the need to have some sort of an island to divert regular westbound Depot traffic towards Crowell, but anything there (if in ideal pathway) should be mountable by emergency vehicles and/or sized such that a fire truck could span it given their extra width as compared to regular vehicles. Any signals needed should be on masts or posts located on cemetery side or elsewhere, even if that would require an extra one or two mast/posts. Any signage needed on this island must also be out of the way of the most efficient traffic pathway for FD.







Here's my annotated JPG showing the problem with #3:



The small sign triangle, if needed, could be located a bit 'upstream' where I put "sign" in red so that it's not blocking any traffic path for FD.

My marked paths may not be the actual ones that would be used as I only had a simple curved line tool to make them but gives an indication of how vehicles might get from point A to B.

## Masts:

The masts, which some people highly object to, can be made less urban by use of decorative ones, with fluting and finials and such as found at Rt 137 and Stop&Shop entrance as shown on following image. I believe that tourists are much more used to looking UP at signals than on posts these days so I think mast mounted ones may also be a bit safer. Posts for pedestrian signals can also use these decorative styles. Not sure of what color would be best but certainly not the typical battleship gray!



## Signals:

Any loops or pressure pads used to trigger them should accommodate motorcycles because while I don't ride one, I have known folks who get stuck waiting for a light that won't recognize them. I also don't believe that a properly programmed intersection should cause any extra on or off-season delays waiting for non-existent turning or cross traffic. And having a proper left turn lane where needed should improve throughput because while you may have to wait for that lane to turn, that traffic isn't then blocking you from going straight.

## Conclusion:

I am certainly in favor of improving this intersection BUT it MUST accommodate a safer, direct and more efficient path for FD vehicles than in the current proposal which is NOT an improvement even if signal overrides are used.



## Nathaniel Cabral-Curtis

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**From:** Gloria Freeman <[REDACTED]>  
**Sent:** Friday, October 20, 2017 12:18 PM  
**To:** Nathaniel Cabral-Curtis  
**Subject:** Crowell Road and Main Street Intersection Project

[REDACTED]  
October 20, 2017

Nathaniel Cabral-Curtis  
Howard Stein Hudson

Re: Crowell Road at Main Street Intersection Project  
Chatham, MA Project #607405

Nate:

I am a frequent user of this intersection, and I strongly object to many elements of the proposed plans for the above-referenced Project.

While I am not limiting my comments to one particular aspect of the Project, I am writing primarily about its lack of context and disregard for Chatham's special character and identity, and to the proposed loss of lawn and trees and shrubs on the Route 28 side of the Unitarian Meeting House, formerly the Christian Science Church. You confirmed, in an email to Elaine Gibbs, that the four large trees on the Route 28 side of the Meeting House will be removed, as well as one of the spectacular dogwood trees on the Queen Anne side. This is to happen in order to widen Main Street at the easterly segment of this Project to double its current width and double the black asphalt. Information about the loss of greenspace and trees was not addressed at the August, 2017 Board of Selectmen's meeting, or at the public information meeting on October 16, 2017. We did not know the major changes to the land surrounding the Meeting House. Staking the utilization of the ROW is essential. Townspeople need to know what is being proposed.

The Town of Chatham has had a long and vigorous history of seeking to protect its special identity as a historic small New England fishing village. Townspeople have sought to accomplish this goal in numerous ways including the establishment of a Historic Business District contiguous with the boundaries of all of the town's general and small business districts. This District was approved by the General Court as special home rule legislation (Ch. 641 of the Acts of 1985) and further amended in 2003. The stated purposes of the Act include the goal to maintain "the rural, fishing, and residential character and other qualities which distinguish the Town as a desirable community for permanent and summer residence."

The Chatham Historical Commission was established in 1977 to recognize, preserve, and restore historic buildings in our community. In 1987, the Town totally amended its zoning bylaw to include among other issues "...preservation for present and future inhabitants of Chatham, the natural, architectural, and historical assets of the community". In 2002, the Town adopted the Community Preservation Act for purposes of historic preservation, open space and affordable

housing. In 2003 the Town unanimously approved a Comprehensive Plan which included a Vision Statement that confirmed the importance to the townspeople of maintaining Chatham as a small fishing village which would not become “Anyplace U.S.A.”.

I am pleased that we have the opportunity to address the design of this Project before completion of the 25% design. The original design for the Mitchell River Bridge was an assault on Chatham’s history and historical identity. The finished product was hard won, but worth the effort of citizens who used every preservation tool available to influence decisions about the last wooden drawbridge in the United States. If MassDOT goes forward with this roadway Project, consideration must be given to the character and the setting of the Project and measures should be explored to avoid or reduce harm to the site and setting.

The proposed traffic signals – Mast Arm lights - are detrimental to the character of our small town. MassDOT is used to them, but they are jolting when imagined at this intersection. We value the view of the Unitarian Meeting House situated prominently on a hill with its wide expanse of green space, large trees, and shrubs as one approaches the downtown village. This is an iconic property, and the intrusive urban signals – hanging traffic lights above the roadway - will be a distraction and detriment. To use such signals at this intersection is overkill and ignores not only the character but the seasonality of Chatham.

The people of the town of Chatham have proven without a doubt how important the Village Market is to them. Our boards, commissions, and many of our citizens worked long and hard to have the buildings, hardscaping, and landscaping fit the character of the town. Mast Arm Lights are counterproductive to that hard-won appearance and setting. Widening of the roadway – doubling the black asphalt - is also counterproductive to the character of this entrance into our downtown village.

This might be an instance of “If it isn’t broken, don’t fix it.” If you can’t fix the grade from Queen Anne onto 28 or fix the right turn only onto Crowell Road from Depot; if your fix doesn’t solve and probably adds to the problem of exiting the Village Market onto Queen Anne Road, and if it destroys the character of the site and the setting, I do not believe the changes you are proposing are worth taxpayer money or the disruption. When it is completed, the intersection could be worse for drivers of vehicles, as well as pedestrians since the intersection will be so much wider. The proposed bicycle path abruptly begins and ends and does not encourage bicyclists to use the designated bicycle path just north of this intersection on Crowell Road.

There should be preconstruction tests to determine the viability of designs, and they should be done during the summer and shoulder months to see the true impact.

I’m sure MassDOT is eager to prove that they can provide a project for any intersection and for any problem, perceived or real. The question is whether the project has value or if the consequences outweigh the so-called need. MassDOT must be publicly accountable for their decisions, as should our Board of Selectmen. It appears that HSH is out of its realm when designing for a small town that values its special character and history. Because HSH can offer only one viable proposal does not mean that we must accept it. Perhaps if they dig deeper, if they realize that safety and streetscape enhancement can go hand in hand, if they develop greater insight into the community, develop a depth of expertise and respect for historical character and identity, they might come up with a project that will be accepted and respected too.

Most sincerely,  
Gloria M. Freeman

PLEASE ACKNOWLEDGE RECEIPT OF THIS LETTER. THANK YOU.

## Nathaniel Cabral-Curtis

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**From:** George Myers <[REDACTED]>  
**Sent:** Friday, October 20, 2017 10:49 AM  
**To:** Nathaniel Cabral-Curtis  
**Cc:** jdykens@chatham-ma.gov; dnicastro@chatham-ma.gov; cmetters@chatham-ma.gov; alove@chatham-ma.gov; s.davis.chatham@gmail.com; jgoldsmith@chatham-ma.gov; Thomas.Currier@dot.state.ma.us; twhalen@chatham-ma.gov  
**Subject:** Comments in Support of a Roundabout at the Crowell Road/Main Street/Queen Anne Road Intersection

Dear Nate,

I have reviewed the video archive of the October 16, 2017 public meeting, the August 15, 2017 presentation to the Board of Selectmen by Keri Pyke of Howard Stein Hudson, the Detailed Meeting Minutes of that meeting, as well as the presentation and Detailed Meeting Minutes of the June 22, 2015 meeting presented by Joe San Clemente of Howard Stein Hudson.

I agree with **Gerd and Norma Wagner** who got it right in their recent Chronicle Letter to the Editor (September 28). This is excerpted from what they had to say:

"Last Tuesday's (Aug. 15) rather weak presentation by the traffic consultants Howard-Stein-Hudson (HSH) proved to be an exercise long in excuses and short in intelligible solutions.

We reside in the neighborhood and over the years have seen the absurd ways drivers have been trying to negotiate this dangerous and confusing intersection. The total lack of a logical traffic flow should be an engineer's worst nightmare, yet HSH is proposing to basically retain the existing bad configuration with the addition of hanging traffic lights above the roadway, turning lane(s) and new sidewalks to nowhere. The ADA required walkways have to have a purpose and should lead to crosswalks with push-button control lights at least 50 feet away from the traffic center to keep pedestrians from crossing at the busy intersection.

It seems to us that Mass DOT is leaning on the venerable HSH consultants, who, we must assume, should have gotten the feeling of exasperation by the motoring public, to promote the present deficient layout. The department of transportation does not want to get involved in a grade correction and drainage situation. However, all problems can be solved if one wants to, and the "we cannot build this" response by the MassDOT Project manager is surely not an acceptable reaction.

This intersection, where four roads converge at different angles and sightlines, cries for a roundabout, just as it was determined to be the best and valid answer in West Chatham. We must assume that people who oppose a round traffic pattern have never experienced in England or Ireland the smooth and self-regulating movement of cars and

trucks in a disciplined and orderly fashion. Indeed, where Old Queen Anne Road intersects with Route 39 in Harwich, we have a well-designed and perfectly functioning roundabout.

**Chatham has a chance to correct a very unsafe and perilous traffic situation, and the town has to insist that HSH and MassDOT have to produce the best and not necessarily the cheapest solution to this horror of an intersection which, in our humble opinion and we suspect even in the minds of the experts, is an efficient and safe roundabout."**

I have researched crashes at the Crowell Road intersection in comparison with those at Chatham's downtown Route 28 roundabout. That roundabout was designed and built by MassDOT about 60 years ago and is perhaps one of the earliest roundabouts ever built in Massachusetts and likely the safest for the volume of traffic it carries, especially during the season.

During the public comment period at the August 15 BOS meeting, one citizen talked about avoiding the downtown roundabout in favor of the Crowell Road intersection for safety reasons. So I took a look at MassDOT's Crash Portal for both those intersections.

For the 13 year period from 2001 to 2014, there was an average of 5 crashes per year at the Crowell Road intersection, the same as HSH found in the six years from 2009 to 2014.

What was interesting, and perhaps surprising to those who avoid the roundabout, was that the crash data for the roundabout for the same 13 year period was only 3 crashes per year or 40% fewer than the stop-lighted Crowell Road intersection. That roundabout has worked well for 60 years even though it is on a significant grade and even though it is not designed as a "modern roundabout" and even though the signage is inadequate and even though many drivers don't follow the rule to give way to traffic already in the roundabout.

Why is it safer than the Crowell Road stop-lighted intersection? **Because it *is* a roundabout.** A modern roundabout would likely be even safer.

Why is that? There are many reasons, the most important being that modern roundabouts are designed to slow traffic more than traffic passing through stop-lighted intersections, especially that driver in the queue who tries to beat the light change and T-bones a vehicle crossing his path with the light. That doesn't (can't) happen at a roundabout.

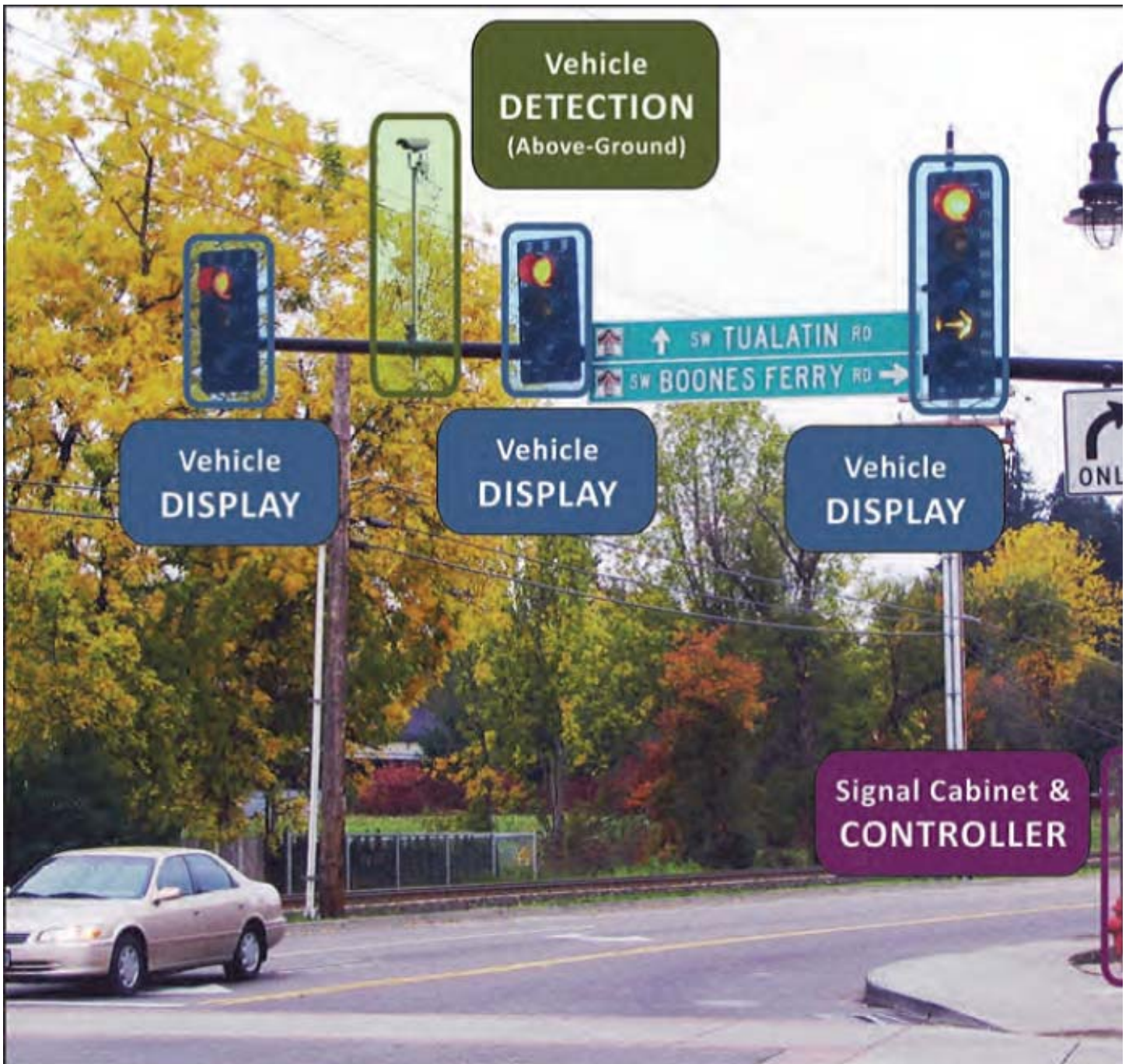
Another advantage of our downtown roundabout that we experience every time we drive through it is that traffic keeps moving, albeit slowly as it should. No sitting and waiting for a light to change and no long backups - ever.

Now imagine tearing up that 60 year old downtown roundabout, paving over the central landscaped island and putting in stoplights for five roadways all hanging from mast arms



over the middle of the intersection with left turn arrows and pedestrian walk lights, traffic sensors and signal controllers. The hue and cry from Chatham citizens would be heard in Boston.

A roundabout at the Crowell Road intersection will complement our downtown roundabout and avoid the unsightly traffic signals and all the necessary paraphernalia that goes with them. If a stop-lighted design similar to the one below is installed at Crowell Road, most of us will live with its unsightliness the rest of our lives.



Another concern with the Proposed Alternative 3 (New Signal) design of the Crowell Road intersection is pedestrian accommodations. Based on scaling of the drawing of the



Alternative 3 design, it appears that the crosswalk lengths between tactile pads for each street/road are approximately as follows:

Street/Road	Crosswalk Length
Main Street East	60 feet
Main Street West	52 feet
Crowell Road	55 feet
Queen Anne Road	75 feet
Depot Road	45 feet

Pedestrians, including those who do not use or do not wait for pedestrian crossing signals, are thus exposed to vehicular traffic and inattentive drivers over much longer distances than in the Alternative 2 (Roundabout) design, where pedestrians are exposed for 16 feet at most between tactile pads and refuge islands on every one of the five roadways entering the Crowell Road intersection.

In addition to the shorter distances of pedestrian exposure to vehicular traffic in the Alternative 2 (Roundabout) design, eastbound and westbound Main Street/Route 28 vehicular traffic will enter the intersection at slower speeds than the Alternative 3 (New Signal) design because of the narrowing of the eastbound and westbound lanes (from 27 feet to 16 feet) provided by the refuge islands and the inherent traffic calming characteristics of a roundabout.

According to the table below from the [FHWA Signal Timing Manual, 2d ed.](#), it takes anywhere from about 13-21 secs. for a pedestrian to traverse one of the five Crowell Road crosswalks at a walking speed of 3.5 ft/sec.

Pedestrian Crossing Distance, ft	Walking Speed, ft/s		
	3.0	3.5	4.0
Pedestrian Clearance Time (PCT), s			
40	13	11	10
60	20	17	15
80	27	23	20
100	33	29	25

When pedestrians are present, those pedestrian clearance times must be added to the left turn signal times resulting in longer wait times, especially for east/west traffic along Main Street/Route 28, very likely resulting in greater traffic backups than in the Alternative 2 (Roundabout) design. Of course, pedestrians are more likely to be using the Crowell Road crosswalks during the season when the greatest volume of vehicular traffic is present exacerbating the backup potential.

### The Board of Selectmen Vote on August 15

It was so apparent that the roundabout design presented at the August 15 Board of Selectmen meeting by HSH was given short shrift by HSH and MassDOT, as well as the Board of Selectmen. It is simply not credible that the experienced engineers of HSH and

MassDOT cannot solve a drainage problem as well as grade problems regardless of the engineering challenge.

Did HSH, MassDOT and the Board hear the footsteps of the West Chatham roundabout opponents and decide to take what they perceived as the easy, most non-controversial way out? Did the prospect of church and cemetery takings and utility relocations make it easier to reject a roundabout solution without considering other roundabout design possibilities, such as a mini-roundabout?

The transcript of the August 15 meeting reveals just how peremptorily the Board of Selectmen determined to proceed with the stop-lighted design during an exchange between two well known opponents of roundabouts in Chatham.

**Q: AL: We're just looking at alternative three. Do you want a roundabout?**

**C: EG: Good lord, no. But maybe some people do.**

**A/Q: CM: A roundabout isn't viable. MassDOT won't build it. Does anyone have a motion on a length of comment period?**

**C: AL: Maybe we have a public information meeting to review comments and maybe add to them before the end of 60 days. Boards [sic] will make a real difference. I make a motion to focus on alternative three.**

**C: All in favor say aye.**

**C: AYE.**

There is no question that Selectman Love's motion caught most attendees by surprise, especially because it was intertwined with a discussion about another public meeting and the requested motion by the Chairman on the length of the comment period. Thus, the public was not offered a fair opportunity to comment on the complete elimination of consideration of a roundabout design.

I urge the BOS to reconsider its vote on August 15 and at least keep an open mind on the Alternative 2 roundabout or other roundabout designs that may well change the Board's view about which design is most suited and viable for the Crowell Road gateway intersection into Chatham.

Respectfully,

George Myers

## Nathaniel Cabral-Curtis

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**From:** elaine gibbs <[REDACTED]>  
**Sent:** Friday, October 20, 2017 9:53 AM  
**To:** Nathaniel Cabral-Curtis  
**Subject:** Re: In Response to Your Inquiry to the Crowell Road Intersection Improvement Project

Thanks Nate.

I'm trying to visualize what this is going to look like. I apologize for all the questions.

1-With respect to the second Dogwood that is to be retained:

Currently Queen Anne has a 5.5' sidewalk on the south and 2 approximate 11' travel lanes.( 27.5 ft) All width expansion will be on the north side abutting church property. If my calculations are correct, the proposed width will be 43.5 ft, requiring an additional 5.5 ft sidewalk and 2- 5 ft bike paths for an increased width of 15.5 ft.

Currently the tree trunk closest to the intersection is 12.5 feet from the pavement and the other tree trunk is 14.5 ft. The diagram doesn't show either tree remaining. Are you sure they won't both be lost? Sidewalk excavation alone would probably kill the roots.

2-On the north side of the church on Rt 28, the state right of way is 55'. Currently the roadway is about 27 feet wide with a 27 ft width expansion to the south proposed. Can you tell me the distance from the edge of the proposed south side sidewalk to both the east and west corners of the church?  
On the diagram the church is blocked out because of labels.

Thanks again.  
Elaine

On Thu, Oct 19, 2017 at 11:36 AM, Nathaniel Cabral-Curtis <[ncabral-curtis@hshassoc.com](mailto:ncabral-curtis@hshassoc.com)> wrote:

Good Afternoon Elaine,

The present, pre-25% design plans do the following things:

- Removes the four large trees on the Route 28 side of the meeting house. These trees were planted within the state highway right-of-way and would have to go as part of providing the sidewalk connection the meeting house would like to see.
- On the Queen Anne side one of the two trees is removed, the other is retained.

Regards & Good Wishes,

## **Nathaniel Cabral-Curtis**

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**From:** Gerd Wagner <[REDACTED]>  
**Sent:** Thursday, October 19, 2017 5:27 PM  
**To:** Nathaniel Cabral-Curtis  
**Subject:** Roundabout Chatham, MA  
**Attachments:** Scan0008.pdf

**For your information and consideration, see attachment  
and please put more effort into Option 2.**

**Thanks! GERD WAGNER**



# LETTERS

## Need For Roundabout

Editor:

*This letter was sent to the Chatham Board of Selectmen and Town Manager Jill Goldsmith on Aug. 20.*

Last Tuesday's (Aug. 15) rather weak presentation by the traffic consultants Howard-Stein-Hudson (HSH) proved to be an exercise long in excuses and short in intelligible solutions.

We reside in the neighborhood and over the years have seen the absurd ways drivers have been trying to negotiate this dangerous and confusing intersection. The total lack of a logical traffic flow should be an engineer's worst nightmare, yet HSH is proposing to basically retain the existing bad configuration with the addition of hanging traffic lights above the roadway, turning lane(s) and new sidewalks to nowhere. The ADA required walkways have to have a purpose and should lead to crosswalks with push-button control lights at least 50 feet away from the traffic center to keep pedestrians from crossing at the busy intersection.

It seems to us that Mass DOT is leaning on the venerable HSH consultants, who, we must assume, should have gotten the feeling of exasperation by the motoring public, to promote the presents deficient layout. The department of transportation does not want to get involved in a grade correction and drain-

age situation. However, all problems can be solved if one wants to, and the "we cannot build this" response by the MassDOT Project manager is surely not an acceptable reaction.

This intersection, where four roads converge at different angles and sightlines, cries for a roundabout, just as it was determined to be the best and valid answer in West Chatham. We must assume that people who oppose a round traffic pattern have never experienced in England or Ireland the smooth and self-regulating movement of cars and trucks in a disciplined and orderly fashion. Indeed, where Old Queen Anne Road intersects with Route 39 in Harwich, we have a well designed and perfectly functioning roundabout while, on the other hand, the rotary in downtown Chatham does not work because of the way Main Street leads into the area (but that's a problem for another day).

Chatham has a chance to correct a very unsafe and perilous traffic situation, and the town has to insist that HSH and MassDOT have to produce the best and not necessarily the cheapest solution to this horror of an intersection which, in our humble opinion and we suspect even in the minds of the experts, is an efficient and safe roundabout.

Gerd and Norma Wagner  
Chatham

## Discouraged By Education Stagnation

Editor:

I began my teaching career in 1970 in Franklin, Mass., birthplace of America's father of public education, Horace Mann. Reading Karen J. Ryder's resignation from the Monomoy Regional School Committee brought flashbacks of working in a system under civilian control. That can be a good thing (local autonomy) or bad when it alienates the essential dissenting voice. No lowly classroom teacher can afford to be a squeaky wheel and have any hope for continued employment. No department head can afford to be too innovative without alienating a school principal. No school principal can afford to put too much pressure on his or her superintendent without risking reassignment

to educational Siberia. And no superintendent can so alienate a school committee that they decide to buy out the contract.

As a rule, dissension is rewarded with dismissal, or in Ms. Ryder's case, resignation. American public education suffers from such aversion to innovation that students supposedly being prepared for success in the 21<sup>st</sup> century are instead relegated to educational standards suitable to the population who traversed the country in wagon trains.

After nearly a half century, it is discouraging to see how little has changed.

Mike Garvan  
Brewster

## Marijuana Health Risks Real

Editor:

In 2016 among young children in the state of Colorado, a 30 percent increase in hospitalizations for the ingestion of marijuana

rics). The potential adverse health effects of marijuana use, of which this is one example, are considered by many to be real.

## Reduce Plastics Now

Editor:

"Plastics" was the word we heard, along with Dustin Hoffman. Since then we have been inundated by plastics - bottles, toys, food wrappers, fishing nets, ropes, TV sets, radios, utensils, and many other things we use regularly.

The movie "A Plastic Ocean" presented at the Orpheum Theater on Saturday by Madhavi Venkatesan, PhD, of Sustainable Practices showed how our environment is being overloaded and ruined by plastics faster than we can say "give me a paper bag." Shocking scenes in the movie showed seabirds killed by stomachs crammed with indigestible plastic. Outside the theater Rebecca Arnold of Chatham displayed large piles of plastic

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## Encourages School Com

Editor:

I would like to thank Karen Ryder for her service and contributions during her tenure as a Monomoy Regional School Committee member.

As stated in last week's Chronicle, the school committee is now looking for Chatham residents to submit a letter of interest and application for the position she vacated. This is a perfect opportunity for someone to dip their toes into the role of a school committee member prior to election season.

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## Tie-dye Tradition Will

Editor:

On behalf of the First Congregational Church, I would like to thank our community and countless summer visitors for supporting a unique and special fundraising effort that has become a beloved summer tradition. Since 2005, each Wednesday afternoon for 10 weeks in the summer, we've been offering tie-dye making on our church lawn. Participants, who come from near and far and represent all ages, have great fun in creating one-of-a-kind wearable treasures. Each summer, about 1,000 shirts are made. It is an activity that appeals to both boys and girls and people of all ages. And, best of all, they are nearly impossible to mess up!

Monies raised from tie-dye have been going to local, national and global missions

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## Appreciate Payson Trib



## Nathaniel Cabral-Curtis

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**From:** David Carlson <[REDACTED]>  
**Sent:** Thursday, October 19, 2017 8:46 AM  
**To:** Nathaniel Cabral-Curtis  
**Subject:** Crowell Rd intersection input

Hi Nathaniel,

I'm a Chatham resident and frequent driver of this intersection and welcome improvements.

- This intersection needs improvements for walkers. It'd be good to have a dedicated walker signal. The crosswalks should be clear and as short as possible. For roads with a median, it's good for the crosswalk to pass thru the median to give walkers a place to stand out of the traffic.
- Currently the intersection is a bit tricky for drivers coming from Queen Anne or Crowell. Because of the odd angle of these roads, it's often unclear for facing cars who should go next especially for Queen Anne cars turning left.
- In the redesign, please consider that a fair bit of traffic goes between Rt 28 and Queen Anne as a way to access town south of Rt 28 and bypass the rotary at Rt 28 and Old Harbor Rd.

Dave



## Nathaniel Cabral-Curtis

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**From:** [REDACTED]  
**Sent:** Thursday, October 19, 2017 7:16 AM  
**To:** Nathaniel Cabral-Curtis  
**Subject:** Crowell Road Intersection Improvement Project

Hello,

What is the deadline for commenting on the project? If tomorrow, please advise if there is a time deadline.

Also, please add me to the email list.

Thank you,

Judy Carlson

## Nathaniel Cabral-Curtis

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**From:** O'Toole, John <[REDACTED]>  
**Sent:** Tuesday, October 17, 2017 10:38 AM  
**To:** Nathaniel Cabral-Curtis  
**Subject:** RE: Comments on Chatham MA Crowell Rd Project

Hi Nate,

Thanks for the prompt follow up to my comments.

If HSH has worked on any intersections in the Boston area that might have some similarities to the Crowell Road intersection, I would like to see them. I have a vacation home in Chatham so I am usually in Chatham for 2-3 days on the weekend, but I am in the Boston area during the week. If there are intersections in the Boston area that might provide some inspiration re bike accommodations I would be interested in seeing them.

Thanks.

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**From:** Nathaniel Cabral-Curtis [mailto:ncabral-curtis@hshassoc.com]  
**Sent:** Tuesday, October 17, 2017 10:29 AM  
**To:** O'Toole, John <[REDACTED]>  
**Subject:** [EXTERNAL] RE: Comments on Chatham MA Crowell Rd Project

Good Morning John,

Thank you very much for your comment and for your understanding with regards to the roundabout. As you might recall, we originally went before a public information meeting on the project in 2015 and have only now in 2017 returned for our next steps. Much of that time has been spent trying to get a roundabout to work; we definitely gave it a 100% try.

In terms of bicycle accommodations, I think now's the right time for any suggestions you may have. I'm currently working on several projects in Boston which include bicycle signals and specialized bicycle crossings independent of crosswalks, though some of those solutions might run up against resistance in Chatham as being "too urban." So, if you have some ideas along the lines of what you would like to see, please do let me know.

Regards & Good Wishes,

-Nate

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**From:** O'Toole, John [mailto:[REDACTED]]  
**Sent:** Tuesday, October 17, 2017 10:08 AM  
**To:** Nathaniel Cabral-Curtis  
**Subject:** Comments on Chatham MA Crowell Rd Project

I come at this project from the perspective of a bicyclist. From that view point a roundabout design is a much better arrangement than a signal design. I do understand the reasons why a roundabout will not work at this location.

I am a pretty active cyclist and have been through the Crowell Rd intersection many times. The current intersection has absolutely no accommodations for bicyclists and riding through that area on a bicycle is hazardous.

I was pleased to see that the conceptual design acknowledged that a weakness of the current intersection was the total lack of accommodations for bicyclists. While I appreciate that observation about the current design - there was no mention of the needs of bicyclists in the conceptual design the signal design.

Aside from my personal concerns as a bicyclist, I am a member of the Bikeways Committee – we are currently working with the Cape Cod Commission to develop a Bike Plan for Chatham. In developing the Bike Plan we have come to realize that Chatham has a great set of natural resources to support bicycling in town – while we have a great set of assets - the infrastructure connecting them needs some work - the Crowell Rd intersection being one. In particular we are planning to refresh an on road Bike Route that begins at the Trailhead in front of the fire station on Depot Rd - and heads east over to Shore Road – down to the Lighthouse then through the historic district then by Oyster Pond and up Queen Anne Rd to the Crowell Rd intersection where the route crosses Rt 28. To return to the Trailhead at the firehouse.

So the point is that we expect that bicycle traffic crossing rt 28 at Crowell Rd will increase as we refresh the On-Road Bike Route.

One of the overall goals of the Bike Plan is to improve the safety of bicycling in Chatham.

I appreciate we are at the conceptual design – so it is still early but I urge the designers to keep the needs of bicyclists in the forefront of their design as they move forward with this project.

## Nathaniel Cabral-Curtis

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**From:** O'Toole, John [REDACTED] >  
**Sent:** Tuesday, October 17, 2017 10:08 AM  
**To:** Nathaniel Cabral-Curtis  
**Subject:** Comments on Chatham MA Crowell Rd Project

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One of the overall goals of the Bike Plan is to improve the safety of bicycling in Chatham.

I appreciate we are at the conceptual design – so it is still early but I urge the designers to keep the needs of bicyclists in the forefront of their design as they move forward with this project.

From Susan Hebert

Received on paper on October 16<sup>th</sup>, 2017

Susan Hebert, Stage Harbor Road

I have been driving thru this intersection for 30 years...many times several times a day. My feeling is that intersection is well designed allowing cars 6 options to enter and exit thru with 3 main roads crossing and allowing entrance and exits from many commercial properties. Never have I seen a problem...summer or winter. If a driver cannot drive thru this intersection, they shouldn't be driving.

Thank you.



## Nathaniel Cabral-Curtis

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**From:** Terry Whalen <twhalen@chatham-ma.gov>  
**Sent:** Monday, October 16, 2017 6:13 AM  
**To:** Nathaniel Cabral-Curtis  
**Subject:** FW: lights at Route 28 / Queen Anne intersection

FYI – Crowell Road comment

**From:** Westgates [mailto: [REDACTED]]  
**Sent:** Sunday, October 15, 2017 5:10 PM  
**To:** Terry Whalen  
**Cc:** [REDACTED]  
**Subject:** lights at Route 28 / Queen Anne intersection

Terry,

We'd like to preserve as much of the small town atmosphere as is possible at this entry gateway to Chatham.

We understand the state's preference for large overhead traffic lights. But we believe that the traditional traffic lights there now should be preserved.

Michael and Ann Westgate

## Nathaniel Cabral-Curtis

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**From:** Ron Kangas <[REDACTED]>  
**Sent:** Saturday, October 14, 2017 6:38 AM  
**To:** Nathaniel Cabral-Curtis  
**Cc:** Bill and Donna  
**Subject:** Chatham Rt. 28 improvements

Sent from [Mail](#) for Windows 10

Nathaniel Curtis Manager of public involvement:

There has been much discussion on the proposed improvements to Rt. 28, with discussions on the two roundabouts in West Chatham to the handling of the Crowell Rd Rt. 28 intersection. During these discussions not one word has been mentioned on the Queen Ann Road, Lime Hill Rd., Rt. 28 intersection. There needs to be some serious consideration given to how any changes to either West Chatham or Crowell Rd Rt28 changes would have on this intersection. Today Queen Ann Road is one of the peak arteries used for those wishing to head into the Town of Chatham. The traffic issues during the peak season when coupled to traffic entering the Agway business, and traffic exiting Lime Hill Road, creates a safety issue along with delays along both the Route 28 corridor and Queen Ann Road. Traffic moving along 28 from West Chatham to the downtown often moves at a significant clip making it very difficult for residents of Lime Hill Rd and individuals taking advantage of the Community Garden to exit directly across to Queen Ann Rd or head West on Rt. 28. The visibility looking West, as you try to exit is very poor. Any changes, improvements to the current situation along Rt. 28 must include some changes to this intersection.

Thank you  
Ron Kangas

## Nathaniel Cabral-Curtis

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**From:** Paul Aldrich [REDACTED]  
**Sent:** Friday, October 13, 2017 1:33 PM  
**To:** Nathaniel Cabral-Curtis  
**Cc:** Sean Pope at Cape Wife Is Beth; Eileen Aldrich  
**Subject:** RE: Crowell Road redesign comments from 42 Snow Lane (next to Fiddle Company)

Hi Nate, thanks for the quick response! I won't be available, but I'm quite sure my wife will attend. It would be great if some of those requests are already baked into the design. Thanks again Nate. Paul

On Oct 13, 2017 12:17 PM, "Nathaniel Cabral-Curtis" <[ncabral-curtis@hshassoc.com](mailto:ncabral-curtis@hshassoc.com)> wrote:

Good Afternoon Paul,

Thank you for your note. We will have you added to the stakeholder database. I would invite you to come to the open house we will be having at the Town Hall Annex on George Ryder Road at 4PM this coming Monday. I will double check, but I believe our proposal includes extension of the sidewalk to Snowdrop Lane.

Regards & Good Wishes,

-Nate

**From:** Paul Aldrich [mailto:[REDACTED]]  
**Sent:** Friday, October 13, 2017 12:08 PM  
**To:** Nathaniel Cabral-Curtis  
**Cc:** Eileen Aldrich; Sean Pope at Cape Wife Is Beth  
**Subject:** Crowell Road redesign comments from 42 Snow Lane (next to Fiddle Company)

Hi Nathaniel,

My name is Paul Aldrich. My wife and I own a property at 42 Snow Lane. I'm sure your aware, Snow Lane is a tiny road to the right hand side of the old Cumberland Farms, see below. There are several houses back there, with some year round residents. I know I am late to the game for the comment period, but I would like the town to consider the following:

1. Bury the electrical service at this busy intersection, it is pretty ugly.

2. Ask Cumberland Farms to remove the metal poles on the corner of their property and make a slightly larger street radius on the Cumbies property that would support a bigger vehicle like a fire truck for safety reasons. (this makes sense as the fire truck is most likely to be coming from the fire station, not Harwich :- )
3. Ask Cumberland farms to add some barriers so people don't drive through their property, which makes pulling out of Snow Lane an adventure at times.
4. Any thing that adds sidewalks to and from Snow Lane.

Thanks for the consideration!

Paul Aldrich

PS - could you put me on the project email list? Thanks!



Virus-free. [www.avg.com](http://www.avg.com)

## Nathaniel Cabral-Curtis

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**From:** Paul Aldrich [REDACTED] >  
**Sent:** Friday, October 13, 2017 12:08 PM  
**To:** Nathaniel Cabral-Curtis  
**Cc:** Eileen Aldrich; Sean Pope at Cape Wife Is Beth  
**Subject:** Crowell Road redesign comments from 42 Snow Lane (next to Fiddle Company)

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4. Any thing that adds sidewalks to and from Snow Lane.

Thanks for the consideration!

Paul Aldrich

PS - could you put me on the project email list? Thanks!



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## Nathaniel Cabral-Curtis

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**From:** Pamela King [REDACTED] >  
**Sent:** Monday, September 25, 2017 4:07 PM  
**To:** Nathaniel Cabral-Curtis  
**Subject:** Chatham signals

Hello,

I am writing about the Crowell Road Improvement in Chatham MA.

I think the option 2- Alternative 3- New Signal & turn lane(s) addition is a far better choice than a Rotary for this intersection at this time.

It address all the issues without the "big dig" effect to surrounding land and eliminates the standing water concern. It seems to be what drivers are doing anyway. Supporting turns lanes enhances safety as well as time spent at intersection.

I would like to see a center barrier to prohibit left hand turns at Post Office Road and 28 (Main). There is a no turn sign there now but is ignored.

Pam King  
508-945-4881

## Nathaniel Cabral-Curtis

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**From:** Margie Stenberg [REDACTED]  
**Sent:** Tuesday, September 19, 2017 3:50 PM  
**To:** Nathaniel Cabral-Curtis  
**Subject:** Crowell Rd intersection - Chatham



To Whom it May Concern:

Please take into account pedestrians. I live at 912 Main St. - Park Place, condos which are for citizens 62 and over. As a result I do a lot of walking and crossing the intersection on the corner. Often, even when the light is green in my direction and I am in the correct path for walking, a car will turn left or right, from Queen Anne Rd. and cut me off - or other pedestrians. I told an N Star driver the light was green and was legally in the correct space. His answer was, "It's not a walking light!". When designing the crossings please consider this and put a walking light for pedestrians. To me, a green light for a car was also a green light for pedestrians! Please fix this problem.  
Margaret Stenberg

## Nathaniel Cabral-Curtis

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**From:** Michael Tompsett [REDACTED]  
**Sent:** Tuesday, August 29, 2017 1:25 PM  
**To:** Nathaniel Cabral-Curtis  
**Cc:** rickella@comcast.net; pkcocolis@hotmail.com  
**Subject:** Comments re Crowell Road Intersection, Chatham

Hi Nathaniel

You may remember me as a very persistent advocate of mini-roundabouts for West Chatham. Unfortunately I was travelling back from Colorado when the Crowell Road Intersection was discussed, but of course, I watched the recording.

I would like you to record these as my official comments of the HSH proposal.

At an earlier meeting in 2015 a promise, based on a suggestion by Seth Taylor, was made by Tom Currier, that there would be 2 options presented to the Town for discussion. This was not done, only one option was seriously presented. Option 1 was not appropriate and option 2 was summarily dismissed, so what is proposed is inadequate.

My comments on your option 3 are

1. The proposal uses traffic signals on gantries across the street, which is an ugly urban solution.
2. Grading and drainage has to be just as much an issue for this large tarmac area as was suggested for the roundabout option 2.
3. Waiting at red traffic lights for 10 months a year is an unnecessary waste of fuel and imposition on year round residents, when there could be free-flow around a mini-roundabout.

An Option 4 must be introduced into the discussion

1. Ms. Pyke said that a roundabout was the recommended choice so dismissing any roundabout option based on a drainage impact on local properties seems bizarre. I am sure that drainage is an issue with the current configuration, and any redesign will provide improvements. Additionally Dr Duncanson last year implemented a water drainage capability piped down Oyster Pond Furlong into a runoff treatment area. He is currently reviewing using this with respect to drainage at this intersection.
2. I cannot believe that designing the in and out lanes is so difficult, or that grading the junction area cannot be designed and that it requires such an "exemplary" contractor as was suggested.
3. There are roundabouts in Harwich and Orleans, which perform admirably, but a roundabout of one of those types albeit skinnied down, is probably still too big for the available space at this intersection and would require takings, just like they did, and I would argue, unnecessarily in West Chatham.

4. However a true mini-roundabout requires very little space and therefore obviates any takings.
5. Importantly emergency vehicles entering from Depot Road, and large trucks could run right over it.
6. It would also provide a free-flow of traffic in both summer and winter.
7. Designing the road entrances and exits will obviously require some creative design, but that is what engineers are paid for, but to deny a mini-round-about as an option for discussion, based on drainage considerations, which are essentially the same for option 3, is just not acceptable.
8. The Federal Highway Administration strongly advocates the use of mini-roundabouts, and one would provide an elegant solution for this intersection.
9. I understand that objectors to roundabouts still do not understand the difference between a rotary, a traditional round-about, which requires additional property, and a mini-roundabout, which does not.
10. A mini-roundabout would actually cost much less than embedded gantries and lights, enhance the attractiveness of the area and match the character of Chatham.

Thank you for your attention.

Mike

Dr Michael F. Tompsett F.IEEE



## Nathaniel Cabral-Curtis

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**From:** ELLA KENNEY [REDACTED]  
**Sent:** Thursday, August 24, 2017 7:25 AM  
**To:** Nathaniel Cabral-Curtis  
**Cc:** jgoldsmith@chatham-ma.gov; snealy@chatham-ma.gov  
**Subject:** Main Street/Crowell Road Improvements  
**Attachments:** Downtown Main Street Improvements 4.docx

Nate:

Attached are my comments regarding "sidewalks to nowhere" for proposed Main Street/Crowell Road intersection improvements in Chatham.

Rick Leavitt



To: Nate Cabral-Curtis, Howard/Stein-Hudson

From: Rick Leavitt

Copy: Cory Metters, Dean Nicastro, Shareen Davis, Jeff Dykens, Amanda Love, Jill Goldsmith

August 21, 2017

**Re: Proposed Main Street/Crowell Road Intersection Improvements**  
**DRAINAGE**

I raised several issues in my initial comments concerning the Main Street/Crowell Road project. I will address each issue in a series of letters. The first issue concerns a claim that the topography of the intersection is such that it is not possible to engineer drainage for a roundabout that prevents pooling of rainwater at the intersection. Pooling is not currently a concern at this intersection. Over the past weekend, Chatham experienced a prolonged torrential downpour that flooded several roads and intersections throughout town, causing traffic to be re-routed. The Main Street/Crowell Road intersection remained dry and usable.

- What is the history of rainwater pooling at this intersection?
- Has rainwater runoff pooled at the intersection recently?
- What are the engineering obstacles to designing an adequate drainage system given existing topography?

With respect to engineering obstacles, Manchester, Vermont, a rural community similar in size to Chatham, successfully designed a roundabout in a town center area where the roadway spans a small stream. It seems improbable that Chatham is incapable of designing a roundabout intersection that addresses the potential for pooling in an area with a sizable natural wetland close by.

Has a roundabout design with an extensive rain garden center to absorb runoff been considered? Rain gardens help the environment, capturing rainwater runoff, returning it directly to Chatham's sole source drinking water aquifer. For a community as environmentally conscious as Chatham, it's hard to imagine a more appropriate gateway to Chatham's historic downtown village center.

To: Nate Cabral-Curtis, Howard/Stein-Hudson

From: Rick Leavitt

Copy: Cory Metters, Dean Nicastro, Shareen Davis, Jeff Dykens, Amanda Love, Jill Goldsmith

August 23, 2017

**Re: Proposed Main Street/Crowell Road Intersection Improvements  
TRAFFIC FLOW and SAFETY**

Pedestrian safety and convenience are greatly enhanced with roundabout vs. lighted intersections. Compare the crossing distances shown for both design concepts; distances that pedestrians, cyclists, the handicapped must navigate to cross the street. A trip to Skaket Corners in Orleans illustrates the problem nicely. No one wants to cross a wide roadway with multiple lanes of traffic, even with pedestrian crossing lights. As a result, Skaket Corners has become a wasteland. Pedestrians are seldom sighted there. Alternatively, with a modern roundabout, crossing is limited to only two lanes, one lane at a time, pausing in safe crossing islands. This is what is meant by a village center, pedestrian friendly intersection -- convenient, safe crosswalks that invite pedestrian use -- a prime objective of Chatham's Long Range Comprehensive Plan.

Roundabouts are motorist friendly too. According to Federal Highway Administration reports, roundabouts have a significantly lower frequency and severity of accidents than lighted intersections. This is due mainly to reduced speeds at roundabouts (15 MPH) vs. lighted intersections and avoidance of head-on and T bone collisions.

FHA studies also show that traffic flow is significantly greater through roundabout vs. lighted intersections, particularly lighted intersections with vehicle turning and pedestrian crossing lights. The addition of phased lights at the Main Street/Crowell Road intersection will likely result in further traffic delays at the intersection. Vehicle back-up approaching the lighted intersection will be even longer than experienced today.

To: Nate Cabral-Curtis, Howard/Stein-Hudson

From Rick Leavitt

Copy: Cory Metters, Dean Nicastro, Shareen Davis, Jeff Dykens, Amanda Love, Jill Goldsmith

August 24, 2017

**Re: Proposed Main Street/Crowell Road Intersection Improvements**  
**SIDEWALKS to NOWHERE**

Sidewalks to nowhere are a symptom of a bigger problem. Management responsibility for maintenance and improvement of Chatham's downtown Main Street is divided between local and state managers. Consequently, no single person or department is held responsible for the condition of Main Street. The state controlled section of Main Street between the rotary and Crowell Road has developed into an extension of local controlled downtown Main Street and deserves more attention.

The one sidewalk in this vibrant mixed use section of Main Street is poorly maintained, showing considerable wear and tear. Long stretches of public green space have deteriorated badly. At a minimum, state and local managers need to coordinate their plans so that, for example, new sidewalks proposed for Main Street/Crowell Road intersection connect with existing or new local sidewalks.

If state cooperation becomes problematic, Chatham may be forced to exercise the option of taking control and management responsibility for Main Street between the rotary and Crowell Road (Route 28). Barnstable exercised this option for Main Street (Route 6A) in Barnstable Village in order to improve and properly maintain its historic village center setting.

## Nathaniel Cabral-Curtis

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**From:** ELLA KENNEY [REDACTED]  
**Sent:** Wednesday, August 23, 2017 11:21 AM  
**To:** Nathaniel Cabral-Curtis  
**Cc:** jgoldsmith@chatham-ma.gov; snealy@chatham-ma.gov  
**Subject:** Downtown Main Street/Crowell Road Improvements  
**Attachments:** Downtown Main Street Improvements 3.docx

Nate:

Attached are comments regarding traffic flow and safety at the downtown Main Street/Crowell Road intersection in Chatham.

Rick Leavitt

## Nathaniel Cabral-Curtis

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**From:** ELLA KENNEY [REDACTED]  
**Sent:** Monday, August 21, 2017 1:05 PM  
**To:** Nathaniel Cabral-Curtis  
**Cc:** jgoldsmith@chatham-ma.gov; snealy@chatham-ma.gov  
**Subject:** Main Street/Crowell Road Improvements  
**Attachments:** Downtown Main Street Improvements 2.docx

Nate:

Further to my initial comments regarding proposed improvements to the Main Street/Crowell Road intersection in Chatham, attached are further comments and questions.

Rick Leavitt

PS: Shanna, will you please forward my comments to individual selectmen. Thanks.



## Nathaniel Cabral-Curtis

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**From:** Keri Pyke  
**Sent:** Friday, August 18, 2017 9:43 AM  
**To:** Terry Whalen  
**Cc:** Nathaniel Cabral-Curtis; Currier, Thomas (DOT) (Thomas.Currier@dot.state.ma.us); Mark Gravallesse  
**Subject:** FW: Crowell Road Intersection, Chatham

FYI

**Keri Pyke, P.E., PTOE**  
Principal | Transportation Planning



direct: 617.348.3301 cell: 617.797.4523 office: 617.482.7080  
11 Beacon Street, Suite 1010, Boston, MA 02108  
[www.hshassoc.com](http://www.hshassoc.com) [Facebook](#) [LinkedIn](#)

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**From:** Michael Tompsett [REDACTED]  
**Sent:** Thursday, August 17, 2017 4:27 PM  
**To:** Keri Pyke  
**Cc:** Thomas.Currier@dot.state.ma.us; Nathaniel Cabral-Curtis  
**Subject:** Crowell Road Intersection, Chatham

Hi Keri

You may remember me as a very persistent advocate of mini-roundabouts for West Chatham. Here is an email that I am sending to the Chatham selectmen with respect to the Crowell Road project.

To Selectmen

Unfortunately I was travelling back from Colorado when the Crowell Road Intersection was discussed, but of course, I watched the recording.

I have a major problem with the HSA approach made at that meeting.

At an earlier meeting in 2015 a promise, based on a suggestion by Seth Taylor, was made by Tom Currier, that there would be 2 options presented to the Town for discussion. This was not done on Tuesday, only one option was seriously presented. Option 1 was not appropriate and option 2 was summarily dismissed.

Before discussing a fourth option, I would make 2 comments, which were not discussed on the so called option 3, and another comment that was :

1. The proposal uses traffic signals on gantries across the street, which is an ugly urban solution.
2. Grading and drainage has to be just as much an issue for this large tarmac area as was suggested for the roundabout option 2.
3. Waiting at red traffic lights for 10 months a year is an unnecessary waste of fuel and imposition on year round residents.

1. Ms. Pyke said that a roundabout was the recommended choice so dismissing any roundabout option based on

a drainage impact on local properties seems bizarre. I am sure that drainage is an issue with the current configuration, and any redesign will provide improvements. Additionally Dr Duncanson last year implemented a water drainage capability on Oyster Pond Furlong which includes runoff from this area.

2. There are roundabouts in Harwich and Orleans, which perform admirably, but a roundabout of one of those types albeit skinnied down, is probably still too big for the available space at this intersection and would require takings, just like they did, and I would argue, unnecessarily in West Chatham.

However a true mini-roundabout requires very little space and therefore obviates any takings. Importantly emergency vehicles entering from Depot Road, and large trucks could run right over it. It would also provide a free-flow of traffic in both summer and winter. Designing the road entrances and exits will obviously require some creative design, but that is what engineers are paid for, but to deny a round-about as an option for discussion, based on drainage considerations, which are essentially the same for option 3, is just not acceptable.

#### Option 4

The Federal Highway Administration strongly advocates the use of mini-roundabouts, and one would provide an elegant solution for this intersection.

I understand that objectors to roundabouts still do not understand the difference between a rotary, a traditional round-about, which requires additional property, and a mini-roundabout, which does not.

A mini-roundabout would actually cost much less than embedded gantries and lights, enhance the attractiveness of the area and match the character of Chatham.

I am forwarding this letter to HSA and MassDOT to encourage them to meet their promise to provide the Town with a second viable option. and which I think would be much more attractive.

Thank you for your attention.

Mike

Dr Michael F. Tompsett F.IEEE



## Nathaniel Cabral-Curtis

---

**From:** Richard Stenberg [REDACTED]  
**Sent:** Thursday, August 17, 2017 5:25 PM  
**To:** Nathaniel Cabral-Curtis  
**Subject:** Crowell Road Project

Thanks for the opportunity to comment. First, I am a resident at 912 Main St., only a few doors down from the intersection. My neighbors and I (who are mainly elderly) are concerned about the safety of pedestrians. We need good sidewalk access and we need traffic signals that allow pedestrians to cross in all directions without fear of being run over. Many times now cars cut in front of pedestrians when I assume a pedestrian has the right of way.

Cordially,  
Richard Stenberg