Cape Cod Canal Transportation Study, Third Public Informational Meeting.

Bourne, Plymouth, Sandwich, Wareham. Massachusetts Maritime Academy
December 1, 2016 7:00 PM to 9:00 PM
Agenda.

Welcome and Introductions.

• Study Process & Framework.

• Study Framework: Goals and Objectives.

• Alternatives Development.
  • Potential Short-, Mid-, and Long-Term.

• Schedule/Next Steps.

December 1, 2016
Welcome and Introductions.

- **MassDOT:**
  - Ethan Britland – Project Manager.

- **US Army Corps of Engineers:**
  - Craig Martin, Project Manager.

- **Study Team:**
  - Bill Reed, P.E., Principal in Charge (Stantec).
  - Mike Paiewonsky, AICP- Team Project Manager (Stantec).
  - Fred Moseley, P.E. – Transportation Engineer (Stantec).
  - Jennifer Siciliano, AICP – Public Engagement (Harriman).
  - Sudhir Murthy, P.E., PTOE – Trans. Modeler (TrafInfo).
  - Frank Mahady – Socio-Economic (FXM Associates).

December 1, 2016
Study Process & Framework.

- **Step 1**: Goals and Objectives, Evaluation Criteria, and Public Involvement Plan.
- **Step 2**: Existing Conditions, Future Conditions, and Issues Evaluation.
- **Step 3**: Alternatives Development.
- **Step 4**: Alternatives Analysis.
- **Step 5**: Recommendations.

December 1, 2016
Study Framework: Goals.

• Improve transportation mobility and accessibility in the Cape Cod Canal Area, and to provide reliable year-round connectivity over the canal and between the Sagamore and Bourne Bridges.

• To create/improve multi-modal mobility in the Cape Cod Canal area
Study Framework: Objectives.

- Create reliable multimodal connectivity and mobility levels such that the quality of life on Cape Cod is not diminished by unreliable connectivity across the Cape Cod Canal.

- Create a reliable multimodal connection across the Cape Cod Canal to maintain/enhance public safety in the event of the need for an emergency evacuation of portions of Cape Cod and to accommodate first responders accessing Cape Cod.

- Ensure that cross canal connectivity does not become a barrier to reliable intra-community connectivity for the Towns of Bourne and Sandwich.
Cape Cod’s Summer vs. Non-Summer Seasons.
2014 Summer and Non Summer Daily Traffic Volumes

**Scenic Highway**
- Summer: 38,664
- Non-Summer: 22,908
- Change (%): 51%

**Route 3**
- Summer: 51,613
- Non-Summer: 38,848
- Change (%): 28%

**Route 25**
- Summer: 67,734
- Non-Summer: 42,648
- Change (%): 45%

**Sagamore Bridge**
- Summer: 73,371
- Non-Summer: 49,837
- Change (%): 38%

**Route 6**
- Summer: 78,709
- Non-Summer: 41,114
- Change (%): 63%

**Route 28**
- Summer: 52,145
- Non-Summer: 30,000
- Change (%): 54%
What are some of the Implications of those Traffic Volumes?
2014 Saturday Peak Hour (10 – 11 AM)
Typical (95th percentile) Queues from Bridges.
2040 Saturday Peak Hour (10 – 11 AM)
Typical (95th percentile) Queues from Bridges.
Year-Round Problem Intersections.
2014 Year Round Problem Intersections.

8 Year Round Problem Intersections
## 2014 Year Round Problem Intersections by LOS and Crashes.

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<th>Location</th>
<th>High Crash</th>
<th>LOS E or F?</th>
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Summary of Completed Task 2.

- Existing Traffic Conditions;
- Environmental Conditions;
- Bicycle, Pedestrian, Transit Facilities;
- Travel Demand Model;
- Future (2040) No-Build Traffic; and
- Engagement with Army Corps.
Major Task 2 Findings.

- Problems include:
  - Sagamore and Bourne Bridges,
  - Areas clustered north and south of bridges;
- 2040 traffic conditions will worsen;
- Lack of bicycle, pedestrian, and other multimodal connections;
- Many environmental constraints.
Issues, Constraints, Opportunities.

**Issues:**
- Severe congestion at bridge approaches and intersections.
- Balancing visitor and resident needs.
- Lack of bicycles and pedestrian accommodation.

**Constraints:**
- Extensive areas of sensitive environmental resources.
- Developed residential and commercial areas.
- Joint Base Cape Cod.

**Opportunities:**
- MassDOT and Army Corps collaboration.
- Enhance multimodal accommodation.
- Additional infrastructure.

December 1, 2016
Task 3: Preliminary Alternatives Development.
Standard Approach to Preliminary Alternatives Development.

*Seeking alternatives that:*

1. Satisfy Study Goals and Objectives from Task 1.

2. Based on Identified Issues, Constraints, and Opportunities from Task 2.


4. Modify or expand existing infrastructure and, if necessary, construct new infrastructure.
Additional Considerations for Preliminary Alternatives Development.

- US Army Corps of Engineers (USACE) plan for bridges.
- Examination of Prior Alternatives Developed for the Public Private Partnership (P3) Process.
- Review of Outside Submissions
- Development of New Alternatives (Short, Medium and Long-Term).
Army Corps of Engineers.
Continued Coordination with USACE.

- USACE Conducting ‘Major Rehabilitation Evaluation Study’ to Determine Rehabilitation or Replacement of both Sagamore and Bourne Bridges.
- For the Purpose of Analysis in MassDOT’s Study, we are assuming both bridges will be Replaced and Toll Free.
Consideration of Prior P3 Alternatives.
Examination of Preliminary P3 Concepts.

- P3 Concepts were developed in response to increasing USACE maintenance of the Canal bridges and intended to compliment aging infrastructure.

- Examine prior concepts and also new P3 opportunities, if necessary.
Environmental Resource Impacts: Route 3 to Route 25 Connector.
Environmental Resource Impacts: Route 3 to Route 25 Connector.

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Environmental Resource Impacts: Middle Bridge.
## Environmental Resource Impacts: Middle Bridge.

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<td>63.1</td>
<td>19.7</td>
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</table>
Analysis of Preliminary P3 Concepts.

Federal Environmental Regulations (NEPA and Clean Water Act) Requires Comprehensive Alternatives Analysis and Selection of the Alternative that:

A. Meets the Project Purpose and Need.
B. Results in the Least Overall Impact to Social and Environmental Resources.
Conclusion of Preliminary P3 Concepts.

Route 3 to Route 25 Connector and Mid-Canal Bridge Alternatives.

Dismissed from Further Consideration in this Study Due To:

- Significant Environmental Impact, and
- Inability to Meet Federal Environmental Requirements.
Short-, Mid-, and Long-Term Alternatives.

- Roadways/Intersections.
- Bridges.
- Bicycles.
- Pedestrians.
- Transit.

Photo: capenightphotography.com
Assumptions for Alternatives Development Process.

- Focus on year-round safety and mobility problem locations.
- Short- and Mid-Term Alternatives do not preclude new Corps’ bridge construction.
- New bridges to be built adjacent to existing bridges. Toll-Free.
Design Understanding.

• Focus on improvements to existing infrastructure.
• Design for future (2040) fall weekday PM peak period.
• Seek further improvements for summer peak period.
• Not trying to resolve all peak-season traffic problems. This would have significant impacts.
Short-Term Alternatives

(1-3 Years)

Few environmental or property impacts.
Short-Term TSM/TDM Improvements.

- Signal Timing/Adaptive Signals.
- Turning Lanes.
- Improved Stripping and Signage.
- ITS Improvements
- Improved Bicycle, Pedestrian, Transit Facilities.
## 2014 Year-Round Problem Intersections.

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<td>8. Bourne Rotary.</td>
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1. Scenic Highway at Canal Rd/State Road.

Proposed: Optimize Signal Timing and/or Adaptive Signal Control.

Delay: Reduced from 45 to 35 seconds.

High Crash Location.

ADA-compliant pedestrian facilities present.
2. Route 6A at Cranberry Highway and Sandwich Road.
2. Route 6A at Cranberry Highway and Sandwich Road.

Proposed: Add exclusive left-turn lanes on westbound approach.
Delay: Overall delay reduced from 74 to 30 Seconds.
Sidewalk on Sandwich Rd. No sidewalk on Cranberry Hwy.
3. Route 130 at Cotuit Road.
Proposed: Signalize Intersection.
Delay (for Cotuit Rd): Reduced from 242 to 32 Seconds.
High Crash Location. No sidewalks present.
4. Sandwich Road at Bourne Rotary Connector- Bourne.
4. Sandwich Road at Bourne Rotary Connector – Bourne.

Proposed: Meets Signal Warrants but signalization not proposed at this time (may worsen queues).
Will be incorporated in Bourne Rotary Improvements.
No sidewalks present (High School nearby).
5. Sandwich Road at Harbor Lights Road.
Sandwich Road at Harbor Lights Road.

6. Scenic Highway at Nightingale Pond Road.
Proposed: Optimize Signal Timing. Delay is Reduced from 60 to 29 seconds. Candidate for Adaptive Signal Control. High Crash location. ADA-compliant sidewalks on Scenic Hwy. None on Nightingale Pond Rd.

High crash location. Sidewalks present on Main St. Lacks sidewalks elsewhere.
8. Bourne Rotary.

Short-Term Alternatives
Bicycles and Pedestrians.
Existing Bicycle/Bus Facilities

Legend
- Sign Posted On-Road Bike Route
- Existing Bicycle Facilities
- Bus Routes
Gaps in Bicycle/Ped Connections to Canal Bikeway- West.

Legend
- ◇ Existing Bikeway Access
- ◊ Existing Pedestrian Only Access

Bourne Bridge (West)
Potential Bicycle/Ped Connections to Canal Bikeway- West.

Legend
- Existing Bikeway Access
- Existing Pedestrian Only Access
- Potential Bikeway Access
Gaps in Bicycle/Ped Connections to Canal Bikeway-East.

Legend
- Existing Bikeway Access
- Existing Pedestrian Only Access
Potential Bicycle/Ped Connections to Canal Bikeway-East.

LEGEND

- Existing Bikeway Access
- Existing Pedestrian Only Access
- Potential Bikeway Access
Potential Bicycle/Ped Connections to Canal Bikeway.

Informal Path

Constructed Crossing
Potential Sidewalk and ADA-Accessibility Improvements.

Sandwich:
• Route 130, bus route (BR).
• Route 6A (BR).
• Cotuit Road.
• Tupper Road.

Bourne
• County Road (BR).
• Shore Road
Potential Mid-Term Alternatives. (3-8 Years)

Higher cost and greater potential for environmental and property impacts.

Photo: capecodchamberofcommerce.com
Potential Mid-Term Alternatives. (3-8 Years)

Higher cost and greater potential for environmental and property impacts.
Goal is to Improve the Transportation System’s Mobility, Reliability, and Safety.
Travel Patterns within the Study Area Strongly Influence Preliminary Alternatives Development.
2014 Summer Saturday (10 – 11AM)
Cape-Bound Routing.

Total Volumes = 58,100

Legend
% of Total Traffic
(xx,xxx)
Total Volume

December 1, 2016
2014 Summer Sunday (12 -1PM)
Off-Cape Routing.

Total Volumes = 56,800

86% (19,000)

48% (18,000)

8% (1,800)
Focus Areas – Canal Bridges.
Focus Area - Canal Area Intersections.

2040 Year Round Problem Intersections

December 1, 2016
Potential Mid-Term Relocated Route 6 Exit 1C.

- Existing Exit 1C causes congestion on Route 6 westbound due to short acceleration lane immediately before Bourne Bridge.
- New Exit 1C at utility corridor (3,400 feet east).
- New roadway to Route 130 at Route 6A.
- Potentially reduces congestion and improves safety with longer acceleration lanes on Route 6.
- Maintains westbound exit/entrance only.
Mid-Term - Route 6 – Relocation of Exit 1C.
Potential Mid-Term Route 6 Additional Travel Lane.

- Potential new travel lanes in both direction from Sagamore Bridge to Exit 2 (Route 130).
- Potentially reduces congestion and improves safety on Route 6 by allowing smoother merging of traffic entering or exiting Sagamore bridge.
- Limited environmental impact.
Route 6 Additional Travel Lane.

Add 3rd Travel Lane to Route 6 from Exit 1A to Exit 2
Belmont Circle.
Potential Mid-Term - Scenic Hwy to Route 25 Westbound Ramp.

- New Ramp from Scenic Highway to Route 25 Westbound.
- Begins at Scenic Hwy/Nightingale Pond Road Intersection.
- Diverts traffic from Belmont Circle. (780 cars in summer Saturday noontime peak period).

- Access from Scenic Hwy westbound only.
- Potentially improves traffic operations and safety in Belmont Circle (high crash location).
Potential Mid-Term - Scenic Hwy to Route 25 Westbound Ramp.
Potential Mid-Term – Belmont Circle Roundabout.

- Reconstruction of Belmont Circle as a modern roundabout.
- Improves traffic operations and safety in Belmont Circle (high crash location).
- Maintains access to all abutting properties.
- Anticipated to include Scenic Hwy to Route 25 westbound ramp.
Potential Mid-Term - Belmont Circle Roundabout
Potential Mid-Term – Belmont Circle Roundabout with Fly-over Ramp.

- New Ramp from Route 25 eastbound to Scenic Highway eastbound.
- Reconstruction of Belmont Circle as a modern roundabout.
- Improves traffic operations and safety in Belmont Circle (high crash location).
- Maintains access to all abutting properties.
- Anticipated to include Scenic Hwy to Route 25 westbound ramp.
Potential Mid-Term - Belmont Circle Roundabout with Fly-over Ramp.
Bourne Rotary.
Potential Mid-Term – Bourne Rotary Reconstruction.

• New Route 28 northbound ramp directly to Bourne Rotary Connector (removes 950 Summer Saturday peak hour vehicles).
• Enhanced southbound access to Sandwich Road (removes 1,175 vehicles from rotary during peak hour Saturday)
• Use of Veterans Way to Sandwich Road
• New bridge under Bourne Rotary Connector. Eliminates need for signalized intersection.
Potential Mid-Term Bourne Rotary Reconstruction

Based on 2006 MassDOT Study.
Re-examined with current traffic volumes
Potential Mid-Term Bicycle/Pedestrian/Freight Improvements.

- Bourne Rail Trail (Connecting Shining Sea Bikeway to Canal Bikeway).

- Wareham Community Path.
Potential Mid-Term Bicycle/Pedestrian Improvements. – Bourne Rail Trail
Potential Mid-Term Bicycle/Pedestrian Improvements – Wareham Community Pathway.
Park and Ride Lots.

- Existing Park and Ride Lots on Route 6 in Barnstable (Route 132 - Exit 6) and Bourne (Route 3 at Meetinghouse Lane – Exit 1)
- Lots on Route 6 at 90% to 100% capacity.
- Served by bus lines (P&B/CCRTA).
- Route 130 (Exit 2) would provide a P&R lot between the two existing lots.
Park and Ride Lots.

15 Park and Ride Lots on the Cape and Just North of the Canal

- 377 Parking Spaces
  - 90% Full

- 35 Parking Spaces
  - 71% Full

Potential Park and Ride Lot at Exit 2

- 25 Parking Spaces
  - 36% Full

Route 6 Exit 6 (Barnstable)

- 377 Spaces
  - 100% Full
Potential Mid-Term – Multi-Modal Center
Route 6 at Route 130 Park & Ride Lot.
Potential Freight Ferry Access between New Bedford and Martha’s Vineyard.

- Steamship Authority draft report completed in April 2016
- Desire to reduce truck traffic on local streets in Falmouth
Potential Freight Ferry Access between New Bedford and Martha’s Vineyard.

• Study found challenges related to:
  o Cost of initiating service (buying or chartering an additional vessel).
  o Cost would be higher than Woods Hole ($579 v. $260 for one-way trip).
  o SSA subsidizing cost is not desirable. Would need state or other funding.
(8+ Years)
• Highest cost
• Lengthy environmental review and design period.
Preliminary Concepts Provided by Members of the Public.

Tom Baron, South Yarmouth
Burton Pearlstein, North Falmouth
David Oakley, Chatham
Steve Voluckas, Barnstable
Canal Tunnels.
Challenges Related to Canal Tunnel.

- Topography requires much longer tunnel than bridge.
- Requires substantial ventilation equipment and structures.
- Would require major environmental Study (EIS).
- Difficult to accommodate bicycles or pedestrians.
- Construction cost double or more compared to a bridge.
Conclusion of Transportation Concepts from Members of the Public.

- Modifications to Bourne Rotary – Additional Evaluation on-going
- Mid-Canal Bridge Crossing - Dismissed due to significant environmental impact.
- Roadway/Rail Tunnels – Dismissed due to impact & cost.
- Facilities on JBCC – Right-of-way impacts.
Long Term Alternatives.
Long-Term Alternatives - Goal is to Improve the Transportation System’s Mobility, Reliability, and Safety.
Connecting Roadways Key to Solution.

Scenic Highway and Sandwich Road which parallel the Cape Cod Canal act as east/west connectors linking the two bridges.
Potential Long-Term Bourne Rotary Reconstruction Concepts.

Alternative 1 - Route 28 Fly-Over.
Alternative 2 - MassDOT/USACE Interchange.
Alternative 3 – Modified Interchange.
Alternative 1 - Bourne Rotary Fly-Over Concept.

1. Construction of Fly-over bridge for Route 28 through-traffic (removes 2,160 vehicles from rotary during summer Saturday peak period).
2. Must be compatible with future bridge
3. All other traffic uses rotary.
4. Minimal environmental or property impact.

December 1, 2016
Alternative 1 - Bourne Rotary Fly-Over

Route 28 Fly-over Bridge
Alternative 2 - Bourne Rotary MassDOT/USACE Interchange Concept.

1. Replacement of Bourne Rotary with highway interchange.
2. Compatible with new bridge alignment to the east.
3. Direct access to and from all approaches.
4. Land impacts to the east.
Alternative 2 - Bourne Rotary MassDOT/Corps Interchange Concept.
Alternative 3 Bourne Rotary Modified Interchange Concept.

1. Replacement of Bourne Rotary with highway interchange.
3. No Direct Access from Bourn Rotary Connector or Trowbridge Road.
4. Limits impact to adjacent commercial properties.

December 1, 2016
Alternative 3
Bourne Rotary
Modified
Interchange
Concept
Potential Additional Infrastructure.

- New roadway connections to reduce congestion, especially in peak periods.
- Lanes in each direction or reversible lane.
- Considering various concepts which may be combined into a single concept.
- May be an alternative facility type; Toll, High Occupancy Vehicle (HOV), High Occupancy Toll (HOT) or other types.
Potential Additional Infrastructure Concept 1.

- Potential additional travel lane on Route 3 and Route 6 corridor.
- Limits may extend from Route 3 at Herring Pond Road (Exit 2), over Sagamore Bridge, to Route 6 at Route 130 (Exit 2).
- Lanes or each direction in reversible center lane.
Potential Additional Infrastructure.
Potential Additional Infrastructure Concept 2.

• Potential new roadway connecting Route 25 to Route 6 via Scenic Highway.

• Continue south over Sagamore Bridge on Route 6 to Route 130 (Exit 2).

• Addresses high Route 25 to Route 6 travel volumes
Potential Additional Infrastructure.
Schedule and Next Steps.
Selection of Package of Alternatives.

- Overall improvements will be best combination of short-, mid-, and long-term improvements.
- Project sub-areas (Bourne Rotary, Belmont Circle, Sagamore area) to be evaluated using traffic modeling (VISSIM, Synchro)
- Travel demand model will then ensure that the ‘transportation system’ works as desired.
Selection of Package of Alternatives.

- Transportation Improvements will be layered upon one another until they result in acceptable forecast future traffic conditions.

- Selected Improvements will also be evaluated based on:
  - Effectiveness.
  - Environmental Impact.
  - Community Disruption.
  - Property Impacts.
  - Cost.
Next Steps.

- Further Evaluation of Short-, Mid-, & Long-Term Improvement Alternatives.
- Evaluation Matrix.
- Working Group Feedback.
## Study Schedule

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<td>Jul</td>
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Questions?

Comments and feedback can be emailed to:
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December 1, 2016