

ROUTE 6A CORRIDOR IMPROVEMENTS SUMMARY OF MAY 2019 PUBLIC INPUT MEETINGS

Over a 150 people attended three public outreach meetings conducted in May 2019 to present concept designs and visualizations of potential improvements to the Route 6A corridor. A summary of written comments and comments received at each of the meetings are outlined below:

May 9, 2019 Meeting Input:

1. Like the variety and pockets of interest along the corridor as is and don't want to make it look like a highway or homogenized.
2. Grading needs to be taken into consideration, especially at the Church Street sidewalk ramp.
3. Details are important, such as re-using the existing historic granite curbing.
4. Summer Street: The pump at Summer Street is a focal point already when heading west. A wider opening is safer than narrowing it due to the fear of being rear ended if you move too slowly.
5. Concerned about relocating the pump and it being damaged by cars not making the corner.
6. Burying the utilities was mentioned by numerous people to eliminate the collision hazard and improve aesthetics.
7. Provide more connectivity with the sidewalks, consider sidewalks on both sides of the road.
8. Consider ways to reduce the amount of traffic that goes down Route 6A. Consider connecting Buck Island Road to Willow Street to reduce traffic volumes.
9. Numerous people noted the safety issues with the Willow Street and Union Street intersections, noting the difficulty with turning movements.
10. Remove grass strip and add bike lane.
11. Minden Lane: The proposed islands would be barriers to turning movements as there is currently enough room for vehicles to do a "K" turn to enter Route 6A facing forward. Changes may result in people backing out into Route 6A traffic which would be more dangerous. The islands would also impact snow removal, parking, deliveries and ambulances that periodically go to the Pediatric Office.
12. The proposed crosswalk east of the Pediatric Office is dangerous and traffic is going too fast and there is limited sight distance. The crosswalk funnels people to a parking lot and intersection with no stop sign.
13. The Happy Fish Bakery is the largest generator of on-street parking along the north side of the road.
14. The proposed improvements are making a rural area look more suburban.
15. Need to take historic context into consideration.
16. Concerns about maintenance of improvements, specifically grass belts, and who would be responsible.
17. Municipal parking should be considered at the property for sale next to Inaho Restaurant (147/153 Route 6A).
18. Like the idea of an improved Route 6A. Route 6A is the frame for the historic part of the town, which is the beautiful homes and surroundings.
19. Overly manicured solution to a problem that doesn't exist. Need to better maintain existing elements. The south side is the true commercial side, whereas the north side is residential.
20. Sidewalks are important to the numerous Inns in the area.
21. Mail delivery causes a lot of the problems with mounting the berms and damaging the grass strip.

22. Please don't move the fountain, although a park would be okay. Steel bollards or light at park for pedestrian safety.
23. The elevated sidewalk near Church Street makes people feel safe. The retaining wall has been hit numerous times.
24. Consider sloped granite versus vertical granite.
25. With climate change, walking will be more important and should have safe, continuous sidewalks.
26. Lower the speed limits along Route 6A. Lots of people expressed concerns about getting rear ended if they slowed down.
27. Other Towns (Andover, Woodstock, etc.) have state roadways that run through them. Careful material selection is very important. Creative lighting and a consistent look gives a sense of place.
28. Lots of activities along the Common will be better served with a sidewalk connection on the south side.
29. Concerns with impacts to trees. Need to keep in mind the number and types of trees being impact and ways to preserve them.
30. Add more trees to replace any removed.
31. Include "Entering Yarmouth Port Village" Signs.
32. Inquiries about project status and whether the project has a MassDOT project number and has funding. The conceptual nature of the proposals was emphasized with no MassDOT approvals or funding in place as no project has been defined.
33. Inquiries about what happens if a curb cut is added on the southern side (i.e. 153 route 6A). Only existing curb cuts have been accommodated and additional curb cuts would impact parking on the south side of the Village.
34. Former Bank of Boston has huge parking lot in the rear which is currently underused, the Town could work with them to provide public parking.
35. Consider angled parking around the Common to increase available parking in the area.
36. The Common is important and we should not shrink it for parking. Proposed sidewalk already encroaching on the green space.
37. Move crosswalk at the Common to top of the hill.
38. 50% of the tourists come to see Yarmouth Port. Don't mess with success. Coordinate with OKH on upgrades, signage and trees.
39. Some questioned the purpose and need of the concepts and improvements.
40. Walking and speeding happen more in the mornings.

May 15, 2019 Meeting Input:

1. Concerns about tree removal required to connect sidewalk to Post Office.
2. Coordinate with the Fire and Police to ensure that any improvements (especially curbing) do not impact their response times and people are able to pull off to the side of the road for emergency vehicles.
3. Pedestrian crossing at Sandyside (west end of the Village) is dangerous. Cars do not stop. An alternate material by the sidewalk is a good visual to identify this as a pedestrian area. Loved the pedestrian level decorative lighting in the village.
4. Address intersection issues at Willow and Union Street. Residents often cannot get out of their driveways in the summer.

5. Consider new technology at crosswalks, possibly elevated crosswalks.
6. Common/New Church: Concerned that there is too much emphasis on meeting “standards”. Need to figure out a way to make it safer and apply some standards, but don’t want it to look like Mashpee Commons. Raised curbs take away rural nature of free horizontal flow. Consider not having a 6” curb and define spaces with material changes. Brick would be very inappropriate in front of the New Church.
7. Can’t bring 1639 to code, need to be historically responsible. The rural country side keeps people healthy and we are at risk of losing it and the quaintness of the Village.
8. The visual and physical impediments of the utility poles and overhead utilities were mentioned by numerous people. Many utility poles are hit by vehicles. Consideration should be given to putting them underground which would also help save trees from excessive pruning.
9. Sidewalk expansion from Summer Street to Post Office would impact large trees if within the right-of-way (ROW), consider working with abutting property owner for an easement to have the sidewalk outside the ROW to save the trees.
10. The sides of the road are regularly used by landscapers, Fed Ex/UPS, and delivery trucks which encroach/park on the sidewalk and result in people needing to walk in the roadway.
11. An inquiry was made about the number of accidents which involve utility poles. VHB to evaluate crash information to identify how many crashes involve telephone poles and provide the information to the Town for their website. Sometimes the poles have actually protected the houses from being hit.
12. Numerous comments were made about Inaho Restaurant and the use of the on-street parking by their customers rather than the large parking lot in the rear. Often the on-street parking is on the sidewalk and impedes pedestrians which then are using the road. Happy Fish also has a large parking lot in the rear that is not fully used by their customers, who park on the street or at an adjacent business. Customers may not be aware of the parking in the rear. The Town should consider approaching the owner of the former Bank of America (currently Dennis Partners) about leasing some of their parking for public parking.
13. Changes to the parking in front of Barfields would have a huge impact as they only have 5 spots in front and 4 commercial units in the building. Cars and delivery trucks also use the large paved area in front as a turn-around. Off road signage would be helpful.
14. Numerous comments were related to businesses fully utilizing and advertising the parking in the rear of their businesses.
15. Common: The sidewalk is so limited, where does it go to and how will people get there. Want people to get inside the Common. Make it less like a mall and a more significant place. The Common is the foreground to one of our most historic buildings, the New Church. The change in grade would require the relocation of the fencing in the Common.
16. Summer Street has been narrowed up quite a bit and traffic leaving Summer Street will be directed more towards the house across the street.
17. The changes to Summer Street would require someone to stop and turn rather than taking the turn quickly using the “V” shape intersection that is there now. Bringing people up the hill more is not a good stopping spot.
18. Need the existing wider space at Summer Street to take the left turn on the incline. The narrowing would be difficult for bikes to turn into Summer Street. Need to look at the third dimension as the incline in this area needs to be taken into consideration.

19. Minden Lane needs to be more defined as vehicles cut the corner over the adjacent parking spaces. Can do this delineation in different ways that does not impact parking. Minden Lane is also very narrow with no place to walk and larger trucks parking on Minden Lane, making it unsafe for pedestrians.
20. Identify initial phases for the Town to do that address safety issues for businesses and accessibility that wouldn't take years to do.

May 22, 2019 Meeting Input:

1. Traffic speeds along the eastern end of the road by Pine Street are like a raceway at night. Consider adding a traffic camera for instant ticketing; provide one speed limit for the whole of Route 6A, underground the utilities and replant the historic Elm Trees to return the character of the area.
2. Like the concept of the Summer Street improvements, but feel the cross walk is too close to the Route 6A travel lane.
3. Rocks on east side of Summer Street are there because people do not always navigate this turn. It would be dangerous to have a park in this location.
4. Move forward with painting the piano key crosswalks soon as they will improve visibility. Add "no overnight parking" signs. Moving the pump is a mistake as most accidents happen in the easterly direction. The Captains Mile has not been mentioned and the importance of this area need to be included.
5. Define historic Yarmouth by signage (i.e. denote Captains Mile), lighting and natural materials (cobble or brick downtown).
6. Minden Lane: Emergency vehicle, delivery truck, and dumpster access needs to be maintained. Can't lose parking in front and along Minden Lane. Maintain ease of snow removal.
7. A resident read from a Petition noting that Historic Route 6A is an important living landmark and we need to protect the visual integrity of the area. Did not want any stone walls, trees or hedges removed and no new curbing. Historic District should approve any improvements. Other areas in Town need more attention than Route 6A.
8. The numerous curb cuts along Route 6A are dangerous. Consider preventing any new curb cuts along Route 6A for future development. Bob Lawton, former Town Administrator, got the existing sidewalk built as a maintenance project. This was done intentionally to avoid the project from being too overdone and to retain the character of the area. Need to fix the crosswalks as cars to not stop. Cyclist will continue to use Route 6A as it is so scenic and can't rely on them using the Cape Cod Rail Trail. Granite curb is an issue for bike safety. Do not move the water pump. Locate utilities underground. Don't want the area to be cute or urbanized or gentrified.
9. Many antique homes are located close to the road. The proposed berm, 3' grass strip and 5' sidewalk would be very close to the front of these homes. MassDOT standards can be too rigid.
10. Should have extended the project from Yarmouth/Barnstable Line to just past Union Street and included the Railroad Avenue intersection.
11. Avoid granite curbing as it can tear tires apart.
12. If digging up Route 6A for the watermain, it is a good time to join forces to improve safety, but don't suburbanize or citify the area. Kids used to ride horses along Route 6A.
13. There were general questions regarding the watermain project, timing of the project, how other corridor improvements could be incorporated into the watermain project and how residents can stay better informed on projects like this.

14. Increase pedestrian safety at crosswalks. Cars do not stop.
15. Agree with improvements to crosswalks and drainage, but don't get into granite curbing and leave Summer Street as is. Provide more general maintenance.
16. Safety at the major intersections is more important. Briefly discussed the MassDOT process, the Transportation Improvement Program (TIP) and timeline.
17. Provide repairs and maintenance. Remove and reset existing antique curbing. Antique curbing can also be purchased and has more rounded edges than modern curbing. The Fire Department does not want sharp curb stones. Would like to see enhanced speed enforcement, but traffic cameras are illegal. Consider speed traps and issuing warnings. Block off sidewalk on north side to prevent parking on the sidewalk. Include no parking signs. There is parking behind the businesses. Lots of tourists come to Yarmouth Port because of its historic beauty.
18. Vertical curbs impact the ability to pull over for emergency vehicles.
19. It is dangerous to cross Route 6A at the Library and the Common as no one stops. Need more enforcement. Does not want sidewalk or curbing along the Common.
20. Mail delivery creates a lot of the damage to the grass strips.
21. Summer Street is dangerous and would like to see improvements, but don't need to move the pump. Would love to see some overall changes.

Written Comments (received through September 12, 2019):

1. Brad Goodwin: Maintain coordination with the Fire Department on any traffic calming measures to ensure it doesn't impact their access (or need to be torn out later when there are issues.)
2. Justin Manning: Concerns about use of hard curbing that would impact parking and ambulance access to Briarpatch Pediatrics (179 Route 6A).
3. John Stuart: OKH input should be sought on proposals.
4. Stephen Spewock: Widening the road and removing trees would only increase speed. Maintain the historic context of the area.
5. Carol Royal: Would like to see the telephone poles removed, extend the sidewalk on the south side from Summer Street to the Common, soft curbs are preferred, crosswalk between Pine and Winter Streets is a more heavily traveled route. Also had concerns about speed and pedestrian safety on Center Street.
6. Dan Prothero & Lavinia Spalding: Concerned about the loss of many heirloom trees on their property at 278 Route 6A to make the sidewalk ramp accessible west of Church Street. Question the benefit of the improvements related to the construction cost and impacts to significant trees. Would like to see any proposed details for the ramp improvements.
7. James & Brenda Hegarty: Would like to have the review begin at Railroad/Cross Street as this is a heavily used cut through creating a safety issue.
8. Nate & Marion Weeks: See May 21, 2019 Letter on detailed thoughts and recommendations to spruce up Route 6A and make it safer for pedestrians and motorists including: coordination with police, fire & OKH; use softer cape cod berm with limited granite curbing only where needed; improve sidewalks with grass strip; improve crosswalk placement with piano striping; historic lighting in the village center; supported Summer Street intersection improvements including moving the trough and added pocket park; if possible wanted sidewalk from Summer Street to Post office and at the Village Green; improve sidewalks on both sides of Route 6A from Willow to Summer; place overhead utilities underground from Willow To Summer Street and add new trees where appropriate once power line interference is eliminated.

9. Rick Binaco: Supportive of Scenario 3 in the Village Center as it addressed stormwater, the bricks are easier for long term maintenance, and meet handicap accessibility requirements. Wants to move the project quickly to construction.
10. Norm Holcomb: Agreement with Rick Bianco's comments on Scenario 3 in the Village Center and hopes to move the project forward.
11. Jim Garb: Recommended a traffic evaluation at the Union Street and Willow Street intersections as both intersections are problematic. Also, reducing the speed limit to 25 MPH through the entire Yarmouth Port Village.
12. Richard Bloom – Briarpatch Pediatrics: See May 22, 2019 Letter for 179 Route 6A which outlined several concerns over proposed changes in front of their building including: emergency vehicle access, handicap access, reduction of parking spaces, delivery and trash vehicle access, snow removal and safety concerns.
13. Rob Earl Article: See the Article entitled "Some Old Things are Worth Saving". Mr. Earle noted that the Old Kings Highway (Route 6A) is one of the oldest and most scenic roads in New England. The beauty of the area is maintained through the adherence to strict design guidelines in the district. The proposed improvements for safety and accessibility threaten the character of the area and making it look suburban. Mr. Earl felt the proposed alternatives were too modern and cliché.
14. Charles Clark, Hallet's Store: See May 22, 2019 Letter which noted the need to address pedestrian access to businesses, suggested diverting traffic around Route 6A by extending Buck Island Road to Willow Street, noted need for parking on both sides of the road, recommended creating a fund to buy easements to properties with large parking lots, install underground utilities in the Village Center, provide angled parking around the town green, do not install sidewalk around the green, move crosswalk at the green further away from the curve, and slow down traffic.
15. Helen Manning, T.J. Realty Trust: See June 1, 2019 Letter for 179 Route 6A which noted serious concerns about the proposed concept design in front of their property which does not take into consideration safe egress of vehicles entering and leaving the businesses. Any raised definition of the end of the Minden Lane would impact vital parking spaces and create access issues for snow removal and emergency vehicles. Acknowledges there may be some need to define the pedestrian area and there were some positive ideas for the corridor.
16. Justin Manning, JJ Manning Auctioneers: See June 3, 2019 Letter for 179 Route 6A which noted the importance of the front parking lot for ambulance circulation and for vehicles to turn around safely. Any raised elements would force visitors to back out into Route 6A, pavement markings should help to make the area safer for pedestrians and drivers.
17. Christine Marzigliano: See July 15, 2019 Note with attachment of "Cape Cod Ahoy" Tourist Guide from 1932, which noted the beauty of the cathedral of Elms along Route 6A. She indicated she did not want to see any trees removed along Route 6A.
18. Judy Knauer: See September 2, 2019 e-mail noting she attended two of the public meetings and was discouraged by those wishing to leave things as they are, and advocated for needed road, curb, sidewalk and pedestrian crossing improvements. She noted the recent project in Barnstable Village which is incorporating many of the ideas we discussed for our village. She noted the former Bank of America property which is not being maintained and is currently for sale which has a good sized parking lot in the rear and the Town might consider obtaining a part of for

parking for the village. She also noted that the small house (former thrift shop) could become an information site or perhaps obtained by the Yarmouth Port Historical Society.

19. Maria Ianzito: See September 2, 2019 e-mail noting her concurrence with the above comments made by Judy Knauer, especially noted her interest in the idea of converting the little house into a Route 6A information center. She also thought a municipal parking lot would remove some of the cars parked on Route 6A.
20. Bill Wright: See September 12, 2019 e-mail noting that he feels unsafe as a regular walker along Route 6A. He noted granite curbing would help to reduce speeds with less concern related to potential tire damage. He also was interested in relocating the utilities underground to improve the appearance and safety in the village even if it takes some time to accomplish.