



CAPE COD  
COMMISSION

# YARMOUTH PORT ROUTE 6A CORRIDOR STREETScape STUDY SUMMARY REPORT

MARCH 20, 2017



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# CONTENTS

INTRODUCTION .....	4
BACKGROUND.....	5
STUDY AREA AND EXISTING CONDITIONS .....	6
HISTORIC CHARACTER .....	7
ZONING AND LAND USE.....	8
PEDESTRIAN AND BICYCLE ACCOMMODATIONS .....	10
SPEED LIMITS AND PARKING ACCOMMODATIONS .....	11
PROCESS.....	12
BACKGROUND RESEARCH AND SITE VISITS .....	13
PUBLIC WORKSHOPS .....	14
DRAFT RECOMMENDATIONS .....	15
RECOMMENDATIONS.....	16
SUMMARY OF RECOMMENDATIONS .....	17
PEDESTRIAN AND BICYCLE ACCOMMODATIONS .....	18
PARKING.....	26
SIGNAGE .....	28
OTHER .....	32
IMPLEMENTATION OPTIONS .....	35
APPENDIX A: OCTOBER 6, 2016 MORNING WORKSHOP PRESENTATION .....	36
APPENDIX B: OCTOBER 6, 2016 EVENING WORKSHOP PRESENTATION .....	50
APPENDIX C: COMMENT MAPS FROM PUBLIC WORKSHOPS.....	64

# FIGURES

FIGURE 1: STUDY AREA .....	6
FIGURE 2: HISTORIC PROPERTIES IN THE STUDY AREA .....	7
FIGURE 3: EXISTING ZONING .....	9
FIGURE 4: EXISTING LAND USE.....	9
FIGURE 5: EXISTING PEDESTRIAN ACCOMMODATIONS .....	10
FIGURE 6: EXISTING SPEED LIMITS AND ON-STREET PARKING ACCOMMODATIONS .....	11
FIGURE 7: EXAMPLE COMMENT MAP FROM PUBLIC WORKSHOP.....	15

# TABLES

TABLE 1: ZONING DISTRICT USES .....	8
TABLE 2: ZONING DISTRICT DIMENSIONAL REQUIREMENTS .....	8
TABLE 3: SUMMARY OF RECOMMENDATIONS .....	17



## INTRODUCTION

To facilitate a process for developing design improvements with public input for a section of Route 6A in Yarmouth Port, the Town of Yarmouth (Town) requested assistance from the Cape Cod Commission (Commission). Access to parking, pedestrian accommodations, and vehicle speeds through the corridor were primary areas of concern. The goal of this project was to identify safety and aesthetic improvements for the corridor that will address these issue areas, as well as others identified during the course of the project, while also maintaining the corridor's historic character.

THE COMMON AT STRAWBERRY LANE

## BACKGROUND

In 2013, Town of Yarmouth municipal and public safety officials worked with a local civic group, Safety Over Speed Yarmouth Port Neighborhood Task Force, in its efforts to reduce speeds and improve safety along Route 6A. As part of these efforts, the Cape Cod Commission assisted the Town by preparing a Roadway Safety Audit report detailing recommendations to improve safety along the corridor. By summer 2015, the Town was able to coordinate the implementation of several of these improvements such as installing chevron signage and advisory speed limit signs at the Summer Street curve, eliminating the passing zone in the village area by installing a double yellow centerline, installing new crosswalk signage, adding a flashing speed sign, and miscellaneous efforts such as pruning of vegetation, ensuring street lights were in working order, and increasing police presence in the area.

In response to renewed concerns from residents, the Town held a public meeting on June 14, 2016, where stakeholders voiced concerns and suggestions for the corridor including:

- Identifying areas where on-street parking should and should not be allowed
- Evaluating where curbing may be useful
- Evaluating crosswalk locations and style of pavement marking
- Incorporating positive signage within the corridor
- Identifying specific locations along the corridor where changes are needed
- Incorporating the historic character of the area within any proposed improvements
- Improving overall maintenance of the corridor including sidewalks, pavement markings, drainage, signage and vegetation pruning

### Commission Scope

Following this meeting, the Town sought the Commission's help to:

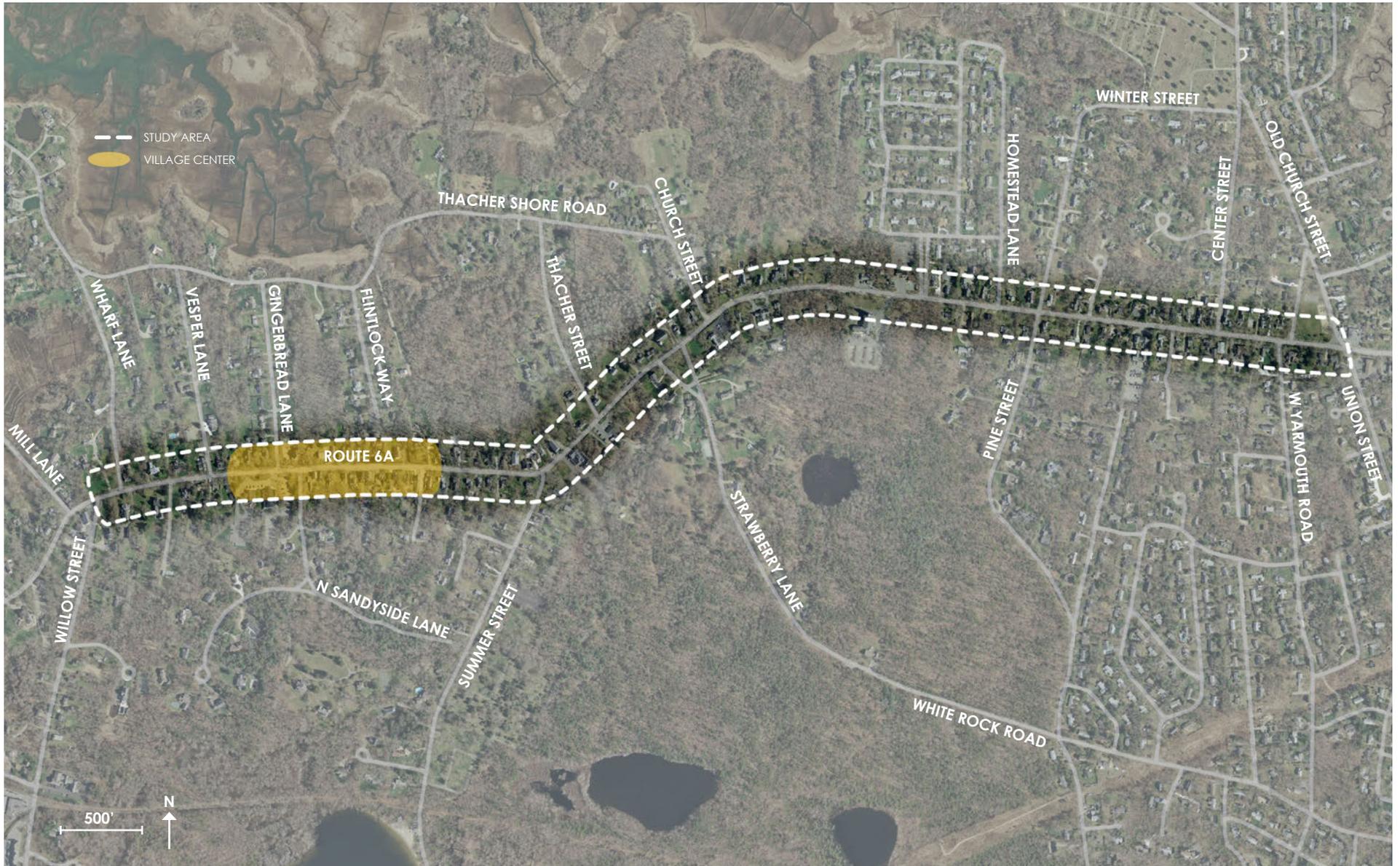
- Assist the Town in conducting a public workshop
- Gather and review relevant information and data
- Identify design features for improving Route 6A



## STUDY AREA AND EXISTING CONDITIONS

The study area of this project is Route 6A from Willow Street on the west to Union Street on the east, as shown in Figure 1. Route 6A runs from Bourne to the Eastham/Orleans rotary along Cape Cod Bay, and is owned and maintained by the Massachusetts Department of Transportation (MassDOT). In this portion of Route 6A, the right of way is estimated to be approximately 40 feet wide. The Village Center defined for the purposes of this study is shown in yellow below.

FIGURE 1: STUDY AREA



## HISTORIC CHARACTER

As part of the Old King's Highway Regional Historic District, alterations to structures along the Route 6A corridor are subject to review by the Old King's Highway Historical Committee. There are over 125 historic structures along this segment of Route 6A alone that are included in the Massachusetts Historical Commission's statewide cultural inventory (MACRIS), as shown in Figure 2. They are also part of the Yarmouth Northside National Register Historic District. This particular section of Route 6A is also known as the Captains' Mile due to the significant number of historical captains' homes in the area.

FIGURE 2: HISTORIC PROPERTIES IN THE STUDY AREA



Historical data from Massachusetts Historical Commission MACRIS, MassGIS

## ZONING AND LAND USE

Most of the corridor is zoned residential (R-40), depicted in yellow in Figure 3. There are some parcels zoned for commercial uses (B1), most of which lie in the Village Center between Vesper Lane and Minden Lane. Tables 1 and 2 briefly outline allowed uses and dimensional requirements for the zoning districts in the study area. As can be seen in Figure 4, most uses along the corridor are residential except in the Village Center, which has a concentration of commercial uses. There are also some parcels, mostly in the middle of the corridor, that serve public or civic uses, such as the post office and library.

TABLE 1: ZONING DISTRICT USES

DISTRICT	USES ALLOWED BY RIGHT	USES ALLOWED BY SPECIAL PERMIT
R-40	<ul style="list-style-type: none"> <li>• Single-family and two-family dwellings</li> <li>• Agricultural uses and farmers market</li> <li>• Educational and religious institutions</li> <li>• Other accessory uses if incidental to other allowed uses</li> <li>• Home offices</li> </ul>	<ul style="list-style-type: none"> <li>• Accessory apartments</li> <li>• Boarding house/guesthouse/bed and breakfast</li> <li>• Cluster/planned residential development</li> <li>• Communications facilities</li> <li>• Agricultural retailing</li> <li>• Professional services (i.e., doctors, lawyers and accounting offices) as an accessory use in a dwelling that is the principal residence of the person using the office space</li> <li>• Municipal recreation and public golf course</li> <li>• Institutional services such as cemetery, hospital, nursing home, or social service facility, non-profit club, civic or fraternal organization, museum, art gallery, botanical or zoological garden</li> <li>• Municipal uses</li> </ul>
B-1	<ul style="list-style-type: none"> <li>• Single-family and two-family dwellings</li> <li>• Agricultural uses and farmers market</li> <li>• Educational and religious institutions</li> <li>• Business uses such as retail trade, eating and drinking establishments, banks, personal services, real estate, beauty parlor, and business services</li> <li>• Professional services such as doctors, dentists, law offices, and accountants</li> <li>• Municipal uses</li> <li>• Home offices</li> </ul>	<ul style="list-style-type: none"> <li>• Accessory apartments</li> <li>• Boarding house/guesthouse/bed and breakfast</li> <li>• Cluster/planned residential development</li> <li>• Communications facilities and public utilities</li> <li>• Agricultural retailing</li> <li>• New buildings with a first floor area greater than 10,000 s.f.</li> <li>• Auto and boat sales</li> <li>• Motor vehicle fuel and service</li> <li>• Recreational services such as bowling alleys, arcades, recreation clubs, movie theaters, and theatrical productions</li> <li>• Institutional services such as cemetery, hospital, nursing home, social service facility, non-profit club, civic or fraternal organization, museum, art gallery, botanical or zoological garden</li> </ul>

TABLE 2: ZONING DISTRICT DIMENSIONAL REQUIREMENTS

DISTRICT	MINIMUM LOT SIZE	MINIMUM FRONTAGE	MINIMUM FRONT SETBACK	MINIMUM SIDE SETBACK	MINIMUM REAR SETBACK	MAXIMUM BUILDING COVERAGE	PARKING REQUIREMENTS
R-40	40,000 s.f.	150'*	30'	20'	20'	25%	2 spaces/dwelling unit
B-1	25,000 s.f.	150'	30'	25'	20'	25%	1 space/2 occupants for business uses 1 space/7 occupants for retail

\* The minimum required frontage may be reduced to 50 feet dependent upon the lot shape and distance from the road.

The Town of Yarmouth adopted a Land Use Vision Map in 2008 consistent with the Cape Cod Regional Policy Plan. The majority of the study area is identified as Resource Protection Area, with the exception of the Yarmouth Port Village Center parcels, which are zoned B1 and classified as Village.

FIGURE 3: EXISTING ZONING

- R-40 DISTRICT (RESIDENTIAL)
- B-1 DISTRICT (COMMERCIAL)



Zoning data from Town Zoning Map

FIGURE 4: EXISTING LAND USE

- RESIDENTIAL
- COMMERCIAL
- MULTIPLE USES
- PUBLIC/CIVIC



Existing land use data from MassGIS



## PEDESTRIAN AND BICYCLE ACCOMMODATIONS

A paved sidewalk runs the entire length of the corridor on the north side of the road, as shown in Figure 5. There is also a paved sidewalk on the south side of the road between Willow Street and Summer Street. The condition of the sidewalk varies throughout the corridor and is relatively narrow. There are six crosswalks along the corridor: one just west of Hallet's Store, one in front of the post office, one at the Common at Strawberry Lane, one in front of the library, one at Homestead Lane, and one at West Yarmouth Road near the Fred Thacher playground. There are no explicit bike accommodations along Route 6A in this area.

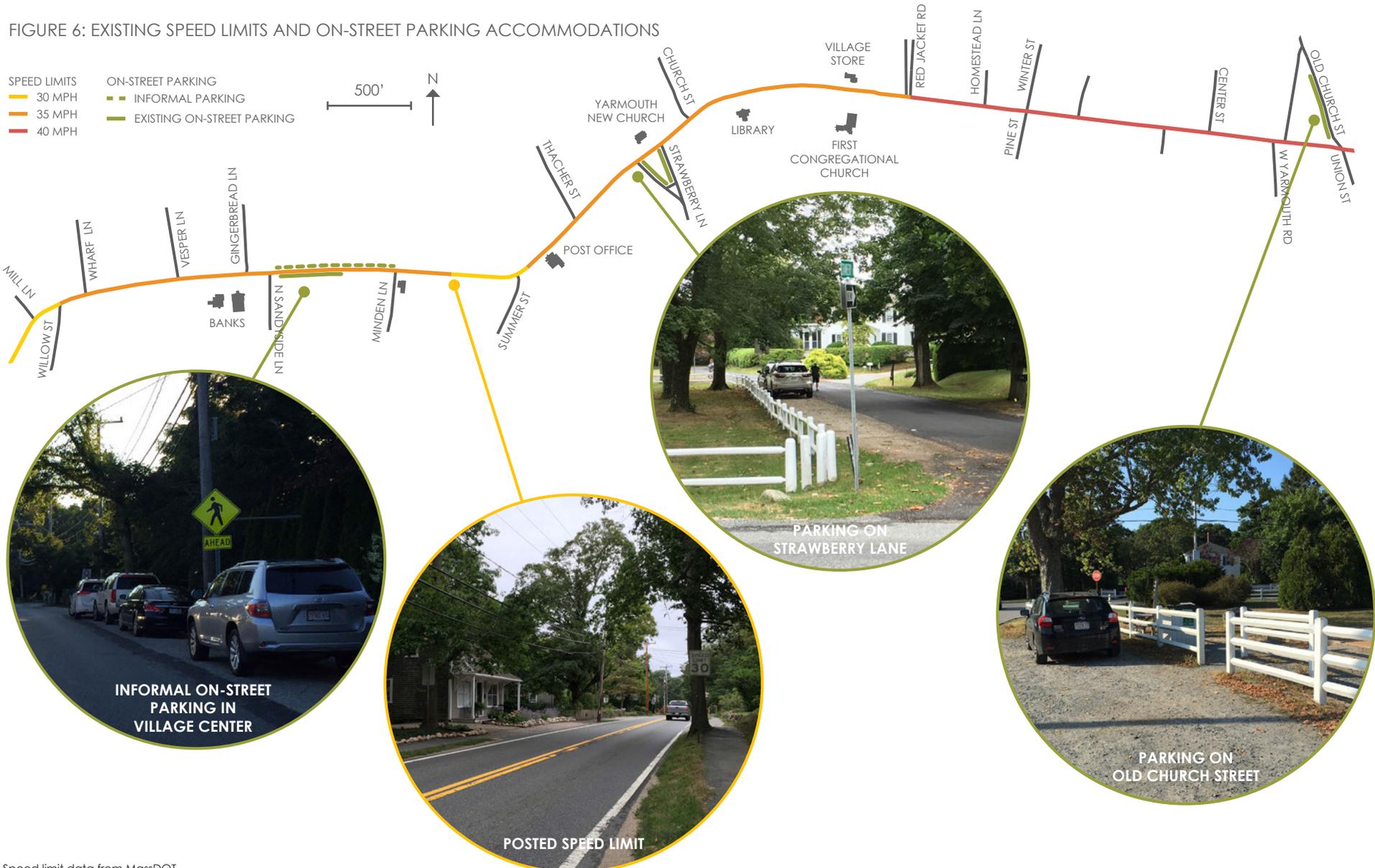
FIGURE 5: EXISTING PEDESTRIAN ACCOMMODATIONS



## SPEED LIMITS AND PARKING ACCOMMODATIONS

Speed limits in the corridor range from 30 miles per hour around Summer Street to 40 miles per hour near Union and Willow Streets, shown in Figure 6. Currently, in the Village Center, there is both formal on-street parking on the south side and limited informal on-street parking on the north side. There are also several parking lots in the Village Center located behind businesses, although it is often not apparent from the roadway that these parking lots exist.

FIGURE 6: EXISTING SPEED LIMITS AND ON-STREET PARKING ACCOMMODATIONS



Speed limit data from MassDOT



## PROCESS

This study relied on background research, site visits, and public workshops to identify potential issues and design improvements for the corridor that incorporated stakeholder feedback. Commission and Town staff also met regularly throughout the study process to discuss interim findings and to prioritize work items.

THE CORRIDOR HAS SEVERAL HISTORIC BUILDINGS

## BACKGROUND RESEARCH AND SITE VISITS

To begin this project, the Commission performed background research on the corridor and met several times with Town Staff. Commission staff reviewed past reports and studies on the area including *Route 6A Scenic Byway Corridor Management Plan Update* (Cape Cod Commission, 2010), *Yarmouth Port Road Safety Audit Route 6A Willow Street to Union Street* (Cape Cod Commission, 2013), and *Route 6A Vegetation Management Plan* (Cape Cod Commission, 1995). Commission staff also reviewed local zoning and transportation information. Throughout August and September of 2016, Commission staff conducted several site visits along the corridor to take photographs, record observations about the area, and gain a greater understanding of how the corridor functions.



PHOTOS FROM SITE VISITS

## PUBLIC WORKSHOPS

In September 2016, Cape Cod Commission staff met with Town of Yarmouth staff to discuss background research conducted to date and observations from site visits. Based on input from the June public meeting, background research, and site visit observations, Commission and Town staff identified potential options for improvements to present to the public for feedback. Commission and Town staff hosted two public workshops on October 6, 2016, one in the morning and one in the evening.

At these workshops, Commission staff presented various options for improvements to the public and then asked attendees to express their preferences for the potential improvements using polling devices. This helped the Commission and Town gauge support for particular improvements. In addition to the presentation and polling, attendees were able to provide new or additional comments and ideas by writing on large printed maps of the corridor posted around the room, such as the one shown in Figure 7.





FIGURE 7: EXAMPLE COMMENT MAP FROM PUBLIC WORKSHOP

### DRAFT RECOMMENDATIONS

Commission staff analyzed the polling and comments from the public workshops to develop a list of prospective priority recommendations for the corridor. Town and Commission staff then met in November 2016 to discuss this draft list of recommendations. The final recommendations from this process are described in the following section.



## RECOMMENDATIONS

The main improvement ideas for the corridor are grouped into the following categories:

- Pedestrian and bicycle accommodations
- Parking
- Signage
- Miscellaneous: speed management, historic context, stormwater, buried utilities, vegetation maintenance, and decorative lighting and streetscape amenities

Recommendations have been summarized in Table 3 with more detailed information for each recommendation provided on the following pages. Polling totals from the public workshops are provided where available. Some of the recommendations do not have tallied votes as the ideas came from the attendees of the public workshops and were not included in the presentation. Not all of the polling totals are the same as some attendees chose not to vote on certain questions or were not present for that portion of the meeting.

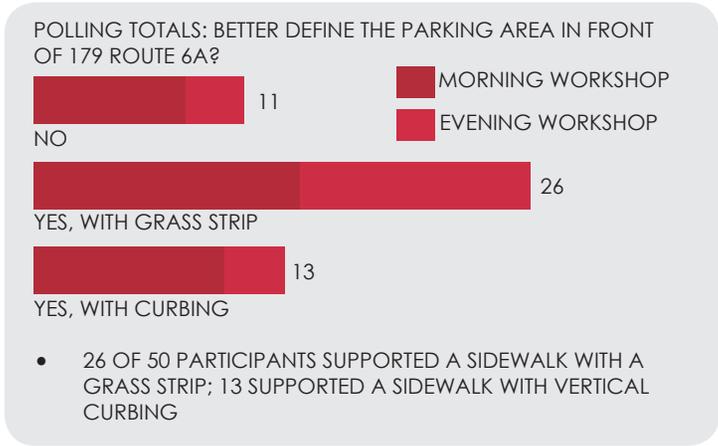
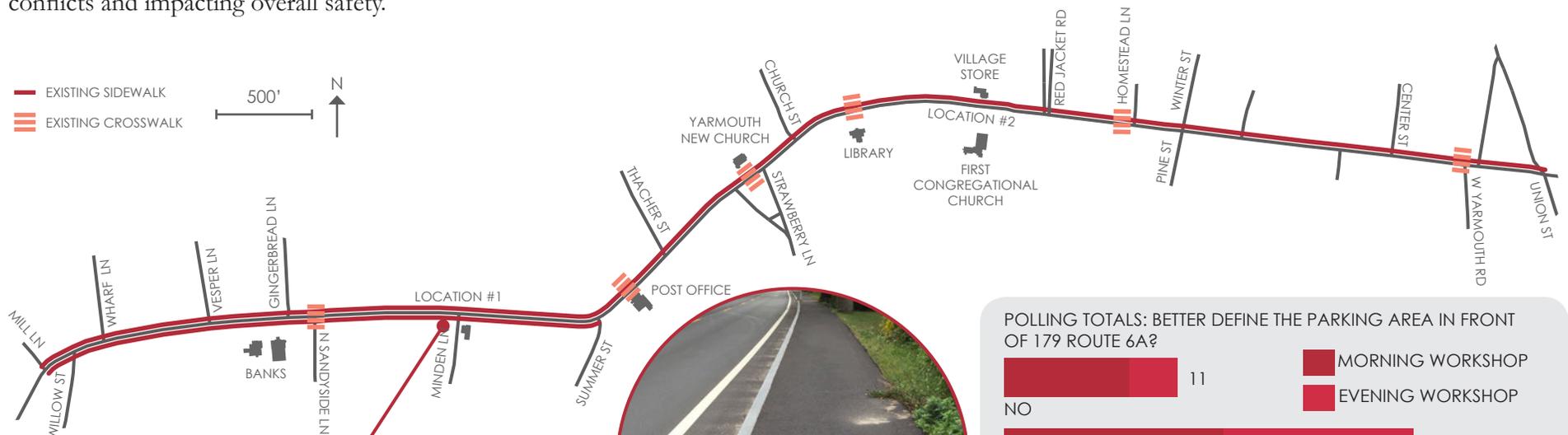
**It should be noted that these recommendations do not include formal design plans for any improvements. Further consideration of any potential improvements should include a more detailed assessment of existing conditions, including site and boundary survey in some cases, especially given the limited right of way and other constraints such as street trees and stone walls. Additionally, as Route 6A is currently a state-owned roadway, many of these improvements would need to be undertaken by or in consultation with MassDOT.**

TABLE 3: SUMMARY OF RECOMMENDATIONS  
RECOMMENDATION

	LOCATION	PAGE
<b>PEDESTRIAN AND BICYCLE ACCOMMODATIONS</b>		
Better define sidewalks and reduce long curb cuts	Briarpatch Pediatrics/Minden Lane and Village Store	18, 19
Add a sidewalk on south side of Route 6A	Summer Street to Yarmouth Port Post Office	20
Add crosswalks	Vesper Lane, Briarpatch Pediatrics/Minden Lane, and Village Store Area	21
Update crosswalk treatments to piano key treatment	Corridor-wide	22
Improve access to the Common from the crosswalk	Common at Strawberry Lane	23
Bring existing and future sidewalks and crosswalks into ADA and AAB compliance	Corridor-wide	24
Guide bikers to Cape Cod Rail Trail	Corridor-wide	25
<b>PARKING</b>		
Evaluate the options and impacts of creating formalized parking spaces on the north and south sides of Route 6A	Village Center	26
Look into potential to connect existing parking lots	Village Center	27
<b>SIGNAGE</b>		
Conduct a sign inventory	Corridor-wide	28
Develop a concept for uniform “parking in rear” signs for the businesses in the Village Center	Village Center	29
Look into developing and installing gateway signs for the corridor	Corridor-wide	30
Place one additional flashing speed sign in an appropriate location along this segment of Route 6A	Corridor-wide	31
<b>MISCELLANEOUS</b>		
No need for a speed study at this time; implement other recommendations first	Corridor-wide	32
Protect historic character and resources	Corridor-wide	33
Any improvements to the corridor should address drainage issues	Corridor-wide	33
Investigate interest in undergrounding utilities	Village Center	34
Work with the State and residents to get trees and vegetation trimmed and pruned along the corridor on both public and private property	Corridor-wide	34
Investigate interest in decorative lighting and streetscape improvements	Village Center	34

# BETTER DEFINE SIDEWALKS AND REDUCE CURB CUT WIDTHS

Two areas were identified along the corridor with very wide curb cuts that make it hard to distinguish the roadway from the sidewalk, impacting pedestrian safety. Location #1 is a long stretch of pavement that includes parking in front of 179 Route 6A (Briarpatch Pediatrics), Minden Lane, and parking in front of 175 Route 6A (Barfield's). Parking at both businesses backs out into Route 6A, increasing the potential for pedestrian and vehicular conflicts and impacting overall safety.

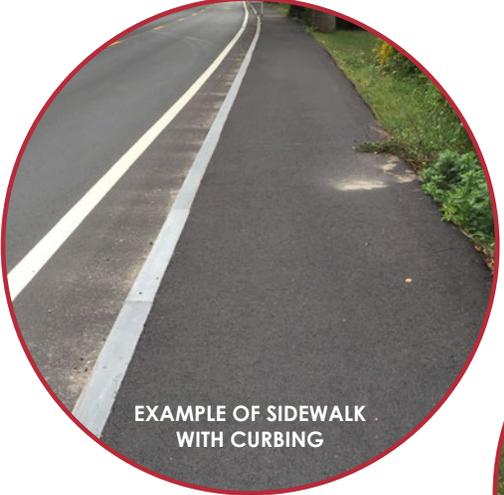
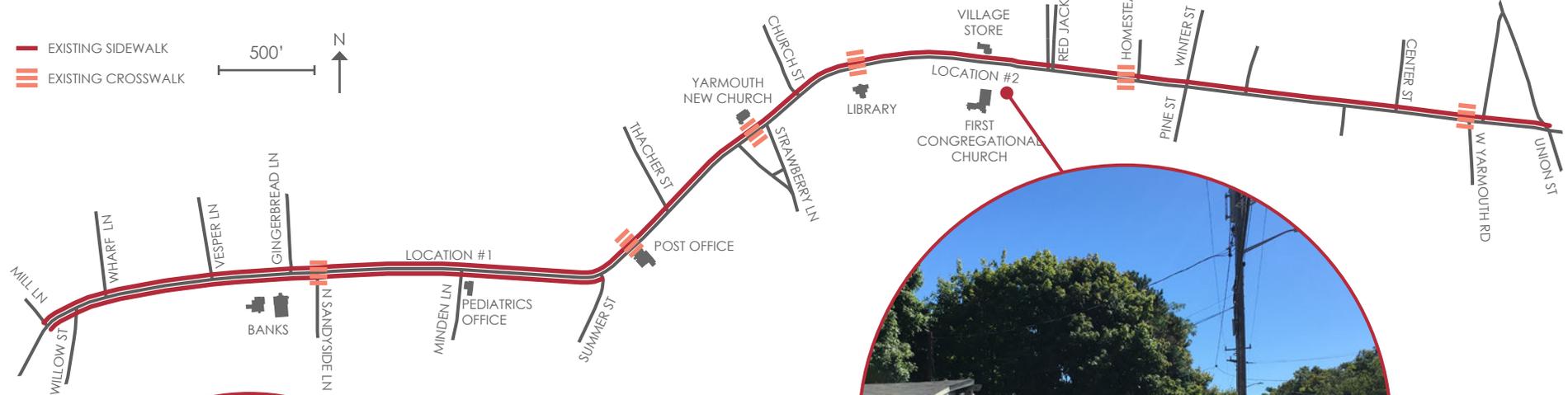


## RECOMMENDATION

Evaluate the different options to better define the parking area in front of Location #1 to improve pedestrian access and safety. Evaluate ways to reduce or modify the length of the curb cut to define a safer pedestrian route and reduce or eliminate parking that backs out onto Route 6A while still providing adequate parking to existing businesses.

# BETTER DEFINE SIDEWALKS AND REDUCE CURB CUT WIDTHS

Location #2 with a very wide curb cut making it hard to distinguish the roadway from the sidewalk is in front of the Yarmouth Port Village Store at 330 Route 6A.

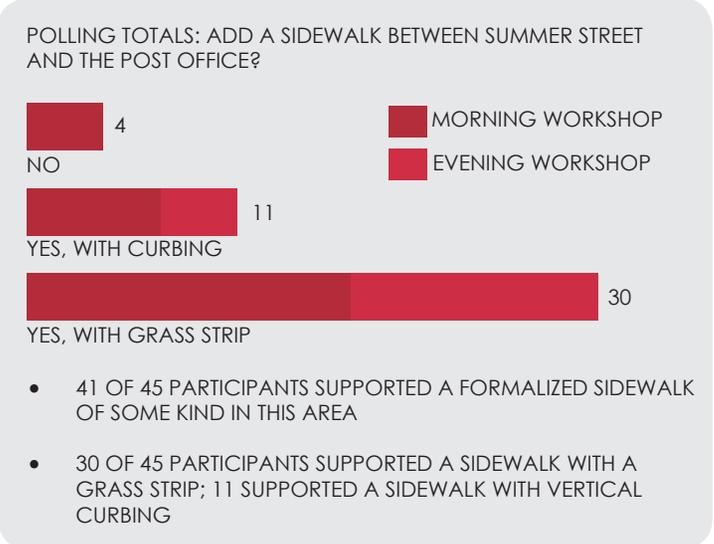
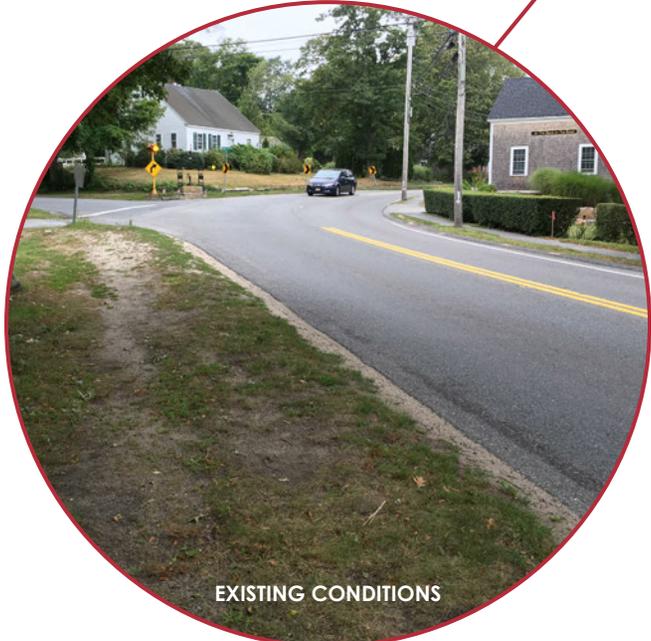


## RECOMMENDATION

Evaluate the different options to better define the parking area in front of Location #2 to reduce overall curb cut length to improve pedestrian safety while still accommodating deliveries and providing adequate parking to the existing business.

## ADDITIONAL SIDEWALK

Between Summer Street and the post office, there is a well-worn path, indicating frequent pedestrian use. There is no formal sidewalk on the south side of Route 6A connecting the post office to Summer Street, and hence the Village Center.

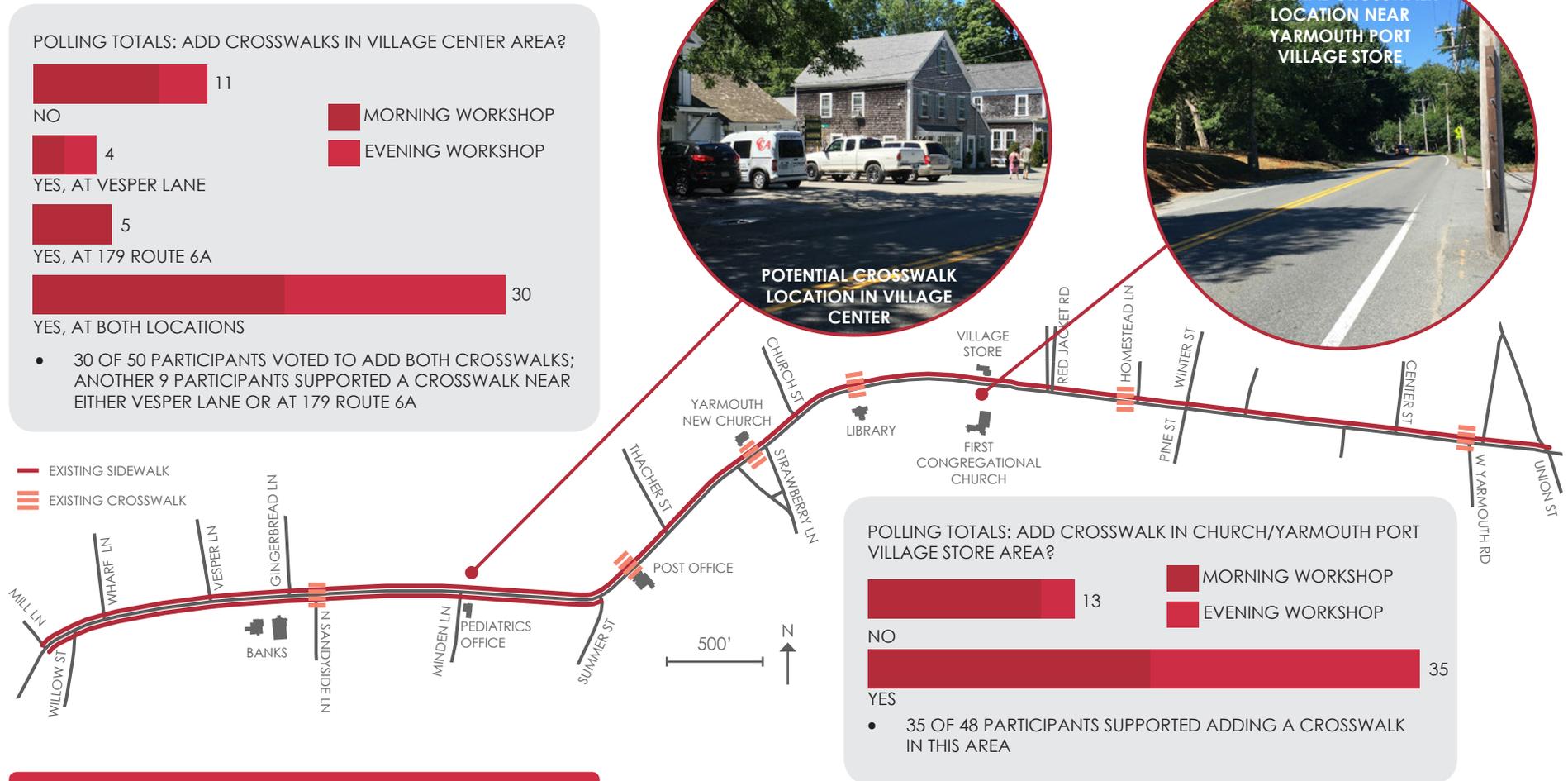


## RECOMMENDATION

Evaluate options to continue the sidewalk on the south side of Route 6A from Summer Street to the post office where a well-worn path indicates high pedestrian use. Evaluate available right-of-way in this area and potential impact to existing street trees or stone walls.

## ADDITIONAL CROSSWALKS

During site visits, Commission staff identified some areas throughout the corridor where there are likely to be several pedestrians crossing the street but there are no crosswalks nearby. These areas include the Village Center and the area near the First Congregational Church and Yarmouth Port Village Store (330 Route 6A).



### RECOMMENDATION

Evaluate the safety and suitability of adding two additional crosswalks in the Village Center: one to the west of Vesper Lane and one to the east of 179 Route 6A, near Minden Lane.

### RECOMMENDATION

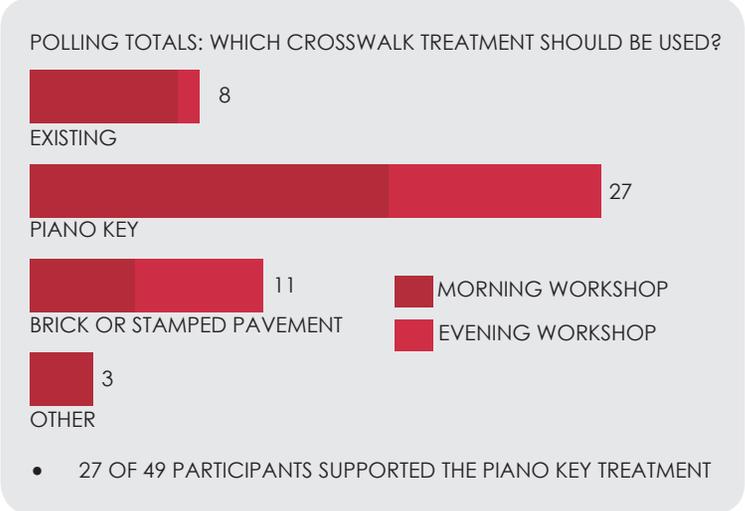
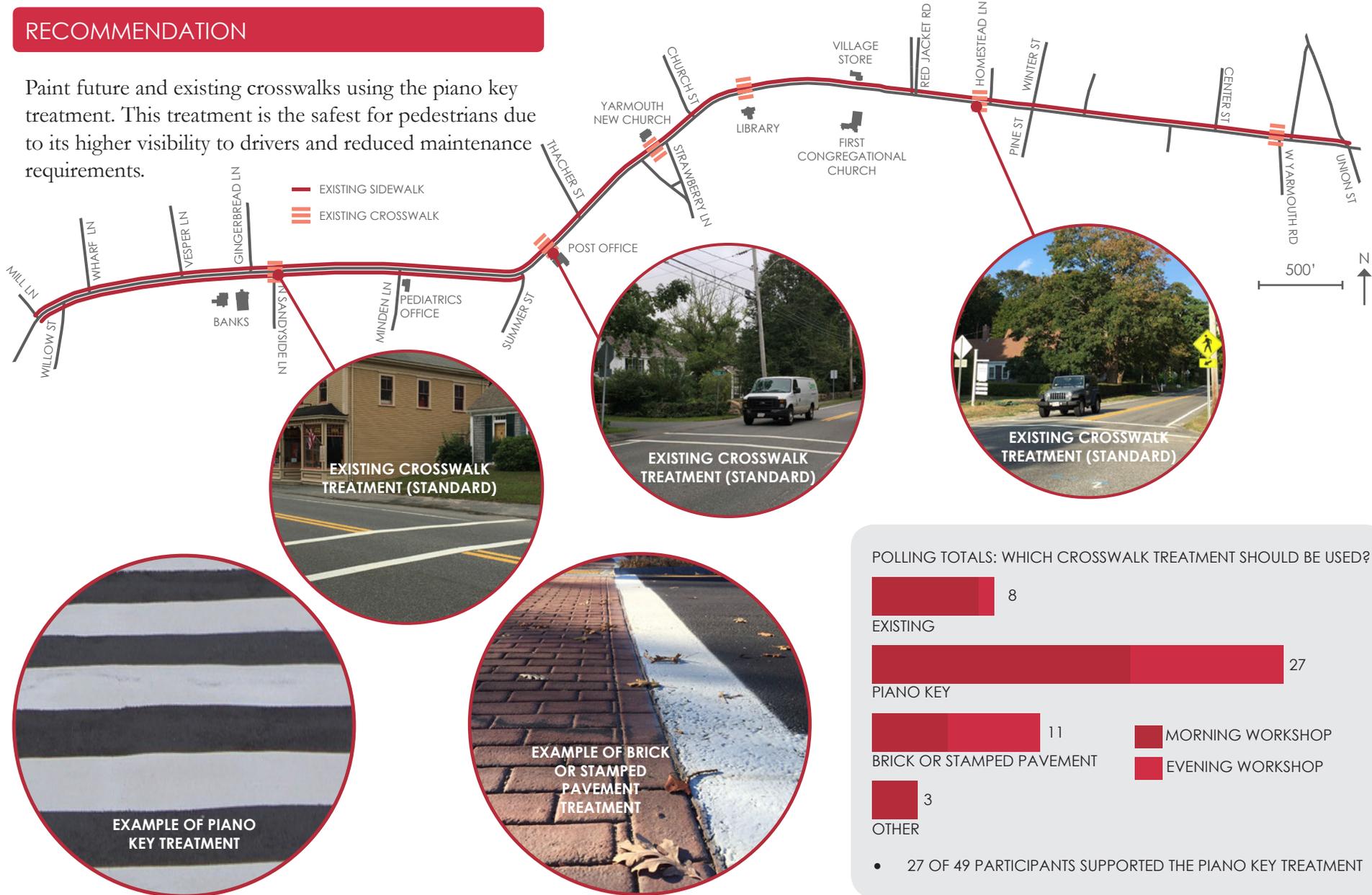
Evaluate the safety and suitability of adding a crosswalk in proximity to the First Congregational Church and Yarmouth Port Village Store area.

# CROSSWALK TREATMENTS

Currently the crosswalks in the corridor are the standard type with two strips perpendicular to the roadway, as shown below. There are different treatment options available for crosswalks, including some that may be safer for pedestrians than the existing crosswalk markings.

## RECOMMENDATION

Paint future and existing crosswalks using the piano key treatment. This treatment is the safest for pedestrians due to its higher visibility to drivers and reduced maintenance requirements.

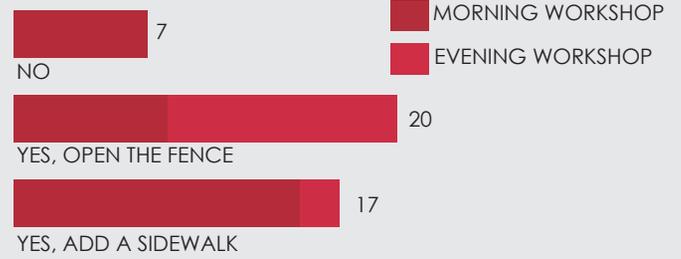


## ACCESS TO THE COMMON

Currently, the crosswalk at the Common does not provide easy access to the Common or the parking areas on Strawberry Lane, which are commonly used by people visiting the New Church or attending various special events. There are no sidewalks on the south side of Route 6A to safely direct pedestrians to the parking areas or to the existing access points to the Common. There is also no direct access to the Common from the crosswalk.



POLLING TOTALS: CREATE EASIER PEDESTRIAN ACCESS TO THE COMMON FROM THE CROSSWALK?



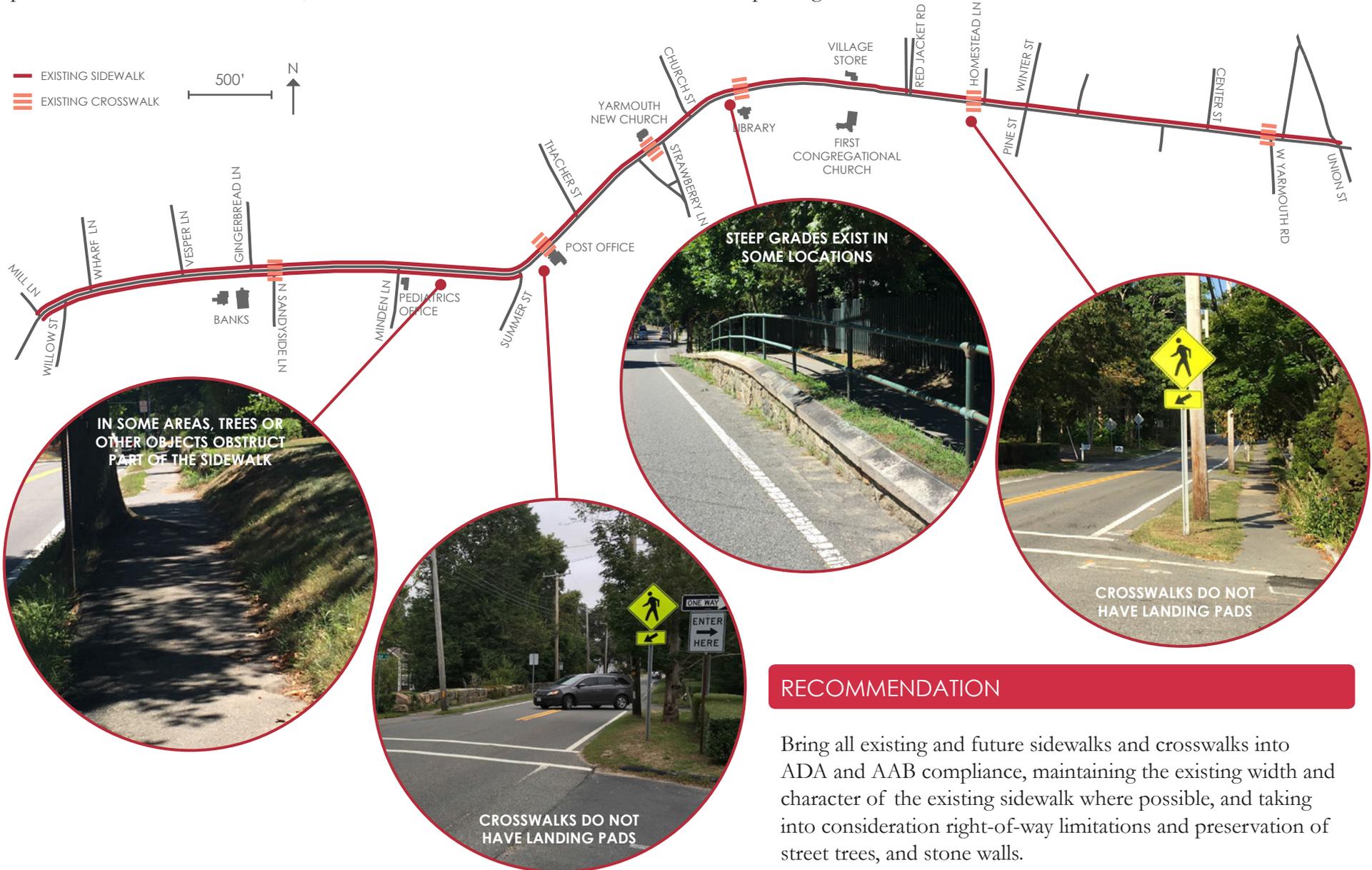
- 20 OF 44 PARTICIPANTS SUPPORTED OPENING UP THE FENCE TO THE COMMON AT THE CROSSWALK TO ALLOW FOR EASIER ENTRY
- 17 OF 44 PARTICIPANTS SUPPORTED CREATING A SIDEWALK TO TAKE PEOPLE TO THE EXISTING OPENINGS TO THE COMMON AT THE CORNERS

## RECOMMENDATION

Evaluate options for better pedestrian access to the Common and the parking along Strawberry Lane from the existing crosswalk located by the New Church.

# AMERICANS WITH DISABILITIES ACT AND ARCHITECTURAL ACCESS BOARD RULES COMPLIANCE

Many of the sidewalks and crosswalks in this corridor do not comply with the Architectural Access Board (AAB) Rules and Regulations or the Americans with Disabilities Act (ADA) standards for handicap accessibility. Several crosswalks do not have landing pads on either side, do not have a paved connection to the sidewalk, and in some locations the sidewalk is at an unacceptable grade or too narrow.



## RECOMMENDATION

Bring all existing and future sidewalks and crosswalks into ADA and AAB compliance, maintaining the existing width and character of the existing sidewalk where possible, and taking into consideration right-of-way limitations and preservation of street trees, and stone walls.

## BIKE ACCOMMODATIONS

Currently there are no separate bike accommodations on Route 6A in this area though this route is used by experienced cyclists who are willing to share the road with vehicles. Due to the lack of space in the right of way, and the desire to retain the historic character of the area, no formal bike lanes are recommended at this time. Additionally, plans are underway to extend the Cape Cod Rail Trail (CCRT) through Yarmouth, which will intersect with Willow Street south of Route 6. Once this extension is completed (estimated for 2020), cyclists will have a safer alternative to travel through Yarmouth.

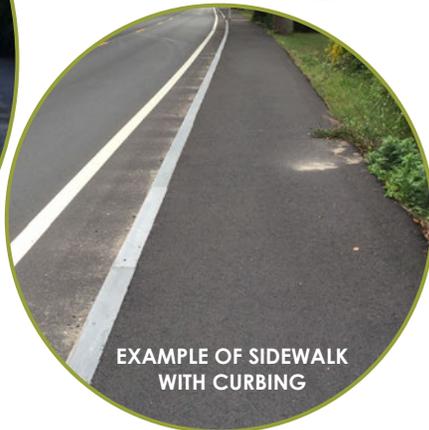
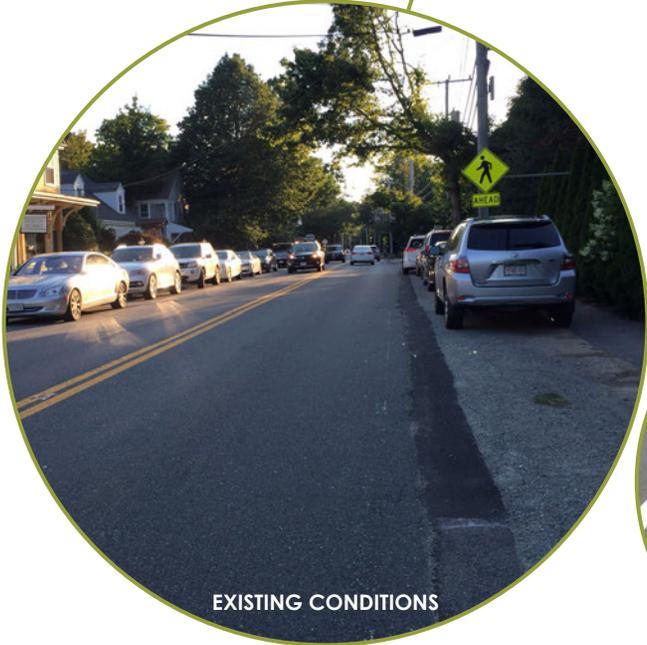


### RECOMMENDATION

Bicyclists should use existing alternate routes through the area to avoid Route 6A. Once completed, bikers should be encouraged to use the CCRT as an alternate east-west bike route. If curbing is used along Route 6A in conjunction with other proposed improvements, the curbing should be located at least 1' back from the travel lane to provide a small shoulder for bikers.

# FORMALIZING PARKING

Currently in the Village Center area, there is informal parking along the north side of Route 6A between approximately 140 Route 6A (across from Hallet's Store) and 180 Route 6A (across from Minden Lane). Cars park in the grass and dirt area between the roadway and sidewalk, and sometimes within the sidewalk itself. There is also on-street parking on the south side of Route 6A in this area with some painted parking spots.



**POLLING TOTALS: FORMALIZE PARKING ON THE NORTH SIDE OF ROUTE 6A IN THE VILLAGE CENTER?**

NO, KEEP INFORMAL PARKING	11
YES, FORMALIZE PARKING	25
NO, BUT ADD CURB	10

MORNING WORKSHOP  
 EVENING WORKSHOP

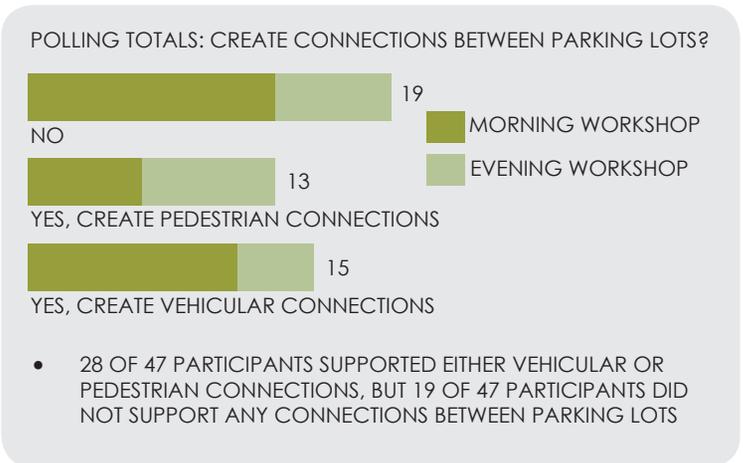
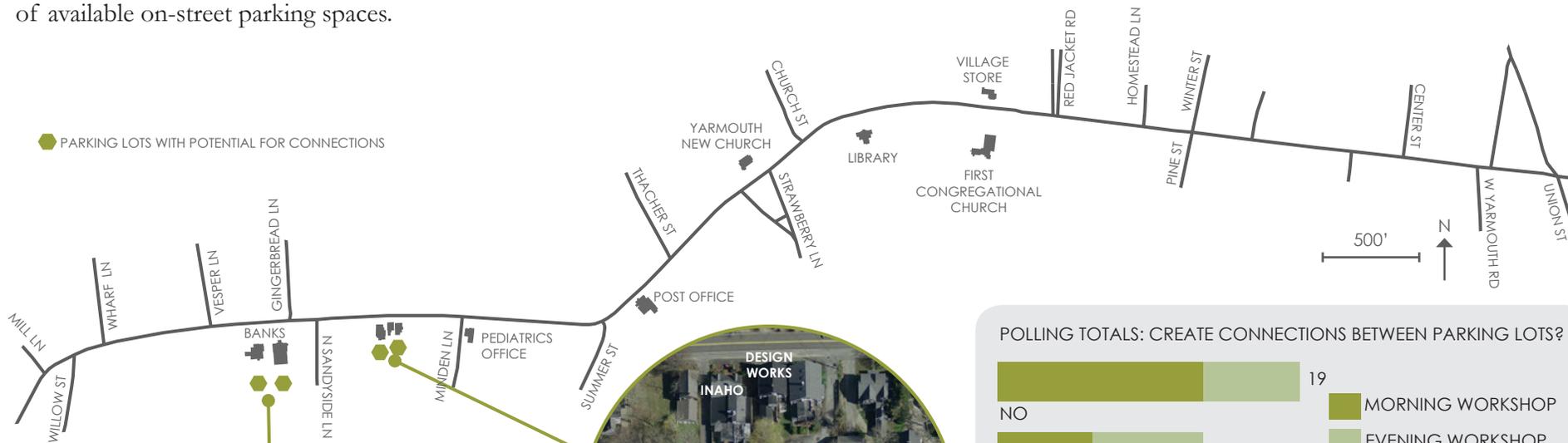
- 36 OF 46 PARTICIPANTS SUPPORTED PARKING OF SOME FORM IN THIS AREA
- 25 OF 46 PARTICIPANTS SUPPORTED FORMAL PARKING SPACES WITH VERTICAL CURBING

## RECOMMENDATION

Evaluate the options and impacts of creating formalized parking spaces on the north and south sides of Route 6A in the Village Center, taking into consideration issues such as right of way limitations, utility poles, existing curb cuts, sidewalk locations, street trees and stone walls.

# CONNECTING PARKING LOTS

Several of the businesses in the Village Center have parking behind them. However, these parking areas are not public parking and visitors may not feel comfortable parking behind one store if they are planning on visiting multiple businesses in the area. Pedestrian or vehicular connections among these parking lots could incentivize use of rear parking lots, and potentially encourage shared parking among businesses, taking pressure off the limited number of available on-street parking spaces.



## RECOMMENDATION

Commission staff identified potential vehicular and pedestrian connections between parking lots in the Village Center in two areas. These include the parking areas behind Cooperative Bank of Cape Cod and Bank of America, and the parking areas near Inaho and Jack's Outback. These ideas can be shown to business owners for consideration.

## SIGN INVENTORY

At the public workshops, attendees commented that there is an excessive number of signs along the corridor. Some of them are certainly necessary, but there are others that do not seem appropriate or relevant and create a sense of clutter in the corridor. Stakeholders also commented about the need for positive signage that highlights the historic nature of the area. Some of the existing signage throughout the corridor is shown below.

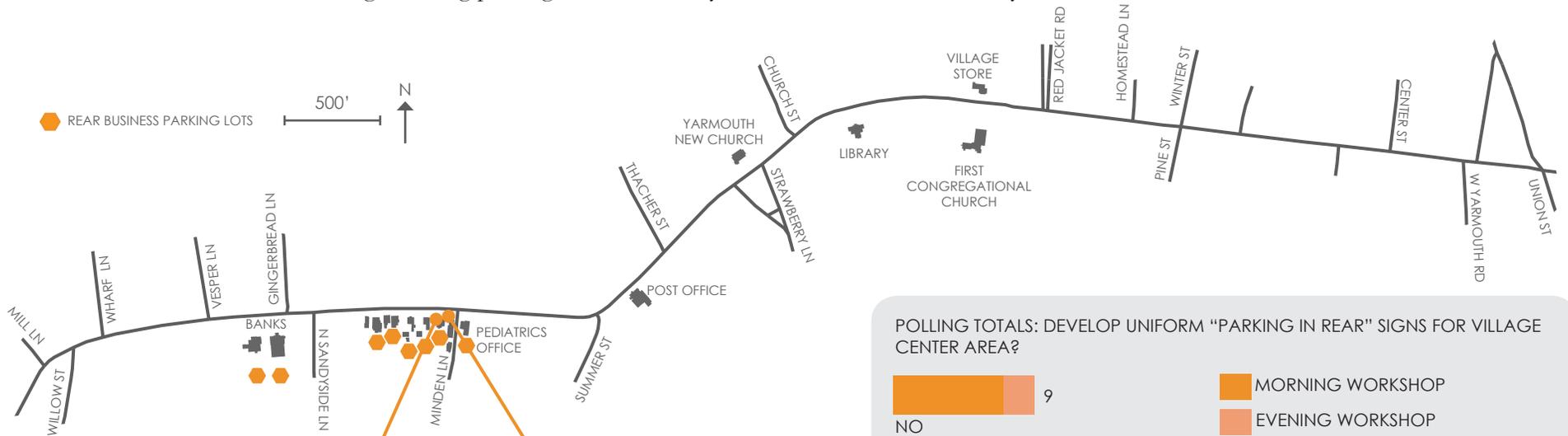


## RECOMMENDATION

Conduct a sign inventory of the corridor to determine which signs are necessary, which signs are extraneous, and which signs should be added, if any.

## PARKING IN REAR SIGNS

Although there is ample parking in lots behind many of the businesses in the Village Center, it is not well marked and therefore difficult for visitors to locate. Some businesses do have signs noting parking in rear, but they are often small and not easily seen from the street.

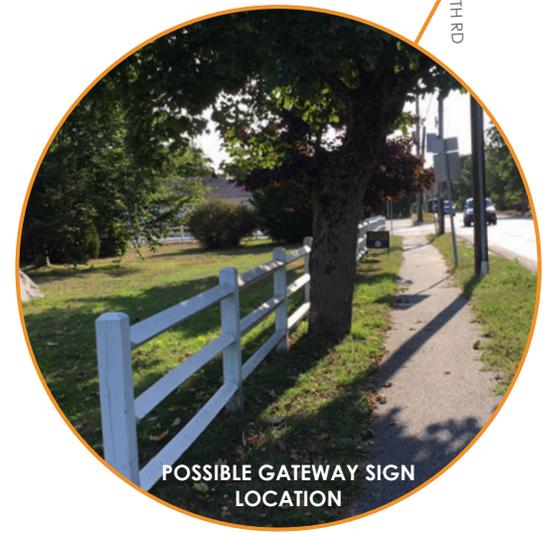
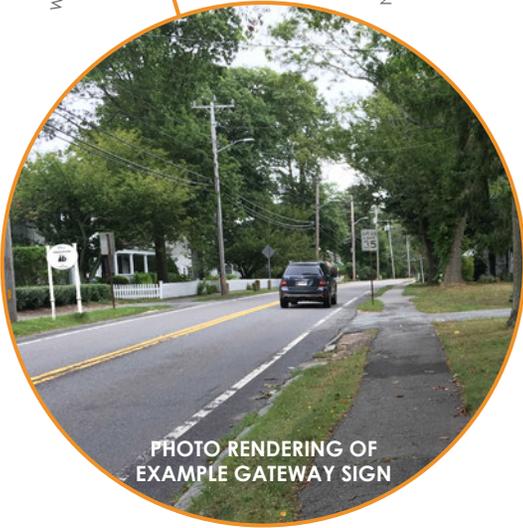
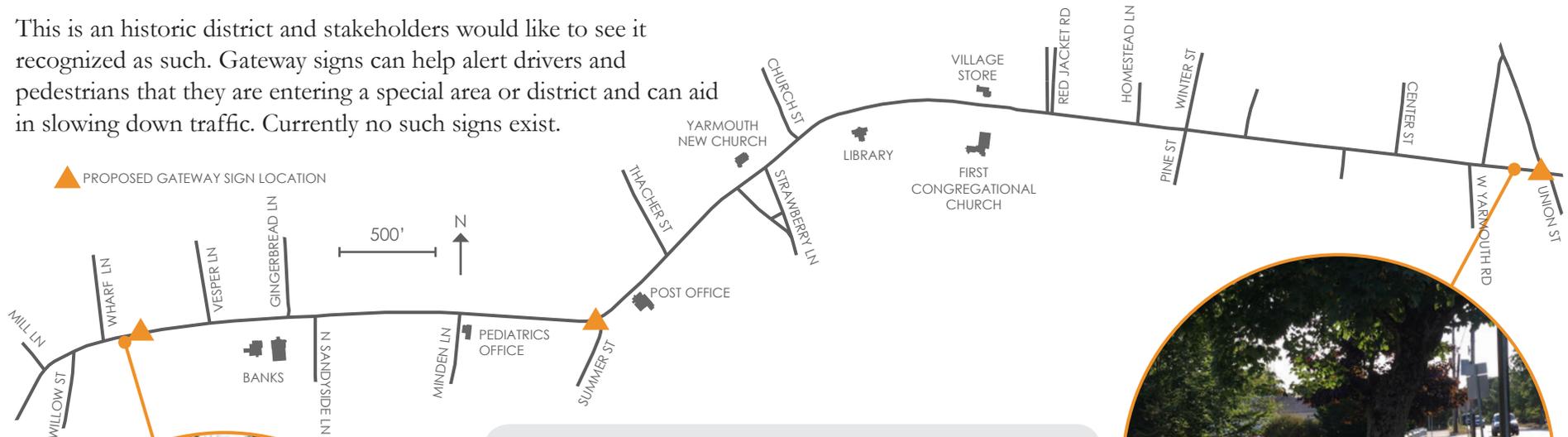


## RECOMMENDATION

Develop a concept for uniform "parking in rear" signs for the businesses in the Village Center to help guide customers to the parking located behind many of the businesses. Work with stakeholders, including Old King's Highway Historic District, the Historic Commission, and the Historical Society of Old Yarmouth, to develop suitable signage.

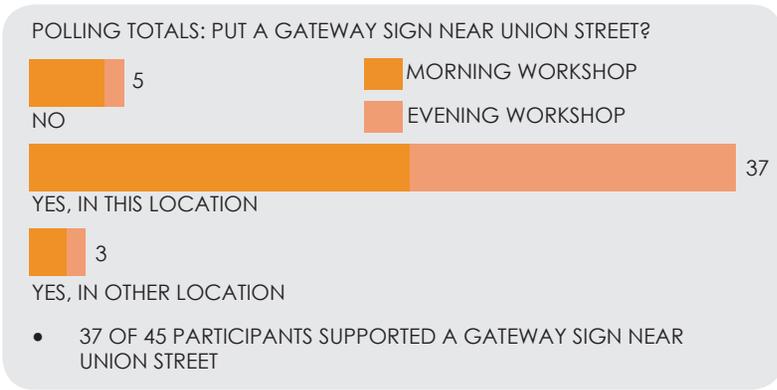
# GATEWAY SIGNS

This is an historic district and stakeholders would like to see it recognized as such. Gateway signs can help alert drivers and pedestrians that they are entering a special area or district and can aid in slowing down traffic. Currently no such signs exist.



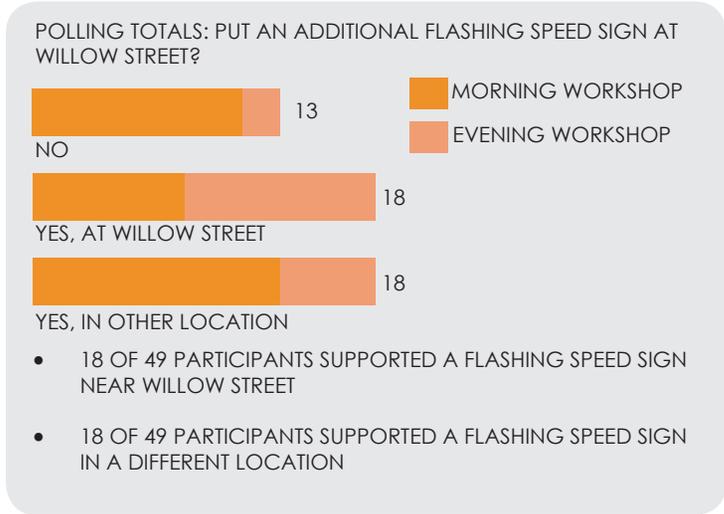
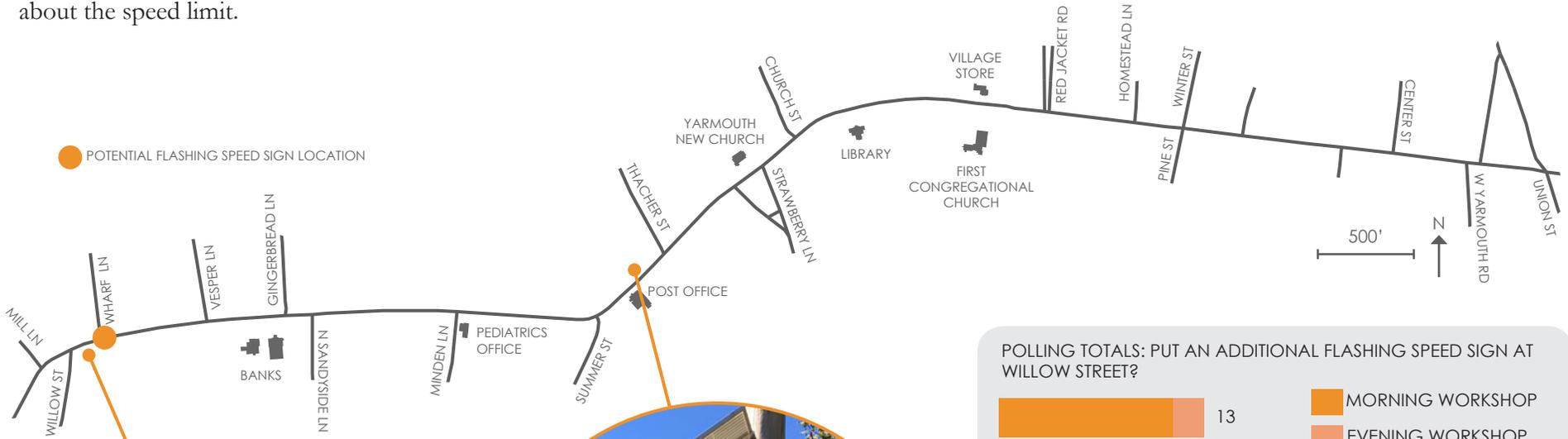
## RECOMMENDATION

Work with stakeholders, including Old King’s Highway Historic District, the Historic Commission, and the Historical Society of Old Yarmouth, to develop a concept for gateway signs for the area and identify the most desirable locations for such signs.



# FLASHING SPEED SIGNS

Flashing speed signs are mobile signs that display a driver's speed and flash if the driver is speeding. These can help slow drivers down and educate them about the speed limit.



## RECOMMENDATION

Work with the Police Department to place one additional flashing speed sign in an appropriate location along this segment of Route 6A.

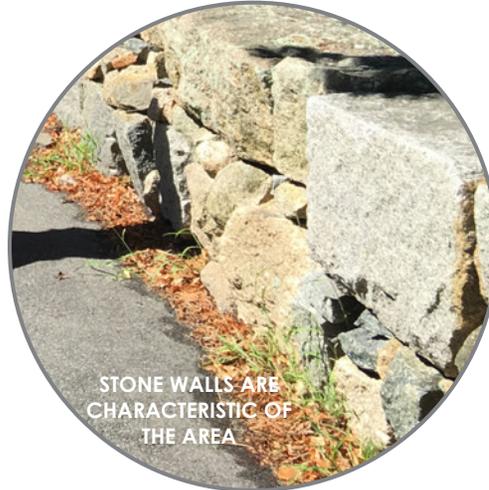
# SPEED MANAGEMENT

The Town conducted a speed study in 2013 that found speed limits for the area are appropriate. As such, another speed study is not recommended at this time. Implementing some of the aforementioned improvements may help to slow vehicular traffic.



## HISTORICAL SIGNIFICANCE AND CONTEXTUAL DESIGN

The area has significant historic resources and many are close to the road. As previously stated, there are more than 125 historic structures in the study area, in addition to historic stone walls and mature street trees.



### RECOMMENDATION

Historic architecture and resources along the roadway should be preserved in all improvement projects. Protecting the roadway's historic character should be considered to the maximum extent practicable when designing any changes to the area.

## STORMWATER MANAGEMENT

There are several areas throughout the corridor where drainage issues were identified during site visits. Some drainage issues were related to poor maintenance, rutting from informal on-street parking, and lack of gutter lines that direct road runoff to existing drainage structures.

### RECOMMENDATION

Any improvements to the corridor should address drainage issues. Adding vertical separation between the sidewalk and roadway, such as curbing, could improve drainage in some areas throughout the corridor. A survey of existing conditions would be required prior to undertaking any significant drainage improvements.

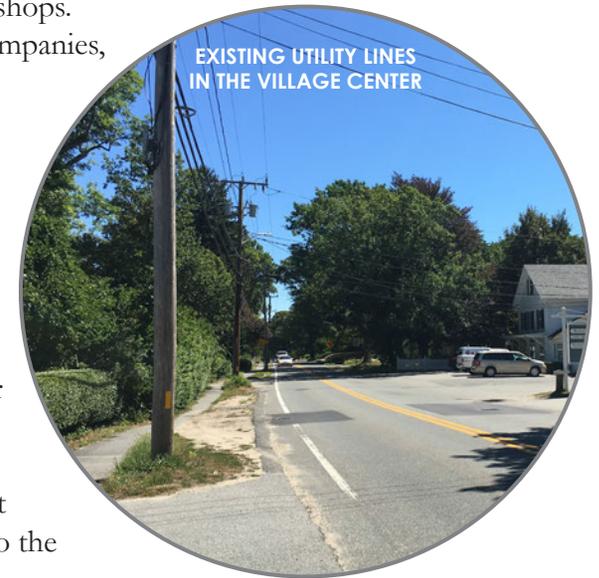


## UNDERGROUNDING UTILITIES

Undergrounding utilities in the Village Center section of the corridor was brought up at both public workshops. Burying utilities is a costly and complicated process, involving not only the Town and the various utility companies, but also the businesses and home owners in the area whose properties would need to be connected to the underground utilities.

While it is difficult to know exactly how much it would cost to bury utility lines in the Village Center without undertaking a specific study to do so, cost information is available from two recent studies, a Massachusetts Department of Energy Resources' 2014 study and a 2013 study by the Edison Electric Institute. These studies show a wide range of costs associated with undergrounding utilities depending upon a variety of project specific issues. Based on these studies, estimates to bury utility lines along Route 6A could range from \$2.5 million per mile to over \$8 million per mile if other infrastructure, such as water lines or street lights, needs to be relocated.<sup>1,2</sup>

With this in mind, if the Town wishes to pursue undergrounding utilities, the Town could hire a consultant to develop site specific cost estimates to underground the wires in the Village Center, including the costs to the Town and business owners, along with a timetable to complete this work.



## TREE AND VEGETATION MAINTENANCE

The Town should continue to work with the State to get trees and vegetation trimmed and pruned along the corridor. This will help improve sight distances along the corridor and improve visibility of signage. The Town can also work with residents on vegetation maintenance for trees and shrubs on private property.



## DECORATIVE LIGHTING AND STREETScape AMENITIES

While decorative street lighting and other streetscape amenities were not included in the workshop polling, the Town may wish to investigate local interest in period lighting, benches, and trash receptacles in the Village Center area. Appropriate street lighting could improve pedestrian safety and enhance local businesses in the Village Center while maintaining the historic character of the area. Along with other improvements such as on-street parking, gateway signage, and additional crosswalks, decorative lighting and streetscape amenities would also help to identify the Village Center and foster slower vehicle speeds.

1. "Feasibility Study for Undergrounding Electric Distribution Lines in Massachusetts." Massachusetts Department of Energy Resources, December 2014. <http://www.mass.gov/eea/docs/doer/pub-info/undergrounding-distribution-lines.pdf>
2. Hall, Kenneth L., P.E., "Out of Sight, Out of Mind 2012: An Updated Study on the Undergrounding of Overhead Power Lines." Edison Electric Institute, January 2013. <http://www.eei.org/issuesandpolicy/electricreliability/undergrounding/Documents/UndergroundReport.pdf>

## IMPLEMENTATION OPTIONS

Moving forward with any of the recommended improvements should include further assessment of the project area, including existing conditions, and options for implementing the recommendations. Advancing any of these recommendations will require consultation with MassDOT at some point as Route 6A is owned and maintained by MassDOT. However, there are five different options the Town can consider for implementing improvements to the corridor, some of which would rely on MassDOT for funding and implementation and some of which would rely on the Town.

**OPTION 1:** The Town could undertake improvements using its own staff or contracting it out, with funding coming from the Town. MassDOT would maintain control of the roadway. The Town would need to obtain permits from MassDOT to complete projects.

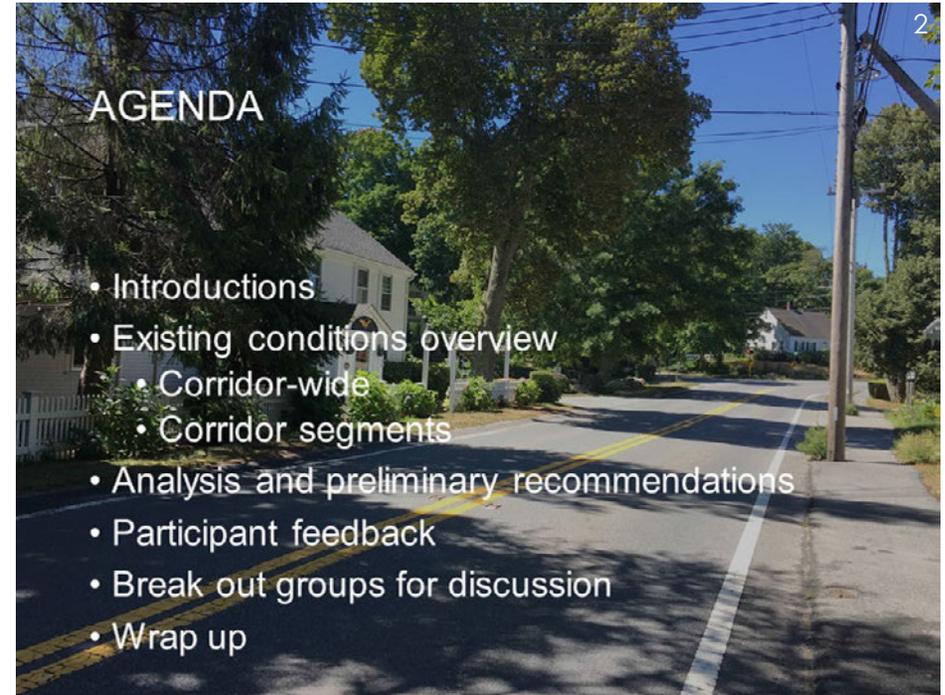
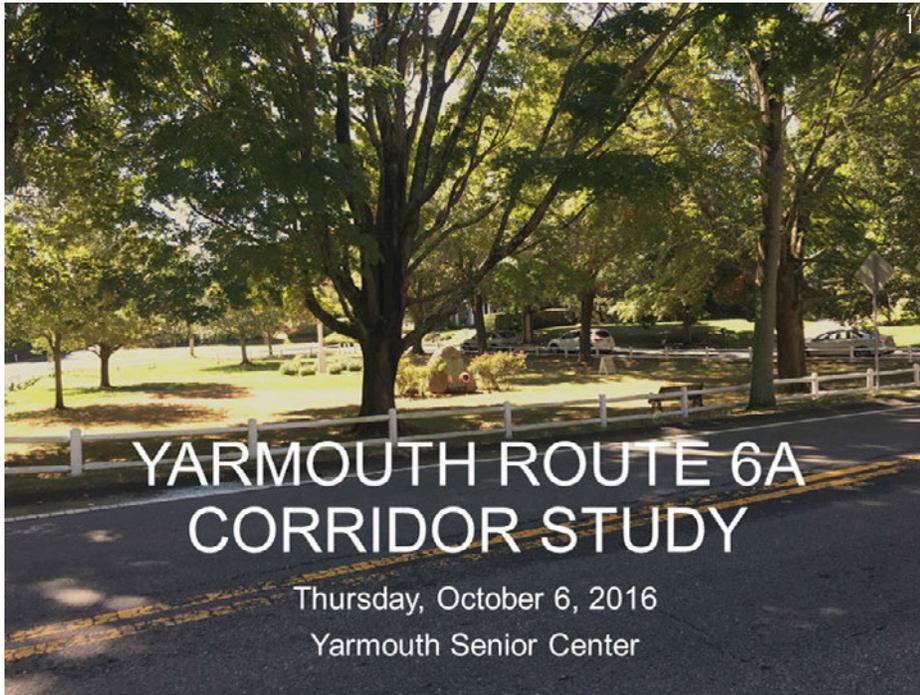
**OPTION 2:** The Town could request that MassDOT implement “spot” improvements to the corridor. The Town would have little control over when and how these improvements are made, but MassDOT would fund them. These spot improvements would include things such as pothole repair, fixing individual drainage issues, sign replacement, limited sidewalk construction, and limited curbing construction.

**OPTION 3:** The Town could request that MassDOT implement an improvement similar to the one MassDOT completed on Route 6A in Brewster. This involved installing new sidewalks and curbing on both sides of the road, as well as other maintenance operations. With this type of project, MassDOT will fund and install everything. However, it may allow for less flexibility in the implementation of recommendations and lead to changes that may not protect the character of the study area. It is possible this level of funding for a maintenance type of project may no longer be available.

**OPTION 4:** The Town could request a Transportation Improvement Program (TIP) project. A typical Transportation Improvement Program project takes years to implement and MassDOT could require the Town to pay for the design of the roadway. A typical TIP project would include 11’ travel lanes, 5’ shoulders, vertical granite curbing, and a 5’ sidewalk on both sides of the road for a total pavement width of 42’. Currently Route 6A has roughly 25’ of pavement with a 4’ to 5’ wide sidewalk for a total pavement width of about 30’.

**OPTION 5:** Lastly, the Town could decide to take control over a portion of Route 6A, allowing greater flexibility in the character of implemented improvements. This is what the Town of Barnstable did for Route 6A through Barnstable Village. If the Town were to choose this option, the Town would be responsible for any maintenance of the roadway in the future. Prior to the Town taking over a portion of Route 6A, MassDOT will completely repave that portion of roadway. The repavement should last for approximately 20 years, at which point the road will need to be repaved again. As identified in the Cape Cod Commission Pavement Management 2016 Status Report dated December 2016, the cost to repave an existing poorly conditioned two-lane roadway is \$550,000 per mile. Thus, in addition to any annual maintenance costs, the Town would likely spend \$550,000 (or more) per mile to repave this portion of roadway in 20 years.





5

## RECENT EFFORTS

- Town Public meeting— June 2016
- Cape Cod Commission meeting with the Town
- Background research
- Site visits
- Mapping and analysis

6

## VOTING

A. Yes, I can vote  
B. No, I cannot vote

Option	Count
A. Yes, I can vote	30
B. No, I cannot vote	1



### SCOPE: WILLOW STREET TO UNION STREET



9

### WILLOW STREET TO UNION STREET

MORE THAN 125 NATIONAL REGISTER BUILDINGS



Historic Significance

Source: Massachusetts Historical Commission

10

### WILLOW STREET TO UNION STREET



Speed Limits

Source: MassDOT

11

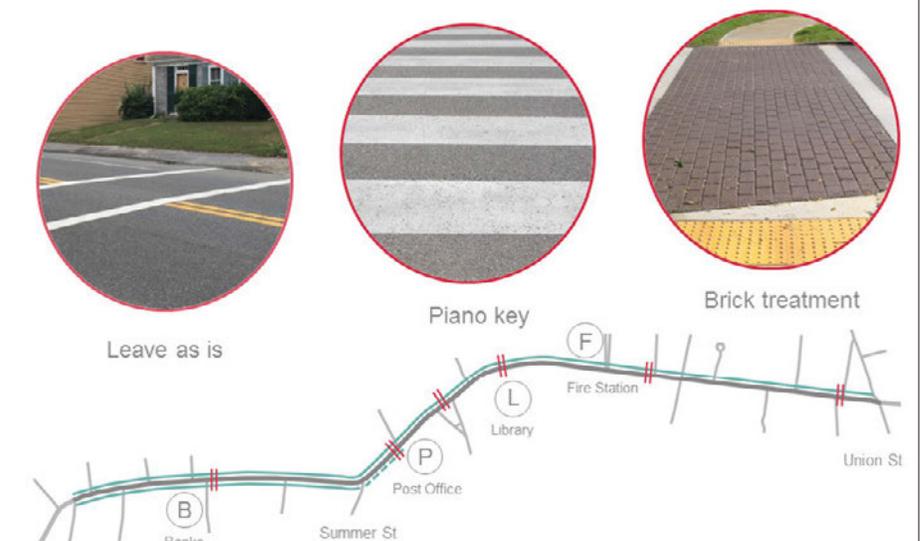
### WILLOW STREET TO UNION STREET



Existing Sidewalks + Crosswalks

12

### WILLOW STREET TO UNION STREET



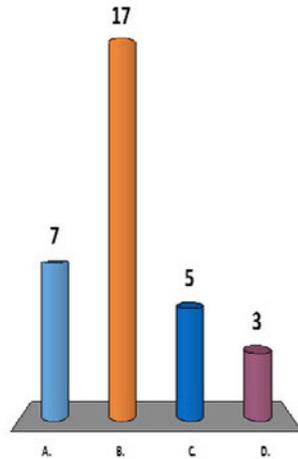
Crosswalk Treatment Alternatives

13

WILLOW STREET TO UNION STREET

WHICH CROSSWALK TREATMENT DO YOU PREFER?

- A. Existing
- B. Piano key
- C. Brick treatments
- D. Other



14



1 | WILLOW STREET TO SUMMER STREET



15



16

1 | WILLOW STREET TO SUMMER STREET



Leave as is



West of Vesper Ln  
(from north to south  
sidewalk near banks)



East of Pediatric Office  
(from north sidewalk to  
businesses on south  
side)



1 | WILLOW STREET TO SUMMER STREET

SHOULD ADDITIONAL CROSSWALKS BE PROVIDED ALONG THIS SEGMENT?

- A. Leave as is, with one crosswalk near Hallet's
- B. Add a crosswalk west of Vesper lane
- C. Add a crosswalk east of the pediatric office
- D. Add both crosswalks proposed



1 | WILLOW STREET TO SUMMER STREET



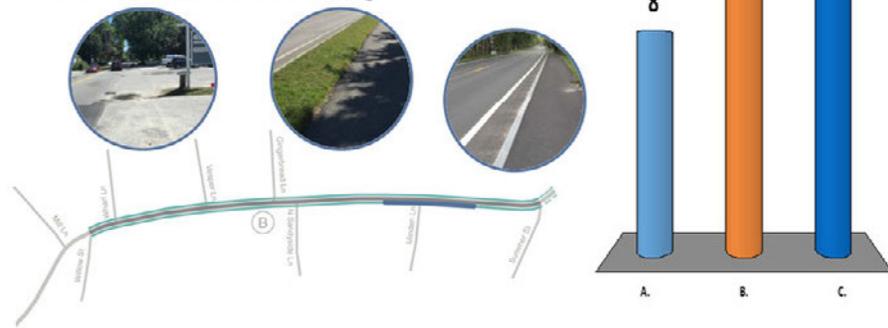
Leave as is      Curb with a grass strip      Vertical Curbing



1 | WILLOW STREET TO SUMMER STREET

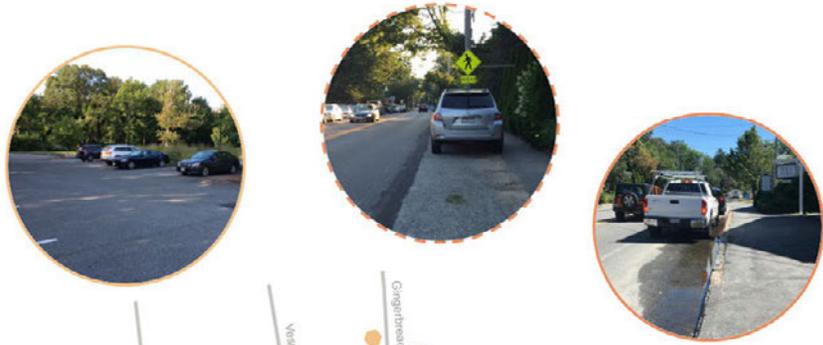
WOULD YOU LIKE TO SEE AN ADDITIONAL SIDEWALK HERE?

- A. No, leave as is
- B. Yes, curbing with grass strip
- C. Yes, vertical curbing



21

1 | WILLOW STREET TO SUMMER STREET



22

1 | WILLOW STREET TO SUMMER STREET



Leave as is      Parking with curbing      No parking, curbing

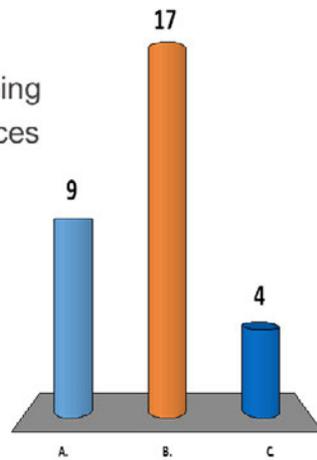
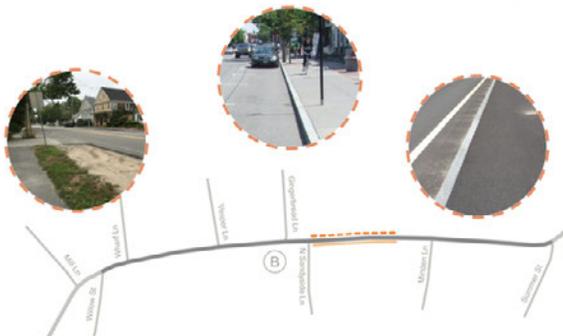


23

1 | WILLOW STREET TO SUMMER STREET

HOW SHOULD THE PARKING AREA ON THE NORTH SIDE OF THE STREET BE TREATED?

- A. Leave as is, informal parking
- B. Create parking spaces, vertical curbing
- C. Vertical curbing with no parking spaces

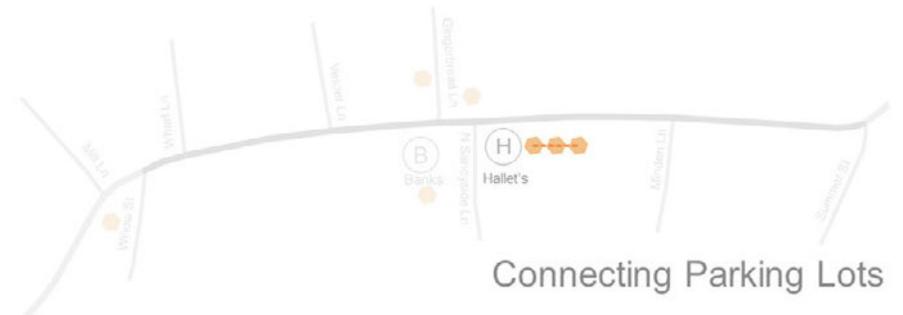


24

1 | WILLOW STREET TO SUMMER STREET



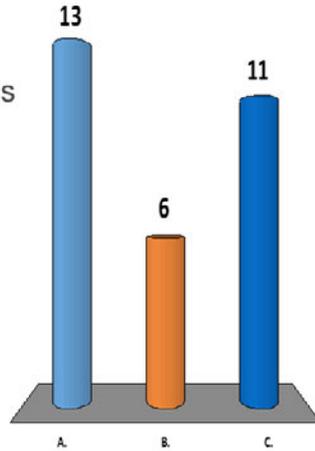
Leave as is      Pedestrian Connections      Vehicular Connections



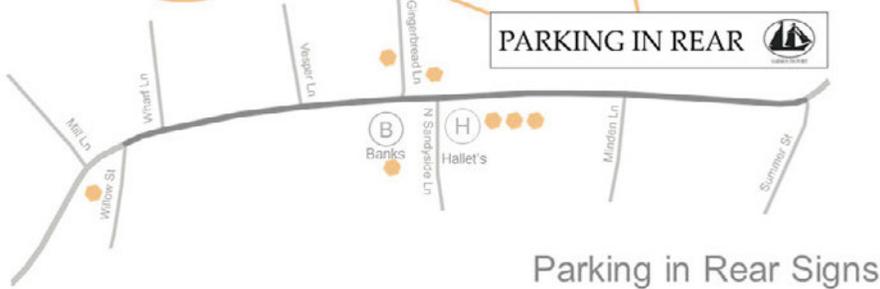
1 | WILLOW STREET TO SUMMER STREET

SHOULD THE PARKING LOTS BEHIND BUSINESSES BE CONNECTED?

- A. No, leave as is
- B. Yes, create pedestrian connections
- C. Yes, create vehicular connections



1 | WILLOW STREET TO SUMMER STREET



29

1 | WILLOW STREET TO SUMMER STREET



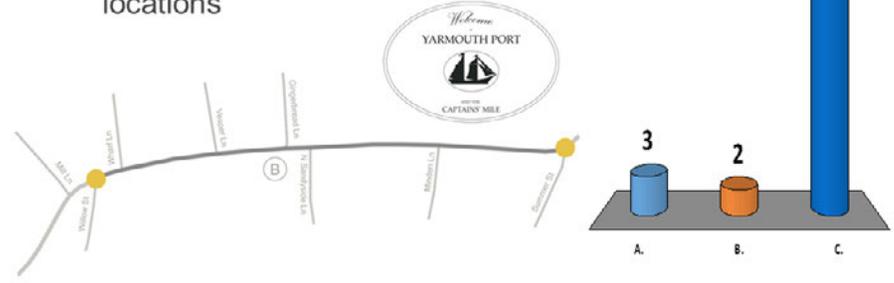
Gateway Signs

30

1 | WILLOW STREET TO SUMMER STREET

DO YOU SUPPORT ADDING GATEWAY SIGNAGE?

- A. No, leave as is
- B. Yes, add gateway signs in the proposed locations
- C. Yes, add gateway signs in other locations



31

1 | WILLOW STREET TO SUMMER STREET



Flashing Speed Signs

32

1 | WILLOW STREET TO SUMMER STREET

DO YOU SUPPORT ADDING MORE FLASHING SPEED SIGNS?

- A. No
- B. Yes, add a flashing speed sign in the proposed location
- C. Yes, add a flashing speed sign in a different location





33

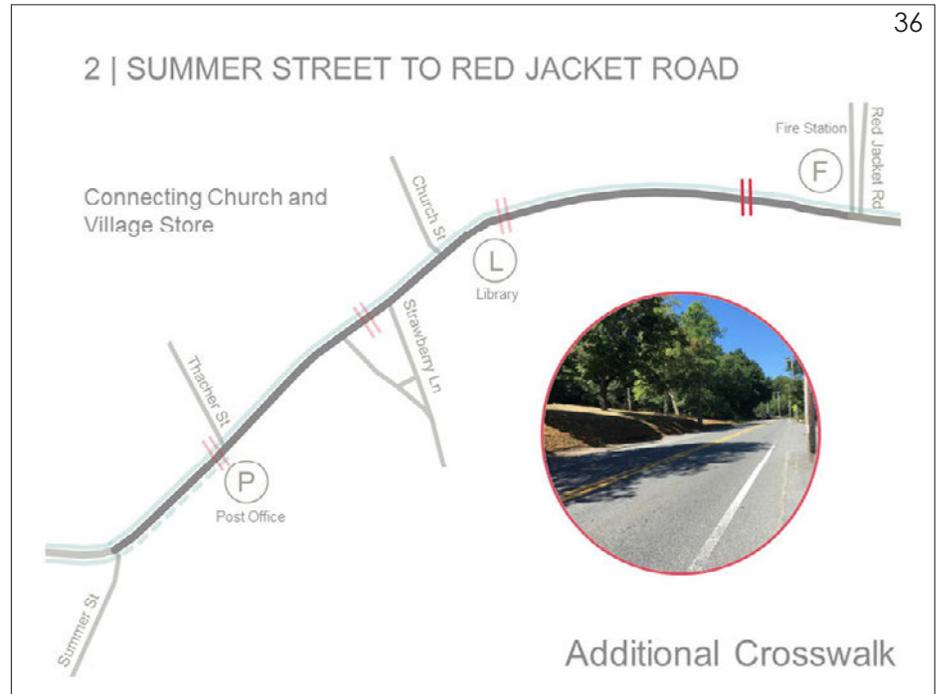
## 2 | SUMMER STREET TO RED JACKET ROAD



34



35



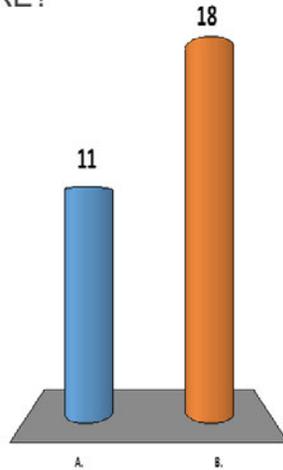
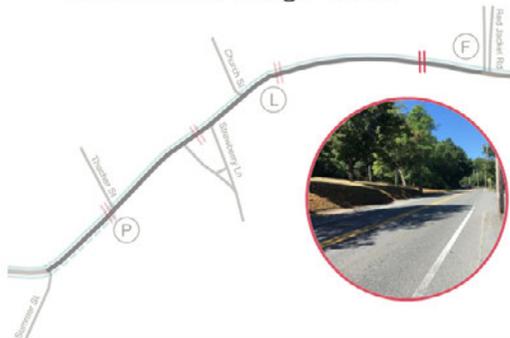
36

37

2 | SUMMER STREET TO RED JACKET ROAD

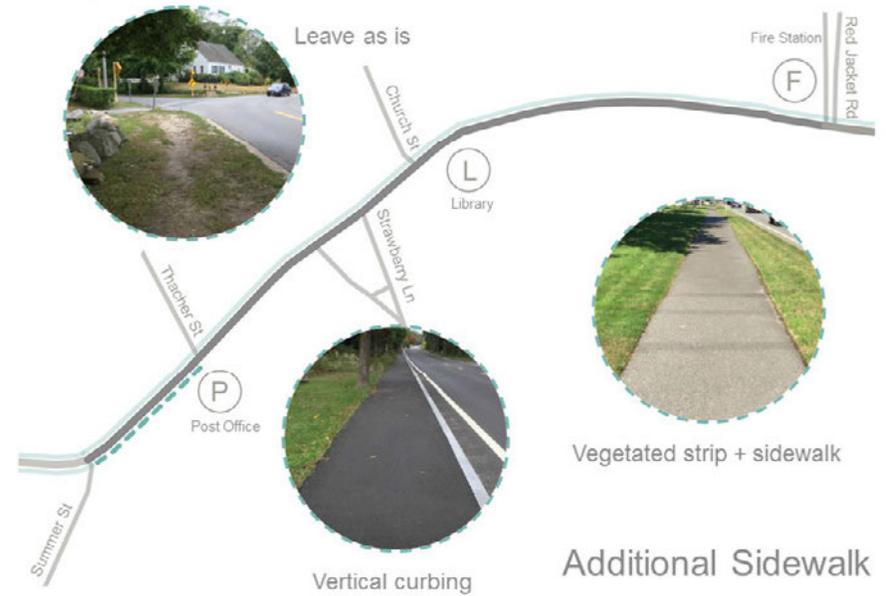
SHOULD THERE BE A CROSSWALK CONNECTING THE CHURCH AND THE VILLAGE STORE?

- A. No, leave as is
- B. Yes, add a crosswalk connecting the church and village store



38

2 | SUMMER STREET TO RED JACKET ROAD

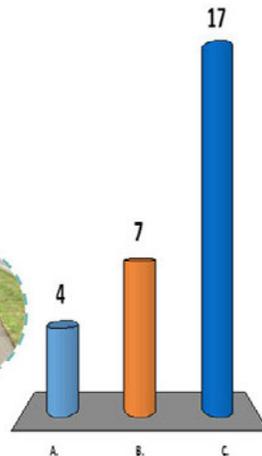
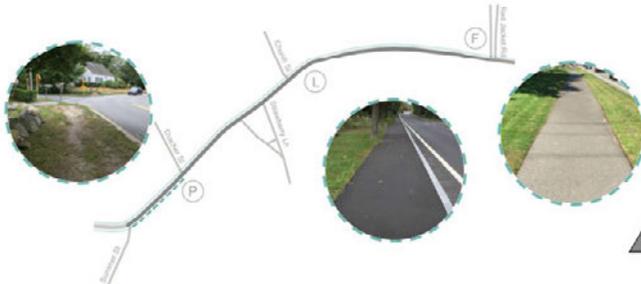


39

2 | SUMMER STREET TO RED JACKET ROAD

SHOULD THERE BE A SIDEWALK BETWEEN SUMMER STREET AND THE POST OFFICE?

- A. No, leave as is
- B. Yes, add a sidewalk with vertical curbing
- C. Yes, add a sidewalk with a grass strip



2 | SUMMER STREET TO RED JACKET ROAD



Leave As Is



Open Fence



Add Stairs + Sidewalk to Current Openings

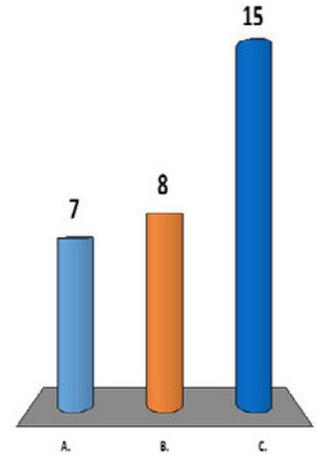


Access to the Common

2 | SUMMER STREET TO RED JACKET ROAD

SHOULD ACCESS TO THE COMMON FROM THE CROSSWALK BE CHANGED?

- A. No, leave as is
- B. Yes, open up the fence
- C. Yes, add a sidewalk to the corners



3 | RED JACKET ROAD TO UNION STREET



3 | RED JACKET ROAD TO UNION STREET

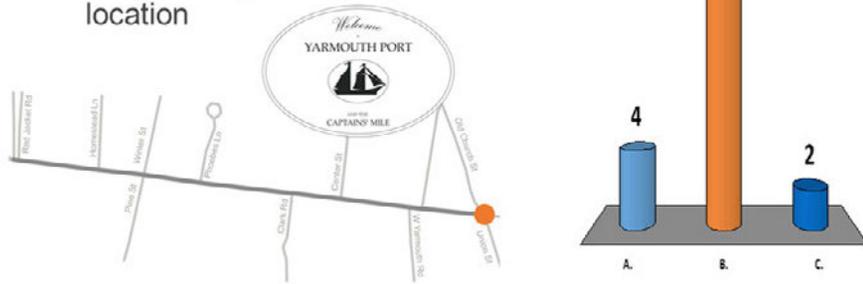


Gateway Sign

### 3 | RED JACKET ROAD TO UNION STREET

DO YOU SUPPORT A GATEWAY SIGN IN THIS AREA?

- A. No
- B. Yes, add a gateway sign in the proposed location
- C. Yes, add a gateway sign in a different location



### WILLOW STREET TO UNION STREET

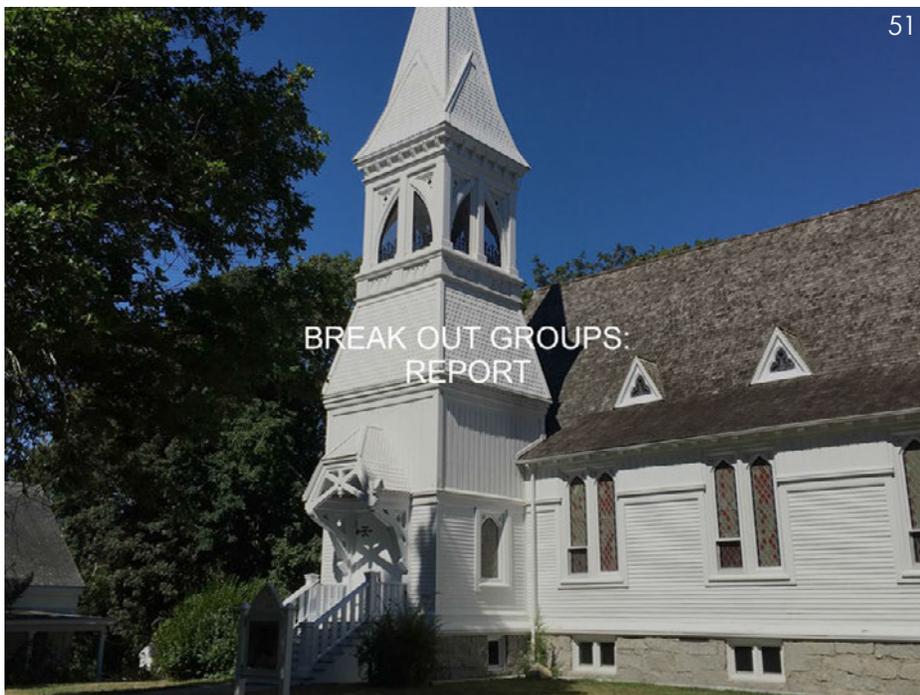


Crosswalks Should Be ADA Compliant

### WILLOW STREET TO UNION STREET



Drainage Issues Should Be Resolved



53

## IMPLEMENTATION OPTIONS

- The Town undertakes the improvements with Town Staff/Contractor
- The Town requests MassDOT implement improvements
- The Town requests MassDOT to implement a "Brewster Type" improvement to Route 6A
- The Town requests a Transportation Improvement Program (TIP) project
- The Town takes control of a portion of Route 6A

54

## THANK YOU!

Questions or comments?

### TOWN CONTACTS

Jeff Colby  
DPW Director  
jcolby@yarmouth.ma.us

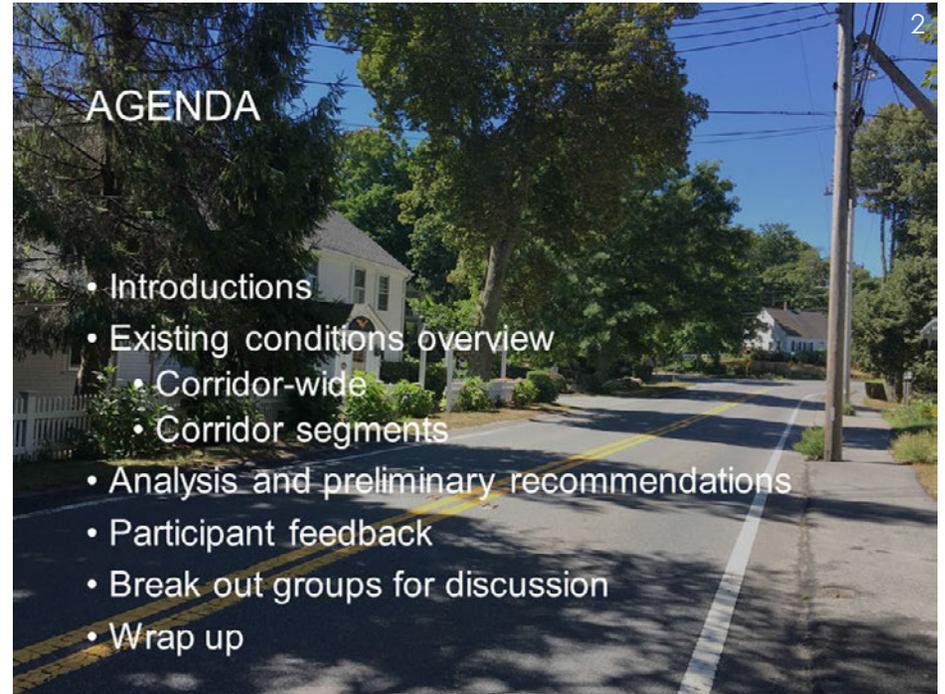
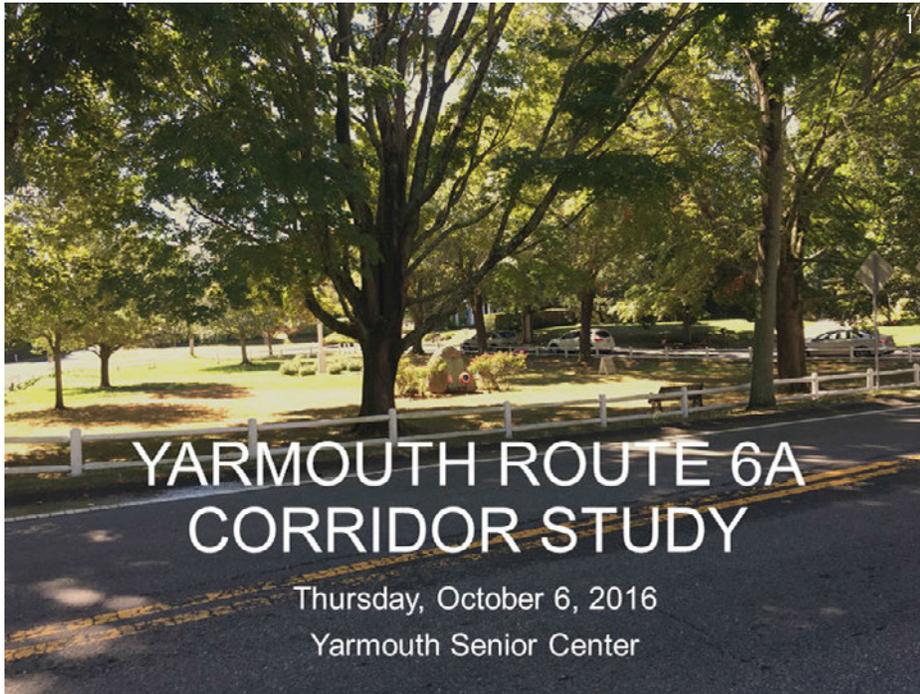
Karen Greene  
Community Development Director  
kgreene@yarmouth.ma.us

Kathy Williams  
Town Planner  
kwilliams@yarmouth.ma.us

Steve Xiarhos  
Deputy Police Chief  
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### CAPE COD COMMISSION CONTACT

Glenn Cannon  
Technical Services Director  
gcannon@capecodcommission.org



5

# RECENT EFFORTS

- Town Public meeting— June 2016
- Cape Cod Commission meeting with the Town
- Background research
- Site visits
- Mapping and analysis

6

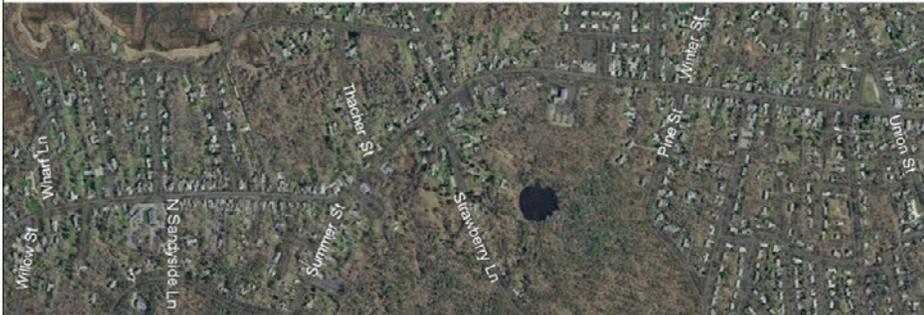
# VOTING

A. Yes, I can vote  
B. No, I cannot vote

Option	Count
A. Yes, I can vote	17
B. No, I cannot vote	1



## SCOPE: WILLOW STREET TO UNION STREET



9

### WILLOW STREET TO UNION STREET

MORE THAN 125 NATIONAL REGISTER BUILDINGS



Historic Significance

Source: Massachusetts Historical Commission

10

### WILLOW STREET TO UNION STREET



Speed Limits

Source: MassDOT

11

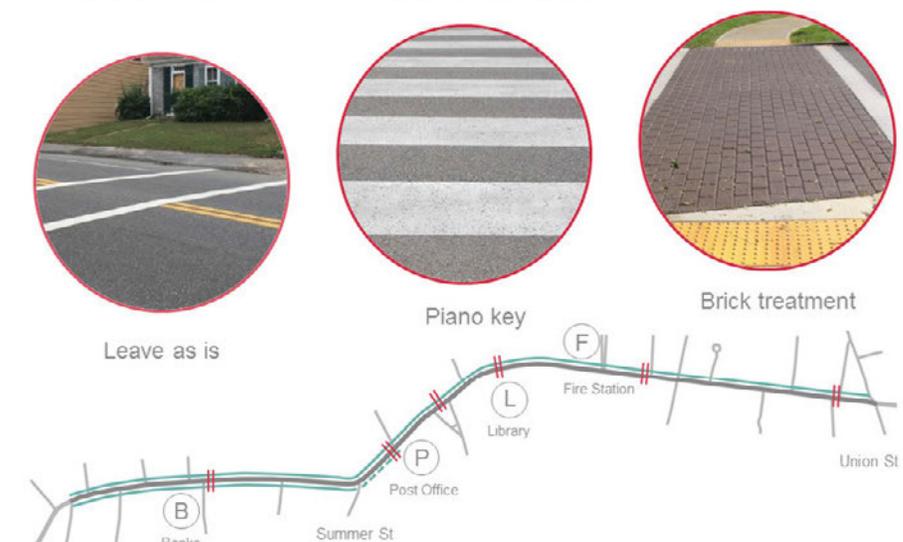
### WILLOW STREET TO UNION STREET



Existing Sidewalks + Crosswalks

12

### WILLOW STREET TO UNION STREET

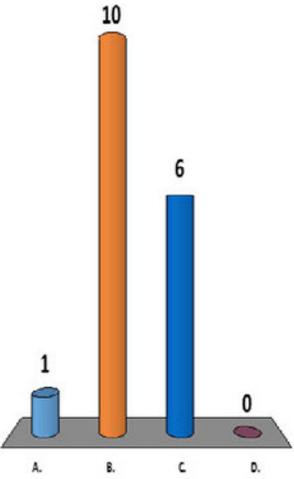


Crosswalk Treatment Alternatives

### WILLOW STREET TO UNION STREET

WHICH CROSSWALK TREATMENT DO YOU PREFER?

- A. Existing
- B. Piano key
- C. Brick treatments
- D. Other



### 1 | WILLOW STREET TO SUMMER STREET



### 1 | WILLOW STREET TO SUMMER STREET



Leave as is

West of Vesper Ln (from north to south sidewalk near banks)

East of Pediatric Office (from north sidewalk to businesses on south side)



Additional Crosswalks

1 | WILLOW STREET TO SUMMER STREET

SHOULD ADDITIONAL CROSSWALKS BE PROVIDED ALONG THIS SEGMENT?

- A. Leave as is, with one crosswalk near Hallet's
- B. Add a crosswalk west of Vesper lane
- C. Add a crosswalk east of the pediatric office
- D. Add both crosswalks proposed



1 | WILLOW STREET TO SUMMER STREET



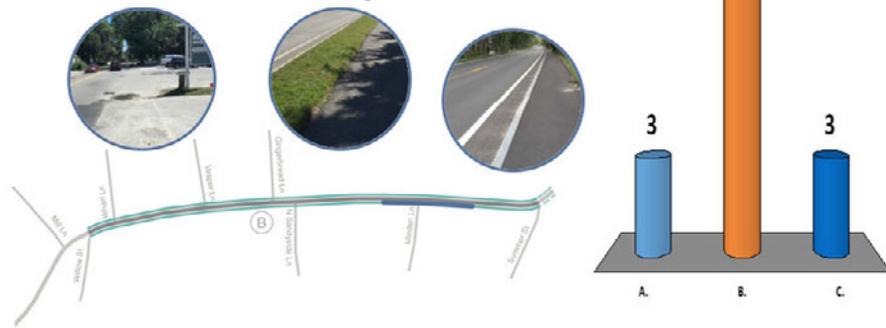
Leave as is      Curb with a grass strip      Vertical Curbing



1 | WILLOW STREET TO SUMMER STREET

WOULD YOU LIKE TO SEE AN ADDITIONAL SIDEWALK HERE?

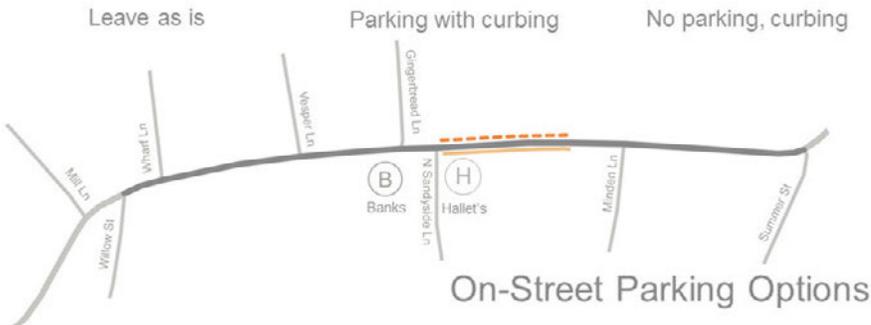
- A. No, leave as is
- B. Yes, curbing with grass strip
- C. Yes, vertical curbing



### 1 | WILLOW STREET TO SUMMER STREET



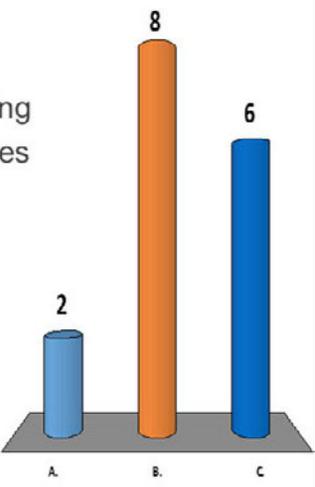
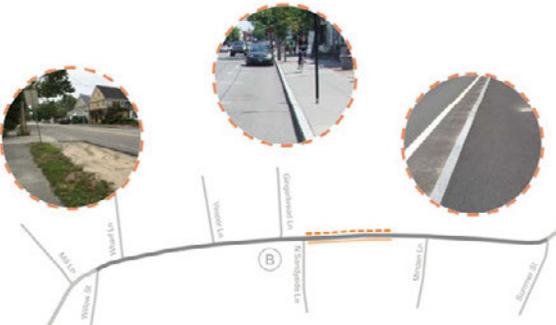
### 1 | WILLOW STREET TO SUMMER STREET



### 1 | WILLOW STREET TO SUMMER STREET

HOW SHOULD THE PARKING AREA ON THE NORTH SIDE OF THE STREET BE TREATED?

- A. Leave as is, informal parking
- B. Create parking spaces, vertical curbing
- C. Vertical curbing with no parking spaces



### 1 | WILLOW STREET TO SUMMER STREET



1 | WILLOW STREET TO SUMMER STREET

SHOULD THE PARKING LOTS BEHIND BUSINESSES BE CONNECTED?

- A. No, leave as is
- B. Yes, create pedestrian connections
- C. Yes, create vehicular connections



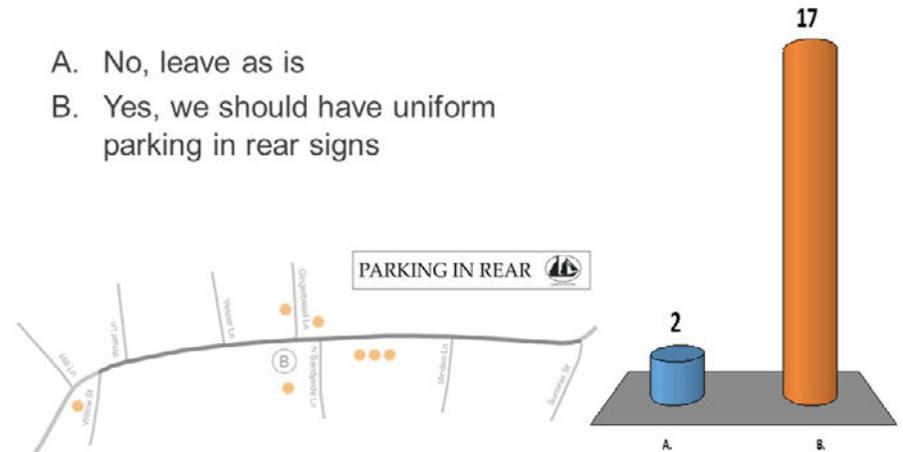
1 | WILLOW STREET TO SUMMER STREET



1 | WILLOW STREET TO SUMMER STREET

DO YOU SUPPORT UNIFORM PARKING IN REAR SIGNS?

- A. No, leave as is
- B. Yes, we should have uniform parking in rear signs



### 1 | WILLOW STREET TO SUMMER STREET

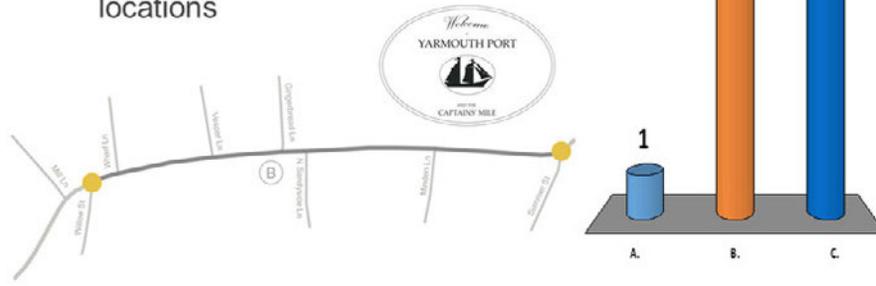


Gateway Signs

### 1 | WILLOW STREET TO SUMMER STREET

#### DO YOU SUPPORT ADDING GATEWAY SIGNAGE?

- A. No, leave as is
- B. Yes, add gateway signs in the proposed locations
- C. Yes, add gateway signs in other locations



### 1 | WILLOW STREET TO SUMMER STREET



Flashing Speed Signs

### 1 | WILLOW STREET TO SUMMER STREET

#### DO YOU SUPPORT ADDING MORE FLASHING SPEED SIGNS?

- A. No
- B. Yes, add a flashing speed sign in the proposed location
- C. Yes, add a flashing speed sign in a different location





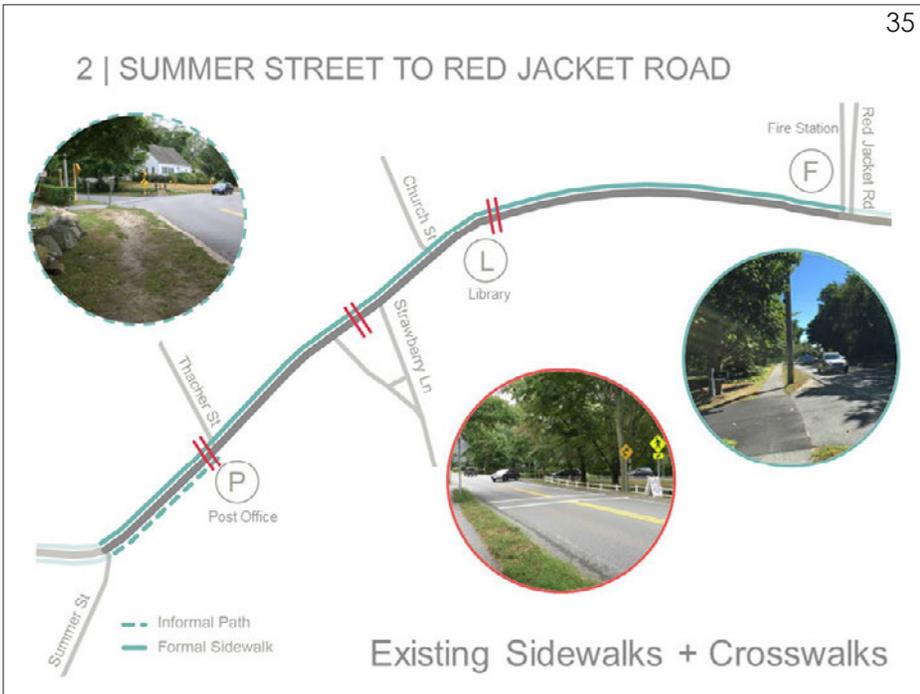
33

2 | SUMMER STREET TO RED JACKET ROAD



34

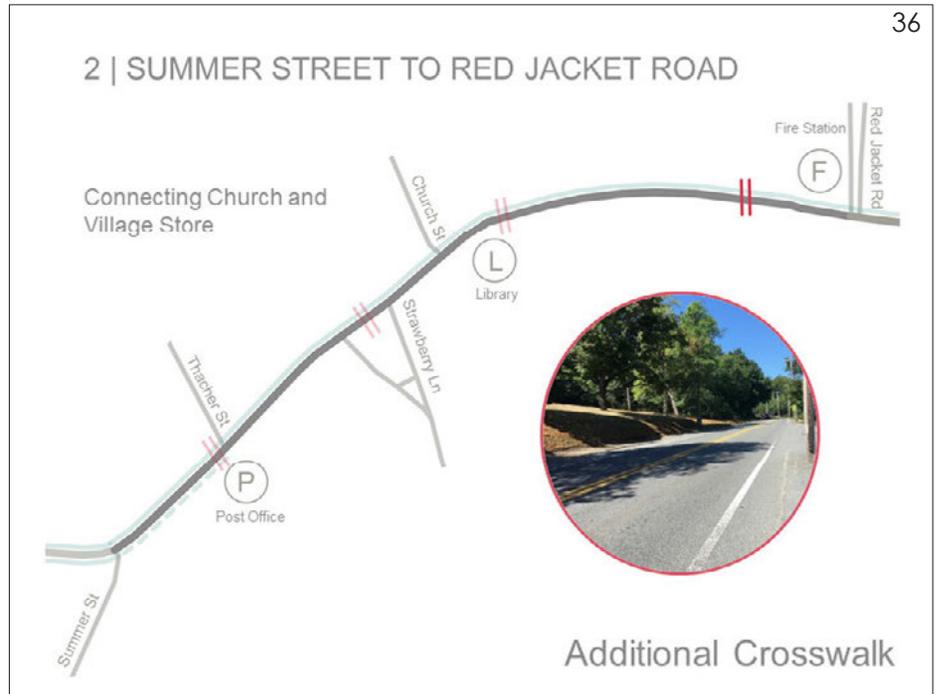
SIDEWALKS + CROSSWALKS



35

2 | SUMMER STREET TO RED JACKET ROAD

Existing Sidewalks + Crosswalks



36

2 | SUMMER STREET TO RED JACKET ROAD

Additional Crosswalk

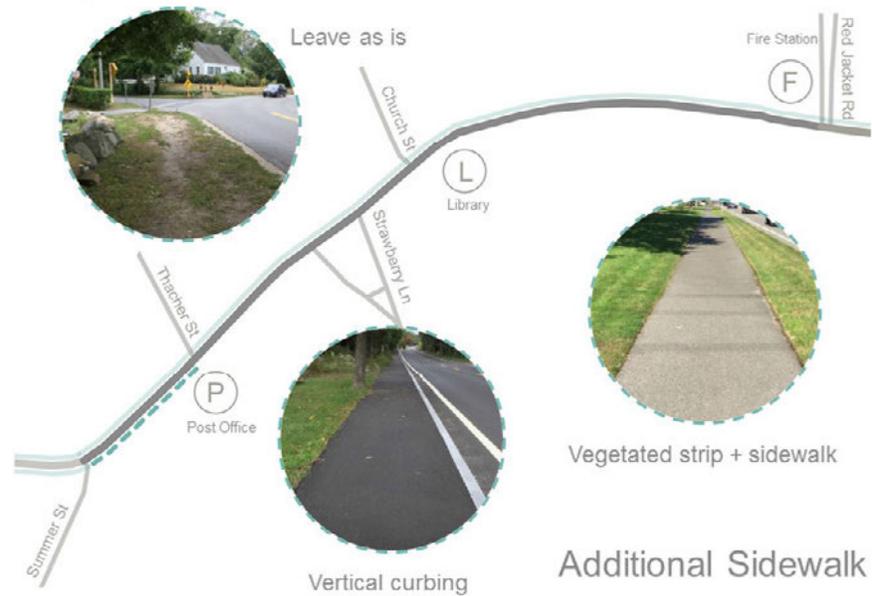
### 2 | SUMMER STREET TO RED JACKET ROAD

SHOULD THERE BE A CROSSWALK CONNECTING THE CHURCH AND THE VILLAGE STORE?

- A. No, leave as is
- B. Yes, add a crosswalk connecting the church and village store



### 2 | SUMMER STREET TO RED JACKET ROAD



### 2 | SUMMER STREET TO RED JACKET ROAD

SHOULD THERE BE A SIDEWALK BETWEEN SUMMER STREET AND THE POST OFFICE?

- A. No, leave as is
- B. Yes, add a sidewalk with vertical curbing
- C. Yes, add a sidewalk with a grass strip



2 | SUMMER STREET TO RED JACKET ROAD



Leave As Is



Open Fence



Add Stairs +  
Sidewalk to Current  
Openings

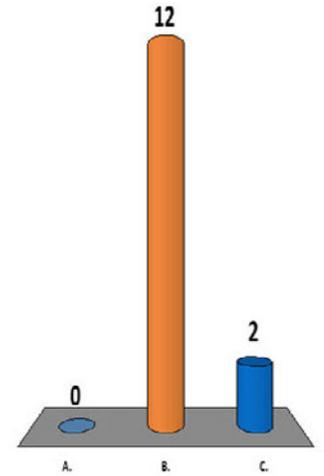


Access to the Common

2 | SUMMER STREET TO RED JACKET ROAD

SHOULD ACCESS TO THE COMMON FROM THE CROSSWALK BE CHANGED?

- A. No, leave as is
- B. Yes, open up the fence
- C. Yes, add a sidewalk to the corners



3 | RED JACKET ROAD TO UNION STREET



3 | RED JACKET ROAD TO UNION STREET

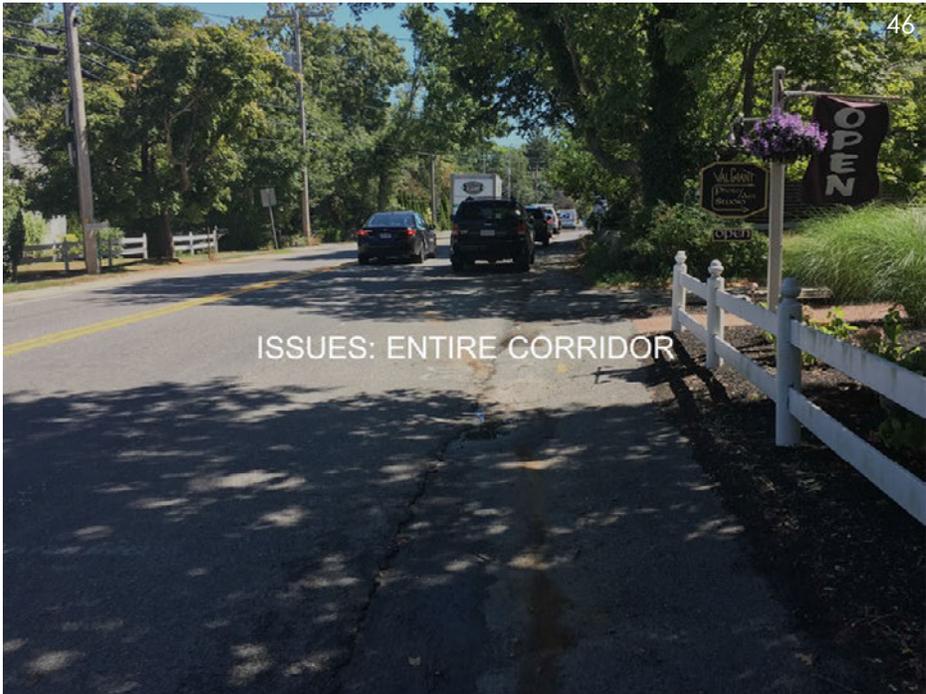
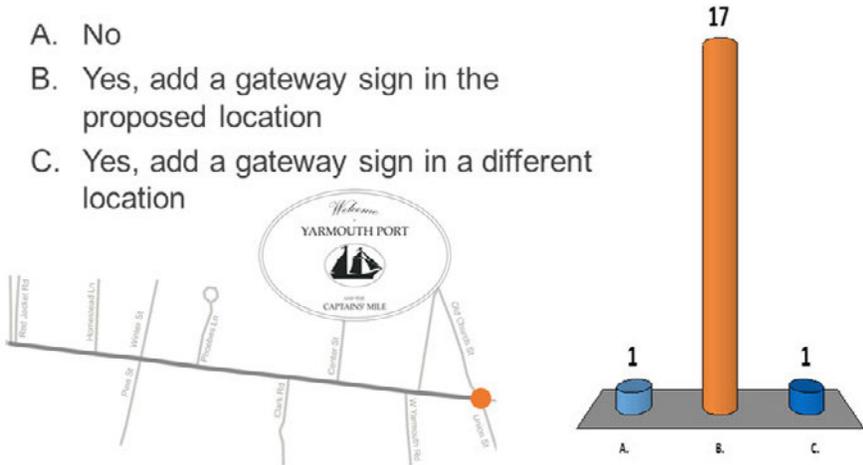


Gateway Sign

### 3 | RED JACKET ROAD TO UNION STREET

DO YOU SUPPORT A GATEWAY SIGN IN THIS AREA?

- A. No
- B. Yes, add a gateway sign in the proposed location
- C. Yes, add a gateway sign in a different location



### WILLOW STREET TO UNION STREET

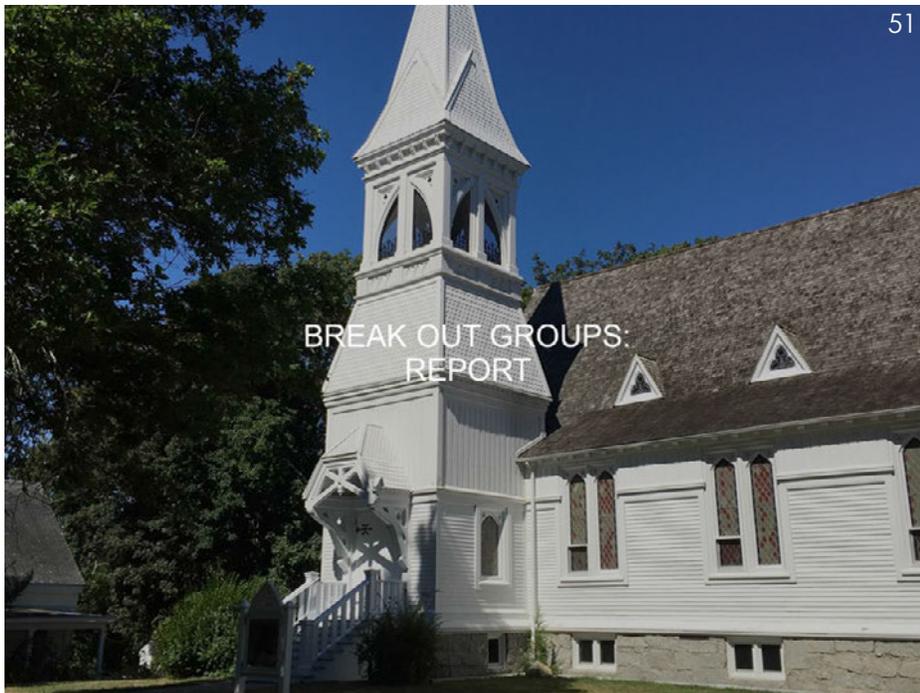
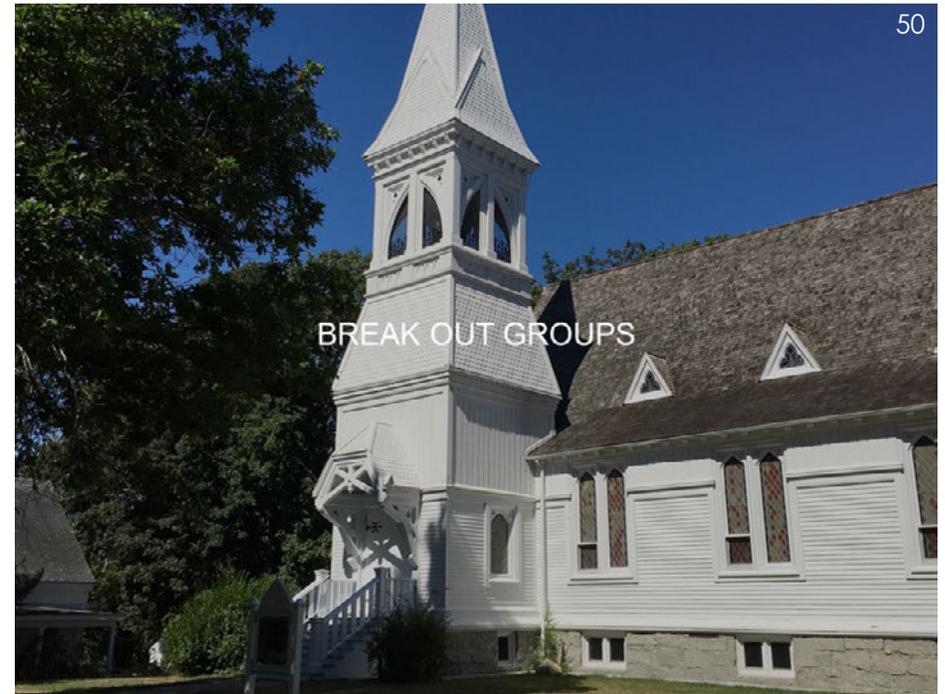


Crosswalks Should Be ADA Compliant

### WILLOW STREET TO UNION STREET



Drainage Issues Should Be Resolved



## NEXT STEPS

- Review feedback
- Develop recommendations for Town consideration
- Identify priorities and funding
- Short- and long-term implementation

## THANK YOU!

Questions or comments?

### TOWN CONTACTS

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### CAPE COD COMMISSION CONTACT

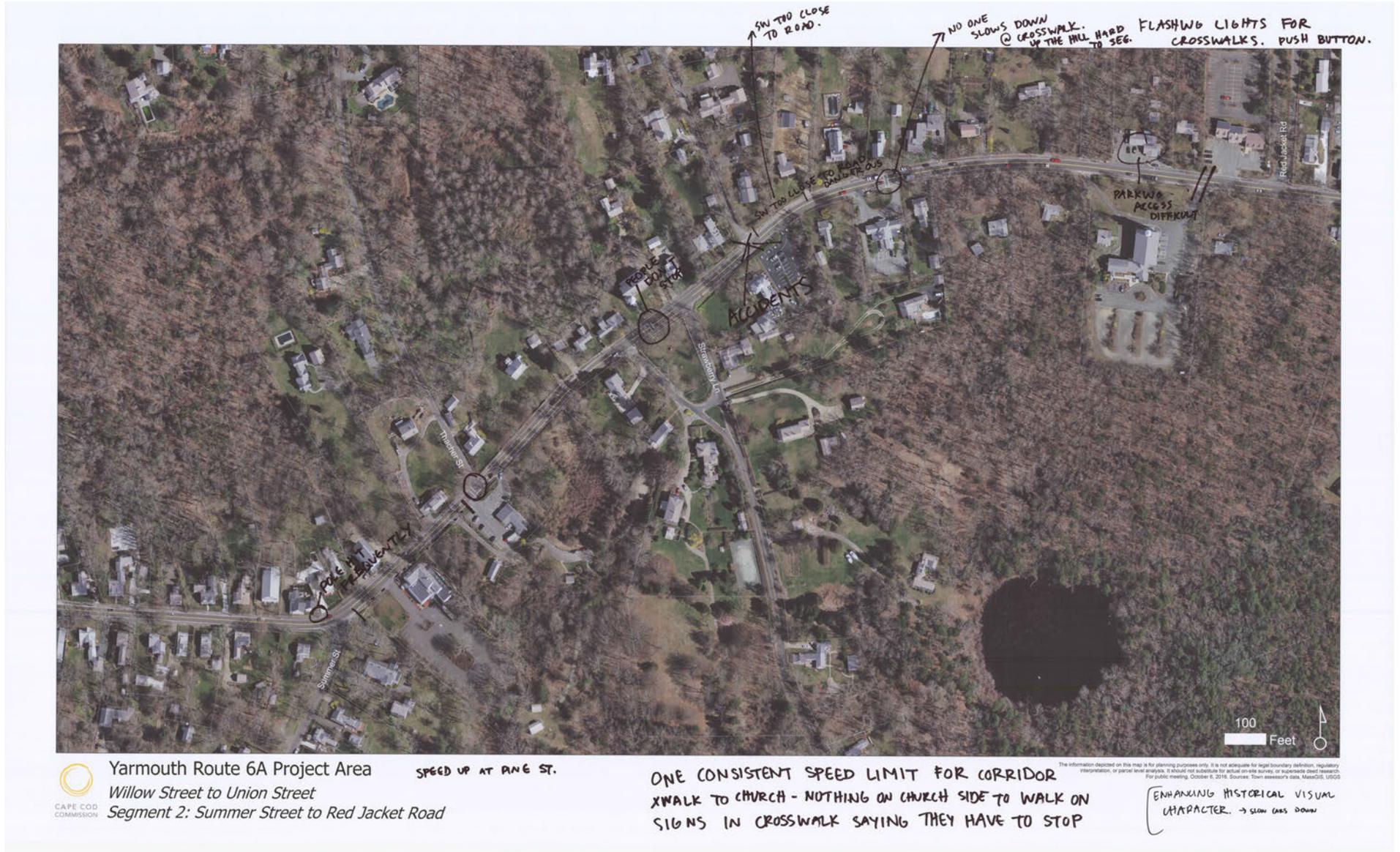
Glenn Cannon  
Technical Services Director  
gcannon@capecodcommission.org



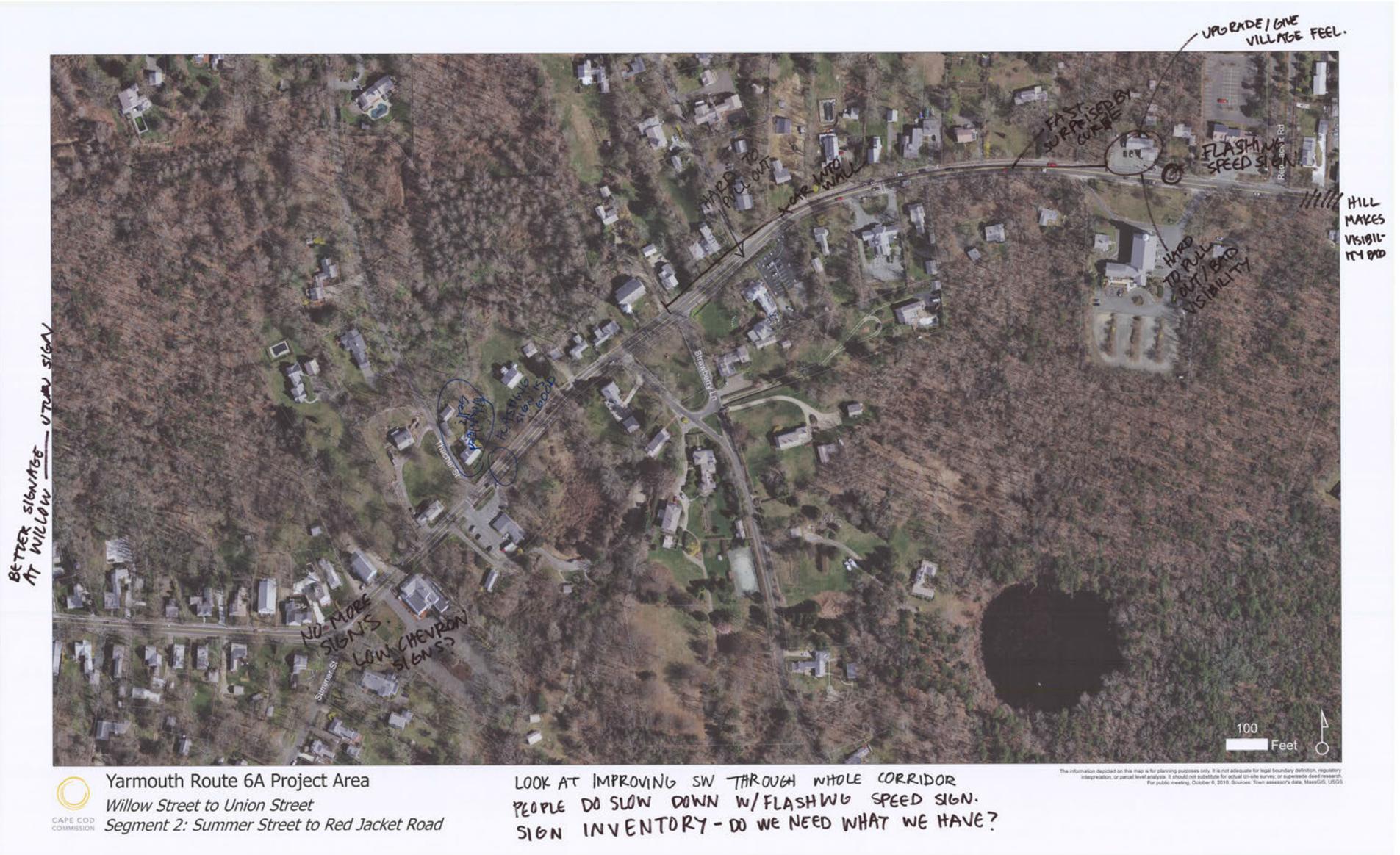
SEGMENT 1: WILLOW STREET TO SUMMER STREET, MORNING WORKSHOP COMMENT MAP



SEGMENT 1: WILLOW STREET TO SUMMER STREET, EVENING WORKSHOP COMMENT MAP



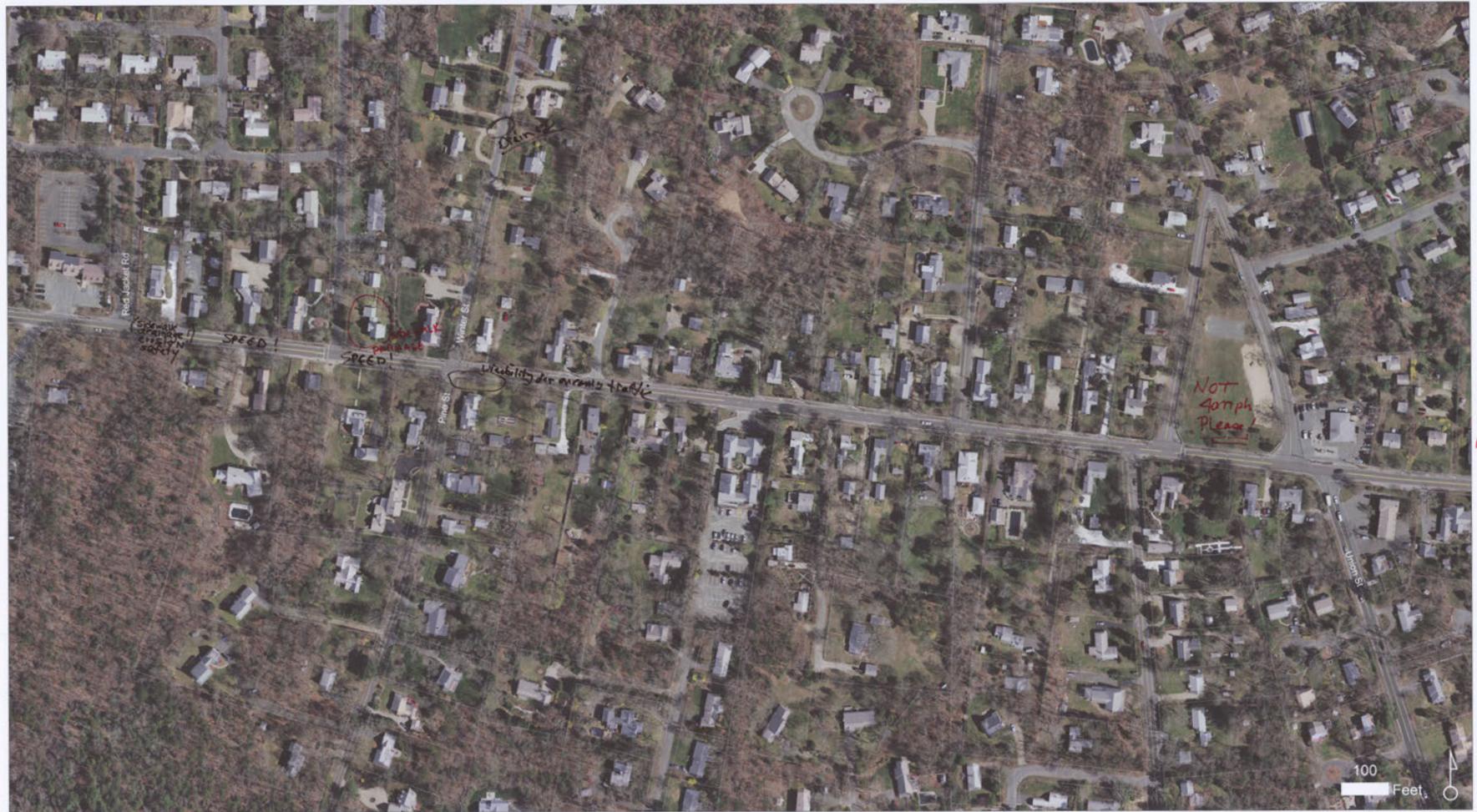
SEGMENT 2: SUMMER STREET TO RED JACKET ROAD, MORNING WORKSHOP COMMENT MAP



SEGMENT 2: SUMMER STREET TO RED JACKET ROAD, EVENING WORKSHOP COMMENT MAP



SEGMENT 3: RED JACKET ROAD TO UNION STREET, MORNING WORKSHOP COMMENT MAP



 **Yarmouth Route 6A Project Area**  
Willow Street to Union Street  
Segment 3: Red Jacket Road to Union Street

The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analysis. © 2016/17 GIS Solutions for actual on-the-ground, or supersede deed research. For public meeting, October 8, 2016. Source: Town assessor's data, MassGIS, USGS

SEGMENT 3: RED JACKET ROAD TO UNION STREET, EVENING WORKSHOP COMMENT MAP

CAPE COD COMMISSION

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