

Route 28 Committee Meeting  
January 24, 2019, 7:00PM  
Old Water Room, Town Hall

Attending were Alison Leschen (Chair), Jim Marshall (Vice-Chair), Rachel Howard (Secretary), Ben Harden (Bikeways Committee), Charlotte Harris (Planning Board), Mary Barry, John Sylvia, Representative Vieira, and Gregg Berkley. The member of the ADA Committee was not present (the original appointee is now unable to participate so we are waiting for a new appointee).

1. The minutes from the previous meeting (January 17, 2019) were approved with an amendment changing Ray Jack's statement about the town's minimum requirements to MASSDOT's minimum requirements. He made it clear that since Rt 28 is a state highway, they have the authority to (dis)approve any plan involving it, regardless of funding source for the work. They require multi-modal accommodations.
2. Representative Vieira presented an abridged Complete Streets briefing. Complete Streets is the state program providing technical and funding assistance for multi-modal accommodations. Key points were safety and reliability for all modes of transportation. For bikers, separated, protected lanes are recommended for roads with the speed and traffic volume of this stretch of Rt. 28. The number of people who say they would bike goes up dramatically with such accommodations. Additional points to keep in mind moving forward are the potential for aesthetic improvements through landscaping, improved bus stops, and fine-tuning crosswalks.
3. The committee looked at potential problem spots along the corridor. These included the multitude of utility poles (some potential to move a few) and trees, steep grades in areas, the section near Falmouth Lumber (including the wide entrance), the proximity of houses to the currently situated road, and the necessity of creating a smooth connection from the project to meet the existing sidewalks/bike lanes west of Sandwich Road. The town is currently measuring out the state property and inspecting the location and health of trees along the highway. Any changes to business parking lots would require business approval.
4. The committee decided that keeping the roadway itself to the minimum requirements of 11' lanes and 2' shoulders marked by fog lines is ideal (total 26' inside curb to inside curb). The committee proposed starting with the following design on each side of the highway as a starting point and to scale back or change the design as needed to accommodate the actual sections of roadway: an 8' multi-use path separated from the road by a 2' grass/vegetated buffer. The first priority in scaling back would be to narrow the path (to 6') and/or vegetated buffer (as needed) for short stretches to get around obstacles or problem spots. If even that proves too problematic on large areas of one side of the road, the design may need to revert to a 5' sidewalk on that side.
5. Saturday, February 2, 2019, is scheduled as the committee's site visit to inspect the various amendments the project will need and to see which designs are the most feasible. The committee will meet at the Sandwich Road Dunkin Donuts in the community room at 9am. The walk will last until 11:30, at which time the committee will convene a public meeting in the community room at Dunkin Donuts until 12pm. Representative Vieira is bringing reflective vests for safety. A weather-date is set for February 9, 2019.

6. Public comments included: the majority of businesses, development, and roads are located on the north side (six intersecting roads as opposed to three on the south side). The majority of houses are located on the south side of the highway. The sidewalk on Maravista Extension is already funded to be redone into a wider sidewalk. This will connect at the Maravista Extension traffic light. On our stretch of Rt. 28, the material used for the sidewalk/path will be asphalt.
7. There is no meeting scheduled for Thursday, January 31, 2019. There will be a brief public meeting following the site walk on Saturday, February 2, 2019 (see point 5).