

**ROUTE 28 COMMITTEE MEETING  
MARCH 14, 2019, 7PM  
TOWN HALL**

Attending were Rachel Howard, Mary Barry, John Sylvia, Gregg Berkley, Alison Leschen, Dave Vieira, Jim Marshall, and Charlotte Harris.

Minutes from 03.07.19 and 03.10.19 were approved.

**Comments from the public meeting on 03.10.19 were reviewed with input from Ray Jack as indicated (RJ)..**

Who will take care of the maintenance? Currently it is under the care of the town. The town is hoping to renegotiate that the state maintain the paths. (RJ)

What is the future of a potential rotary/roundabout at Sandwich Road? There will probably not be one in the foreseeable future. It would not help the types of traffic backup we have. (RJ)

Could the bike path be routed on school administration property to more safely cross Sandwich Road? State wouldn't pay for it and possibly wouldn't allow it. School may also not allow it. Pedestrians and bicyclists prefer straight lines. The median in the turn lanes from Sandwich should provide safer crossing. The town could potentially add this in later. (RJ)

John Alves said that there were 38-40 signs that will be affected by the path, and business owners are concerned about notification and expense. Who will pay? Will DPW mark where signs need to be? The committee diligently measured sign poles as they walked the route and saw little to no infringement onto the footprint of the new path. Business owners will be properly notified in advance if they do need to shift signs.

Many questions about reworking the Maravista Extension intersection adding turning lanes (and equally many against changing it other than to lengthen the light on the Homestead and Maravista sides). There will be upgraded signals and complete ADA compliance. The curb cuts will specifically be made safer for crossing. The amount of time for the lights will be revisited. The engineers will revisit the design based on comments and see if there's a way to add turning lanes without greatly increasing the footprint.

Maravista Sidewalk? The funding is there and it will be neatly tied into the path on Rte. 28. It is supposed to be built this year (2019) per the town.

The committee supports the calls for burying utilities and would like serious consideration given to this.

There is concern that the signal box at Maravista Extension will be in the way. It will be moved if necessary.

587 Teaticket Hwy would like screening plants (house is very close to the path).

593 Teaticket Hwy would like to incorporate their existing large rocks. They would like to eliminate the 2 foot grassy area and to have a wooden guard rail. The engineers agreed this is workable. This house is extremely close to the road and has had both people and trees hit in their yard by cars. They have also had people stand on their front porch waiting for the bus. Perhaps a covered bus stop could be added nearby (as suggested by Representative Vieira).

Why can't the north side be 6' the whole way? It is already a compromise (from MassDOT regs, which ask for 10') at 8'. Intermittently going to 6' is an additional compromise.

Falmouth Lumber telephone pole--is it in the way? The pole itself isn't, but the planted area is in the state's property (approximately 1/3 of the planter is in the right of way). It may need to move or be reconfigured by the owner.

East End Tap wants to know if their sign will need to be moved? Who would pay? Could the path be reduced to 6'? The footing of the sign is in the clear. The sign itself may need to be shifted (at owner's cost). The path will stay 8' at that point in the plans.

760 Teaticket Hwy is concerned about the closeness of the path. The new path's edge ends at the same edge as the current sidewalk.

What is the end of the plan? Does the sidewalk just stop? Currently yes. But the committee recommends continuing the path at least to (John Parker Rd.) to access the planned Coonamessett River Greenway Trail. That would give school kids safe walking access to that area. IF the town adopts a Complete Streets Policy, it would potentially unlock 100s of thousands of dollars for projects like that.

Will there be a crosswalk at Oxbow? Yes..

Oxbow turn lanes are currently unsafe/inadequate. This is something the town will look at.

The staging lane at Falmouth Lumber is still being looked at by the town.

There is a three year window for the start of this plan. The state has a vested interest in seeing this done. Construction would start approximately in 2022.

What sort of buffer plants will there be? Can we request pollinator and butterfly friendly plants as recommended by federal guidelines? The landscaping plan is currently grasses and trees to keep the maintenance minimal. The buffer area is also there to create a space for the snow deposits after snow plows come through. It's also questionable how beneficial these plants would be to pollinators located so close to the road.

Will residents be free to plant what they want in the buffer? The town did not think this was a good idea. IT would interrupt mowing, etc and make maintenance more challenging.

The Route 28 Citizens' Committee submits the plans for the multi-modal path as drawn with recommendations to revisit the Maravista Extension intersection, Oxbow intersection, Oxbow crosswalk, and burying utilities. For 593 Teaticket Hwy, the committee recommends having the multi-modal path abutt the granite curb directly in lieu of the 2' grassy buffer. A wooden guard rail should be added behind the sidewalk to protect the house.

The next meeting to approve these minutes will be at 6:30pm on March 25, 2019, at Town Hall in the Conference Room. The committee's recommendation will be submitted to the Selectboard at 7pm the same evening.