

## **WEST CHATHAM PROJECTS WRITTEN COMMENT LOG**

*Updated with comments received through November 15, 2011*

The following Written Comment Log contains the text of written comments received for both the “*West Chatham Intersections and Corridor Project*” and the “*West Chatham Visualization and Land Use Planning Project*”. The message information has been placed into a standardized format, with salutations and letter closings removed, with the intent of creating a format that places focus on the specific comments. Hardcopies of the comments submitted via email, memo or letter are on file for public viewing in the Community Development Department.

As with the feedback received at public presentations, all written comments for both projects will be reviewed and considered by the Project Teams as they develop subsequent public presentations and materials.

### **PUBLIC MEETING CHRONOLOGIES**

#### ***“West Chatham Intersections and Corridor Project”***

December 17, 2009  
February 4, 2010  
June 30, 2010  
September 21, 2010  
March 3, 2011

#### ***“West Chatham Visualization and Land Use Planning Project”***

July 29, 2010  
September 21, 2010  
May 5, 2011  
June 23, 2011

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: December 30, 2009  
Correspondence Type: Memo (with Attachments)  
Comment By: West Chatham Village and Business Association  
Board of Directors

*This memo is intended to summarize the views expressed previously at our Association's public forums.*

*The fundamental principle that guides our thinking with respect to road design is the vision expressed in Chatham's Comprehensive Plan for land use changes in this area of West Chatham. The Comprehensive Plan envisions gradual development of a compact, traditional village center replacing the suburban type commercial sprawl that has developed all along Route 28 in West Chatham under current zoning. We favor the village center concept as an alternative to commercial sprawl and firmly believe main street design is a critical element in the development of a village center in West Chatham. It is important, therefore, that any main street design anticipate implementation of Chatham's Comprehensive Plan. More on that later.*

*In selecting main street design elements, it is helpful to consider design goals:*

*Calm traffic in order to facilitate left hand turns for motorists and create a pedestrian and bicyclist friendly and safe environment within the village center area; an environment that is conducive to the gradual development of a center of commercial, social and civic activities similar in function to Chatham's downtown with its mix of commercial and residential uses.*

*The main street design should also anticipate private sector development of shared parking behind and to the side of buildings on the south side of main street and public sector development of a village green on the north side of main street. Both are village center features encouraged by the Comprehensive Plan. The targeted goal for vehicle speed on main street within the confines of the village center should be 20 mph or less, regardless of posted limits. This is comparable to actual speeds in Chatham's downtown where the official limit is 30 mph.*

*The main street concept along a short section of a major thoroughfare, including arterials and collectors such as Route 28, and many of the design ideas discussed at the charrette can be found in two authoritative reports:*

- *Institute of Transportation Engineers "Proposed Recommended Practice" for "Context Sensitive Solutions in Designing Major ... Thoroughfares for Walkable Communities"*
- *Massachusetts Highway Department "Project Development & Design Guide" Chapter 16 - "Traffic Calming and Traffic Management"*

*Copies of these reports are enclosed. Also enclosed are "before" and "after" representations, prepared by the Cape Cod Commission, of a village center development along State Highway 39 in old Harwich center. These images are a fair representation of the kind of village center*

*development contemplated by Chatham's Comprehensive Plan. As can be seen, main street is an integral and critical component in the development of a village center.*

*Some combination of the design ideas discussed at the charrette should achieve our main street goals, transforming the existing three lane high speed highway into a main street suitable for a village center in West Chatham. Naturally we have very specific ideas concerning design elements that might achieve our goals. We are reluctant to hand you a laundry list for fear of placing constraints on the planning and design process. We prefer that you, together with other design professionals, work without constraints to achieve an award winning main street design for West Chatham.*

*As you know, the joint Board of Selectmen and Planning Board are considering the appointment of an advisory committee to develop the Comprehensive Plan's vision of a village center in West Chatham and to communicate that vision widely throughout the Town in anticipation of a Town meeting vote on necessary zoning changes. Our Association intends to support the work of the "visioning" advisory committee. We assume the advisory committee will coordinate its work with you as the West Chatham main street design project moves forward. We look ahead to continuing to support your work also and to seeing a truly innovative and appropriate main street for West Chatham that will improve the quality of life for everyone in Chatham.*

*P.S. The enclosed Chronicle editorial was published after this memo was initially drafted. We applaud the editorial and its challenge to all of us to think big in order to preserve the desirable qualities of our small seaside village. We are confident the people of Chatham will not miss this opportunity.*

---

Project:	West Chatham Intersections & Corridor Project
Date of Correspondence:	February 23, 2010
Correspondence Type:	Letter (with Attachments)
Comment By:	West Chatham Village and Business Association Board of Directors

*Our Board has studied the preliminary design options and we have a number of comments.*

*Our comments give equal weight to the multiple design objectives of pedestrian convenience and safety, motorist convenience and safety, historic preservation, merchant prosperity, esthetics and scale. No single design objective is given a higher priority. Our comments assume the section of road under consideration is a revitalized Main Street.*

*In general, we have serious reservations that the design options presented for both intersections are "context sensitive". Their large scale does not fit in well with immediate surroundings. Indeed, the designs presented dominate their surroundings.*

*When scaled to fit their surroundings, roundabouts are preferable to signaled intersections. Roundabouts are a Chatham tradition. A Barn Hill roundabout on the scale of our Route 28 Main Street roundabout entering the downtown area would fit comfortably and serve its purpose of taming traffic at a seasonally busy intersection. Similarly, a scaled down roundabout at*

*George Ryder Road will fit comfortably and function effectively. As for being convenient and safe for pedestrians, roundabouts have short crosswalks amidst slow moving traffic. Wide signaled intersections have long crosswalks that pedestrians instinctively avoid.*

*From a purely esthetic point of view, wide signaled intersections such as Skaket Corners in Orleans do not fit in the small town surrounds of Chatham. Apparently designed for peak summer use, wide signaled intersections will sit largely vacant throughout most of the year in Chatham. Wide intersections with their mass of pavement, profusion of turning lanes and multiple signal heads are not "context sensitive" here. On the other hand, sensitively scaled roundabouts with inviting landscaped green space offer a welcome contrast.*

*Historic Preservation is a vital consideration. Approaching from the east and west, both proposed roundabouts are located close to restored historic buildings. A design that is sensitive to the scale of these landmarks will enhance, not overwhelm, their historic significance. The restored "1736 House", "Captain Harding House" and the old "Sou'wester" define both ends of Main Street in the Village Center.*

*All of us need to begin to change our thinking about the section of roadway between these restored historic landmarks. A recent editorial in the Cape Cod Chronicle (enclosed) says it best: "West Chatham: Route 28 or Main Street?" Road design for this quarter mile section, including roundabouts at both ends, should pay careful attention to traffic calming elements that improve pedestrian convenience and safety. We invited Sarah Peake, our State Representative, to walk this section of Route 28 in West Chatham with us. She has become a passionate advocate for calming traffic there and transforming this section of thoroughfare into a Main Street that is both pedestrian and motorist friendly.*

*Sensitively scaled roundabouts at both ends of the Village Center allow motorists to gradually make the transition from faster thoroughfare speeds to slower speeds on Main Street's narrower lanes without causing lengthy backups. As motorists slow to negotiate roundabouts, they don't resent slower speeds essential to pedestrian safety and comfort in the Village Center.*

*For the Village Center to emerge and eventually resemble the look and feel of Chatham's Old Village and Downtown Main Street area, a pedestrian friendly environment is needed that supports active pedestrian use. To achieve this desirable end, of greatest significance is to harrow the existing and much discussed three lanes to two lanes. It was a mistake years ago to widen the road to three lanes. Numerous studies confirm what we have learned the hard way; more lanes encourage faster speeds and eventually more congestion. (1) trying to cure traffic congestion by widening the road is like trying to fight obesity by loosening your belt.*

*Space gained by dieting and eliminating one lane should be dedicated to a creative combination of proven traffic calming features such as wide sidewalks on both sides of Main Street, abundant green space adjacent to sidewalks and in carefully placed center medians, bump-outs to shorten crosswalks and on-street parking. These important features, found on main streets everywhere, improve pedestrian convenience and safety and add to merchant prosperity.*

*Left turns on Main Street require careful consideration also. Removing the danger and anxiety of left turns is an important design objective. There are over thirty left turn opportunities on*

*Downtown's Main Street arid no left turn lanes. This appears not to be a disadvantage for Downtown merchants. For motorists, the absence of left turn lanes is not a serious obstacle either, because of slower speeds Downtown.*

*Slower speeds are the key. They require a combination of traffic calming features discussed above. The anxiety producing left turns currently experienced in West Chatham will become a thing of the past when slower speeds become a reality in the Village Center area. Perhaps one left turn lane at the West Chatham Post Office will suffice. But this configuration has its own safety hazards. Motorists exiting the Post Office, wishing to turn left across three lanes of confusing traffic, may find themselves wishing for just two lanes of slow traffic to cross. With a sensitively scaled roundabout at Barn Hill Road, a right turn exiting the Post Office will become a welcome option for anxious motorists.*

*We understand it is tempting for anyone, when commenting during the design process, to attach singular importance to a specific design objective of particular interest. However, in the wider interest of achieving a balanced result, we have, in making these comments, attempted to reconcile multiple design objectives. We believe the balanced approach together with "context sensitivity" will produce the happiest result for everyone.*

*Our comments are based on widespread community support for Chatham's Comprehensive Plan to encourage a Village Center in West Chatham. They are comments supported by the national Institute of Transportation Engineers "Proposed Recommended Practice-Context Sensitive Solutions in Designing Thoroughfares for Walkable Communities", the State's "context sensitive" design emphasis in its "Project Development & Design Guide" and the 2005 West Chatham study. These authoritative documents point the way to a balanced, "context sensitive" road design for a revitalized Main Street in West Chatham.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 26, 2010  
Correspondence Type: Email  
Comment By: David Burns, President  
West Chatham Association

*We are writing to you in regard to 1) the West Chatham Corridor Project which, although beneficial in itself, is essentially a roadway project, and 2) the implementation of the Long Range Comprehensive Plan and the "vision" of West Chatham.*

*All members of the West Chatham Association (WCA) Board of Directors and many members of the WCA have attended the meetings held by the Town regarding the West Chatham Corridor Project. We have also carefully studied the design options provided so far, and have found the process to be cooperative and informative.*

*At the first Town-sponsored meeting, we asked if there were any plans to take actions in order to create a traditional village center and to implement the Comprehensive Plan (CP). We were advised that the focus was directly and primarily on road design. We then concentrated our efforts at those meetings to discuss traffic, safety, and an aesthetically attractive design with full*

*consideration given to the appearance of the streetscape as it winds through the neighborhood center. This would include curbs, sidewalks and bicycle ways, underground utilities, mature street trees and landscaped green areas, traditional street lighting, pedestrian amenities, and clear traffic signage.*

*Most importantly this would mean:*

- *Lowering of the speed limit.*
- *Roundabouts scaled to enhance the traditional New England village appearance and gateway to downtown Chatham, or signalized intersections.*
- *Design to reflect the needs of automobiles, emergency vehicles, trucks, bicycles, and pedestrians.*
- *Narrowing of traffic lanes (11 feet), as recommended in the West Chatham Grant (a Traffic Study), funded by the Cape Cod Commission.*
- *Continued prohibition of parking on Main Street in the West Chatham neighborhood center.*
- *Contiguous concrete sidewalks on north and south sides of Main Street: improved and new.*
- *Addition of crosswalks at major intersections - all crosswalks handicap accessible.*
- *Prohibition of left hand turns from the Main Street exit of Dunkin' Donuts onto Main Street and from Job Lot onto Main Street.*
- *Further study of individual curbcuts.*
- *Mature trees and landscaping along roadway, and maintenance of same.*
- *Increased width of sidewalk on north side to accommodate bikers.*
- *Turning lane interspersed with landscaped islands, as recommended in above-mentioned West Chatham Grant.*

*If the Town is making a commitment to more than a road design, and intends to move forward to enable the creation of a traditional village center, we would strongly suggest and hope that town officials will hear directly from residents and property owners as to the limit of the boundaries of the neighborhood center, desired protective zoning bylaw changes, and their overall vision of their neighborhood. West Chatham residents, in numbers in excess of 100, have attended several BOS and Planning Board meetings, only to be told they will not be heard. If the time has come for planning other than a road project and for the opportunity to discuss restoring West Chatham's "rural character" (as referred to in the West Chatham Grant), and its sense of place; to implement the Comprehensive Plan; to eliminate and prevent sprawl; and to restore West Chatham's special character, we would appreciate the opportunity to present the WCA's vision.*

*WCA directors attend all meetings of the West Chatham Village and Business Association (WCVBA), and, with all due respect to this group, we have yet to hear a discussion of their members' vision for West Chatham. WCA, however, has held meetings and conducted surveys not only of our members, but of other residents and property owners. We believe that the desires of numerous individuals in West Chatham are different from what the WCVBA has been advocating, and, therefore, we believe that you should hear from the people who live in West Chatham, or own property there, and from other interested townspeople. We hope that several weeks notice will be given so that people will have the opportunity to write letters if they cannot attend your meeting.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: September 19, 2010  
Correspondence Type: Email  
Comment By: Doug Kemmerley

*I support the Proposed Corridor Plan, with the following modifications:*

1. *Painted islands from Barn Hill to George Ryder, and raised islands at the George Ryder rotary. This would allow easier plowing along 28, but would still allow for some landscaping/beautification at the rotary.*
2. *No grass strip. I agree with MDOT that this would be a maintenance burden: watering during dry periods, sweeping out sand in the spring, repairs from tire damage, etc.*
3. *52' layout; without the grass strip, could the total width be reduced to 47'?*
- 4.

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: September 20, 2010  
Correspondence Type: Email  
Comment By: Ed Cohen

*I am a resident of West Chatham and support the choice of not allowing parking on Rt.28. What I do not understand is why there would be a need for parking if the current business parking spaces would still be utilized.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: September 20, 2010  
Correspondence Type: Email  
Comment By: Patricia Murphy, 18 Edgewood Rd.

*As a resident of West Chatham, MA I urge you to reconsider your position on allowing parking on Rt 28 as a means of slowing traffic. To me, this would only make the corridor section more dangerous for bikers, pedestrians and like traffic with cars pulling out in front of moving traffic. Cars braking for any of the aforementioned scenarios only backs traffic up and snarls any steady movement . In addition, by allowing parking on Rt. 28 the Town of Chatham now would assume responsibility and liabilities for that section .*

*The intersection improvements being recommended (roundabout at George Ryder Road and traffic signal at Barn Hill) will slow traffic down in combination with narrower traffic lanes, a modified turning lane and lower posted speed limits.*

*Please listen to the majority of residents of both West Chatham and Chatham and traffic surveys that oppose parking on RT 28.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: September 21, 2010  
Correspondence Type: Email  
Comment By: H R Pears

*My wife and I live on Meadowview and use the connector at Barn Hill and Rt 28 daily. It would be a disaster to set up parking and further congest that intersection. If the goal is to slow traffic down, then post a slower speed limit and enforce it. We are also in favor of extending the middle turning lane past the intersection in front of Dunkin Donuts. This would ease the left turns into heavy traffic from Barn Hill.*

*But in any case, we are strongly against parking on 28 near that intersection.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: September 22, 2010  
Correspondence Type: Email  
Comment By: Bill Tuxbury

*Thank you and everyone involved for the effort and time put into the West Chatham Joint Planning meeting. The WCA will be sending our detailed comments later, but we do encourage you to disregard that vote on the middle lane. It wasn't clear, and some people were voting for what they thought was the closest to what they really would like to see - which is, a middle lane, interspersed with landscaped islands, and specific left hand turns. Several people came up to me after the meeting to say that it was all very confusing. Of course, many people also left the meeting early. You were attempting to cover a lot of material in what really was a limited amount of time.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: September 22, 2010  
Correspondence Type: Email  
Comment By: John and Barbara Cotnam

*We are residents of W. Chatham and frequently drive along Rt 28 into Town or local businesses. We have attended all of the W. Chat corridor meetings and would like to express our idea for improvements along the corridor.*

#### **LIGHTS**

- 1. Seasonal turning light at Rt 28 and Barn Hill with a dedicated turning lane for vehicles traveling west.*
- 2. Reconfigure George Ryder South to meet with George Ryder Road. At one point the W. Chatham group tried to purchase some of the realtors property in order to shift GRS (George Ryder South) over to the east and they were turned down. Believe the State could take 10' of the Realtors and 10' of Meserveys and end up with an improved intersection where a seasonal light would work. Just as the Barn Hill has a dedicated left turn for W travelers the GR vehicles*

traveling S and wanting to cross of turn E would have a timed light dedicated for that purpose. Both traffic lights can be programmed so that vehicles can move through the 1500' area without stopping at both lights except on rare occasions.

3. Reasons against a rotary are **A.** More expensive to create ( land taking- size of roadway - curbing) **B.** More expensive to maintain once established. (Landscaping, curbing-maintenance) **C.** Unsafe for walkers and those riding a bike. **NOTE** Many seasonal service employees ride their bikes to downtown Chatham in the summer there should be a dedicated bike walkway that turns toward the airport on the west side (Meserveys and extends far enough to the north so that a safe crossover can be marked for those riding a bike or pedestrians walking downtown. **D** Difficult for Police/Fire vehicles to get through in a hurry.

It is faster for emergency vehicles to pass through a traffic light intersection rather than a rotary. Roundabouts work better when there are 5 or more roads feeding in and little or no pedestrian or bike traffic.

4. Bury overhead utility lines, Town has hired John Lipman - Could he research what utilities are needed along the corridor and who to contact? Street Lights on the N and S side of the corridor would automatically slow traffic down! It immediately looks like a village and drivers slow down, there are probably statistics out there that validate the concept. We will write Sarah K. with the street light concept but it should be included in corridor study as well because it slows down the speed of vehicles.

#### ROADWAY

1. Keep 3 lanes along the entire 1500' and narrow to 12' each lane. At one of the WC corridor meetings I asked if there are three 12' lanes would there be room for a shared sidewalk/bike maybe 5' on the north side and a 4' sidewalk on the south side and the answer from Doug Prentise was yes. Reasons for 3 lanes **A.** Vehicles traveling W along 28 wanting to turn into businesses on the S side of 28 now have a turning lane and vehicles not wanting to turn can continue without coming to a complete stop. **B.** Emergency vehicle asset! At least once every year we have lived here we have been traveling E into Town and an emergency vehicle comes through in the center lane. There are several areas along the 1500' corridor where there is nowhere to get over and make room for the emergency vehicle and we have thanked our lucky stars for the center lane, especially when it is the fire truck! **C.** The third lane has been functioning for 35 years it is there because many turn into shops, to Harding Beach and to the Post Office. It is needed and has served us well! It is needed even more now because of the new Town facility opposite the Airport, that will bring increased traffic. Once gone it is not coming back any time soon and during high season traffic back up would be common.

We would like to see the difference in cost of a rotary vs. traffic light at GR road and a drawing showing both. Are you able to place a drawing of the existing conditions of the corridor on the web site. Can MADOT create a drawing of three lanes with a green space and shared walk on the north and another grassy area and 4' walkway on the south with street lights/trees and appropriate curb cuts (as few as possible) to enter the businesses. Believe only one crosswalk is needed maybe 1/2 way along the corridor or directly over to Capt Harding.

---

Projects: West Chatham Intersections & Corridor Project &  
West Chatham Visualization and Land Use Project  
Date of Correspondence: September 23, 2010

Correspondence Type:       Email  
Comment By:                 Michael Westgate

*A few observations based on the two hearings on W. Chatham at the Community Center on Sept. 21, 2010:*

*The planning effort should be more focused on economics. One of the charrette presentations referred to West Chatham as a beach community. In summer, there is significant traffic going to and from Hardings Beach plus a significant beachfront resident population that must go through Barn Hill Rd. whenever they enter or leave that part of Chatham. What will it take to entice them to eat and shop in West Chatham? It is not by accident that several of the stores are vacant.*

*The traffic planning should make it as attractive as possible to make going to West Chatham a "one stop" parking event. Whether they are going to the post office, Larry's PX, Ocean State, Dunkin Donuts or anywhere else, they should leave their cars in one spot and visit everywhere else on foot. The 1736 House should be added as a destination. Some may also wish to visit the new headquarters of the Cape Cod Commercial Hook Fishermen's Association. The Hook will not be staffed to handle a lot of casual visitors but will have monthly evening lectures, for example.*

*There should probably be only two or perhaps three pedestrian crossings across Route 28. These should be very well marked and cars made to stop for pedestrians, as they do in downtown Chatham. One of these would be designed to accommodate bikes, particularly those that might be on their way from the bikeway to or from Hardings Beach.*

*A safe pullout bus stop, with shelter, should be provided in each direction along Route 28.*

*One of the problems not addressed was the custom of cars stretching themselves out, equidistantly, all along Route 28, making it very difficult for cars to enter or exit Route 28, particularly if they are making a left turn. There are ways of "calming" traffic. I have not heard of any term for getting cars to "bunch" better. The rule of thumb for safety is one car length per 10 mph. At 30 mph, past Chatham Fish & Lobster, for example, cars bunched at 3 car's lengths rather than the current 10-15, would make for many more opportunities to make safe left hand turns into and out of the many business establishments all along Route 28.*

*Hopefully the traffic light at Barn Hill Road will help in creating breaks in traffic.*

*The traffic circle at George Ryder Road also makes sense both in slowing traffic and reducing accidents at that dangerous corner. The addition of police vehicles to and from the new station will make that all the more important.*

*Finally, and this issue will certainly be the subject of debate, is the question of housing. As a village center, West Chatham is one of the more logical locations for housing that working-class people can afford. Chatham is in need of families with children if it is to maintain a first-class school system. That will be true, whether or not we merge with Harwich. We also need a growing number of younger adults able to live in Chatham to support an aging population. Too*

*many teachers, police, fishermen and others have to drive many miles from Chatham to find homes they can afford.*

*Whether or not to include housing in the mix for W. Chatham is a question better addressed now, when design is in flux and when the economy is lukewarm, than waiting several years until design and traffic changes have been implemented, when the economy may have driven prices back into the stratosphere and interest rates back to a more normal range.*

*It would be very helpful to have some dollar costs, together with any potential sources of funding, attached to some of the proposals being floated. Most important would be the potential for increased income to current or future businesses in West Chatham. I trust they are being offered an appropriate forum, in addition to this very public venue, to express their concerns.*

---

Project: West Chatham Visualization and Land Use Project  
Date of Correspondence: September 23, 2010  
Correspondence Type: Email  
Comment By: Keith Bradley

*Thank you very much for your presentation at the West Chatham Visioning meeting on September 21, 2010 at the Chatham Community Center. The commission did a fine job of including most all the ideas from the groups at the charette. I was sorry to hear comments from folks who did not attend the charette and who seem to have a personal agenda.*

*Your visioning has definitely taken the planning far out a few years and that is admirable. The commenter who pressed about multi-family housing was the same one who wanted R20 zoning in the Flexible Overlay District. Also, folks seemed not to know where the multi-family housing would be placed. (The comment about the FAA was indicative. I own a building directly in the flight path and my tenants don't complain or move out.) Wouldn't it be wonderful if the whole of the Job Lot property and abutting property could be developed as multi-family housing.*

*Given the projected demographics for the area, this kind of housing will be in great demand. I have always been sorry that the pocket park is situated in the middle of the flexible overlay district as that area would lend itself well to cluster housing. There are also those who think there is some historic value to those buildings on the north side of Route 28. Other than the Kendrick house (fishermen's), it does not appear so to me. Without further development on the north side, the village becomes lopsided.*

*Thanks for the visuals and perspectives. The sign for West Chatham was delightful. With the anticipated zoning changes into village centers (which is why the West Chatham organization came together in the first place), it makes sense to have signs. There is a small one at the end of Route 137 pointing to South Chatham.*

*Frontage buildings are a great idea! They are the attraction for window shoppers and pedestrians. And I liked the vegetative areas delineating pedestrian, bike, and auto areas.*

*It would appear that the more regular roundabout will not be the choice of the traffic department, probably because of the potential taking from Meservey's Hess. And it also appeared that they thought it would be easier to take an area of the parking lot from Job Lot. That will complicate the passage of police cars from the new police station on George Ryder Road to Route 28.*

*On the south side, shared parking in the rear and the potential rear access road are great ideas and would add greatly to the convenience and use of the commercial operations.*

*I think implementation will always be an issue, but to have a "visioning" for a current or future property owner will go far to help future development.*

*Some folks think that Chatham will never change. I'm sure your demographic projections prove otherwise. So, thanks again for your patience and your look into the far distant future.*

---

Projects:	West Chatham Intersections & Corridor Project & West Chatham Visualization and Land Use Project
Date of Correspondence:	September 28, 2010
Correspondence Type:	Email
Comment By:	Richard J. Gulick

*As a follow-up to the 21st meeting, it is essential to keep in mind what has brought this project to the table. The Town's Comprehensive Plan is clear and sets forth direct policy to promote a neighborhood village center in West Chatham. To achieve this, speed on Main Street must be reduced to be compatible with the plan's vision for the center. Automobile domination is clearly not consistent with his vision, and accordingly, more focus and attention should be given to making Main Street a "complete street" for all users. The third line is a 1950's attempt to stimulate business and has no practical application to today's planning agenda.*

*There has been consistent comment about providing green space within the village center. I would echo this comment and encourage the design engineer to give this more attention for the next presentation. I encourage creative "out of the engineering box" thinking to help create an engineering vision which is compatible with the CCC work.*

*It is important to set the stage for the layman, not accustomed to long-term planning, that this plan is a long term generational plan which will not be accomplished in the next few years. While the road work could start in the short term, the land use changes and concepts are a minimum of 10 to 20 years down the road before significant results may be seen.*

*Without doing long-term planning, the town will have no direction and focus, and change may not occur in a directed, positive fashion. This message must be reinforced over and over again so that eventually it will be understood a mend and accepted. Without having a program that is directed and well focused, positive change will not occur, and West Chatham will be relegated to a second class area with vacant stores and unattractive asphalt strip malls.*

*As part of the next session, it would be helpful to see the what the limits of the village might consist of. For example, will property that fronts directly on Main Street be the only properties that will be considerably within the village area? Would it be logical to create a buffer area within walking distance of the village where density could be increased slightly. I think it is important also to begin to deal with questions of density and show examples of how higher density development can be consistent with quality design.*

---

Project: West Chatham Visualization and Land Use Project  
Date of Correspondence: September 30, 2010  
Correspondence Type: Letter  
Comment By: David E. Burns, M.D, President  
West Chatham Association

*I am writing to you on behalf of the Board of Directors of the West Chatham Association, numerous West Chatham residents and property owners, and other interested townspeople. I do not pretend to speak for all Chatham townspeople or all West Chatham citizens, but I believe I speak for many.*

*While we appreciate the Cape Cod Commission's (CCC) assistance to the town in involving residents in a proactive planning effort, we hope it was clear that your views of what occurred at the July meeting, and ours, differ significantly. We believe that the CCC has misunderstood what West Chatham is about, and what residents in Chatham want for our town. Perhaps it is difficult for an outsider to understand what we value in our community and what we want for our neighborhood center. While we believe your intentions were good, what you provided was artificial and did not depict our sense of place, or our vision for the community.*

*We would like to bring several issues to your attention:*

- 1. The Comprehensive Plan does not call for village centers. The words "village centers" were universally removed from the Plan because of opposition to a division of Chatham into villages. We are all proud to say that we live in Chatham, and the division into areas was probably due to geographic location and post office requirements, nothing more. The Comprehensive Plan calls for neighborhood centers.*
- 2. The Comprehensive Plan - unanimously adopted by Town Meeting in 2003 - calls for West Chatham's commercial development to be limited to the existing commercial areas of the neighborhood. The suggestion that West Chatham be made a better business location, except to the extent that it would benefit existing business is not in conformance with our Comprehensive Plan. Further, since there are - and have been - numerous vacant buildings, why would you recommend new commercial structures? The Comprehensive Plan also calls for bylaws and regulations to ensure "that intensity is maintained or minimized - never maximized." The increase in commercial development and multifamily housing that you portrayed would increase density and intensity and were not suggested at the July 29<sup>th</sup> meeting, as was stated on your slides. Further, the suggestion that West Chatham become a village center is not what townspeople wanted when they attended meeting after meeting while the Comprehensive Long Range Plan was being written. They wanted neighborhood centers and those were to be based on the desires of the area's residents and to serve the*

*residents of the community. No neighborhood expressed a desire to become a destination.*

- 3. There are only two goals in the Land Use Section of the Comprehensive Plan, which is the Town's Master Plan. The first is summarized above (see 2) that intensity should never be maximized - that it should be maintained or minimized. The second goal states that decisions regarding site plans and special permits shall be guided by the Plan's first land use section goal, which again is that intensity should be maintained or minimized, and never maximized.*
- 4. About ten years ago, Town Planner Margaret Swanson promised that as buildings in West Chatham changed hands, there would be an effort to enable parking in the rear or on the side of buildings, as well as a shared roadway behind the buildings. An example of this not happening is the former "Luscious Louis's" at 1603 Main Street. That building has been bought and sold multiple times and is for sale again, but there has never been an effort to move the parking, and in fact the owner was allowed to add apartments to the rear which increased the intensity on the lot, making it more difficult to establish a shared roadway from Kreme n'Cone to Shop Ahoy. Another example is that the Sou'wester was not moved farther away from Barn Hill Road so as to improve safety and traffic. Instead, it made it worse.*
- 5. With all due respect, the graphics presented at the September 21st meeting displayed no familiarity with our identity. We do not have to tell you that sense of place is determined by local knowledge. Perhaps enough time was not spent carefully listening, because when we saw the graphics, they conveyed the message that "We know better what is best for you". It appears to many of us that specific recommendations made at the July meeting were generalized or ignored. West Chatham residents have turned out at Planning Board and Board of Selectmen meetings to say, "No greater density". If you understood this - and it is there in our Master Plan - you would not insert multifamily housing, or portray increased density on lots. As you know, we had the opportunity to see the Commission's staff notes from the July 29<sup>th</sup> meeting. They did not reflect in any meaningful way what attendees at that meeting wanted and did not want. And yet based on those notes, graphics were prepared that provided amenities for bikers and pedestrians beyond realistic use, and the essence of our vision was overlooked. Are you aware that the town will not provide road or conservation area clean up, such as at the Captain George Harding conservation area, where neighbors are told that they must provide the manpower to clear invasives, pull weeds, trim., prune, etc., with the exception of picking up the bags of trash collected? Your depiction of flowers and grass only reminds us of the back-breaking work it will take for those who follow us to maintain any semblance of order. In addition, while you eliminated above-ground utilities from your graphics, it appears that we will have to live with the visual clutter of utility wires detracting from the roadway's appearance, unless perhaps you can provide some means for us to bury utilities underground while the road improvements are made.*
- 6. Sense of place derives from those features that contribute to it, including the architecture, natural and scenic areas, and agricultural tradition. Some of us hoped that you would have inventoried our cultural resources in our neighborhood center, our landscapes, historic buildings, sites, and special places that have local cultural significance, and shown us ways to showcase them.*
- 7. Perhaps at the next meeting, instead of depicting new commercial buildings and*

*multifamily housing units, you can depict nature walks and paths and recreation areas along Bearse's Pond and White Pond; a maintained Captain Harding conservation area with a path to the pond; and importantly additional open space for any increase in density.*

- 8. While perhaps you have the luxury to ignore who is going to pay for the major changes you are presenting and when, we do not. We and our children, or future property owners, will pay, initially, and to maintain what is built.*
- 9. We question the wisdom of combining the two issues that are currently under discussion for West Chatham: the plans for the Main Street corridor in West Chatham and the visualization project. Is the road design driving the vision? Is the vision going to impact the road design in any way? In addition, two long presentations during one meeting do not provide enough time for audience participation.*

*As you heard numerous times at the meeting, your recommendations might not transfer to reality, and, unfortunately, are not what we want. So we ask that you focus on plans that would protect our assets, influence the course of events for the better, and protect the cultural, social, and personal heritage of West Chatham by increasing open space and supporting the preservation of our historic buildings. There is an opportunity now to save the former "Luscious Louis" building at 1603 Main Street, built circa 1840. Through our efforts, a buyer had been found to purchase, protect, and preserve the John Hawes Homestead ("1736 House") at 1731 Main Street, which is one of several 18<sup>th</sup> century farmsteads that have endured in West Chatham. In some of these houses, wings and dormers have been added, but the original farmsteads continue to provide a sense of place for our neighborhood, and we would like to see them protected.*

*Your dreams might not be our dreams. We believe that more development can ruin West Chatham's strong sense of place and that is what we most want to avoid. We also do not want to be an economic development center as the Commission attempted to depict us in its Regional Land Use Vision Map Project. Our unified vision is to protect and enhance the character of West Chatham, improve safety, the quality of life for its residents, and preserve and protect the historic nature, architecture, natural beauty, and integrity of West Chatham. Give us that and we will be truly grateful.*

---

Project:	West Chatham Intersections & Corridor Project
Date of Correspondence:	October 1, 2010
Correspondence Type:	Email
Comment By:	Joe Craig

*The last meeting was great. Doug Prentiss is getting close to what we need. I'm am a big believer that the third lane must go as a way to calm the traffic. I still can't find another third lane like that from Orleans to Yarmouth. Also, there does not seem to be a problem getting into*

*our other three post offices or any other business on RT 28 not between George Ryder and Barn Hill.*

---

Project: West CChatham Visualization and Land Use Project  
Date of Correspondence: October 1, 2010  
Correspondence Type: Email  
Comment By: Joe Craig

*Thank you for the great presentation. That is exactly what we expected for West Chatham. I'm looking forward to the next meeting to see how the process has evolved. Unfortunately, all the "no change" people were there and vocal. Believe me, they are a minority.*

---

Projects: West Chatham Intersections & Corridor Project  
Date of Correspondence: October 2, 2010  
Correspondence Type: Email  
Comment By: Mary McCauley

*I am a resident in West Chatham and am completely opposed to adding parking and eliminating the middle lane in West Chatham. The type of businesses there do not warrant street parking and it would cause even worse traffic problems in the summer than we have now. With out the middle lane to use a turn traffic will back up in both directions all the time. We also use the bike path from our home and what would make sense is to mark the cross walks in a different color like you do in town. My family has been almost mowed down as cars go so fast with out paying attention to pedestrians or cyclists. It is nice to have a Duncan Donuts but it didn't take too long for Luscius Luis to go out of business after they came.... I am not sure if you truly have the interests of the home owners in West Chatham in mind when you do these things. The middle lane at that part of town is very important, every business there has parking so what is the point???*

---

Project: West CChatham Visualization and Land Use Project  
Date of Correspondence: October 3, 2010  
Correspondence Type: Email  
Comment By: Debby Ecker

*Your people again did a fine job in their presentation September 21. The MA transportation guy took too much of your time, but I had not heard him before so appreciated what was for me new information.*

*My reactions to the suggested West Chatham "vision:"*

*1) It is probably not practical to attempt to slow traffic by planning for curb-side, outside dining restaurants. My observation is that this kind of small village business, with a main street*

*running through it, is developed over time, i.e. via organic change. Slowing traffic by the Barnhill stop light and the George Ryder rotary would work; but not enough, in my opinion, to make dining on that stretch of Rt. 28 attractive.*

*2) Again, “probably,” it looks to me like the most appropriate development of this Village Center would be for service operations, offices and retail of goods needed by property owners, with some housing above.*

*3) Although, as all agree, side walks should be on both sides of the road, I do not see anyone wanting to sit on a park bench on the north side, watching Rt. 28 traffic. There certainly could, and should, be green space on that side, but it should go deep into the area, with trails to the inland pond or an “exercise path.”*

*4) The orientation that to me looks like the best prospect for this Village Center would be south-faced, accessed by a service road coming off Barnhill and going west, parallel with Rt. 28. I would like to see a landscaped plaza between the P.O. complex and the now under-utilized space occupied by Kreme and Kone. Parking should be moved south of and along the new service road. I understand that the land I propose as a service road and parking lot is now owned and used as residential property but this should not prevent its being rezoned in the context of long range planning.*

---

Project: West CChatham Visualization and Land Use Project &  
West Chatham Visualization and Land Use Project  
Date of Correspondence: October 4, 2010  
Correspondence Type: Email  
Comment By: Darci Sequin

*Thank you for another quality presentation last week and I meant what I said regarding the negativity. You will hear more from people who don't want to see the village come to life than those wanting it - as I stated – the silent majority...*

*I did a study on my own a few weeks ago. Sitting in the post office parking lot, I observed several cars trying to make the left turn into the lot. It was almost impossible even with the 3rd lane. So, I decided to turn right out of the parking lot, went up to DD's and turned in their lot and proceeded out onto Barn Hill to the stop sign and turned left onto #28 and down to Meservey's...Total time ???? 45 seconds !! With a roundabout at Barn Hill and a median strip that goes all the way from Barn Hill to George Ryder would eliminate any traffic flow problems and would take all of 30 seconds to go around the roundabouts. Conclusion...traffic slowed, 3rd lane eliminated, no problems with left turns, no need for change in curb cuts. Plus what an enhancement to the Village !*

---

Projects: West Chatham Intersections & Corridor Project &  
West Chatham Visualization and Land Use Project  
Date of Correspondence: October 5, 2010  
Correspondence Type: Email

Comment By: Laura Gulick

*Couple of items:*

1. *Need to coordinate major access points (by eliminating or reducing width) into the south area w/ the engineer which will help improve traffic flow & safety. Other access points can then be eliminated over time & used for development purposes.*

2. *Recommend keeping presentation basic. Possibly selecting one property ( Luscious Louis) for example and showing the details of how the property & buildings could evolve over a period of say 20 years. i.e. phase 1 (in next few years when sewer construction finished- provide limited outdoor seating w/ screening & decorative fencing; phase 2 ( +or - 2015) eliminate portion of front parking & extend building when sewer is available; phase 3 ( 2020-2025) - expand outdoor dining area w/ approp, well designed attractive frontage landscaped area; phase 4 ( 2025+) expand building w/ add'l restaurant space & upstairs apts. All improvements would be contingent on rear circulation, parking, pedestrian facilities, & appropriate amenities being provided.*

*By concentrating a portion of the presentation on one property, it may be easier for some people to visually follow how the area can be transformed over time using a hypothetical case study. Without a progressive sequence, the lay person may have difficulty understanding how a property gets from its existing condition to a more desirable state in the future.*

---

Projects: West Chatham Intersections & Corridor Project &  
West Chatham Visualization and Land Use Project  
Date of Correspondence: October 10, 2010  
Correspondence Type: Email  
Comment By: David E. Burns, M.D.  
President, West Chatham Association, Inc. (WCA)

*As I believe you know, I was out of town when your reply, dated September 21, was sent to me. I did not see it until later in the month. I thank you for your response, although it provided no comfort about Mr. Lipman's role in the West Chatham Visualization Project. Subsequent meetings with Mr. Lipman have served to prove that our objections and concerns were valid, and have neither been productive nor satisfactory.*

*Please let me know if, under the Massachusetts Procurement Law (MGL 30B), contracts can be extended without advertisement? Additionally, while you tell us that the West Chatham Village and Business Association (WCVBA) did not lobby for Mr. Lipman to be hired by the town, we were present at several meetings where in fact they did exactly that.*

*At this time, we are requesting assistance from the Community Development Department to provide graphics that show the WCA's visualization of West Chatham. We are aware of the considerable help that has been provided to the WCVBA in the past and hope that this same courtesy can be extended to our group.*

*We are requesting, once again, to meet with you and Douglas Prentiss to discuss plans for the West Chatham Main Street Intersections and Traffic Corridor. We have seen very little progress in this project and we have specific questions and concerns we would like to address to Mr. Prentiss and to you.*

*We would also appreciate knowing when the next meeting will be held, for either of the West Chatham projects, but we encourage you not to conduct joint meetings in the future. Two power-point laden presentations do not allow sufficient time for thoughtful discussion.*

*Finally, your assurances of objectivity fall short of the facts, in our opinion. Your remarks regarding WCA's written and very general comments to the Board of Selectmen provide only a partial picture. Town tax dollars are being spent whether the funds come from CDD funds for outside consulting and engineering services, or any other fund – they are tax dollars and should be spent in the most effective and efficient manner. Our observations are that they are not.*

---

Projects: West Chatham Intersections & Corridor Project  
Date of Correspondence: October 12, 2010  
Correspondence Type: Email  
Comment By: Joe Craig

*After observing the corridor between George Ryder and Barn Hill now that our ten months are upon us, I think it may be sufficient to reduce the lanes to eleven feet, remove the third lane and not need a roundabout or a traffic light at either end. The narrow lanes may be enough to slow the traffic down, allow for left hand turns and not require any land taking. Also, there would be sufficient land remaining for sidewalks, green space with trees and benches on both sides of the road. This would be very similar to the rest of Rt 28 through Chatham.*

---

Projects: West Chatham Intersections & Corridor Project  
Date of Correspondence: October 12, 2010  
Correspondence Type: Email  
Comment By: David E. Burns, MD  
(on behalf of the West Chatham Association Board of Directors)

*On October 2, 2010, the West Chatham Association, Inc. held its Annual Meeting. We believe it is important for you to know about issues that were discussed at that meeting, as well as other concerns that relate to the West Chatham Main Street Intersections and Traffic Corridor Project.*

*1) There was a unanimous vote to oppose parking on Main Street between George Ryder Road and Barn Hill Road and town ownership of the stretch of road between these two intersections.*

*2) There was considerable discussion questioning why town officials would consider the added expense of managing and maintaining this stretch of Route 28 in the midst of this serious economic slowdown, especially when townspeople have already approved a mass of very costly improvements involving other endeavors within the town?*

3) Attendees agreed that a third lane restricted to specific points was most appropriate. By a 10-1 majority this has been the opinion of our own membership and other interested citizens who attended the first – and subsequent - Main Street Intersections and Corridor Project meetings – three lanes to allow turning.

4) In our opinion there has been very little progress in the West Chatham Main Street Intersections and Traffic Corridor Project. It appears that while a consensus exists for a traffic light at Barn Hill, nothing else has been delineated or agreed upon. We've heard that the State possibly will not allow a traffic light at Barn Hill Road. We would appreciate knowing whether or not it is possible. That is a very important element of our discussion as it goes forward.

5) We question the wisdom of combining the two planning issues that are currently under discussion for West Chatham: the plans for the Main Street corridor in West Chatham and the visualization project. This was done at the September 21<sup>st</sup> meeting, and it is our belief that two long presentations during one meeting do not provide enough time for audience participation. At 8:30 at night, people want to go home.

6) Is the road design driving the vision? Is the vision going to impact the road design in any way? These appear to be two separate issues primarily because roadway construction is to occur a lot sooner than can the implementation of any vision for West Chatham. The various proposals that have been discussed all involve private property, which will take years to negotiate and implement. We would also like to know if John Lipman is involved in the Intersections and Corridor Project. He asked to meet with us on this topic, and then he told us he is not involved in that aspect West Chatham planning.

7) We also suggest that the format be changed, so that meeting attendees can stop Mr. Prentiss to ask questions and express concerns about his presentation. We would suggest that Mr. Prentiss be armed with all the materials that have been discussed at previous meetings so that we can look at the various options, one in comparison with another. We also hope that in the future Mr. Prentiss's statements are better defined and more certain about outcomes. Case in point: we find that he frequently indicates that the State might – or might not – allow a particular request, such as a light at Barn Hill Road. It seems to us that he should know, one way or the other. And if other towns can lower their speed limits, or have traffic lights at intersections where a fatal accident has not occurred, why shouldn't it be possible for this stretch of Rte. 28 to have a lower speed limit? With strong support from the Board of Selectmen, responding to citizens' desires, perhaps MassDOT will concede, as they have elsewhere.

8) We would like to see the various roundabout alternatives (3) presented to date drawn to scale, as well as a to-scale proposal to better align George Ryder Road South and George Ryder Road which might allow a traffic light at that intersection. We, as you, recognize that in all the roundabout alternatives presented, some land taking is required, as would a realignment of George Ryder Road.

We have other questions and concerns, but we hope that these can be discussed on an informal basis at a meeting with you. Please let us know when such a meeting is possible.

Projects: West Chatham Intersections & Corridor Project  
Date of Correspondence: October 12, 2010  
Correspondence Type: Email  
Comment By: Joan M. Craig

*I was unable to make the most recent meeting regarding possible plans for route 28 and the West Chatham Village area. I am definitely in favor of making the area more pedestrian friendly, and am amenable to the concept of an island in the center areas that are now designated for turning, as this would hopefully slow traffic. There's an opportunity here for businesses to get involved in the beautification of the island, with floral displays and greenery, and perhaps an opportunity to advertisement that the greenery/flowers are compliments of business XXX.*

*I am in favor of a traffic light, at least during the summer season in the areas of Barn Hill and George Ryder, although I don't know the outcome of this discussion from the meeting. I feel a light at George Ryder is even more essential once the police headquarters is up and running. I live on Indian Hill Road and know, first hand, what an effort it is to safely travel onto route 28 from George Ryder.*

*I am a strong proponent of sidewalks and crosswalks, if our wish is to have this area an inviting, pedestrian-friendly site.*

---

Projects: West Chatham Intersections & Corridor Project  
Date of Correspondence: October 12, 2010  
Correspondence Type: Email  
Comment By: Peter Tarrant

*As a summer resident of West Chatham and a member of the Chatham Summer Residents Advisory Committee, I am writing concerning the redesign of the west chatham corridor. It is of utmost importance that the corridor between Barn Hill Rd and George Ryder Rd be pedestrian friendly and conducive to summer recreational activities. The west chatham area is populated mainly by summer residents and tourists, most of which come here for recreational activities.*

*To achieve this objective it is imperative that the road be narrowed to a two lane road with a walkway and bike path adjacent to the reduced roadway. To allow pedestrians and cyclists to cross the road it is important that there be multiple crosswalks in this area - another reason that a reduced roadway that slows traffic is necessary. Access to the bike path just north of Rt 28 is also very desirable.*

*Further the proposed light at Barn Hill rd and the rotary at George Ryder Rd will facilitate the objectives of slowing traffic and allowing for a pedestrian/cyclist friendly corridor. Please ensure that the two lane road with a walkway and bike path remain features of the redesigned corridor.*

---

Projects: West Chatham Intersections & Corridor

Date of Correspondence: October 12, 2010  
Correspondence Type: Email  
Comment By: Tony Zombas

*Hi Terry, This is my vision, that if you take the center lane out and put an island in its place, it would look terrific, it would slow the traffic some what, but I also feel the section of G. Ryder Rd. should also have a rotary or a traffic light, that stoppage of traffic by the red lights would give a chance for Barnhill Rd. vehicles to enter Rt., 28, if all of those projects are done it should slow the traffic down. Sidewalks, trees, lighting and some benches would also help.*

---

Projects: West Chatham Intersections & Corridor Project  
Date of Correspondence: October 12, 2010  
Correspondence Type: Letter  
Comment By: Ronald Rudnick

*If the businesses are to succeed, the traffic must be slowed down, by narrowing Route 28 and getting rid of the 3<sup>rd</sup> lane. It works everywhere else on Route 28, why not here?*

*We own property in the West Chatham corridor and we would like it to be safer and more pedestrian friendly.*

---

Projects: West Chatham Intersections & Corridor Project  
Date of Correspondence: October 13, 2010  
Correspondence Type: Email  
Comment By: Gloria Freeman

*I am writing my personal opinions regarding the Main Street intersections and traffic corridor throughout the West Chatham neighborhood center (please note my comments are limited to traffic and roadway design):*

*As you know, I have attended every West Chatham Planning Meeting. I don't live in West Chatham, but I frequently use that corridor, sometimes several times a day, and, after all, we all live in small-town Chatham.*

*I believe that this is the time to implement underground wiring, at least through the West Chatham neighborhood center. I know it is expensive and requires planning, but numerous other towns in the State have moved utility lines underground in the interest of safety and of beautifying and the betterment of the community. This would be a way to start small, but get started.*

*I also believe that one of the most important items to be considered is the planting of mature trees on both sides of Main Street through the neighborhood center. That would soften the roadway. We do not need the wide joint walkway and bike path as set forth in plans presented by Mr. Prentiss. Leave room for mature tree plantings instead. Bikers will proceed more slowly if the sidewalk is narrower, but there are not many bikers so that we need not be too concerned.*

*As I am sure you know, I personally favor no parking on Main Street and three lanes, with the middle lane broken up with planted islands - not lots of flowers that need maintenance and watering, but some trees as pictured in the West Chatham Grant Study. I do not favor town control of the roadway.*

*I prefer seeing George Ryder Road and George Ryder Road South aligned. I think it would be safer.*

*I would also like to see plans drawn-to-scale. Is there really enough room for the various alternatives we are shown? Is there room for a joint business parking lot? Can we see the size and where it would be, and what parking would property owners be willing to give up in the front of their buildings? And for those businesses which have parking in the front, perhaps town funds could be used to landscape along the frontage to soften and improve the appearance.*

*Finally, what can be done now to make West Chatham safer? What safety precautions can be implemented at this time, rather than waiting another two or three years? Just yesterday, I saw a car have to weave dangerously close to oncoming traffic when the driver was turning left out of Dunkin' Donuts exit on to Main Street and another car was approaching west to east and wasn't expecting the left turn from Dunkin' Donuts.*

---

Project:	West Chatham Intersections & Corridor Project
Date of Correspondence:	October 13, 2010
Correspondence Type:	Email
Comment By:	Bill Tuxbury

*A quick note re the traffic options. At the last meeting (Sept 21) there were definitely at least 4 issues discussed upon which the meeting participants agreed by a large majority:*

- 1. No parking on RT 28 should be allowed (town would have to assume control of RT 28 section to even consider)*
- 2. Maintain a third lane for turning with modification, like 2 or 3 islands that break up the turning lane and direct turning (not unlike the recommendation from the West Chatham Grant Study) which also serve to slow traffic. Again the vast majority in attendance did not want a 2 lane only structure between Barn Hill and Geo Ryder.*
- 3. Reduce lane widths to 11 feet, perhaps 10 foot for turning lane. Prentiss showed these dimensions in his last presentations. Again the WCGS recommended 11 foot wide lanes as a vehicle to slow traffic.*
- 4. Consensus for a traffic lite at Barn Hill*

*I am in agreement with these above configurations.*

*I would note that on one issue raised in the 6/30 meeting by Prentiss I am totally against. That is his suggestion of a 10 foot joint pedestrian & bike path on north side. I am against a 10 foot wide sidewalk, too wide. The bike traffic on that stretch is minimal as even Prentiss admitted. Having a too wide sidewalk will encourage faster bike speeds in that stretch that could impact*

*safety with pedestrians. If a biker decides to continue towards downtown, the sidewalk reverts to 4 feet with the attendant biker caution required, either on the sidewalk or on RT 28. From my perspective a 6 foot width is likely fine for this short stretch.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: October 14, 2010  
Correspondence Type: Email  
Comment By: John Scott

*I saw the presentation on West Chatham and the "Vision" that you introduced to the not so friendly crowd. I am a resident of South Chatham and West Chatham and am in full support of your work, especially the following for the near future:*

- *Narrowing of Route 28*
- *Rotary to smooth out traffic by the Hess Station (hopefully with George Ryder Road South tied to it)*
- *Lights at Barn Hill Road (perhaps flashing off season as it is now)*

*We need to slow traffic down in this area. The three changes above should do that. I see that the changes will bring people on foot. I walk in that vicinity often, but it's just not very enjoyable when you have to worry about the traffic. With slower traffic, there will be an easier time crossing the street and more likelihood that business will grow in the area.*

*Other ideas I like (some are mine, some are yours):*

- *Sidewalk on south side*
- *Need to be able to turn into businesses easily*
- *Parking behind stores somehow would be great as business grows*
- *Make smaller entrance off Barn Hill Road into Shop Ahoy (too confusing when busy)*
- *Two full lanes coming onto 28 from Barn Hill Road*
- *Perhaps a right turn only coming onto Barn Hill Road from Shop Ahoy*
- *Make one entrance to Shop Ahoy off 28 in middle of the two existing entrances*
- *I like the idea of a road behind all the businesses on the south side*
- *I like the idea of the Low Cost housing by Job Lot*
- *Perhaps some sort of frontage road between Shop Ahoy and Kreme and Cone*
- *With Frontage road, you could have less turning lanes, just one for frontage road*
- *I don't like making the parking at Shop Ahoy smaller with the proposed future building.*

*I think that your ideas for the future are great. I don't think some of the crowd realized that you were talking long term. Of course, all of your ideas can't be implemented soon, but we need a vision or nothing will happen.*

---

Projects: West Chatham Intersections & Corridor Project &  
West Chatham Visualization and Land Use Project  
Date of Correspondence: October 14, 2010

Correspondence Type: Email  
Comment By: Bob Zaremba

*This message is in response to a request for feedback concerning the proposed plans for the West Chatham area between Barn Hill Road and George Ryder Road. Thank you for this opportunity to share my thoughts and concerns about my neighborhood. I have attended all of the Town meetings concerning this planning procedure and am a member of the West Chatham Business Association and have attended all of their meetings. I own a shop, Maps of Antiquity, and a Guest House at 1409 Main Street about ¼ mile--- eight buildings from the eastern border of this planning area.*

*There are many features of this planning work that I think would be great to have and others that I cannot support. First those that I like:*

- 1- Safety is a problem. My wife and I and some of our guests at our Guest House, walk the sidewalk and have had problems. It is hard to cross Rte 28, even at the crosswalks. There is no sidewalk on our side of the street, the south side. Cars pull around each other to get ahead along the street and walkers are sometimes in the way. There have been deaths near our building in the past before we owned the building (10 years ago)--- both bicyclists and pedestrians. Greater safety would benefit all of us.*
- 2- Slowing traffic. Slowing traffic at Barn Hill Road and around the post office would be great. In fact slowing traffic all along Rte 28 would be great. Particularly at night, people drive Rte 28 very fast--- at times over 50 mph. Anything to slow down traffic and noise would be great. Breaking traffic flow would allow people at my location to be able to take left hand turns- west on Rte 28.*
- 3- Creating a bike lane would be good. I walk the sidewalks and have to jockey for space with the bicyclists who are supposed to be in the road, but use the sidewalk. Not having to compete with bikes would make walking easier and pleasant. Links to the main bike path would be great.*
- 4- More landscaping and more hidden parking lots would reduce the character of a large shopping mall that is what you see from a current trip through the area.*
- 5- I am fine with a rotary at George Ryder and a stop light at Barn Hill Road. (But I do think that any changes in traffic patterns need to also think about the impact on adjacent areas. I am concerned that my guest house at 1409 Main will be in the truck acceleration zone and will be very noisy, if the speed limit remains 40 mph.)*
- 6- I think I like the idea of doing away with the third lane, if, and only if, there are a rotary and stop light to break up traffic flow to make turns.*

- 7- *I like the idea of places to eat outdoors and more to do in West Chatham, but I can't see eating along Rte 28, if it is anywhere near as noisy as it is today. There were tables at Luscious Louies a few years ago and you couldn't eat and think.*
- 8- *I like the idea of businesses closer to the street with parking behind, but I do know that I would not stop at Luscious Louies, if I couldn't see a parking space. There is a retail principle that arriving in a car, you need to see a place to put your car. It is a big leap to make W. Chatham so desirable that parking in the back will not be an issue.*
- 9- *I like the idea of open space and a park, but not at the Harding Park or the other Land Bank parcel east of Barn Hill Road.*

*What I don't like that I have heard:*

- 1- *On street parking. I cannot understand how this benefits anything. I would hope our planning effort would reduce the visual impact of cars and a barrier of cars along Rte 28 seems to fly in the face of that. Furthermore, it seems dangerous. I don't like driving through a gauntlet of cars in downtown Chatham with opening doors and idle visitors to slow down traffic. Why would I want that in the main approach to my business every time I drive the road? Furthermore, why would you need more such places to park when there are now so many empty stores? There is no evidence that Chatham needs more retail space in this area that would necessitate more parking.*
- 2- *I don't like the idea of more business density. By my count there are now nine empty businesses in this short stretch of Rte 28, including 5 entire buildings that appear to have no tenants. Some of these buildings are new. I believe that Town has a no net growth policy and any increase in density would require a reduction elsewhere. I have not heard how that might happen. There appears to be no demand for retail space in this area. The range of unoccupied buildings is impressive: an historic building, an entire office building, a new restaurant, and several strip mall type units (PO, Shop Ahoy, and DeAngelos building.) Many of those calling for more density are developers and not otherwise business owners and they have collectively left us with fewer historic buildings and more unoccupied buildings with little or no visual appeal.*
- 3- *I don't see the need or value of wires underground unless that is planned for other parts of town--- particularly downtown. It would be great to put them underground everywhere. Why would we start in West Chatham?*
- 4- *Creating a public park at the Harding Conservation area. We the Town bought this with Land Bank money when I was on the board and I will defend our intention in protecting this site as open space and conservation land. Access and a view of the pond are fine, but landscaping and picnic tables and a regular mowing are not.*

- 5- *I haven't been impressed with the focus on this area without considering the impact on other areas along Rte 28--- this is stated by someone who owns a 1/2 acre business site 1/4 mile east of this area. I would love to see the overall speed limit on Rte 28 all the way to town reduced to 30mph and enforced. The section of road from the current rotary in Town to the lights at North Chatham is posted at 30 mph, why not this section as well?*
- 

Projects: West Chatham Intersections & Corridor Project &  
West Chatham Visualization and Land Use Project  
Date of Correspondence: October 14, 2010  
Correspondence Type: Email  
Comment By: Edith Tuxbury

*The following are a few of my thoughts on the area between Barnhill and George Ryder Road.:*

- *I, like many of my friends and neighbors, do NOT want parking on Route 28 between Barnhill and George Ryder Road.*
- *We need the turning lane to the businesses on the south side.*
- *The sidewalk on the north side for walking to downtown should be repaved and widened.*
- *I do not want to see density. This is a fear I have with the new sewer system - no restrictions on building ( a developer's delight). We need to fill the many vacant stores and restaurants in this corridor.*
- *Planted median sounds beautiful, but very difficult to maintain. The WCA plants the two barrels on Barnhill and Route 28. Believe me, it is a job to water them.*

---

Projects: West Chatham Intersections & Corridor Project  
West Chatham Visualization & Land Use Project  
Date of Correspondence: October 14, 2010  
Correspondence Type: Email  
Comment By: Danielle Jeanloz & Bob Zaremba

*Hello - Thank you for the opportunity to provide feedback on the revitalization plans for West Chatham. Here is my feedback:*

1) *Most importantly - SLOWER traffic, both in the West Chatham designated area and also between West Chatham and downtown Chatham. Actually, the Route 28 speed limit should be slow throughout Chatham all the way to/from the downtown area due to the current density of residential population and businesses located on the highway. Also, in order to increase ease of walking (crossing the street) and bicycling, slower speeds e.g. 30 MPH will make the area much more user friendly and encourage lower usage of cars.*

2) *Provide more access to bike path, better bike path along route 28, and*

*safer and more frequent crossings. Do not increase density. Mixed residential and commercial use buildings could be good by adding a second story to Shop Ahoy Plaza. Continue to focus on parks, adding green to parking lots, and putting parking in the back of businesses. Do not allow parking on the street. This seems dangerous and does not enhance the look for the area.*

*3) Ideally old fashioned lights, brick sidewalks, electrical wires underground, benches, more trees and landscaping (preferably native) would improve the look of the area.*

*4) Encouraging outdoor cafes and popular shops (preferably individual/private owned) would also enhance the area. Economic development programs would be very helpful to assist small businesses.*

*West Chatham has a lot of potential and there are many local residents that would support and help contribute to improving the area. Thanks again, Danielle Jeanloz*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: October 14, 2010  
Correspondence Type: Email  
Comment By: John Cotnam

*I have attended most of the open hearings on the redesign of state highway 28, running through West Chatham.*

*Here are my thoughts.*

*(1) Since there is NO problem in parking near extant establishments, there is no need to redesign the highway to provide on-street parking. Roadside parking can be a hazard in itself. Think of the unexpected opening of car doors in downtown Chatham, during high summer.*

*(2) There is every reason to keep the middle or third lane, that - in actuality - provides easy vehicular access to the many businesses along the route. Someone has referred to the middle lane as a "suicide lane." That is absurd - and an emotional red herring - and cannot be substantiated by the Chatham Police accident record. It is true that third lanes have been proven to be dangerous on high speed highways - something that Main Street/Route 28 in West Chatham is definitely not. Someone has referred to the need to "tame traffic" along the stretch. That can be accomplished quite easily by a reduction in the speed limit. Another less intrusive change would be to install street lights on the section. Cars naturally slow down on roadways marked by street lights - plus, its safer in the evening hours. Clearly marked cross walks are another effective method of slowing down traffic. Similarly, attractive landscaping along the roadway would help in slowing down traffic.*

*(3) The opinion of the majority of town residents attending these hearings has been continually misrepresented, with regard to the middle lane - particularly by letters in the press. The vast majority of attendees at the hearings I've attended have been opposed to the elimination of the center lane. This has continued throughout the hearings.*

(4) *The matter of pedestrian traffic is another red herring. During 90% of the year, there is no pedestrian traffic in the area.*

(5) *Regarding the economic development of the area; if business is poor in some cases, it is because the business that are there - do not attract customers - or appeal to disparate groups of customers. Simply put - there is no "anchor" store or restaurant in large sections of the roadway. Look at the long empty, recently constructed restaurant on Route 28. That's the result of a poor business plan. The problem can't be solved by highway design.*

(6) *On more than one occasion, I have personally witnessed emergency vehicles use the middle lane. I don't see how they would so easily navigate the section - were there no middle lane. So strong "public safety" arguments can be mounted in favor of its continuance.*

(7) *Finally, I am in favor of a seasonal traffic light in Barn Hill Road - and perhaps a well designed traffic circle at the multi-road intersection of George Ryder and Route 28.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: October 14, 2010  
Correspondence Type: Email  
Comment By: Sadie Joyce

*Imagine if you had to enter Rt.28 daily from Sequanset Rd., especially in the summer months, with only 2 lanes to access Rt 28., and cars parked along the road on the right, blocking your view, and no center lane to at least edge out into the traffic..*

*I have had the wisdom and maturity and patience, to wait for a Good Samaritan , especially in the busy summer months, to wave me in and I could at least edge out into the center lane to go left to the Post Office.*

*Please let us keep the center lane as a very important safety and essential feature.*

*Some very intelligent and traffic minded individuals had the foresight many, many years ago before our time (27 years in W. Chatham) to add this center lane. I don't remember who said this, but "if it isn't broken, please don't fix it."*

*I'm not through yet Mr. Whelan.*

*Why do we need extra parking on Main Street in W. Chatham to accommodate commercial activities, with outdoor dining and shopping, etc. when we have that 2 miles up the road in Chatham. Now that I think of it, I don't recall parking being allowed on Rt. 28 in S. Chatham.*

*If we had wanted to move into a congested area 27 years ago, we would have considered downtown Chatham or Main St in Hyannis.*

---

Projects: West Chatham Intersections & Corridor Project &  
West Chatham Visualization and Land Use Project  
Date of Correspondence: October 15, 2010  
Correspondence Type: Email  
Comment By: John R. DaSilva, AIA

### ***Leadership Necessary for Success***

*I believe the Cape Cod Commission's West Chatham Visioning plan is on the right track but that it is way too timid. It is too light on development proposals (which would provide economic and social benefit) and too heavy on landscaping proposals (which would require a public maintenance commitment). A careful look at the diagram shows fairly minimal new building footprint and quite a bit of landscaping, including pedestrian plazas and outdoor dining. I do not think this reflects a problem with the excellent work of the CCC staff that put it together. It reflects a fundamental disagreement among the people who show up for the public forums upon which the work is based, and also on ambiguity in the ultimate goals of the whole process.*

*Some of the people present wish to see the area transformed from highway scaled commercial sprawl into to a village center. Others wish to see no change or, at best, minimal change. The latter probably prefer a mostly landscaping scheme as a relatively simple way to make the area more attractive (given a long term public maintenance commitment). Assuming the demographic trends are correct, however, bigger changes will occur naturally in Chatham in the form of population growth and the businesses necessary to serve it, whether or not this growth is desired.*

*I believe the point of the Visioning exercise should be to direct that growth toward an already developed but under-utilized area, West Chatham, so as to protect other areas that have more pristine open space. In this way new buildings can be built that largely replace existing parking lots and lawns, rather than woods, and that occur where sewer lines are easily accessible. I don't think there is a way to and satisfy both groups ("village center" and "no change") but it seems like the public presentations and the timidity of the Visioning exercise imply just that. I believe strong leadership is necessary. I hope to see public officials take a stand toward creating a true village center, participate vocally in the process, and accept that those who wish to see no change will be unhappy, at least in the short-term. I believe this community needs to plan for a future that accommodates the demographic and environmental issues that we face.*

### ***Economic and Social Factors***

*I believe the physical plan needs to dovetail with an economic and social plan. I'm not an economist, but I suspect an economic plan would show that there is a critical mass of both businesses and population necessary for businesses to thrive in a "district" rather than as sprawl along a highway. I believe a social plan would reveal the much talked about but little addressed need for affordable housing in Chatham. Even though Chatham's comprehensive plan envisions a village center in West Chatham and even though Chatham's severe lack of affordable housing could someday trigger a State controlled solution, there has been little discussion of adding housing to the area. Year-round affordable housing is a critical component of the density necessary for a village center to thrive. I applaud the authors of the Visioning exercise for adding some multi-family housing but I believe there needs to be far more than what*

*appears to be three units shown on the diagrams. I believe it would be fairly simple for the Cape Cod Commission to determine how many people currently live within an easy walk of this area (both year-round and seasonal) and to compare this to the amount of population necessary to sustain businesses in a pedestrian district. I suggest this be undertaken.*

### ***Traffic Flow, Speed and “Alternatives”***

*My experience of travelling on Route 28 over the last 12 years is that there are more left-turn related traffic back-ups in Chatham than there are in Harwich Port. I do not believe there are significantly more cars on the road in Chatham than in Harwich Port or more demand for left turns. I do believe one has to wait longer to turn left in Chatham because the oncoming traffic moves much faster than in Harwich Port where the roadway is narrower and the density and presence of sidewalks tight to the road on both sides causes drivers to naturally slow down. This allows more opportunities to turn. It is also my experience that speed limits or “enforcement” do not naturally slow the traffic down as does the nature of the roadway and the development upon it. I would like to know if the Cape Cod Commission or the Town of Chatham can point to any empirical data that confirms my experiences.*

*As to the roundabout alternatives, Alternative 3 (dated September 14, 2010) appears to require quite a bit of land taking from the Ocean State Job Lot parking lot and it leaves George Ryder Road South out of the rotary. I don't see any advantage to this and I am not sure why the Engineer has even shown it publicly. Alternatives 1 and 2, both dated April 1, 2010, appear to have much better placement of the rotary, at the existing intersection. They differ from one another in such slight ways, however, (one impinges less on the gas station and more on the realtor's office, and the other visa-versa) as to make them really only one alternative in the public's eye. It is confusing to have them presented as different alternatives.*

*As far as I can tell there is only one alternative drawn to date for the roadway between the rotary and Barn Hill Road and it seems to have two major components: 1) a turning lane between the Kream 'N Kone/Post Office driveway and Sequanset Road, and 2) landscaped medians separated by a narrowed roadway and a cross walk. While a landscaped median may be pretty (if a permanent commitment is made to maintain it year round) it is not clear how this supports the goal of either slowing down traffic or creating a village center. Turning lanes also do not support these goals. I fear that both median strips and turning lanes give motorists a sense of security from oncoming traffic, allowing them to speed up rather than slow down. I believe a scheme that narrows the roadway (giving the surplus land over to development) and combines driveways to minimize turning locations would both slow down the traffic and allow for a village center atmosphere. I would like to know what the engineers, CCC staff and Town staff think of this idea.*

### ***Improve the Public Presentations***

*The engineering firm working for the town may be doing what they are paid for, but I do not believe they are serving the town well in the public presentations. The presenter repeats in very generic terms what is already shown in the slides. In the last meeting his presentation did not include critical diagrams that he showed in previous presentations even though he referred to them verbally. I understand there is some possibility of hiring former Cape Cod Commission planner John Lipman to be involved in this project. I believe this would be well worth the Town's money. I believe he could make much more sophisticated public presentations and that*

*he has the background to handle not only the presentation of the engineering issues but also the social, economic and political issues that are involved in a project like this.*

***Additional ideas for the Visioning Plan***

*The visioning plan currently does not show any change in land use on the north side of Route 28 between the small commercial building adjacent to the Ocean State Job Lot parking and the small public park adjacent to the Hook Fisherman’s building. These lots now contain single family homes surrounded by large lawns and some woods. It is not clear to me why these are left out of the visioning exercise. Ideally in a village center development on both sides of the street works together to define the roadway as a public space through which traffic moves at a slow enough pace so pedestrians feel comfortable. Frequent cross walks spanning a reasonably narrow roadway allow pedestrians to park in one spot and experience the entire district on foot. I do not believe a village center atmosphere will occur if the single family homes surrounded by open space remain as they are. I believe there should be commercial and multi-family development with frontage buildings here just like the rest of the district.*

*I can imagine existing business and building owners objecting to the frontage buildings because views from the roadway to their businesses may be blocked. If the area truly becomes a destination where people park and walk, or where residents walk from their homes or workplaces, then I believe this is not a problem as the customers will relate to the businesses at the pedestrian’s human scale and pace. In this scenario people do not need to see large signs and building facades to reinforce the existence of the businesses like they do when they are in an automobile and travelling at the current high speeds in the area. I think the success of the frontage building scenario depends on creating a “village center” destination where significantly more people use the district than currently.*

***Who pays for it?***

*I believe the town should create the regulatory framework that will allow a true village center in West Chatham. This will require bylaw changes to allow the minimal setbacks, shared parking and mixed uses that occur in village centers. It should include incentives for the land owners to develop their properties in accordance with the plan for the area. For example, extra commercial space could be allowed if second floor apartments are provided or if long term commitments are made to helping maintain the public space. Other than the initial roadway improvement expenses, I believe minimal public expenditure is necessary. Increased density and an improved business district should lead to increased property values and increased tax revenue for the Town.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: October 15, 2010  
Correspondence Type: Email  
Comment By: John Cotnam

*I have attended most of the open hearings on visioning West Chatham and further, the redesign of state highway 28.*

*Here are my thoughts.*

*Although I am fully supportive of the tenets of Chatham's Master Plan, and of its notion of "village centers" - I do not see that it necessarily leads in the directions that you proposed at our last meeting.*

*First of all, and as somewhat of an aside...I feel that there is every reason to keep the middle or third lane. In actuality - it provides easy vehicular access to the many businesses along the route. Someone has referred to the middle lane as a "suicide lane." That is absurd - and an emotional red herring - and cannot be substantiated by the Chatham Police accident record. It is true that third lanes have been proven to be dangerous on high speed highways - something that Main Street/Route 28 in West Chatham is definitely not. Someone has referred to the need to "tame traffic" along the stretch. That can be accomplished quite easily by a reduction in the speed limit. Another less intrusive change would be to install street lights on the section. Cars naturally slow down on roadways marked by street lights - plus, its safer in the evening hours. Similarly, attractive landscaping along the roadway would help in slowing down traffic. The opinion of the majority of town residents attending these hearings has been continually misrepresented, with regard to the middle lane - particularly by letters in the press. The vast majority of attendees at the hearings I've attended have been opposed to the elimination of the center lane. This has continued throughout the meetings.*

*When viewing that particular stretch of highway, one must recognize that it changes drastically - depending on the time of the year. The short summer season is nowhere near characteristic of the area at other times of the year. For example, the matter of pedestrian traffic is another red herring. During 90% of the year, there is no pedestrian traffic in the area. At the same time, clearly marked cross walks are a proven, effective method of slowing down traffic.*

*The town's approved Master Plan tried to balance the need for a local healthy business climate - and the equally important goal of controlling development (or urban sprawl). Regarding the economic climate in West Chatham, it is poor in some cases, because the business that are there - do not attract customers - or appeal to disparate groups of customers. Simply put - there is no "anchor" store or restaurant in large sections of the roadway. Look at the long empty, recently constructed restaurant on Route 28. That's the result of a poor business plan. Another example - is the unoccupied former Coffies store further to the east. So the problem is not limited to West Chatham and the problem can't be solved by highway re-design - or governmental urban planners. On the positive side, some of the possible amenities you spoke about - treescaping, street lights, parking behind business establishments, sidewalks, and curbing, etc. would give the area - (much needed) greater ambiance.*

*One detail in your "preliminary" summary report - did not come from the participants at the open hearing, i.e., affordable housing. I don't recall it being a major tenet in any of the discussions - and it runs right into strong feelings against increasing the overall housing density in Chatham.*

*Much of your preliminary report seemed to be so futuristic (and unrealistic in terms of affordability) - as to be of little use to the Planning Department. Examples - burying the power and telephone lines; having the Town of Chatham take over the maintenance and repair entire stretch of Route 28 within its boundaries; moving entire business districts closer to the street so*

*as to allow parking in the rear. No one wants to see West Chatham remain as simply a "drive through" section of town - from a business standpoint. But I suggest that you work more closely with such groups as the Chatham Chamber of Commerce in encouraging what - in earlier times - might be called - business revitalization.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: October 15, 2010  
Correspondence Type: Email  
Comment By: Don Phinney

*I agree with the proposed changes to Rte 28 between George Ryder and Barn Hill. I think it is a good idea to slow the traffic down.*

*Rte 28 between Rte 137 and Barnhill Rd. has changed a lot in the last 15yrs. There have been new residential developments added, increasing foot traffic on Rte 28 between Rte 137 and Barn Hill Rd.; Ridgevale, Colonial way, Baileys Path, (Marion's Pie shop not new but difficult to get in and out of while traffic moving at 40mph). Try walking the sidewalks to get anywhere in this stretch it is scary.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: October 15, 2010  
Correspondence Type: Email  
Comment By: John Cotnam

*My wife points out that there was a serious error in the 1st paragraph of my note of yesterday. It is important to clarify, since it is a major premise of my position.*

*My first first point was meant to say..."Since there is NO problem in parking near extant establishments..." That generally seemed to be the consensus - of most participants at these hearings - and was even was expressed by some of the business owners. (NOTE: Correction made to Mr. Cotnam's 10/14/10 email above)*

---

Project: West Chatham Visualization and Land Use Project  
Date of Correspondence: October 15, 2010  
Correspondence Type: Email  
Comment By: Bill Tuxbury

*I am dropping you a line on the West Chatham Visualization Project which you are involved with. I attended the Sept 21 meeting. As a 13 year property owner and resident of West Chatham, I am in full support of the Long Range Comprehensive Plan that was unanimously approved by the town. In this plan the intensity of West Chatham was to be minimized or maintained never maximized. The area is a neighborhood center.*

*The neighborhood center needs to be revitalized given the 5-6 empty store fronts along the*

*southside stretch between Barn Hill and George Ryder Road South. One way of improving interest in locating a business is to focus on appearance. While certainly not all inclusive, some suggestions include improving signage, improving store front appearance, new street lights, improved pedestrian sidewalks, add a sidewalk on southside to interconnect businesses & facilitate walking to stores, more & better plantings in front of existing businesses, add trees where feasible, improve and widen sidewalk (6 ft) on northside but not to 10 feet as bike & pedestrian traffic not significant and do not want to encourage higher bike speeds, no parking on RT 28, and refurbish the historic Shop Ahoy pole signage (get it working & paint). Another appearance issue could be adding a berm with plantings that shields somewhat the Job Lot parking lot. The town and local businesses should work on attracting new businesses to area where vacancies exist.*

*I am in favor of zoning the north side of the street as a R20 zone residential. No large scale apartment or condo or multi-family complexes are wanted on north side, as in keeping with the Comprehensive Long Range plan. Officially converting to a R20 will allow some additional building lots, but not 50-200 bedroom complex(s). I can envision a few apartments above the Shop Ahoy (if offered by that property owner) to complement the existing second story apartments in the neighborhood center south side.*

*The corridor traffic study is not in your realm but clearly narrower traffic & turning lanes plus a light at Barn Hill will slow traffic. The recommended change at Geo Ryder Rd is more elusive at this point given the multiple roundabouts presented and land taking implied. A traffic light there may work also. The West Chatham Grant Study that you financed in 2004-2005 (report submitted 2006) recommended narrower lanes (11 feet each), maintaining a turning lane but with selective islands (3) where crosswalks located that effectively directed traffic and supported slower traffic. There was to be no parking on RT 28. This was reviewed extensively with the business community, planning board, the board of selectmen and the public before final report submitted. The only caveat that the study had to follow was no land takings so the intersection recommendations were limited(altho a light at Barn Hill was suggested). The traffic lane was considered important and a keeper by the parties.*

*Concerning curb cuts on south side, clearly left turns are necessary to enter and patronize southside businesses when coming from the east. Some reduction in curb cuts can likely be accommodated if a joint business parking lot could be located behind the middle 2 buildings between Barn Hill & Sequansett. However, it is dependent on getting property owner & business concurrence and execution. In any event elimination of the turning lane is not warranted as turns into Shop Ahoy plaza and the former High Tide restaurant will be needed as will access the any future rear parking lot from RT 28. It is not economically feasible, in my opinion to have the only access to these businesses via entrances off Barn Hill and Sequansett. If the property owners and businesses can agree and execute a joint rear (& side) parking lot, then perhaps additional median islands can be added which can be beautified and have tree plantings. While I am sure we all agree, the time when a turning lane is needed most is during the tourist season, when the businesses make or break their year. Narrower lanes and strategically located median islands will help slow traffic, improve safety, yet not disadvantage southside businesses.*

*It would also be nice to have the gazebo in Capt Hardings Conservation area, and if feasible, develop a path to the pond in rear and have a walking path around the pond.*

---

Projects: West Chatham Intersections & Corridor Project &  
West Chatham Visualization and Land Use Project  
Date of Correspondence: October 16, 2010  
Correspondence Type: Email  
Comment By: John Cotnam

*Vide. Cape Codder, 10.14.2010, p. 29. "Applause for Eastham planners (not)"*

*The author inveighs against the notion - "Stop traffic and they will shop".*

*"...Eastham's...planners have apparently given a thumbs-up to a huge business-centered 'North Eastham Village Center' idea with the hope that it will make visitors stop and shop in Eastham instead of whizzing on down Route 6 to eat and buy things.*

*(The) planners want a public/private financed mega-mall bordering Route 6...*

*If implemented, this idea would certainly stop tourist cold - caught in monumental traffic jams that already back up into North Eastham in the summer-time (anybody try to get to P'town in July and August lately?)*

*Just think, we could make sure that the traffic clogs up all the way to the rotary! Instead of being a 40-mph-limit highway, you'll be pressed to make it through town in an hour or two."*

*1st Observation. I see now that local promoters of a viable village center in West Chatham must have gotten their inspiration from the very visible marketing success of the "Stop and Shop" supermarket company, with more than 355 SUPERmarkets throughout New England.*

*2nd Observation. We have not objection to slowing down traffic along the West Chatham/Route 28 corridor - and in fact, are in favor of it. But there are proven and effective ways to do that - (curbing, sidewalks, trees, street lights) - without bringing traffic to a halt - which would be the case (in high season) if the middle lane is eliminated.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: October 17, 2010  
Correspondence Type: Email  
Comment By: Martha and Sarah Fullilove

*We have had a West Chatham residence since 1965. Route 28 is getting far too busy and over crowded. We do not want more homes, more parking, and less means by which to make a turn. Please do not take away the turning lane. Traffic is bad enough on 28 as it is. Let's not make things even worse by restricting the flow of traffic. Let us utilize the parking that is available and keep the turning lane.*

Project: West Chatham Visualization and Land Use Project  
Date of Correspondence: October 17, 2010  
Correspondence Type: Email  
Comment By: Margaret M. Neves

*I am a West Chatham resident who lives on Stephen Drive which is accessible only by George Ryder Rd., South.*

*We definitely need our safety issues rectified which is our main concern. We also would like an attractive and safe West Chatham with the preservation of the natural beauty of the area. We also have some historic assets of which we are very proud and would also like to see them preserved. We DO NOT need or want greater density or more commercial buildings, shops or multi-family housing. We would prefer not to be another destination or another downtown.*

*The consensus of opinion of the West Chatham residents is to make our section of the West Chatham corridor a safer one. We would also like to see some beautification in the form of trees and native plantings that can survive without constant maintenance. Flowers are pretty, but who will take care of watering them. We have to be realistic! Please consider our concerns.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: October 17, 2010  
Correspondence Type: Email  
Comment By: Margaret M. Neves

*I am a West Chatham resident who lives on Stephen Drive which is accessible only by George Ryder Road, South. It is always especially dangerous getting on to Rt. 28 (Main St.) from our intersection. However, during the summer months it is almost impossible to make a left turn onto Rt. 28. The safety issues are horrendous!!*

*I was present at the informational meeting in which they unveiled three proposed plans for this corridor of West Chatham. I agree that there needs to be a rotary or a traffic light at the top of George Ryder Road, South; however moving it to the area of George Ryder Road, North and the Ocean State Job Lot property will certainly impede the residents living on George Ryder Rd, South, from turning left when coming from the town of Chatham.*

*We are also critically in need of sidewalks on the south side of the Rt. 28 corridor. As residents of that side, we are given no alternatives other than walking on this busy, three lane street to reach our local Post Office. Reducing the road to two lanes with parking on one side does not make any sense at all. Why would we possibly need parking on Rt. 28??? We desperately need the turning lane as it is our only safety net. We already have all the parking we need to patronize the businesses along that corridor. We also do not need or want to generate more businesses along this corridor. Let's fill the vacant businesses that are presently there.*

*Please consider the concerns of the residents of this area who deal with this nightmare every day. We agree that we need more accessibility to our neighborhoods, but not necessarily all the ideas that were proposed. Please definitely don't allow parking on the street in our area.*

---

Project: West Chatham Visualization and Land Use Project  
Date of Correspondence: October 17, 2010  
Correspondence Type: Email  
Comment By: Art Neves

*As a permanent resident of West Chatham and property owner since 1982, I would to express my vision of West Chatham.*

*Let me first thank you for the fine work you and your staff have done so far and the many options presented to us in West Chatham.*

*I am not in favor of increasing the density of the area but prefer to have it remain a small village. I like the idea of a center island with foliage possibly trees and low maintenance plants. I feel this island would need to contain turning lanes for current businesses. I'm not in favor of having building moved up to the road but would rather see more trees and shrubs in the business parking areas.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: October 17, 2010  
Correspondence Type: Email  
Comment By: Art Neves

*As a permanent resident of West Chatham and property owner since 1982, I would like to express my opinion on the traffic and safety issues being considered for the West Chatham corridor.*

*It is my strong opinion that turning lanes continue to be provided along this corridor because of the large amount of traffic present in this area from early Spring through late Fall. I am not in favor of on street parking as this would as this would create more congestion and reduce safety. Businesses in this area have ample off street parking. I am in favor of a multiuse sidewalk on the south side of Main Street and an upgrading of the path on the north side to accommodate walkers, runners and bicyclist.*

---

Project: West Chatham Visualization and Land Use Project  
Date of Correspondence: October 26, 2010  
Correspondence Type: Letter  
Comment By: Officers and Directors of the West Chatham Association, Inc.

*The Board of Directors of the West Chatham Association, Inc. wishes to express its disappointment in Consultant John Lipman's presentation, as expressed in his draft we received this morning.*

*As you know, we wrote to the Town's Principal Planner some time ago to protest that this particular consultant was hired by town officials. Numerous residents of Chatham - not just from West Chatham - were disappointed primarily because Mr. Lipman has always been an advocate for smart growth. We do not believe that any area of Chatham is a target for smart growth - only managed growth. Smart growth is a tool for urban planning - not for the small town of Chatham - and certainly not for an even smaller West Chatham.*

*In his presentation, the Town Consultant said that he was going to review some key aspects of the Comprehensive Plan. What he failed to do was present the two goals of the town's Master Plan, which is the Land Use Section of the Comprehensive Plan. There are only two goals, but in the draft he sent to us he refers to Goal 5.1. There are only two, and what he has done is to extract a sentence here and another there which would advance his position that not only should there be an increase in density in West Chatham, but that the Comprehensive Plan advocates for it. Several of us have thoroughly looked at the Plan and we do not find the words that he alluded to. So he is not only groping for anything that can be interpreted to recommend an increase in density in West Chatham, but he has picked and chosen sentences out of context and provided information that is simply not supported in the Plan. He is presenting his interpretation of what is said, but not necessarily what is actually said. Selectman David Whitcomb has for many years claimed that the Comprehensive Plan can be misinterpreted or used out of context, and we believe Mr. Lipman's presentation is a striking example of that.*

*The Town Consultant also misrepresented the West Chatham Association's position on density. He told you that the WCA objects to density increases in the West Chatham neighborhood center. We discussed with him the possibility of affordable housing at 1550 Main Street. We had suggested that ourselves as a matter of fact a couple of years ago. If the current owner wants to put affordable housing there, we have no objection.*

*We also discussed with him the possibility of apartments above Shop Ahoy.*

*We also discussed R20 zoning for the north side of Main Street. Such zoning would allow more houses than are currently there. The position the consultant has suggested is not accurate.*

*The WCA suspected that Mr. Lipman would be advocating for smart growth principles. But he asked us to trust him. He said he would be totally objective and take into consideration the strong support from residents and property owners in West Chatham for no significant increases in density or intensity. His comments today have proven otherwise and therefore trust - so important to this process - is a problem.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: October 29, 2010  
Correspondence Type: Letter  
Comment By: West Chatham Association

### Intersection concepts at GRR/GRRS.

1. Are you still considering all 3 roundabout options presented? Please provide dimensions (to-scale drawings?) of the 3 alternatives presented to date. Are the dimensions identical?
2. Are these roundabouts the same dimension (diameter, circumference, et al) as the Harwich Rt 39 roundabout?
3. What are the key design size considerations for a roundabout on a state highway like RT 28? Generally what diameter recommended to insure incoming 40MPH traffic must slow to 25-30MPH to navigate the roundabout?
4. Of the 3 round-about designs shown, which one is most technically superior from a traffic engr and safety perspective?
5. Do you still think that Alternative 3 is a good idea? Why was the third round-about presented? It proposed a 3 road roundabout with the round-about offset eastward so that GRRS did not connect into the round-about? It involved a large land taking from Job Lot. Is this a safe design as those turning onto GRRS from the west bound RT 28 may likely be stalled awaiting an opening in the east bound RT 28 traffic?
6. If land taking and general best round-about dimensions are not achievable, what other options for GRR intersection?
7. Is a traffic light at GRR/GRRS feasible? Is it more feasible if a little land taking at he corners of GRR & RT 28 and at GRRS & RT 28 to better align?
8. Will state allow 2 lights within a 0.2/0.3 mile stretch on RT 28?
9. Is the WCGS option for GRR workable? Pluses & minuses?

### Traffic light at Barn Hill Road.

1. What is the land taking required for the traffic light option?
2. Will the state put in a traffic light at the state's expense?
3. If not, can the town pay for the installation of the traffic light with the state maintaining control/responsibility for the road?
4. Is a pedestrian crossing button anticipated at any traffic light?
5. Are there any other options to a traffic light at Barn Hill under the assumption that a round-about is not feasible at that intersection due to dimensional reqmts & existing bldg placement?

### Road corridor between Barn Hill and GRR

1. Please show the state's 60 foot right of way (ROW) on RT 28 between 1731 Main Street and Whelden Way.
2. What is the curb to curb distance in this portion of RT 28 corridor?
3. What is the current distance along the same corridor between the south side road curb and the inside edge of the north side sidewalk?
4. Why do we need a 10 foot northside combo sidewalk/bike path for the minimal bike traffic? It is currently 4 foot wide. Can a 5 or 6 foot wide sidewalk work for the short distance involved and the minimal bike traffic experienced?
5. Will the WCGS corridor recommendations (narrower traffic & turning lanes (11 ft)

*and planted median islands (3 noted)) work to reduce speed on the corridor?*

### Underground Utilities

*What needs to be done now in order for us to have poles and equipment put underground when the road reconstruction begins?*

### Street Lighting

*How is new street lighting approved, selected and paid for? Can the street lighting be installed at the same time a new south side sidewalk is installed?*

### Posted Speed Limit

- 1. How does state decide on a posted speed limit for new construction? Does the state use a guide/catalog that determines speed limit based on road width, road configuration, or the distance between major controlled intersections?*
- 2. Would not MDOT advise likely speed limit they would allow if they know the configuration of intersections and the traffic lane width planned for an existing roadway section, which modifications are to be made to reduce speeds and improve safety.*
- 3. Can the BOS and/or the local citizenry petition the MOOT to post a lower speed limit in an area of concern? Do you know where this may have occurred elsewhere on RT 28 in Chatham or in another cape town?*

### Other

*Will the town take private property in order to provide for a safe, strategically located roundabout at George Ryder Road or to provide for a traffic light at Barn Hill & RT 28? Has the town done so in the past at any other town location?*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: October 29, 2010  
Correspondence Type: Email  
Comment By: Nancy Cole

*I live in West Chatham on Main St ( 5 blocks from George Ryder Rd. ) I think if Geo. Ryder Road South and George Ryder Rd would be aligned so there could be a light there... It would be less costly and not as overwhelming as a big Rotary. Yes, there would be 2 lights ( Barn Hill and this one-) But better than a ROTARY.*

*I care about the area and have attended many meetings about the traffic flow. But I had to let you know how I feel about a ROTARY.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: November 11, 2010  
Correspondence Type: Email  
Comment By: Tony Zombas

*A follow up letter to the West Chatham Intersection & Corridor Project, in my e-mail sent to you on October 12, 2010, (see page 18,) I stated that an island would look terrific and should slow down local traffic, I regret that I didn't state the following opinion, I do want to emphasize that by placing the island in this corridor in no way do we want to hurt any of the local business in this particular section of town, therefore breaks in the island should in place for any person traveling east or west should be able to turn in to attend and fulfill their business. Please don't repeat the error that happened on Barnstable Rd. in Hyannis. Thank you*

---

Project: West Chatham Visualization and Land Use Project  
Date of Correspondence: November 12, 2010  
Correspondence Type: Email  
Comment By: Richard Gulick

*Now that there is additional time to work on this, I would like to offer some specific suggestions related to how a presentation could be made which is of a general nature but at the same time is specific. What I have in mind is using what I refer to as the "blob" technique to represent different areas within the West Chatham Village area. These areas would be geographically identified using oval type shapes along with accepted planning terminology, such as, "infill housing," "mixed use areas," "congregate attached housing," "pedestrian zones," etc. The "blobs" could overlap one another in varying degrees which would show that each area should be positively related to adjacent areas in terms of their design.*

*The blobs could have a range of density or intensity assigned to them i.e. (attached housing @ 6du-8du/acre) ( infill single family @4du- 6du/acre) ( mixed use w/ < 5,000Sq.ft & < 1 du/ 1,000 comm. sq. ft) so that there would be better understanding of what these areas would represent.*

*The original base aerial map used for the charettes would be perfect to use for this mapping project. In fact, many of the ideas would be directly taken from the charrette exercises. After explaining the blob map, it would be a very natural progression to transition into projecting photographs of high quality "Cape Cod" development projects which would represent possible application for use in the village center area. Obviously, the photographs would represent only ideas, and specific design concepts would have to be tailored specifically to each site in accordance with required design regulations and standards. Only after the full presentation was made would questions be entertained-----hopefully, the pretty pictures and the generalized blobs would not provide fodder for the nay sayers.*

*By using this approach, I think many of the nit picking comments can be defused---the blob technique is a generalized, conceptual technique which is helpful, especially when followed by a good photographic presentation showing high quality designed buildings and areas, such as*

*parklets which are integrated with pedestrian sitting areas and landscaped parking areas which have more of a park like setting.....( not sure if there are many good examples of this in?????-- Maybe need to expand our horizons and look beyond the Cape) i.e. The Pines in Plymouth???*

*I would like to discuss this idea after you have considered it.*

*As a follow-up to the above, this "blob" map could have several components, all of which must be based on the Town's Comprehensive Plan. For example, one map could show transportation and circulation improvements, I. E., Sidewalks, pedestrian crosswalks, service roads linking rear parking areas, bus turn in areas w/ shelters, bikeways, etc. Another map again based on the Comprehensive Plan would show land-use relationships as described in the earlier memo. It is critical to have high-quality photos of development so that Townspeople begin to get a comfort level with visuals that represent actual physical development and not a "photo shop" solution.*

*I hope this additional comment is useful---we must always remember to go back to official Town policy, the Comprehensive Plan. By using this as your foundation for recommendations, the majority of Town people will support your recommendations because they represent the collective thinking of the community.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: November 24, 2010  
Correspondence Type: Letter (with Attachments – posted at the end of this document)  
Comment By: West Chatham Village and Business Association  
Board of Directors

*"Composite Scenario" #1 showing two eleven foot lanes in your October 21 memo to Bill Hinchey is a substantial improvement over the existing roadway in West Chatham. We believe more improvement possible and desirable, however, in order to implement Chatham's Comprehensive Plan. Although we fully understand the design limitations placed on you and Doug Prentiss by DOT constraints, we nevertheless strongly believe those constraints are irrelevant to the design process. We encourage you to pursue a main street design that incorporates the best of today's professional design thinking recommended in the enclosed report on main street design by the nationally recognized Institute of Transportation Engineers (ITE). ITE's publication is sponsored by the Federal Highway Administration and Environmental Protection Agency.*

*While some of ITE's recommended main street design features may conflict with existing DOT requirements for highway design, they more closely resemble the pedestrian oriented main street environment recommended in Chatham's Comprehensive Plan for the West Chatham neighborhood center. Accordingly, we request that you prepare and present as an option an added "composite scenario" incorporating the following main street design features recommended by ITE:*

*Travelled Way:*

- *Target speed of 20-25 MPH.*
- *Width of 38 feet - two 11 foot travel lanes and two 8 foot parking lanes.*

### Roadside:

- *Minimum 12-14 foot width on both sides of the travelled way for an enhanced pedestrian throughway, furnishing zone, frontage zone and edge zone.*

### Intersections:

- *Intersections should be as compact as possible. The George Ryder Road roundabout should be scaled similar to the roundabout on Route 28 in Downtown's main street. The light at Barn Hill Road produces a wide three lane intersection inappropriate for a main street environment. Esthetically, there is too much exposed pavement and for safety reasons, pedestrian crossings at this intersection should not exceed 22 feet. With traffic calmed to 20-25 MPH on Main Street, we question the need for a light to control this intersection. Back- up on main street and Barn Hill Road will most likely be unacceptable to motorists during peak season (16,000 vehicles per day) and annoying for the other ten months of the year. Long lines of waiting vehicles together with a wide expanse of pavement produces an urban environment out of character with Chatham's sense of place. This undesirable urban environment contrasts with a desired small town main street pedestrian environment.*

### Off- Street Parking:

- *Shared parking area to the rear of south side buildings with a narrow parking area lane connecting Barn Hill Road, Sequanset Road and George Ryder Road South. South and north side rear parking areas should also be accessed from main street with one narrow, non-roadway lane.*

*To the extent any of ITE's recommended main street design features conflict with DOT highway design requirements, we would anticipate Chatham officials advocating a "context sensitive design" with DOT officials and State authorities. DOT literature emphasizes context sensitive design solutions. We see no practical reason why Chatham should not enjoy the benefit of a West Chatham neighborhood center main street with up to date pedestrian oriented features widely accepted and promoted by transportation design professionals.*

*We believe that the design of Main Street is of critical importance to achieving the Comprehensive Plans primary goal of preventing sprawling strip development all along Route 28. Without a main street pedestrian orientation, a neighborhood center will not develop. Without a revitalized neighborhood center in West Chatham, the Comprehensive Plans primary goal of a lower density residential zone to gradually replace sprawling strip development all along Route 28 cannot be realized.*

*Reclaiming the highway to create a safe, walkable, attractive and pedestrian oriented main street for the West Chatham center is the single most important ingredient in fulfilling the Comprehensive Plan's primary goal. The Plans broader objective of preventing sprawl all along the Route 28 corridor and reducing density there should be emphasized when presenting visuals for modified land use regulations in the West Chatham neighborhood center. Despite the importance we attach to redesigning Main Street in the center for a pedestrian orientation, we recommend it wait until the land use visualization process is complete.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: January 13, 2011  
Correspondence Type: Email  
Comment By: David and Josh Norris

*We would like to express our opinion concerning the third lane in front of the Shop Ahoy Plaza.*

*Removing the turning lane would negatively impact the entire plaza. Also, removal of the turning lane will increase the probability of accidents. Both the negative impact on business and safety should weigh heavily on any decision made about the future of West Chatham.*

---

Project: West Chatham Intersections & Corridor Project &  
West Chatham Visualization Project  
Date of Correspondence: January 13, 2011  
Correspondence Type: Letter (with Attachments – posted at the end of this document)  
Comment By: Dr. David Burns, President  
West Chatham Association

*We are writing to you to support the many citizens who do not want the artificial changes that are being recommended for West Chatham by the consultant hired by the Community Development Department, by the Cape Cod Commission, and by the West Chatham Village and Business Association (WCVBA), a group quite separate from the West Chatham Association, Inc. These changes would be an assault on West Chatham's heritage and in opposition to the Long Range Comprehensive Plan. What started out as a plan to improve traffic and safety in West Chatham has taken on an unintended life of its own with excessive and extravagant changes that only a small minority of citizens are endorsing.*

*At a meeting earlier this week with Chairman Sussman, Principal Planner Whalen, and consultant John Lipman, we were told that on January 18th your Board would be asked to discuss and decide on whether or not you want to consider the concept of on-street parking between Barn Hill Road and George Ryder Road, and that you were doing this at the request of the West Chatham Village and Business Association, as outlined in their letter of November 24, 2010 (Addendum 1). There are numerous better ways to slow down traffic along this stretch of road, and any consideration of two travel lanes on Main Street with no turning lane is contrary to what most West Chatham residents and business owners desire. We recently stood at the West Chatham Post Office for about an hour, and within that time received more than one hundred signatures from citizens who were horrified at the plans that are being proposed. Only two visitors to the post office during that time refused to sign: one is on the Executive Committee of the WCVBA and the other is the wife of a member of the same Committee. Every other person approached gladly signed in opposition to parking on Route 28 and agreed that the elimination of the turning lane would be detrimental to the neighborhood.*

*Parking on Route 28 would be unsafe for numerous reasons, including unexpected car door openings; people crossing Route 28 from a parked car location, rather than from a marked crosswalk; and pedestrians hidden by parked cars from oncoming traffic. We ask that you picture two lanes of traffic without a turning lane on Route 28 in West Chatham with parking on both or one side. Picture an empty parking space that a driver wants to move into. It is July, and there is a solid line of cars behind this driver, but she pulls forward to back into the spot and every car behind her has to wait as she attempts to get into the space. Admittedly, this happens in our downtown village, but when we go downtown in July we know what to expect. And importantly, downtown's Main Street is not a State highway. Why create this disruption when there are other ways to slow traffic? The parking isn't needed - and it isn't wanted either. The turning lane definitely IS.*

*Mr. Whalen also told us that the West Chatham Village and Business Association was requesting that the West Chatham Main Street Intersections and Corridor Project be sidelined until the Visualization Project is complete. We suggest the opposite - that the Visualization Project be sidelined until traffic and safety issues have been addressed. We strongly agree with the sentiment expressed by Selectman Whitcomb, in October 2007, (Addendum 2) when he was chairing this Board and wrote to the then Chairman of the Planning Board, Len Sussman. He said, "Regarding the development of a West Chatham Neighborhood concept, the general consensus of the Board is for the Town to keep moving forward on the projects within the public layout (i.e., the design of intersections and roadway improvements). Design of these components is essential prior to beginning any significant land use planning and zoning efforts for a West Chatham neighborhood center." Please note that this was written in 2007, and to date there has been little or no empirical data on which to base decisions. Why is this moving so slowly, and why can't questions be answered about what MassDOT will or will not allow? We have also been told that the implementation of the visualization project won't occur for 30 years. The road could be repaved in 2013, but only if we vigorously pursue roadway design now. We believe that the rest of it can wait and be argued about later.*

*We also learned that you will be discussing density in West Chatham. We are attaching two items for your attention:*

- The first (Addendum 3) presents the two goals of the Land Use Section of the Comprehensive Plan, which is Chatham's Master Plan. Massachusetts General Laws, Chapter 41, Municipal Planning and Subdivision Legislation, states that a planning Board shall make a master plan of their town. The Land Use Section is Chatham's plan, so voted by the Planning Board in 2003. We have highlighted these goals for your convenience. Contrary to what you've heard, "the primary goal of the Comprehensive Plan is not to prevent a sprawling strip development all along Route 28", a quote from the WCVBA's letter of November 24th. The broad primary goal is that "Chatham should retain its small town and seaside resort character and any development should maintain that, not minimize or destroy it", as well as all the other issues delineated in Goal 1.1. Certainly one of the desired outcomes is preventing strip development, which would be accomplished through zoning bylaw changes and through decisions on site plans and special permits which "shall be strictly guided by the Plan's first land use section goal". (This quote is also highlighted in Addendum 3)*

- *The second (Addendum 4) is comprised of two sections, "Chatham Today" and "Guiding the Future", of the Overview to the Town's Master Plan, which clearly establishes the basic foundation for interpreting the intent of each of the two goals, namely to keep Chatham as it is. A concentration of mixed use in the centers does not mean increased density or intensity. The redevelopment of the LaRose and Sou'wester properties are prime examples consistent with the Plan's goal. Further, we all have recently learned that the property on the north side of Main Street is not and will not be for sale. (Addendum 5) Unless you are planning on taking the Harding land, where do you plan to intensify and increase density in the neighborhood center, as called for by the town-hired consultant?*

*We hope common sense prevails. The West Chatham Association recommends that everyone take a step back and concentrate on what is needed and wanted by the residents and property owners in West Chatham. There is no conflict between that and what is provided in the Comprehensive Plan. The consultant and others - individuals who appear not to understand our town's long and vigorous history of seeking to protect its special identity - are pushing us in a direction we don't want to go. The Comprehensive Plan states: "Ensuring the survival of the things that we value in Chatham can not be left to chance." We look to you, our elected officials, to protect our historical presence and character.*

---

Project: West Chatham Intersections & Corridor Project  
 Date of Correspondence: January 24 2011  
 Correspondence Type: Letter  
 Comment By: Bill Tuxbury for the Board of Directors  
 West Chatham Association

*We obtained a copy of the draft letter Terry Whalen prepared for your signature to MassDOT, regarding interim pavement marking on Route 28 in West Chatham, as discussed at your meeting on January 18, 2011.*

*We are surprised to see that in the letter you, n behalf of the Selectmen, are offering two pavement marking alternatives, and expressing a preference for re-striping in a way that was never discussed at your meeting. That is, to re-stripe so that there is an 11-foot travel lane in each direction; 11-foot left turn lanes at Sequanset Road and Post Office Drive; and 3.5-foot solid white lines denoting shoulder area on each side. (We have to ask what happens to the turning lane between Barn Hill and Sequansett Roads, and how are businesses accessed from west bound traffic?)*

*Had this alternative been mentioned at the meeting, there would have been considerable opposition because, as you know, most West Chatham residents in attendance strongly wanted the turning lane continued, from Barn Hill to George Ryder Road. There was no discussion of this alternative and therefore no decision that this was preferable to the current configuration, which has widespread support.*

*We believe that what Mr. Whalen has designated as the preferred alternative has yet to be discussed, and that such discussion should make place first at a public information session.*

*While we are in full agreement that the roadway should be re-stripped and should encompass narrower travel lanes, as suggested by Selectman Seldin, the turning lane should not be eliminated at this time. If you want this significant change in road design that Mr. Whelan is suggesting to be considered, we respectfully request that it will be discussed in an open meeting, with appropriate notice to townspeople.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: January 26, 2011  
Correspondence Type: Letter  
Comment By: Ron Holmes, Chair  
Chatham Bikeways Committee

*As you are aware, an element of the plan for the Route 28 makeover between George Ryder Road and Barn Hill Road in West Chatham has included not only accommodations for bicyclists on that corridor but also a spur connecting the Old Colony Rail Trail to the corridor for access to West Chatham businesses and Harding's Beach.*

*Various locations for this spur have been suggested. It's also been suggested that the connection be made by using George Ryder Road. The bikeways committee has reviewed and discussed this issue and we would like to go on record with our preferred location for the spur.*

*All things considered, including safety, environmental concerns, degree of intrusion on residences, and additional costs related to topographical hurdles present with the other suggested locations, the bikeways committee is in favor of placing the spur where it would run almost in a straight line along the eastern side of Ocean State Job Lot. This is the location that has appeared on the draft diagrams presented by the engineering firm working on the project. We are least in favor of, and, for safety reasons, strongly recommend against using George Ryder Road for the connection.*

*We understand that our preferred location for the spur would most likely put it on the parcel identified by the town assessor as BE-53-27, aka, 1627 Main Street. Since this property is privately owned the bikeways committee is in favor of working with the owner(s) of this property to determine the feasibility of establishing this bicycle link. Any role we can take to help in this endeavor we are certainly willing to assume.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: February 4, 2011  
Correspondence Type: Email  
Comment By: Joan M. Craig

*I'm unable to attend the gathering. If the presentation is open for discussion, I'd like to go on record as saying I'd rather see traffic lights at the intersections of George Ryder and Ryder South and Route 28 rather than the roundabout. I'd also request that both the police chief and the fire chief offer their opinions on their preference - as a safety and emergency matter.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: February 17, 2011  
Correspondence Type: Email  
Comment By: Bill Tuxbury

*I am reviewing the 2 scenarios you recently posted on the town website. I am a little confused and am asking for some interpretation.*

- 1. Both scenarios shown provide for a traffic lite at Barn Hill and RT 28. Am I correct?*
- 2. At Geo Ryder Road, I presume whether a round-about or traffic lite is final resolution, it is independent of the corridor configuration. Correct?*
- 3. There has been no discussion of the size of the improved north sidewalk. Hardings Beach Road and Barn Hill are to be 6 foot, why not the stretch between OSJL and Barn Hill, a much shorter distance. This 10 ft came about from Prentiss, actually out of the blue at an earlier meeting. Is there to be discussion of this?*
- 4. Scenario 2 seems to be showing a turning lane throughout the corridor. Correct? I am confused by the use of many white turning arrows on the layouts.*
- 5. Is the purpose of the meeting to gather more input or improvements for Scenarios 1 & 2 or are the people in attendance to be asked their preference only for #1 or #2?*

*Thanks in advance for clarifying.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: February 17, 2011  
Correspondence Type: Email  
Comment By: Joe Craig

*Both scenarios are unacceptable. Still too much pavement and still too wide. There is not a need for a rotary or traffic lights if the roadway is only two narrow lanes.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: February 18, 2011  
Correspondence Type: Email  
Comment By: Peter Tarrant

*As a summer resident I will not be able to attend the meeting next week but I am very interested in the pedestrian and bicycle possibilities along and across the road. The scenarios are not very clear on those options. Is it there and I cannot see it? Can you explain it for me?*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: February 18, 2011  
Correspondence Type: Email  
Comment By: Larry Capodilupo

*In the hope of influencing your recommendation to the Board of Selectmen, I would like to add my name to the list of other West Chatham residents who would not like to see the turning lane between Barn Hill Rd. and George Ryder Rd shortened, or heaven forbid, eliminated.*

*The heavy traffic on this stretch of roadway, particularly in the June thru September period, is well known. For years we have debated the wisdom of a seasonal light at the end of Barn Hill Rd to allow beach traffic a safe and predictable way to enter or exit onto Rt. 28. The intersection would become even more problematic if west bound vehicular traffic that wanted to turn into the Shop Ahoy strip mall, or Seaquansett Rd, (my neighborhood point of egress), or the Post Office strip mall, or even the Kreme and Kone were forced to stop thru traffic in both directions to make the turn-ins.*

*While I would be thrilled to see the volume, or speed, of traffic on Route 28 change for the better, I think the public safety issues of changing the length of the turning lane far out weigh my desire for slower speed, or a more attractive roadway.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: February 19, 2011  
Correspondence Type: Email  
Comment By: Michael Westgate

*It is my belief that traffic lights at George Ryder Road would do more to create the breaks in traffic which are needed than a rotary.*

*This would have a positive impact further east along Route 28, as well as in the immediate W. Chatham area. This would make it easier for cars to enter and exit businesses such as Maps of Antiquity, Chatham Fish & Lobster, Liquor Locker and others. A rotary tends to even out traffic, making it difficult especially to make any left turns.*

*My other concern is sidewalks. Having good sidewalks on both sides of Route 28 would both make it safer for pedestrians and make it better for local businesses by encouraging people to park in one place and walk to others. This would also reduce traffic.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: February 21, 2011  
Correspondence Type: Email  
Comment By: John & Diane Cosgrove

*We are summer residents of 91 Seaquanset Rd. West Chatham. Since we can't attend the meeting on March 3, 2011, we would like to voice our opinion concerning the turning lane on rte. 28. We would like to continue to have the turning lane on rte. 28, it certainly is helpful turning onto our street during the summer months. Please consider our request at your meeting.*

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: February 22, 2011  
Correspondence Type: Email  
Comment By: Tom & Joan Robinson

*My wife and I have been residents of Chatham for the past 37 years, summer residents at first but are now almost full time for the past 5 years.*

*We all know how bad traffic can be on Rte 28, especially in summer time. The turning lane between Barn Hill Rd and George Ryder Rd is a wonderful help to the motorist to keep traffic flowing smoothly. Take away the turning lane we could have traffic backed up all the way to Pate's. Traffic would become a nightmare in July and August.*

*We are asking you to please leave the turning lane in on rte 28.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: February 22, 2011  
Correspondence Type: Email  
Comment By: Sarah Fulilove

*I am unable to make the meeting but think that we just leave the turning lane as is.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: February 24, 2011  
Correspondence Type: Email  
Comment By: Sadie Joyce

*As a resident of w. Chatham for 25 years i am familiar with and welcome the safety corridor between Barnhill road and George Ryder Rd. as i live off of Sequanset Road.*

*The center lane has been a huge safety advantage — allowing left hand turns for cars traveling west from Chatham center, and also from Barnhill Rd., after they exit the beach area on to RT. 28. and enter the business areas of west chatham from shop ahoy to the Post office and beyond to George Ryder Road.*

*The business community along this corridor would be unhappy— adversely affected if this lane is eliminated as travelers are not always anxious to wait in heavy traffic to make a safe left hand turn.*

*I honestly cannot see the advantage eliminating this safe middle lane when you consider the heavy summer traffic traveling on rt. 28, on both sunny days and especially rainy days. If it has worked for the Community. All these years—how could it possibly be improved by removing it??*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: February 27, 2011  
Correspondence Type: Email  
Comment By: Lynne Pleffner

*I won't be able to attend this meeting however I wanted to let you know that I am totally in favor of a seasonal traffic light at Barn Hill and a year-round traffic light at George Ryder. I don't think a turn-about will be helpful to the police department.*

*I think the two West Chatham groups are closer to each other rather than opposed. I like the medians and I like the pedestrian refuge area as that will be helpful during the summer and as the bike trail gets extended.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: February 27, 2011  
Correspondence Type: Email  
Comment By: Dan Meservey

*This letter is intended to express my views on the West Chatham road project.*

*1. Third lane was put in for a reason. The state installed the third lane to help that area grow in the seventies. Stop and Shop was built and the need for other support stores was taken into consideration when they did the road work. Is that not what we are trying to do today. Many, if not most of the store owners in that area support the third lane. Have you ever taken a poll? The very same question can be asked about the residence of West Chatham. It is my belief that at every one of the meetings the majority wanted to retain the third lane with some upgrades. Wasn't this whole thing driven around what the residence of West Chatham wanted. Isn't this why we had all the meetings?*

*2. At our last meeting with the Selectmen, it was clear that the options discussed were to retain the current lanes with minor revisions. What happened? How is it that the options presented do not results of that meeting. I think we need an answer for that.*

*3. The 2 options that you will be presenting completely affect how our current traffic flow works at our existing station. When we built on that location (which has been there since the 20's) The state laid out the entrances and exits so that the customers could approach the pumps in proper lanes, and not jam up the exit. We can currently stack car wash customers without blocking the pumps. Your new proposal would close up George Ryder road so bad that no one could move. And, as I mentioned before that gas delivery trucks could not approach the fills. It also takes out the fill pipes. Where would we put them? We went to a lot of care to plan that station to serve both roads with easy access. We can currently serve the working customers who have trailers, and they can park and exit without problems. You plan changes that.*

4. Rotary. Hardly anybody has spoken for a rotary. In the early talks, some people thought a rotary might be feasible. Most thought of a small friendly circle. That doesn't work. What does the traffic study committee think? What does the police chief think?

5. It is quite plain to see that what needs to be done is nothing. Pave the road. Put in a sidewalk on the South side. Identify the lanes better. Encourage the local owners to landscape their places better. Supply and demand will take care of everything else.

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: February 28, 2011  
Correspondence Type: Email  
Comment By: Mary McCauley

*As a resident of West Chatham for 14 years I feel that eliminating the turn lane will do more harm than good. As it is the traffic in the summer there can be impossible and with out the turn it will be worse. We do not need a traffic light we need to leave it the way it is. Should someone actually decide to go into business there it would be a huge detriment because if you are forced to make a left hand turn in the summer you are better off going some where else to dine. You will be forcing everyone that needs to do business or lives there into a very difficult traffic pattern. I don't know if you are aware of this, UPS the delivery company plans the drivers routes on a daily business. In so doing they have designed the routes to make virtually NO left hand turns as they take so long and cost the company too much money in time lost waiting and therefore fewer deliveries in a day.*

*One issue that is never talked about is the fact that if you want to walk across the street there you are basically road kill. In town we have very clearly marked cross walks and at the intersection in West Chatham the sign is down on one side of the road and the cross walk is barely visible. People yell at my family when we try to get across the street to go to the bike path. The businesses that are there have ample parking we need better traffic management and taking a lane away is not the answer. That would be like taking a four bedroom house and making it three so there will be more space in each room. One, why incur the cost two your property value would go down as it is many times based on how many bedrooms. The same thing with a town holds true. Who wants to come to Chatham to sit in traffic, have a hassle to make a left turn and Never get off Barn Hill Road after going to the beach. There are better ways to spend money in this town. Does anyone that is proposing this idea actually live off of any of the roads that are going to be affected?*

*I would gather to say no, but if I am wrong please let me know and I would love to hear their reasoning for this as I am not seeing it now.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: February 28, 2011  
Correspondence Type: Email

Comment By: Jeanne Lee

*We live on 39 Young's Farm Lane. In order words we come from Route 28 then turn in Barn Hill Road to reach our home. It will be disastrous if there is no turning lane on Route 28 before our turn. Traffic will pile up and tempers will fly, especially in Summer. Customers will avoid the businesses in that section of Route 28. We already have many empty shops there and we are afraid no one with senses will take up those empty spaces to start a business if that turning lane is eliminated. It is unconscionable for the town government to let that happen.*

*We absolutely need that turning lane for the businesses and the Post Office on Route 28 and we totally believe this part of West Chatham feel the same way we do.*

*Hoping we won't be disappointed in your committee's decision,*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: February 28, 2011  
Correspondence Type: Email  
Comment By: John and Barbara Cotnam

*As residents of West Chatham we travel the "corridor" frequently. We are both in favor of either Composite Scenario #2 or the W. Chatham Association Road Improvement Plan. Both of these plans retain the third lane which we feel is important to the merchants on the South side and to residents who live in the homes on the North side of the street. The third lane was added years ago because there was a need. It served businesses and the West Chatham Post Office because of an increased traffic pattern. Currently, we have an even higher traffic pattern along the corridor. With the addition of the new Town Offices on George Ryder Road, a road design to ameliorate "stop and go" traffic in high volume circumstances is needed even more. Why? It is functional and it serves a definite purpose, particularly in the late spring, summer and fall tourist season.*

*Another important reason for retaining the middle lane is that it allows fire trucks, ambulances, and police cars to travel the corridor in less time than it would if the road is narrowed to two lanes. At times during the tourist season a two lane road will be near gridlock, minutes are critical to emergency vehicles.*

*To summarize, with major changes in Chatham such as the new Town Offices and a Police Station on George Ryder Road - there will be an increased need (justification) for the third lane. The three lanes serve a purpose and are functional.*

---

Project: West Chatham Intersections & Corridor Project &  
West Chatham Visualization and Land Use Project  
Date of Correspondence: March 1, 2011  
Correspondence Type: Email (with Attachments – posted at the end of this document)  
Comment By: John DaSilva

Attached are copies of several pages from two books, *The Smart Growth Manual* ([http://www.amazon.com/Smart-Growth-Manual-Andres-Duany/dp/0071376755/ref=sr\\_1\\_1?s=books&ie=UTF8&qid=1298992547&sr=1-1](http://www.amazon.com/Smart-Growth-Manual-Andres-Duany/dp/0071376755/ref=sr_1_1?s=books&ie=UTF8&qid=1298992547&sr=1-1)) and *Suburban Nation: The Rise of Sprawl and the Decline of the American Dream* ([http://www.amazon.com/Suburban-Nation-Sprawl-Decline-American/dp/B004KAB3PW/ref=sr\\_1\\_1?s=books&ie=UTF8&qid=1298992660&sr=1-1](http://www.amazon.com/Suburban-Nation-Sprawl-Decline-American/dp/B004KAB3PW/ref=sr_1_1?s=books&ie=UTF8&qid=1298992660&sr=1-1)).

There has been much talk about “Smart Growth” in the meetings and public forums regarding the West Chatham Intersections and Corridor Project and the West Chatham Visualization and Land Use Planning Project. I believe it would be useful to have available some passages from these important and well received books that explain the principles of this movement as they are applicable to the projects. These passages describe some of the reasoning behind previous comments I have made in support of on-street parking, elimination of turning lanes, narrowing the roadway, commercial and residential uses on both sides of the street, increased density, and housing, in the district. Please consider this e-mail along with these passages to be further comments to add to the West Chatham Public Comments Log.

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: March 1, 2011  
Correspondence Type: Email (scan of document forwarded by Dr. David Burns)  
Comment By: Jean B. Abbott

*I oppose eliminating the turning lane on Route 28 in West Chatham.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: March 2, 2011  
Correspondence Type: Email  
Comment By: Gayle Johnson

*I can not make the meeting tomorrow night but I strongly think that we must keep the turn lane on Rt 28 and Barn Hill. Owning a home off Barn Hill I know first hand how difficult it gets in the summer with all the traffic. I believe this is why the lane was put there is the first place. That lane is utilized daily and taking it away will only cause large back ups and jeopardize the safety of many people living in the area. Including those visiting Harding's Beach, and the customers of the local merchants along that area.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: March 2, 2011  
Correspondence Type: Email  
Comment By: Marilyn T. Hagerty

*I oppose eliminating the turning lane!*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: March 2, 2011  
Correspondence Type: Email  
Comment By: Richard Gulick

*In connection with the above issue, please find my comments as follows:*

- 1. Both Scenario #1 and #2 do not result in the creation of a safer condition along the segment of roadway. Pedestrians will be subjected to vehicles traveling at high speeds within the corridor. The concept of using raised planted islands is not desirable from a maintenance standpoint. A good example of the problems associated with this type of raised island is on Willow Street in Yarmouth. When the island was designed originally, it looked fine and was a credit to the community. However, as time passed, it was not maintained and now the island is filled with weeds and is not presentable.*
  - 2. The third lane should be eliminated to moderate speeds through this area. Having multiple turning lanes creates confusion for the many visitors in the community.*
  - 3. Intersection treatment is critical to foster safe pedestrian crossings. Both Scenario #1 and #2 provide for very wide intersections which put pedestrians at risk. The designs are principally geared for the automobile rather than for other modes of transportation. This is especially troublesome considering that West Chatham is designated as a future neighborhood village center where safe pedestrian movement is critical.*
  - 4. Please consider the option of designing two narrow 11 foot travel lanes for slow vehicle travel. With speed reduced by this design concept, vehicles will be free to turn into the South and North sides of the roadway. this will be made possible with reduced speeds along the corridor. The reason to keep the third lane is justified when speeds accelerate to 40 mph and above. However, when speeds are reduced to a safe condition ( i.e. 20-25mph) the center lane and defined turning lanes are not needed or justified. A reduced vehicle speed along the corridor will affect the entire potential for creating a positive village center. A high-speed highway dividing this area will do significant damage toward achieving the goals of the Comprehensive Plan.*
  - 5. With speed reduced, turning from businesses and intersections will be facilitated, and traffic control devices may not be required. The engineer should advise on this point.*
  - 6. The design of the roadway and its shoulder area will affect how this area evolves-----  
--in simple terms, keeping it as is with three lanes will retard the positive growth and development of the area. Considering an alternative design to moderate speed and create a safe pedestrian environment will promote a positive condition and will foster an improved sense of place which will be a credit to the Town.*
  - 7. These concepts are basic planning design concepts and should be considered in evaluating the alternatives advanced for the area.*
-

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: March 2, 2011  
Correspondence Type: Email  
Comment By: Martha Fullilove

*As a West Chatham resident of 46 years I have seen many changes, but I do not understand the elimination of the turning lane. Is it to slow traffic? Is that the intention? Traffic is already very slow in the summer. Just try and get to the band concert or the West Chatham beaches.*

*I believe that a seasonal signal at Barn Hill Rd would eliminate any traffic issues. In the off season the light could remain a flashing traffic light as it is now and in the summer it could be a fully functioning red, yellow, green light.*

*Please, whatever you do, I implore you to keep the turning lane.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: March 2, 2011  
Correspondence Type: Email  
Comment By: Sarah Fullilove

*I appreciate your attention to this matter and the opportunity to voice my opinion. I feel that there has already been so much construction on and around Rte 28. Please, let's just let the turning lane be. I am a huge fan and frequent user of the turning lane and feel strongly that eliminating it would be a serious mistake. Like my aunt Kay used to say, "Let it be, because once it's out you can't put the toothpaste back in the tube."*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: March 2, 2011  
Correspondence Type: Email  
Comment By: Earl Hubbard

*I urge you to not support the elimination of the third lane (turning lane) in West Chatham. It is required to allow motorists to safely turn into driveways across the opposite lane.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: March 3, 2011  
Correspondence Type: Email  
Comment By: Rosalie Moretti

*As I am unable to attend tonight's meeting, I thought I'd let you know my thoughts on the proposed revisions of Rte 28 in West Chatham.*

*Thirty-four years ago when I moved to West Chatham, it was a nightmare to turn off Rte 28 onto Barn Hill Road or onto George Ryder Road or onto Seaquansett Rd or into the West Chatham Post Office, which at that time was on the north side of Rte 28.*

*Today there are many, many more businesses with entrances and exits on Rte 28. On the north side: Meservey's Hess Gasoline Station, Meservey's Car Wash, George Ryder Road, Ocean State Job Lot, a Children's Shop, and Cape Cod Hook Fishermen's Assn. On the south side: The Master Mariner Motel, Dunkin' Donuts, Barn Hill Road, Hawaiian Ice, SeaFever, former Paws and Claws shop, Chatham Locksmith, Lovely Nails, Chinese Restaurant, Shop Ahoy Liquors, Larry's PX, D'Angelo's. Then the former Luscious Louie's, the very large former High Tides Restaurant, Seaquansett Rd., Kream & Kone, The West Chatham Post Office, the a huge complex housing Legal Offices, a large Consignment shop, a Dry Cleaners, other offices, etc.,etc., and then, George Ryder Rd. South.*

*Each and every one of these is a very active businesses, especially in the summertime. Don't forget Barn Hill Road carrying hundreds of people to and from Hardings Beach. And George Ryder Road South carrying half the population that live between George Ryder South and Ridgevale Rd.*

*Waiting for a driver to turn left onto any one of the more than twenty -five entrances results in lines of cars backed up for sometimes more than a mile while all those cars using gallons and gallons of our limited gasoline to say nothing of the pollution generated.*

*Can you fathom the number of cars traversing this very short distance? And without the extra turning lanes, we are courting a very unhappy population of citizens and visitors to this town.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: March 3, 2011  
Correspondence Type: Email  
Comment By: John Mulvany

*As a resident in that area, Monomy La., I find the middle turning lane a major advantage. Not just for common sense, but for a necessary safety addition. It is interesting that new construction a left hand turning lane be required for areas similar to the Shop Ahoy configuration. I hope that a left turn lane will remain in place.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: March 4, 2011  
Correspondence Type: Email  
Comment By: Scott and Sue Daniels

*My wife and I were unable to attend last night's meeting because of illness. However, we want you to know that we STRONGLY think that the turning lane MUST be kept in order to prevent*

*back-ups especially in the summer season, and to avoid jeopardizing the safety of individuals going to the businesses on Rt. 28 and to the roads accessing residential areas.*

*The turning lane has been in place for many years and has proven to be the salvation to safe turning on that section of Rt. 28.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: March 4, 2011  
Correspondence Type: Email  
Comment By: Richard Gulick

*Please find additional comments pertaining to Main Street (Rt. 28) in West Chatham:*

- 1. I continue to feel strongly about speed reduction through this segment. Not only will this create a safer pedestrian environment, but it will foster an improved climate for business development. Having a high-speed roadway cutting through a village area will be detrimental to the village concept. Clearly, it is not appropriate to create a large-scale commercial area, but rather a small-scale neighborhood village type mixed use area which is called for in the Comprehensive Plan.*
- 2. The plans offered at the 3/3 meeting by the consultant should be reevaluated to reduce the turning lanes so that there is only one principal turning lane through this stretch of roadway. This turning lane should be carefully located so that it will provide future access to the joint rear parking area as depicted by the West Chatham Association. This concept is highly beneficial, and they are to be commended for this suggestion. The town should take a leadership role in working with local businesses to achieve this common parking design concept. This same concept has been highly successful in Chatham's downtown area. Once implemented, it will take pressure off the main thoroughfare and allow free flow of traffic to the rear of businesses.*
- 3. More emphasis needs to be placed on aesthetics. While the highway designer is principally concerned with vehicles on the traveling away, he should be encouraged to consider the "complete street" concept which takes into account all of the components which together make up the street. Meeting participants were clear and strongly supported streetscape improvements, pedestrian safety improvements and overall design changes which together would calm traffic.*
- 4. Major intersection improvements resulting in widening and lengthy pedestrian crossing distances should be avoided because this area is being slated for increased pedestrian activity. Intersection improvements favoring vehicles will create hazardous conditions for pedestrians, and this concept is not desirable. I agree with the recommendations of the West Chatham Association to create additional pedestrian crossings on Main Street. This will provide for an improved environment for walkers.*
- 5. With traffic speed reduced to 20 to 25 mph there will be substantial opportunity for turning movements along the entire roadway segment, thus eliminating the need for multiple left turning lanes. The left turn lanes depicted on both Scenarios are detrimental because they encourage higher speeds and will confuse motorists unfamiliar with this roadway segment. Because Chatham has many out-of-town visitors this could lead to difficulty negotiating this stretch of roadway.*

6. *With only one turning lane the roadway operates more efficiently and is less complicated for the user, including motorists, pedestrians, and cyclists.*
7. *Please consider these comments in creating a final design for Main Street.*
8. *Also, in developing the final design for the Selectmen's consideration I request that the "Exception" provision of the Mass Highway Design Manual be used so that the ultimate design is flexible and is sensitive to Chatham's needs.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: March 4, 2011  
Correspondence Type: Email  
Comment By: Phil Christophe

*I attended last night's meeting on Route 28 changes from Barnhill Rd. to George Ryder Rd and fully support the work which you have done and the recommendations which you have made. Provision for lights at both intersections (or a rotary at George Ryder) and the continuance of turning lanes through this area are in the best interest of safety and better traffic flow throughout the year and especially in the summer months. I have vacationed and lived in the area of Barnhill Road for over 50 years and feel strongly that this is the best approach at this time.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: March 4, 2011  
Correspondence Type: Email  
Comment By: Richard Pears

*I have reviewed the material you have sent to me and talked with Phil Christophe who attended last night's meeting on Route 28 changes from Barnhill Rd. to George Ryder Rd. I fully support the work which you have done and the recommendations which you have made.*

*Provision for a light at Barn Hill and Rt 28, a rotary at George Ryder, and the continuance of turning lanes through this area are in the best interest of safety and better traffic flow, especially in the summer months. I have spent summer in the area of Barnhill Road for over 25 years and feel strongly that this is the best approach.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: March 4, 2011  
Correspondence Type: Email  
Comment By: Joe Craig

*The meeting Thursday evening was very good. It became obvious that roundabouts and traffic signals are not popular. A simple solution of two 11 foot travel lanes with moderate shoulders and sidewalks and bike paths are the answer. I hope this is one solution presented to the BOS.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 20, 2011  
Correspondence Type: Email  
Comment By: Peter Tarrant

*This note is in regards to your April 26<sup>th</sup> meeting on the West Chatham corridor. I am a summer resident of West Chatham and member of the Summer Residents Advisory Committee. I have participated in many of the discussions on the corridor last summer, but not during the winter months. My intent is to ensure that the views of the summer residents are reflected in your discussions on April 26<sup>th</sup>.*

*The summer residents have two main interests as it relates to the work on the corridor: **pedestrian safety and recreational use** along the corridor.*

*To accomplish these goals we think it is imperative that the following objectives are part of the final makeup of the corridor:*

- *Pedestrian sidewalks on both sides of Rt 28*
- *Distinct bike path on north side of Rt 28 with markings to separate it from sidewalk*
- *Connection of bike path to town wide bike path at east end of Job Lot*
- *Stop lights with pedestrian crossing lights at Barn Hill and George Ryder Rd.*

*The actual layout of the road has caused much discussion but not one that we have a strong opinion on as long as the above objectives are met. Of the four alternatives to be presented it seems that alternative 2 is the closest to achieving what we are interested in. But politics being the “art of compromise” I’m sure there will be some hybrids discussed. The multi-use path on the north side of Rt 28 could be divided to provide the separate paths for bikes and pedestrians. This is especially important since we have seen that the multi-use path along Hardings Beach Rd has become a pedestrian sidewalk with most bikers still using the road. We have always had the vision that an individual in Chatham could bike from anywhere in town to the most popular beach in town, Hardings, using the town bike paths. Once the path along Barn Hill Rd is completed, and these suggestions on the corridor implemented, this connection to the bike path would be possible.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 23, 2011  
Correspondence Type: Email  
Comment By: Ed Cohen

*I am in favor of saving the left turn lane and a seasonal light at Barnhill Rd and Rt. 28. I am also in favor of a traffic light at George Ryder Rd and Rt. 28.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 23, 2011

Correspondence Type: Email  
Comment By: Dr. John A. Duggan

*In plans for Route 28 between Barn Hill Road and George Ryder Road please include a turning lane, a traffic light at George Ryder Road and a seasonal traffic light at Barn Hill Road.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 23, 2011  
Correspondence Type: Email  
Comment By: Nancy Cole

*I do not feel that a Rotary at George Ryder Road is necessary for Chatham. I think a light is better. If it is as large as the one on 39... it would not be an appropriate approach to Chatham. I live on 28 between George Ryder and Sam Ryder and would not like to see a roundabout there.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 23, 2011  
Correspondence Type: Email  
Comment By: Priscilla Laubenstein

*1. Turning lane is vital*

*2. Traffic light at Barn Hill---summer only*

*No traffic light at George Ryder, rather a small round- about. Plenty of room as Ocean State does not use all its parking, and Meservey has room to move their gas facility to other side of their station. Please stop trying to slow down traffic and irritate all the tourists and beach goers. As long as I have lived here, I have never noticed any speeding thru 28 In West Chatham. Better to landscape and repaint buildings so area will be coordinated.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 25, 2011  
Correspondence Type: Email  
Comment By: Joanne Donoghue

*As a 10 year resident of Chatfield Lane off Barn Hill Road I drive through the intersection with Route 28 frequently and have not observed an accident there or in the vicinity. Patience and caution is needed in driving as is required when on any road. I also on occasion walk to the post office, not a pleasant walk with the present conditions or some proposed plans. Of concern is the unattractive West Chatham Village Center with the exclusion of the well renovated Hook Fisherman Association location. I strongly support the recommendations of the West Chatham Business Association. The Cape Cod Times article on April 9 regarding second generation traffic calming I find relevant to our situation. And it is a good time to give consideration to Mr.*

*Messina's suggestion of the former Ebb Tide Restaurant as an attractive location for our outdated Senior Center. I have not found the area to be a zoo as was quoted in the Chronicle.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 25, 2011  
Correspondence Type: Email  
Comment By: Diane and John Cosgrove

*We are summer residents of 91 Seaquanset Rd. in West Chatham and are very much in favor of saving the turning lane, providing a seasonal traffic light at Barn Hill Rd. and a new traffic light at George Ryder Rd. All of the above would certainly make it safer to travel along Rte. 28 in West Chatham.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 25, 2011  
Correspondence Type: Email  
Comment By: Susan and Pierre La Tour

*My husband has badly injured his knee so we cannot attend the Selectmen's meeting April 26, but want to express how strongly we feel that eliminating the turning lane in West Chatham would be a terrible, dangerous mistake. We have lived in Hardings Beach Hills for more than 20 years and cannot imagine doing without the turning lane. We use it six days a week just to get our mail at the West Chatham post office. What is needed at Barn Hill Road's intersection with Route 28 is a seasonal traffic light.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 25, 2011  
Correspondence Type: Email  
Comment By: Douglas C. Fields

*Gentlemen, we urge you not to support the removal of the turning lane between Barn Hill and George Ryder roads. With the density of businesses between those roads, a lot of left turns are made from the lane allowing traffic to flow. Removing the lane would cause unnecessary traffic congestion.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 25, 2011  
Correspondence Type: Email  
Comment By: Martha Harrison

*Are you nuts? KEEP the turning lane!*

---

Project: West Chatham Intersections & Corridor Project

Date of Correspondence: April 25, 2011  
Correspondence Type: Email  
Comment By: Andrea Lucier

*Save the turning lane on Rt. 28 and provide a seasonal traffic light at Barn Hill and G R Rd.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 25, 2011  
Correspondence Type: Email  
Comment By: Janet Fields

*As a resident of West Chatham, I am glad the Selectmen will be moving forward with a direction for the corridor between Barn Hill Rd. and George Ryder Rd. I strongly urge them to maintain some semblance of a left turning lane which is particularly valuable during the summer season. I also believe this supports our local businesses as it eases entry and exit from their establishments.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 25, 2011  
Correspondence Type: Email  
Comment By: John & Susan Pitt

*As year-round residents of West Chatham we support Doug Prentiss's plan with the **round-about** at George Ryder Road and a light at Barn Hill Road. Only a **round-about** will adequately **slow traffic 24/7, 365 days a year!** When Rt. 28 is repaved it will otherwise become a speedway; already traffic is going faster on newly paved George Ryder Rd. We're paying for Doug Prentiss's expertise. Let's use his plan and avoid further delays with the state.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 25, 2011  
Correspondence Type: Email  
Comment By: Theresa M. Perry

*Please do not eliminate the turning lane on Route 28.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 25, 2011  
Correspondence Type: Email  
Comment By: Jane Harding Patterson

*This is to inform you that I wish to:*

*1. KEEP THE TURNING LANE,*

2. *INSTALL TRAFFIC LIGHT @GEORGE RYDER ROAD (no rotary),*
3. *INSTALL TRAFFIC LIGHT AT BARN HILL ROAD(at least seasonal), and*
4. *DO NOT REDUCE THE SPEED TO 20 M.P.H. AT THIS STRETCH OF STATE HIGHWAY.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 25, 2011  
Correspondence Type: Email  
Comment By: Bob & Marcia Hall

*We would encourage your positive vote for the continuation of a left turning lane on Rt.28 between Barn Hill Rd. and George Ryder Rd as well as seasonal lights at the intersection of Barn Hill Rd and Rt. 28 as well as the intersection of George Ryder Rd. and Rt. 28.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 25, 2011  
Correspondence Type: Letter (with Attachment – posted at the end of this document)  
Comment By: John DaSilva

*As I understand you are set to make a decision on proceeding with the West Chatham Traffic Project, I would like to request some of your time to read my recommendations on the current stage of the project. You may have heard my comments at the public forums and one of your meetings, and read my previous written comments, but here I would like to summarize the issues as I see them and make a specific recommendation. I have also attached highlighted passages from two books on “smart growth.” These are some of the passages I submitted previously to Terry Whalen’s comments log, but now I have only included the portions relevant to traffic in village centers. I urge you to read them, as I believe they reflect good common sense.*

***A village center:*** *I believe the primary goal should be to build a roadway suited to establishing a village center in the Route 28 corridor in West Chatham. The Comprehensive Plan envisions a village center there. The previous comments I sent you (October 2010) describe why I believe this is a good idea for the long-term health of our community. Village centers work best if vehicular traffic is slow moving on streets as opposed to highways. High speeds are not compatible with pedestrian safety. To have a village center, Route 28 in this area needs to feel like a street, not a highway--much like Route 28 feels like a street in Harwich Port and route 6A feels like a Street in Barnstable. Harwich Port is good historical evidence that through roads and village centers can co-exist. The roadway should, by its design not its posted speed limit (see attachments), slow traffic to 25mph. 11’ or 11 ½’ lanes with minimal shoulders and frequent crosswalks connecting to sidewalks on both sides of the road will feel like a street and have the best chance of functioning like one*

***State waivers:*** *It appears that waivers from the State are necessary to achieve such a village center solution. I urge you to seek them. The FST composite schemes 1 and 2 may be approvable by the State without waivers, but they will not, in my opinion, slow traffic enough to create the safe feeling of a village center, nor will they have the appearance of a street rather than a highway. They are based on peak summer traffic which occurs for a very limited number*

of weeks. We should have a solution that is sensible for a year-round district to thrive, not one that is designed primarily to accommodate a crush of beach-goers for a few weeks of the year.

**The best option of the four schemes:** *Of the four schemes you have before you, I believe the West Chatham Village and Business Association's proposal is the closest to a street in a village center. I believe it has the best chance of slowing traffic down to 25mph. I suggest using this scheme as a basis for moving forward. The ideal scenario is no traffic lights and no turning lanes as shown in this scheme. If you need to negotiate with the State to achieve a higher score in their Level of Service calculations, the first thing not included in the WCVBA proposal that I would suggest accepting are traffic lights at the Barn Hill and George Ryder intersections.*

**Turning lanes and traffic tie-ups:** *I do not believe turning lanes are necessary anywhere in the district although if they must occur for State approval I would limit them to the left hand lane on George Ryder and the right hand lane on Barn Hill. Turning lanes on Route 28 will speed up traffic where the goal should be to slow down traffic, so on Route 28 they should be a last resort. To again use Harwich Port as an example, there are no turning lanes on Route 28 but traffic back-ups do not seem to be a problem nor does it feel un-safe to turn onto Route 28 from side streets. I suspect this is because the traffic moves slowly enough that turns can be made readily without waiting for a break in a succession of on-coming cars at high speed.*

**Shared turning lanes:** *I have never understood why West Chatham has a center shared turning lane. Since the lane goes unused most of the time it allows motorists to feel safer going faster in the through lanes because the oncoming traffic is so far away. It creates a complex, wide highway-like roadway with fast moving traffic. I believe it is unnecessary, unattractive, and confusing--even frightening for some--to use.*

**Intersection design:** *The traffic roundabout shown in Composite Scheme 1 did appear in the video simulation to slow traffic down, but the scale and non-pedestrian friendly nature of it disqualifies it in my mind. The proposal for the George Ryder intersection in Composite Scheme 2 is quite large because of the turning lanes on three of its four sides and, like the rotary, out of scale with a village center. I do believe the re-alignment of George Ryder South shown in this scheme is a good idea as I think it will make the intersection more clearly understood by both motorists and pedestrians, and thus safer.*

**Medians:** *The flush to the roadway medians of Composite Schemes 1 and 2 will continue the highway feeling and speed and should be rejected. Multiple raised and landscaped medians in the roadway will also, I believe, add to traffic speed and should be avoided. I do believe the "splitter islands" in the WCVBA scheme are valuable in announcing the space between them as a distinct district and in "funneling" motorists in and out of the narrower roadway in that district. I also think the location of these islands makes sense, as they define the district to include the properties just to the west of George Ryder (Market Place, Hess) and to the east of Barn Hill (Hook Fishermen, Dunkin Doughnuts). I suggest either the Town or the business and property owners in the district should be prepared to accept the maintenance of landscaping and signage in these islands.*

**Sidewalks:** *The WCVBA proposal suggests a 4' landscaped buffer between the road and sidewalks on both sides of the road. I believe this buffer will make the sidewalks feel safer. As*

above, the maintenance of this space will take a long-term commitment. While the 8' wide multi-use path (pedestrian and bicycle) proposed in three of the four schemes would be a good idea along a highway, if the traffic is slowed to 25 mph then there should not be a problem with bikes sharing the roadway. I don't think the 8' width is necessary and I believe its scale and multi-use will make it less friendly for pedestrians. I suggest a five foot side walk on both sides of the road.

**To summarize:** My suggestion is to move forward with the WCVBA proposal with a few modifications and clarifications:

- Re-align George Ryder South to meet the George Ryder intersection.
- Change the 8' multi use path to a 5' sidewalk.
- Assume town responsibility for maintenance of the splitter islands and landscaping adjacent to the sidewalks.
- Accept traffic signals and minimal turning lanes only if they are demanded by the State.

I applaud you, Terry Whalen, and the rest of the Town staff involved, for sponsoring the most open and publicly participatory process I have ever encountered on a project of this scope. While you have to make your decisions knowing that the participants in such a process are self selected and not necessarily reflective of the population as a whole, I do believe all of the significant issues are coming to light and no one can reasonably claim they have not had the opportunity to be heard.

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 26, 2011  
Correspondence Type: Email  
Comment By: Cathy Blunt

*I won't be able to attend the Selectmen's Meeting tomorrow. I am opposed to the elimination of the turning lane in West Chatham.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 26, 2011  
Correspondence Type: Email  
Comment By: Patricia Murphy

*As a resident of West Chatham, I urge you to represent my safety concerns to the Selectmen and vote to:*

*\* Maintain a turning lane on State Route 28 between Barn Hill Road and George Ryder Road.*

*\*Provide a seasonal traffic light at Barn Hill Road to make this intersection safer and to improve traffic flow.*

*\* Consider a traffic light at George Ryder Road where traffic will be significantly increased with*

*the new Police Department and large public meeting space in the Community Development Building*

*\*Do not lower the speed to 20 miles an hour through the corridor, which is a State Highway. Such a restriction would adversely affect the pace of activities along Route 28, especially during the summer months.*

*West Chatham is the entrance to Chatham for many, many visitors and potential economic customers. I would think it is in Chatham's best interest to create an inviting and safe entrance to enjoy "Cape Cod's Elbow Land!". Gridlock and unseemly sites along the way will only detract people and destroy the beauty that people have come to expect through Chatham. They will turn around and head for other attractive vistas that are not hampered by dangerous and congested byways.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 26, 2011  
Correspondence Type: Email  
Comment By: Jeanne & Patrick Lee

*We live on 39 Young's Farm Lane. We feel very strongly that if the turning lane on our little piece of Route 28 is eliminated, there is going to be HAVOC on Summer days when the tourists are here. Tempers will run high and people will just not do business in West Chatham and therefore will refrain from going to Chatham eventually.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 26, 2011  
Correspondence Type: Email  
Comment By: James E. DeVoe

*I am opposed of omitting the turning lane on rte 28 in West Chatham and hope that you support the position of the resident in general. I have been on the traffic committee for sometime and have no records of any issues regarding any problems with the turning lane in the West Chatham/Rte28 area.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 26, 2011  
Correspondence Type: Email  
Comment By: John & Barbara Cotnam

*This is a statement in favor of keeping the third lane along the W. Chatham corridor. It serves an important purpose along an unusual stretch of Rt 28. Unusual because of the numerous frequently used left hand turns needed when vehicles are traveling west. Namely, the popular Hardings Beach turn onto Barn Hill Road both for residents and the beach. Ship Ahoy Plaza businesses especially the popular Liquor Store and Larry's PX. A line of other businesses*

*and another residential road ending with Cream & Come Restaurant and the W. Chatham Post Office. On the south side there is Ocean State Job Lot and what will become a more frequently used George Ryder Road after the Police Station and Town Offices are moved into the new building. Without the turning lane a two lane road will be all but gridlocked during high season. It will make that stretch of road less efficient and non-functional during the tourist season. The third lane was established thirty years ago because of the Acme Grocery Store which was located where Ocean State Job Lot is now. It helped then and even more now in 2011. To remove it now when increased traffic flows through the area makes no sense. The third lane functions well, it serves an important purpose! It is also an emergency vehicle corridor which allows police or fire vehicles to reach their destination faster! A seasonal light at Barn Hill Road is needed to allow for easier safer turns at that intersection. Traffic will slow down because of the light! I would like to see brick crosswalks installed in the two designated areas that the State highway designed into the plan, also signage similar to Harwich "State Law - vehicles stop for pedestrians". George Ryder crossroad needs a redesign by Mr. Preston, the area as shown with four large crosswalks is not the best that it can be. A flashing light similar to the existing one at Barn Hill at that intersection would help with safety.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 26, 2011  
Correspondence Type: Email  
Comment By: Richard Pears

*As I have noted before, my wife and I are long time property owners on Meadowview Rd South and use the Barn Hill to 28 turn daily during our 5 months in Chatham each year. That intersection gets badly congested during high season. We request you support a plan that includes a turn lane on 28 and a stop light that functions during high traffic season.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 26, 2011  
Correspondence Type: Email  
Comment By: Joan Rhinehart (others noted in email: Debra Eldredge, Susan Eldredge, Virginia Brennan, Shirley McGuire, Paul McGuire & Virginia Hayes)

*We do not want the turning lane eliminated.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 26, 2011  
Correspondence Type: Email  
Comment By: Sarah Fullilove

*Since we (thankfully) aren't going to have the parking on Rte 28, can we please keep the turning lane and add the seasonal light?*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 26, 2011  
Correspondence Type: Email  
Comment By: Karen Conway

*I am voting against having the turning lane eliminated. I live in that exact area and if that lane was to be eliminated it would create a traffic nightmare in that spot and the area which I live and work!*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 26, 2011  
Correspondence Type: Email  
Comment By: Richard W. Renehan

*As a homeowner and taxpayer on Barn Hill Road, I strongly oppose the decision to eliminate the turning lane in West Chatham.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 26, 2011  
Correspondence Type: Email  
Comment By: Robert Rice

*Having seen the 4/26 Board meeting on TV, I must comment that the problem of entering Rte 28 from George Ryder Rd. South, or returning from that turn, is a nightmare I've encountered now for 43 years, since I built my house on Stephen Drive. The lack of alignment of George Ryder Rd. and George Ryder Rd. South, with businesses nearly opposite George Ryder Rd. South is a terrible problem. If the two streets were aligned, and a warning light (at least) was installed, much of the problem would be settled.*

*I'm only recently a resident of Chatham, but I've been coming here for many years. I believe this traffic issue is far greater than that at Barn Hill Rd., and much more important than much of what is being emphasized.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 26, 2011  
Correspondence Type: Email  
Comment By: Paul Witik

*I do not want the turning lane eliminated.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 26, 2011 (submitted to BOS)  
Correspondence Type: Email  
Comment By: John & Susan Pitt

*As year round residents of West Chatham we support Doug Prentiss's plan with the round-about at George Ryder Road and a light at Barnhill Road. Only a round-about will adequately slow traffic 24/7, 365 days a year! When Rt. 28 is repaved it will otherwise become a speedway; already traffic is going faster on newly paved George Ryder Road. We're paying for Doug Prentiss's expertise. Let's use his plan and avoid further delays with the state.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 26, 2011  
Correspondence Type: Email  
Comment By: Sarah Fullilove

*Please do not remove the turning lane on Rte 28. Please add a seasonal light to the top of Barnhill Rd. Thank you for not having parking on Rte 28.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 27, 2011  
Correspondence Type: Email  
Comment By: Richard Gulick

*I think it is important to note that this segment of Route 28 was configured into three lanes well before Chatham had ever engaged in a formal planning process. (Roadway was converted into three lanes in 1970's; well before our Comprehensive Plan was adopted in 2003). Essentially, this means that there was very little formal thought given to Town wide future land use when the 3 lanes were installed. It is useful to understand this sequence because what we are encountering today is essentially correcting a problem of the past. While planning should focus on long-range issues, it can also be effective in correcting past mistakes.*

*Our Comprehensive Plan does just that when it expresses grave concern about automobile dominance and the associated problem related to multiple problems associated with auto dominated land uses.*

*Hopefully, aggressive action on the 17th will demonstrate the Town's clear conviction to move in the direction of the Comprehensive Plan and the desire to accelerate the corridor project, so it gets back on track.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 28, 2011  
Correspondence Type: Email  
Comment By: Michael Westgate

*I would like to reiterate my position opposing retention of the turning lane in West Chatham.*

*The question is whether we'd like West Chatham to look and function more like Barnstable Village on Route 6A or Harwichport on Route 28? Or do we want it to look like Yarmouth along Route 28? I strongly favor the village center look.*

*One of the goals has to be to get people out of their cars. It is people, not cars, which patronize restaurants, shops, post office, etc. Once the vision is agreed to, the details of curb cuts, zoning, etc. can be applied.*

*We have the chance of a lifetime to rectify the planning mistakes of a generation ago.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 28, 2011  
Correspondence Type: Email  
Comment By: Sarah Fullilove

*Thanks for this. I am so confused. What good would it do to get rid of the turning lane?*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 28, 2011  
Correspondence Type: Email  
Comment By: Gloria Freeman

*Let me go on record as one of the overwhelming majority of citizens who want to keep the turning lane in West Chatham between Barn Hill Road and George Ryder Road. I believe it is safer and of great benefit to the merchants in the area. My preference is for landscaped median islands at specific points to be delineated, but most important is to provide residents and visitors the opportunity to maintain the turning lane that they depend upon as they go about their daily business.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 28, 2011 (submitted to BOS)  
Correspondence Type: Email  
Comment By: James J. Murphy

*My name is James Murphy. I own several commercial properties in West Chatham, including 1685 Main St. It seems this property has the most significant negative impact from the proposed*

*road changes than any other property in West Chatham. In fact, the proposed land taking is so extensive and jaw-dropping that I cannot conceive how this proposal would be viable. What business or home owner would want the traffic flow on Rt. 28 reconfigured so you can practically shake hands with occupants of the cars passing by? The function, livability, and value of this property would be so adversely affected that the only worse alternative would be to tear the building down.*

*It was my understanding that the Rt. 28 changes were intended to enhance the area, not decimate the property and render its value negligible. I am sure there is not one property owner in the Town of Chatham that would allow this destruction done to their property.*

*It's ironic that the business and property owners are intended to benefit from the proposed changes; yet, this clearly is not the case. In fact, just the opposite is true. This property would incur an unbelievable negative impact. I vigorously oppose any land taking. I am prepared to defend my property rights to the fullest extent.*

*As the Board of Selectmen, you have an opportunity to put forth a plan that will enhance this section of Rt. 28 so that all business property and users will benefit all and not adversely affect others.*

*I urge you not to approve scenario number one nor scenario number two as they are not in the best interest of the business or property owners.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 29, 2011 (submitted to BOS)  
Correspondence Type: Email  
Comment By: WCVBA Board of Directors: Darci Sequin, Chairman;  
Joe Craig; Dick Gulick; Rick Leavitt; and Craig Vokey

*We want to express our sincere appreciation for your support of a two lane, traffic calmed and beautified street on Route 28 in West Chatham center. While naturally disappointed that our proposal was not formally approved, we understand your decision to continue discussion in order to give the public more time for comment. To end public comment prematurely would cause unnecessary controversy and distract from the relevant issues.*

*We were as surprised as you to learn that this project no longer is on the active list of road improvement projects. Why this important information was not given to the Board in a timely fashion is a mystery, especially since it is a Board priority. Nevertheless, it points to a need to avoid any further delay. The stubborn refusal of the Town's road design consultant to furnish the Board with the full range of design options allowable under DOT guidelines has caused real harm.*

*Looking ahead to the task of engaging DOT and other State officials at the highest level, the Board may want to explore how best to manage that effort. The task demands skill and determination from individuals dedicated to improving conditions in West Chatham.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 29, 2011 (submitted to BOS)  
Correspondence Type: Email  
Comment By: Thadd Eldredge

*Darci said my voice needs to be heard. Route 28 is a highway and village centers located along the highway are prone to several issues. The purpose of a highway is to get places, downtown Chatham is just off the highway so it functions well as a village center. If we want a proper village center, return to the idea of creating a parallel road to 28 to the south of the existing businesses connecting Barn Hill to George Ryder South. It will take time to develop this into a functioning village center, but this idea will be more successful than any of the ideas proposed to date. It will meet some fundamental goals of a proper highway by reducing curb cuts and businesses and it will create an area where people can drive slowly without causing congestion.*

*The zoning for this district would be tricky as the intention would be to move businesses from along 28 to this zone. If the roadway was made adequate to attract businesses we would see the possibility of existing businesses moving, but I do not think we would want to see new businesses while keeping the old sprawled out along 28.*

*Left hand turns are difficult on Route 28 and I would suggest a few turning circles to allow for divers to reverse direction without cutting into private driveways. There are suitable locations for these and the takings would be minimal, but necessary.*

*I have thoughts over the South Chatham Village Center as well as I feel that businesses would thrive by relocating to Juniper Lane and perhaps surrounding areas. The last house on Juniper would be ideal for a restaurant like Pisces. They have the food, but not the location or parking and a plan there could incorporate waterfront dining. We could also construct a public pier into Taylor's Pond with kayak rentals, fishing and other coastal activities. Just thoughts and someday I may render a few conceptual plans (when I'm done with Community Gardens, geodetic datum research projects and a State level surveying association convention).*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 29, 2011  
Correspondence Type: Email  
Comment By: Priscilla Laubenstein

*Disgraceful the wrangling about the issue. Get it together. Also listing this issue last when the state has declined to supply funds. Hopefully I will attend, but I will walk out if there is more wrangling by hot heads, whose agenda is my way or the highway. Show some leadership!*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 29, 2011  
Correspondence Type: Email (Submitted to BOS)  
Comment By: Bill Tuxbury – On behalf of the West Chatham Association's Board of Directors and Dr. David Burns

*We are writing to encourage you to reconsider your position on the turning lane in West Chatham. You said that you do not want to hurt the merchants. We hope that you mean that because they have been hit hard not only by the economy, but by the impact of sewerage. Dan Meservey is representing all of the merchants between Barn Hill and George Ryder Road. There is only one owner of a commercial building, who is on the east side of Barn Hill Road, who wants the turning lane eliminated, and as the Chronicle reported in the April 28th edition, "...the Board was leaning (very heavily we add) to a plan advanced by the West Chatham Village and Business Association", a group established by this same developer/business owner. Perhaps, like Mr. Summers, you feel you know better than the merchants and citizens. Again as quoted in the Chronicle, Sean stated that shrinking the scale of the road...would ultimately be better for West Chatham businesses, "and I do not think traffic would be impeded". Perhaps you will consider standing at the West Chatham Post Office for an hour and talking with the residents about whether or not they want to lose this turning lane which they depend upon as they go about their daily business.*

*We believe that if the turning lane is eliminated, townspeople and visitors alike will find another way to get to Downtown and other parts of Chatham, and what little business is left in West Chatham will dry up completely. Like Dan Meservey, we cannot figure out why you and the other Selectmen want to make this change. The neighborhood center can be made more attractive and can be safer for pedestrians, bikers, and drivers without eliminating this lane.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: April 30, 2011  
Correspondence Type: Email (Submitted to BOS)  
Comment By: Louise Craig

*I support a the proposal for a safer two lane road for West Chatham center and slowing traffic on Route 28 by narrowing the road to half its present width - restoring the road in West Chatham center to its original two lanes from the present unsafe high speed three lanes. Narrowing the road is needed to slow traffic and make turns safer and easier, just like Route 28 everywhere else in Chatham.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 01, 2011  
Correspondence Type: Email (Submitted to BOS)  
Comment By: Joe Craig

*I support a the proposal for a safer two lane road for West Chatham center and slowing traffic on Route 28 by narrowing the road to half its present width - restoring the road in West Chatham center to its original two lanes from the present unsafe high speed three lanes. Narrowing the road is needed to slow traffic and make turns safer and easier, just like Route 28 everywhere else in Chatham.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 01, 2011  
Correspondence Type: Email (Submitted to BOS)  
Comment By: Joanne Donoghue

*It was most gratifying to witness all selectmen agreeing on developing a plan for an attractive, safe, multipurpose, village friendly Route 28 in West Chatham at the past selectmen's meeting. I found attending meetings in the development of the West Chatham plan very frustrating with the presentation of a plan that did not encourage a village atmosphere. The recent information and focus on second generation traffic calming is a very positive outcome. As a Chatfield Lane resident I travel Barn Hill Road and then Route 28 daily. I also walk my dog in the area and look forward to a time when it will be pleasant to transverse our village center. When we will be strolling into and by the shops and restaurants that will attract neighbors and visitors.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 01, 2011  
Correspondence Type: Email (Submitted to BOS)  
Comment By: Barbara Gregory

*I support the proposal for a safer two lane road for West Chatham center and slowing traffic on Route 28 by narrowing the road to half its present width - restoring the road in West Chatham center to its original two lanes from the present unsafe high speed three lanes. Narrowing the road is needed to slow traffic and make turns safer and easier, just like Route 28 everywhere else in Chatham.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 01, 2011  
Correspondence Type: Email (Submitted to BOS)  
Comment By: Janice O'Connell

*I am writing to ask that you consider a plan to slow traffic on Rt. 28 in West Chatham. Specifically, I would like to see a two lane roadway between Barn Hill and George Ryder Road. The safety of the traveling public, both residents and visitors, is paramount.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 01, 2011  
Correspondence Type: Email  
Comment By: Margaret M. Neves

*I am a resident of 92 Stephen Drive, West Chatham, which runs parallel to George Ryder Rd. South. We need to use George Ryder Road to exit onto Rt. 28. I must tell you that during the summer months you take your life in your hands trying to make left-hand turns from George Ryder Rd. South and also the West Chatham Post Office. Due to the S-type configuration of the George Ryder Road north and southbound alignment and all the traffic turning out of Ocean State Job Lot, the Post Office, Meservey's Hess Station and the Marketplace Professional and Business Center, it is an almost impossible task. I have waited as much as 10 minutes to exit onto Rt. 28 during the high season.*

*I am in favor of straightening the alignment of George Ryder Road northbound and southbound with synchronized traffic lights at both the George Ryder Rd. and Barn Hill Road intersections. I believe that will slow traffic greatly!! I would also like to see more much more beautification of the roadway and the sidewalk on the south side of Route 28. I am optional as to turning lanes, although they do help with the present situation. I DO NOT think we need the proposed 5 foot bicycle lane when it would end abruptly on both the west and east side of these intersections.*

*Please do not let Rt. 28 in West Chatham continue to be the ugly highway it has become. We really have no need for this huge expanse of highway! Please bring us back to the neighborhood look!!!*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 02, 2011  
Correspondence Type: Email  
Comment By: John Cotnam

*Listen to West Chatham Residents and Businessmen*

*Selectmen are misconstruing the basic issue by taking their current path – in regard to recommending changes in state highway Route 28 design – to eliminate the turning lane.*

*The issue is NOT about resolving the irreconcilable differences between the WCA and the WCV&BA (thus giving selectmen the cover of portraying themselves as the solution, i.e., having the more reasonable approach – having heard all the evidence).*

*The truth of the matter is that a substantial majority of the public, including the businessmen most directly affected, want to preserve the turning lane.*

*It is a false dichotomy to posit the choice between a village (small town appeal) and an auto dominated state highway (with attendant urban sprawl). Who would not choose the former? There are a number of ways to get to the reality of a village center, without eliminating the third lane – which in itself promotes traffic safety - while easing stop and go traffic patterns.*

*Let the selectmen turn their attention to welcoming sidewalks, street lighting, streetscape landscaping, crosswalks, bike paths and (perhaps) burying the power lines. Make no mistake about it – it’s going to cost money. But doing away with the turning lane, is the easy way out – and one not in accord with the views of the majority of townspeople. And it will not accomplish its purpose (anymore than street parking would have – a design wisely rejected).*

*Keep in mind that most of the public who attended the design “charrettes” have no particular affiliation with either of the groups involved. But the residents of Chatham do have a very consistent viewpoint on this issue if the turning lane. You have an obligation to listen to them.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 02, 2011  
Correspondence Type: Email (Submitted to BOS)  
Comment By: Kate McKone-Sweet

*I support a the proposal for a safer two lane road for West Chatham center and slowing traffic on Route 28 by narrowing the road to half its present width - restoring the road in West Chatham center to its original two lanes from the present unsafe high speed three lanes. Narrowing the road is needed to slow traffic and make turns safer and easier, just like Route 28 everywhere else in Chatham.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 02, 2011  
Correspondence Type: Email  
Comment By: Art Neves

*As a resident of West Chatham living at 92 Stephen Dr, I support the turning lane in Proposal 2 and strongly wish to have a traffic light at George Ryder South. I also believe that raised traffic islands with flora would be an asset.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 02, 2011  
Correspondence Type: Email (Submitted to BOS)  
Comment By: Deborah Hilcher

*I support the proposal for a safer two lane road for West Chatham center and slowing traffic on Route 28 by narrowing the road to half its present width - restoring the road in West Chatham center to its original two lanes from the present unsafe high speed three lanes. Narrowing the road is needed to slow traffic and make turns safer and easier, just like Route 28 everywhere else in Chatham.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 02, 2011  
Correspondence Type: Email (Submitted to BOS)  
Comment By: Darci Sequin

*I am in favor of a 2 lane roadway in West Chatham to slow the traffic down, which will allow for safer pedestrian and vehicle traffic alike. The businesses will also reap the benefits because as the traffic is slowed, passengers will be able to actually look to see what businesses are actually on that stretch of road. Now they are just a blur.*

*Continuing with the present 3 lanes does not or will not slow the traffic. I have spoken to the business people in the PO office complex and said there is no way they are going to try to cross that 3 lane highway. One fellow said " I did it once and will not do it again !"*

*Please continue to support the 2 lane roadway in West Chatham.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 02, 2011  
Correspondence Type: Email (Submitted to BOS)

Comment By: Beth McKone

*I support a the proposal for a safer two lane road for West Chatham center and slowing traffic on Route 28 by narrowing the road to half its present width - restoring the road in West Chatham center to its original two lanes from the present unsafe high speed three lanes. Narrowing the road is needed to slow traffic and make turns safer and easier, just like Route 28 everywhere else in Chatham.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 02, 2011  
Correspondence Type: Email (Submitted to BOS)  
Comment By: Craig S. Vokey

*I am writing in support of the two-lane configuration as presented by the WCVBA as, I believe, it is the one layout that is context-sensitive to the aesthetics of a village center while, at the same time, calming the traffic sufficiently to allow the orderly, and safe, access to route 28 from the side streets and businesses and egress from 28 to the same. The WCVBA proposal avoids the need for taking and utilizes low-tech but historically proven means of slowing traffic. We have a turning lane now and it would be nice to get rid of it. Imagine if we had a third turning lane in North Chatham by Northport or Liberty Commons; Further West Chatham by Marion's and Ridgevale; South Chatham by Pisces, Christmas Joy, Baker's Hardware and the Box Office Café... UGH!*

*Route 134 has a third turning lane by Mid-Cape Center with lots of stop lights and other accoutrements of modern highway design along the lines of that which is being proposed by our consultants. Even the Chief of Police has confirmed that narrow roads make for slower and safer roads.*

*I'm not sure how we get around the Mass DOT and their requirements, but you folks need to make every effort to get their ear.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 02, 2011  
Correspondence Type: Email (Submitted to BOS)  
Comment By: Judie & Derek Stolp

*My wife and I are members of the West Chatham Association and we had originally favored the plan to have a roundabout at George Ryder Road, a light at Barn Hill Road, with a turning lane between. We were impressed, however, with the arguments for a narrower "street" rather than a wide "highway" between G. Ryder and Barn Hill, and we no longer support the concept of maintaining turning lanes. (Turning into At Home Again, Dunkin Donuts and the cleaners doesn't seem to be a problem.) Lack of a turning lane will actually slow the traffic flow.*

*We prefer sidewalks on either side of a narrower street, and more green space between the sidewalks and street. Lights would be necessary at both G. Ryder Rd. and Barn Hill Rd. The bike trail seems unnecessary because there is no trail to the east of Barn Hill Rd. nor to the west of G. Ryder. One alternative would be to extend the trail from the airport down G. Ryder to Ocean State Job Lot or Meservey's and provide a terminus at that location where people could park their bikes and walk through the West Village Center. Perhaps Meservey's would expand their operation a little and provide a coffee shop that would attract bikers as the Chocolate Sparrow does in Orleans.*

*We support your efforts to go to the state authorities to try to convince them that their new regulations don't fit Chatham's needs.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 02, 2011  
Correspondence Type: Email (Submitted to BOS)  
Comment By: Danielle Jeanloz

*While each proposal offers some pros and cons - I am most in favor of the proposal by the West Chatham Association (I think that's David Burns' group) providing for turning lanes, some landscaping, bike and walking areas, and traffic lights (at least at the Hess Station and possibly at Dunkin Donut). I believe that maintaining a turning lane in the center of the road is the safest option for both pedestrians and drivers in that part of town.*

*I also strongly urge you to consider pursuing a reduced speed of 30 miles per hour between West Chatham and downtown Chatham similar to Old Harbor Road/Route 28 going north out of town. I believe we could make a case to the State for the speed reduction because the road is not a major thoroughfare between towns, but rather a road leading to the Atlantic Ocean. Because of the dense residential and commercial part of this road, a lower speed limit would make it safer for those living, working and visiting the area.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 02, 2011  
Correspondence Type: Email (Submitted to BOS)  
Comment By: Robert Zaremba

*Re: Your upcoming West Chatham road configuration decision, I agree with my wife, Danielle Jeanloz, and support maintaining some middle turning lane and having at least one stop light at Barn Hill Road and/or George Ryder Road. While I agree with the W. Chatham Business group that a narrower road would be great to maintain a more rural feeling, I think that with the level of traffic through our area, we need to have periodic breaks in traffic that would be possible with a stop light--- so that we can occasionally take a left hand turn in July or August. I see slower traffic leading to congestion on the road. Bike paths and safer sidewalks are great, as are trees. I think, unlike a few others I have heard, that the new Town Police Station and Permit offices*

*will generate significant traffic coming onto Rte 28 that will need to enter summer flow. If there were only one light, I'm not sure where I would put it--- currently at Barn Hill Road, probably soon, at George Ryder. If the state would allow it, a periodic light at Barn Hill would probably work best. Yellow flashing most of the time, Green, yellow, red when the beach lets out on summer afternoons. This is a hard choice. Good luck.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 02, 2011  
Correspondence Type: Email (Submitted to BOS)  
Comment By: Sarah Fullilove

*Can you please tell me the reasons for eliminating the turning lane? I am confused. The proposed parking spaces are not going to happen so why is the possible removal of the turning lane still up for discussion? Can't we just leave the turning lane and place please?*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 02, 2011  
Correspondence Type: Email (Submitted to BOS)  
Comment By: Paul Becker, D'angelo Grilled Sandwiches

*Please consider the added impact to the West Chatham businesses when voting on this item on the agenda at your next meeting.*

*The down turn in the economy and the sewer construction as taken my sales back 10/12 years. This has put a tremendous strain on my cash flow. The constant negative impact that businesses have had to endure is at the breaking point. What will all this work be good for in this area if there are no business left. I have had to let people go, cut hours, put a moratorium on hiring and pay increase along with cutting some benefits that has kept my employees long term employees.*

*I have found that many of my customers have found other places to eat lunch This will take many years to entice them back to my shop. We will and have lost customers to the town of Harwich if we continue to make it inconvenient to SHOP in the town of Chatham. The town of Chatham has got the reputation that it is to difficult to get around and it makes sense to SHOP in Harwich and Orleans.*

*I propose that we put this project on hold for a few years so the local businesses can recover and we can advertise that CHATHAM is back in BUSINESS.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 03, 2011  
Correspondence Type: Email  
Comment By: Judith Kelley

*Please consider the wishes of those who live in West Chatham and KEEP the turning lane.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 02, 2011  
Correspondence Type: Email (Submitted to BOS)  
Comment By: Richard Gulick

*This "gateway" to our award winning downtown should be a beautified traffic calmed street which is safe for all users, not a high speed highway lined with asphalt parking areas. Restoring the road by the State to a two lane pre-1970's condition is the right thing for the Town and is consistent with our Comp. Plan & current planning concepts. This is an opportunity which only presents itself very occasionally, and the Town should enthusiastically pursue this important first step in creating the West Chatham neighborhood village center.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 03, 2011  
Correspondence Type: Email  
Comment By: Bill Tuxbury

*I am writing to express my position on the turning lane in the West Chatham neighborhood Center. I want to retain the center left turning lane.*

*Since the beginning of this process over 2 years ago, residents did not want parking on RT 28 and they wanted to keep the turning lane. The intent of the traffic meetings with residents I thought was to get a consensus of ideas for the corridor. To me, maintaining a turning lane has been the overwhelming preference of meeting attendees. If the purpose of these meetings was to get consensus, I thought we had it: turning lane and traffic signals at the 2 intersections. Also the traffic study and road design review was also to focus on the summer season, when the traffic is at its highest, and turning the most difficult.*

*If turning lanes are eliminated in the corridor, this stretch of road will become less safe and more difficult to navigate given the multiple turns, numerous curb cuts, large volume of traffic in summer, West Chatham post office (and likely basing of their delivery trucks there), the new town buildings on Geo Ryder Rd, the mis-alignment of Geo Ryder Road and Geo Ryder Road So. at RT 28, and the high turning traffic at Barn Hill for Hardings Beach. With no turning lanes,*

*we will be faced with gridlock in the summer, difficult access to southside businesses, and likely increase in rear end and turning collisions.*

*Please retain the turning lane.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 03, 2011  
Correspondence Type: Email  
Comment By: Edith Tuxbury

*The turning lane between Barn Hill and George Ryder Roads has served us well for many years and should be kept.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 03, 2011 (submitted to BOS)  
Correspondence Type: Email  
Comment By: Phyllis Nickerson Powers

*As owner of 1448 Main St, just east of the proposed Rt. 28 changes, I wholeheartedly agree with the new proposed 2 lane approach to traffic control and improvements. In my opinion the cars are going too fast in both directions through this business area, often overshoot which business entrance they are looking for, brake too fast, or take chances anticipating other lane change cars ahead, darting in and out, causing unnecessary problems.*

*The businesses will be enhanced by having a slow down, "enter the village" affect where the signs will be read more easily, and the cross walks will be more respected. The cars have seldom stopped for me on the crosswalk at Larry' PX, they are going too fast, so this will be good for pedestrians as well. I hope you will vote to support this project and get state funding to help Chatham.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 03, 2011 (submitted to BOS)  
Correspondence Type: Email  
Comment By: Ilene Bendas

*I watched the proposals for West Chatham on Channel 18. I am **very much in favor of a two lane road in West Chatham.** This would slow down the traffic and the appearance would be in keeping with our town's character & charm. The turn lanes do not slow down traffic. I see that on a daily basis. Thank you for your service to the community.*

---

Project: West Chatham Visualization and Land Use Project  
Date of Correspondence: May 9, 2011  
Correspondence Type: Email  
Comment By: Richard Gulick

*To follow-up last Thursday's meeting I wanted to reinforce the following points:*

- *The compact neighborhood village center should be a service oriented center to serve the Town and should not compete in any way with downtown Chatham.*
- *The center should be a high quality place using quality design concepts so that it is attractive, functional and livable. It should be a place where towns people and visitors want to spend time and a place where both business and residents can coexist and can benefit from each other.*
- *This type of area, if properly planned, will benefit the town in many ways, contributing to our tourist industry, providing a variety of quality housing, protecting sensitive environmental areas, integrating natural areas with the village center. The key to a successful village area is a positive vision and appropriate bylaw regulations and design guidelines which will ensure quality design. Without these three elements, it will be difficult to achieve the type of compact center which will benefit the Town.*
- *Density must be appropriate to ensure a vibrant center. We can't achieve this using suburban densities. With a professional design team, densities of greater than eight units per acre can be extremely attractive. Guided by professional designers, public, semi-public and private spaces will emerge to provide an a sense of place that the Town can be proud of. Small pedestrian oriented vest pocket parks appropriately landscaped could be used to create inviting spaces. Special design studies should be required to demonstrate how projects will create inviting spaces.*
- *New thinking needs to be advanced so that the Town does not settle for more frontage parking lots filled with cars. Instead, fresh design ideas can be used to create the Town's first high-quality neighborhood Center.*
- *Why not create a passive solar, wi-fi center and use modern technology to create a special place.*
- *This is a long range plan based on our Comprehensive Plan; it is a generational plan for our families and their children; it needs to be density neutral so that the Town is not impacted from density increases on a Town wide basis.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 10, 2011  
Correspondence Type: Memo  
Comment By: Rick Leavitt

*Selectmen and residents spoke with clarity and authority last week regarding development of the West Chatham center. The center's main street on Route 28 is to be traffic calmed by narrowing the roadway to two lanes throughout the center, buffering pedestrians with wide green space*

*separating sidewalks from roadway, beautifying the roadside with extensive shade tree planting and minimizing intersection development with a “mini- roundabout” on a scale of Downtown.*

*The design you prepare for submission to DOT should be based on traffic calming principles contained in Chapter 16 of DOT’s award winning Project Development & Design Guide and the Cape Cod Commission’s Regional Transportation Plan with its current emphasis on “Livability” and “Community Orientation”. These principles are consistent with Chatham’s Comprehensive Plan for reducing automobile dominance and preventing sprawl. Target speed for the center’s main street should be 25 MPH as in Harwich Port on Route 28.*

*Valuable time has been wasted resulting in this project being removed from DOT’s active project list. We should not waste any more time in forwarding a Town approved design concept to DOT officials and engaging them in discussions at the highest level with the assistance of our elected local and state officials and the Cape Cod Commission. Failure to act promptly jeopardizes State funding and sets back Chatham’s effort to improve its appearance and economy.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: May 11, 2011 (May 5, 2011 Statement)  
Correspondence Type: Letter  
Comment By: Gloria Freeman

*I hope that you are listening today with an open mind. It was clear at last week's meeting that you were ready to vote to eliminate the turning lane on the basis that such action would help produce a neighborhood center. There is a neighborhood center in West Chatham. According to the Comprehensive Long Range Plan it has*

- *the second most important commercial area in Chatham next to downtown*
- *a post office*
- *businesses with accessory apartments*
- *retail stores*
- *offices*
- *a convenience store and gas station*
- *restaurants*
- *proximity to the bike path*
- *Samuel Hawes Park and the Captain Harding Conservation Area, and*
- *Public transportation*

*I believe everyone would like to see the appearance of the area improved between George Ryder Road and Barn Hill Road with landscaping and upgrades of commercial property, with lighting, and sidewalks and crosswalks. I believe everyone would like to see safety and traffic flow improved. And there are ways to accomplish this without eliminating the turning lane, which as you know, the overwhelming majority of West Chatham residents and business owners located between these two roads want to keep; and without running afoul of MassDOT's regulations and the advice of the consultant that you hired.*

*I have attended all the meetings on the West Chatham Intersections and Traffic Corridor Project. Except for a very small core group, people have responded in great majority to support keeping the turning lane. You know that, and yet you wrote to MassDOT in January and asked to put in place a temporary plan to eliminate the turning lane through re-striping. As you know, MassDOT turned you down, but still you persist.*

*In that letter you referred to the economic well being of Chatham. As you heard last week, the merchants believe that the elimination of the turning lane will be detrimental to their businesses. One of your members said that he doesn't want to hurt the merchants, but he somehow knows better than they do and that the elimination of the turning lane won't hurt them at all- as a matter of fact, he said, it will help them. But they aren't convinced.*

*Your letter also referred to community well-being. And I know that the vast majority of the community from whom you've heard have said that eliminating the turning lane would adversely affect the pace of their activities along Route 28, especially during the summer and shoulder months. I hope you've read all the emails that have gone to Terry Whalen and are on the town's website, and I assume - if you received any emails in this regard - they have been - or will be - made part of the record.*

*This isn't one of those times when "you can't please all the people all the time". It is clear that people - and many of them having no allegiance to either of the two West Chatham associations - have spoken again and again in favor of the turning lane. Spend some time at the West Chatham Post Office - 99% of the people will tell you they like the turning lane and they want to keep it - not necessarily as one long strip between George Ryder Road and Barn Hill Road, although even that is better than no turning lane at all. It can be modified or perhaps broken up with well-placed, landscaped median strips.*

*There is already a petition in various locations which people are lining up to sign. If you go forward with the plan to eliminate the turning lane, we will continue our petition effort because this is our only alternative, and we'll take those petitions to MassDOT and the Cape Cod Commission so that they understand the deep divide between what the majority of townspeople want and what you are proposing, and that we don't want our tax dollars used for this project if it means eliminating the turning lane.*

*MassDOT, your own consultant, and the great majority of people you've heard from are suggesting retaining the turning lane. I hope you will not vote to eliminate it.*

---

Project: West Chatham Visualization and Land Use Project  
Date of Correspondence: May 11, 2011 (May 5, 2011 Statement)  
Correspondence Type: Letter  
Comment By: Gloria Freeman

*Thank you. For the record, I am Gloria Freeman and a member of the West Chatham Association's Board of Directors, for whom I am speaking tonight.*

*Informational material for this meeting stated that we would be answering two questions tonight:*

***Is there a problem with the existing type and pattern of development in West Chatham? And if so, what should be done about it.***

*In order to reply, let me first tell you about the many improvements in the West Chatham neighborhood center in the last few years, with the establishment of the Captain Harding Conservation Area; the restoration of the Captain Nathan Harding Home, now the Hook Fishermen's Headquarters; the restoration of the former Sou'Wester (if only it weren't dressed up in pink and orange, and have such excessive signage); the purchase of the John Hawes Homestead (the former 1736 House) and the preservation efforts going on there; and the preservation of all the homes and lands on the north side of Main Street between the Harding Conservation Area and Job Lot, many of which belong to Harding descendants. This special primarily family-owned tract remains essentially unchanged and is unique in its ties to the past in that it is so typical of the historic landscape in West Chatham. We are told that it will remain that way and we can only thank Jane Patterson and her family for promising to do so.*

*The former Luscious Louie's building is historic. The Hess service station, which serves the community and beyond, is clean and attractive, as is Market Place. The West Chatham neighborhood center is blessed with ponds and parks, such as Samuel Hawes Park. In my opinion, all of these places speak of the sense of place and the times in which they were built, or the blessing of their location.*

*We've heard some awful comments about West Chatham at these meetings. We just don't see it that way.*

*The Town's Master Plan, the Land Use Section of the Comprehensive Plan, states that the unique nature of each neighborhood center should be preserved, and I must say that residents and property and business owners in West Chatham try to do just that. West Chatham is*

- *the second most important commercial area in Chatham next to downtown*
- *a post office*
- *businesses with accessory apartments*
- *retail stores*
- *professional offices*
- *a convenience store and gas station*
- *restaurants*
- *proximity to the bike path*
- *Samuel Hawes Park and the Captain Harding Conservation Area as mentioned earlier, and*
- *Public transportation*

*So there already is a neighborhood center, but someone wants to expand commercial activity even when there are failing businesses throughout the area. We want to go on record that we do not want the West Chatham neighborhood to become another downtown.*

*Someone or some group wants to increase density, and this is strictly in violation of the Comprehensive long Range Plan.*

*I believe everyone would like to see the appearance of the area improved between George Ryder Road and Barn Hill Road with landscaping and upgrades of commercial property, with new street lights, and sidewalks and crosswalks. Perhaps utility poles could be relocated to less visible areas. It would be beneficial to have some shared parking in the back to allow greater walkability. But why do we have to go much further than that? The idea of taking private property so the buildings can be torn down and moved closer to the street might be a tad too much for many in West Chatham. Maybe it will be done by private individuals, but how do we know if people with deep pockets will be around to do it, or if it will be a worthy investment? More shops and boutiques certainly would not succeed today. If there is someone who wants to tear down all the buildings - except the historic ones of course -let them come to the Town with a plan. Then we can judge it.*

*That said, the West Chatham Association has some recommendations. Extend the boundaries of the neighborhood center from Barn Hill Road to the street just to the west of the former 1736 House. It would then have a strong sense of entry balanced with historic properties on either end which would define the area, and it would include Market Place, a logical addition to the neighborhood center.*

*Change the zoning on the north side from Job lot to Wheldon Way to Residential with 20,000 sq. ft per property. Keep that lovely sprawl of historic homes and green space. (Sprawl isn't always bad.) Change the zoning of the Captain Harding Conservation Area to Municipal-Conservancy. That's never been done, and we don't know why.*

*Keep under all circumstances the turning lane through the center. The overwhelming majority of citizens and all of the business owners are united to be sure that it is not eliminated.*

*We won't repeat our vision of the roadway. But the road is certainly part of any vision and, for now, we'll leave that to the people and to MassDOT which does not look favorably on any project on which there is deep divide, as there is on this.*

*It seems to us that town officials should be focusing on the areas between the neighborhood centers. There is nothing in the Town's Master Plan (the Land Use Section) that says to increase density in the neighborhood centers. To the contrary, it says not to - never to maximize density.*

*I hear the Comprehensive Plan quoted so frequently, but from sections other than the Land Use Section, and sometimes statements that I can't find anywhere in the Plan which I am familiar with having served on the Long Range Planning Committee at the time it was unanimously approved by Town Meeting in 2003.*

*Please keep in mind that it was only the Land Use Section that the Planning Board adopted as the Town's Master Plan, and remember that a purposeful action was taken to eliminate the words "Village Center" from the Comprehensive Plan. You won't find those words in the document because numerous groups and many people objected to them. The Comprehensive Plan calls for neighborhood centers, and as we know, West Chatham already has a*

*neighborhood center. It can be spruced up with trees and landscaping, better street lighting and pedestrian-oriented features, but it seems that most citizens want to keep it pretty much as it is. We hope town officials will keep that in mind.*

---

Project: West Chatham Visualization and Land Use Project  
Date of Correspondence: May 12, 2011  
Correspondence Type: Memo  
Comment By: Rick Leavitt

*Last week's public meeting helped us to understand the threat of sprawling strip development on Route 28. I want to compliment you and your team for helping us to visualize that threat and begin to visualize alternatives recommended in Chatham's Comprehensive Plan.*

*Now that two lane traffic calmed Main Street for West Chatham center has been approved by Selectmen, we can begin seriously to confront sprawl on Route 28 and end its threat to our cherished way of life. Chatham's Comprehensive Plan identifies sprawl as **"increased dominance of the automobile encouraging strip development, requiring more parking lots, undermining the character of neighborhood centers and threatening the safety of pedestrians and bicyclists"**. The core idea of the Plan is to prevent sprawl on Route 28 by restricting future commercial development to a compact but limited neighborhood center in West Chatham.*

*Critics fail to understand this core idea. Ironically, there is a presumption on their part that any increase in the center's activity will change the centers character for the worse. It can hardly become worse. Their presumption runs counter to experience and common sense. We have only to look at our Downtown and other traditional town centers on the Cape to understand why. Centers attract a variety of activities within a compact area thus preventing those activities from sprawling all along the highway catering only to the automobile. Why would anyone want our small, scenic town to become dominated by the automobile and the busy highways that serve them?*

*In today's world of high gas prices and greenhouse gas emissions, people want walkable, bikeable neighborhoods that not only save money and protect the environment, but are good for their health also. There is another reason to avoid sprawling strip development on Route 28. Many jobs in Chatham are dependent on our tourist industry. Vacationers and second home owners are looking to avoid sprawl. We cannot take them or our economy for granted.*

*As you prepare for the last in a series of public meetings and focus on alternatives to sprawl recommended in Chatham's Comprehensive Plan, I want to address three key components of the Plan:*

*First, in response to development concerns, a suggestion has been made to adopt conventional, land consumptive "suburban residential subdivision" on half acre lots for the north side of the center reserved for residential use. A more conservation minded way to address this concern is to adopt "conservation subdivision", an innovative variant of "open space subdivision", recommended in the Comprehensive Plan.*

*Conservation subdivision allows building more housing units on smaller lots, like in Chatham's Old Village area, in return for the developer deeding up to 75% of the land for permanent conservation. This innovation is particularly appropriate in areas like West Chatham center where compactness is desirable and land is contiguous to the ten acre Hawes Park conservation area allowing public access to the Park from the center.*

*Second, the Plan's emphasis on "buildings with characteristics of scale and relationship to each other and the street that are compatible with Cape Cod traditions" means adopting regulations that allow for greater compactness in the center than presently exists. New or rebuilt buildings scaled no larger than restored historic buildings in the center would be located closer to the sidewalk and to each other.*

*This traditional, compact configuration of buildings lends itself to convenient pedestrian access to stores and convenient motorist access to shared parking in the rear of stores. This configuration of buildings contributes to slower traffic in the center by defining the street more crisply for motorists. We instinctively slow down when we encounter compact neighborhoods with pedestrians walking and crossing streets. I don't understand why improvements like this will inconvenience or harm anyone, particularly our friends the business owners.*

*Third, it is important to understand that the modest innovations for the center recommended in Chatham's Comprehensive Plan and described above are not an end in themselves. They are a means to an end of far greater significance -- preventing highway sprawl on Route 28 between the center and Downtown from changing Chatham's character and damaging Chatham's tourist economy over the long term. The number one goal of Chatham's Comprehensive Plan is to "prevent Route 28 from becoming a sprawling strip of small and general businesses allowed under present zoning".*

*To accomplish this goal, the Plan recommends changing zoning on Route 28 between centers from commercial to residential and restricting future commercial development to the West Chatham neighborhood center. Seemingly bold, the Plan's alternative to sprawl merely reflects the current trend to residential development along 28. While existing businesses are grandfathered in, future down-zoning there stops any more commercial development on 28 between centers.*

*I have found that by emphasizing the down-zoning feature of the Plan, concerns over development in the neighborhood center are moderated or dissolved. Residents become reassured that the Comprehensive Plan to prevent sprawl is development neutral – that overall, development intensity along Route 28 in Chatham is minimized, never maximized.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: June 8, 2011  
Correspondence Type: Email  
Comment By: Priscilla Laubenstein

*I am in favor of retaining turning lane on 28 and a roundabout at junction of George Ryder Rd. and 28*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: June 30, 2011  
Correspondence Type: Email  
Comment By: Judith B. Kelley

*I continue to call for keeping the turning lane in West Chatham Rt. 28. it works now and keeps the traffic flowing. A two lane road would certainly cause many tie-ups during the summer months. I would also prefer some sort of traffic lights at Barn Hill and George Ryder Roads.*

---

Project: West Chatham Intersections & Corridor Project  
Date of Correspondence: August 24, 2011  
Correspondence Type: Email  
Comment By: Barbara and John Cotnam

*West Chatham Corridor Compromise August 24, 2011*

*We live in W. Chatham and have been listening to recommendations to improve the 1,500 foot stretch of road on Rte. 28 from George Ryder Rd to Barn Hill Rd. All parties involved in the process agree that the corridor design should be safe and functional, while enhancing the rural character of the area. Everyone agrees to reduce the roadway width, upgrade the landscaping with increased green-space, and slow down vehicle speed. The Selectmen have weighed in, but are not unanimous in agreement about whether to narrow the road to two lanes. We and a substantial number of W. Chatham residents and the majority of business owners along the corridor believe there are compelling reasons to keep the three existing lanes, but to narrow the lanes to 11 feet each, making the roadway a 33 foot width, not the current 42 foot width. That is a reduction of 9 inches of asphalt throughout the length of the corridor. Multiplied by 1,500 feet, the result is a total of 13,500 feet less asphalt. The third lane allows vehicles to make left hand turns without bringing traffic to a halt and also permits emergency vehicles to pass through quickly.*

*The corridor is an unusual stretch of road in Chatham characterized by frequent left turning vehicles. Traveling west, beginning at Barn Hill Road, left turn options lead to residences and Harding's Beach, businesses within a shopping center, Seaquanset Rd., the West Chatham Post Office, more businesses, George Ryder Rd. South and a shopping/apartment complex. Approaching the corridor driving east on Rte. 28 starting near the George Ryder Road intersection (where according to Town records, the most accidents occur of any other intersection along Rt 28) vehicles turn left to access a gas station and convenience store, the*

*Chatham Airport, the new Police Station and Chatham Town Hall Annex, businesses, residences and offices.*

*We recommend aligning (as much as possible) George Ryder roads and Rte. 28 and installing an overhead "smart signal light that is semi activated" - as recommended by State Traffic consultant, Doug Prentiss. Similarly, a semi activated traffic light installed on a small island in the middle of Rte. 28 at the junction of Barn Hill Road will tame traffic entering the corridor from the east and allow for safe turns onto Rte. 28 from Barn Hill Road in the high season. Traffic can also be tamed by adding attractive street lights. The use of brick paving is recommended for the north and south sidewalks and street crosswalks. Brick paving gives a residential ambiance to the corridor and will tend to slow down traffic. Crosswalks need good signage and the speed limit should be posted to 30 mph (rather than the current 40 mph signs). Widen the green space along the road on both north and south sides and create a narrow four foot sidewalk on the south. Install a five foot brick sidewalk on the north side of the road with a contiguous four foot asphalt bike path next to the brick sidewalk. The use of trees, shrubs and perennials planted in the widened green space will also improve the appearance of the W. Chatham corridor and further tame traffic.*

*This compromise plan could move the project forward and improve the safety, function and appearance of the area to benefit not only W. Chatham but all of Chatham.*

---

Project: West Chatham Visualization and Land Use Project  
Date of Correspondence: November 15, 2011 (May 15, 2011 Statement)  
Correspondence Type: Email  
Comment By: Bill Tuxbury on behalf of the  
West Chatham Association, Inc. Board of Directors

*I'm speaking on behalf of the West Chatham Association's Board of Directors.*

*We have fully vetted Mr. Lipman's report to you, and believe there are numerous mis-statements and unsupported conclusions in it. We are puzzled by certain statements that indicate that one group wants this and another group wants that. We still haven't found our group's position reported – at least not accurately. Statements are made about meetings with our group that we don't remember at all. And summary points were developed that we never heard any consensus on.*

*Here's an example: what group is it that is against affordable housing? Certainly not the WCA. Some of you might recall that when we were trying to purchase the LaRose property – now the Hook Fishermen's headquarters, we worked with several affordable housing groups such as Housing Assistance Program in an effort to have two duplexes with a total of eight bedrooms. We specifically suggested to Mr. Lipman that there be affordable housing above the commercial buildings in the center. That is not the way it came out in the Report.*

*And mixed uses. We support mixed uses in the neighborhood center. A concentration of mixed use does not mean increased density. The redevelopment of the LaRose and Sou'wester properties are prime examples consistent with the Comprehensive Plan to preserve the unique character of the neighborhood centers.*

*Throughout the Report, Mr. Lipman keeps repeating that his conclusions are based on public input. It simply isn't true. The overwhelming majority of West Chatham citizens have said again and again that they don't want many of the changes that are being recommended. If asked what changes – the road layout, increased density, increased commercial activity. The last time we reported the number of townspeople who have signed a petition against the elimination of the two-way turning lane, it was 1533. Now it is just under 1700 and the businesses are still collecting signatures. Look at the addresses, these are locals.*

*We are also puzzled that the zoning changes are restricted to West Chatham. Why is it that West Chatham is being singled out? We would be more interested – less concerned - if changes were being suggested for all neighborhood centers.*

*The report states that the West Chatham Visualization Project was established to create a place more typical of Chatham's traditional neighborhood centers. Which ones are they? Picture North Chatham. Is that the tradition? A huge parking lot and the buildings set back a hundred feet or more? Or the Cornfield? The people of South Chatham have been saying for years that they don't want a neighborhood center, not if it means greater density and increased commercial activity. Buildings in West Chatham are closer to the street than most areas.*

*Also in the report is the suggestion that the town consider long-term strategies to support businesses financially during reconstruction, so that the reconstruction does not threaten business solvency. One can only assume that the long-term plan is to tear down Shop Ahoy and maybe DeAngelos and Kreme and Kone and reconstruct buildings closer to the street, and while the businesses are shut down, the town will provide financial assistance to the business owners. We aren't doing that for all the lost business while the sewer pipes are being installed. But the suggestion is that we do that for some future disruption when a private owner is willing to tear everything down and rebuild. I'm not sure taxpayers will favor that.*

*I should have said right up front that the areas between neighborhood centers were never discussed at meetings –but for the record, the West Chatham Association is in full agreement that the areas between neighborhood centers should be zoned R20 and not Small Business. We are in favor of amending the Zoning ByLaws to prevent further sprawl along Route 28 and we support the areas to the east and the west of the neighborhood centers to be zoned Residential.*

*We also have no problem with cluster zoning. We have a cluster bylaw and we believe there are adequate requirements for density and green space.*

*We think that West Chatham is the most compact, most focused of all the neighborhood centers, and, other than downtown, the buildings are closer to the road than any other neighborhood center*

*Mr. Lipman refers to “modest increases in density”, and referenced “Those opposed to any new density”... That’s not us. We suggested modest increases in density to Mr. Lipman, although we did say that any significant increase in commercial use seemed counterproductive because there are currently so many empty stores. No one likes to have their position misrepresented, but that’s what happened here. We are curious though what percentage of increase in density Mr. Lipman and this Board is proposing.- we haven’t heard that yet.*

*Mr. Lipman notes that the turning lane makes crossing the road more difficult. However, in the previous paragraph, he notes that the WCA’s recommendation of median islands represents a safety improvement. It seems obvious to us that median islands are safer because they allow a refuge for pedestrians who only have to cross one lane at a time.*

*I appreciate the time you have allowed me. There are many other issues we’ll like to talk about, including faulty interpretation of the Comprehensive Plan. We will save that, but the point is that the Report does not accurately reflect what attendees proposed or what they opposed, and that when you are ready to adopt zoning changes that they will apply town-wide and not just to West Chatham.*

**WEST CHATHAM PROJECTS  
WRITTEN COMMENT LOG  
LETTER/EMAIL ATTACHMENTS**

**11/24/10**

**West Chatham Village and Business Association (WCVBA)  
Letter Attachment**

**01/13/11**

**West Chatham Association (WCA)  
Letter Attachment**

**03/01/11**

**John DaSilva, AIA  
Email Attachment**

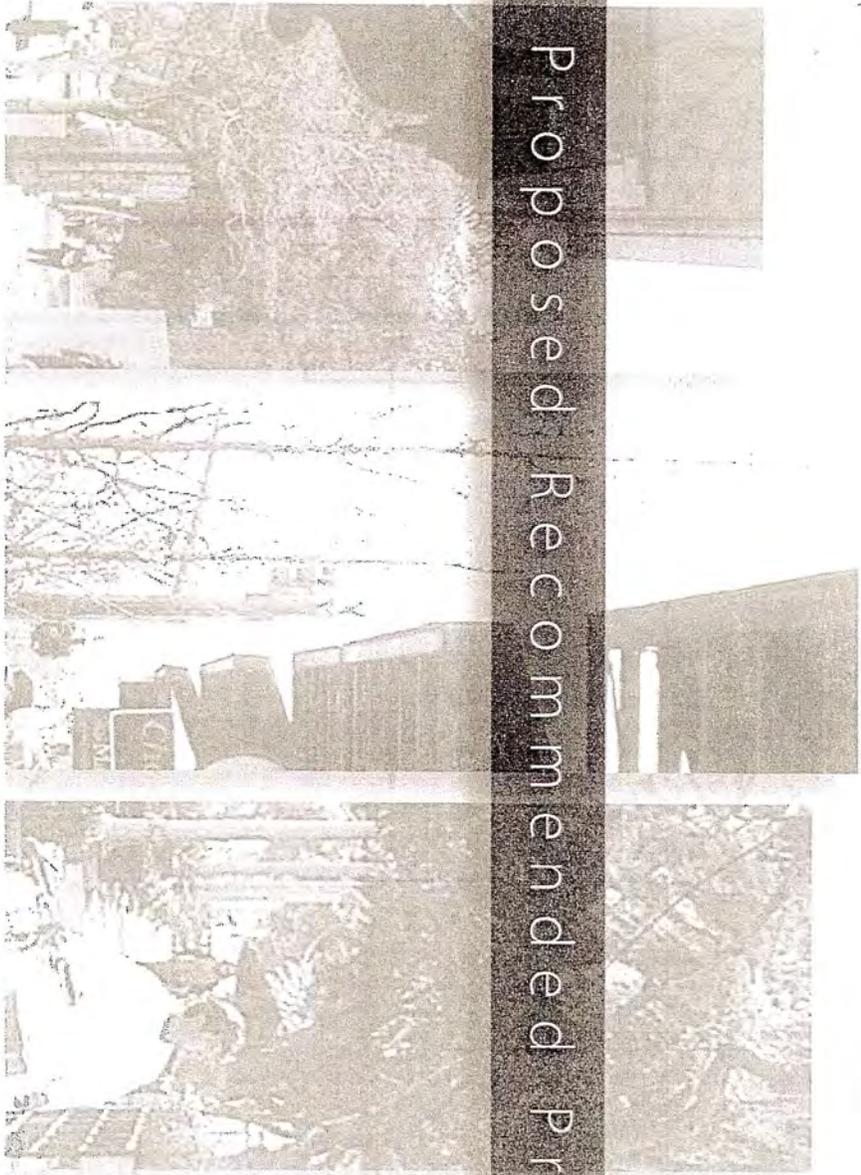
**04/26/11**

**John DaSilva, AIA  
Letter Attachment**

ITE.ORG

Context sensitive  
solutions for  
walkable  
communities

An ITE Proposed Recommended Practice



## Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities



Main streets used to be the principal thoroughfares of American towns, where people could find all types of goods and services. They were the center of commercial, social and civic activities. Main streets thrived until the 1960s and 1970s, when larger-scale, auto-oriented shopping centers became popular. Many communities now are revitalizing their main streets to return to a traditional small-town mercantile environment or are creating hybrids of traditional and contemporary commercial centers.

The value of today's main streets is summarized in this quote from Portland Metro's Main Street Handbook: "Main streets flourish because they provide a variety of goods and services, a pleasant community environment and efficiency for those who frequent them. When people do their shopping at a main street, they simply accomplish more with less travel, and may find the experience more entertaining."

### Creating Quality Main Streets

Main streets may be located in any context zone, but are most commonly found in suburban (C-3), general urban (C-4) and urban center (C-5) contexts. They are usually short segments of arterial or collector streets, often only a few blocks in length. They are within a grid or interconnected system of local streets serving the commercial center of town.

Land uses comprise compact, mixed-use development, sometimes with a strong retail and entertainment emphasis, or an equal mix of residential and commercial. The buildings are low-scale (generally one to three stories), are oriented to the street without setback and are closely spaced, as shown in **Figure 1**. Parking lots or garages are located behind or to the side of buildings. Public parking comprises on-street parking and public parking facilities that support a "park once" environment.

The design of main streets includes wide roadsides that support active uses such as street cafes, social interactions, strolling and window-shopping. Main streets, by tradition and design, are pedestrian friendly. Main streets typically are no wider than two



**Figure 1.** Buildings on main streets can be one to three stories tall, close together and built up to the roadside. Source: Reid Ewing and Michael King.

travel lanes, provide on-street parking and may contain bicycle lanes. The key ingredients for a successful main street include:

- The architecture of the adjacent buildings, urban design features, the appearance of the street frontage and the provision of public spaces
- The types and mix of uses, particularly those that generate pedestrian activity and create an active day and evening place
- The design of the street to accommodate all modes
- A public parking strategy that encourages walking

### Overview

The CSS publication was developed to provide planners and designers with guidance and information for using flexibility in existing American Association of State Highway and Transportation Officials (AASHTO) policy and information for context sensitive solutions (CSS) in design of major urban thoroughfares (arterials and collectors). The report was a joint effort between the Institute of Transportation Engineers and the Congress for the New Urbanism, sponsored by the Federal Highway Administration and the Environmental Protection Agency.

The publication describes:

- The importance of integrating the principles of CSS in urban roadway improvement projects,
- How CSS principles can be used in the transportation planning and project development processes, and
- Specific guidance on thoroughfare cross-section and intersection design.

The publication, published as an ITE Proposed Recommended Practice to supplement existing AASHTO policies and information, provides the user community an opportunity to use the new guidance and information, then to provide suggestions for improvements to be incorporated into the final ITE recommended practice.

According to a report prepared for the New Jersey Department of Transportation ("Scoring Formula for New Jersey's Main Streets," Rutgers University, March 2003) the attributes of a main street that significantly affect how people view the street include:

- The proportion of street frontage with active commercial uses
- The proportion of street frontage with dead space, such as vacant lots, parking lots and blank walls
- The proportion of street frontage with parked cars generating activity, buffering the roadside and slowing traffic
- The proportion of the street with a tree canopy
- The number of travel lanes, where streets with more than two lanes are perceived as having higher speeds, more traffic and being less attractive
- Average sidewalk width, with wider facilities providing more public space and greater levels of activity (see **Figure 2**)
- Visible curb extensions



**Figure 2.** Wide roadsides, created by setting back several buildings, provide for public spaces and future street cafes.

## Factors that Create Main Street Thoroughfares

The roadway designer needs to consider a number of factors to create an appropriate main street environment, often requiring trade-offs such as balancing traffic throughput with economic development goals.

### Traveled Way

In designing the traveled way, consider three important factors: speed, width and parking. Because of the pedestrian-oriented nature of main streets, the target speed should be kept low (20 to 25 miles per hour), even on principal arterials. This speed not only improves users' perception of the street, but creates a safer environment, accommodates frequent parking maneuvers and is consistent with restricted sight distances encountered in urban places. The width of the traveled way affects users' perceptions of the speed and volume of the street. Wide streets may be perceived as a barrier to crossing, where frequent crossings are desired and encouraged. Typically, main streets are two lanes wide with parallel parking on both sides, resulting in a traveled way width of 38 to 40 feet or 48 to 50 feet on streets with bicycle lanes. Wider streets may be required to accommodate angled parking. More travel lanes may be appropriate based on community objectives. On-street parking is an important feature on main streets. It provides a source of short-term parking for adjacent retail and service uses, buffers pedestrians from traffic and produces street activity.

### Roadside

Roadside design requires the width to accommodate anticipated levels of activity. Of all thoroughfare types, the provision of distinct roadside zones is very important on main streets. The clear pedestrian thoroughway should be wide enough, at a minimum, to allow two people to walk side-by-side. The frontage zone should allow for window-shopping, seating, displays and pedestrian activity at building entrances (see Figure 3). The furnishings zone needs to accommodate many functions, including street trees, planting strips, street furniture, utilities, bicycle racks, transit facilities and public art. If community objectives desire and regulations encourage restaurants, ensure the roadside furnishings zone can accommodate street cafes. The edge zone will need to accommodate frequent car door openings, parking meters and signing.

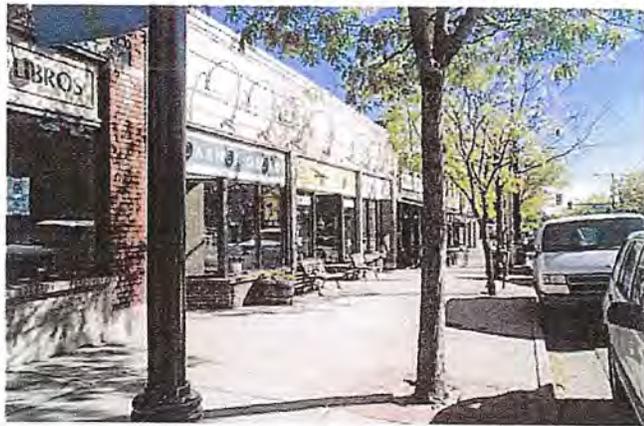


Figure 3. Even a narrow frontage zone can provide seating, merchandise displays, landscaping and other amenities.

### Intersections

Main street intersection design should emphasize slow speeds. Intersections should be as compact as possible with short crossing distances, using curb extensions where possible. Curb return radii should be minimized and based on the design and

Context	Suburban (C-3)		General Urban (C-4)		Urban Center (C-5)	
	Commercial Main Streets					
	Avenue	Street	Avenue	Street	Avenue	Street
Building Orientation (entrance orientation)	front side	front side	front	front	front	front
Maximum Curbback	5'	5'	0'	0'	0'	0'
On-Street Parking Access/Location	rear, side	rear, side	rear, side	rear, side	rear, side	rear, side
Roadside						
Recommended Roadside Width	15'	14'	16'	14'	18.5'	16'
Edge Zone	1.5' minimum for operational clearance. Use 2.5' if angled parking is considered. Ensure edge zone is wide enough to accommodate parking meters, utilities and signs.					
Furnishings Zone Width	6' tree well	5-6' tree well	6' tree well	5-6' tree well	6' tree well	6' tree well
	Consider wider furnishings zone to provide public spaces and if main street uses include the potential for street cafes.					
Pedestrian Thoroughway (min.)	6'	6'	6'	6'	6'	6'
Frontage Zone	2.5' to 3' minimum to accommodate commercial activity along building fronts. Consider wider frontage zone (6' or wider) if potential for street cafes or merchandise displays.					
Street Lighting	Intersection safety lighting, basic street lighting and retail pedestrian-scaled lighting.					
Traveled Way						
Target Speed (mph)	25	20-25	25	20-25	25	20-25
Design Speed	Design speed should be a maximum of 5 mph over the target speed.					
Number of Through Lanes	2-4	2	2-4	2	2-4	2
Lane Width	10-11'	10-11'	10-11'	10-11'	10-11'	10-11'
Parallel On-Street Parking Width	8'	8'	8'	8'	8'	8'
Minimum Combined Parking/Bike Lane Width	13'	13'	13'	13'	13'	13'
Medians	None	None	None	None	None	None
Clear Lanes (min./preferred width)	5/6'	5/6'	5/6'	5/6'	5/6'	5/6'
Access Management	Minimize driveways on main streets. Access limit uses via cross streets and/or alleys.					
Typical Traffic Volume Range (vpd)	5,000-20,000	1,000-10,000	5,000-20,000	1,000-10,000	5,000-20,000	1,000-10,000

Figure 4. General design parameters for commercially oriented main streets. Source: Kimley-Horn and Associates, Inc.

control vehicles selected (see Fact Sheet 3, "Design Controls in CSS"). Crosswalks need to be allowed on all approaches of the intersection. Mid-block crossings are usually not necessary due to short block lengths, but may be considered where blocks are unusually long.

### Main Street Design Parameters

Figure 4 provides general design parameters for commercial streets and avenues in context zones C-3 through C-5 that may be applicable in the design of main streets.

### Implementing Angled Parking on Main Streets

Angled parking is one strategy to maximize the public parking supply on main streets. On low-volume, low-speed collector avenues and streets in commercial areas, where sufficient curb-to-curb width is available, angled parking may be appropriate. Angled parking can be implemented on both sides of the street, or on one side of street with parallel parking on the other side (see Figure 5). On some main streets, angled and parallel parking are alternated in each block. Angled parking can create sight distance problems associated with cars backing out of parking spaces. The use of reverse (back-in) angled parking in some cities has overcome these sight distance concerns and is considered safer for bicyclists.



Figure 5. An example of alternating angled and parallel on-street parking on a downtown main street.

Contact: Institute of Transportation Engineers, Philip Caruso or Lisa Fontana Tierney, 1099 14th Street, NW, Suite 300 West, Washington, DC, 20005. Phone: 202-289-0222; Fax: 202-289-7722; [www.ite.org](http://www.ite.org).

Publication sponsored by: Federal Highway Administration, Environmental Protection Agency  
Additional fact sheets are available.

West Chatham Village and Business Association

November 24, 2010

Mr. Terry Whalen, Principal Planner  
Community Development Department  
Town of Chatham  
595 Main Street  
Chatham, Ma. 02633

Dear Terry:

“Composite Scenario” #1 showing two eleven foot lanes in your October 21 memo to Bill Hinchey is a substantial improvement over the existing roadway in West Chatham. We believe more improvement possible and desirable, however, in order to implement Chatham’s Comprehensive Plan. Although we fully understand the design limitations placed on you and Doug Prentiss by DOT constraints, we nevertheless strongly believe those constraints are irrelevant to the design process. We encourage you to pursue a main street design that incorporates the best of today’s professional design thinking recommended in the enclosed report on main street design by the nationally recognized Institute of Transportation Engineers (ITE). ITE’s publication is sponsored by the Federal Highway Administration and Environmental Protection Agency.

While some of ITE’s recommended main street design features may conflict with existing DOT requirements for highway design, they more closely resemble the pedestrian oriented main street environment recommended in Chatham’s Comprehensive Plan for the West Chatham neighborhood center. Accordingly, we request that you prepare and present as an option an added “composite scenario” incorporating the following main street design features recommended by ITE:

**Travelled Way:**

- Target speed of 20-25 MPH.
- Width of 38 feet – two 11 foot travel lanes and two 8 foot parking lanes.

### **Roadside:**

- Minimum 12-14 foot width on both sides of the travelled way for an enhanced pedestrian throughway, furnishing zone, frontage zone and edge zone.

### **Intersections:**

- Intersections should be as compact as possible. The George Ryder Road roundabout should be scaled similar to the roundabout on Route 28 in Downtown's main street. The light at Barn Hill Road produces a wide three lane intersection inappropriate for a main street environment. Esthetically, there is too much exposed pavement and for safety reasons, pedestrian crossings at this intersection should not exceed 22 feet. With traffic calmed to 20-25 MPH on main street, we question the need for a light to control this intersection. Back-up on main street and Barn Hill Road will most likely be unacceptable to motorists during peak season (16,000 vehicles per day) and annoying for the other ten months of the year. Long lines of waiting vehicles together with a wide expanse of pavement produces an urban environment out of character with Chatham's sense of place. This undesirable urban environment contrasts with a desired small town main street pedestrian environment.

### **Off- Street Parking:**

- Shared parking area to the rear of south side buildings with a narrow parking area lane connecting Barn Hill Road, Seaquanset Road and George Ryder Road South. South and north side rear parking areas should also be accessed from main street with one narrow, non-roadway lane.

To the extent any of ITE's recommended main street design features conflict with DOT highway design requirements, we would anticipate Chatham officials advocating a "context sensitive design" with DOT officials and State authorities. DOT literature emphasizes context sensitive design solutions. We see no practical reason why Chatham should not enjoy the benefit of a West Chatham neighborhood center main street with up to date pedestrian oriented features widely accepted and promoted by transportation design professionals.

We believe that the design of main street is of critical importance to achieving the Comprehensive Plans primary goal of preventing sprawling strip development all along Route 28. Without a main street pedestrian orientation, a neighborhood center will not develop. Without a revitalized neighborhood center in West Chatham, the Comprehensive Plans primary goal of a lower density residential zone to gradually replace sprawling strip development all along Route 28 cannot be realized.

Reclaiming the highway to create a safe, walkable, attractive and pedestrian oriented main street for the West Chatham center is the single most important ingredient in fulfilling the Comprehensive Plan's primary goal. The Plans broader objective of preventing sprawl all along the Route 28 corridor and reducing density there should be emphasized when presenting visuals for modified land use regulations in the West Chatham neighborhood center. Despite the importance we attach to redesigning main street in the center for a pedestrian orientation, we recommend it wait until the land use visualization process is complete.

We appreciate your efforts to help Chatham realize the important goals of the Comprehensive Plan for Route 28.

Sincerely,

WCVBA Board of Directors:

Darci Sequin, Chair; Joe Craig; Dick Gulick; Rick Leavitt; Craig Vokey

Addendum 2



## TOWN OF CHATHAM

OFFICE OF THE SELECTMEN  
TOWN MANAGER  
549 Main Street, Chatham, Massachusetts 02633  
(508) 945-5100



### MEMORANDUM

TO: Leonard Sussman, Chairman  
Chatham Planning Board

FROM: David Whitcomb, Chairman *DW*  
Board of Selectmen

DATE: October 2, 2007

RE: **West Chatham Neighborhood Concept**

The development of a West Chatham Neighborhood concept is a long term goal of the Board of Selectmen for Fiscal Year 2008. At its meeting on August 21, 2007, the Board of Selectmen reviewed with staff the status of various planning initiatives for West Chatham. The initiatives presented fell into two primary areas, projects within the public layout of the existing road network and those outside of the public layout.

Regarding the development of a West Chatham Neighborhood concept, the general consensus of the Board is for the Town to keep moving forward on the projects within the public layout (i.e., the design of intersection and roadway improvements). Design of these components is essential prior to beginning any significant land use planning and zoning efforts for a West Chatham Neighborhood Center.

The Board recognized that the Planning Board should be the lead entity in developing the required zoning changes to develop a West Chatham Neighborhood Concept. Recognizing the current focus of the Zoning Bylaw Rewrite project and the status of the other public design initiatives, the Board looks forward to supporting the Planning Board in its future efforts to develop a West Chatham Neighborhood Concept.

Addendum 3**Chatham Town Office**

549 Main Street, Chatham, MA 02633  
 ph: 508-945-5100  
 fx: 508-945-3550

**Land Use**

Draft Rev. 03/15/03

**1. Land Use****Overview**

By 1900, the land use pattern in Chatham was well established, with the Town Center east of the Oyster Pond where it remains today, and neighborhood centers along Route 28. Hotels were built off Shore Road and Cottage colonies developed near Nantucket Sound. Widespread residential development eventually claimed the majority of land. Single family homes occupy most of the land. Half of the houses are used only part of the year.

Preservation of open space was a focus as the town experienced a building boom in the 1980s. The Town chose to purchase numerous packages of underdeveloped lands for conservation and watershed. Today, over 1,000 acres on the mainland (approximately 12% of the total mainland acreage) are owned publicly or privately as conservation lands. In addition, another 1,000 acres remain undeveloped, primarily in small parcels. Every effort must be made to preserve this green space and to add more in the next few years.

The primary growth management challenge facing the town today is to keep Chatham as it is now - preserving the unique character of each neighborhood, maintaining and minimizing commercial development, conserving open space, protecting embayments, ponds and other sensitive areas, while providing an economic base for Chatham's year-round residents. All these efforts must be conducted with an understanding of the town's carrying capacity and wastewater management plan.

**Goals & Policies****1.1 Goal**

**To permit only that growth and development that is consistent with the carrying capacity of Chatham's natural environment in order to maintain the quality of life in our Town. Chatham should retain its small town and seaside resort character and any development should maintain that, not minimize or destroy it. Promote the re-development and reuse of existing developed property rather than the development of vacant land. Bylaws and regulations should be created to ensure that intensity is maintained or minimized - never maximized.**

**Policies**

To reach these goals, amend the Zoning Bylaws to:

1. Prevent Route 28 from becoming a sprawling strip of small and general businesses allowed under present zoning. To do this, zoning shall be changed to limit the size of some neighborhood centers to keep development contained therein, change existing small business districts to residential zoning, and create specific criteria unique to each neighborhood center. These criteria should be designed to maintain the unique and current character of each neighborhood center while considering growth consistent with that character. Adopting a District of Critical Planning Concern for Route 28 could be a useful means of reaching this goal and implementing these policies. (LU1)
2. Density limits (dwelling units per acre) should be established, consistent with the character of each neighborhood center. A limit on commercial density/intensity should also be set. (LU2)
3. Change present zoning along Route 28 outside the new Neighborhoodcenter limits from small business to residential to control density and lessen traffic along Route 28. Non-conforming commercial entities will have to follow specific criteria that maintain or minimize the intensity of development. (LU3)
4. Revise the review criteria for hotels, motels, and inns governing new development and changes to existing establishments in order to control intensity and to ensure neighborhood compatibility. (LU4)
5. Establish a zoning designation and regulations allowing mixed residential and limited business use along Stony Hill Road. (LU5)
6. Maintain the present boundaries of industrial areas except that expansion of the district into adjacent lands may be recommended to Town Meeting by the Planning Board provided that the land is found to be suitable for industrial use and that detrimental impact to adjacent properties can be adequately mitigated. (LU5)
7. Evaluate current single family residential areas as to lot size and other dimensional characteristics to determine if changing dimensional requirements to reflect more closely as-built conditions in specific areas is feasible. (LU6)
8. Detail specific requirements for land use buffers in the site plan portion of the Zoning Bylaw. (LU7)
9. Review local bylaw provisions affording protection to pre-existing non-conforming lots beyond what the state requires on grandfathering. (LU8)

**Amend the Land Use sections of the Zoning Bylaw concerning prohibited, permitted, special permit, and special condition uses to reflect the provisions of this plan, including:**

1. Zoning bylaws should be created to limit the expansion of non-conforming residential units and to prevent increased non-conformity. (LU9)

Establish design standards for apartments accessory to non-residential buildings and for apartments created in converted non-residential buildings to require amenities such as usable yard space, landscaping, reserved parking near entrances, and to require visual screening of parking, retention of mature trees, views and privacy in site planning. (LU10)

For any new industrially zoned land, increase lot size and dimensional requirements from those presently in force to provide ample room for circulation, buffers, parking and adequate setbacks. (LU11)

Review all uses which are allowed by right, by special permit, and by special condition in all districts and amend where warranted to ensure that future land uses are compatible with all provisions of this plan. (LU12)

Establish a system for regulating home occupations.

Allowing by right those home occupations which are compatible with residential neighborhoods.

Prohibiting those which are patently incompatible within residential areas.

Requiring special permit review for those which may be compatible in a residential setting. (LU13)

Review all special permit applications for new, changed or expanded uses in light of the plan's goal to maintain and preferably minimize intensity. Any expansion or intensification of non-conforming commercial uses outside of Neighborhoodcenters and other commercial districts should be discouraged. (LU14)

**To preserve open space, the following steps are to be enacted:**

Encourage Open Space Residential development in all zoning districts with minimum lot sizes appropriate to each district. Require residential subdivision developers to submit Open Space Residential plans as an alternative to a standard subdivision. (LU15)

The Town should establish and fund a master plan to acquire property to create and maintain open space. Private entities also should acquire property to preserve it as open space. Both entities should consider purchases, easements, leases or other legal means. (LU16)

Land shall be selected for acquisition by the town, through the Land Bank Committee, Community Preservation Trust Fund or any other entity so created, if its purchase furthers the goals of this plan. Land meeting one or more of the following criteria shall be considered for purchase:

Is contiguous with other preserved open space.

Contains unprotected natural resources.

Supports plant and wildlife habitat.

Represents open space in highly visible locations, such as along major roadways.

Provides a link for existing or potential walking or biking trails.

Could provide public access to great ponds or other water bodies.

Provides or expands public recreation opportunities, including scenic vistas.

Has high development or redevelopment potential and is on a major roadway outside a Neighborhoodcenter.

Would provide benefit to the general public rather than an individual neighborhood.

Looks suitable for village greens within Neighborhoodcenters.

Encourage the purchase of vacant lots by neighborhood associations for open space by providing information to residents concerning such properties. (LU17)

The Town should seek outside funding and grants where possible to maximize its ability to achieve the goal of acquiring land for open space. (LU18)

## **1.2 Goal**

**To preserve existing Neighborhoodcenters by limiting their boundaries based on the collective needs and desires of each specific neighborhood's residents. Maintain a concentration of commercial, residential and mixed use in these neighborhoods, including affordable housing, beneficial retail and service uses as needed.**

### **Policies**

**The following Neighborhoodcenters exist in Town where a mix of business and residential development is located:**

South Chatham	The Cornfield	Downtown
West Chatham	Crowell Road	North Chatham

Establishment of Neighborhoodcenter boundaries, regulation of future land use, public improvements, and the character of development shall be guided by provisions of this plan for the individual Neighborhoodcenter. **Decisions on site plans and special permits shall be strictly guided by the plan's first land use section goal.** (LU19)

**Common criteria for all Neighborhoodcenters shall be determined to maintain a mixture of uses - residential, commercial and offices - in a compact, pedestrian-oriented center where people live and work. Affordable housing in Neighborhoodcenters shall be encouraged.**

Enhance present Neighborhoodcenter's identity. (LU20)

Consider the needs of pedestrians with respect to sidewalks, safe crosswalks where necessary, and bus stops. (LU21)

Reduce the number and width of entrances and exits to businesses in a Neighborhoodcenter to cut down on multiple and dangerous turnings, improve the safety of intersections, and provide cross-access between commercial properties where desirable. (LU22)

Provide convenient parking areas and traffic circulation, encourage shared parking and cross-access among businesses. (LU23)

Encourage attractive streetscapes by locating parking to the rear and sides of buildings, require green areas in front of buildings, upgrade the appearance and efficiency of parking areas through landscaping and reconfiguration. (LU24)

Encourage compatible and appropriate architecture and site use by instituting dimensional requirements appropriate to the specific Neighborhoodcenters, review architectural changes and new construction in light of local styles and character, require site plantings and screening of unattractive features. (LU25)

**The unique nature of each Neighborhoodcenter should be preserved. The following concepts shall guide bylaw revisions, permitting decisions, and other actions pertaining to individual Neighborhoodcenters:**

#### **South Chatham**

**Location:** Roughly from west of Morton Road to east of Post Office Square along Rte. 28.

**Description:** South Chatham is a quiet, rural neighborhood with very limited commercial activity. The predominant land use is residential. The center is zoned Small Business (SB).

**Neighborhood Elements:** Residential, small restaurants, post office, hardware store, church, village hall, branch library, fire station, public transportation (Hyannis-Orleans bus).

**Issues:** Preservation of rural character and residential setting, lack of crosswalks, poor condition of sidewalk, lack of sidewalk on north side, appropriateness of SB zoning.

**Assets:** Well established neighborhood identity; small, neighborhood businesses in keeping with character; village hall and library provide focus; architectural consistency.

**Policies/Actions:** Preserve neighborhood character; limit business to small, neighborhood establishments; prevent expansion of commercial area; improve pedestrian safety. (LU26)

#### **West Chatham**

**Location:** Along Rte. 28 (Main St.) roughly between George Ryder and Barn Hill roads.

**Description:** West Chatham is the second most important commercial area in Chatham after Downtown. There is a developed commercial area (Zoned GB-3) along the south side of Rte. 28 and on the north side at the intersection of George Ryder Rd. Low density residential uses are located on the north side of Rte. 28 in the area now zoned SB and Flexible Overlay.



**Neighborhood Elements:** Post office; businesses with accessory apartments; retail stores; offices; convenience/gas station; restaurants; proximity to proposed bike path, Samuel Hawes Park, and to public conservation land; public transportation (Hyannis to Orleans bus and Chatham Area Transit summer shuttle).

**Issues:** Highway “corridor,” strip development appearance, designed for automobile with poor conditions for pedestrians, hazardous intersections and business entrances, lack of landscaping, no focal point or sense of “place,” lack of public green space, lack of architectural coherence.

**Assets:** Proximity to proposed Cape Cod Rail Trail spur and Samuel Hawes Park, established commercial identity, sidewalk along north side, located on bus route.

**Policies/Actions:** Limit commercial development and redevelopment to the existing commercial areas of the neighborhood. Restrict area now zoned Small Business to residential use. Reduce the “strip commercial” orientation, upgrade the appearance of public facilities and encourage upgrade of commercial properties, improve vehicular safety, and improve public amenities and conditions for pedestrians. (LU27)

### **The Cornfield**

**Location:** Along Rte. 28 roughly between Pond View and Uncle Albert’s Drive.

**Description:** The Cornfield is an area of residential and commercial mix that sprawls along Rte. 28 with little cohesiveness. A sidewalk runs along the north side of Rte. 28. There are no major intersections in this area. There is one parcel of vacant land (10 acres).

**Neighborhood Elements:** Mix of commercial and residential uses; restaurants, specialty shops; service businesses; offices; public transportation (Hyannis to Orleans bus).

**Issue:** Lack of focal point and public green space, lack of sidewalk on south side of Rte. 28, poor condition of sidewalk on north side, no crosswalks, highway “corridor” appearance, traffic congestion and turning movement problems, highly visible utility poles and wires on both sides of Rte. 28, inadequate space for parking, sidewalk, and landscaping along north side of Rte. 28.

**Assets:** Landscaped areas along south side of Rte. 28, cross-connections between parking areas of businesses on north side of Rte. 28, sidewalk along north side, adequate room for sidewalk on south side, located on bus route.

**Policies/Actions:** Future development and redevelopment should emphasize varied residential uses and limit commercial uses to serve the neighborhood. Aesthetics, traffic safety, and pedestrian amenities should be improved. (LU28)

### **Crowell Road**

**Location:** Along Rte. 28 from west of Heritage Lane to the Rotary and along Crowell Road from Rte. 28 to Tip Cart Road.

**Description:** The Crowell Road area is Chatham’s cultural, public facilities, and recreation center. The intersection of Crowell Road and Rte. 28 is the commercial center of the neighborhood. Commercial and residential uses are interspersed with cultural and public facilities through the neighborhood.

**Neighborhood Elements:** Post Office, Depot Rd. Elementary School, police and fire stations, public recreation (ballfield, playground, tennis courts, community center), former Main St. School, neighborhood conveniences (grocery, drug store, retail, restaurants, barber shop, banks, church, convenience, gas), art galleries, and residential uses (single family and apartments), public transportation (Hyannis to Orleans bus and Chatham Area Transit summer shuttle bus).

**Issues:** Poor conditions for pedestrians at Crowell Road intersection and along south side of Rte. 28, congestion and lack of parking at post office, traffic congestion and turning movement problems, lack of street trees, competing uses and limited space on town-owned sites.

**Assets:** Public recreation facilities, connection to proposed Cape Cod Rail Trail spur, sidewalk along north side of Rte. 28 and west side of Crowell Rd., located on bus route, signalization of Crowell Rd. Intersection.

**Policies/Actions:** Allow a mix of multi-family residential, cultural, recreational, public facilities, and neighborhood

pristine environment at the edge of the sea was now a much-desired commodity.

The immediate effect was a burgeoning year-round population, which exploded during the summer months, accompanied—as might be expected—by continuing development of new houses and businesses. Growth was tempered, however, by the same factors which lay in Chatham's history for over 250 years: a conservation ethic which sought to protect and retain a dwindling open space; a preservation ethic which cherished the historical attributes and scale of the typical New England village; and the continued sense, if now largely spiritual, of a town set apart from its neighbors.

## Chatham Today

Chatham's spiritual, perceptual, and to a certain extent, geographic sense of isolation continues to shape its outlook and response to outside forces. Although Chatham is no longer a "small New England fishing village," the desire to remain a small and close-knit community guides many of the aspects of life within the Town.

Chatham's off-the-beaten-path location has meant that it has escaped from many of the overwhelming development pressures experienced by other Cape towns. Those that come here choose to do so — it is difficult to drive through Chatham on the way to another destination. Development has taken place, although more slowly and with somewhat better control than elsewhere. Chatham still retains its village character with its Cape Cod style, its distinct neighborhood centers, its small, intimate building scale, "walkability," community gathering places, monuments and museums which sustain its connection to the past, and perhaps most importantly, its strong relationship with the sea.

The tremendous changes since World War II, have not bypassed Chatham completely. The Town has undergone significant alteration, transforming itself from a fishing village and resort into a retirement and tourist destination. The fishing industry is threatened. In summer the population triples.

Many of the changes resulted from national trends that started after World War II and are continuing: escalating population and residential development. Each decade since the War, a thousand year-round residents have settled in Chatham, tripling the population since 1945. Over three thousand houses have been built since 1960, more than doubling their numbers. Today, half of the houses are seasonal, and about a third of the adults are retired.

Residential growth has eaten up land. Over half the land in town has been developed for residential use compared to one fifth before the war. With commercial development following residential, open space has dwindled from over sixty percent of the land to less than thirty percent just since 1960. Loss of open land has meant more than numbers — it has meant more roads and the virtual disappearance of cart paths and dirt lanes, more traffic and demand on natural resources, loss of land for public use, the blocking of views from the hills and along the lakes and ocean shores, and the near disappearance of agriculture. The wide open and country look Chatham had early in the century has given way to a wooded and suburban appearance.

The increased population has also brought with it economic diversity and growth. The construction industry has flourished. The retired population — which has blossomed in recent decades — brings with it economic and cultural stimulation. The ever-increasing tourist industry has created business and jobs. Despite the problems of seasonal employment, the decline in fishing and agriculture, and high housing costs, residents' economic opportunities have broadened with population growth.

While other Cape towns have suffered from economic growth, with strip development bleeding commercial centers and destroying community character, Chatham has fared reasonably well. Strip and franchise development have been moderate, thanks in part to Chatham's not being a town tourists cruise through. Our downtown is a thriving village.

While some residents say it is geared too much to tourism and that crowds and traffic squeeze them out in summer, the downtown still has its village character and is the envy of many other Cape communities.

A collective vision for Chatham is difficult to derive primarily because of the diversity of the population. The tight-knit village of 7,000 that shop and go to school, work, church, and Town Hall, blooms to 25,000 in a summer season that has grown beyond its traditional perimeters of Memorial Day to Labor Day.

There are several distinct populations which make up Chatham's character. Year-rounders encompass those who have lived by these shores for generations and "washashores" who have come to work or retire here. This is the

participatory group –

they dig clams, longline for fish, heal the sick, own or man the shops/restaurants/motels, clean the houses, write the wills, fix the cars, teach the children, build the houses, visit the Council on Aging, serve on committees, vote in elections, and wrangle and compromise at dozens of town meetings. They are the base, they have picked the course, and they feel that Chatham belongs to them.

There are the summer people, some fifty percent of whom are landowners and taxpayers and many of whom have been summering here for generations. Annually, the year-rounders welcome them back as friends and acquaintances. Their desire is for Chatham to remain always as they know it, because even if they can't vote, Chatham also belongs to them.

And there are the renting tourists and the day trippers, who flock to the beaches, the stores, the band concert, the restaurants, the lighthouse. They bring the summer economy, the summer problems and remind us, by their sheer desire to come here, that we must plan for them. Chatham belongs to them too.

As diverse as Chatham's population is, there is agreement: people are happy with the Town and want it to stay the way it is. There is great concern that Chatham not fall victim to development forces which would deteriorate its uniqueness and turn it into Anyplace, USA. When asked, visitors, residents and part-time residents almost all have opinions on how things could be improved. But the overriding concern is for Chatham to hold onto what it has and ward off changes which could undermine its character and beauty.

Chatham has weathered change as well as it has partly because of its luck of being off the beaten path and partly because people care about the town and have invested their time in it. Chatham's growth has been guided by the people who live here. Individuals have been able, and continue to be able, to "make a difference" in their town, and they continue to be sensitive to the wishes and desires of all of the population. For Chatham to preserve those aspects of life that are cherished and important to all, to retain its special sense of community, and to foster growth that is appropriate to the town requires careful management and a collective vision of the future.

## Guiding the Future

The initial step in the development of a Comprehensive Plan, is to identify what people feel would threaten the existing quality of life that they so clearly want to preserve. Then, if we can articulate and agree upon what we see as our collective goals, we can find the proper tools and solutions to enable us to achieve these goals.

In some cases, however, what is important to one group might be in conflict with what is important to another. Recreational use of our waters, for example, can be in conflict with shellfishing; increased tourism, which keeps our economy alive, takes its toll in traffic congestion.

If anything is clear, it is that Chathamites strongly desire a quality of life based upon the continuing historical presence and character of a small town with its overriding feeling of Cape Cod — human scale, a seaside atmosphere and physical beauty. They firmly want to protect against those things that would threaten that way of life, chief among those being:

- increased dominance of the automobile encouraging strip development, requiring more parkinglots, undermining the character of neighborhood centers and threatening the safety of pedestrians and bicyclists.
- the possible loss of the fishing industry which is important not only to the economy of the town but also to its character and history.
- an ever-increasing influx of people, especially during summer months, giving residents the perception of being crowded out.
- decreasing ability to get to and enjoy the waterfront because of erosion, development and the demands of often competitive uses.

- dwindling open land and scenic vista.
- increase in pollution to the detriment of estuaries, lakes, streams and shellfish beds.
- loss of historic features and structures through development and neglect.

In many respects, a plan that emphasizes preserving Chatham's best qualities will focus upon those things that constitute a threat to these qualities. Yet, it cannot be ignored that real and immediate problems — such as maintaining reasonable government services — are not simply tied to preservation, but address needs that will require financial and community support.

People are clearly concerned with aspects of their daily existence that may not in the past have even been thought about or questioned, but which in today's world — even on Cape Cod — are easily recognized as being critical to the fabric of our lives, namely:

- the purity of our air and water
- the preservation of natural systems
- the safety of our streets and homes from crime and physical violence
- retaining a sense of community in which people get involved
- affordable housing
- quality public services and facilities such as schools, libraries, and human services
- jobs and economic opportunity on a year-round basis

The Comprehensive Plan is an effort to preserve the very best of Chatham and check those forces that would diminish it as a special place. Our challenges are to strike a balance among the interests of Chatham's population — year-round and summer, retirees and workers, children and adults — and to find the means whereby our goals can be achieved.

What we have seen as we looked back into Chatham's past and carried this vision forward to the present day is a rich historical continuity that blends old families and traditions, summer residents and "washashores", into a small seaside town whose identity and scale have been preserved for over three centuries. The more Chatham has changed the more its people have tried to retain their links to the past and to their unique surroundings. In great measure, they have been successful so that Chatham remains today as a very special place.

The Comprehensive Plan is an effort to maintain and build on that continuity so as to hold onto the best of what we have, while simultaneously dealing with the pressures and problems of a rapidly changing world. Ensuring the survival of the things that we value in Chatham can not be left to chance.

# No Reason To Change West Chatham

Editor:

I am writing this letter to dispel any rumors that seem to floating around that there is going to be a housing complex located at the land owned by my family on Main Street in West Chatham.

In addition I want to express my extreme displeasure at a certain group of individuals who seem to feel that West Chatham needs to be redesigned. The idea of having sidewalk cafés, a gazebo, a rotary, and parking in front of businesses is totally absurd. How can this be accomplished without taking some of our and other private citizen's property? My family has absolutely no intention of selling any of this property to anyone at this point in time, especially for development. This land has been in my family for four generations.

To make a little "walking village" in West Chatham is another blatant waste of taxpayer's money. Don't we have enough

on our plates right now with the sewer expenses? Businesses in this area are being sold or are in jeopardy of closing. Isn't the present downtown business area in Chatham enough for a population of our size? I would think the principal planner of community development would be assisting the current businesses, rather than trying to spend more money developing an area that should be left alone. When did this town get so big that we have to spend a salary on a "community developer"? Does the year round population here support this additional salary when so many folks today are struggling to survive?

Please help me understand why newcomers continue to feel the need to change things? Why did they move here in the first place if they wanted a change?

**Jane Patterson**  
West Chatham

*Chronicle*  
1/6/11

# The Rise of Sprawl

SUBURBAN

and the Decline of

MAINSTAY

the American Dream

"Dissects the physical design of the suburbs brilliantly... [The authors] set forth more clearly than anyone has done in our time the elements of 'good town planning.'"

—Paul Goldberger, *The New Yorker*

Andres Duany, Elizabeth Plater-Zyberk, and Jeff Speck

## WHY TRAFFIC IS CONGESTED

The first complaint one always hears about suburbia is the traffic congestion. More than any other factor, the perception of excessive traffic is what causes citizens to take up arms against growth in suburban communities. This perception is generally justified: in most American cities, the worst traffic is to be found not downtown but in the surrounding suburbs, where an “edge city” chokes highways that were originally built for lighter loads. In newer cities such as Phoenix and Atlanta, where there is not much of a downtown to speak of, traffic congestion is consistently cited as the single most frustrating aspect of daily life.

Why have suburban areas, with their height limits and low density of population, proved to be such a traffic nightmare? The first reason, and the obvious one, is that everyone is forced to drive. In modern suburbia, where pedestrians, bicycles, and public transportation are rarely an option, the average household currently generates thirteen car trips per day. Even if each trip is fairly short—and few are—that’s a lot of time spent on the road, contributing to congestion, especially when compared to life in traditional neighborhoods. Traffic engineer Rick Chellman, in his landmark study of Portsmouth, New Hampshire, applied standard suburban trip-generation rates to that town’s historic core, and found that they predicted twice as much traffic as actually existed there. Owing to its pedestrian-friendly plan—and in spite of its pedestrian-unfriendly weather—Portsmouth generates half the automobile trips of a modern-day suburb.\*

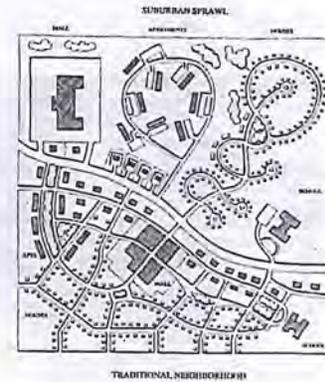
\* Rick Chellman, *Portsmouth Traffic/Trip Generation Study*, overview. Actually, half the trips here means less than half the traffic, as urban trips are generally considerably shorter than suburban trips. Interestingly, during the morning and evening rush hours, the number of trips was 60 to 70 percent lower than predicted.

But even if the suburbs were to generate no more trips than the city, they would still suffer from traffic to a much greater extent because of the way they are organized. The diagram shown here illustrates how a suburban road system, what engineers call a *sparse hierarchy*, differs from a traditional street network. The components of the suburban model are easy to spot in the top half of the diagram: the shopping mall in its sea of parking, the fast-food joints, the apartment complex, the looping cul-de-sacs of the housing subdivision. Buffered from the others, each of these components has its own individual connection to a larger external road called the *collector*. Every single trip from one component to another, no matter how short, must enter the collector. Thus, the traffic of an entire community may rely on a single road, which, as a result, is generally congested during much of the day. If there is a major accident on the collector, the entire system is rendered useless until it is cleared.

A typical neighborhood is shown in the bottom half of the diagram. It accommodates all the same components as the suburban model, but they are organized as a web, a densely interconnected system that reduces demand on the collector road. Unlike suburbia, the neighborhood presents the opportunity to walk or bicycle. But even if few do so, its gridded network is superior at handling

The suburban model presents us with a whole series of vicious circles. Traffic congestion results in the construction of additional roadways, which encourage people to drive more, generating more traffic. Engineering standards that respond to automobile dependence create environments in which walking is even less viable. Parking lots built to contain all the cars necessitated by an automotive environment cause buildings to be located increasingly farther apart, again making walking less likely. In every case, techniques developed in response to suburban land-use patterns end up perpetuating those very patterns.

• These single-use suburban pods are the real-estate equivalent of what biologists call a *monoculture*, characterized by its genetic poverty (Jonathan Rose, “Violence, Materialism, and Ritual,” 144). Environments this simple and homogeneous are not considered fertile ground for continued evolution.



Sprawl (above) versus the traditional neighborhood (below): in contrast to the traditional network of many walkable streets, sprawl model not only eliminates pedestrian connections but focuses all traffic on single road

## PREREQUISITES FOR STREET LIFE

### MEANINGFUL DESTINATIONS

The first rule is that pedestrian life cannot exist in the absence of worthwhile destinations that are easily accessible on foot. This is a condition that modern suburbia fails to satisfy, since it strives to keep all commercial activity well separated from housing. As a result, the only pedestrians to be found in a residential subdivision belong to that limited segment of the population which walks for exercise. Otherwise, there is no reason to walk, and the streets are empty.

There are three other significant factors in the provision of successful pedestrian environments. First, the street space must not only be safe but also feel safe; second, the street space must be comfortable; and third, the street space must be interesting, as safety and comfort alone are not enough to get people out of their cars. Let's examine each of these in turn.

### SAFE STREETS VERSUS DANGEROUS STREETS

The problem with current street design standards is not that engineers have forgotten how to make streets feel safe but that they don't even try. Streets that once served vehicles and people equitably are now designed for the sole purpose of moving vehicles through them as quickly as possible. They have become, in effect, traffic sewers. No surprise, then, that they fail to sustain pedestrian life.\*

\*This is, unfortunately, meant literally as well as figuratively. As the Surface Transportation Policy Project has demonstrated, "Cities which are notorious for their sprawling patterns of land use development [have] the most pedestrian deaths" (Garland and Bender, 4-5). Walking with care—and teaching your children to do the same—is of little

How did this happen? Certainly, the proliferation of automobiles in this century, along with our often blind faith in technology, has led naturally to cars taking priority over pedestrians. But part of the responsibility lies with the modernist architects of the twenties and thirties, who advocated an urbanism without streets. As Le Corbusier put it: "The street wears us out. It is altogether disgusting. Why, then, does it still exist?"<sup>4</sup> The result of the modernists' towers-in-the-park approach was not that streets ceased to exist but that architects stopped designing them. Left to the engineers, streets came to reflect little but engineering criteria.

The desire for increased traffic volume—"unimpeded flow"—has resulted in wider streets. While travel lanes on old streets are often only nine feet wide or less, new streets are usually required to have twelve-foot lanes, which take longer for pedestrians to cross. "Unimpeded flow" also has another name—speeding—adding all the more to pedestrian risk.

There are two other important factors behind the widening of America's streets. The first was the Cold War, and the second was (and still is) the requirements of fire trucks. The influence of the Cold War was profound. In the 1950s, the Civil Defense Committee of AASHTO, the American Association of State Highway Transportation Officials, was a dominant force in the determination of street design criteria. Its prescription was straightforward: street design must facilitate evacuation before, and cleanup after, a major "nuclear event." At the time, this objective may have seemed

help. A recent study found that 90 percent of pedestrian deaths were the driver's fault, with 74 percent of such deaths resulting from a traffic violation (Surface Transportation Policy Project, "Campaign Connection," 8).

3.

When it comes to street curvature, like curb radii, what works best for cars hardly works at all for pedestrians.

One would think that, after many years of building such streets and witnessing the results, the engineers—at least some of them—would have added pedestrian- and bicycle-friendly standards to their repertoire. However, Paul Box, the nation's ranking expert on subdivision street design, had this to say when asked how streets might better accommodate bicyclists: ". . . the purpose of the Subdivision Guidelines is to enhance safety and livability. Any statements encouraging bicycle use would not likely address these objectives." Presumably, we should be grateful that bicycles are still legal.

In truth, a number of engineers have accepted more reasonable design standards, but in most cases there is one thing that prevents them from putting those standards into practice: their manuals. Engineers are exposed to substantial liability in their work. The most surefire way for them to avoid losing a lawsuit is to follow the engineering manuals precisely, no questions asked. Because pedestrian-friendly streets are not specified in the manuals, they are simply not possible, despite all the evidence encouraging their use.

The reaction of most municipalities to speeding has been not to question the standards but simply to post hopeful speed-limit signs,

\* Paul Box, Traffic Engineering Consultant, P.E., Fellow of the Institute of Traffic Engineers (I.T.E.). Mr. Box has been chairman for several decades of the Committee for Guidelines for Residential Subdivision Street Design. His comment is from a September 1991 letter in response to an inquiry from I.T.E. member Chester Chellman, P.E. Given the current standards of residential roadway design, it is not surprising that, according to *Bicycling* magazine, the number of American bike riders has dropped 23 percent over the past seven years (Peter T. Kilborn, "No Work for a Bicycle Thief: Children Pedal Around Less," A21).

resulting in some rather ludicrous scenarios. In Toole, Utah, we have driven on straight streets forty-two feet wide with a posted speed limit of 30 mph. These streets were perfectly navigable at 65 mph, since that was their design speed, and that was indeed the speed at which we drove, even though we were in a quiet residential community. Posting speed limits to slow traffic on high-speed roads is futile, because people drive at the speed at which they feel safe—and teenagers drive at the speed at which they feel dangerous. Generally, the only time that people don't speed in modern suburbia is when they are lost, which is, fortunately, quite often.

In addition to narrow streets, another factor that contributes mightily to pedestrian perceptions of safety is on-street parallel parking. Parked cars create a highly effective steel barrier between the street and the sidewalk, so that walkers feel protected from moving traffic. They also slow traffic, because drivers perceive potential conflict with cars pulling in and out. Additionally, parallel parking supports pedestrian life by delivering people to the sidewalk. Since drivers are seldom able to park directly in front of their destination, they often walk past shops or houses other than the one they are visiting. If on-street parking is, for this reason, slightly less convenient, it is one of those small inconveniences that make life more interesting. While many towns and cities have rediscovered parallel parking, it has been on the decline for decades, frowned upon by the same officials who dismiss trees as Fixed Hazardous Objects. In some states, parallel parking is no longer a required skill on driver's tests.

The misplaced priorities of current traffic engineering criteria are plainly evident in the top image on page 72, taken from the cover of a D.O.T. annual report—a photograph, therefore, that one can

question in *The Death and Life of Great American Cities*: "The pseudo-science of planning seems almost neurotic in its determination to imitate empiric failure and ignore empiric success."<sup>1</sup>

#### WHY ADDING LANES MAKES TRAFFIC WORSE

There is, however, a much deeper problem than the way highways are placed and managed. It raises the question of why we are still building highways at all. The simple truth is that **building more highways and widening existing roads, almost always motivated by concern over traffic, does nothing to reduce traffic. In the long run, it actually increases traffic.** This revelation is so counterintuitive that it bears repeating: adding lanes makes traffic worse. This paradox was suspected as early as 1942 by Robert Moses, who noticed that the highways he had built around New York City in 1939 were somehow generating greater traffic problems than had existed previously. Since then, the phenomenon has been well documented, most notably in 1989, when the Southern California Association of Governments concluded that traffic-assistance measures, be they adding lanes, or even double-decking the roadways, would have no more than a cosmetic effect on Los Angeles' traffic problems. The best it could offer was to tell people to work closer to home, which is precisely what highway building mitigates against.

Across the Atlantic, the British government reached a similar conclusion. Its studies showed that **increased traffic capacity causes people to drive more—a lot more—**such that half of any driving-time savings generated by new roadways are lost in the short run. In the long run, potentially all savings are expected to be lost. In the

words of the Transport Minister, "The fact of the matter is that we cannot tackle our traffic problems by building more roads."<sup>2</sup> While the British have responded to this discovery by drastically cutting their road-building budgets, no such thing can be said about Americans.

There is no shortage of hard data. A recent University of California at Berkeley study covering thirty California counties between 1973 and 1990 found that, **for every 10 percent increase in roadway capacity, traffic increased 9 percent within four years' time.**<sup>3</sup> For anecdotal evidence, one need only look at commuting patterns in those cities with expensive new highway systems. *USA Today* published the following report on Atlanta: "For years, Atlanta tried to ward off traffic problems by building more miles of highways per capita than any other urban area except Kansas City . . . As a result of the area's sprawl, Atlantans now drive an average of 35 miles a day, more than residents of any other city."<sup>4</sup> This phenomenon, which is now well known to those members of the transportation industry who wish to acknowledge it, has come to be called **induced traffic.**

The mechanism at work behind induced traffic is elegantly explained by an aphorism gaining popularity among traffic engineers: "Trying to cure traffic congestion by adding more capacity is like trying to cure obesity by loosening your belt." Increased traffic capacity makes longer commutes less burdensome, and as a result, people are willing to live farther and farther from their workplace.

<sup>1</sup> Carol Jouzatis, "39 Million People Work, Live Outside City Centers," 2A. As a result of its massive highway construction, the Atlanta area is "one of the nation's worst violators of Federal standards for ground-level ozone, with most of the problem caused by motor-vehicle emissions" (Kevin Sack, "Governor Proposes Remedy for Atlanta Sprawl," A14).

conomic sustainability. Recognizing that it sounds easier than it really is, we present below an eight-step process for Regional Planning, admittedly in its ideal form.

## THE EIGHT STEPS OF REGIONAL PLANNING

1. *Admit that growth will occur.* The first step of any recovery program is to acknowledge that a problem exists. In regional planning as well, it is a form of denial to presume that urban expansion can be stopped. No-growth movements, when successful, last for only one or two political generations, and often serve as an excuse to avoid planning entirely. When they are eventually reversed, as they inevitably are, growth quickly resumes in its worst form.

The reasons behind this common sequence of events are economic. Growth moratoriums eventually create such a scarcity of real estate that prices become severely inflated. Meanwhile, the potential profit to be made on new development grows so high that the building industry is motivated to mount a huge lobbying effort, which seems justified by the housing shortage. Such political pressure is difficult for public servants to ignore.

Acknowledging the inevitability of growth leads to a further admission, that growth is a problem whose solution must be shared by multiple jurisdictions. Metropolitan growth nowadays is typically accompanied by the loss of population, jobs, and tax income in the core city. The social inequity that results from separating new development from old deterioration can be addressed only by governments working in concert. Since governments prefer absolute political autonomy, there is little motivation for them to do so.

abundant opportunity to positively influence their surroundings. Many successful neighborhood improvement efforts can trace their origins back to the kitchen table of a concerned citizen.

Finally, armchair urbanists can begin to undermine the hegemony of sprawl simply by spreading the word. As this book should make clear, there are too many misconceptions about the American suburb. Most of us are not in the habit of thinking critically about our environment, or about how its form can dramatically affect the quality of our lives. Just raising the topic is a valuable start. Indeed, it is the only start. None of the government reforms discussed above will ever be initiated without voters clamoring for change.

With empowerment comes responsibility. Now that citizens have earned a position in the planning process, it is their duty to become experts in good design, and to demand the same from those in charge. In this regard, it is worth repeating the five truths most often misconstrued by citizens and government alike:

- Growth cannot be stopped; it never has been. The only hope is to shape it into a more benevolent form, the neighborhood.
- The profit motive is not the problem with development. The best neighborhoods in America were built for profit.
- Most issues are interrelated. Traffic, housing, schools, crime, and the environment can be successfully addressed only if taken together, within the context of the neighborhood.
- Planners and other professionals are specialists who, when left to themselves, distort the issues. Only generalists can be trusted to offer reasonable advice.

their surroundings. Efforts can trace their citizen.

Undermine the hegemony. As this book should argue about the American way, speaking critically about the way automatically affect the valuable start. Indeed, forms discussed above for change.

Now that citizens possess, it is their duty to find the same from those of the five truths most not alike:

has been. The only form, the neigh-

with development. are built for profit. , housing, schools, successfully addressed context of the neighbor-

are specialists who, issues. Only general advice.

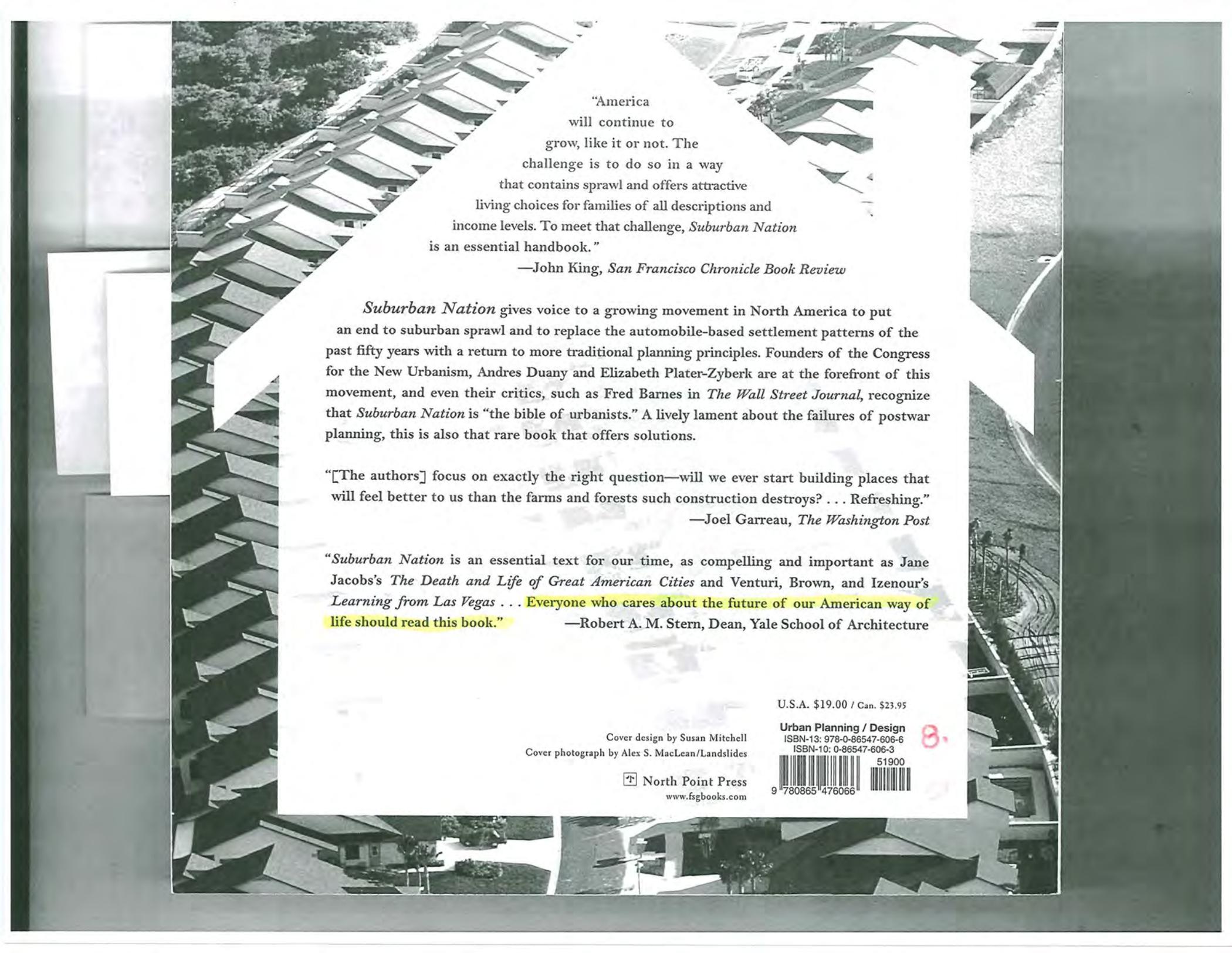
- The role of the generalist must be played by citizens, but citizens can forfeit that role by becoming the specialists of their own backyard. A Nimby is nothing but a specialist who lacks formal training.

This book attempts to create expert generalists, and we hope that it will help its readers participate in a positive way. However, we admit that the issues at stake are quite complex, and that the path of reason may not always be clear. In such situations, it may be best to simply remember this refrain:

No more housing subdivisions!  
 No more shopping centers!  
 No more office parks!  
 No more highways!  
 Neighborhoods or nothing!

Of course, the ultimate goal must not be limited to the cessation of sprawl. For our country to prosper, Americans must also concern themselves with the building of community. The immediate challenge, however, is not to convince people to support community but to confirm what they already know in their hearts: community flourishes best in traditional neighborhoods. When this fact is widely acknowledged, government officials, designers, and citizens will begin to act with the confidence that what is good for neighborhoods is good for America. Then, the work of rebuilding can begin.

7.



“America  
will continue to  
grow, like it or not. The  
challenge is to do so in a way  
that contains sprawl and offers attractive  
living choices for families of all descriptions and  
income levels. To meet that challenge, *Suburban Nation*  
is an essential handbook.”

—John King, *San Francisco Chronicle Book Review*

*Suburban Nation* gives voice to a growing movement in North America to put an end to suburban sprawl and to replace the automobile-based settlement patterns of the past fifty years with a return to more traditional planning principles. Founders of the Congress for the New Urbanism, Andres Duany and Elizabeth Plater-Zyberk are at the forefront of this movement, and even their critics, such as Fred Barnes in *The Wall Street Journal*, recognize that *Suburban Nation* is “the bible of urbanists.” A lively lament about the failures of postwar planning, this is also that rare book that offers solutions.

“[The authors] focus on exactly the right question—will we ever start building places that will feel better to us than the farms and forests such construction destroys? . . . Refreshing.”

—Joel Garreau, *The Washington Post*

“*Suburban Nation* is an essential text for our time, as compelling and important as Jane Jacobs’s *The Death and Life of Great American Cities* and Venturi, Brown, and Izenour’s *Learning from Las Vegas* . . . Everyone who cares about the future of our American way of life should read this book.”

—Robert A. M. Stern, Dean, Yale School of Architecture

U.S.A. \$19.00 / Can. \$23.95

Cover design by Susan Mitchell  
Cover photograph by Alex S. MacLean/Landslides

Urban Planning / Design  
ISBN-13: 978-0-86547-606-6  
ISBN-10: 0-86547-606-3



 North Point Press  
www.fsgbooks.com

9 780865 476066

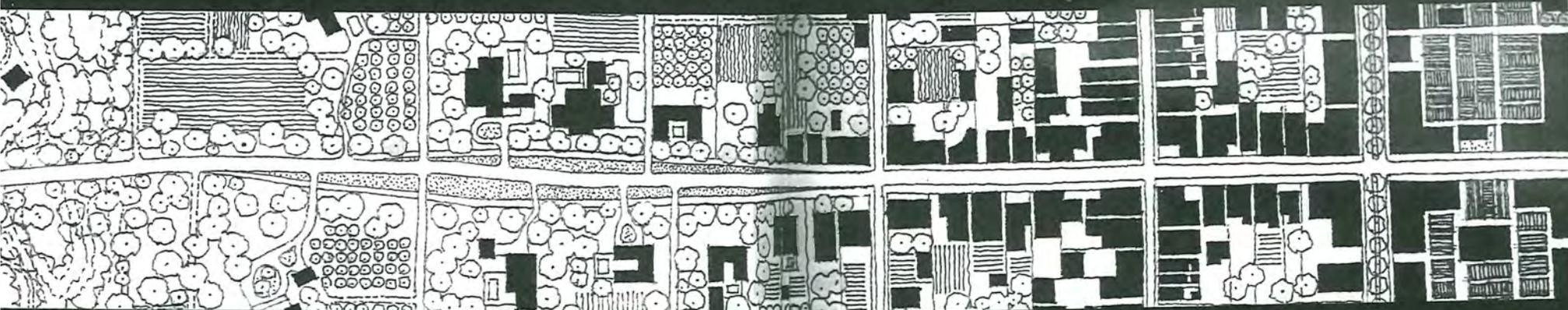
Everyone is calling for smart growth...  
but what exactly is it?

In *The Smart Growth Manual*, two leading city planners provide a thorough answer. From the expanse of the metropolis to the detail of the window box, they address the pressing challenges of urban development with easy-to-follow advice and a broad array of best practices.

With their landmark book *Suburban Nation*, Andres Duany and Jeff Speck "set forth more clearly than anyone has done in our time the elements of good town planning" (*The New Yorker*). With this long-awaited companion volume, the authors have organized the latest contributions of new urbanism, green design, and healthy communities into a comprehensive handbook, fully illustrated with the built work of the nation's leading practitioners.

# The Smart Growth Manual

Smart Growth



"*The Smart Growth Manual* is an indispensable guide to city planning. This kind of progressive development is the only way to fully restore our economic strength and create new jobs, new industries, and a renewed ability to compete in the first rank of world economies."

—Gavin Newsom, Mayor of San Francisco

Duany Speck Lydon

From the authors of *Suburban Nation*  
Andres Duany  
and Jeff Speck  
with Mike Lydon

Learn more.  Do more.  
MHPROFESSIONAL.COM

USD \$24.95  
ISBN 978-0-07-137675-4  
MHID 0-07-137675-5

9 780071 376754



Urban Planning

McGraw Hill

## 1.1 Inevitable Growth

Replace *No Growth* with *Good Growth*.



Portland, OR: By directing growth to downtown locations, Portland has become one of America's most vital cities.

The very term *smart growth* implies that development can be positive, and, until the advent of sprawl, this was the common understanding. Today, the poor quality of our built environment has convinced many people that good growth is not possible, and that the only option is to stop development entirely. Such an approach is untenable, as the population of this country is expected to grow by 30 million over the next 20 years. *No-growth* campaigns, even when successful, tend to last one or two political terms at most, and often serve as an excuse to avoid planning altogether. When such policies are eventually reversed due to housing shortages, growth quickly resumes in its worst form. The first step of effective long-term planning is to admit that growth will occur, and the second step is to focus on its quality.

## 1.3 Community Involvement

Seek community consensus for all plans.



Memphis, TN: A hands-on workshop led by the National Charrette Institute allows citizens to help shape their community.

While it is easier to plan behind closed doors, only a dictator can turn private plans into public reality. Thanks to the relatively recent democratization of the development process, the question is no longer whether the public will participate, but when and how. Wise governments and developers understand that the time to seek community participation is at the outset, allowing public opinion to help guide the project rather than to derail it at a later date. Experience shows that, when presented with the facts, a truly representative community group will usually advocate for smart growth, whose popularity has been demonstrated nationwide through visual preference surveys and polls. The challenge for planners is to thoroughly communicate the issues to a representative set of citizens, rather than meeting only with those self-selecting and single-issue groups that tend to dominate the discussion. This requires a range of communication tools, including charrettes, newspaper supplements, and real-time web posting.

### 1.13 Legalizing Smart Growth

Introduce smart growth as a way of expanding choice.



Windermere, FL: When this town needed a "traffic solution," it invested in making its downtown more pedestrian- and bicycle-friendly.

Suburban sprawl must be recognized as the default development pattern. While the past 15 years have witnessed a new thinking in the planning profession, the evidence suggests that too little has changed in reality. We can blame this situation on institutionalized business practices and rear-view-mirror marketing, but the principal cause is that in most places smart growth is technically illegal. Despite the stated policies of so many official reports and comprehensive plans, most existing codes and standards effectively outlaw the construction of compact, diverse, walkable, and connected communities. A politically realistic approach to make the necessary changes would focus less on outlawing sprawl and more on removing the impediments that make smart growth impossible. To be palatable, policies must not limit choice, but expand it to include the possibility of living in neighborhoods again.

### 3.9 The Highwayless Town

Protect neighborhoods from high-speed thoroughfares.



San Francisco, CA: When an earthquake damaged the Central Freeway, it was demolished and replaced by Octavia Boulevard, a neighborhood thoroughfare.

While high-volume roads can be good for commercial neighborhoods, high-speed roads destroy them. High-speed roads should either skirt neighborhoods or transform to a low-speed design as they enter them. This used to be the standard: highways became urban main streets as they entered towns. Unfortunately, this practice was not acknowledged in the postwar traffic manuals, and highways have reamed out much of America's historic urban fabric. Equally damaging, though less obvious, is the widening of state and county roads to accommodate commuting at the expense of local livability. Even while continuing to handle through traffic, roadways within neighborhoods must be designed to slow traffic to pedestrian-friendly speeds of 30 miles per hour or less. This can be done with little loss of traffic capacity.

#### 4.1 Preserving Nature

Retain and protect major natural features.



Beaufort County, SC: Existing wetlands and tree stands become great civic amenities for those neighborhoods with the foresight to preserve them.

When a site is developed, all ponds, streams, marshes, hills, tree stands, specimen trees, and other significant natural features should be preserved. As Christopher Alexander instructed, "Buildings must always be built on those parts of the land which are in the worst condition, not the best." In addition to the ecological benefits, there are many reasons to preserve the existing landscape. Natural features provide a mature sense of permanence and local character which contributes significantly to property values. Numerous studies have demonstrated that the real estate premiums resulting from preserved natural amenities far outweigh the cost of protecting them.

#### 5.12 Clustering Houses

In rural areas, build houses in compact groupings.

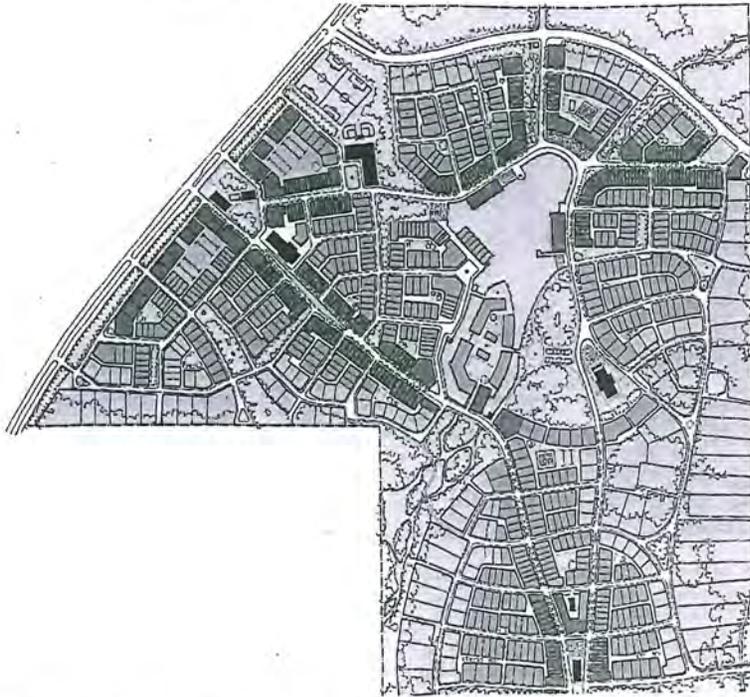


Ashton, MD: In a creative interpretation of existing 2-acre-lot zoning, the hamlet of Wyndcrest clusters 26 houses to preserve surrounding open space.

Clustering refers to the practice of preserving open space by locating housing at higher density on a portion of its site. This concept underlies the practice of Conservation Subdivision Design, an established technique for maximizing open space while limiting infrastructure costs. It is an ideal approach for sites which have large-lot development rights and not enough housing allocation to become full mixed-use neighborhoods. Many jurisdictions would welcome clustering, but few have zoning in place that actually allows, let alone encourages, it. To support this practice, municipalities must provide density bonuses that allow clustered projects to yield a return on investment equal to or greater than that of the legal large-lot alternative. The degree of incentive will vary from place to place, but only under such a policy will clustering become a common practice.

## 6.5 Form-Based Zoning

Locate buildings by their type rather than their use.



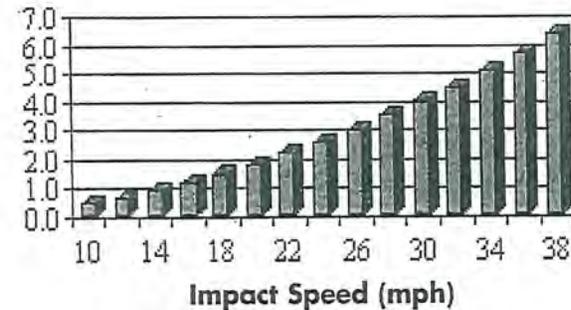
Montgomery, AL: The regulating plan for Hampstead allocates building types according to the logic of the rural-to-urban transect.

Smart growth codes based on building configuration should replace conventional zoning based on land use. In these codes (Point 12.1), big buildings are located among other big buildings, midsized buildings among other midsized buildings, and so on. Generally, from the neighborhood center to the neighborhood edge, buildings become less tall and occupy less of their lots. These different building forms imply and induce different land uses without making them the law. The coexistence within a neighborhood of multiple building types avoids physical and social monocultures and allows for natural evolution in use, decreasing the likelihood of demolition. Compatible setbacks and parking location also lead to harmony despite a potential variety of mixed and changing uses. **With rare exception, streets should be symmetrical, with the same building types on both sides and the zoning transitions at midblock, along the rear of the lots, where they are invisible.** Consistent streetscapes thus result from inconsistent blocks.

## 8.2 Design Speed

Engineer neighborhood streets to low speeds.

### Impact Speed v. Pedestrian Injury (impact only)



With a severity of 6 equaling fatality, even slight increases over 20 miles per hour can contribute dramatically to injuries.

The speed of vehicles is critical to pedestrian safety and comfort. At 20 miles per hour, a pedestrian has a 95 percent chance of surviving a collision, compared to only 10 percent at 40 mph. The important element of eye contact between motorists and pedestrians only occurs at lower speeds, as does the safe intermingling of bicycles. Unfortunately, simply posting a speed limit is not an adequate approach, as many motorists will drive at the perceived safe speed on roadways designed for higher velocity. The most effective way to control vehicular speed is by narrowing lane widths, avoiding long straightaways, introducing on-street parking, and providing points of visual friction. These factors contribute to what engineers call *design speed*. It is now standard practice to design thoroughfares for velocities well above the posted limit, supposedly to protect speeding drivers. Far from improving safety, this approach endangers pedestrians, cyclists, and drivers alike. While higher speeds are appropriate on highways, street design within neighborhoods should physically induce speeds of 25 mph or less. As of this writing, a half-dozen British cities have mandated 20 mph speed limits in their downtowns.

## 8.5 On-Street Parking

Allow on-street parking in all but rural areas.



West Palm Beach, FL: Parallel parking serves the businesses of City Place while shielding shoppers from moving traffic.

On-street parking provides many benefits. It slows down drivers, who are instinctively watchful of other cars in the roadway; it protects pedestrians from traffic with a thick steel barrier of cars along the sidewalk; it reduces the demand for on-site parking, decreasing the amount of parking lot pavement; and it increases sidewalk activity as drivers walk from car to destination. For these reasons, on-street parking should again become a standard part of the engineer's repertoire. Depending on use and density, parking should be provided on both sides of commercial streets, and on one or both sides of residential streets. Parallel parking is preferable, but the greater capacity of head-in (or rear-in) parking may be justified on retail streets. For retrofitting existing conditions, adding on-street parking can narrow roadways that were built too wide. On-street parking must count toward satisfying parking requirements, or developers will not provide it. Parking lanes are usually marked with a stripe on through-streets, but unmarked on local streets.

## 8.6 One-Way and Multilane Streets

Avoid wide and simplistic street systems.



Davenport, IA: To help revitalize its downtown, the city's transportation plan is reverting its speedy one-way streets back to two-way.

One-way streets ease traffic flow at the expense of pedestrian safety and comfort. The absence of opposing traffic makes drivers less cautious and speeding easier. One-way streets along commuting routes can also damage retail activity by providing merchants with either morning or evening trade, but not both. Finally, they limit the effectiveness of the street network, increase travel distances with around-the-block maneuvers, and can make navigation frustrating. They are justified only to ease flow in areas of extremely high density, 75 units per acre or more. Similarly, streets with more than one lane in each direction make sense only in such density. A typical travel lane can handle 700 cars per hour, so streets experiencing considerably less than 1400 cars at peak hour should not be widened beyond two lanes. Cities with multilane one-way systems should consider reverting to two-way travel, as it tends to help revitalize struggling areas.

## Useful Statements

When advancing smart growth policies or proposals in one's community, it can be helpful to introduce some clear statements describing principles and practices. Four of these follow. The first two, from Smart Growth America, define smart growth and describe how it can be achieved. The second two, from the Congress for the New Urbanism, are the organization's original *Charter* and its more recent *Canons of Architecture and Urbanism*.

### What Is Smart Growth?

from Smart Growth America

We define smart growth according to its outcomes—outcomes that mirror the basic values of most Americans. Smart growth is growth that helps to achieve these six goals:

1. **Neighborhood Livability.** The central goal of any smart growth plan is the quality of the neighborhoods where we live. They should be safe, convenient, attractive, and affordable for all people. Sprawl development too often forces trade-offs between these goals. Some neighborhoods are safe but not convenient. Others are convenient but not affordable. Too many affordable neighborhoods are not safe. Careful planning can help bring all these elements together.
2. **Better Access, Less Traffic.** One of the major downfalls of sprawl is traffic. By putting jobs, homes, and other destinations far apart and requiring a car for every trip, sprawl makes everyday tasks a chore. Smart growth's emphasis on mixing land uses, clustering development, and providing multiple transportation choices helps us manage congestion, pollute less, and save energy. Those who want to drive can, but people who would rather not drive everywhere or don't own a car have other choices.
3. **Thriving Cities, Suburbs, and Towns.** Smart growth puts the needs of existing communities first. By guiding development to already built-up areas, money for investments in transportation, schools, libraries, and other public services can go to the communities where people live today. This is especially important for neighborhoods that have inadequate public services and low levels of private investment. It is also critical for preserving what makes so many places special—attractive buildings, historic districts, and cultural landmarks.

4. **Shared Benefits.** Sprawl leaves too many people behind. Divisions by income and race have allowed some areas to prosper while others languish. As basic needs such as jobs, education, and health care become less plentiful in some communities, residents have diminishing opportunities to participate in their regional economy. Smart growth enables all residents to be beneficiaries of prosperity.

5. **Lower Costs, Lower Taxes.** Sprawl costs money. Opening up green space to new development means that the cost of new schools, roads, sewer lines, and water supplies will be borne by residents throughout metro areas. Sprawl also means families have to own more cars and drive them further. This has made transportation the second highest category of household spending, just behind shelter. Smart growth helps on both fronts. Taking advantage of existing infrastructure keeps taxes down. And where convenient transportation choices enable families to rely less on driving, there's more money left over for other things, like buying a home or saving for college.

6. **Keeping Open Space Open.** By focusing development in already built-up areas, smart growth preserves rapidly vanishing natural treasures. From forests and farms to wetlands and wildlife, smart growth lets us pass on to our children the landscapes we love. Communities are demanding more parks that are conveniently located and bring recreation within reach of more people. Also, protecting natural resources will provide healthier air and cleaner drinking water.

## How Is Smart Growth Achieved?

from Smart Growth America

Setting goals is easy. Attaining them is always the challenge. But after years of experience with an assortment of projects, we are beginning to see what approaches work best. Though techniques will vary across regions and community types, the ten tools listed here can form the basis for a sensible and effective smart growth plan. This list has been adopted by a variety of political and business leaders, including the National Governors' Association.

To achieve smart growth, communities should:

1. **Mix Land Uses.** New, clustered development works best if it includes a mix of stores, jobs, and homes. Single-use districts make life less convenient and require more driving.
2. **Take Advantage of Existing Community Assets.** From local parks to neighborhood schools to transit systems, public investments should focus on getting the most out of what we've already built.
3. **Create a Range of Housing Opportunities and Choices.** Not everyone wants the same thing. Communities should offer a range of options: houses, condominiums, affordable homes for low income families, and "granny flats" for empty nesters.
4. **Foster "Walkable," Close-Knit Neighborhoods.** These places offer not just the opportunity to walk—sidewalks are a necessity—but something to walk to, whether it's the corner store, the transit stop, or a school. A compact, walkable neighborhood contributes to peoples' sense of community because neighbors get to know each other, not just each other's cars.
5. **Promote Distinctive, Attractive Communities with a Strong Sense of Place, Including the Rehabilitation and Use of Historic Buildings.** In every community, there are things that make each place special, from train stations to local businesses. These should be protected and celebrated.

6. **Preserve Open Space, Farmland, Natural Beauty, and Critical Environmental Areas.** People want to stay connected to nature and are willing to take action to protect farms, waterways, ecosystems, and wildlife.

7. **Strengthen and Encourage Growth in Existing Communities.** Before we plow up more forests and farms, we should look for opportunities to grow in already built-up areas.

8. **Provide a Variety of Transportation Choices.** People can't get out of their cars unless we provide them with another way to get where they're going. More communities need safe and reliable public transportation, sidewalks, and bike paths.

9. **Make Development Decisions Predictable, Fair, and Cost-Effective.** Builders wishing to implement smart growth should face no more obstacles than those contributing to sprawl. In fact, communities may choose to provide incentives for smarter development.

10. **Encourage Citizen and Stakeholder Participation in Development Decisions.** Plans developed without strong citizen involvement don't have staying power. When people feel left out of important decisions, they won't be there to help out when tough choices have to be made.

# The Rise of Sprawl

SUBURBAN

and the Decline of

URBAN

the American Dream

"Dissects the physical design of the suburbs brilliantly... [The authors] set forth more clearly than anyone has done in our time the elements of good town planning."

—Paul Goldberger, *The New Yorker*

Andres Duany, Elizabeth Plater-Zyberk, and Jeff Speck

## WHY TRAFFIC IS CONGESTED

The first complaint one always hears about suburbia is the traffic congestion. More than any other factor, the perception of excessive traffic is what causes citizens to take up arms against growth in suburban communities. This perception is generally justified: in most American cities, the worst traffic is to be found not downtown but in the surrounding suburbs, where an “edge city” chokes highways that were originally built for lighter loads. In newer cities such as Phoenix and Atlanta, where there is not much of a downtown to speak of, traffic congestion is consistently cited as the single most frustrating aspect of daily life.

Why have suburban areas, with their height limits and low density of population, proved to be such a traffic nightmare? The first reason, and the obvious one, is that everyone is forced to drive. In modern suburbia, where pedestrians, bicycles, and public transportation are rarely an option, the average household currently generates thirteen car trips per day. Even if each trip is fairly short—and few are—that’s a lot of time spent on the road, contributing to congestion, especially when compared to life in traditional neighborhoods. Traffic engineer Rick Chellman, in his landmark study of Portsmouth, New Hampshire, applied standard suburban trip-generation rates to that town’s historic core, and found that they predicted twice as much traffic as actually existed there. Owing to its pedestrian-friendly plan—and in spite of its pedestrian-unfriendly weather—Portsmouth generates half the automobile trips of a modern-day suburb.\*

\* Rick Chellman, *Portsmouth Traffic/Trip Generation Study*, overview. Actually, half the trips here means less than half the traffic, as urban trips are generally considerably shorter than suburban trips. Interestingly, during the morning and evening rush hours, the number of trips was 60 to 70 percent lower than predicted.

But even if the suburbs were to generate no more trips than the city, they would still suffer from traffic to a much greater extent because of the way they are organized. The diagram shown here illustrates how a suburban road system, what engineers call a *sparse hierarchy*, differs from a traditional street network. The components of the suburban model are easy to spot in the top half of the diagram: the shopping mall in its sea of parking, the fast-food joints, the apartment complex, the looping cul-de-sacs of the housing subdivision. Buffered from the others, each of these components has its own individual connection to a larger external road called the *collector*. Every single trip from one component to another, no matter how short, must enter the collector. Thus, the traffic of an entire community may rely on a single road, which, as a result, is generally congested during much of the day. If there is a major accident on the collector, the entire system is rendered useless until it is cleared.

A typical neighborhood is shown in the bottom half of the diagram. It accommodates all the same components as the suburban model, but they are organized as a web, a densely interconnected system that reduces demand on the collector road. Unlike suburbia, the neighborhood presents the opportunity to walk or bicycle. But even if few do so, its gridded network is superior at handling

The suburban model presents us with a whole series of vicious circles. Traffic congestion results in the construction of additional roadways, which encourage people to drive more, generating more traffic. Engineering standards that respond to automobile dependence create environments in which walking is even less viable. Parking lots built to contain all the cars necessitated by an automotive environment cause buildings to be located increasingly farther apart, again making walking less likely. In every case, techniques developed in response to suburban land-use patterns end up perpetuating those very patterns.

\*These single-use suburban pods are the real-estate equivalent of what biologists call a *monoculture*, characterized by its genetic poverty (Jonathan Rose, “Violence, Materialism, and Ritual,” 144). Environments this simple and homogeneous are not considered fertile ground for continued evolution.



Sprawl (above) versus the traditional neighborhood (below): in contrast to the traditional network of many walkable streets, sprawl model not only eliminates pedestrian connections but focuses all traffic on single road

## PREREQUISITES FOR STREET LIFE

### MEANINGFUL DESTINATIONS

The first rule is that pedestrian life cannot exist in the absence of worthwhile destinations that are easily accessible on foot. This is a condition that modern suburbia fails to satisfy, since it strives to keep all commercial activity well separated from housing. As a result, the only pedestrians to be found in a residential subdivision belong to that limited segment of the population which walks for exercise. Otherwise, there is no reason to walk, and the streets are empty.

There are three other significant factors in the provision of successful pedestrian environments. First, the street space must not only be safe but also feel safe; second, the street space must be comfortable; and third, the street space must be interesting, as safety and comfort alone are not enough to get people out of their cars. Let's examine each of these in turn.

### SAFE STREETS VERSUS DANGEROUS STREETS

The problem with current street design standards is not that engineers have forgotten how to make streets feel safe but that they don't even try. Streets that once served vehicles and people equitably are now designed for the sole purpose of moving vehicles through them as quickly as possible. They have become, in effect, traffic sewers. No surprise, then, that they fail to sustain pedestrian life.\*

\* This is, unfortunately, meant literally as well as figuratively. As the Surface Transportation Policy Project has demonstrated, "Cities which are notorious for their sprawling patterns of land use development [have] the most pedestrian deaths" (Garland and Bender, 4-5). Walking with care—and teaching your children to do the same—is of little

How did this happen? Certainly, the proliferation of automobiles in this century, along with our often blind faith in technology, has led naturally to cars taking priority over pedestrians. But part of the responsibility lies with the modernist architects of the twenties and thirties, who advocated an urbanism without streets. As Le Corbusier put it: "The street wears us out. It is altogether disgusting. Why, then, does it still exist?"<sup>4</sup> The result of the modernists' towers-in-the-park approach was not that streets ceased to exist but that architects stopped designing them. Left to the engineers, streets came to reflect little but engineering criteria.

The desire for increased traffic volume—"unimpeded flow"—has resulted in wider streets. While travel lanes on old streets are often only nine feet wide or less, new streets are usually required to have twelve-foot lanes, which take longer for pedestrians to cross. "Unimpeded flow" also has another name—speeding—adding all the more to pedestrian risk.

There are two other important factors behind the widening of America's streets. The first was the Cold War, and the second was (and still is) the requirements of fire trucks. The influence of the Cold War was profound. In the 1950s, the Civil Defense Committee of AASHTO, the American Association of State Highway Transportation Officials, was a dominant force in the determination of street design criteria. Its prescription was straightforward: street design must facilitate evacuation before, and cleanup after, a major "nuclear event." At the time, this objective may have seemed

help. A recent study found that 90 percent of pedestrian deaths were the driver's fault, with 74 percent of such deaths resulting from a traffic violation (Surface Transportation Policy Project, "Campaign Connection," 8).

When it comes to street curvature, like curb radii, what works best for cars hardly works at all for pedestrians.

One would think that, after many years of building such streets and witnessing the results, the engineers—at least some of them—would have added pedestrian- and bicycle-friendly standards to their repertoire. However, Paul Box, the nation's ranking expert on subdivision street design, had this to say when asked how streets might better accommodate bicyclists: ". . . the purpose of the Subdivision Guidelines is to enhance safety and livability. Any statements encouraging bicycle use would not likely address these objectives." Presumably, we should be grateful that bicycles are still legal.

In truth, a number of engineers have accepted more reasonable design standards, but in most cases there is one thing that prevents them from putting those standards into practice: their manuals. Engineers are exposed to substantial liability in their work. The most surefire way for them to avoid losing a lawsuit is to follow the engineering manuals precisely, no questions asked. Because pedestrian-friendly streets are not specified in the manuals, they are simply not possible, despite all the evidence encouraging their use.

The reaction of most municipalities to speeding has been not to question the standards but simply to post hopeful speed-limit signs,

\* Paul Box, Traffic Engineering Consultant, P.E., Fellow of the Institute of Traffic Engineers (I.T.E.). Mr. Box has been chairman for several decades of the Committee for Guidelines for Residential Subdivision Street Design. His comment is from a September 1991 letter in response to an inquiry from I.T.E. member Chester Chellman, P.E. Given the current standards of residential roadway design, it is not surprising that, according to *Bicycling* magazine, the number of American bike riders has dropped 23 percent over the past seven years (Peter T. Kilborn, "No Work for a Bicycle Thief: Children Pedal Around Less," A21).

resulting in some rather ludicrous scenarios. In Toole, Utah, we have driven on straight streets forty-two feet wide with a posted speed limit of 30 mph. These streets were perfectly navigable at 65 mph, since that was their design speed, and that was indeed the speed at which we drove, even though we were in a quiet residential community. Posting speed limits to slow traffic on high-speed roads is futile, because people drive at the speed at which they feel safe—and teenagers drive at the speed at which they feel dangerous. Generally, the only time that people don't speed in modern suburbia is when they are lost, which is, fortunately, quite often.

In addition to narrow streets, another factor that contributes mightily to pedestrian perceptions of safety is on-street parallel parking. Parked cars create a highly effective steel barrier between the street and the sidewalk, so that walkers feel protected from moving traffic. They also slow traffic, because drivers perceive potential conflict with cars pulling in and out. Additionally, parallel parking supports pedestrian life by delivering people to the sidewalk. Since drivers are seldom able to park directly in front of their destination, they often walk past shops or houses other than the one they are visiting. If on-street parking is, for this reason, slightly less convenient, it is one of those small inconveniences that make life more interesting. While many towns and cities have rediscovered parallel parking, it has been on the decline for decades, frowned upon by the same officials who dismiss trees as Fixed Hazardous Objects. In some states, parallel parking is no longer a required skill on driver's tests.

The misplaced priorities of current traffic engineering criteria are plainly evident in the top image on page 72, taken from the cover of a D.O.T. annual report—a photograph, therefore, that one can

question in *The Death and Life of Great American Cities*: "The pseudo-science of planning seems almost neurotic in its determination to imitate empiric failure and ignore empiric success."<sup>1</sup>

#### WHY ADDING LANES MAKES TRAFFIC WORSE

There is, however, a much deeper problem than the way highways are placed and managed. It raises the question of why we are still building highways at all. The simple truth is that **building more highways and widening existing roads, almost always motivated by concern over traffic, does nothing to reduce traffic. In the long run, it actually increases traffic.** This revelation is so counterintuitive that it bears repeating: adding lanes makes traffic worse. This paradox was suspected as early as 1942 by Robert Moses, who noticed that the highways he had built around New York City in 1939 were somehow generating greater traffic problems than had existed previously. Since then, the phenomenon has been well documented, most notably in 1989, when the Southern California Association of Governments concluded that traffic-assistance measures, be they adding lanes, or even double-decking the roadways, would have no more than a cosmetic effect on Los Angeles' traffic problems. The best it could offer was to tell people to work closer to home, which is precisely what highway building mitigates against.

Across the Atlantic, the British government reached a similar conclusion. Its studies showed that **increased traffic capacity causes people to drive more—a lot more**—such that half of any driving-time savings generated by new roadways are lost in the short run. In the long run, potentially all savings are expected to be lost. In the

words of the Transport Minister, "The fact of the matter is that we cannot tackle our traffic problems by building more roads."<sup>2</sup> While the British have responded to this discovery by drastically cutting their road-building budgets, no such thing can be said about Americans.

There is no shortage of hard data. A recent University of California at Berkeley study covering thirty California counties between 1973 and 1990 found that, **for every 10 percent increase in roadway capacity, traffic increased 9 percent within four years' time.**<sup>3</sup> For anecdotal evidence, one need only look at commuting patterns in those cities with expensive new highway systems. *USA Today* published the following report on Atlanta: "For years, Atlanta tried to ward off traffic problems by building more miles of highways per capita than any other urban area except Kansas City . . . As a result of the area's sprawl, Atlantans now drive an average of 35 miles a day, more than residents of any other city."<sup>4</sup> This phenomenon, which is now well known to those members of the transportation industry who wish to acknowledge it, has come to be called **induced traffic.**

The mechanism at work behind induced traffic is elegantly explained by an aphorism gaining popularity among traffic engineers: "Trying to cure traffic congestion by adding more capacity is like trying to cure obesity by loosening your belt." Increased traffic capacity makes longer commutes less burdensome, and as a result, people are willing to live farther and farther from their workplace.

<sup>4</sup> Carol Jouzatis, "39 Million People Work, Live Outside City Centers," 2A. As a result of its massive highway construction, the Atlanta area is "one of the nation's worst violators of Federal standards for ground-level ozone, with most of the problem caused by motor-vehicle emissions" (Kevin Sack, "Governor Proposes Remedy for Atlanta Sprawl," A14).

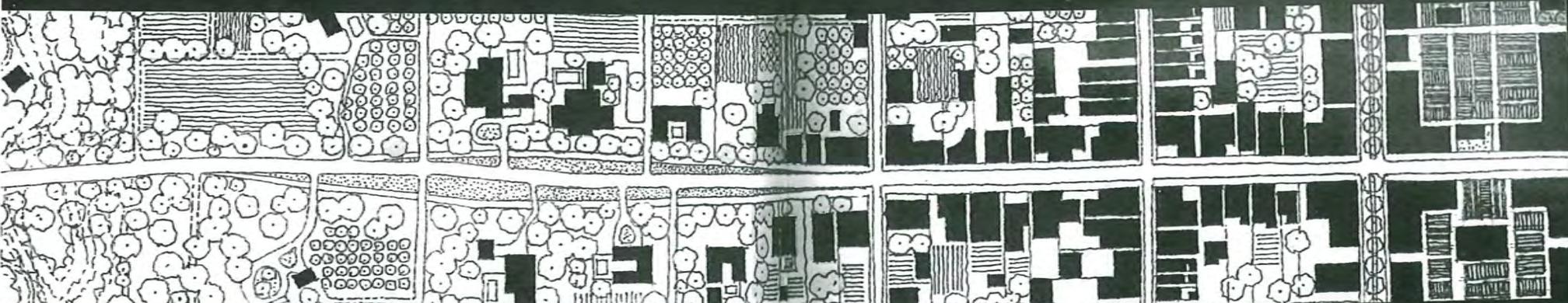
Everyone is calling for smart growth...  
but what exactly is it?

In *The Smart Growth Manual*, two leading city planners provide a thorough answer. From the expanse of the metropolis to the detail of the window box, they address the pressing challenges of urban development with easy-to-follow advice and a broad array of best practices.

With their landmark book *Suburban Nation*, Andres Duany and Jeff Speck "set forth more clearly than anyone has done in our time the elements of good town planning" (*The New Yorker*). With this long-awaited companion volume, the authors have organized the latest contributions of new urbanism, green design, and healthy communities into a comprehensive handbook, fully illustrated with the built work of the nation's leading practitioners.

# The Smart Growth Manual

THE SMART GROWTH MANUAL



"*The Smart Growth Manual* is an indispensable guide to city planning. This kind of progressive development is the only way to fully restore our economic strength and create new jobs, new industries, and a renewed ability to compete in the first rank of world economies."

—Gavin Newsom, Mayor of San Francisco

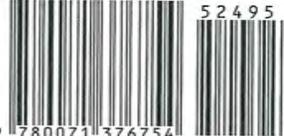
Learn more.  Do more.  
MHPROFESSIONAL.COM

USD \$24.95

ISBN 978-0-07-137675-4

MHID 0-07-137675-5

5 2 4 9 5



9 780071 376754

Duany Speck Lydon



From the authors of *Suburban Nation*  
Andres Duany  
and Jeff Speck  
with Mike Lydon

### 1.13 Legalizing Smart Growth

Introduce smart growth as a way of expanding choice.



Windermere, FL: When this town needed a "traffic solution," it invested in making its downtown more pedestrian- and bicycle-friendly.

Suburban sprawl must be recognized as the default development pattern. While the past 15 years have witnessed a new thinking in the planning profession, the evidence suggests that too little has changed in reality. We can blame this situation on institutionalized business practices and rear-view-mirror marketing, but the principal cause is that in most places smart growth is technically illegal. Despite the stated policies of so many official reports and comprehensive plans, most existing codes and standards effectively outlaw the construction of compact, diverse, walkable, and connected communities. A politically realistic approach to make the necessary changes would focus less on outlawing sprawl and more on removing the impediments that make smart growth impossible. To be palatable, policies must not limit choice, but expand it to include the possibility of living in neighborhoods again.

### 3.9 The Highwayless Town

Protect neighborhoods from high-speed thoroughfares.

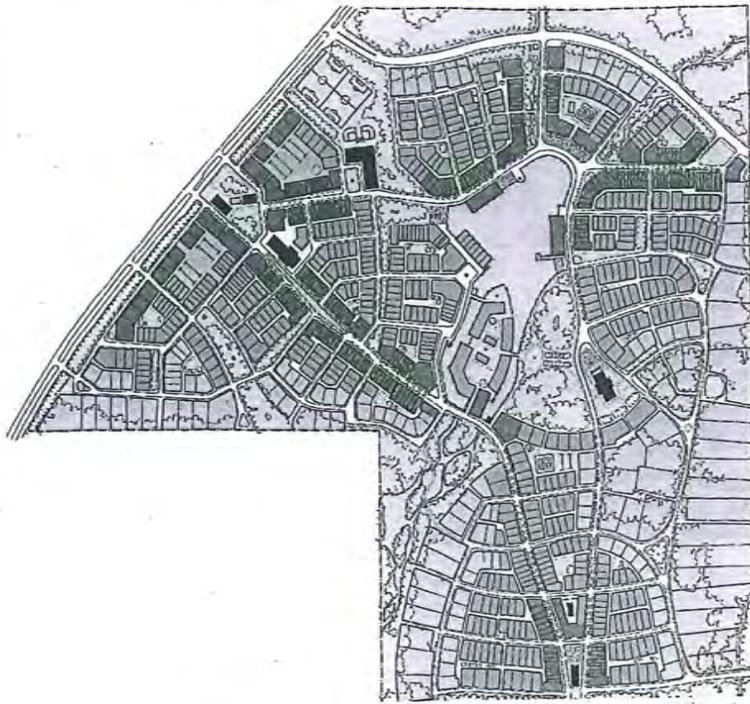


San Francisco, CA: When an earthquake damaged the Central Freeway, it was demolished and replaced by Octavia Boulevard, a neighborhood thoroughfare.

While high-volume roads can be good for commercial neighborhoods, high-speed roads destroy them. High-speed roads should either skirt neighborhoods or transform to a low-speed design as they enter them. This used to be the standard: highways became urban main streets as they entered towns. Unfortunately, this practice was not acknowledged in the postwar traffic manuals, and highways have reamed out much of America's historic urban fabric. Equally damaging, though less obvious, is the widening of state and county roads to accommodate commuting at the expense of local livability. Even while continuing to handle through traffic, roadways within neighborhoods must be designed to slow traffic to pedestrian-friendly speeds of 30 miles per hour or less. This can be done with little loss of traffic capacity.

## 6.5 Form-Based Zoning

Locate buildings by their type rather than their use.



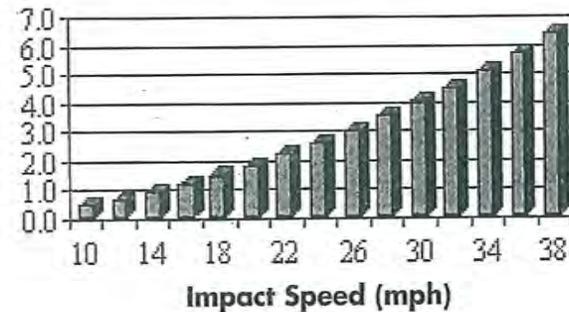
Montgomery, AL: The regulating plan for Hampstead allocates building types according to the logic of the rural-to-urban transect.

Smart growth codes based on building configuration should replace conventional zoning based on land use. In these codes (Point 12.1), big buildings are located among other big buildings, midsized buildings among other midsized buildings, and so on. Generally, from the neighborhood center to the neighborhood edge, buildings become less tall and occupy less of their lots. These different building forms imply and induce different land uses without making them the law. The coexistence within a neighborhood of multiple building types avoids physical and social monocultures and allows for natural evolution in use, decreasing the likelihood of demolition. Compatible setbacks and parking location also lead to harmony despite a potential variety of mixed and changing uses. **With rare exception, streets should be symmetrical, with the same building types on both sides and the zoning transitions at midblock, along the rear of the lots, where they are invisible.** Consistent streetscapes thus result from inconsistent blocks.

## 8.2 Design Speed

Engineer neighborhood streets to low speeds.

### Impact Speed v. Pedestrian Injury (impact only)



With a severity of 6 equaling fatality, even slight increases over 20 miles per hour can contribute dramatically to injuries.

The speed of vehicles is critical to pedestrian safety and comfort. At 20 miles per hour, a pedestrian has a 95 percent chance of surviving a collision, compared to only 10 percent at 40 mph. The important element of eye contact between motorists and pedestrians only occurs at lower speeds, as does the safe intermingling of bicycles. Unfortunately, simply posting a speed limit is not an adequate approach, as many motorists will drive at the perceived safe speed on roadways designed for higher velocity. The most effective way to control vehicular speed is by narrowing lane widths, avoiding long straightaways, introducing on-street parking, and providing points of visual friction. These factors contribute to what engineers call *design speed*. It is now standard practice to design thoroughfares for velocities well above the posted limit, supposedly to protect speeding drivers. Far from improving safety, this approach endangers pedestrians, cyclists, and drivers alike. While higher speeds are appropriate on highways, street design within neighborhoods should physically induce speeds of 25 mph or less. As of this writing, a half-dozen British cities have mandated 20 mph speed limits in their downtowns.

## Useful Statements

When advancing smart growth policies or proposals in one's community, it can be helpful to introduce some clear statements describing principles and practices. Four of these follow. The first two, from Smart Growth America, define smart growth and describe how it can be achieved. The second two, from the Congress for the New Urbanism, are the organization's original *Charter* and its more recent *Canons of Architecture and Urbanism*.

### What Is Smart Growth?

from Smart Growth America

We define smart growth according to its outcomes—outcomes that mirror the basic values of most Americans. Smart growth is growth that helps to achieve these six goals:

1. **Neighborhood Livability.** The central goal of any smart growth plan is the quality of the neighborhoods where we live. They should be safe, convenient, attractive, and affordable for all people. Sprawl development too often forces trade-offs between these goals. Some neighborhoods are safe but not convenient. Others are convenient but not affordable. Too many affordable neighborhoods are not safe. Careful planning can help bring all these elements together.
2. **Better Access, Less Traffic.** One of the major downfalls of sprawl is traffic. By putting jobs, homes, and other destinations far apart and requiring a car for every trip, sprawl makes everyday tasks a chore. Smart growth's emphasis on mixing land uses, clustering development, and providing multiple transportation choices helps us manage congestion, pollute less, and save energy. Those who want to drive can, but people who would rather not drive everywhere or don't own a car have other choices.
3. **Thriving Cities, Suburbs, and Towns.** Smart growth puts the needs of existing communities first. By guiding development to already built-up areas, money for investments in transportation, schools, libraries, and other public services can go to the communities where people live today. This is especially important for neighborhoods that have inadequate public services and low levels of private investment. It is also critical for preserving what makes so many places special—attractive buildings, historic districts, and cultural landmarks.

4. **Shared Benefits.** Sprawl leaves too many people behind. Divisions by income and race have allowed some areas to prosper while others languish. As basic needs such as jobs, education, and health care become less plentiful in some communities, residents have diminishing opportunities to participate in their regional economy. Smart growth enables all residents to be beneficiaries of prosperity.

5. **Lower Costs, Lower Taxes.** Sprawl costs money. Opening up green space to new development means that the cost of new schools, roads, sewer lines, and water supplies will be borne by residents throughout metro areas. Sprawl also means families have to own more cars and drive them further. This has made transportation the second highest category of household spending, just behind shelter. Smart growth helps on both fronts. Taking advantage of existing infrastructure keeps taxes down. And where convenient transportation choices enable families to rely less on driving, there's more money left over for other things, like buying a home or saving for college.

6. **Keeping Open Space Open.** By focusing development in already built-up areas, smart growth preserves rapidly vanishing natural treasures. From forests and farms to wetlands and wildlife, smart growth lets us pass on to our children the landscapes we love. Communities are demanding more parks that are conveniently located and bring recreation within reach of more people. Also, protecting natural resources will provide healthier air and cleaner drinking water.

9.