Hyannis Great Streets: Roads Reimagined for Regional Access and Safety

Elizabeth Jenkins & Jason Schrieber
Town of Barnstable & Stantec, Inc.
WALKABLE CITY RULES
101 STEPS TO MAKING BETTER PLACES
JEFF SPECK
Study Area
Study Area
Work restoring two-way streets in downtown Cedar Rapids nears end

Conversions meant to help cyclists, pedestrians and businesses

Work begins last week on converting Third Avenue SE near Greene Square from one-way to two-way traffic. It marks the final downtown street to undergo the conversions that began in 2015. (Jim Slosiarek/The Gazette)
Proposed Two-Way Reversions
TWO-WAY STREETS NOW!

- Safety
- Walkability
- Property Values
- Revitalization
- Neighborhoods

Signs Provided by: The East Spring Street Neighborhood Association
Vehicle Impact Speed vs. Pedestrian Injury
(initial impact only)

AIS Severity (6=fatal)

Impact Speed (mph)

Safety
Wider Lanes = Higher Speeds

"As the width of the lane increased, the speed on the roadway increased. When lane widths are 1 m (3.3 ft) greater, speeds are predicted to be 15 km/h (9.4 mph) faster."

Safety

12-feet
Safety

Image of Mass Pike Extension

12-feet
Congestion
Congestion
Congestion
Congestion
Congestion
Congestion
Congestion
Congestion
Congestion

TWO-WAY NETWORK
Congestion

TWO-WAY NETWORK
Congestion
Congestion

TWO-WAY NETWORK

SPECK & ASSOCIATES LLC
Congestion
Congestion

TWO-WAY NETWORK
Great Streets Downtown Hyannis: A Walkable Heart for Cape Cod

"When Main Street was two-way in the past, it was much more vibrant!"

"Lots of traffic back-up with ferries and hospital, also back-up with E Main from Yarmouth."

"Getting anywhere from here like North to community center is hard due to no cross walks and missing sidewalks."

"Biking down South Street feels like biking on a highway"

The online version of in-person workshop exercises allowed people to participate on their own time.
Workshop Week

**Stakeholder discussions:**
- City Staff
- Downtown Residents and Developers
- Downtown Commerce
- Downtown Institutions
- Public Safety
- Regional Transportation
Public Meeting #2
"The one-way system prioritizes someone from Dennis getting downtown"

"Bring the community together via businesses, transportation (including walking,) the natural environment"

"Make the area a family friendly walkable, attractive and vibrant destination"

"We have a lot of people from 'elsewhere' drive here on our confusing road patterns."

**Figure 7**

<table>
<thead>
<tr>
<th>Street</th>
<th>Approve</th>
<th>Don't Approve</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stevens Street</td>
<td>8</td>
<td>6</td>
</tr>
<tr>
<td>Sea Street Extension</td>
<td>15</td>
<td>1</td>
</tr>
<tr>
<td>North Street</td>
<td>15</td>
<td>6</td>
</tr>
<tr>
<td>South Street</td>
<td>24</td>
<td>16</td>
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<tr>
<td>Main Street</td>
<td>16</td>
<td>32</td>
</tr>
<tr>
<td>Bassett Lane</td>
<td>5</td>
<td>7</td>
</tr>
<tr>
<td>High School Road</td>
<td>12</td>
<td>6</td>
</tr>
<tr>
<td>High School Road Extension</td>
<td>14</td>
<td>2</td>
</tr>
<tr>
<td>Winter Street</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>Ocean Street</td>
<td>12</td>
<td>11</td>
</tr>
<tr>
<td>Center Street</td>
<td>24</td>
<td>3</td>
</tr>
<tr>
<td>Old Colony Road</td>
<td>23</td>
<td>5</td>
</tr>
</tbody>
</table>
**SOUTH STREET**

**Summary**

EXISTING: South Street is a one-way, eastbound street with two combined travel lanes and shoulders. The area has a centerline and no bicycle facilities.

PROPOSED: The revised design turns South Street into a two-way street, supports travel lanes to the 10-foot standard, removes the centerline and shoulders, and inserts an eastbound bike lane on the north side.

**Characteristics**

<table>
<thead>
<tr>
<th></th>
<th>Existing</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel lanes</td>
<td>2 (EB @ 12', WB @ None)</td>
<td>2 (EB @ 10', WB @ 10')</td>
</tr>
<tr>
<td>Centerline</td>
<td>White Dashed</td>
<td>None</td>
</tr>
<tr>
<td>On-Street Parking</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Bicycle Facilities</td>
<td>None</td>
<td>2/3 bike lane with 2 buffer</td>
</tr>
<tr>
<td>Shoulders</td>
<td>2 @ 7'</td>
<td>None</td>
</tr>
</tbody>
</table>
Six Points

Public Feedback on Design Proposals

Splitting Ocean and Old Colony

Like: 12
Dislike: 34

Like: 31
Dislike: 45

Standard Roundabout

Like: 30
Dislike: 28

Like: 21
Dislike: 22

Squareabout

Central 4-Lane Street

SPECK & ASSOCIATES LLC
Six Points

PRECEDENTS

Richmond, VA  Hyannis, MA  Portland, ME
Six Points

PRECEDEINTS

Rubber traffic circle (Australia)
Painted roundabout (Prince Edward Island)
Paving to distinguish crosswalks

Rubber edging
Plastic edging

Rubber traffic circle (Australia)
Six Points

PRECEDENTS
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