



# Great Streets Downtown Hyannis:

A Walkable Heart for Cape Cod

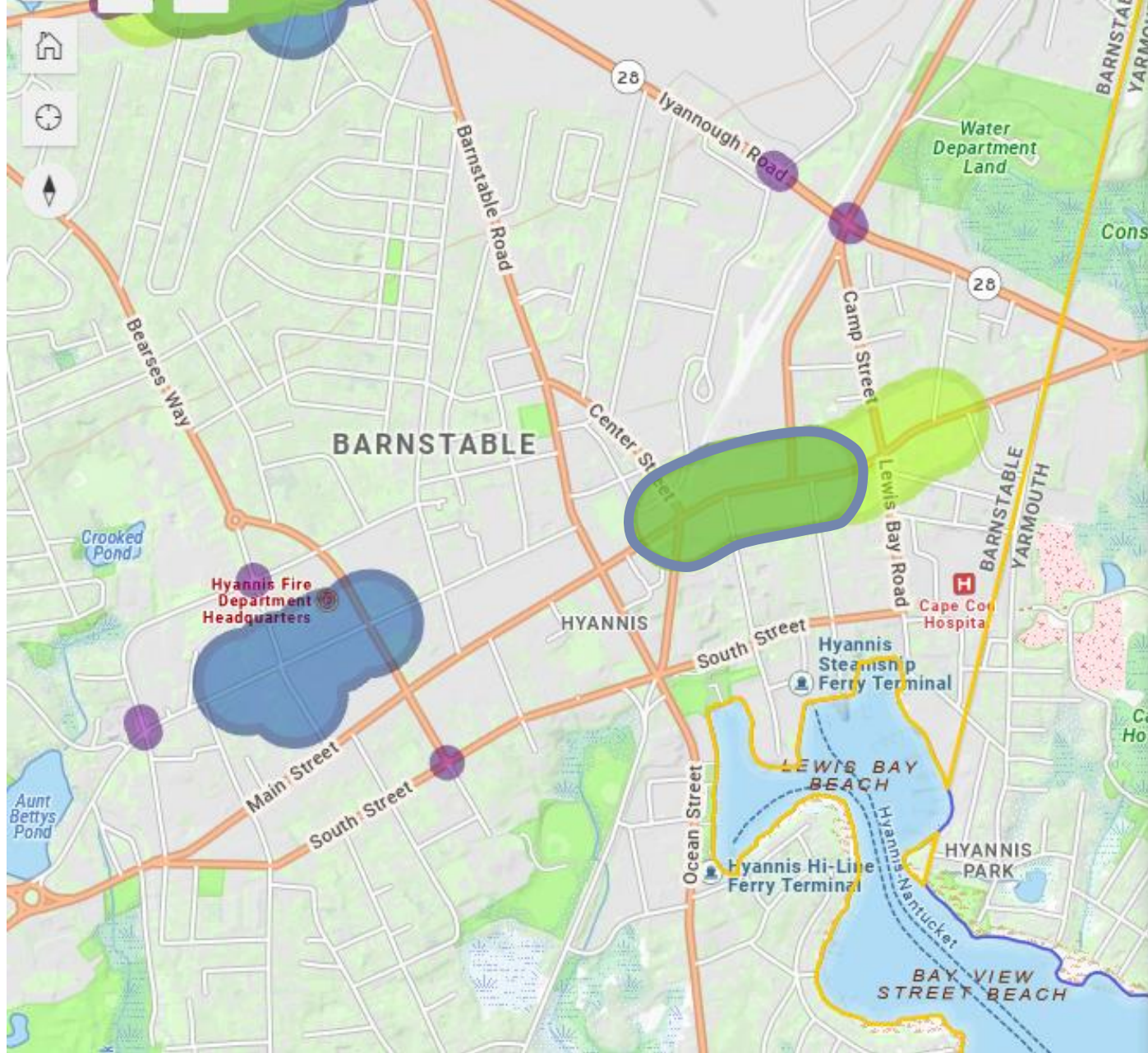


**Town  
Council  
Update**

April 4, 2024

# PROJECT GOALS

- ▶ Enhance the public realm through placemaking in support of economic development
- ▶ Emphasize and prioritize people walking
- ▶ Address congestion that could increase as residential density is increased
- ▶ Employ traffic calming to enhance safety
- ▶ Encourage multi-modal transportation



Layers Legend

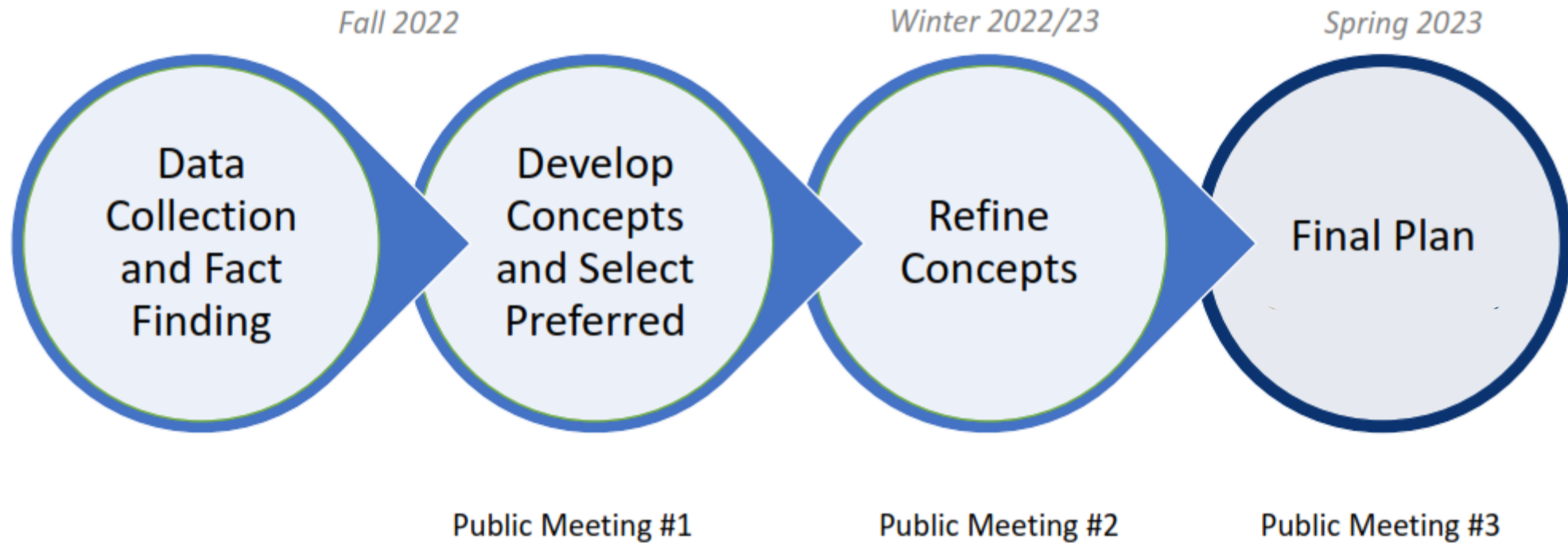
**Crash Clusters**

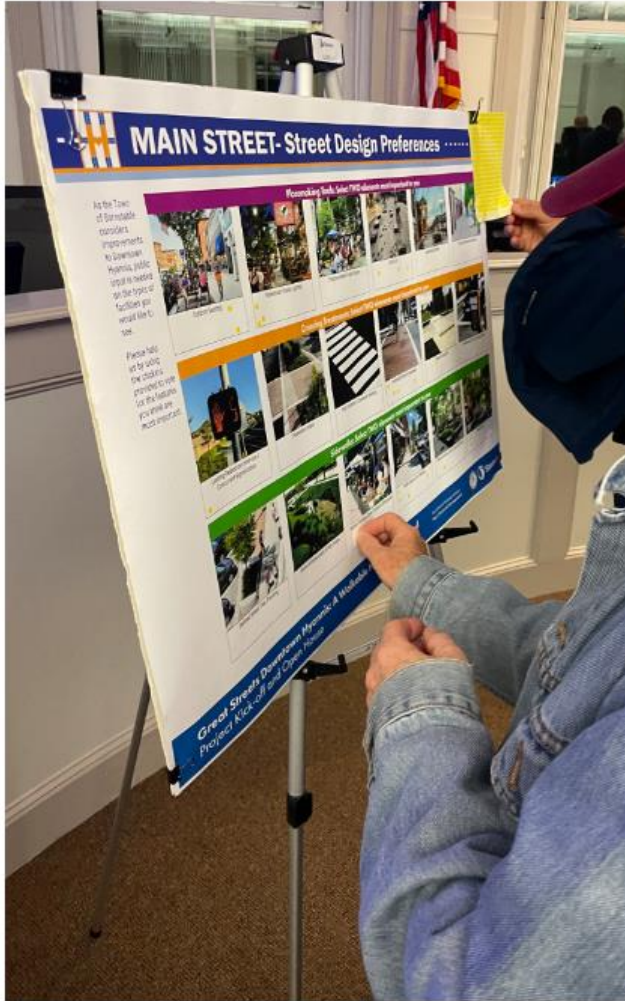
- Top 200 Crash Clusters 2018-2020
  - Red square
- Top 5% Intersection Crash Clusters 2018-2020
  - Purple square
- Top 5% Bicycle Crash Clusters 2011-2020
  - Light green square
- Top 5% Pedestrian Crash Clusters 2011-2020
  - Blue square

**Town Boundary**

- Yellow outline



**Project Timeline**



"The one-way system prioritizes someone from Dennis getting downtown"

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

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

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

One-Way vs Two-Way Travel

No. of Driving Lanes

On-Street Parking

Presence of Centerlines

Presence of High-Speed Geometries

Lane Width

Unwarranted Signals

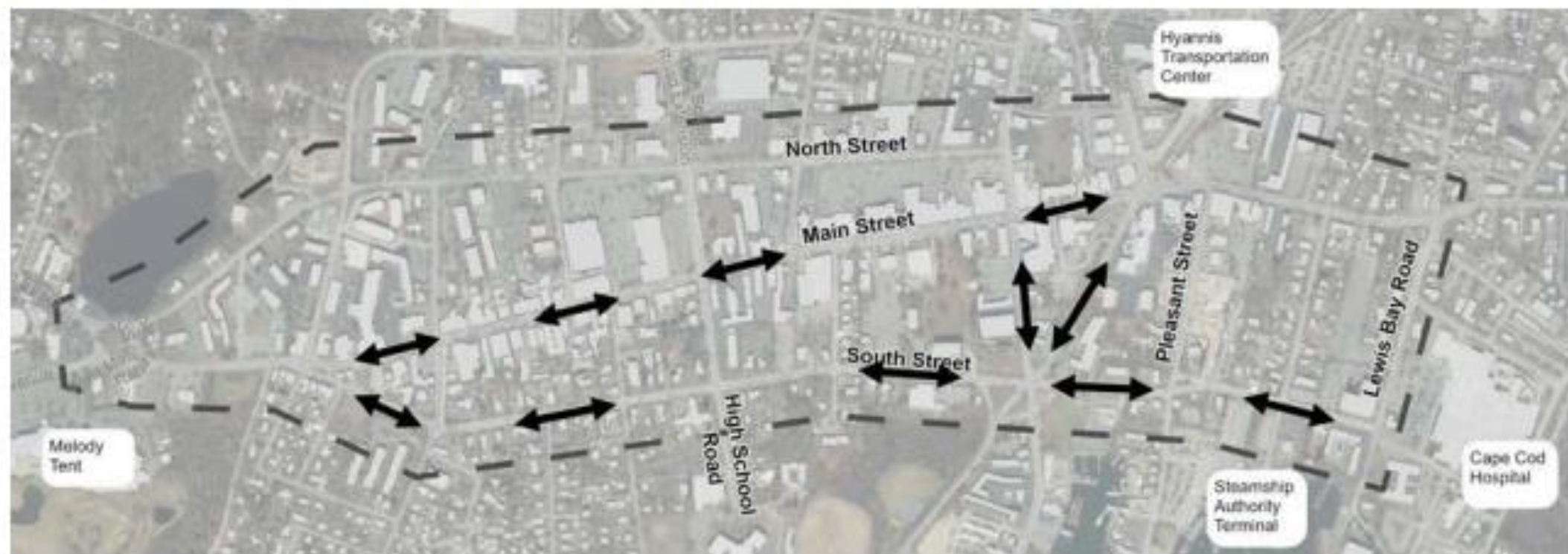
Cycle Facilities

Proper Pedestrian Accommodations





**Figure 14** Trips Through Downtown Hyannis in Two-Way Network



*Proposed changes to street direction downtown.*

# MAIN STREET

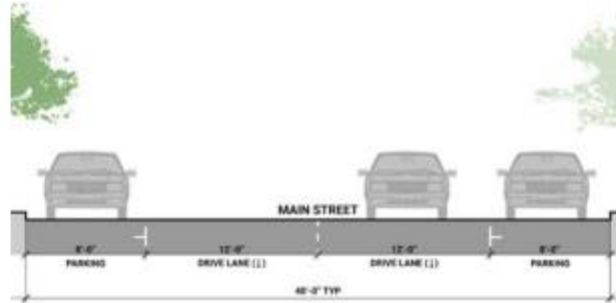
## Summary

**EXISTING-** Main Street is a one-way, westbound street with two oversized travel lanes and on-street parking. The street has a centerline and no bicycle facilities.

**PROPOSED-** The revised design turns Main Street into a two-way street, narrows travel lanes to the 10-foot standard, removes the centerline and shoulders, and inserts sharrow emblems in the travel lanes.

Characteristics	Existing	Proposed
Travel Lanes	2 (EB: None ) (WB @ 12')	2 (EB @ 10') (WB @ 10')
Centerline	White Dashed	None
On-Street Parking	8'	8'
Bicycle Facilities	None	Sharrow emblems every 100-200'
Shoulders	None	2 @ 2'

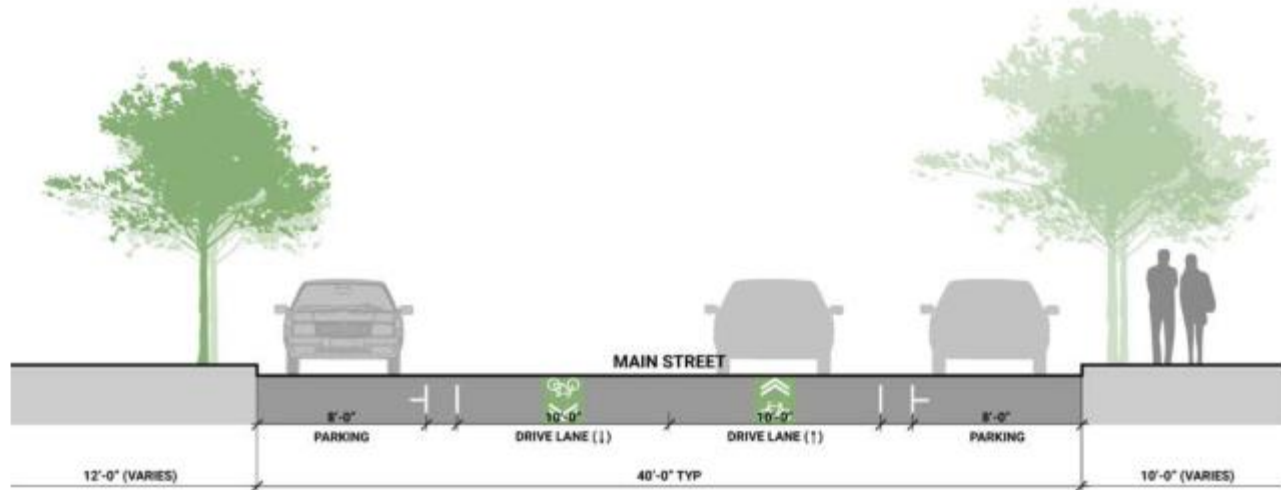
Existing (Facing East)



Main Street Today



Proposed (Facing East)





**Figure 23 Proposed Stop Signs and Signalized Intersections**



*This Plan recommends removing all traffic signals within the study area with the exception of the one at Main Street and Lewis Bay Road. This plan shows the recommended stop control conversions with the number of stopped approaches. Many existing stops in downtown would remain and are not shown unless changed.*



**Figure 27 Proposed Downtown Parking and Loading Zones**



Purple lines represent parking lost to new loading zones; blue lines represent new parking added. (Source: Stantec)



DRAFT





**Figure 20** Existing Western Gateway



*The existing road network where Main Street and South Street diverge.*

Figure 21 Proposed Western Gateway



The proposed road network creates a true gateway to Main Street, while adding valuable open space, room for outdoor dining, a safe protected bicycle lane, and a significant increase in nearby on-street parking.



Main St &  
Center St -  
Old Colony



Main St &  
Camp St -  
Lewis Bay







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Funding:	MassWorks Infrastructure Grant, \$1.8 million
Estimated Timeline:	Engineering 2024 Proposed RFP Winter 2024-25 Proposed Mobilize Spring 2025 Proposed Completion Winter 2025-26



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## Town Council Update

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