

Cape Cod Unified Planning Work Program Federal Fiscal Year 2019

MPO Endorsed: May 21, 2018





This report was funded in part through grants from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), United States Department of Transportation (USDOT). The views and opinions of the Cape Cod Metropolitan Planning Organization (MPO) expressed herein do not necessarily state or reflect those of the USDOT.

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If this information is needed in another language, please contact the MPO's Title VI Coordinator by phone at (508)362-3828.

Caso estas informações sejam necessárias em outro idioma, por favor, contate o Coordenador de Título VI da MPO pelo telefone 508-744-1299.

The public discussion of the Unified Planning Work Program (UPWP) at CCJTC, MPO, and transportation meetings satisfies the Program of Projects (POP) public hearing requirements of the Federal Transit Administration (FTA).

Cape Cod Unified Planning Work Program (UPWP) prepared by the

Cape Cod Metropolitan Planning Organization (MPO) Members:

- Stephanie Pollack, Secretary and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT)
- Jonathan Gulliver, Administrator, MassDOT Highway Division
- Tom Guerino, Chair, Cape Cod Regional Transit Authority
- Harold Mitchell, Cape Cod Commission
- Eric Steinhilber, President, Barnstable Town Council
- Leo Cakounes, Barnstable County Board of Commissioners
- Judith MacLeod-Froman, Bourne Selectman, for Bourne, Falmouth, Mashpee, and Sandwich
- Norman Holcomb, Yarmouth Selectman, for Dennis and Yarmouth
- Alan McClennen, Orleans Selectman, for Brewster, Chatham, Harwich, and Orleans
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- Cedric Cromwell, Chairman, Mashpee Wampanoag Tribal Council

MPO Ex-Officio Members:

- Catherine Laurent, Chairman, Cape Cod Joint Transportation Committee
- Kathy Tevyaw, National Park Service/Cape Cod National Seashore
- Lawrence T. Davis, US Army Corps of Engineers/Cape Cod Canal
- Robert B. Davis, Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority
- Jeffrey McEwen, Federal Highway Administration
- Mary Beth Mello, Federal Transit Administration

and the

Cape Cod Joint Transportation Committee

- Catherine Laurent, Chairman, Mashpee
- Jeff Colby, Vice-Chairman, Yarmouth

Cape Cod Commission UPWP Staff Contact:

Steven Tupper, Transportation Program Manager

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CAPE COD METROPOLITAN PLANNING ORGANIZATION (MPO) Unified Planning Work Program (UPWP) October 1, 2018 through September 30, 2019

The signature below certifies that the Cape Cod Metropolitan Planning Organization (MPO), at their meeting on May 21, 2018, hereby approved the following action in accordance with the Comprehensive, Cooperative and Continuing transportation planning process. In accordance with the requirements of 23 CFR Part 450 Section 308(c) of Federal Regulations, the MPO for Cape Cod has completed its review and hereby endorses the Cape Cod Unified Planning Work Program for Transportation Planning Activities for October 1, 2018 through September 30, 2019.

Steve Woelfel (Alternate) for Stephanie Pollack, Secretary/Chief Executive Officer – Massachusetts Department of Transportation (MassDOT)

MPO Members Voting in the Affirmative:

Pamela Haznar, (Alternate) for Jonathan Gulliver, Administrator Massachusetts Department of Transportation (MassDOT) Highway Division

Harold Mitchell Cape Cod Commission

Tom Guerino Cape Cod Regional Transit Authority

Leo Cakounes Barnstable County Commissioners

Dan Santos, (Alternate) for Eric Steinhilber, President Barnstable Town Council

Judith MacLeod-Froman Bourne, Sandwich, Falmouth, Mashpee

Norman Holcomb Dennis, Yarmouth

Alan McClennen Brewster, Chatham, Harwich, Orleans

Robert Weinstein Eastham, Provincetown, Truro, Wellfleet

Jason Steiding (Alternate) for Cedric Cromwell Mashpee Wampanoag Tribal Council

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Executive Summary

The Cape Cod Metropolitan Planning Organization's (MPO) staff work plan known as, the Unified Planning Work Program (UPWP), lists planning activities anticipated to be performed by MPO staff and others over the next year.

The MPO is made up of eleven voting members with representatives of state agencies, regional organizations, and Cape Cod towns. Discussions at MPO meetings help select planning studies to be included in the UPWP. Members of the public are welcome and encouraged to attend these meetings and voice opinions.

Contents of the Plan

The Unified Planning Work Program discusses coordination with the federal Fixing America's Surface Transportation (FAST) Act of 2015 and is organized by a series of tasks and corresponding sub-tasks. Each sub-task includes a scope of work with the following components:

- Objectives
- Previous Work
- Procedures
- Products
- Beneficiary Communities
- Schedule
- Funding Breakdown

FY 2019 Tasks

Unified Planning Work Program tasks and sub-tasks are listed below along with the associated funding level for each task.

- Task #1 Management and Support of the Planning Process and Certification Activities (\$214,375)
 - Task 1.1 Unified Planning Work Program (Certification Activity)
 - Task 1.2 Transportation Improvement Program (Certification Activity)
 - Task 1.3 CCJTC and MPO Activities
 - Task 1.4 Environmental Justice/Title VI
 - Task 1.5 Public Participation Plan
 - Task 1.6 Regional Transportation Plan

- Task #2 Data Collection and Analysis Activities (\$213,750)
 - Task 2.1 Cape Cod Traffic Data Collection Program
 - Task 2.2 Performance Measures
 - Task 2.3 Transportation Database Management
 - o Task 2.4 Pavement Management
 - Task 2.5 Healthy Transportation
 - Task 2.6 Geographic Information System
- Task #3 Short- And Long-Range Transportation Planning (\$214,500)
 - Task 3.1 Mashpee Rotary
 - Task 3.2 Transportation Safety
 - Task 3.3 Sidewalk/Bicycling Network Study
 - Task 3.4 Planning Resilient Transportation Infrastructure
 - o Task 3.5 Follow-Up on Previous Transportation Planning Studies
- Task #4 Technical Assistance Activities (\$112,005)
 - Task 4.1 Transit Planning
 - Task 4.2 Support for Passenger Rail Service
 - Task 4.3 Sidewalk Accessibility to Transit Stops
 - Task 4.4 Other Technical Assistance Requests

The Unified Planning Work Program also includes other transportation planning activities such as those directly funded by the Cape Cod Commission and the Cape Cod Canal Transportation Study currently underway by the Massachusetts Department of Transportation (MassDOT). Finally, the UPWP includes a detailed breakdown of funding source and dollar amount for each sub-task.

How to get involved

The Cape Cod Metropolitan Planning Organization is expected to vote to release the draft UPWP for public review/ comment period at their 1:00 PM meeting on April 23, 2018, officially beginning the 21 calendar-day public comment period. The Metropolitan Planning Organization is expected to vote [in favor] to endorse the Unified Planning Work Program amendment at their 1:00 PM meeting on May 21, 2018. All Metropolitan Planning Organization (MPO) meetings are held at the Cape Cod Commission Office at 3225 Main Street (Route 6A) Barnstable MA 02630. Transit service is available on the Cape Cod Regional Transit Authority's Barnstable Villager Route (the Barnstable Village-Courthouse stop).

Comments on this plan are accepted if sent by May 14, 2018 via mail, hand delivered, by facsimile, or via e-mail, as follows:

Mailed or dropped off:

Cape Cod Commission Transportation Program

Steven Tupper, Transportation Program Manager

3225 Main Street (Route 6A)

PO Box 226

Barnstable MA 02630-0226

Sent by facsimile (FAX: 508-362-3136) to the attention of:

Steve Tupper, Transportation Program Manager

Electronic mail "email"

stupper@capecodcommission.org

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Introduction

The Unified Planning Work Program (UPWP) is developed annually by the Cape Cod Commission transportation staff on behalf of the Cape Cod Metropolitan Planning Organization, in accordance with the requirements in the federal Fixing America's Surface Transportation (FAST) Act of 2015. The UPWP describes all significant transportation planning activities for Cape Cod over the twelve (12) month period of October 2018 to September 2019, regardless of lead organization and funding source. The following are the major transportation planning areas:

- 1. Management and Support of the Planning Process and Certification Activities the efforts required for coordinating transportation planning activities between CCC and Metropolitan Planning Organization (MPO) member communities, local, regional, state and federal agencies; efforts required to maintain the public participation process; Environmental Justice strategies; efforts required for the administration of the CCC contract with the Massachusetts Department of Transportation (MassDOT); development and approval of the UPWP and the Transportation Improvement Program (TIP); and enhancement of the technical capacity of the planning process.
- Data Collection and Analysis Activities to continually gather and update traffic, crash, and road data necessary for transportation planning and analysis; to maintain databases; to develop and update Cape Cod's travel demand forecasting model; to review safety data, goals, objectives, and strategies to promote safety.
- 3. Short- and Long-Range Transportation Planning includes efforts to perform special planning studies of corridor safety/traffic flow and transit and integration of special studies into the regional transportation plan. Emphasis areas include identification of strategies to support the economic vitality of the metropolitan area, transportation security, emergency planning, strategies to promote smart growth and economic development patterns, environmental protection and energy conservation and preservation of the existing transportation system.
- 4. Other Technical Activities to provide other technical assistance to the region, including assistance in the design and implementation of projects, participating in special studies, coordination with transit agencies and assistance in the planning,

design, and development of the Intelligent Transportation System for Cape Cod. Special emphasis areas include enhancing the integration and connectivity of the transportation system, across and between modes, for people and freight and promotion of Operation and Management Strategies.

 Regulatory Review and Planning Assistance to the Towns – review of Developments of Regional Impact and assistance in the development and implementation of Local Comprehensive Plans and Districts of Critical Planning Concern.

Appendices – includes transportation planning efforts that are being performed outside of the MPO budget process (e.g., Cape Cod transportation planning studies being performed by the state). The Appendices also include funding information, summary of comments, and a checklist of UPWP elements.

Federal and state guidance recommend that at least 1/3 of PL funds are used on tasks that result in tangible products. Every task in the UPWP results in a report or includes documentation available to stakeholders including the public. The subtasks of the UPWP most directly leading to transportation improvement projects are those included in Task 3 (Short- and Long-Range Transportation Planning) and subtask 2.5 (Healthy Transportation). Together these efforts are funded to the level of \$252 thousand out of a total PL program of \$665,946, corresponding to a 38% level of effort.

Coordination with Federal Transportation Planning Factors

All tasks of the UPWP will be implemented with consideration of federal transportation planning factors. This discussion relates to the general topic of Cape Cod MPO transportation planning and is intended to provide an overview to the public. Each planning factor may apply to a varying degree to each specific UPWP task. Cape Cod MPO transportation planning goals are manifested in the Cape Cod Regional Transportation Plan (RTP) referenced in the discussion below. The UPWP is developed in coordination with the ten federal transportation planning factors as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

The Cape Cod MPO staff shall apply specific criteria in the review of transportation strategies. These criteria are applied to changes of delay and emissions. Reduction in traffic delay has a direct consequence on economic vitality both through the timely arrival of commuters and goods and reduction in fuel expenses and losses due to air

pollution. The RTP directly supports these efforts through the goal: "Maintain, protect, and enhance the natural environment while strengthening the economy." The CCC directly supports regional productivity through its economic development mission (including full-time staff) manifested in the Regional Policy Plan and support of the Cape Cod Economic Development Council's initiatives, including support of the federally approved Cape Cod Comprehensive Economic Development Strategy priority projects.

2. Increase the safety of the transportation system for motorized and nonmotorized users

The Cape Cod MPO staff shall apply specific criteria in the review of transportation strategies. These criteria are applied to estimated changes in safety. The primary goal of the RTP is focused on safety: "Provide safe travel options for all users." Safety is of such importance that it is recognized in its major appendix of the RTP.

3. Increase the security of the transportation system for motorized and nonmotorized users

Goals of the RTP related to security include: "Provide safe travel options for all users" and "Preserve, maintain, and modernize the existing transportation system." Security is of such importance that it is recognized in a major appendix of the RTP. One area of additional security planning that applies to Cape Cod is that of traffic impacts due to weather events such as impending hurricanes. CCC staff is continuing to participate in the Massachusetts Emergency Management Agency (MEMA) Massachusetts State Police efforts regarding the "Cape Cod Emergency Traffic Plan."

4. Increase the accessibility and mobility of people and for freight

The Cape Cod MPO staff shall apply specific criteria in the review of transportation strategies. These criteria are applied to improvements in multimodal accessibility. The RTP supports these efforts through goals: "Provides a variety of healthy transportation options to all users" and "Improve efficiency and reliability of freight movement." The RTP includes an appendix addressing freight issues.

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

The RTP directly supports this planning factor through two goals: "Maintain, protect, and enhance the natural environment while strengthening the economy" and "Support livable communities and village centers that strengthen the long-term sustainability of the region." The RTP and therefore the UPWP includes a focus on addressing Climate Change. Where appropriate, UPWP tasks will include assessments of vulnerabilities

and negative risks that climate change effects or extreme weather events pose, to the Cape's transportation infrastructure. These vulnerabilities and risks will be seriously considered when planning future improvements. Where appropriate, UPWP tasks will develop adaptation strategies that will enable the Cape Cod region to implement improvements appropriately. The reduction of greenhouse gas emissions (GHG) remains and important goal in addressing climate change. UPWP tasks are encouraged that reduce VMT and congestion.

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

The Cape Cod MPO staff shall apply specific criteria in the review of transportation strategies. These criteria are applied to improvements in multimodal accessibility. The RTP supports these efforts through its goals: "Provides a variety of healthy transportation options to all users" and "Improve efficiency and reliability of freight movement." Where appropriate, UPWP tasks will support the enhancement of the movement of goods throughout the Cape Cod region. To further this goal, Cape Cod MPO staff will continue to develop knowledge and skills regarding the integration of goods movement. The RTP includes an appendix addressing freight issues.

7. Promote efficient system management and operation

The RTP supports this planning factor through two goals: "Reduce congestion and improve travel time reliability" and "Preserve, maintain, and modernize the existing transportation system." Relevant objectives from these goals include:

- Reduce delay for all modes
- Improve connectivity and reliability for all modes of transportation
- Minimize the impacts of construction delays on all users, particularly impacts of Cape Cod Canal Bridge maintenance
- Improve the condition of all state and municipally owned bridges
- Improve the pavement condition on all federal-aid eligible roadways
- Maintain and improve on and off-road bicycle and pedestrian facilities
- Use modern technology to improve the efficiency of the transportation system
- Improve coordination and cooperation between agencies throughout all phases of project development and implementation for all improvement and maintenance projects

The RTP includes specific performance targets for each of the above objectives.

8. Emphasize the preservation of the existing transportation system

The RTP supports this planning factor through the goal: "Preserve, maintain, and modernize the existing transportation system." Through the CCC regulatory process, development projects are required to provide traffic mitigation. Additionally, a significant number of acres of developable land have been conserved through the CCC regulatory process — thereby reducing future transportation impacts.

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

The RTP includes a key effort to integrate resiliency into transportation planning. Goals within this effort include:

- Identify critical transportation infrastructure on Cape Cod
- Identify transportation infrastructure vulnerable to the impacts of sea level rise
- Improve vulnerability and risk assessment practices for planners and town officials
- Formulate effective adaptation strategies for Cape Cod
- Foster local support and input on climate change vulnerability assessments

Additionally, the RTP includes a section on stormwater management including a set of "best management practices" that have applicability to the Cape's roadways.

10. Enhance travel and tourism

For many years, tourism has been a major component of the Cape's economy. As such, an RTP section on scenario planning includes tourism as the Cape's future transportation needs are being identified.

Staff Development

Throughout the year staff will be provided with opportunities for professional development in support of the various UPWP tasks. For example, to attend a workshop that focuses on reducing crashes at hazardous intersections the workshop fee and staff time will be billed to the UPWP task related to safety.

UPWP Amendment/Administrative Adjustment Procedures

Below are general guidelines regarding the conditions that constitute an administrative adjustment or amendment to the Unified Planning Work Program (UPWP). All proposed administrative adjustments and amendments must be presented to the MPO for consultation. Amendments must be voted on by the MPO members and amendments must be released for 21-Day public comment period prior to endorsement.

UPWP Administrative Adjustment	UPWP Amendment
Reallocation of budget funds	Addition or Removal of UPWP task(s)
Change in start/completion dates within	Change in start/completion dates, outside
the originally intended federal fiscal year(s)	of originally intended federal fiscal year(s)
Adjustment to project scope	Significant change in project scope, cost,
	and/or time allocation

Submission of Budget Reallocation Request:

When submitting the standard Budget Reallocation Request form to MassDOT Office of Transportation Planning, all fields must be filled out with clear indication that the MPO was consulted prior to submission. Back up documentation must be submitted, including the UPWP description of the task(s) affected, original budget, revised budget, and justification for request.

Definition of Significant Change:

A change to a project scope, budget, and/or project schedule is considered significant when it alters the original intent of the project or intended conclusions of the project.

Task #1 – Management and Support of the Planning Process and Certification Activities

TASK 1.1 - UNIFIED PLANNING WORK PROGRAM (CERTIFICATION ACTIVITY)

Objectives: To develop a Unified Planning Work Program (UPWP), in accordance with the requirements in federal transportation planning regulations, and to obtain MPO endorsement of the UPWP. To prepare progress reports, as needed.

Previous Work: Previous UPWPs (most recent MPO-endorsed FY 2018 UPWP & Amendment; endorsement of FY 2019 UPWP expected May 2018)

Procedures: In conformance with applicable Federal and State guide-lines, prepare a UPWP which describes all significant transportation and transportation-related planning activities anticipated to be carried out in the region during the period, regardless of funding sources or lead organization. Maintain the UPWP and make amendments as necessary. Active reviewers and contributors to UPWP development include MassDOT (Boston and District 5), the CCJTC and the CCMPO.

Products: Unified Planning Work Program for Transportation Planning Activities for the period October 1, 2019 to September 30, 2020. Amendments to the current UPWP will be submitted as necessary. Monthly progress reports on PL activities performed under the UPWP and an annual report of transportation planning activities.

Schedule:

- Draft FFY 2020 UPWP anticipated submission to MPO and CCJTC, April 2019
- Final FFY 2020 UPWP anticipated submission to MPO, May 2019
- Monthly progress reports
- Annual Report

Beneficiary Communities: All

<u>Funding Source</u> Amount

FHWA/MassDOT \$20,000

TASK 1.2 - TRANSPORTATION IMPROVEMENT PROGRAM (CERTIFICATION ACTIVITY)

Objectives: To prepare a program of transportation improvement projects that is consistent with the federal Fixing America's Surface Transportation (FAST) Act of 2015, the region's transportation plan, the State Implementation Plan, EPA's Air Quality Conformity Regulations, and FHWA/FTA's Planning Regulations. The Transportation Improvement Program (TIP) will include a five-year program of projects. The TIP will be presented for endorsement by the Metropolitan Planning Organization (MPO) in accordance with federal regulations and the region's Public Participation Plan.

Previous Work: "Cape Cod Transportation Improvement Programs (TIPs)," and amendments as needed, 1988 to present;

- Latest endorsed TIP FFY 2018-2022 (endorsed May 2017)
- FFY 2019-2023 TIP (endorsement expected May 2018)

Procedures:

To continue to participate in a committee of Regional Planning Agency (RPA) Directors, Federal and State officials to cooperatively develop financial estimates, evaluate projects, and create a schedule of TIP development.

TIP Development Process:

The Cape Cod Transportation Improvement Program (TIP) is a listing of federal aid eligible transportation projects for Cape Cod prepared under the direction of the Cape Cod Metropolitan Planning Organization (MPO). The plan is prepared by the Cape Cod Commission (CCC) transportation staff, the Cape Cod Regional Transit Authority (CCRTA) staff, Massachusetts Department of Transportation (MassDOT) staff (Boston and District 5), and the Cape Cod Joint Transportation Committee (CCJTC) with input from the public and in cooperation with multiple state and federal agencies.

The TIP is developed based on a vision defined in the Cape Cod Regional Transportation Plan (RTP) and includes the transportation projects proposed for implementation in the next five years. Each year of the TIP must be financially constrained; anticipated project costs cannot exceed available funding. The TIP must

conform to a host of federal and state requirements and polices including air quality and equity programs.

The inclusion of a project in the TIP is one step on the path towards construction. Inclusion on this list does not guarantee funding; the project proponent is responsible for completing the steps toward implementation within the program. For a highway project, the obligation of the federal and state funds occurs when the project is advertised for construction by MassDOT. For a transit project, the obligation of the funding is through an electronic approval system by FTA.

Development Schedule

The Cape Cod MPO process follows an annual schedule for development of the Transportation Improvement Program (TIP) to be compatible with the development schedule of the State Transportation Improvement Program (STIP), as is required under 23 CFR 450.324. The STIP includes projects lists in the Cape Cod TIP, projects listed in the TIP from other planning regions, and projects that span multiple planning regions. The Cape Cod TIP is generally endorsed by the Cape Cod MPO each May with the STIP being submitted for federal approvals prior to the beginning of the Federal Fiscal Year on October 1.

Adjustment and Amendment Procedures

The Cape Cod Joint Transportation Committee recommends inclusion in the statewide program of the projects as programmed in this TIP for Cape Cod, with regional consensus and endorsement by the Cape Cod MPO. Projects that are in the first years of the TIP, which have designs completed or well underway, have public support in addition to the regional support.

Administrative Adjustment Process

In the event a project in the annual element, or current Federal Fiscal Year, is not proceeding in the programmed year, the substitution of another project from the outer years of the TIP for implementation in the current year is considered by the Cape Cod MPO to be an administrative adjustment provided that the following conditions are true:

- Financial constraint of the TIP is maintained.
- The project must be an exempt project, conformity determination not required.
- A letter requesting the administrative adjustment is forwarded to the Director of the MassDOT Office of Transportation Planning to reflect the adjustment in the STIP.
- Administrative Adjustments to the TIP shall be included within the next MPO agenda. Administrative Adjustments do not require public comment periods.

Other changes that are allowed as administrative modifications include project name, scope, and/or cost estimate changes, as long as those changes are considered to be minor in nature. For example, a project cost increase within 10% of the existing amount programmed already, may be considered an administrative adjustment.

Amendment Process

In order for implementation of projects to proceed in the current year, a previously unlisted project may be amended into the TIP. An action to add a new project or remove an existing project is considered by the Cape Cod MPO to be an amendment if the following conditions are true:

- Consensus in the region for this project to be included and move forward.
- Financial constraint of the TIP is maintained.
- A Cape Cod MPO meeting to endorse the amendment(s).
- Conformity determination is required unless the amendment(s) consist(s) entirely of exempt projects.
- An outer year TIP project or a Non-Federal Aid project is not considered a new project and may be an Administrative Adjustment—see above Administrative Adjustment Process.

Public Participation Process

Pursuant to Federal Highway Administration 23 CFR Part 450 and Federal Transit Administration 49 CFR, the Cape Cod Transportation Improvement Program (TIP) was developed locally and is based on the latest Regional Transportation Plan (RTP).

The development of the TIP occurs in public meeting of the CCJTC and the Cape Cod MPO. Presentations on potential new projects typically occur in the fall. Discussions of the scoring of potential projects and development of a potential program of projects occurs in the winter and spring. In addition to discussion at CCJTC and Cape MPO public meetings, CCC staff makes efforts to reach out directly to members of the public interested in development of the TIP.

CCC staff maintains an electronic mailing list of persons interested in transportation issues in the region. Notice of the public meetings where discussion of draft TIP documents is to occur is emailed at least seven days in advance. Upon approval by the MPO, a public draft of the TIP is made available for public comment for a period of at least 21 days. Public comments may be made in person or via email, telephone, fax, or regular mail.

Products:

- TIP consistent with the State Implementation Plan and the Regional Transportation Plan
- Modifications/amendments to the TIP as required

Schedule: As determined by the MPO, FHWA, FTA, and MassDOT

- Presentations of potential new projects to the CCJTC/CCMPO [Fall 2018]
- Scoring of potential projects; development of potential program of projects [Winter/Spring 2018-2019]
- Release of public comment draft TIP [April 2019]
- Final draft TIP [May 2019]
- Administrative Adjustments/Amendments [as-needed]

Beneficiary Communities: All

Funding source	<u>Amount</u>	
-	_	
FHWA/MassDOT	\$33,750	

TASK 1.3 - CCJTC AND MPO ACTIVITIES

Objectives: To maintain an open comprehensive, cooperative and continuing (3C) transportation planning and programming process involving the local, regional, state, and federal levels of government in conformance with applicable federal and state requirements and guidelines. Address follow-up actions from FHWA/FTA MPO certification review received April 2018.

Previous Work: Past maintenance of 3C process, including support to the CCJTC, the MPO, and member agencies

Procedures:

- 1. Provide administrative and technical support to the 3C regional planning process, such as:
- a. Community liaison and assistance on transportation planning matters

- b. Review of federal and state transportation programs and related documents as required
- 2. Provide for and support the public participation process in transportation planning for Cape Cod
- a. Support Cape Cod Joint Transportation Committee (CCJTC)
- b. Develop, support and participate in local parking, traffic, bikeway, and environmental committee meetings
- c. Preliminary and follow-up work for meetings as required
- 3. Present transportation plans and programs (e.g., UPWP, Regional Transportation Plan, and TIP) developed through the public participation process to the Cape Cod Joint Transportation Committee and the Metropolitan Planning Organization (MPO) for appropriate action
- 4. Conduct efforts in conformance with federal, state and local requirements
- 5. Review and address recommendations and corrective actions from most recent MPO recertification review
- 6. Consult with MassDOT, public transit providers, and air quality resources agencies serving the Barnstable UZA to establish a written coordination agreement(s) according to the requirements of 23 CFR 450.312(h) and 450.314 as required in the April 2018 FHWA/FTA MPO certification review.

Products:

- Viable 3C process, including CCJTC and public outreach
- Website updates, notices to news media, meeting notices
- Transportation program annual report
- Minutes and reports on CCJTC meetings
- Letters, memoranda, and notes as required
- Other products as required

Schedule: Meetings typically held monthly

Beneficiary Communities: All

Funding Source Amount

FHWA/MassDOT \$50,000

TASK 1.4 – TITLE VI/ENVIRONMENTAL JUSTICE

Objectives: To integrate Title VI nondiscrimination program requirements while also maintaining awareness and achievement of principles of Environmental Justice into the 3C Transportation Planning Process. To develop and maintain a Title VI Civil Rights program for the Cape Cod MPO. To incorporate Title VI nondiscrimination requirements while ensuring maintenance of Environmental Justice principles within each task as appropriate.

Previous Work:

- Attendance at preliminary meetings with MassDOT and FHWA to discuss Title VI program requirements and receive guidance on ensuring compliance.
- Preparation of updates to the Cape Cod Regional Transportation Plan including information and strategies to ensure compliance with Title VI requirements while also ensuring maintenance of Environmental Justice principles.
- 2014 Title VI Report

Procedures: Coordination with the Cape Cod Regional Transit Authority and MassDOT, as required.

Products:

- Application of Title VI Civil Rights program for the Cape Cod MPO
- Updated demographic maps showing traditionally underserves and "at risk" populations.
- Enhanced outreach procedures to engage Title VI communities and other underserved populations to ensure awareness and participation in the MassDOT 3C planning process on current and proposed projects.

Pre- and post-analysis of projected and ongoing improvement projects should ensure that no Title VI discrimination will/is occurring, while also considering and avoiding disproportionally high adverse human health and environmental effects on minority and low-income populations on Cape Cod.

Schedule: Ongoing procedures

Beneficiary Communities: All

<u>Funding Source</u> Amount

FHWA/MassDOT \$32,500

TASK 1.5 – PUBLIC PARTICIPATION PLAN

Objectives: To ensure that all segments of the population are able to fully participate in transportation planning processes and has access to transportation facilities. To cooperate with stakeholders in the development of the Public Transit Human Services Transportation Plan. To engage the Mashpee Wampanoag Tribe in transportation planning.

Previous Work:

- Preparation of updates to the Cape Cod Regional Transportation Plan including information and strategies to ensure a viable public outreach process.
- Public Participation Plan (2015)
- Previous updates of the Public Participation Plan (PPP) (June 2007, Addendum in 2009)

Procedures:

- Coordination with the Cape Cod Regional Transit Authority and MassDOT, as required.
- Research/discover additional tools to enhance public outreach.
- If necessary, MPO staff will draft and present a revised PPP to the MPO for potential endorsement.

Products/Activities:

- UPWP projects with a public outreach requirement comply with the PPP.
- TIP public meetings that comply with the outreach and accessibility requirements of the PPP.
- Evaluations of the effectiveness of the procedures outlined in the PPP
- Revisions to the PPP, as necessary.

Schedule: Ongoing procedures

Beneficiary Communities: All

<u>Funding Source</u> Amount

FHWA/MassDOT \$15,250

TASK 1.6 – REGIONAL TRANSPORTATION PLAN

(Certification Activity)

Objectives: To update the Regional Transportation Plan for Cape Cod providing greater integration of land use, transportation, and climate change data, in conformance with the federal Fixing America's Surface Transportation (FAST) Act of 2015 and consistent with the goals and requirements of the Cape Cod Commission, towns, the MassDOT, FTA, and the FHWA. Consider all modes of transportation and both short- and long-range elements. Expand public accessibility to RTP effort in accordance with the Commission's Title VI program.

Previous Work:

- Regional Policy Plan for Cape Cod, 2009
- Interagency Scenario Planning Pilot Project, 2011
- Living Streets Design Manual for Cape Cod, 2013
- UPWP FFY14 Climate Change Risk and Vulnerability Assessment of Transportation Infrastructure, November 2013
- UPWP FFY15 Climate Change Mitigation & Adaptation Strategy for Critical Transportation Infrastructure, under development 2014
- INVEST sustainable highways self-evaluation tool, 2014
- 2014 Title VI Report and Public Participation Plan
- 2014 GIS-based Infrastructure Vulnerability Tool
- 2014 Freight Study
- 2014 "Section 208 Area-Wide Water Quality Management Plan for Cape Cod"
- Regional Transportation Plans most recently approved by MPO, July 2015

Procedures:

- Undertake four-year update to the Regional Transportation Plan (RTP). Potential inclusion to RTP in FY 2019 to include recommendations from MassDOT Cape Cod Canal Area Transportation Studies. Includes RTP conformity analyses and reassessment of fiscal constraint. Ongoing public outreach will include workshops and participation at meetings of local officials and issue-oriented groups focused on the environment and accessibility. These efforts will further involve Cape Cod environmental organizations and strengthen the link between transportation impacts and environmental analysis.
- Update the Cape Cod Congestion Management Plan to address all action items listed in the FHWA guidebook as required by the FHWA/FTA MPO certification review from April 2018. This effort will include the following sub-tasks:
 - Develop Regional Objectives

- Define CMP Network
- Develop Multimodal Performance Measures
- Collect Data/Monitor System Performance
- Analyze Congestion Problems and Needs
- Identify and Assess Strategies
- Program and Implement Strategies
- Evaluate Strategy Effectiveness
- Work closely with MassDOT's Environmental Services section to ensure that any proposed projects have support and approval of MPO. Continue to develop partnerships and conduct outreach with community groups and the Mashpee Wampanoag Tribe.
- Continue to work with communities to identify Growth Incentive Zones and areas
 for higher Development of Regional Impact (DRI) thresholds designated through
 Chapter H of the Commission's regulations to promote research and
 development/light manufacturing and identify appropriate transportation
 infrastructure to support these areas.
- Strengthen procedures to incorporate stormwater and nutrient management from transportation rights-of-way.

Continue to integrate Performance Standards into the RTP.

Products:

- Draft and Final Cape Cod 2020 Regional Transportation Plan.
- Interim updates and amendments as necessary
- Presentation materials, maps, website downloads for meetings and workshops
- Public engagement tools

Schedule: Ongoing, RTP update completed summer 2019, other tasks continue through September 2019.

Beneficiary Communities: All

<u>Funding Source</u> Amount

FHWA/MassDOT \$ 62,500

Task #2 – Data Collection and Analysis Activities

TASK 2.1 – CAPE COD TRAFFIC DATA COLLECTION PROGRAM

Objectives: To create and maintain databases of traffic counting data for Cape Cod to be used for transportation planning. To monitor growth in traffic volumes and to determine existing traffic volumes on Cape Cod roads. To perform the coverage counts for MassDOT. To perform bicycle and pedestrian activity counts in selected locations. To obtain data on road geometry, when necessary, as part of the traffic counting efforts.

Note: It is a goal of the region to install permanent traffic counters to provide continuous reliable data on traffic volumes, vehicle types, and speed on all major roads. Permanent stations with remote access capabilities are the appropriate safe and cost-effective manner to collect data.

Previous Work:

Annual traffic counting programs, 1984–2018. Traffic counting reports and appendices (2017 versions most recently):

- Cape Cod Traffic Counting Report
- Intersection Turning Movement Counts
- Bicycle Pedestrian Counts
- Park and Ride Lot Counts

Procedures:

For the summer of 2019, over 200 automated traffic recorder (ATR) counts will be scheduled across Cape Cod's 15 towns. Additional counts, in coordination with or at the request of the towns and MassDOT, will be taken as schedule and weather permits. Where possible, FHWA traffic monitoring guide procedures will be followed. Police details, if required for the additional count locations, shall be the responsibility of the towns for local roads and MassDOT for state roads and locations requested by MassDOT. Turning movement counts will also be taken at selected intersections. Bicycle and pedestrian counts will also be performed on selected paths throughout Cape Cod.

Where possible, FHWA traffic monitoring guide procedures will be followed.

Work activities under this task include:

- Placement of counters
- Retrieval of counters
- Routine checks of counters
- Equipment inventory and maintenance
- Data tabulation
- Data factoring
- Data analysis/recording
- Coordination of counters
- Coordination of safety measures with towns
- Coordination of external program counts
- Periodic calibration/verification of equipment per MassDOT guidelines
- Obtain necessary permits from towns and MassDOT
- Development of traffic count file and data base
- Data mapping
- Program evaluation
- Computer data entry and maintenance
- Updated geometric information, as needed. Gather information to include sidewalks, shoulders and bicycle lanes.

Products:

- Cape Cod Traffic Counting Report for 2018. Report will contain information on study design, count location, date/time of peak-hour volume, average daily traffic, and factored average daily traffic. The most recent 10 years of counts conducted by CCC will be included in this report.
- Online database that includes date of counts, general weather and traffic
 conditions average daily traffic, factored average daily traffic, peak hour traffic
 volume. Breakdown of traffic by hour over period studied kept on file. Information
 provided via a map-based search tool for ease of use by the public and other
 stakeholders.
- Factored counts for MassDOT
- Expanded seasonal traffic counting data

- Turning movement counts at intersections, including bicycle and pedestrian counts
- An analysis of traffic growth trends over the past 10-year period for Cape Cod, subregions and major routes
- Counts accessible at website:

http://www.capecodcommission.org/counts

Schedule: Report on counts taken in 2018 submitted January 2019

Beneficiary Communities: All

Funding Source Amount

FHWA/MassDOT \$42,500

TASK 2.2 – PERFORMANCE MEASURES

A key feature of federal Fixing America's Surface Transportation (FAST) Act of 2015 is the establishment of a performance- and outcome-based program with the objective to invest resources in projects that collectively will make progress toward the achievement of the national goals. These national performance goals are identified in the following list:

Goal area: National goal

Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads

Infrastructure condition: To maintain the highway infrastructure asset system in a state of good repair

Congestion reduction: To achieve a significant reduction in congestion on the National Highway System

System reliability: To improve the efficiency of the surface transportation system

Freight movement and economic vitality: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development

Environmental sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment, including mitigation strategies for stormwater management and nutrient loading.

Reduced project delivery delays: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

MassDOT is undertaking an effort to establish FHWA-required performance measure targets (i.e., PM1, PM2, PM3) as follows:

- PM1 Safety Measures by: August 31, 2017
- PM2 Pavement/Bridge Performance (NHS condition %) by: May 20, 2018
- PM3 System Performance Measures (CMAQ, Freight) by: May 20, 2018

These performance areas are detailed in the following table:

Table 1 – Federally Required Highway Performance Measures

NATIONAL GOAL	HIGHWAY PERFORMANCE AREA	PERFOMANCE MEASURE
Safety	Injuries & Fatalities	 Number of fatalities Fatality rate (per 100 million vehicle miles traveled) Number of serious injuries Serious injury rate (per 100 million vehicle miles traveled) Number of non-motorized fatalities and non-motorized serious injuries
Infrastructure Condition	Pavement Condition	 Percentage of pavements on the Interstate System in Good condition Percentage of pavements on the Interstate System in Poor condition Percentage of pavements on the non-Interstate NHS in Good condition Percentage of pavements on the non-Interstate NHS in Poor condition
Infrastructure Condition	Bridge Condition	 Percentage of NHS bridges classified as in Good condition Percentage of NHS bridges classified as in Poor condition
System Reliability	Performance of the National Highway System	 Percent of person miles traveled on the Interstate System that are reliable Percent of person miles traveled on the non- Interstate NHS that are reliable Percent change in tailpipe carbon dioxide emission levels on the NHS compared to the calendar year 2017 levels
Freight Movement and Economic Vitality	Freight Movement on the Interstate System	Truck Travel Time Reliability Index
Congestion Reduction	Traffic congestion	Annual hours of peak-hour excessive delay per capita Percent of non-single-occupant vehicle travel
Environmental Sustainability	On-Road Mobile Source Emissions	Total emissions reduction

The Federal Transit Authority requires that transit agencies develop and implement transit asset management (TAM) plans. TAM plans must include an asset inventory, condition assessments of inventoried assets, and a prioritize list of investments to improve the state of good repair of their capital assets. The following table includes a list of FTA-required performance measures:

Table 2 - Federally Required Transit Performance Measures

NATIONAL GOAL	TRANSIT PERFORMANCE AREA OR ASSET CATEGORY	PERFORMANCE MEASURE
Safety	Fatalities	Total number of reportable* fatalities and rate per total vehicle revenue miles by mode
Safety	Injuries	Total number of reportable* injuries and rate per total vehicle revenue miles by mode
Safety	Safety Events	Total number of reportable* events and rate per total vehicle revenue miles by mode
Safety	System Reliability	Mean distance between major mechanica failures by mode
Infrastructure Condition (State of Good Repair: Transit Asset Management)	Equipment	Percentage of vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Infrastructure Condition (State of Good Repair: Transit Asset Management)	Rolling Stock	Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB
Infrastructure Condition (State of Good Repair: Transit Asset Management)	Infrastructure	Percentage of track segments with performance restrictions
Infrastructure Condition (State of Good Repair: Transit Asset Management)	Facilities	Percentage of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model scale

Objectives: To develop standards to be used in assessing the performance of important elements of the Cape's transportation system. To work with MassDOT to support the above federal transportation goals at the state level. To integrate Performance Standards into the RTP, Regional Policy Plan (RPP) update and Cape Cod Commission's "OGSM" (Objectives, Goals, Strategies and Measures) initiative.

Previous Work:

- 2014 "Section 208 Area-Wide Water Quality Management Plan for Cape Cod"
- Development of transportation databases for travel times, vehicle counts, crash records
- Geo-located Cape Cod crash database for 2004–2013
- Online mapping of traffic counting data
- Transportation model developed in 1999/2000 for base year of 1997
- Transportation model updated in 2010

Procedures:

Identify major elements of the Cape's transportation system. Examples include:

- Major roadway segments based on roadway functional class, including the Mid-Cape Highway (Route 6).
- Intersections of major roads/signalized intersections
- MassDOT Park-and-Ride Lots
- Intermodal connector facilities

For each element identify potential performance standard. For example, for signalized intersections the performance standard may correspond to a certain level of service or operational parameter such as the average number of seconds of delay per vehicle.

Potential performance standards will be presented to the Cape Cod Joint Transportation Committee for consultation and consensus in anticipation of making recommendations to the Cape Cod Metropolitan Planning Organization. Resulting performance standards will be further integrated into the Regional Transportation Plan (see also Task 1.6), the Commission's Regional Policy Plan, and Objectives, Strategies, Goals and Measures initiative.

Products: Summary report of Cape Cod transportation performance standards

Schedule: Ongoing

Beneficiary Communities: All

<u>Funding Source</u> Amount

FHWA/MassDOT \$25,000

TASK 2.3 - TRANSPORTATION DATABASE MANAGEMENT/MODELING

Objectives: To maintain and improve databases of Cape Cod transportation information including roadway geometry, traffic volumes (motor vehicles, bicycles, pedestrian), and other. To provide transportation information for Cape Cod to local and state officials, transportation professionals, and the public. To perform highway capacity analyses as needed. To continue to develop and calibrate computerized travel demand forecasting databases and models for Cape Cod. To continue integration with Geographic Information System (GIS) data to provide a platform for GIS-based traffic counts, congested link summaries, and accident summaries.

Previous Work:

- Draft VISSIM models for Harwich Center and Yarmouth Road/Willow Street (Barnstable)
- Geo-located Cape Cod crash database for 2004–2013
- Online mapping of traffic counting data
- Transportation model developed in 1999/2000 for base year of 1997
- Transportation model updated in 2010

Procedures:

- Integrate new records when available; maintain database, develop subroutines
 for analysis. When details are needed for specific locations, town crash records
 may be obtained and reviewed. CCC staff will contact MassDOT to request latest
 crash records. Conduct public outreach to member communities. Respond to
 data and information requests from the public, transportation professionals, and
 local, regional, and state officials. Participate in analyses of and obtain latest
 Pictometry data and software.
- Review and utilize available socio-economic, employment, population, and housing data for base year and forecast year data. Utilize existing traffic volume and transit data to determine existing travel demands. Utilize existing

transportation models for sub-regions of Cape Cod. Improve transfer methods of data between CCC Geographic Information System (GIS) services and transportation modeling effort. Expand transportation demand model to include Saturday morning element and to explicitly include public transportation used. Additional modeling efforts include the use of Synchro/Sim-Traffic software. Construction of Synchro models includes development of a computerized roadway/intersection network. Inputs include turning movements and roadway link traffic volumes, roadway and intersection geometry, and signal timing and phasing.

Products:

- Crash, roadway geometry, roadway traffic volumes, intersection turning movements data, and Pictometry information database
- Reports, letters, and memoranda as required
- Updated regional transportation model based on latest available demographic information, reports of results, and summaries
- Models will be used to support Task 3 and other regional planning and TIP activities

Schedule: Ongoing

Beneficiary Communities: All

Funding Source Amount

FHWA/MassDOT \$33,750

TASK 2.4 - PAVEMENT MANAGEMENT

Objectives: To collect data and implement a regional pavement management system for Cape Cod to provide an objective rating of pavement conditions and needs. To collect other roadway attribute data as part of the pavement management system.

Previous Work:

- Pavement Management Status Reports (2011 2017). 2019 data collection includes approximately 200 "point" assessments collected during installation of automatic traffic recorder installation – outputs include updated databases and mapping. Corridor-based pavement assessments for 33% of the municipallyowned federal-aid roadway network – outputs include updated databases and mapping.
- Reviews of town-based pavement management efforts.
- Eastham, Pilot Pavement Management Study, December 1990
- Bourne, Preliminary Pavement Management Report, April 1992
- Participation on technical coordination committees for Pavement Management
- Special Statewide pavement management systems effort, 1994

Procedures:

- Existing roadway conditions will be identified through observations made from motor vehicles. Approximately 33% of the municipally-owned federal-aid eligible roadways will be surveyed and results will be used to update databases and produce pavement condition maps and reports. Approximately 200 point-assessments of pavement condition will be made as part of the installation of automatic traffic recorders results inputted into a database and used to generate maps and reports. Additional information may be provided by individual towns; some towns maintain pavement management databases. Existing data will be requested from individual towns. The proposed pavement rating system will be determined in coordination with the towns. The rating system will be consistent with MassDOT standards and standards that other Massachusetts' RPAs are using.
- In addition, a focus on tribal roads under the jurisdiction of the Mashpee Wampanoag tribe will be continued.
- During the collection of pavement condition, technicians will record important roadway characteristics such as the availability and serviceability of sidewalks for either side of the roadway.

Products: Assessment of pavement management needs and inventory of other roadway attributes such as sidewalk availability and serviceability.

Schedule:

January-March 2019 Evaluation of existing data, coordination with communities,

review of methodologies.

March-April 2019 Schedule & coordination of data collection

May-August 2019 Data Collection

September 2019 Status Report

Beneficiary Communities: All

Funding Source Amount

FHWA/MassDOT \$ 37,500

TASK 2.5 – HEALTHY TRANSPORTATION

Background: Walkable, bikeable, transit-oriented communities are associated with healthier populations. According to the Center for Disease Control, people in such communities are more physically active, have less weight gain, are more physically active, have fewer traffic injuries, and are less exposed to air pollution. Residents of neighborhoods that lack comfortable and convenient bicycle and pedestrian accommodations are less likely to engage in healthy transportation modes.

Increasing bicycle and pedestrian transportation options can help improve public health. Studies have shown that people would walk or bike more to nearby destinations if they felt comfortable and safe. For Cape Cod residents and visitors in communities throughout the region, the automobile is their only viable option even to nearby destinations due to lack of sidewalks or bicycle accommodations. For those who lack cars or who are unable to drive, walking or bicycling to work, the store, or to the post office is hazardous and stressful. Installation of sidewalks or a bike lane or path between commercial activity areas and residential neighborhoods would make biking and walking comfortable, convenient, and viable modes of transportation.

Objectives: Building on recommendations from previous studies, Cape Cod Metropolitan Planning Organization staff will evaluate recommendations for improving community connectivity to the existing (and planned) bicycle and pedestrian facility network. The assessment will also include identification of potential health benefits associated with active modes of transportation.

Procedures:

Data Collection and Mapping

- Staff will develop a GIS map showing existing bicycle and pedestrian accommodations, planned or programmed facilities, housing, commercial activity nodes, civic buildings, and transit stops.
- Staff will identify and compile bicycle and pedestrian facility network recommendations from previous studies.
- Staff will research health assessment tools for bicycle and pedestrian infrastructure projects.

Analysis & Recommendations

- Staff will evaluate benefits of recommended bicycle and pedestrian connection improvements, including potential benefits of including health and safety benefits as well as equity considerations.
- Resulting from the research and analyses, a series of recommendations will be prepared in a draft and final report including recommendations for further study.

Previous Studies/Work:

- Bicycle/Pedestrian LOS Study
- Town centers bicycle and pedestrian connections study
- Pedestrian and Bicycling sections of Regional Transportation Plan
- 2012 bicycle route/transit route connectivity report
- Technical support for town-based bicycle routing
- Harwich Bike Planning 2010
- Cape Cod National Seashore Integrated Bicycle Plan, 2010
- Outer Cape Bicycle and Pedestrian Master Plan
- Falmouth Bicycle Plan

Products: Draft and final reports

Schedule: October 2018 to September 2019

Beneficiary Communities: All

Funding Source Amount

FHWA/MassDOT \$ 37,500

TASK 2.6 – GEOGRAPHIC INFORMATION SYSTEM

Objectives: To maintain and improve the Geographic Information System for Cape Cod to provide an analysis tool for transportation decision-making.

Ongoing Work:

- Integration of Massachusetts DOT Roadway Inventory Files
- Development of geographic land use information for transportation planning

Procedures: Importing of transportation-related geographic information from state, federal, local and other sources into Cape Cod's Geographic Information System; editing as needed; provide database, digital, and graphic outputs of geographic information as required.

Products: Digital files for input into specialized transportation analyses; graphic output of maps (paper, .jpg, .pdf as required).

Schedule: Ongoing

Beneficiary Communities: All

Funding Source Amount
FHWA/MassDOT \$ 37,500

Task #3 – Short- and Long-range Transportation Planning

The Cape Cod MPO includes a close partnership between member agencies and the Cape Cod Regional Transit Authority. Many of the planning strategies resulting from Task 3 efforts will capitalize on the services that the Cape Cod RTA has to offer.

Livability Statement

Livability refers to the social and environmental quality of an area as perceived by residents, workers, and visitors. The U.S. Department of Transportation considers the principle of Livability to be essential to the success of regional transportation planning. Livability directly benefits people who live in, work in or visit Cape Cod, increases property values and business activity, and it can improve public health and safety. Livability is largely affected by conditions in our public spaces, places where people naturally interact with each other and their community, including roads, conservation lands, transportation hubs and other public facilities, and so is affected by public policy and planning decisions.

Transportation decisions can have a major impact on Livability. Streetscapes that are attractive, safe and suitable for a variety of transportation modes (particularly walking) are a key factor in Livability. Traffic safety, traffic noise and local air pollution, affordability, impervious surface coverage (i.e., the portion of land devoted to roads and parking), preservation of environmental and cultural structures, and opportunities for recreation are all Livability factors often affected by transportation policies and practices. Transportation decisions can also affect social interactions and community cohesion. Pedestrian-friendly streets create opportunities for people to meet and interact, helping to create community networks. The MPO continues to support Livability through the following planning tasks in this UPWP.

TASK 3.1 – MASHPEE ROTARY STUDY

Background:

The Mashpee Rotary is a five-leg, major regional transportation node with the intersections of Route 28, Route 151, Great Neck Road North, and Great Neck Road South. The Mashpee Rotary has been identified as a priority for investigation. The rotary is often congested, particularly in the summer months. Along the rotary and its approaches, congestion is a barrier to reliable inter-regional access between the towns of Falmouth and Mashpee to Barnstable and other towns on the eastern portions of Cape Cod. Residents and visitors navigating the rotary may be connecting to various destinations including Hyannis, North Falmouth, New Seabury, nearby retail and community destinations or the limited access highway, Route 6. There are prominent safety concerns in addition to the congestion issues. This study will serve as a continuation of the previous Route 28 study in Eastern Mashpee that included the Route 130/Route 28 intersection through the Orchard Road/Route 28 intersection.

Also, of key concern is accommodation for all road users including motorists, pedestrians, bicyclists, and transit users. This is a heavily used corridor for non-motorized users looking to access their jobs and retail destinations from their neighborhoods.

The Mashpee Rotary is also identified as a high crash location according to the MassDOT 'Top High Crash Intersection Locations' portal. A review of the "Barnstable County High Crash Location" (Cape Cod Commission, 2014) lists the Mashpee Rotary as a top 50 crash location for several criteria:

- Number of crashes Rank #24 (28 crashes)
- Equivalent Property Damage Only Rank #25 (EPDO* 56)

*Equivalent Property Damage Only (EPDO) calculation multiplies 1 times the number of Property Damage Only crashes, 5 times Injury Crashes, and 10 times Fatal Crashes.

Crash data is based off 2009-2011 MassDOT crash data. Any potential improvements along this corridor must be balanced with impacts on the environment and neighboring properties.

Description of Services

The Cape Cod Commission, under the Unified Planning Work Program, will conduct a transportation planning study for the study area with the following study goal:

• Develop alternatives that will provide safe and convenient access within the study area for all users of the roadway system including pedestrians, bicyclists, and motorists.

Project Limits

The study area consists of the Mashpee Rotary and the approaching roadways: Route 28, Route 151, Great Neck Road North, and Great Neck Road South. Please see the Study Area map below.



Figure 1 - Mashpee Rotary Area

Procedures:

Task 1: Project Initiation

Commission staff will gather past studies and develop a plan for analysis of the study area. This task will include meeting with Commission staff and a consultation meeting with Town of Mashpee and MassDOT District 5. Commission staff will also consult with Cape Cod Regional Transit Authority staff.

Product: Final Scope of Work and Public Participation Plan

Task 2: Data Collection, Mapping, and On-Site Reconnaissance

Commission staff will gather data including crash locations, roadway geometry, traffic volumes, pedestrian/bicycle connections and land use information. At a minimum, traffic volume data will be collected at multiple locations along Route 28 and at Mashpee Rotary approaches.

Commission staff will visit the study area to evaluate and photograph conditions. Town staff will be invited to attend the site visit.

Task 3: Listening Session

Commission staff will prepare for and host a public kickoff meeting in or near the study area where opportunities and constraints along the corridor will be identified. The meeting will include a brief presentation including information gathered as part of the first two tasks and focus on input from the stakeholders in attendance at the meeting.

Product: Summary of Listening Session

Task 4: Concept Development and Refinement

Information collected during the previous task will be reviewed with Town of Mashpee and Cape Cod RTA staff and preliminary concepts will be developed. Conceptual design plans will illustrate options for corridor improvements with a minimum of 3 alternatives. One of these alternatives will be the "no-build" scenario and will form the basis of comparison for any of the "build" alternatives.

Product: Preliminary Concepts and Summary of Feedback

Task 5: Public Review of Concepts

After review of the preliminary concepts by Commission, MassDOT District 5, Town and CCRTA staff, the preliminary concepts will be presented at a public meeting. Feedback on the preliminary concepts will be used to refine those concepts.

Product: Summary of Public Meeting

Task 6: Draft and Final Report

Concepts will be refined based on public comments and feedback from Town, MassDOT District 5, CCRTA, and Commission staff.

Refined concepts will be prepared as part of a draft report. The draft report will also include an analysis of each alternative's impact on traffic flow and safety. General criteria that may be applied include:

- Change in through-trip travel times & distances
- Queuing
- Safety impacts (e.g., change in number of conflicting traffic movements & expected traffic demand at each)
- Environmental impacts (air quality, intrusion near wetlands, etc.)
- Right-of-Way impacts (need to acquire property for construction of alternative)
- Expected cost to construct

All the information and comments received will be compiled into a final report document and delivered to MassDOT, the Town of Mashpee, and the Cape Cod RTA.

Schedule

The schedule for this effort allows for completion by October 2019. Milestones include coordination meetings with the Cape Cod Joint Transportation Committee and updates to the Cape Cod Metropolitan Planning Organization.

- Needed data collection (FY 2018) Summer of 2018
- Review of methodology/project initiation: November 2018
- Public meeting with Stakeholders: January 2019
- Problem identification and development of alternatives review with CCJTC:
 March 2019
- Analysis of Alternatives review with CCJTC: May 2019
- Draft report/public meeting: July 2019
- Final report: October 2019

Beneficiary Community: Mashpee

Funding Source Amount
FHWA/MassDOT \$75,000

TASK 3.2 – TRANSPORTATION SAFETY

Objectives:

To compile a list of the top fifty (50) crash locations on Cape Cod. This list will assist in evaluating safety improvements in the upcoming Cape Cod Regional Transportation Plan and providing guidance in selecting the UPWP FFY 2019 safety locations for further study. To evaluate safety problems and develop plans to improve safety at specific locations as appropriate. Assist towns with associated roadway safety improvements on an as-needed basis.

Previous Work:

Roadway Safety Audits

Barnstable Road Safety Audits

- Iyannough Road (Route 132) at Cape Cod Community College/Cape Cod Conservatory Intersection (2014)
- Route 28 at Osterville-West Barnstable Road (2012)
- Iyannough Road (Route 28) at Yarmouth Road (2012)
- Meetinghouse Way (Route 149)/Route 6 Ramps (2010)
- Route 28 (Falmouth Road)/Bearses Way (2009)
- Route 28 in Barnstable Lane Departure Safety Audit (2007)

Bourne Roadway Safety Audits

- Route 28 between Bourne Rotary and Otis Rotary (2013)
- Sandwich Road at Cranberry Highway (2012)

Dennis Roadway Safety Audit

Route 134 at the Route 6 Ramps (2009)

Eastham Roadway Safety Audit

Route 6 and Governor Prence Road (2012)

Mashpee Roadway Safety Audits

- Nathan Ellis Highway (Route 151) at Old Barnstable Road Intersection (2014)
- Great Neck Road North/Old Barnstable Road (2009)
- Route 130 Lane Departure Road Safety Audit (2007)

Sandwich Road Safety Audits

- Cotuit Road/Harlow Road/South Sandwich Road (2009)
- Route 6: Major Highway Median Cross-Over Crashes (2009)

Yarmouth Road Safety Audits

- Route 6A Willow Street to Union Street (2013)
- Old Townhouse Road/Forest Road (2010)

Location-Specific Safety Studies

Wellfleet: Route 6 Safety Study (2012)

Route 6 at Main Street

- Route 6 at LeCount Hollow Road
- Route 6 at Cove Road
- Route 6 Merge Area near Eastham Town Line

Analysis of High Crash Locations in Dennisport (2012)

- Upper County Road at Depot Street
- Main Street (Route 28) at Sea Street
- Main Street (Route 28) at Depot Street

Safety Study (2009)

- Route 6 at the Truro Central School
- Orleans/Eastham Rotary
- Route 6 at Shank Painter Road in Provincetown

Transportation Safety Report (2008)

- Eastham: Route 6 at Brackett Road
- Sandwich: Route 6 at Route 130 (Exit 2) (Westbound and Eastbound Ramps)

Transportation Safety Report (2006)

- Bourne: Route 28 at Otis Rotary
- Harwich: Route 137 at Route 39
- Orleans: Route 6A at Route 28

Route 28 Safety & Traffic Flow Study: Chatham, Harwich, Dennis, Yarmouth (2006)

Route 6 Safety & Traffic Flow Study: Eastham, Wellfleet, Truro, Provincetown (2004)

The 2014 Barnstable County Intersections of Critical Safety Concern (top fifty crash location report) provided analysis based on frequency, crash rate, Equivalent Property-Damage Only (EPDO), and EPDO rate using geo-located crash data to the extent available. Creation of the report also included outreach to local and state police to improve crash data reporting.

Procedures:

Using that latest available three years of crash data from the Massachusetts Registry of Motor Vehicles, develop a top fifty ranking of crashes for Barnstable County. Rankings will be based on frequency, severity (Equivalent Property Damage Only – EPDO), and rates (per million entering vehicles).

Analyses of specific locations will also be included as appropriate and funding dictates. These may include locations being considered for Highway Safety Improvement Program funding, Roadway Safety Audits, or have been identified through the Cape Cod Commission's public participation process.

- Review of causal factors of crashes at each location.
- Review of roadway/intersection geometry.
- Identification of deficiencies and alternatives to improve safety.
- Review of local and state police reporting practices.

- Identification of ways to improve accuracy, consistency and timeliness of information
- Assistance in the implementation of improved practices.
- Consultation & coordination with appropriate agencies regarding environmental mitigation.
- Use of visualization techniques including GIS data layers showing land use and sensitive environmental areas.

Products:

Results will be published in a written report to be made available online at www.capecodcommission.org in addition to printed copies for interested parties. Other study materials will be produced and made available via internet, mailings, public meetings etc. including maps and charts, handouts and flyers.

Reports and memoranda published to include analyses and recommendations for improvements at other safety problem locations as appropriate.

Schedule: Ongoing throughout the year

Beneficiary Communities: All communities

Funding source Amount
FHWA/MassDOT \$37,500

TASK 3.3 – SIDEWALK/BICYCLING NETWORK STUDY

Bicycling and walking throughout Cape Cod can be challenging in many areas due to the lack of infrastructure such as sidewalks and shared-use paths. The Cape has had success in many areas to increase/improve sidewalks and shared-use paths, but many gaps remain. The Cape Cod MPO supports the so-called concept of "Vision 88" – a policy to connect the Cape's communities from Woods Hole in Falmouth all the way to Provincetown via a series of new facilities and existing shared-use paths (e.g., Shining Sea Bikeway, Cape Cod Canal bike paths, Cape Cod Rail Trail, etc.).

Biking and walking, being healthy forms of transportation, have the additional benefit in reducing the use of automobiles and their effects such as air pollution and parking limitations. Cape Cod's worst traffic issues occur during the summer and shoulder

seasons – times of the year when biking and walking are desirable (assuming available infrastructure) alternatives especially for shorter trips in the many residential/commercial areas surrounding the Cape's villages.

Objectives:

To identify gaps in the existing bicycling and pedestrian networks and to prioritize solutions to address these gaps based on potential demand

Procedures:

- Identify bicycling network consisting of
 - o Shared Use Paths (e.g., Cape Cod Rail Trail, Shining Sea Bikeway, etc.)
 - Bike accommodating shoulders on roadways
 - Low volume/low speed roadways
 - Wide sidewalks outside of village areas
- Identify pedestrian network including
 - Sidewalks (detail including which side of each road)
 - Crosswalks
 - Low volume/low speed roadways
- Utilize GIS data to identify locations of attractions (e.g., commercial & employment centers). Calculate "Walkscore" & "Bikescore" values for all Cape Cod roadways and shared-use paths. Scoring is based on travel distance and number of attractions.
- Using the scoring methodology, identify gaps in pedestrian & bicycling network.
 Develop methodology to prioritize gaps for improvement based on potential demand (residential density) and equity considerations.
- Other sidewalk/bicycling connectivity planning efforts as needed.

Products:

- GIS-based maps showing:
 - Bicycling network
 - Pedestrian network
 - Walkscore & Bikescore
 - Gap analyses
- Draft & Final reports to be published on CCC website (<u>www.capecodcommission.org/bikeped</u>)

Schedule: October 2018-September 2019.

Beneficiary Communities: All

Funding source Amount

FHWA/MassDOT \$43,750

TASK 3.4 – PLANNING RESILIANT TRANSPORTATION INFRASTRUCTURE

Objectives: To work with one or more Cape Cod communities to utilize a regional coastal resiliency decision-support tool, developed by the Cape Cod Commission and partners through a National Oceanic and Atmospheric Administration Regional Coastal Resiliency Grant, to develop strategies to address vulnerable transportation infrastructure and critical community facilities. To advance one or more communities resiliency planning efforts, increase understanding of the threats of climate change, sea level rise and erosion, identify the cost of no action, and determine costs and benefits of various adaptation strategies for vulnerable transportation infrastructure and facilities given local conditions.

Previous Work:

- Resilient Cape Cod Project (NOAA RCRG funded project), Stakeholder Process, Outreach Resource Development and Decision-Support Tool Development, 2016-2018
- Local Hazard Mitigation Plan Development for Provincetown, Truro, Wellfleet, Chatham, Harwich, Yarmouth, Mashpee, Sandwich and Bourne, 2014-2017
- Public Engagement tools developed in FFY15 for UPWP 3.4
- UPWP FFY14 Critical Transportation Assets and their Vulnerability to Sea Level Rise, March 2015
- GIS-Based Sea Level Rise Viewer, April 2014
- UPWP FFY13 Climate Change Risk and Vulnerability Assessment of Transportation Infrastructure, November 2013
- Interagency Scenario Planning Project, 2011
- Regional Multi-Hazard Mitigation Plan, 2010

Procedures:

CCC Staff will scale the stakeholder process used for the Resilient Cape Cod Project to the local level and develop an approach for one or more towns that includes facilitated stakeholder meetings. CCC staff will facilitate stakeholder meetings that will provide information on vulnerable transportation infrastructure and other critical community assets and will utilize the regional coastal resiliency decision-support tool to identify and compare potential adaptation strategies for select areas of concern with the community or communities. Utilizing the decision-support tool will allow stakeholder groups to compare strategies for transportation infrastructure and facilities based on factors such as cost, ability to address vulnerability and impact on environmental resources and ecosystem services.

Products:

- A strategy for scaling a regional coastal resiliency planning process to the local level that includes guidance on stakeholder involvement and decision-support tool application.
- One or more case studies on application of the regional coastal resiliency tool to advance local resiliency planning and adaptation focused on transportation infrastructure and/or facilities.

Schedule: March 2019 to September 2019

Beneficiary Communities: All

Funding Source Amount
FHWA/MassDOT \$31,250

<u>TASK 3.5 – FOLLOW-UP ON PREVIOUS TRANSPORTATION</u> PLANNING STUDIES

During development of particular UPWP studies, unforeseen external factors may cause delay of completion within a particular fiscal year. The most common cause of delay is the need for additional public outreach or an expanded scope due to discovery of factors such as environmental constraints. In some cases, projects are delayed due to the need for additional review by outside agencies. Even upon study completion, additional staff time may be required as a project moves into the design and TIP funding phases.

Objectives:

To allow for completion of and/or follow-up work on special transportation studies of prior UPWPs.

Procedures:

- Incorporate additional public review into UPWP study, produce draft and final reports
- Participate in study implementation efforts in concert with state and local agencies

Products:

Previous UPWP tasks as needed

Schedule: As needed.

Beneficiary Communities: Towns containing follow-up studies

Funding source Amount

FHWA/MassDOT \$ 27,000

Task #4 – Technical Assistance Activities

TASK 4.1 – TRANSIT PLANNING

Objective: To provide transit planning and technical assistance services in coordination with the Cape Cod Regional Transit Authority and Cape Cod towns receiving transit service from the CCRTA or other transit organizations. Objectives include identifying unmet needs of the transit community and keeping the Cape's transit system in compliance with federal, state and local policy and legislation. An additional objective is to update the Coordinated Public Transit-Human Services Transportation Plan.

General Procedures:

Specific tasks identified by the Cape Cod Commission, CCRTA and Cape Cod Towns that may be included under this task are listed as follows:

- Evaluate and develop proposed transit services
- Integrate transit planning into corridor studies
- Evaluate existing routes for demographic coverage as presented in the Comprehensive Service Assessment
- Provide guidance on regulatory compliance with Title VI, Environmental Justice and other federal or local requirements
- Assist in making digital and paper maps or schedules
- Assist in coordinating marketing and outreach efforts
- Identify solutions to meet transit workforce gaps
- Identify funding for access to bus stops as identified in Eliminating Transit Barriers and Closing the Gaps Report
- Assist in Transit Oriented Development planning of the Hyannis Transportation Center
- Coordinate commuter rail feeder service from Bourne to existing MBTA commuter rail in Middleborough
- Identify regional impacts and demand of commuter and intercity bus travel
- Evaluate seasonal transit travel demand to and throughout cape cod
- Identify work trips that could be captured by transit
- Create GIS transit applications for use by planning staff and riders
- Analyze performance of transit operators
- Conduct surveys and outreach efforts
- Identify destination of passengers
- Support CCRTA travel training program
- Identify ways to optimize demand response services

Level of effort

Coordination will be facilitated by regular meetings with CCRTA staff to discuss ongoing transit studies and inclusion of transit in Cape Cod Commission corridor studies. Projects may be reviewed and assisted by consultants in coordination with CCRTA staff.

Proposed Products

A report, map or memo may be drafted and released as a public document. Public outreach will be performed under the guidance of the Cape Cod Commission Public Participation Plan and in coordination with CCRTA staff.

Additional detail regarding the Coordinated Human Service Transportation Plan is described below:

<u>Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) – Scope</u> of Work

The Federal Coordinating Council on Access and Mobility defined the coordination of specialized transportation services as "a process through which representatives of different agencies and client groups work together to achieve any one or all of the following goals: more cost-effective service delivery; increased capacity to service unmet needs; improved quality of service; and service which are more easily understood and accessed by riders." Within the existing CPT-HSTP, three programs were coordinated through the regional plan. Changes to programs will be addressed in the update:

- Job Access and Reverse Commute (JARC) Program (Section 5316)
- New Freedoms Initiative (Section 5317)
- Transportation for Elderly Persons and Persons with Disabilities (Section 5310)

The following outline of the existing CPT-HSTP will form the basis of the update and is presented as follows:

- 1. Background Coordinated Public Transit-Human Services Transportation Planning
- 2. Introduction
- 3. Assessment of Needs
 - 3.1. Summary of responding Agencies
 - 3.2. Significant needs
 - 3.3. Coordination Issues
 - 3.4. Coordination Needs and Opportunities
 - 3.5. Customer Issues:
- 4. Plan Goals and Objectives
 - 4.1. Service Improvements

- 4.1.1. Goal 1 provide service to address barriers and unmet needs for: journey to work, weekends and available span of service.
- 4.1.2. Goal 2 Encourage service opportunities in underserved areas.
- 4.1.3. Goal 3 Improve accessible services
- 4.2. Service Coordination
 - 4.2.1. Goal 4 Reduce duplication of services.
 - 4.2.2. Goal 5 Improve service planning
- 4.3. Program Goals and Objectives
 - 4.3.1. Job Access and Reverse Commute (JARC)
 - 4.3.2. New Freedom
- 5. Program Management Plan
 - 5.1. Roles and Responsibilities
 - 5.1.1. Cape Cod Commission responsibilities
 - 5.1.2. Subrecipients' responsibilities
 - 5.1.3. FTA responsibilities
 - 5.2. Coordination
 - 5.3. Eligible Subrecipients
 - 5.4. Local Share and Local Funding Requirements
 - 5.5. Project Selection Criteria and Method of Distributing Funds
 - 5.6. Annual Program of Projects Development and Approval Process
 - 5.7. Administration, Planning and Technical Assistance
- 6. Plan Summary

Products: Evaluation of CCRTA transit routes; letters and memoranda as required; continued identification and development of congestion and intermodal management strategies; updated and expanded website of transportation information, reports and memoranda as required. Several possible products include:

Traveler information via Internet

Promotion of transportation alternatives

ITS plans for Cape Cod Canal Area, including real-time traveler information

ITS plans for Hyannis area

Summary reports of updates to CMS database

Technical memoranda reporting analyses of travel patterns and traffic condition prediction methodology

ITS coordination with other regions

Updated "Coordinated Human Service Transportation Plan for the Barnstable Urbanized Area"

Assessment of effect of the recently implemented MassDOT Route 6 ITS project on Freight Operators

Previous Products

Previous transit planning has been performed under specific tasks included in corridor and other regional transportation studies. Project specific to transit performed by the Cape Cod Commission are listed but not limited to as follows;

- 2016 Eliminating Transit Barriers
- 2015 Comprehensive Service Assessment
- 2015 Buzzards Bay Commuter Rail Local Impacts Report
- 2014 Coordinated Public Transit Human Service Transportation Plan
- 2013 Closing the Gaps

Beneficiary Communities: All

Funding Source	Amount
FTA 5303	\$ 40,000
CCC	\$ 10,000

TASK 4.2 – SUPPORT FOR PASSENGER RAIL SERVICE

Objective: To support planning and introduction of commuter rail feeder service to Bourne connecting to MBTA commuter rail in coordination with the MBTA, Town of Bourne and CCRTA. This task includes identifying the needs of the commuter community and feasibility of extending commuter rail from Middleborough, 18 miles along existing track. Previous studies summarized reports and analyzed impacts to local intersections considering the introduction of commuter rail to Buzzards Bay under assumptions provided in previous documents.

Products:

Products may include memorandums that update the public and planners on the progress of commuter rail including summarizing ongoing studies, design efforts or funding allocations.

Beneficiary Community: Bourne

Funding Source	Amount
FTA 5303	\$5,000
CCC	\$ 1,250

TASK 4.3 – SIDEWALK ACCESSIBILITY TO TRANSIT STOPS FOLLOW-UP

Objective:

A previous UPWP task, "Eliminating Transit Barriers" included an inventory of pedestrian access to transit services, bus stops and recommended infrastructure projects that could enhance the transit experience. Follow-up will consist of two tasks:

- Organizing the information collected into a user-friendly application for use by the Regional Transit Authority. The application would best include features that enable the RTA to perform annual updates independently.
- Identify funding and drafting documents for projects recommended in Eliminating Transit Barriers study.

Products:

GIS application that shows the ridership, stop amenities and other regional datasets as requested by the CCRTA. The product will be used to identify gaps in the pedestrian network and high ridership stops that do not contain amenities consistent with the transit stop buildout.

Beneficiary Communities: All

Funding Source	Amount
FTA 5303	\$25,947
CCC	\$ 6,487

TASK 4.4 – OTHER TECHNICAL ASSISTANCE REQUESTS

Objectives: To provide the state, the towns, and the region with technical transportation assistance, as needed

Previous Work:

- Hyannis Parking Study, 2013
- Preparation of signal warrant analyses, review of local transportation improvement alternatives, preparation of local safety studies
- Wellfleet Fire Station access/egress recommendations, 2007
- West Chatham Route 28 Improvements, 2008
- Traffic Calming Techniques identified for local roads in Truro (2011)

Procedures:

Assist towns with infrastructure improvements including pedestrian, bicycle, transit rider shelter locations, roadway reconfigurations, corridor studies, etc. Potential locations include Route 28/Bearses Way in Barnstable (capacity and safety improvements), Shank Painter Road in Provincetown (corridor improvements), and Route 28 in Harwich (pedestrian, bicycle and transit improvements).

Products: Letters, reports, memoranda, and analyses

Schedule: Continuous throughout the year

Beneficiary Communities: All

Funding Source Amount
FHWA/MassDOT \$ 23,125

Task #5 – Cape Cod Commission Transportation Planning and Regulatory Activities

TASK 5.1 – REVIEW AND COMMENT ON ENVIRONMENTAL
NOTIFICATION FORMS, ENVIRONMENTAL IMPACT REPORTS, AND
DEVELOPMENTS OF REGIONAL IMPACT

Objectives:

The primary purpose of the CCC regulatory program is mitigation of transportation impacts in a manner that is consistent with Barnstable County's Regional Policy Plan. To ensure proper review and analysis of traffic impacts of major residential and commercial developments throughout the region. To provide such information to the CCC, MassDOT, EOEA-MEPA Unit, town officials, and other interested parties, as required. To recommend mitigation measures and work with interested parties in applying conditions to projects. To assist the Cape Cod Commission regulatory staff in the review of developments of regional impact. To assist the MassDOT/Public Private Development Unit (MassDOT - PPDU) in the implementation of mitigation strategies.

Previous Work:

Previous work includes analysis, review, and comment on Environmental Notification Forms (ENFs), Environmental Impact Reports (EIRs), and Cape Cod Commission regulatory review.

Procedures:

- Review ENF, EIR, EIS, MIS and/or traffic analyses
- Compute trip generation estimates
- Review traffic counts on adjacent street network; conduct special traffic counts
- Perform preliminary site visit
- Compute LOS at site drive and area intersections, as necessary
- Attend MEPA site visit, if applicable
- Discuss project with interested parties
- Identification of appropriate mitigation measures
- Review mitigation measures for compliance and consistency with the Regional Policy Plan
- Written and oral comments and testimony to the Cape Cod Commission, MassDOT District 5, MEPA, the towns, and other interested organizations as required
- Coordinate mitigation with MassDOT-PPDU

Products:

- Discussions with MEPA, MassDOT, project proponents, and town officials provide written comments
- Testimony at DRI and other meetings as required
- Advancement of measures to mitigate traffic impacts
- Analysis and recommendation on transportation improvements necessary to mitigate impacts

Schedule: As required to meet CCC, MEPA, MassDOT, and local deadlines

Beneficiary Communities: All

Support of this effort will be provided by the CCC. Below is the funding/staffing breakdown:

Funding Source	Amount
000	Ф 20 4 5 0
CCC	\$ 32,450

TASK 5.2 – ASSIST COMMUNITIES AND THE REGION IN THE DEVELOPMENT AND IMPLEMENTATION OF LOCAL COMPREHENSIVE PLANS (LCPS), DISTRICTS OF CRITICAL PLANNING CONCERN (DCPCS), AND ECONOMIC DEVELOPMENT IN DESIGNATED GROWTH CENTERS

Objectives: To provide technical assistance in the development and implementation of LCPs and DCPCs, Growth Incentive Zones, Economic Centers, village center planning, and other CCC funded transportation efforts

Previous work:

- Regional Policy Plan updates
- Past assistance in the development of LCPs in various Cape Cod towns

Procedures: Advisory and analytical assistance

Products: Testimony, letters, LCPs, DCPCs, and Technical Memoranda as required

Schedule: As established by the Cape Cod Commission and the Towns and legislated requirements

Beneficiary Communities: All

Funding Source Amount

CCC \$41,342

TASK 5.3 – OTHER TRANSPORTATION ACTIVITIES

Objectives: To perform other transportation activities and transportation program management.

Previous Work: Past transportation program management

Procedures:

- Commission staff will assist towns in local transportation planning efforts including intersection safety analysis, trip generation calculations for small scale development, and TIP guidance.
- Commission staff will evaluate the impact of TIP project requirements relative to community character and environmental impacts
- Commission staff will also direct town in the appropriate MassDOT official/MassDOT department to address local concerns.

Products: Viable transportation planning program. Technical memoranda, email responses, telephone responses to member communities and stakeholders.

Cape Cod Unified Planning Work Program for FFY 2019

Schedule: Continuous throughout the year

Beneficiary Communities: All

Funding Source	Amount
CCC	\$ 58,671

Distribution of UPWP Efforts

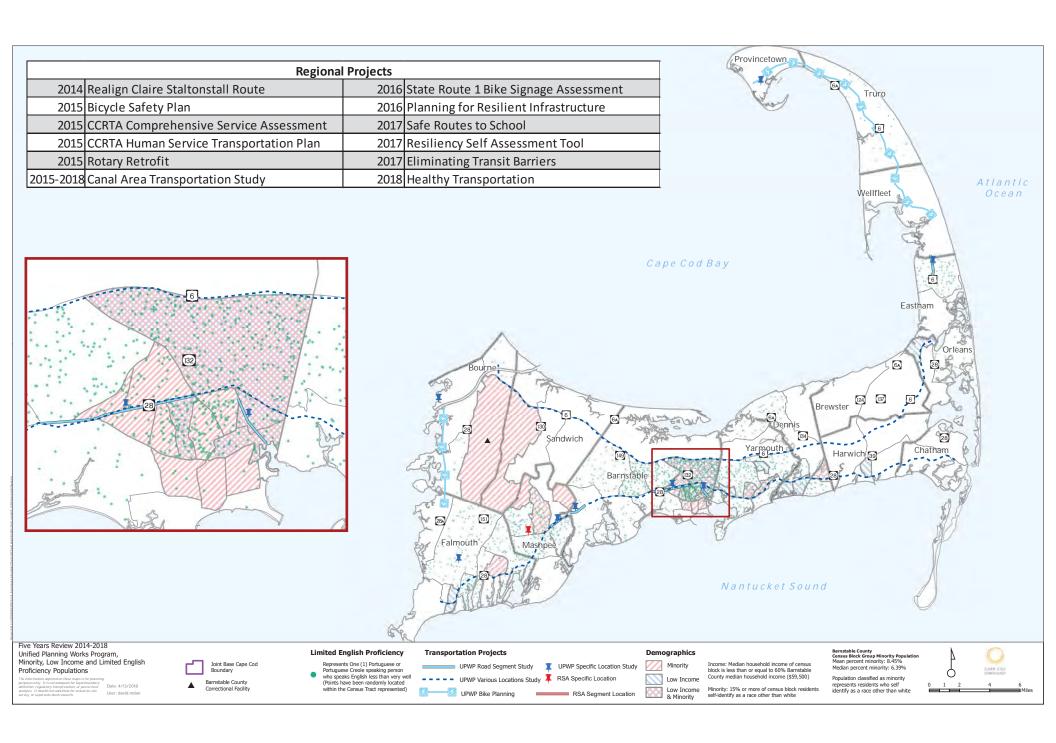
The table below identifies the affected communities by UPWP efforts included in UPWPs for the past five years as well as this current UPWP. Individual UPWP subtasks may affect one or more towns or in some cases all fifteen communities of Barnstable County. The map on the following page shows the affected the locations of these studies within Barnstable County.

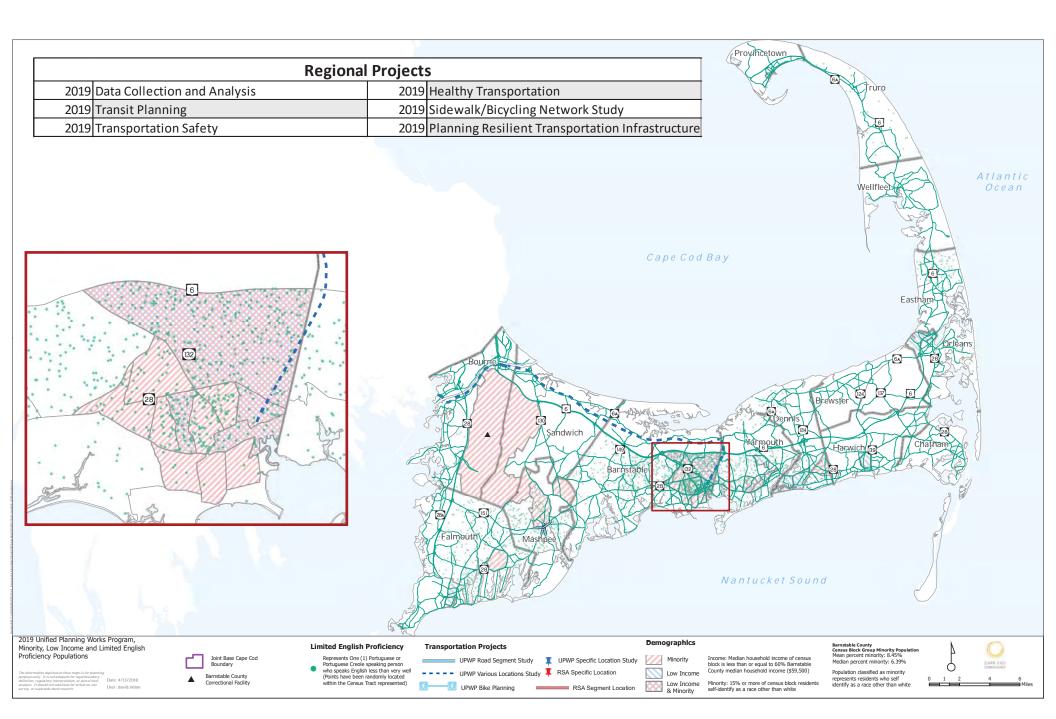
Table 3 - Geographic Distribution of UPWP Efforts

Town	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Barnstable	1	1	3	3	2	1
Bourne	0	2	3	2	2	1
Brewster	0	0	1	1	1	0
Chatham	0	0	0	1	0	0
Dennis	0	0	1	2	1	0
Eastham	0	1	0	1	1	0
Falmouth	0	1	1	1	0	0
Harwich	0	0	1	2	1	0
Mashpee	0	0	0	1	0	1
Orleans	0	0	1	1	1	0
Provincetown	2	2	2	0	1	0
Sandwich	0	0	1	1	2	1
Truro	1	1	1	0	1	0
Wellfleet	1	1	1	1	0	0
Yarmouth	0	0	1	2	1	0
All Towns	18	18	21	23	18	19

The regional nature of many of the UPWP efforts encompass all fifteen communities at an average of over twenty studies per year. The table above cites regional ("All Towns") and the smaller-scale efforts for the individual towns or groups of towns (e.g., an Outer Cape study may be counted in two or more Outer Cape towns).

These efforts are tailored to problem identification and are scaled accordingly. For example, a single effort in Barnstable (e.g., Hyannis Access Study Implementation) may lead to a \$50 million-dollar transportation improvement while three studies in a smaller community may reflect small-scale intersection improvements costing much less.





Glossary

Table 4. Acronyms

ACRONYM	MEANING
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
CAAA	Clean Air Act Amendments of 1990
CCC	Cape Cod Commission
CCJTC	Cape Cod Joint Transportation Committee
CCMPO	Cape Cod Metropolitan Planning Organization
CCRTA	Cape Cod Regional Transit Authority
CIP	(MassDOT) Capital Investment Plan
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestions Management Plan/Process
CMR	Code of Massachusetts Regulations
СО	Carbon Monoxide
CO ₂	Carbon Dioxide
CTPS	Central Transportation Planning Staff
CZM	(Massachusetts) Coastal Zone Management
DEP	Department of Environmental Protection
DOT	United States Department of Transportation
DRI	Development of Regional Impact
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EOEA	(Massachusetts) Executive Office of Environmental Affairs
EPA	Environmental Protection Agency
FA	Federal Aid
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY, FFY	Fiscal Year, Federal Fiscal Year
GPS	Global Positioning System
HSIP	Highway Safety Improvement Program
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation System(s)
LOS	Level of Service
LRTP	Long Range Transportation Plan (see RTP)
MAP	Mobility Assistance Program
MAP-21	Moving Ahead for Progress in the 21st Century
MassDOT	Massachusetts Department of Transportation
MEPA	Massachusetts Environmental Protection Act

	, , , , , , , , , , , , , , , , , , ,							
MHD	Massachusetts Highway Department or MassHighway (now							
	MassDOT/Highway Division)							
MPO	Metropolitan Planning Organization (see CCMPO)							
NAAQS	National Ambient Air Quality Standards							
NFA	Non-Federal Aid							
NHPP	National Highway Performance Program							
NHS	National Highway System							
NHTSA	National Highway Traffic Safety Administration							
NOx	Nitrogen Oxides							
PPP	Public Participation Plan							
RPA	Regional Planning Agency							
RPP	Regional Policy Plan							
RSA	Roadway Safety Audit							
RTA	Regional Transit Authority (see CCRTA)							
RTP	Regional Transportation Plan							
SIP	State Implementation Plan							
SOV	Single Occupancy Vehicle							
STIP	Statewide Transportation Improvement Program							
STP	Surface Transportation Program							
TAP	Transportation Alternatives Program							
TDM	Transportation Demand Management							
TIP	Transportation Improvement Program							
TMA	Transportation Management Area							
TSM	Transportation Systems Management							
UPWP	Unified Planning Work Program							
USGS	United States Geographical Survey							
UZA	Urbanized Area							
v/c	Volume to Capacity							
VMT	Vehicle Miles Traveled							
VPD	Vehicles Per Day							
VPH	Vehicles Per Hour							

Appendices

APPENDIX A: CAPE COD CANAL TRANSPORTATION STUDY

The Massachusetts Department of Transportation is conducting the Cape Cod Canal Transportation Study. The Sagamore and Bourne Bridges, as well as the moveable rail bridge across the Cape Cod Canal, are the primary means of access to and from the mainland for the 15 towns and 215,000 people who live on Cape Cod. While in previous years, off-season mobility over the bridges was unimpeded, the two functionally obsolete highway bridges are 80 years old and have required increased maintenance activities by the U.S Army Corps of Engineers. This required maintenance has and will continue to necessitate lane closures and resulting delays with increasing frequency over the coming years. This will have a significant impact on emergency access and safety, community connectivity, and impacts to the economic activity of the Cape Cod communities.

The Cape Cod Canal Transportation Study seeks to identify existing and future multimodal transportation deficiencies and needs around the Cape Cod Canal area in Bourne and Sandwich. The study will entail the development and analysis of a full range of transportation alternatives including highway, interchange, and non-highway improvements, as well as options and design elements that improve access for all modes. The alternatives considered will also include the evaluation of potential alignments for an additional or replacement crossing over the Cape Cod Canal.

MassDOT provides updates on study progress at the following website address:

http://www.massdot.state.ma.us/capecodcanalstudy

APPENDIX B: FEDERAL FISCAL YEAR 2019 PL FORMULA ALLOCATION

massDOT 2019 Unified Planning Work Program Funding

apportionment obligation authority federal PL funds only matching funds added

FF	Y 19	FF	Y 18	Δ
\$	9,525,236	\$	9,325,022	
	93.1%		93.1%	2.10%
\$	8,869,900	\$	8,683,460	2.10%
\$			10,854,326	

PL funds are provided to the MPOs from the previous year's federal-aid ("forward funded")

The recommended PL Allocation Formula was developed by the Massachusetts Association of Regional Planning Agencies and recommended by MassDOT to FHWA, is based upon the following three factors: 40% of available funds divided equally among the ten MPOs, 30% is allocated based on each MPO's relative share of Massachusetts population, and 30% is allocated based on each MPO's relative share of urbanized population. These factors result in the percentages

	Contract status	fur	% of total ids ∕ ten 'Os	30% of funding population	for relative	si	ze of	30% of funding	Control of the last of the las	ive	size of	al FFY19 ding by MPO
MPOs PL funded		\$	4,434,950				\$3,326,212			=1	\$3,326,212	\$ 11,087,375
Berkshire	Yr 3	\$	443,495	131,219	2.03%	\$	67,673	88,795	1.49%	\$	49,622	\$ 560,790
Boston		\$	443,495	3,087,975	47.88%	\$	1,592,555	3,026,176	50.84%	\$	1,691,143	\$ 3,727,192
CTPS	Yr 1							7 7 7 7 7 7 7				\$ 3,019,026
MAPC	Yr 1											\$ 708,167
Cape Cod	Yr 3	\$	443,495	215,888	3.35%	\$	111,339	198,826	3.34%	\$	111,112	\$ 665,946
Central Mass	Yr 4	\$	443,495	556,698	8.63%	\$	287,105	462,724	7.77%	\$	258,588	\$ 989,187
Merrimack Valley	Yr 3	\$	443,495	333,748	5.17%	\$	172,123	316,362	5.32%	\$	176,795	\$ 792,413
Montachusett	Yr 4	\$	443,495	236,475	3.67%	\$	121,957	171,236	2.88%	\$	95,693	\$ 661,145
Northern Middlesex	Yr 3	\$	443,495	286,901	4.45%	\$	147,963	277,474	4.66%	\$	155,063	\$ 746,521
Old Colony	Yr 4	\$	443,495	362,406	5.62%	\$	186,903	342,110	5.75%	S	191,184	\$ 821,582
Pioneer Valley	Yr 3	\$	443,495	621,570	9.64%	\$	320,561	537,074	9.02%	\$	300,137	\$ 1,064,193
Southeastern Mass	Yr 4	\$	443,495	616,670	9.56%	\$	318,034	531,236	8.93%	\$	296,875	\$ 1,058,404
77-11-11-11-11-11-11-11-11-11-11-11-11-1		\$	4,434,950	6,449,550	100.00%	\$	3,326,212	5,952,013	100.00%	\$	3,326,212	\$ 11,087,375

RPAs SPR funded	Contract status	Δ	SPR the year before (federal only)		19 total ding by	
Franklin	Yr 3	2.10%	\$	432,944	\$ 552,555	
Martha's Vineyard	Yr 3	2.10%	\$	248,283	\$ 316,877	
Nantucket	Yr 2	2.10%	\$	211,196	\$ 269,544	

Figure 4 - Unified Planning Work Program Funding (Source: MassDOT)

APPENDIX C: COMMENTS ON PUBLIC DRAFT

This UPWP comment period officially began after the Cape Cod Metropolitan Planning Organization (MPO) voted to release the Draft UPWP for the public review/comment period. The MPO is expected to consider the UPWP FFY 2019 endorsement at their May 2018 meeting at the Cape Cod Commission Office at 3225 Main Street (Route 6A) in Barnstable, MA 02630. Comments on this UPWP may be sent by close of business on May 14, 2018 via mail, hand delivered, by facsimile, or via e-mail, as follows:

Mailed or dropped off:

Cape Cod Commission Transportation Program

Steven Tupper, Transportation Program Manager

3225 Main Street (Route 6A)

PO Box 226

Barnstable MA 02630-0226

Sent by facsimile (FAX: 508-362-3136) to the attention of:

Steven Tupper, Transportation Program Manager, CCC

Electronic mail "email"—please put "UPWP" in the subject line and send to: stupper@capecodcommission.org

Comments / Questions received on this UPWP:

The attached Public Comment Summary Grid presents a summary of the comments received during the 21-day public comment period. The comments will be presented in their entirety to the Cape Cod MPO during their May 2018 meeting where the body will consider the comments. Consideration of the comments is detailed in the meeting minutes for that meeting. The response and any action taken by the MPO are summarized in this table. Discussion of UPWP activities is also included in the previous MPO and CCJTC meetings.

#	Date Received/ Format	Comment From	Summary of Comment	Potential Response/Action for Consideration
		Public co	mments received during the public comment period (April 23, 2018 to I	May 14, 2018)
1	4/23/2018 In person	Noah Berger	Consider renaming <i>Task 4 Other Technical Activities</i> to better reflect content of sub-tasks	Task 4 now renamed "Technical Assistance Activities"
2	5/1/2018 Email	Joe Lyons	Suggestions regarding alternatives for the Mashpee Rotary Study.	Action: Consider these suggestions as part of the Mashpee Rotary UPWP task.
3	5/3/2018 Email	S.C. Fox	Emphasized the importance of getting moving on projects, particularly the Bourne Rotary, the need to improve public transportation, and concern the rail trail conversions are squandering the opportunity for public transportation.	Thank you for your comment.
4	5/4/2018 Mail	Steven Egli	Presented specific recommendation regarding CCRTA service locations and hours.	Action: Share the comment with the CCRTA.
5	5/7/2018 Phone	Anonymous	Pedestrian safety on roads leading to the beaches should be a priority.	Thank you for your comment. Note: A regional sidewalk study is included in the FFY 2019 UPWP.
6	5/8/2018 Letter via email	MassDOT Office of Transportation Planning, David Mohler	Various administrative updates; recommendation to expand on RTP scope and reallocating additional funding for the RTP; recommendation to add Coordinated Public Transit-Human Services Transportation Plan under the transit section; ensure follow-up actions from FHWA April certification report	Action: Updated the draft UPWP as requested. Revised dates to align with current schedules; added detail regarding update to RTP and reallocated additional funding for the RTP (Task 1.6 is increased to 8.3%); added scope of work for Coordinated Public Transit-Human Services Transportation Plan under the transit section (Task 4.1); added procedure to Task 1.3 to address requirements of FHWA April 2018 certification report; reviewed and edited table of acronyms.

#	Date Received/ Format	Comment From	Summary of Comment	Potential Response/Action for Consideration
7-184	4/29/2018 Revival Presbyterian Church of Cape Cod (predominately Portuguese speakers)	Various	Support for sidewalks and transit, particularly in the Hyannis area. See attached comment cards for details.	Thank you for your comment. Note: A regional sidewalk study is included in the FFY 2019 UPWP. The specific location noted on the comment cards will be considered in the study.
185	5/3/18 Falmouth,	Woman- from Charlotte, NC	Difficult biking against the wind	Thank you for your comment. Action: Share the comments with the CCRTA and
186	Shining Sea Bikeway S. of Locust St.	Man- from Charlotte, NC	Noted Cape Cod needs more buses (especially for older people) and has too much traffic (especially during the summer)	other agencies as appropriate.
187	1	Anonymous	Existing rail trails are beautiful but there needs to be more sidewalks	
188		Anonymous	Extend Shining Sea Bike Trail to the Cape Cod Canal would get people off the road and ease up congestion	
189		Anonymous	Offered a suggestion to send more trucks through New Bedford rather than Falmouth to get to Martha's Vineyard	
190		Anonymous	Wanted more (and longer) bike paths as well as more education for cyclists and other users. Also noted she wanted to Shining Sea Bikeway extended to the Cape Cod Canal. Noted that snow removal is good along the Shining Sea Bikeway.	
191		Anonymous	Wants more walking/bicycling facilities. Noted that downtown Falmouth is really tight and that cars are too big. Suggested making downtown Falmouth more walkable.	
192	5/8/18 Hyannis Transportation	Anonymous	Noted it needs to be easier to fond buses on Cape Cod. He mentioned this was his first time on Cape Cod.	Thank you for your comment. Action: Share the comments with the CCRTA and
193	Center	Anonymous	Noted that the Hyannis Transportation Center is a great facility	other agencies as appropriate.
194 195]	Anonymous Anonymous	Would like a train from Hyannis to Provincetown Noted that Cape Cod needs more sidewalks and crossing guards	

#	Date Received/ Format	Comment From	Summary of Comment	Potential Response/Action for Consideration
196		Anonymous	There needs to be more buses, especially in the morning hours (noted between 5:30 & 6:00 AM). Noted they were always late for work or appointments and have to plan around the bus schedule.	
197	†	Anonymous	Noted that later buses are needed.	
198		Anonymous	Would like a Ferry from Barnstable Harbor to Boston as well as a train that stops in West Barnstable.	
199		Anonymous	Noted there needs to be more places to safely walk. Suggested more sidewalks and pathways.	
200		Anonymous	More sidewalks/connections from rail trails to main roads like Route 28.	
201	5/10/18 Hyannis	Anonymous	Good connection between ferries and bus system from Martha's Vineyard to Boston	Thank you for your comment. Action: Share the comments with the CCRTA and
202	Transportation	Anonymous	Bus service is great, I may not need to buy a car	other agencies as appropriate.
203	Center	Anonymous	Later bus service to 7:30 PM Monday through Saturday	
204		Anonymous	Noted they like the flag service	
205		Anonymous	Noted other passengers shouldn't be using cell phones on the bus	
206	İ	Anonymous	There should be a 7:30 PM Sandwich route	
207	1	Anonymous	Noted the schedules need to be printed larger	
208]	Anonymous	Great bus services get me to work. Love the DART.	
209		Anonymous	There should be more consistent rules on P&B around cell phone used and food on bus. Passenger has told been told to use bathroom for calls.	
210	1	Anonymous	Like plugs on the bus, Peter Pan needs it.	
211		Anonymous	Review HTC smoking areas location, keep nice areas free of smokers.	
212	5/10/18 Provincetown,	Anonymous	Bus service is good, could use more service off season. Great bus drivers.	Thank you for your comment. Action: Share the comments with the CCRTA and
213	Commercial	Anonymous	Railroad to Provincetown.	other agencies as appropriate.
214	Street	Anonymous	Hi-speed ferry important to get to Boston. Whales are slowing things down.	
215		Anonymous	Shank Painter Road improvements are important for pedestrians.	
216	1	Anonymous	Jet packs and self driving cars	1
217	Ī	Anonymous	Car sharing to replace need to own a car.	

#	Date Received/ Format	Comment From	Summary of Comment	Potential Response/Action for Consideration
218	Torriat	Anonymous	Shank Painter Rd should be more bicycle and pedestrian friendly.	
219	1	Anonymous	Bus and light rail to Provincetown. Express bus service Provincetown to Hyannis.	
220		Anonymous	Rail back to Provincetown.	
221	5/14/18	Anonymous	Love the rail trail extensions and the ability to one day ride to	Thank you for your comment.
	Orleans, Cape		Hyannis	Action: Share the comments with the CCRTA and
222	Cod Rail Trail at	Anonymous	Love the trails, they are very clean.	other agencies as appropriate.
223	Main Street	Anonymous	Love to walk the rail trail and sidewalks in Orleans.	
224	†	Anonymous	Need safer options for pedestrians trying to get to the beaches.	
225		Anonymous	Love the trail system for visitors.	
226		Peter Bova	Love the Cape Cod Rail Trail. Keep building.	
227		Gail Meyers Lavin	Thanks!	
228		Mark	Great idea developing this info.	
		Public co	omments received after the public comment period (May 15, 2018 to M	ay 18, 2018)
229	5/15/18 Dennis,	Anonymous	Noted we should set up a comment table at the Tour de Barnstable	Thank you for your comment.
	Cape Cod Rail		event	Action: Share the comments with the CCRTA and
	Trail at Route			other agencies as appropriate.
	134			
230		Anonymous	More bus option/routes to and from Provincetown. At least connect	
			Provincetown to Hyannis Park and Ride and Sagamore Park and Ride	
231	1	Anonymous	Noted that the bridge over Station Ave in Yarmouth should be	
		·	opened soon and that the CCRT needs to connect to more places.	
232	5/16/18	Anonymous	Cyclists should yell "on your left"/use a bell when passing. Parents	Thank you for your comment.
	Bourne, Cape	,	set bad examples by not wearing helmets.	Action: Share the comments with the CCRTA and
	Cod Canal Bike			other agencies as appropriate.
	Path			
233	1	Anonymous	Noted they need a car to get around because it is not safe to bike,	1
		,	they also noted there are lots of distracted drivers these days.	
234	1	Anonymous	Noted they are in support of the Bourne Rail Trail extension, and	
	_		there needs to be more bike paths/places to walk]

#	Date Received/	Comment From	Summary of Comment	Potential Response/Action for Consideration
235	Format	Anonymous	In favor of a train to Boston from Buzzards Bay. Noted they use the GATRA to get to Middleboro, and that there needs to be less traffic (specifically noted the Bourne Rotary as a problem area).	1 Otoriusi Response/Action for Consideration
236		Anonymous	Noted that there needs to be improvements to public transportation as well as more alternatives to cars. They also want better train service to Boston.	
237	5/17/18 Email	Emily Budzynkiewicz, Outreach Coordinator for the MassDOT Massachusetts Safe Routes to School Program	Provided a breakdown of comments received from the 4/29/2018 outreach event at the Revival Presbyterian Church of Cape Cod (predominately Portuguese speakers) highlighted locations that are relevant to Safe Routes to School initiatives including those within the designated Barnstable Public Schools "walk" or bus zone.	Thank you for your comment. Note: A regional sidewalk study is included in the FFY 2019 UPWP. The specific location noted on the comment cards will be considered in the study. Special attention will be paid to locations that intersection with routes to school.
238	5/17/18 Hyannis Transportation Center	Dave	We should have more bicycles on the Cape, and bikes and cars need to be more conscious of each other.	Thank you for your comment. Action: Share the comments with the CCRTA and other agencies as appropriate.
239		Brad	Buses are great, although he prefers trains to buses. Consider offering commuter helicopter service.	
240	5/18/2018 Hyannis Transportation Center (Bike to Work Breakfast)	Anonymous	Noted they enjoy riding the bus, although it can be unreliable at times.	Thank you for your comment. Action: Share the comments with the CCRTA and other agencies as appropriate.
241	1	Anonymous	Sunday bus service year round and later services.	
242		Anonymous	Consider offering Sunday bus service, even if it's a part time schedule to accommodate the year round users. The bus schedule caters to the seasonal guests.	
243	1	Anonymous	More bike lanes. Add bike accommodation on Service Road.	
244		Anonymous	Sandwich needs a weekend bus service.	

#	Date Received/ Format	Comment From	Summary of Comment	Potential Response/Action for Consideration
245		Lamar Anderson	Route extension and more park stops.	
246		Anonymous	Direct bus from Hyannis to Provincetown with CCRTA.	
247		Anonymous	Provide greater access for bus riders with disabilities. Consider	
			adding more direct routes with less stops.	
248		Anonymous	Sunday bus service.	

Acronyms: AC = advanced construction; CCC = Cape Cod Commission; CCRTA = Cape Cod Regional Transit Authority; CMAQ = Congestion Mitigation and Air Quality; DPW = Department of Public Works; GHG = Greenhouse gas; HSIP = Highway Safety Improvement Program; MassDOT = Massachusetts Department of Transportation; MPO = Metropolitan Planning Organization; RTP = Regional Transportation Plan; TIP = Transportation Improvement Program; TFPC = Total Federal Participating Cost; UPWP = Unified Planning Work Program; YOE = Year of Expenditure

Note: The Public Comment Summary Grid presents a summary of the comments received during the 30-day public comment period. The comments were presented in their entirety to the Cape Cod Metropolitan Planning Organization (MPO) during a public meeting where the body considered the comments. The response and any action taken by the MPO are summarized in this table. This table will be included in the final plan and is available at www.capecodcommission.org/mpo.

 From:
 aaredeye@aol.com

 To:
 Steven Tupper

 Cc:
 aaredeye@aol.com

 Subject:
 Mashpee Rotary

Date: Tuesday, May 1, 2018 3:54:14 PM

Steven:

The primary traffic obstacle in the Mashpee Rotary is the amount of thru traffic on route 28 between Hyannis and Falmouth destinations. The major contributor to traffic congestion is that Falmouth bound traffic must merge past two exits effectively blocking Great Neck North and Route #151. Hyannis bound traffic effectively blocks the Great Neck South exit.

The best engineering relief is passing route 28 traffic under the rotary area. The elevation of the existing rotary is ideal for this as the groundwater is well below the elevation needed, route 28 approaches are both lower than the rotary, and land is available to separate thru traffic and local traffic to the rotary.

Please do not recommend diversionary routing since all surface options require stop signs and will compound traffic movements.

Joe Lyons <u>aaredeye@aol.com</u> 508-477-6797 From: s.c. fox
To: Steven Tupper

Subject: TIP

Date: Thursday, May 3, 2018 10:59:13 AM

CCC,

Whatever decisions considered or made for improving ANYTHING in regards to traffic, bridges, et al, it should start ASAP. "The best time to plant a tree is ten years ago". Same goes here with bridge replacement and improving roads, especially the Bourne Rotary. If things were realistically approached and started 10 years ago, we'd perhaps have new bridges already built. The longer we wait not only will traffic flow and accidents get worse but the related costs will be more. We well KNEW this was going to happen, (worsening conditions), but per usual stick heads into sand. Entirely ignoring the current and future needs and requirements for safe roads. Waiting for things to become crisis or critical condition(s) is not the optimal way to remedy anything, although it has seemingly become the way we do things today in this country. So start planning today, right now, to replace the bridges. Or will there be ten more year of 'studies' or whatever to tell us to begin the process or not?

Has anyone in state or local government ever taken public transportation to or from or within the Cape? It is not reliable, efficient and is cost prohibitive. For a family of 4 to take a privately operated bus line, round trip, to say Falmouth from Logan costs approximately \$400. The same price of a renting a car at the airport for one week. Taking a P&B or Peter Pan bus, (only option), to Boston or Logan is a nightmarish experience. How can we expect visitors and others to take these services? It is not realistic to visit here using public transport. As it is, these busses are overcrowded, filthy and service is poorly managed. It is very embarrassing, the state of our public transport is archaic. Overall, massive improvements must be made to catch us up into the 21st century.

In closing, too bad we turned all of our railways into 'seasonally' used bicycle paths. Think about if we had transformed them into a highly needed and desirable, (year round, 24/7), light rail system (monorail) instead, going all of the way to the outer Cape. As much as I like bikes and paths, the average person doesn't own or ride a bike nor carry their luggage to visit on a bike. It's mostly a fairweather, light leisure activity for summer tourists who visit for a few months a year. We squandered or wasted the former railroad instead of facilitating a modern, public transportation infrastructure feature. We seriously lost out on any future visionary aspects with this one.

Thank you, S. Fox

Sent from Mail for Windows 10

Comment 4 - Egli.pdf

-72018

Hello people at Cape Cod Comission

summer time and we should have some improvements

About the H20 line the last bus to Orleans should be at 830 pm going to Harwich and arriving around 920pm and going on to Provincetown arriving at 10.45pm and then leave Provincetown to Orleans then back express to Patriot Square this should run seven days a weak

The last bus from Orleans to Hyannis should leave at 830 pm .Now it is at 730pm please don,t make it any earlier

The summer service is OK on the Sealine

The Hyannis loop should be joined with the summer trolley so they can get to the Cape and Festival malls It could run till 10 pm so people can get back to their motels

The Bourne route needs a lot of improvements because there is no place for parking not like the Flex bus to get more people to take it we need to have more routes in Mashpee then we can take it to both rotaries .The problem the summer service is not good enough people have to walk the two miles to the Barnstable County State Fair it also go to places like Adventure Isle that week it should run till 10pm

The Sagamore bus should run on Saturdays their places people would like to go shopping but their only open for a weekend and cabs are bad on the environment

They should have a route that goes on route 6a from Orleans to the Sagamore rotary. I used to live on this route and had to walk it of course my mom was worried about me getting hit by cars some times I used to walk lower road less people took that road. I think someone from the Brewster Fire Department felt the same.

Until we do this, we won't lower our carbon footprint.



May 8, 2018

Kristy Senatori, Acting Executive Director Cape Cod Commission PO Box 226 Barnstable, MA 02630

Dear Ms. Senatori:

The Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning (OTP) has reviewed the draft 2019 Unified Planning Work Program (UPWP) released by the Cape Cod Metropolitan Planning Organization (MPO) on April 23, 2018. The following MassDOT comments include both general guidance and specific comments on the MPO's 3C planning process related to the content of this document as released for public review.

- Page i
 - Please ensure the list of Cape Cod MPO members is current and accurate. The Cape Cod Commission website lists Jason Steiding as the representative from the Mashpee Wampanoag Tribal Council, while the UPWP lists Cedric Cromwell. Both the website and the UPWP incorrectly list Nelson Hoffman as the Federal Highway Administration (FHWA) Division Administrator. Jeffrey McEwen is the FHWA Division Administrator.
- Page vi
 - The due date for comments on the UPWP does not list a month.
- Task 1.1
 - Under "previous work," please fill in the expected endorsement month for the Federal Fiscal Year (FFY) 2019 UPWP. Under schedule, please confirm the expected submission dates for the draft and final FFY 2020 UPWP. These are listed as June and July, respectively, which would deviate from the FFY 2019 schedule.
- Task 1.2
 - The "Development Schedule" states that the TIP is endorsed each June or July by the Cape Cod MPO. Please revise this to reflect the current TIP development cycle with endorsement in May.
- Task 1.6
 - Insufficient funds (3.6% of the UPWP budget) and detail in the scope of work have been provided for the update to the Long Range Transportation Plan (LRTP). Although the LRTP is a certification document and is categorized under Task 1 (Management and Support of the Planning Process and Certification Activities), please consider adding an additional subtask with significant funding and a detailed scope of work under Task 3 (Short- and Long-range Transportation Planning) to support the update to the plan in FFY 2019.

- The "Procedures" section notes potential updates to the LRTP in FFY 2017. Please update the year to reflect FFY 2019.
- Task 2.5
 - Under "Procedures," please correct spelling of "Data."
- Task 4.1
 - Please include a subtask to update the Coordinated Public Transit– Human Services Transportation Plan in the final version of the FFY 2019 UPWP.
- Please ensure that follow-up actions from the FHWA Certification Report dated April 17, 2018 are included in relevant tasks.
- Glossary
 - Please review Table 5 (Acronyms) and consider removing terms and agencies that are out-of-date.

Please contact me at (857) 368-8865 or Gabriel Sherman at (857) 368-8866 if you have any questions.

Sincerely,

David Mohler
Executive Director

Office of Transportation Planning

Cc: Jeffrey McEwen, Division Administrator, Federal Highway Administration Mary Beth Mello, Regional Administrator, Federal Transit Administration Mary-Joe Perry, District 5 Highway Director

Comment 7-184 - Various from Church of Cape Cod Outreach.pdf

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significant transportation projects on Cape Cod. Their work is described

in the following documents:

officials, is responsible for planning and funding the construction of

collaboration of local, regional, state, and federal transportation

The Cape Cod Metropolitan Planning Organization (MPO), a

Fill out the survey on the back of the card.

Wore sidewalks? More bicycle paths? Increased bus

transportation on Cape Cod?

What is your vision for

Like us on Facebook: <u>Cape Cod Commission</u> and follow us on Twitter: @CCC<u>ommissio</u>n

Portuguese translator will be available. Come by to learn more or make

comment or visit www.capecodcommission.org/rtp.

You can also make a comment by phone at 508-362-3828 (508-744-

1299 for Portuguese) or by email to Steven Tupper at

stupper@capecodcommission.org

A prioritized listing of roadway, sidewalk, bridge, and transit projects

proposed for implementation during the next five (5) years.

Describes all significant transportation planning activities planned

over the twelve (12) month period.

The long-range plan that sets the vision for the region's

transportation system over the next 25 years.

The latest UPWP and TIP will be discussed at a public meeting of the

MPO on May 21st at 1:00 PM at the Cape Cod Commission Office, located at 3225 Main Street (Route 6A) Barnstable, MA 02630. A

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Comment 7-184 - Various from Church of Cape Cod Outreach pdf

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APPENDIX D: LIST OF STAFF AND ESTIMATED PERCENTAGE OF TIME ALLOCATED TO MASSDOT FUNDED (PL) TASKS IN THE FY 2018 UPWP

Staff Name and Position	Percentage of Time			
Steven Tupper, Transportation Program Manager	85%			
Lev A. Malakhoff, Senior Transportation Engineer	85%			
David Nolan, Transportation Planner	85%			
Martha Hevenor, Planner II	50%			
Chloe Schaefer	25%			
Historic (Hevenor)	5%			
Land Use (Rooney)	15%			
Water Resources (Pasakarnis)	2%			
GIS (Reynolds, Prahm, Cormier)	20%			
Legal (Wielgus)	5%			
Community Outreach/Title VI (Hevenor, Wielgus)	5%			
Climate Change (t.b.d.)	10%			
Natural Resources/Environment (Hevenor)	5%			
Economic Development (Rooney, Schaefer)	5%			
Seasonal Traffic Technicians	100%			

APPENDIX E: FY 2019 FUNDING SUMMARY

Appendix E: Federal Fiscal Year 2019 Funding Summary

		FHWA	MDOT	FTA	CCC	Other	Task Total	Percen
		PL funds	PL (match)	Sec 5303				
ask 1	Mgt & Support of the Planning Process							
	& Certification Activities	***	*	-			***	0.70/
1.1	Unified Planning Work Program	\$16,000	\$4,000				\$20,000	2.7%
1.2	Transportation Improvement Program	\$27,000	\$6,750				\$33,750	4.5%
1.3	CCJTC and MPO Activities	\$40,000	\$10,000				\$50,000	6.6%
1.4	Environmental Justice/Title 6	\$26,000	\$6,500				\$32,500	4.3%
1.5	Public Participation Plan	\$12,500	\$3,125				\$15,625	2.1%
1.6	Regional Transportation Plan	\$50,000	\$12,500				\$62,500	8.3%
	Total for Task 1	\$171,500	\$42,875				\$214,375	28.4%
	Data Collection & Analysis Activities	4		1	-			= 00/
2.1	Traffic Data Collection Program	\$34,000	\$8,500				\$42,500	5.6%
2.2	Performance Measures	\$20,000	\$5,000				\$25,000	3.3%
2.3	Transportation database management	\$27,000	\$6,750				\$33,750	4.5%
2.4	Pavement Management	\$30,000	\$7,500				\$37,500	5.0%
2.5	Healthy Transportation	\$30,000	\$7,500				\$37,500	5.0%
2.6	Geographic Information Systems	\$30,000	\$7,500				\$37,500	5.0%
	Total for Task 2	\$171,000	\$42,750				\$213,750	28.3%
	Short and Long Range Planning			Ī				
3.1	Mashpee Rotary	\$60,000	\$15,000				\$75,000	9.9%
3.2	Transportation Safety	\$30,000	\$7,500				\$37,500	5.0%
3.3	Sidewalk/Bicycling Network Study	\$35,000	\$8,750				\$43,750	5.8%
3.4	Planning Resilient Transportation Infrastructure	\$25,000	\$6,250				\$31,250	4.1%
3.5	Follow up on Previous Studies	\$21,600	\$5,400				\$27,000	3.6%
	Total for Task 3	\$171,600	\$42,900				\$214,500	28.4%
ask 4	Technical Assistance Activities							
4.1	Transit Planning			\$40,000	\$10,000		\$50,000	6.6%
4.2	Support for Passenger Rail Service			\$5,000	\$1,250		\$6,250	0.8%
4.3	Sidewalk Accessibility to Transit Stops			\$25,947	\$6,487		\$32,434	4.3%
4.4	Other Technical Assistance Requests	\$18,657	\$4,664				\$23,321	3.1%
	Total for Task 4	\$18,657	\$4,664	\$70,947	\$17,737		\$112,005	14.8%
	Subtotal Task 4 FTA 5303 with CCC Match			\$88,0	684			
ask 5	CCC Planning and Regulatory Activities							
5.1	Regulatory				\$37,543			
5.2	Planning				\$48,511			
5.3	Other Transportation Activities				\$64,869			
	Total for Task 5				\$150,923			
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	Totals	\$532,757	\$133,189	\$70,947	\$168,660		\$754,630	100%
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	MDOT = Massachusetts Department of Transportation							
	EUMA - Endoral Highway Administration							
	FHWA = Federal Highway Administration							
	FTA = Federal Transit Administration							
	FTA = Federal Transit Administration CCC= Cape Cod Commission							
	FTA = Federal Transit Administration							

Printed: 5/18/2018

